

HIGHWAY STATISTICS 1962



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1962

U.S. DEPARTMENT OF COMMERCE

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BUREAU OF PUBLIC ROADS

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PREFACE

This bulletin was prepared in the Office of Research and Development of the Bureau of Public Roads, Robert F. Baker, Director, by the Research Statistics Staff. It is the 18th of an annual series and presents the 1962 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, State and local highway finance, highway mileage, and Federal aid for highways.

The Highway Statistics series has been published annually beginning with the year 1945, but some of the earlier editions are now out of print. However, much of the data presented in the issues of 1945-55, inclusive, are reported in full or in summary form in the 1955 Summary. Recent issues may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, as follows:

Highway Statistics, 1961-----	\$1.00
Highway Statistics, 1960-----	1.25
Highway Statistics, Summary to 1955-----	1.00

Earlier issues still for sale by the Superintendent of Documents are as follows: 1958, \$1; 1957, \$1.25; 1956 and 1955, \$1 each.

Cover: Interstate Route 5, Mount Shasta, California

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MOTOR FUEL

The term "motor fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. "Special fuels" include diesel fuel, liquefied petroleum gases, and those fuels known by such names as "tractor fuel" and "power fuel," when they are used to operate vehicles on the highways.

The motor-fuel tax collections for all States are given in table G-1. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes has been placed in separate funds, it has been deducted in the next to the last column of table G-1. The last column of the table, "Adjusted Net Total Receipts," lists the State highway-user revenues derived from motor fuel.

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. At the end of 1962, nine States had imposed higher tax rates on diesel fuel than on gasoline, because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel. Vermont was the only State that did not tax special fuels in 1962; however, Vermont levied special equalization fees on vehicles that use the special fuels.

The words "exemption" and "refund" have not been used interchangeably; in this publication, "exemption" has been applied when the State purposely did not collect the tax, and "refund" has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel, such as for agriculture, aviation, manufacturing, construction, and marine purposes.

Analyses of 1962 motor-fuel consumption are given in tables G-2 and G-21 through G-25. Table

G-2, intended primarily to provide tax data for revenue analysis, shows gallonages taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and non-highway purposes are shown separately in tables G-21 through G-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. Some figures differ from those in table G-2 primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which it was consumed rather than for the period in which the tax was paid. In tables G-21 through G-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table G-25 gives the 1962 highway use of special fuels by months for all States.

Table G-240 shows the proportion of total motor-fuel gallonage on which the tax was either refunded or exempted for alleged nonhighway use. Oklahoma was the only State that granted general tax exemptions on fuel used for nonhighway purposes. Most States refunded all or part of the tax paid on such fuel or provided for a partial tax exemption for some nonhighway uses. In these States, the total gallonage claimed for exemption or refund was known because records indicated the purposes for which the motor fuel had been used. The gallonage shown for exemption or refund in the States that do tax some gasoline used for nonhighway purposes has been estimated by the Bureau of Public Roads. Estimates were made from reports on economic activity within these States (agricultural, industrial, marine, aviation, and similar activities) and/or on reports from States having similar economic characteristics.

Table G-205 gives the gasoline tax rates in effect for each year since 1949, and the diesel fuel tax rates where they differ from the gasoline tax rates for 1958 through 1963. Table G-106 shows the provisions governing the disposition of 1962 State motor-fuel tax receipts, and the disposition of motor-fuel tax revenue is given in table G-3.

ANALYSIS OF PRIVATE AND COMMERCIAL USE OF GASOLINE FOR NONHIGHWAY PURPOSES ^{1/}

(In thousands of gallons)

TABLE G-24, 1962
MAY 1963

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	CLASSIFIED 3/								STATE
			TOTAL	AGRICUL- TURAL USE	OTHER USES						
					TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/	CONSTRUC- TION 4/	MARINE	MISCEL- LANEOUS	
Alabama	* 27,833	27,833	(20,966)	(15,209)	(5,757)	(4,087)	-	-	(1,670)	-	Alabama
Alaska	* 41,693	41,693	(36,068)	-	(36,068)	(18,797)	-	-	(17,271)	-	Alaska
Arizona	31,683	-	31,683	13,186	18,497	11,555	5,226	1,239	28	449	Arizona
Arkansas	* 29,060	29,060	(26,583)	(20,213)	(6,370)	-	-	-	-	-	Arkansas
California	233,029	-	233,029	82,740	150,289	5/ 86,409	7,671	17,809	17,232	21,168	California
Colorado	86,150	-	86,150	53,289	32,861	26,635	3,303	2,007	-	916	Colorado
Connecticut	15,522	-	15,522	1,956	13,566	2,282	6,018	4,217	905	144	Connecticut
Delaware	14,080	-	14,080	5,986	8,094	769	6,884	-	441	-	Delaware
Florida	* 121,679	121,679	(99,819)	(8,047)	(91,772)	(90,882)	-	-	(890)	-	Florida
Georgia	* 45,464	45,464	(40,690)	(34,360)	(6,330)	(6,168)	-	-	(162)	-	Georgia
Hawaii	* 38,548	38,548	(37,318)	(3,996)	(33,322)	(33,090)	-	-	(232)	-	Hawaii
Idaho	41,022	-	41,022	33,778	7,244	3,797	3,243	-	204	-	Idaho
Illinois	291,448	-	291,448	236,624	54,824	13,838	30,186	8,251	650	1,899	Illinois
Indiana	128,173	-	128,173	99,740	28,433	14,093	8,680	2,936	332	2,392	Indiana
Iowa	230,885	-	230,885	215,990	14,895	6,017	7,180	1,138	-	560	Iowa
Kansas	167,462	-	167,462	146,975	20,487	5,553	10,583	3,305	41	1,005	Kansas
Kentucky	* 71,085	71,085	(60,267)	(28,913)	(31,354)	(31,055)	-	-	(299)	-	Kentucky
Louisiana	* 52,426	52,426	(44,873)	(24,646)	(20,227)	(17,363)	-	-	(2,864)	-	Louisiana
Maine	11,443	-	11,443	5,493	5,950	1,276	2,478	-	2,196	-	Maine
Maryland	33,216	-	33,216	14,914	18,302	4,750	8,702	-	4,551	299	Maryland
Massachusetts	29,185	-	29,185	940	28,245	25,828	502	-	1,915	-	Massachusetts
Michigan	166,341	-	166,341	82,231	84,110	31,574	35,284	3,956	13,296	-	Michigan
Minnesota	193,116	-	193,116	168,510	24,606	15,969	7,541	-	1,096	-	Minnesota
Mississippi	39,265	-	39,265	31,082	8,183	5,704	2,190	-	206	83	Mississippi
Missouri	174,526	-	174,526	120,302	54,224	44,392	9,322	-	510	-	Missouri
Montana	* 39,434	39,434	(36,513)	(27,825)	(8,688)	(8,688)	-	-	-	-	Montana
Nebraska	92,604	-	92,604	82,959	9,645	7,742	1,903	-	-	-	Nebraska
Nevada	14,030	-	14,030	4,255	9,775	8,069	384	628	-	694	Nevada
New Hampshire	4,886	-	4,886	1,460	3,426	877	927	818	672	132	New Hampshire
New Jersey	* 66,819	66,819	(62,043)	(9,021)	(53,022)	(33,848)	(16,640)	-	(411)	(2,123)	New Jersey
New Mexico	16,006	-	16,006	7,478	8,528	5,244	2,670	567	43	4	New Mexico
New York	209,823	-	209,823	51,192	158,631	92,244	49,272	11,093	4,100	1,922	New York
North Carolina	62,464	-	62,464	37,305	25,159	13,075	7,741	2,389	1,588	366	North Carolina
North Dakota	118,833	-	118,833	110,548	8,285	5,420	5,420	-	-	-	North Dakota
Ohio	175,819	-	175,819	109,188	66,631	36,531	10,974	4,881	3,330	10,915	Ohio
Oklahoma	58,240	-	58,240	42,214	16,026	12,059	3,967	-	-	-	Oklahoma
Oregon	48,780	-	48,780	22,865	25,915	8,503	16,286	-	1,126	-	Oregon
Pennsylvania	* 164,355	164,355	(96,822)	(66,720)	(30,102)	(30,102)	-	-	-	-	Pennsylvania
Rhode Island	2,479	-	2,479	398	2,081	1,107	6	-	968	-	Rhode Island
South Carolina	* 37,129	37,129	(32,196)	(26,304)	(5,892)	(5,417)	(89)	-	(386)	-	South Carolina
South Dakota	108,182	-	108,182	105,340	2,842	1,910	932	-	-	-	South Dakota
Tennessee	37,738	-	37,738	19,759	17,979	15,870	-	-	-	2,109	Tennessee
Texas	210,788	-	210,788	115,143	95,645	63,740	6,169	5,175	-	20,561	Texas
Utah	* 28,095	28,095	(19,160)	(10,965)	(8,195)	(8,195)	-	-	-	-	Utah
Vermont	* 4,139	4,139	(475)	-	(475)	(475)	-	-	-	-	Vermont
Virginia	48,735	-	48,735	26,746	21,989	8,181	2,648	8,229	2,696	235	Virginia
Washington	53,313	-	53,313	19,733	33,580	15,990	13,904	-	3,347	339	Washington
West Virginia	7,733	-	7,733	3,550	4,183	228	3,927	-	28	-	West Virginia
Wisconsin	129,298	-	129,298	111,600	17,698	10,190	5,283	-	-	2,225	Wisconsin
Wyoming	* 17,219	17,219	(15,317)	(12,393)	(2,924)	(2,924)	-	-	-	-	Wyoming
Dist. of Col.	3,490	3,490	-	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 6/	-	-	3,286,297	2,185,469	7/ 1,100,828	7/ 604,866	287,406	78,638	61,501	68,417	Partial Totals 6/
Percentage	-	-	100.00	66.50	33.50	-	-	-	-	-	Percentage
Total	4,074,765	788,468	3,286,297	-	-	-	-	-	-	-	Total

1/ This table gives the amounts of gasoline used for nonhighway purposes insofar as data or estimates were available. Table G-24 is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, and table G-23 gives highway use by months, and table G-25 gives highway use of special fuels by months. See notes to table G-21.

2/ Data on private and commercial nonhighway use of gasoline were obtained mainly from an analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fluids coming within the purview of the tax, (2) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classification of exemptions or refunds according to use, (4) two States, Hawaii and Vermont, do not allow exemptions or refunds for nonhighway use of gasoline. Asterisks (*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.

3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective nonhighway uses are also given in the classified columns in parentheses, but are not added to the column totals.

4/ "Construction" is included with "industrial and commercial" in the classification of some States.

5/ Much of the fuel consumed by large aviation users, who are licensed distributors, is not included in table G-21, G-22, and G-24. This use was not required to be reported and did not enter the State's taxing channels.

6/ Totals for 35 States for which complete classification of nonhighway use was reported.

7/ Does not include an estimated 2,400 million gallons of jet fuel.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE¹

TABLE G-240
JUNE 1963

NONHIGHWAY USE AS A PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES											
	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	
0 - 4.9	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C	ALA ARK CONN GA KY MASS N H N J PA R I S C VA VT W VA WYO D C
5.0 - 9.9	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO	ARIZ CALIF DEL FLA LA MAINE MD MISS NEV NY N C OHIO OREG TENN VA WASH WYO
10.0 - 14.9	IDAHO ILL INDIAN MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	IDAHO ILL INDIAN MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	IDAHO ILL INDIAN MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	IDAHO ILL INDIAN MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS	ILL MICH MO NEBR NEBR TEXAS WIS
15.0 - 19.9	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO	COLO MINN MISS NEV NY N C OHIO OREG TENN VA WASH WYO
20.0 - 24.9	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS MONT
25.0 - 29.9												
30.0 - 34.9												
35.0 - 39.9												
40.0 - 44.9												
45.0 - 49.9												
50.0 - 54.9												

¹ Some States do not allow full refund or exemption for alleged nonhighway use; and in some States, motor fuel used for certain nonhighway purposes is taxed at a rate lower than the prevailing rate. Gallonage that was taxed at lower rates or on which partial refunds or exemptions were allowed is classified as refunded or exempted.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 1 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
ALABAMA, Tax: 7 Cents, All Motor Fuel			
Department of Revenue Public Road and Bridge Fund Highway Sinking Fund	Amount Required 3 Cents Amount Required	Collection and administration of tax. Proceeds are disbursed for the following purposes: Debt service on public road and bridge bonds issued by the various authorities including Alabama Highway Authority (1955, 1959 & 1963 issues), Alabama Highway Finance Corp and State highway and bridge bonds (4th issue). Administration, construction, and maintenance of public roads and bridges.	Charged monthly; one-half of amount to State's part and one-half to counties' part. Motor-fuel other than gasoline: After collection and administration costs, revenue is credited to Public Road and Bridge Fund for administration, construction, and maintenance of public roads and bridges.
State Highway Department Public Road and Bridge Fund Cities and Towns	The Residue 1 Cent \$62,520	Construction and maintenance of highways and streets.	Distribution of \$5,210 per month to the cities and towns incorporated as of January 1, 1943 is made semiannually on basis of municipal population at last Federal Census.
State County Aid Fund	Amount Required	To provide matching share applied for by the counties for construction of county roads not on State highway system.	The annual amount required is one-fourth of the four-sevenths credited to the State, less \$62,520 to the cities, of which the amount to each county is not to exceed in any event 1/67 part thereof. Any funds not obligated by a county within a two-year period after the close of the fiscal year are distributed equally among the 67 counties.
State Highway Department County Road and Bridge Fund Counties	The Residue 2 Cents 1 Cent	Administration, construction, and maintenance of public roads and bridges. Construction and maintenance of public roads and bridges in the counties.	Distributed equally among the 67 counties.
State County Aid Fund	Amount Required	Construction and maintenance of county roads and bridges outside cities and off the State highway system, subject to inspection by State Highway Department.	Constitutes the amount counties apply to the County-Aid Fund, which is to be matched by State funds, and expended according to provision governing county aid expenditures.
County Road and Bridge Fund State Department of Aeronautics Department of Conservation	The Residue Tax On Aviation Use 35/100 of 1 Percent Of All State Imposed Taxes On Gasoline (Except Aviation)	Construction and maintenance of county roads and bridges. Promotion of aviation. To improve boating and boating facilities, seafoods and salt water sports fishing.	Sixty percent to the State Water Safety Fund of the Water Safety Division. Forty percent to the Seafood Fund of the Seafood Division.
ALASKA, Tax: 8 Cents, All Motor Fuel			
State General Fund Highway Fuel Tax Account Aviation Fuel Tax Account	Amount Required The Residue 3 Cents On Aviation Gasoline 1-1/2 Cents On Other Aviation Fuels	Payment of refunds. Highway construction and maintenance (must be appropriated by legislature). Disbursed by legislative appropriation for aviation facilities.	One cent of motor-fuel tax is for a 3-year period ending July 1, 1964.
Marine Fuel Tax Account	3 Cents On Fuels Sold For Marine Use	Construction and maintenance of water and harbor facilities (must be appropriated by legislature).	Sixty percent of tax collected at a municipally-owned airport is refunded to that municipality.
ARIZONA, Tax: 6 Cents, All Motor Fuel			
Motor Vehicle Division, State Highway Department	Amount Required <u>Remainder</u>	Refunds of tax. Distributed as follows:	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues, and expenditures are made from combined revenues.
5 Cents - All Gasoline State Highway Fund	70 Percent	Support of Motor Vehicle Division, including collection and administration of motor-fuel, motor-vehicle, and motor-carrier taxes; administration of State Highway Department; construction and maintenance of State highways; support of Highway Patrol Division (State Highway Police).	Distributed to each county in proportion to sales of motor fuel; one-third of each county's share to incorporated cities within the county in proportion to their population. If there is no incorporated city or town in a county, the amount allocated thereto shall revert to county.
Counties and Cities	30 Percent	Construction, improvement, maintenance of county highways or bridges; retirement of and interest on county highway bonds. Improvement, construction, and maintenance of municipal streets and highways; administrative expenses connected therewith; retirement of future issues of bonds for such purposes.	Distributed to each county in proportion to sales of motor fuel: County retains 20 percent and redistributes 80 percent to incorporated cities within the County in proportion to their population. If arterial needs are complete, a city may then use 25 percent of the tax accruing for maintenance of their streets and the balance of the tax shall revert to the county in which the city is located.
1 Cent - All Gasoline Counties	20 Percent	Same as County portion of 5 cents gasoline tax.	
Cities	80 Percent	Solely for the construction or reconstruction of arterial streets within each city.	Tax on fuel used for aviation purposes is eligible for refund if claimed within specified time limit, 6 months.
6 Cents - All Other Motor Fuel State Highway Fund Counties	70 Percent 30 Percent	Same as State portion of the 5 cents gasoline tax. Same as County portion of 5 cents gasoline tax.	
State Aviation Fund	Eligible Refunds Not Claimed Within The Statutory Time Period	Promotion of aviation.	The amount of fuel tax transferred to the Lake Improvement Fund is determined by a formula based on a survey made each three years of quantity of motor fuels used by watercraft.
Lake Improvement Fund	Determined By Formula	Improvement of water recreational facilities.	

Motor Fuel

720-873 0-64-2

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE G-106 (Sheet 2 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
ARKANSAS, Tax: 6.5 Cents, All Motor Fuel			
State Apportionment Fund	<u>All</u>	For redistribution as shown below:	This is a common fund receiving motor-fuel and motor-vehicle revenues and distribution is made from combined revenues. Three percent of gross collections is deducted each month prior to distribution. Transferred on pro rata basis from motor-fuel tax, overweight permit fees, automobile division fees, and registration fees. Distributed among all counties in the following manner: "One-third on a population basis, based on the most recent Federal Census, one-third on a motor-vehicle license revenue basis based on the amount received from each county for the previous year from motor-vehicle license fees, and one-third based on area of the various counties of the State, providing that no county shall receive less than the amount received during the 1959 - 1960 fiscal year." Distributed to counties on the same basis as the 7.7 percent allocation. Credited to County-Aid Fund for distribution to counties as follows: 50 percent to be divided equally among the 75 counties, 25 percent on area basis, and 25 percent on rural population basis. Distributed on basis of population of each city or town to total population of all cities and towns.
Constitutional and Fiscal Agencies Fund	3 Percent	Cost of general State government, including the cost of collection and administration of motor-fuel tax.	
State Highway Department Fund, Weights and Standards Division	\$65,000 Per Month	Cost of operation of Weight and Standards Division of State Highway Department.	
State Highway Fund	<u>Remainder</u>	Subject to distribution as follows:	
County-Aid Fund	7.7 Percent (Quarterly)	Construction, maintenance, and administration of county roads.	
County-Aid Fund	1/4 Cent Per Gallon On Motor-Fuel Taxed (Quarterly)	Construction, maintenance, and administration of county roads.	
Highway Bond and Interest Fund	\$7,175,000 (Annually)	Debt service on 1941 issue of highway refunding bonds.	
Gasoline Tax Refund Fund	Amount Required (Quarterly)	Gasoline tax refunds - agricultural use.	
County-Aid Fund	\$3,000,000 (Annually)	Construction, maintenance, and administration of county roads.	
Municipal-Aid Fund	<u>The Residue</u> 11.76 Percent	Construction, reconstruction, maintenance, and debt service on bonds issued for city streets which are not a continuation of State highways.	
State Highway Department Fund	88.24 Percent	Construction, reconstruction, maintenance, and administration of State highway system.	
CALIFORNIA, Tax: 7 Cents, Gasoline and LPG 7 Cents, Diesel			
State Motor-Vehicle Fuel Fund	<u>All</u> Amount Required	Administrative expense of the Division of Highway Taxes of the State Board of Equalization and the Tax Collection and Refund Division and Division of Local Government Fiscal Affairs of the State Controller's Office; payment of refunds. \$350,000 transferred annually. Appropriated for administrative costs of Aeronautics Division; balance distributed cities, counties and airport districts.	A sum equal to the net revenue derived from 1.625 cents per gallon tax is apportioned to counties. (a) Each county shall receive \$1,667 for engineering and administration. (b) Distribution per Sec. 2110 is as follows: 1. \$700,000 annually apportioned to the several counties for snow removal. 2. \$500,000 annually apportioned to 31 counties for storm damage. (c) 75% (of 1.625 cents per gallon) to the several counties in proportion to the number of fee-paid and exempt vehicles registered in such counties. (d) The number of miles of maintained county roads in each county shall be multiplied by \$42; from the resultant amount, the amount received by each county under subdivision (c) of this paragraph is deducted and the remainder, if any, is paid to the county. (e) Any remaining funds payable after the apportioning of the above is apportioned to the several counties under (c) above. Not less than 20 percent of the funds apportioned under Section 2104 c, d, and e above shall be expended for acquisition of rights-of-way for and construction of routes. A sum equal to 72.5 percent of one cent per gallon is transferred to the State Highway Fund for expenditure in cities as provided by Section 194, Streets and Highways Code. Funds transferred to the State Highway Fund for annual apportionment to cities in amounts ranging from \$1,000 to \$20,000 depending upon population bracket specified by law. Above funds to be expended exclusively for engineering costs and administration. Apportioned by Division of Highways to cities and counties for city streets and county roads from funds transferred to State Highway Fund. State highway moneys for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties.
Airport Assistance Fund	Appropriation	\$2,000,000 transferred annually for administrative costs and construction and maintenance of small craft harbors and facilities.	
Small Craft Harbor Revolving Fund	Appropriation	For distribution as follows: Work on local roads.	
Highway-Users Tax Fund Counties	<u>Remainder</u> \$0.01625 Per Gallon		
Cities	\$0.00725 Per Gallon	Work on city streets.	
Cities	Appropriation Schedule	Engineering and administrative costs - city streets.	
Cities and Counties	\$0.0104 Per Gallon		
State Highway Fund	<u>The Residue</u>	Acquisition of rights-of-way for, and the construction, reconstruction, improvement, and maintenance of State highways and streets.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 3 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>COLORADO</u>, Tax: 6 Cents, All Motor Fuel</p> <p>State Treasurer Department of Revenue, Administration Fund Highway-User Tax Fund</p> <p>State Patrol Port of Entry Administration State Highway Fund</p> <p>Counties</p> <p>Cities and Incorporated Towns</p>	<p>Amount Required</p> <p>Amount Required</p> <p>All Net Revenue</p> <p>Appropriation</p> <p>Appropriation</p> <p>Remainder</p> <p>67 Percent</p> <p>26 Percent</p> <p>9 Percent</p>	<p>Refund of motor-fuel tax.</p> <p>Collection and refund expense of Motor-Fuel Division and expense of oil inspector.</p> <p>For distribution as follows:</p> <p>State police expense.</p> <p>Operation of border inspection stations.</p> <p>Debt service on State highway bonds and notes; State highway construction, maintenance, and administration.</p> <p>Construction, maintenance, and administration of the county highway system. Funds may also be used on State highways.</p> <p>Construction, maintenance, and administration of the city street systems. Funds may also be used on State highways.</p>	<p>Refunds made by State Treasurer on voucher certified by the Department of Revenue. Expenditures limited to 3 percent of the gross proceeds collected from the motor-fuel tax.</p> <p>This fund receives the net revenue from the following sources: Excise tax on motor fuel; annual registration fees on drivers, motor vehicles, trailers and semitrailers; and ton-mile or passenger-mile taxes. Legislature appropriates from Highway-User Tax Fund the amount required for operation of State Patrol, and Port of Entry Administration.</p> <p>Allocated to counties as follows: 20 percent in proportion to the rural motor-vehicle registration in each county and 80 percent in proportion to the adjusted mileage of open and used rural roads in each county, excepting mileage of State highways. The city and county of Denver are not con- sidered.</p> <p>Allocated to cities as follows: 80 percent in proportion to the adjusted urban motor-vehicle registration in each city and incorporated town and 20 percent in proportion to the mileage of open and used streets in each city and incorporated town, excepting the mileage of State highways. The city and county of Denver are considered as a city. Cities and towns having areas of 10 square miles or more and urban vehicle registrations of less than 700 are included with counties.</p>
<p><u>CONNECTICUT</u>, Tax: 6 Cents, All Motor Fuel</p> <p>State Comptroller Tax Department State Highway Fund</p> <p>Town-Aid Fund (Improved Road Grant)</p> <p>Town-Aid Fund (Unimproved Road Grant)</p> <p>Motor Vehicle Department</p> <p>State Police Department</p>	<p>Amount Required</p> <p>\$183,723 Annually</p> <p>Remainder</p> <p>\$8,500,000</p> <p>1963-64</p> <p>\$8,500,000</p> <p>1964-65</p> <p>\$1,000,000 Per Year</p> <p>1963-65 Biennium</p> <p>\$10,176,271</p> <p>\$8,715,397</p> <p>The Residue</p>	<p>Refunds of motor-fuel tax.</p> <p>Collection, administration, and auditing.</p> <p>Construction, reconstruction, improvement, and maintenance of local roads and streets.</p> <p>Construction, reconstruction, improvement, and maintenance of local roads and streets.</p> <p>Collection of motor vehicle revenues, administration of drivers licenses, title laws, etc.</p> <p>Salaries and expenses of State Police Department.</p> <p>Right-of-way, construction, reconstruction, maintenance and administration of State highways; maintenance and operation of Connecticut Turnpike; expenses of Highway Safety Commission; engineering and supervision on Town-Aid roads.</p>	<p>This is a common fund receiving motor-fuel and motor-vehicle revenues; distribution is from combined revenues \$1,400 per mile for first 23 miles in each town, with the balance of the appropriation prorated in the ratio of the remaining mileage in each town to the total of the remaining mileage in all towns.</p> <p>Fund is distributed pro rata to the towns, on the basis of the total mileage of unimproved highways in each town.</p> <p>Represents highway fund share (75 percent) of total budget. Approximately \$900,000 appropriated each year for Town-aid supervision and engineering.</p>
<p><u>DELAWARE</u>, Tax: 6 Cents, All Motor Fuel</p> <p>State Treasurer State General Fund</p> <p>State Highway Department</p> <p>Motor Vehicle Department</p> <p>State Police Division</p> <p>Motor Fuel Tax Division</p> <p>Divisions of Construction, Maintenance, Communications, and Administration</p> <p>State Treasurer</p> <p>Municipal Street Aid-Fund</p>	<p>Amount Required</p> <p>Remainder</p> <p>1963-64 Appropriations</p> <p>\$732,000</p> <p>\$25,200</p> <p>\$2,044,311*</p> <p>\$41,500</p> <p>\$1,713,610</p> <p>\$9,026,000</p> <p>\$1,200,000</p>	<p>Refunds of tax.</p> <p>Subject to appropriation for highway or other purposes (see below).</p> <p>Collection and administration.</p> <p>Promote highway safety.</p> <p>Enforcement of traffic laws, general policing duties.</p> <p>Collection and administration.</p> <p>State highway construction and maintenance, suburban community roads. Interest and redemption of State highway bonds, and county highway bonds. For local city street improvements, right-of-way, police equipment, debt service.</p>	<p>Net revenues from road-user taxes go into State General Fund together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues.</p> <p>* Total for all purposes. Total highway portion is sixty percent (estimate).</p> <p>Allocated to each municipality forty percent on the basis of population, sixty percent on the basis of the mileage of the streets not maintained by the State. Appropriation in equal amounts to the proceeds of one cent of the State motor-fuel tax, but not to exceed \$1,200,000 annually.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 4 of 20 Sheets)
REVISED JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
FLORIDA, Tax: 7 Cents, All Motor Fuel State Comptroller State Comptroller 4 Cents	4 Percent Remainder	Refund of motor-fuel tax.	Annual claims not to exceed \$500,000; excess of appropriation reduces each claim proportionately.
State General Fund State Road Department 2 Cents	96 Percent	Application to the cost of general State government, including the collection and administration of the motor-fuel tax.	This transfer to the State General Fund from State special funds may be reduced only by act of the Legislature.
State Board of Administration 2 Cents	2 Percent	Payment of principal and interest and establishment of reserves for retirement of county road and bridge bonds issued prior to July 1931.	Credited to the accounts of the 67 counties: 1/3 on the basis of area, 1/3 on population, and 1/3 on contributions each county made to State roads prior to July 1931, or refunded subsequent to that date.
State Road Department 80 Percent Board(s) of County Commissioners 1 Cent State General Fund 4 Percent	20 Percent 1 Cent 4 Percent	Construction of State-designated roads within the respective counties, or lease or purchase of any toll road or bridge in the respective counties. Application to the cost of general State government, including the collection and administration of the motor-fuel tax.	This transfer may be reduced only by act of Legislature.
State Road Department 96 Percent Counties	20 Percent 80 Percent	Use on roads within the respective counties. Construction, maintenance, acquisition of rights-of-way, or payment of debt on State roads within the respective counties.	Allocated for expenditure in the 67 counties by same formula as 2-cent tax.
GEORGIA, Tax: 6.5 Cents, All Motor Fuel State General Fund All	All	Subject to appropriation for highway purposes.	Net revenues from road-user taxes go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes for a given fiscal year are made from the State General Fund, and must not be less than the motor-fuel tax revenues (less refunds, rebates, and collection costs) received during the preceding fiscal year.
Revenue Department Amount Required \$9,317,013	Counties	Refund of motor-fuel tax, collection and administration expenses.	\$4,817,013 is distributed among counties in amounts stipulated by statute (1945 act). \$4,500,000 is distributed in the ratio that the total public road mileage in each county bears to the total public road mileage in the State (1951 act).
Municipalities State Highway Department 1954 \$1,000,000 Appropriation \$5,319,298 (\$1,303,699)	Rural Roads Authority State Highway Authority State Office Building Authority State General Fund 1 Cent Tax on Unrefunded Aviation And Marine Use Fuel	Construction, maintenance, and administration of highways, including Federal-aid matching funds. Refund payments on roads constructed by authority. Payments are used to retire bonds, pay administrative and operating expenses, and to reimburse the Highway Department for any funds expended for the authority. Refund payments for bridges constructed by authority. Refund payments on space occupied by highway department. Subject to appropriation for general State purposes.	Counties are leased to the highway department for a term not in excess of 50 years. Lease rental not to exceed \$3,500,000 per year. Bridges and highways are leased to the highway department for a term not in excess of 50 years. Lease rental not to exceed \$11,000,000 per year.
HAWAII, Tax: 5 Cents, All Motor Fuel State Highway Fund All	Debt service on county bonds issued prior to January 1, 1954; debt service on State highway bonds and construction and maintenance of State highways. For construction and maintenance of airports. Aviation Gasoline 5 Cents Tax On Small Boat Fuel	State Airport Fund 1 Cent Tax On	The State also levies a special 3-cent tax in Hawaii County with the proceeds dedicated to service of highway bonds. Additional county taxes ranging from 3 to 5 cents per gallon are levied in Hawaii, Honolulu, Maui, and Maui Counties.
ILLINOIS, Tax: 6 Cents, All Motor Fuel Motor Fuels Refund Fund, Motor Fuels Division, State Tax Collector State Highway Fund, Department of Highways Remainder \$3,726,500 4.5 Percent	Amount Required	Refunds of gasoline tax. Distributed or expended as follows: State Police, Safety, and Ports of Entry. Construction and maintenance of streets and alleys.	15 percent of gross collections credited monthly to Refund Fund. On June 30 of each year all money over \$150,000 in the Refund Fund shall be transferred to the State Highway Fund. This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; the indicated distribution is made from the combined revenues. This appropriation is for the period from July 1, 1963 to June 30, 1965. Appropriation to cities and villages which construct and maintain roads and streets in the proportion that the population of each city or village bears to the total population of all cities and villages in the State.
INDIANA, Tax: 5 Cents, All Motor Fuel Department of Law Enforcement Cities and Villages	Department of Law Enforcement Cities and Villages		

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 5 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>IDAHO</u> (Continued) State Highway Fund, Department of Highways (Cont.) County Road and Bridge Fund</p> <p>Department of Highways</p> <p>State Aeronautics Fund</p> <p>Waterways Improvement Fund</p>	<p style="text-align: center;"><u>25.5 Percent</u> Amount Required</p> <p>The Residue</p> <p>70.0 Percent</p> <p>2.5-Cent Aviation Fuel Tax</p> <p>1.0 Percent</p>	<p>Debt service on county highway bonds.</p> <p>County and highway district road and bridge construction and maintenance; debt service on district bonds.</p> <p>Construction, reconstruction, and maintenance of State highways, including State highways in cities; collection and administration of motor-fuel tax.</p> <p>Promotion of aviation.</p> <p>Construction and improvement of boat ramps and moorings; creation and improvement of parking areas for boating purposes; and promotion of safety, search, and rescue.</p>	<p>Distributed to the counties on the following basis: 10 percent equal division, 45 percent in proportion to motor-vehicle registration revenue of previous year, and 45 percent in proportion to improved road mileage in each county bears to total in State.</p> <p>Where applicable, counties share with highway and good roads districts on the above formula basis.</p> <p>Proceeds of one-cent fuel tax specifically allocated for matching Federal aid.</p> <p>1.0 percent of all motor-fuel tax, interest, and penalties, credited to the Waterways Improvement Fund. Deductions for the Waterway Fund were begun in May 1963.</p>
<p><u>ILLINOIS</u>, Tax: 5 Cents, All Motor Fuel</p> <p>Motor-Fuel Tax Fund</p> <p>Departments of Revenue and Finance Division of Highways</p> <p>Grade Crossing Protection Fund</p> <p>State Boating Act Fund</p> <p>Road Districts</p> <p>Road Fund, Division of Highways</p> <p>Counties (having less than 500,000 population) Counties (having more than 500,000 population- Cook County)</p> <p>Municipalities</p>	<p style="text-align: center;"><u>All</u></p> <p>Amount Required</p> <p>Amount Required</p> <p>\$50,000 Per Month</p> <p>\$42,000 Per Month</p> <p style="text-align: center;"><u>Remainder</u></p> <p>10 Percent</p> <p>35 Percent</p> <p>12 Percent</p> <p>11 Percent</p> <p>32 Percent</p>	<p>For expenditure or distribution as shown below:</p> <p>Collection, administration, and refunds of motor-fuel tax.</p> <p>Administration of counties', cities', and townships' share of motor-fuel tax.</p> <p>To pay part of the cost apportioned by the Illinois Commerce Commission to the State to cover the interest of the public in providing railroad grade-crossing protection on local, county or township roads or streets in municipalities.</p> <p>Administering boat registration, boat safety education and enforcement, including the construction and improvement of boating facilities.</p> <p>Improvement of township or district roads. Maintenance of roads improved with motor-fuel tax funds and use of not over 25 percent of previous year allotment to maintain other roads. Retirement of bonds issued for construction of roads when construction is in accordance with standards of motor-fuel tax construction and State approval for a bond issue is obtained. Payment of the cost of engineering, administration, and right-of-way in connection herewith.</p> <p>Construction, maintenance, and administration of State bond issue roads, Federal-aid roads including authorized municipal projects, and Federal-aid secondary and State highway beltline roads, including maintenance of said highways in cities. Payment of cost of engineering, administration, and right-of-way connected therewith.</p> <p>Retirement of county bonds issued for "superhighways" and other county highways, construction and maintenance of county highways (subject to approval of Department of Public Works and Buildings) including urban extensions thereto, and maintenance and construction of Federal-aid secondary roads, and extensions of county highways into park districts. Payment of cost of engineering, administration, and right-of-way connected therewith.</p> <p>For construction and maintenance of State highways and for maintenance of Federal-aid secondary roads in municipalities; for construction and maintenance of arterial streets and extensions of these streets outside of the corporate limits; and for construction or maintenance of streets other than State highways or arterial streets (with Department approval but not to exceed 50 percent of the total motor-fuel tax allotment to the respective municipality during the previous year with not in excess of one-half of the said amount for maintenance. May also be used for maintenance and repair of sidewalks on any street; for pedestrian overheads or subways over or under arterial streets or State highways; for construction of traffic signals on arterial streets or State highways; for construction of storm sewers for drainage of arterial streets and State highways; and for building lighting systems on arterial streets or State highways or on streets constructed by special assessment. May also be used to pay not in excess of 50 percent of the cost of constructing Federal-aid highways in the municipality and to pay engineering, administration, and right-of-way in connection with this work; and for retiring indebtedness incurred (with Department approval) for any of the improvements for which motor-fuel tax may be used.</p>	<p>All receipts are placed in Motor-Fuel Tax Fund, from which allocations to other funds are made.</p> <p>Expenditures made by Department of Finance out of Motor-Fuel Tax Fund.</p> <p>Expenditures made by Division of Highways out of Motor-Fuel Tax Fund.</p> <p>Funds are expended by the Department of Public Works and Buildings upon order of the Illinois Commerce Commission.</p> <p>Expenditures made by the Department of Conservation out of State Boating Act Fund.</p> <p>The allocations for road districts are apportioned to each county in the ratio that the mileage of road district roads in that county is to the total road district mileage in the State.</p> <p>This is a common fund receiving motor-fuel and motor-vehicle revenues. Expenditures are made from combined revenues.</p> <p>Funds to counties are allocated in proportion to the amount of motor-vehicle registration fees received from their residents during the preceding year.</p> <p>The municipalities' share is apportioned to the several municipalities in proportion to their population as determined by the last Federal Census.</p>
<p><u>INDIANA</u>, Tax: 6 Cents, All Motor Fuel</p> <p>Department of State Revenue Motor Vehicle Highway Account</p> <p>Office of Traffic Safety Division of School Traffic Safety Education State Police</p> <p>Cities and Towns</p> <p>Counties</p>	<p style="text-align: center;">Amount Required</p> <p style="text-align: center;"><u>Remainder</u></p> <p style="text-align: center;">Amount Appropriated</p> <p style="text-align: center;">Amount Appropriated</p> <p style="text-align: center;">Amount Required</p> <p>15 Percent</p> <p>32 Percent</p>	<p>Collection, administration, and refunds of motor-fuel taxes.</p> <p>For distribution as shown below:</p> <p>Education and improvement of public safety and traffic management.</p> <p>Driver education program in schools.</p> <p>Policing the highways of the State.</p> <p>Streets and alleys, construction, maintenance, traffic signals and policing, street cleaning, purchase and repair of street and highway equipment.</p> <p>Construction and maintenance of County highways and bridges including extensions in incorporated towns; and providing for programs of county research and extension to be conducted by Purdue University, and financed by one-eighth of one percent of the counties' share of the motor-vehicle highway account.</p>	<p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; expenditures are made from the combined revenues.</p> <p>Seventy-five percent chargeable to Motor Vehicle Highway Account and 25 percent chargeable to State General Fund.</p> <p>Allocated to cities and towns on the basis that the population of each city and town bears to the total population of all cities and towns at the last preceding U. S. Census.</p> <p>Distributed as follows: 5 percent equally among the 92 counties; 65 percent on the basis of the ratio of the actual miles, now traveled and in use, of county highways in each county to the total mileage of all county highways in the State, which shall be determined annually by the State Highway Commission and the County Highway Department; and 30 percent on basis of motor-vehicle registration to total State registration.</p>

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities
and on the Laws of the several States

TABLE G-106 (Sheet 6 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>INDIANA</u> (Continued) Motor Vehicle Highway Account (Continued) State Highway Commission	<u>The Residue</u>	State highway construction, maintenance, and administration.	If the remainder is less than \$22,650,000 then the cities' portion for the following year is reduced by 13 percent of such difference and the counties' portion for the following year is reduced by 54 percent of such difference.
<u>IOWA</u> , Tax: 6 Cents, Gasoline and LPG 7 Cents Diesel Motor-Vehicle Fuel Tax Fund State Road Use Tax Fund State Primary Road Fund, State Highway Commission Highway Grade Crossing Safety Fund State Primary Road Fund, State Highway Commission Secondary Road Fund Farm-to-Market Road Fund, State Highway Commission Street Construction Funds of Incorporated Cities and Towns State Aviation Fund	Amount Required <u>Remainder</u> \$2,500,000 Or 1/9 of FAI Funds \$500,000 \$500,000 \$120,000 <u>The Residue</u> 47 Percent 30 Percent 10 Percent 13 Percent Unrefunded Tax On Aviation Fuel	Collection, administration, and refunds of motor-fuel tax. Distributed as shown below: Whichever is smaller to match Federal-aid for Interstate system construction. For construction and maintenance of institutional and park roads and bridges. To pay expenses of secondary and urban road departments. (For nonprimary expenses.) For crossing study and for installation of signals. State Highway construction, maintenance and administration. County road construction and maintenance. Construction of farm-to-market roads. Distributed by the Highway Commission to the counties. For construction, reconstruction, or repair and maintenance of roads and streets in cities and towns. Promotion of aviation.	This is a common fund receiving motor-fuel, motor-vehicle, motor-carrier and other revenues; distribution is from the combined revenues. } Unobligated funds revert to the Road Use Tax Fund for distribution. Distributed 60 percent on need and 40 percent on area. Distributed 60 percent on need and 40 percent on area. Distributed in proportion that the population of the municipality bears to the total municipal population.
<u>KANSAS</u> , Tax: 5 Cents, Gasoline and LPG 7 Cents, Diesel State General Fund Motor-Vehicle Fuel Tax Refund Fund Highway Fund, State Highway Commission County and Township Road Fund Highway Patrol Fund Highway Fund (Direct Expenditures) Special County Road and City Street Fund City Streets and Alley Fund County Secondary Funds City and County Funds (above)	2 Percent Amount Required <u>4/5 Of Remainder</u> \$3,600,000 Per Year \$2,365,335 Amount Required The Residue <u>1/5 Of Remainder</u> \$2,500,000 Per Year \$4,000,000 Per Year The Residue	Costs of collection and administration of tax. Refunds of motor-fuel tax. For expenditure or redistribution as shown below: Apportioned to counties for construction and maintenance of county and township roads and bridges. Law enforcement, Ports of Entry and traffic safety promotion and education. \$500 per lane per mile annually to cities for maintenance of connecting links of the State highway system through cities. Construction and maintenance of the State highway system and administration of Highway Commission and Department. For redistribution as follows: Construction and maintenance of city streets. Construction of county Federal-aid secondary roads. (This money must be used to match Federal-aid secondary funds only.) Same as above.	Additional 2-cent diesel rate does not apply to farm trucks or local urban buses. Expense of Revenue Department paid from State General Fund. This is a common fund receiving motor-fuel, motor-vehicle and other reve- nues; distribution is from combined revenues. Apportionment to counties: 40 percent equally and 60 percent on basis of relative assessed valuation of previous years; not less than 50 percent to be used on township roads. Annual legislative appropriation (Fiscal year 1964). In lieu of allocation, State Highway Commission may maintain such streets in any city with consent of governing body. Funds transferred quarterly to counties and cities by State Treasurer. Distributed in the proportion that the population of each city bears to the total population of all cities in the State. Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage in all counties of the State. 50 percent to cities and 50 percent to counties on same basis as above.
<u>KENTUCKY</u> , Tax: 7 Cents, All Motor Fuel State Road Fund Bond Redemption Fund Department of Revenue Department of Motor Transportation Departments of Treasury, Finance, Personnel, Public Relations University of Kentucky Department of Public Safety Department of Highways Division of Rural Highways	<u>All</u> \$9,273,450 1963-64 Appropriation: \$1,417,845 \$693,465 \$1,018,150 \$88,125 \$4,521,615 <u>Remainder</u> \$5,000,000 Per Year 2 Cents <u>The Residue</u>	For expenditure as follows: Interest and principal on General Obligation Highway Bonds. Refunds of motor-fuel tax, collection and administration of motor-fuel and motor-vehicle taxes, operators' licenses, usage tax. Motor-carrier tax collection, administration, and regulation. General administration, publicity, accounting, etc. Water investigations, topographic mapping. State police, driver examinations. Maintenance of county roads and bridges. Construction and reconstruction of rural and secondary roads. Right-of-way, construction, maintenance, and administration of State highways.	All receipts are paid into the State Road Fund, which also receives motor- vehicle and motor-carrier taxes. The indicated expenditures are made from combined revenues. Revenue from five cents of the seven-cent tax on gasoline used in turnpike operations is allocated to turnpike authorities on a vehicle-mileage basis. Allotted for expenditure within the several counties as follows: One-third in the ratio which the population in each county bears to the total popu- lation of the State; one-third in the ratio which the square mile area of the county bears to the total square mile area of the State. One-third equally among the counties; any unexpended balances remaining to the credit of any county, carried forward to current year allocation of each county. Secondary or rural roads accepted by Department of Highways become a part of the State highway system. Department required to pay \$11,615,000 annual rental to Kentucky Turnpike Authority (Ch. 173, laws of 1960).

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 7 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
LOUISIANA, Tax: 7 Cents, All Motor Fuel			
Department of Revenue	Amount Required	Collection and administration of motor-fuel tax.	Not to exceed \$175,000 from 4-cent tax, \$125,000 from 2-cent tax and \$12,000 from 1-cent tax; total \$312,000. Entire amount of inspection fees which is approximately \$290,000 annually, \$10,000 allowed for collection and administration of use-fuel tax.
Long Range Highway Fund	<u>Remainder</u> 5-1/2-Cent Gas Tax; 7-Cent Use-Fuel Tax Amount Required	Interest and principal payments on State highway obligations, including Long Range Highway Bonds. Construction of roads on the Parish Road system.	
General Highway Fund, Interest and Bond Redemption Account Parish Road System	\$2,357,000 Annually	Construction and maintenance of State highways and bridges. Construction and maintenance of roads and bridges in the parishes, and streets and bridges in the City of New Orleans. May also be used for drainage purposes in the parish of Concordia.	Allocated for expenditure among parishes as follows: \$329,000 to Orleans parish (New Orleans); \$2,028,000 allotted to remaining parishes in the ratio that the annual construction and maintenance requirements in each parish bear to the total annual requirements of all parishes, provided no parish receives less than \$5,000. (Act 128, 1955).
General Highway Fund Special Gasoline Tax Fund to Parishes	The Residue 1 Cent	Construction and maintenance of State highways and bridges. Construction and maintenance of roads and bridges in the parishes, and streets and bridges in the City of New Orleans. May also be used for drainage purposes in the parish of Concordia.	Apportioned to the parishes and the City of New Orleans in the proportion that the number of gallons of gasoline and motor fuel sold in each parish and the City of New Orleans bears to the total number of gallons of gasoline and motor fuel sold in all the parishes and the City of New Orleans for the preceding calendar year as reflected by the annual reports filed by retail dealers under the provisions of R.S. 47:722. Tax refunds made to persons, firms, corporations or associations of persons of any parish shall be used to determine the number of gallons of gasoline and motor fuel to which the refunds apply and the gallonage so determined shall be deducted from the total quantity of gasoline and motor fuel sold within said parish during the preceding calendar year, as certified to the Collector of Revenue by the governing body of said parish as required by R.S. 47:722 as amended. Also see R.S. 47:727 as amended.
Lake Charles Harbor and Terminal District	1/20 Cent 9/20 Cent	Debt service, with surplus to be used for current expenses of port.	To receive portion necessary to retire annual bond and interest after deducting from debt requirements the amounts received during the year from the New Orleans Levee District and Public Belt Railroad Commission of New Orleans; also the further sum of \$500,000 is to be credited annually for current operating expenses.
Board of Commissioners of Port of New Orleans - Gasoline Tax Account	Amount Required	Debt service and current operation of port.	
General Highway Fund, Interest and Bond Redemption Account	The Residue	Debt service on State highway obligations authorized (\$30,000,000) for construction of tunnel under inner harbor navigation canal, for construction of expressways and approaches to Mississippi River Toll Bridge at New Orleans and for construction and improvement of roads and bridges on Federal-aid primary and urban highway system.	After crediting the amount due to the Port of New Orleans, the balance, if any, shall be credited to General Highway Interest and Bond Redemption Fund.
MAINE, Tax: 7 Cents, All Motor Fuel			
General Highway Fund, State Highway Department	<u>All</u>	For expenditure or redistribution as follows:	The General Highway Fund receives entire motor-fuel tax and motor-vehicle revenues. Allotments are appropriated for the fiscal year and transferred out of the General Highway Fund and represent shares of combined motor-fuel tax and motor-vehicle revenue.
	1964 Appropriations \$28,347,927	Debt service on State Highway and toll bridge obligations, State Highway construction and maintenance. Administration of State Highway Commission. State-Aid Highway construction. State contribution to cities and towns for local road construction.	
State-Aid Road Fund	\$3,050,000		Allotted among towns and municipalities as follows: \$200 minimum allotment to each town; remainder distributed in the ratio that the mileage of unimproved roads in each town bears to the total mileage of unimproved roads in the State.
Town Road Improvement Fund	\$1,500,000		
Bureau of Taxation, Excise Tax Division	\$89,610	Collection, administration, and refunds of motor-fuel and special-fuels taxes.	Financing as follows: 50 percent from General Highway Fund, 25 percent from the municipality and/or county, and 25 percent from the owner of the ski area. Six cents of tax refunded on commercial motor boat use, less adjustment for sales tax computed at an average price of 21 cents per gallon.
Motor Vehicle Department	\$813,041	Collection, administration, and refunds of motor-vehicle fees.	
State Police	\$2,070,406	Support of Highway Police (75 percent of total operating cost).	Three cents of tax refunded on pleasure motor boat use, less adjustment for sales tax computed at an average price of 21 cents per gallon.
State General Fund	\$125,753	Accounting, auditing, purchasing and legal services rendered to the State Highway Commission. State's share of Employees Retirement Fund (highway employees only).	
Trust Fund	\$531,303	Agency for hearing land damage complaints resulting from land taken for highway purposes.	
Land Damage Board	\$53,493	Provide access roads to ski areas.	
Access Roads - Ski Areas	\$25,000	Improve commercial fishing.	
Sea and Shores Fisheries Commission	8 Mills Of Tax Not Refunded On Gasoline Used In Commercial Motor Boats		
Boating Facilities Fund	3.5 Cents of 7-Cent Tax On Gasoline Used In Pleasure Motor Boats Not Used For Commercial Purposes	Acquire, construct, and maintain public facilities for boats	

Motor Fuel

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 8 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MAINE (Continued)			
General Highway Fund, State Highway Department (Continued)			
Aeronautical Fund	4 Cents of 7-Cent Tax On Aviation Fuel Used In Piston Engine Aircraft	Promotion of aviation	Remainder of tax refunded.
Aeronautical Fund	2 Cents of 7-Cent Tax On Aviation Jet Or Turbo-Jet Fuel	Promotion of aviation	Remainder of tax refunded.
MARYLAND, Tax: 6 Cents, All Motor Fuel			
Gasoline Tax Division, State Comptroller Gasoline Tax Fund State Roads Commission	Amount Required <u>Remainder</u> 50 Percent	Collection, administration, and refunds of tax. Distributed for purposes given below: Payment of principal and interest on State highway construction bonds; to provide sum not in excess of \$3,000,000 in any year to be used for maintenance and operation of State highway system; remainder is used for construction, reconstruction, and major repairs on State highway system.	
City of Baltimore	30 Percent	Construction, reconstruction, and maintenance of streets and highways of the city; debt service on bonds issued for street construction, reconstruction, or maintenance.	
Counties and Municipalities (Other than Baltimore)	20 Percent	After service of State Roads Commission County Highway Construction Bonds, residue for service of county road bonds, then for construction and maintenance of local roads.	Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, subject to minimum share adjustment to Kent and Charles Counties. Municipalities which are authorized to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets in the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Roads Commission as of December 1 of each year for the next succeeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.
MASSACHUSETTS, Tax: 5.5 Cents, All Motor Fuel			
Highway Fund	Amount Required 98-4/5 Percent	Refunds of tax.	The Highway Fund receives both motor-fuel and motor-vehicle revenues. Appropriations given below are from the combined revenues. Money for refunds furnished by State Treasurer on warrant.
Department of Corporations and Taxation Registry of Motor Vehicles Department of Public Safety State Treasurer	1964 Appropriations: \$212,830 \$6,908,971 \$5,651,110* \$45,319,200	Collection and administration of motor-fuel tax. Collection and administration of motor-vehicle fees. Salaries and expenses of State highway police. Interest and principal on highway debt.	*Includes general policing costs reimbursed from General Fund. Legislative intent is to use proceeds of 2-cent ^o of 5-1/2 cent gas tax to meet debt service requirements, insofar as possible, for 1949 and subsequent bond issues. 1/2-cent tax dedicated to retirement of \$200,000,000 of road bonds.
State General Fund	\$5,071,730	Purchasing, auditing, personnel, retirement, etc. chargeable to Department of Public Works.	*Includes nonhighway allocations to be reimbursed from General Fund.
Metropolitan District Commission Department of Public Works Aid to Towns and Counties	\$6,348,775* \$5,500,000	Construction and maintenance of boulevards in greater Boston. Construction and maintenance of town and county roads not on State highway system. (See MGLA, Chapter 90.)	Expended by Division of Highways, together with funds appropriated by the towns and counties. Quota for each county based on a formula giving 40-percent weight to population, 40-percent to mileage, and 20-percent to area. State provides 50 percent of construction allotments; 33 percent of maintenance allotments.
Aid to Towns	\$2,650,000	Repair and improvement of public ways other than State highways. (See MGLA, Chapter 81.)	Expended by Division of Highways in towns having a valuation under \$5,000,000 and a "road mileage ratio" of less than twelve (determined by dividing the proportionate part of the State tax per \$1 million by the number of miles of public ways, exclusive of State highways in each town). State appropriates \$275 per mile and the town contributes from a minimum of \$15 per mile to a maximum of \$150 per mile, based on the road mileage ratio.
Division of Highways	\$44,255,617	Construction, maintenance, and repair; administration and miscellaneous expenses of State highways.	
Marine Recreation and Improvement Funds	1-1/5 Percent Amount Required <u>Remainder</u>	Refunds of tax on marine use. Promotion, access, development, and regulation of fishing and boating.	Distributed to the several funds as follows: Inland Fisheries and Game Fund - 1/6, Public Access Fund - 2/6, Marine Fisheries Fund - 2/6, Recreational Boating Fund - 1/6.
MICHIGAN, Tax: 6 Cents, All Motor Fuel			
Motor Vehicle Highway Fund	<u>All</u>		
Department of Revenue Secretary of State	Appropriation Appropriation	Collection, administration, and refunds of motor-fuel tax. Collection, administration, and refunds of motor-vehicle taxes.	The Motor Vehicle Highway Fund receives revenue from motor-vehicle and motor-carrier taxes in addition to that from motor-fuel taxes. The disposition indicated herein applies to the total revenue from all sources.
(Continued)			

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 9 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MICHIGAN (Continued)			
Motor Vehicle Highway Fund (Continued)			
State Waterways Commission	1/2 Of 1 Percent of Gasoline Tax Collections	Development of harbors and channels; regulation and control of boating; State participation in certain Federal programs.	
State Highway Department	47 Percent Remainder	For State trunkline highways - for purposes in order of priority as follows: For debt service of highway dedicated tax bonds. Operating expenses of State Highway Department. Maintenance of State trunkline highways and bridges. Opening, widening, and improving interstate system, specified trunkline highways, and other State trunkline highways.	Not less than 35 percent is to be used for widening, construction, improvement, and betterment of interstate system and specified trunkline highways.
County Road Commissions	35 Percent Allocation	For county highways. Engineering.	At least 20 percent per annum of each County Commissions's share must be used for construction. \$5,000 to each county that employs full-time registered professional engineer. 0.8 percent of prior calendar year county share of Motor Vehicle Highway Fund divided among counties having in excess of 71 inches measured snow-fall.
County Primary Road Funds	75 Percent Of The Residue	Debt service on bonds or notes issued under: Act 205, P.A. 1941; Act 143, P.A. 1943; Act 51, P.A. 1951, as amended. Maintenance, improvement, construction, acquisition, and extension of county primary road system and roadside parks and motor parkways appurtenant thereto.	Divided among 83 counties as follows: 75 percent on basis of registration fees collected within each county; 10 percent on basis of mileage of county primary road system in each county; 15 percent divided equally among the counties. Not more than 5 percent may be used for roadside parks. Not to exceed 10 percent of county local road funds may be used on the county primary system. Not to exceed an additional 15 percent of county local road funds may, in case of emergency or, with the approval of the State Highway Commissioner, be used on the county primary system.
County Local Road Funds	25 Percent Of The Residue	Debt service on bonds or notes issued under: Act 143, 1943; Act 51, 1951 as amended. Maintenance, improvement, construction, acquisition, and extension of county local road system and roadside parks and motor parkways appurtenant thereto.	Divided among the 83 counties as follows: 65 percent on basis of mileage in county local road system; 35 percent on basis of the total population outside of incorporated municipalities. Not more than 5 percent may be used for roadside parks. Not to exceed 10 percent of county primary road funds may be used for the local road system. Not to exceed an additional 15 percent of county primary road funds may, in case of emergency or with the approval of the State Highway Commissioner, be used on the county local system.
Incorporated Cities and Villages Major Street Funds	18 Percent 70 Percent	For city and village streets: For purposes in order of priority as follows: Amount required for payment of obligations under Act 131, P.A. 1931; debt service of limited access highway dedicated tax bonds; the residue for maintenance, improvement, construction, acquisition, and extension of major street system and roadside parks and parkways appurtenant thereto.	Divided among incorporated cities and villages as follows: 60 percent on basis of population; 25 percent on basis of mileage of major streets; 15 percent on basis of equivalent municipal trunkline mileage. Not more than 5 percent may be used for roadside parks. Any portion of motor-vehicle funds allocated for the local street system may be used on the major street system.
Local Street Funds	30 Percent	Debt service on bonds issued under Act 175, 1952, as amended. Maintenance, improvement, construction, acquisition, and extensions of local street system.	Divided among incorporated cities and villages as follows: 60 percent on basis of population; 40 percent on basis of mileage of local street systems. Up to 25 percent of allocation for major street system may be used additionally for local street system in emergencies.
State Aeronautics Fund - Tax: 3 Cents	Tax On Aviation Use	Development of aviation; improvement of aviation facilities.	
MINNESOTA , Tax: 6 Cents, All Motor Fuel			
Highway User Tax Distribution Fund	All Except Aviation Fuel Tax Amount Required	Redistributed as follows: Costs of collection and refunds of motor-fuel tax.	This fund also receives revenue from motor-vehicle registration fees. The distribution shown is from combined revenues. Collection costs paid from General Fund which is reimbursed from Highway User Tax Distribution Fund by legislative appropriation every two years.
Gas Tax Collection and Refunds Account		Costs of collection and refunds of motor-vehicle fees.	Intended to represent fuel used in motor boats.
Motor Vehicle Fees Collection and Refund Account Conservation Department	Amount Required 3/4 Of 1 Percent Or \$500,000 Which Ever Is The Lesser Remainder	Acquisition and development of parks, game and fish conservation, etc.	
Trunk Highway Fund	62 Percent	Debt service on trunk highway bonds. Construction, maintenance, and administration of trunk highway system, including municipal extensions, and support of State Highway Patrol.	Amount required during coming fiscal year for debt service is transferred to Trunk Highway Sinking Fund.
County-State Aid Highway Fund	29 Percent	Construction and maintenance of county roads including roads in municipalities of less than 5,000 population.	Before apportionment the following accounts are provided for: One and one-half percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum set aside as is necessary to provide a \$300,000 disaster account; credit to a research account not to exceed one-quarter of one percent of the preceding years apportionment sum; a sum set aside for a State park road account in the amount of three-quarters of one percent of the remainder but not to exceed \$200,000 annually. The residue identified as apportionment sum is apportioned to the several counties under the following formula: 10 percent equally; 10 percent based on motor-vehicle registrations; 30 percent based on County State-Aid Highway mileage; 50 percent based on current estimate of County State-Aid Highway needs.
Municipal-State Aid Fund	9 Percent	Construction and maintenance of roads in municipalities of 5,000 or more population.	Before apportionment the following accounts are provided for: One and one-half percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum equal to two percent of the remainder set aside to provide for a disaster account which shall never exceed five percent of the apportionment sum; credit to a research account not to exceed one-quarter of one percent of the preceding year's apportionment sum. The residue identified as the apportionment sum is apportioned to the various municipalities under the following formula: 50 percent based on current estimate of Municipal State-Aid Street needs; 50 percent based on population.

Motor Fuel

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 10 of 20 Sheets) EFFECTIVE JANUARY 1, 1964

STATE	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MINNESOTA (continued)	Aviation Fuel Tax Fund	On Aviation Fuel	Aviation purposes.	Eligible refunds are on a graduated scale based on quantity for which tax is paid in a calendar year. Tax reductions range from one cent per gallon up to 30,000 gallons to five and one-half cents per gallon over 300,000 gallons.
MISSISSIPPI	MISISSIPPI Tax: 7 Cents, Gasoline 8 Cents, Diesel and LPG	Motor Vehicle Comptroller Account Highway Road Building Fund	Amount Required 9/16 of Remainder For expenditures or redistribution as follows: The remainder is distributed as shown below: To help pay cost of administering and enforcing motor-fuel tax laws.	This allocation has priority over all others, but is deducted from the 9/16 State have. Surplus from Harrison and Jackson Counties to be returned to State Highway Commission for debt service on the Hinkley Bay Bridge bonds.
	County Road Protection Fund, Coast Counties	2-1/4 Cents Per Gal. Based In The 3 Counties	Debt service on sea-wall bonds; reconstruction and maintenance (as State highway and bridge construction and maintenance.	State Highway Department The Remainder Less \$1,000,000 7/16 of Remainder Less \$300,000 Maintenance of county road and road district obligations; construction and Municipal streets and related usage.
	Municipal Aid Fund	\$1,400,000	Construction and improvement of airports.	These funds are distributed on a per capita basis with a maximum of \$65,000 to any one municipality.
MISSOURI	Motor Fuel Tax Fund State Highway Department Fund County Aid Road Trust Fund	Monthly Motor Fuel Tax Collections 80 Percent of Total Monthly Collections \$170,000 Monthly 25 Percent of Net Fund 75 Percent of Net Fund	Administration, construction, and maintenance of State, county, and local roads. Expenses of Highway Commission and State Highway Department; Workmen's Compensation; Highway Department share of employee retirement; administration and enforcement of motor-vehicle laws. City and county share of cost of collection and refunds of motor-fuel collections. Construction, reconstruction, maintenance of county roads. Construction, reconstruction, maintenance, repair, policing, signing, lighting, and cleaning roads and streets and for the payment of principal and interest of indebtedness incurred prior to the effective date of this section on account of road and street purposes, etc. Allocated for the following purposes: (1) Construction, reconstruction, and maintenance of State highways and bridges, including municipal extensions, and highways and tunnels. State parks, public areas, State institutions, etc. (2) Construction and maintenance of supplementary highways and bridges.	This fund set-up for the distribution of motor fuel tax receipts. This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues. This is a predetermined amount that is refilled every biennium. Fifty percent on ratio of miles of county roads to total miles of county roads in State. Fifty percent on ratio of rural land valuation to total rural land valuation in State. Recalculated annually. On ratio that the population of the city, town, or village bears to the population of the State. Expanded under direction and supervision of State Highway Commission.
	State Road Fund	Remainder Of The Total Money Collected	(3) Reimburses counties and other political subdivisions (except incorporated cities and towns) for money expended by them in construction and acquisition of roads and bridges later taken over by the State.	Funds allocated for State expenditures in counties in the following manner: One-fourth in the ratio that the area of each county bears to the total area of the State; one-fourth on the basis of population; two-fourths on such basis as the Highway Commission may deem to be in the best interest of highway users.
NORTH DAKOTA	State Park Fund Gasoline License Feedback Fund State Highway Department State Aviation Fund	1 Percent Remainder 75 Percent 25 Percent The Remainder Approximation The Remainder	Creation, improvement, and maintenance of State parks wherein motor boating is allowed. Refunds of motor-fuel tax. For expenditures or redistribution as follows: Collection and administration of motor-fuel tax. Construction, maintenance, and administration of Federal-aid and other roads authorized by law. Regulation of aeronautics and other matters pertaining to aircraft.	One percent represents portion of motor fuel used for propelling boats on waterways of the State. 25 percent of gross collections withheld. Amount not used is paid to State Highway Fund at end of fiscal year. This fund also receives motor-vehicle revenues. The remaining 5 cents of the tax collected on aviation gasoline is either exempt or refunded.
NORTH CAROLINA	North Carolina Tax: 6 Cents, Gasoline and LPG 9 Cents, Diesel	State Highway Department Fund County Aid Road Trust Fund Monthly Motor Fuel Tax Collections 80 Percent of Total Monthly Collections \$170,000 Monthly 25 Percent of Net Fund 75 Percent of Net Fund	Administration, construction, and maintenance of State, county, and local roads. Expenses of Highway Commission and State Highway Department; Workmen's Compensation; Highway Department share of employee retirement; administration and enforcement of motor-vehicle laws. City and county share of cost of collection and refunds of motor-fuel collections. Construction, reconstruction, maintenance of county roads. Construction, reconstruction, maintenance, repair, policing, signing, lighting, and cleaning roads and streets and for the payment of principal and interest of indebtedness incurred prior to the effective date of this section on account of road and street purposes, etc. Allocated for the following purposes: (1) Construction, reconstruction, and maintenance of State highways and bridges, including municipal extensions, and highways and tunnels. State parks, public areas, State institutions, etc. (2) Construction and maintenance of supplementary highways and bridges.	This fund set-up for the distribution of motor fuel tax receipts. This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues. This is a predetermined amount that is refilled every biennium. Fifty percent on ratio of miles of county roads to total miles of county roads in State. Fifty percent on ratio of rural land valuation to total rural land valuation in State. Recalculated annually. On ratio that the population of the city, town, or village bears to the population of the State. Expanded under direction and supervision of State Highway Commission.
	State Road Fund	Remainder Of The Total Money Collected	(3) Reimburses counties and other political subdivisions (except incorporated cities and towns) for money expended by them in construction and acquisition of roads and bridges later taken over by the State.	Funds allocated for State expenditures in counties in the following manner: One-fourth in the ratio that the area of each county bears to the total area of the State; one-fourth on the basis of population; two-fourths on such basis as the Highway Commission may deem to be in the best interest of highway users.
NORTH CAROLINA (continued)	Aviation Fuel Tax Fund	On Aviation Fuel	Aviation purposes.	Eligible refunds are on a graduated scale based on quantity for which tax is paid in a calendar year. Tax reductions range from one cent per gallon up to 30,000 gallons to five and one-half cents per gallon over 300,000 gallons.
NEBRASKA	Gasoline Tax Fund Division of Motor Fuels, Department of Agriculture and Industrial Returns, Division of Motor Fuels	All Amount Required	Refunds on exports, Federal use, errors, and losses paid out of this fund. The remainder is distributed as shown below: To help pay cost of administering and enforcing motor-fuel tax laws. Six cents per gallon returned to persons filling claims for gasoline used for agricultural and industrial purposes.	Collection expenses paid out of inspection fees, fuel carrier permit fees, and other incidental fees. Not to exceed one percent of total gasoline tax collected and not to exceed four percent of total special fuels tax collected. Pro-rata two percent deducted from amount of claims for the administration of agricultural and industrial refunds.
	State Aviation Fund	1 Cent Of Tax On Aviation Gasoline	Regulation of aeronautics and other matters pertaining to aircraft.	The remaining 5 cents of the tax collected on aviation gasoline is either exempt or refunded.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 11 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
NEBRASKA (Continued)			
Gasoline Tax Fund (Continued)			
County Treasurers	Remainder 15 Percent	For maintenance and improvement of rural free delivery and star mail routes.	Distributed among counties each month on a percentage basis set by statute. This percentage remains constant. (RSN, 66-422)
Grade Crossing Protection Fund County Treasurers City and Village Street Funds	24 Percent \$6,000 Per Month Remainder Amount Required	For local grade crossing protection. Improvements of streets in incorporated cities and villages.	Distributed among counties each month in same manner as for mail routes. From its share each county credits to the street fund of each incorporated city or village in that county a sum determined by the following formula which is based on the population of the city or village according to the most recent Census: 2,500 or less, 10 cents per capita; 2,501 to 25,000, 15 cents per capita; 25,001 to 200,000, 40 percent of the county's share; more than 200,000, 75 percent of the county's share.
County Road and Bridge Funds	The Residue 61 Percent	Improvements of county roads and bridges.	
State Highway Urban Fund	\$60,000 Per Month	For construction on State highways in municipalities of 5,000 or more population, or in approved adjacent urban areas.	
Department of Roads (Highway Cash Fund) Department of Aeronautics (Aviation Fund)	The Residue All Collections From Tax On Aviation Fuel	For construction, maintenance, administration, etc., of State highways. Development of aviation.	Net collections after administration expenses and refunds have been paid.
NEVADA, Tax: 6 Cents, All Motor Fuel			
State Highway Fund	4-1/2 Cents Fiscal Year 1963-64	Collection, administration, and refunds of tax. Construction, maintenance, and administration of designated State highway systems and Federal-aid systems. The appropriations for 1963 are from the combined revenues in the State Highway Fund.	State Highway Fund receives all of the State 4-1/2-cent gasoline tax. Cost of administration and collection of the 4-1/2-cent State tax, administered by the Fuel Tax Division, Nevada Tax Commission, is limited by legislative appropriation made from the State Highway Fund, not to exceed one percent of the total proceeds of this tax. The State Highway Fund also receives all of the 6-cent per gallon tax on special fuels. Cost of administration and collection of the 6-cent special fuel tax, administered by the Carrier Division, Department of Motor Vehicles, is limited by legislative appropriation made from the State Highway Fund, not to exceed one percent of the total proceeds of this tax.
Administration Accounting and Auditing Division Automation Division Drivers License Division Registration Division Motor Carrier Division Nevada Highway Patrol	\$ 154,711 164,171 240,780 345,916 368,380 281,975 817,362 \$2,375,295		
County Gasoline Tax Fund	1/2 Cent	Collection, administration, and refunds of tax. Construction, maintenance, and repair of county roads.	Costs of administration and collection of the 1-1/2-cent additional tax are made by legislative appropriation from the county gasoline tax fund, administered by Fuel Tax Division, Nevada Tax Commission. The 1-1/2-cent tax is separated and identified as 1/2-cent mandatory tax to go to county road fund, and allocated monthly to the counties using the following formula: (a) 25 percent in proportion to total area; (b) 25 percent in proportion to population according to latest available Federal Census; (c) 25 percent in proportion to road mileage and street mileage (nonfederal-aid primary roads); (d) 25 percent in proportion to vehicle miles of travel on roads (nonfederal-aid primary roads). The 1 cent optional gas tax is allocated monthly to the counties in which tax payment originates. Each county's share of the 1 cent tax is apportioned between the county and incorporated cities within the county in the same ratio as the assessed valuation of property within incorporated cities within the county bears to the total assessed valuation of property within the county. Administrative expense is limited to 5 percent of gross tax collections, but in actuality the administrative cost is absorbed by the other gas tax administrative costs.
County Gasoline Tax Fund Cities	1 Cent Amount Required	Collection, administration, and refunds of tax. Construction and maintenance of county roads. Construction and maintenance of city streets, alleys, and public highways.	
County Airport Funds	6 Cent Tax On Aviation Fuel	County airport purposes.	
NEW HAMPSHIRE, Tax: 7 Cents, All Motor Fuel			
State Treasurer State Highway Fund	Amount Required Remainder	Refunds of tax.	This is a common fund receiving motor-fuel and motor-vehicle receipts, including all State motor-vehicle fines. Allocations and expenditures are made from the combined revenues. Highway share represents approximately 85 percent of the operating costs of the division.
State Police Division, Department of Safety	Allocation	State highway patrol.	
State Treasurer Attorney General Motor Vehicle Department State Aid Construction	Amount Required Amount Required Amount Required Allocation	Interest and redemption of highway bonds. Legal services for Department of Public Works and Highways. Expenses of collecting and administering motor-fuel and motor-vehicle taxes. Construction and reconstruction of class II highways (State secondary system).	Expended under direction of Department of Public Works and Highways. Funds are allotted to, and matched by, cities and towns on a sliding scale based on assessed valuation of cities and towns (Ch. 240:6, 240:7).
Town Aid Road	Allocation	Construction and reconstruction of class IV and V highways (city streets and town roads).	Expended under direction of Department of Public Works and Highways. Funds are apportioned: (A) \$1,100,000 in the ratio that the mileage of class IV and V highways in each city or town bears to the total mileage of class IV and V highways and, (B) \$1,000 per mile of class IV highways which are urban extensions of class I and II highways. Cities and towns match 15 percent of apportionment A; 100 percent of apportionment B. (Ch. 241:2, 241:3.)
(Continued)			

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE G-106 (Sheet 12 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
NEW HAMPSHIRE (Continued)			
State Highway Fund (Continued)			
Town Road Aid	\$200,000	Maintenance of class V highways.	Paid to towns on the basis of assessed valuation and local road mileage. (Ch. 241:11.)
State and Town Bridge Aid	Allocation	Construction and reconstruction of bridges on class II and V highways.	Funds are matched by cities and towns on a sliding scale based on assessed valuation. (Ch. 242:9, 242:10.)
The Residue		Construction, maintenance, and administration of State highways, forest roads, and State reservation roads; interest on temporary loans.	
Aviation Fund	4-Cent Tax On Aviation Fuel	50 Percent for air navigation facilities; 50 percent for payment of bonds issued for airport construction.	
Division of Safety Services, Department of Safety	7-Cent Tax On Motor Boat Fuel	Promotion of safety on water navigation facilities.	Use in motor boats is refundable. Portion not claimed for refunds is paid to Division of Safety Services.
NEW JERSEY, Tax: 6 Cents, All Motor Fuel			
State Treasurer	Amount Required	Refunds of tax.	Net revenues from road-user taxes go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be considered as derived from road-user tax revenues insofar as highway appropriations do not exceed such revenues.
State General Fund	Remainder	Subject to appropriation for highway or other purposes (see below).	
Department of Conservation and Economic Development	1964 Appropriations \$100,000	Construction of roads and approaches in State parks.	
Department of Law and Public Safety	\$8,491,213*	Enforce traffic laws on State highways and turnpikes.	*Traffic activity represents approximately 77 percent of costs of Division. (77 percent of appropriation equals \$6,538,234. Recoverable costs of financial responsibility and unsatisfied judgment funds are omitted.
Division of State Police	\$9,696,583	Regulation and enforcement of State motor vehicle laws, driver licensing, etc.	*Also performs other nonhighway functions. Amount shown is for all purposes.
Division of Motor Vehicles	\$316,488*	Operates truck weighing stations.	
Division of Weights and Measures			
Department of the Treasury	\$4,478,434*	Among other functions, collects and administers motor-fuel taxes through Motor Fuel Tax Bureau.	*Total for all purposes.
Division of Taxation			
Department of Public Utilities	\$2,812,264*	Among other functions, regulates motor carriers and constructs rail-highway grade separation structures on other than State highways.	*Total for all purposes.
State Highway Department	\$73,193,493	Capital outlay, maintenance and operation of State highways, institutional and park roads, interest and principal on highway improvement bonds.	
Delaware River Joint Toll Bridge Commission	\$327,903	Maintenance and operation of toll-free bridges.	Cost shared equally with Pennsylvania.
State Aid to Counties	\$9,155,000	Construction, reconstruction, maintenance and repair of county roads, and debt service on local highway bonds issued prior to May 2, 1936.	Construction, reconstruction, maintenance, etc., of county roads, pursuant to R.S. 52:27B-23 - \$8,000,000. Construction, reconstruction, maintenance of county roads on the basis of \$55,000 per county pursuant to R.S. 27:14-1 - \$1,155,000. See Chapter 16, P.L. 1962.
State Aid-Storm Relief Fund (Counties and Municipalities)	\$6,384,706	For repair, reconstruction and replacement of public roads, facilities and structures damaged or destroyed in the storm of March 1962.	
State Aid to Municipalities	\$6,490,000	Construction, reconstruction, maintenance and grading of municipal roads.	Construction, grading and maintenance of municipal roads pursuant to R.S. 27:15-1 - \$4,390,000. Construction or reconstruction of municipal roads on the basis of \$100,000 per county pursuant to R.S. 27:15-1.14 - \$2,100,000.
County and Municipal Aid for Lighting	\$411,000	Maintenance of highway safety lighting on the State highway system.	This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting units at approved locations.
State Highway Department, Projects Division	\$753,729	Administration of State-aid secondary programs.	
NEW MEXICO, Tax: 6 Cents, All Motor Fuel			
Gasoline Tax Suspense Fund	All	For refunds of tax and disposition as follows:	The Bureau of Revenue allocation for administration is provided by legislative appropriation from the State General Fund, provided 5 percent of the total collections of the motor-fuel taxes and 5 percent of the other collections by the Bureau of Revenue are credited to the State General Fund. (General Fund supports State Highway Patrol.) Department of Courtesy and Information is allowed 5 percent of total collections made by it.
State General Fund	5 Percent	Collection and administration	\$350,000 for the 1964 fiscal year.
Department of Development	Appropriation	Department of Development operations.	Under the jurisdiction of the State Park Commission.
Highway Debentures Fund	Amount Required	Debt service on outstanding highway obligations.	
Motorboat Fuel Tax Fund	0.2 Percent	Construction, improvement, and furnishing of boating and related facilities in the State.	Monthly allotments are made to this fund from the Gasoline Tax Suspense Fund. The State Road Fund also receives other highway-user revenues.
State Road Fund	The Residue	Maintenance, construction, and improvement of State highways and matching of Federal allotments under the Federal-aid road laws.	
State Aviation Fund	Unrefunded Taxes Collected On Sale Of Motor Fuel Used In Aircraft	Construction and development of public airport facilities.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 13 of 20 Sheets)
Effective JANUARY 1, 1964

Based on information obtained from State authorities
and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New York, Tax: 6 Cents, Gasoline and LPG State Comptroller Highway Account	Amount Required 2 Cents Gasoline 3 Cents Diesel Amount Required 10 Percent The Residue Remainder	Refunds of tax. Debt service on State highway obligations. Examined for appropriation to counties for county roads. Examined for appropriation for highway construction and right-of-way. Subject to appropriation for highway or other purposes (see below).	1964 appropriation \$7,029,500. For distribution, see below. See Capital Construction Fund (below). Net revenues from road-user taxes are deposited in the General Fund for creation of State Purpose Fund, Local Assistance Fund, Capital Construction Fund, Right-of-Way Fund, and other funds. Their identity, appropriations for highway purposes (see below) are made from these three funds and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues.
Local Assistance Fund Capital Construction Fund State General Fund	1964 Appropriations: \$24,439,852*	Patrolling State highways, thruways, and parkways, and general policing duties.	*Total for all purposes. (57 percent is applicable to highway law enforcement.) Cost of policing the New York Thruway, and inspecting motor vehicle inspection stations are reimbursed, respectively, by the Thruway Authority, and from vehicle inspection fees.
Conservation Department Department of Motor Vehicles Public Service Department Department of Public Works Department of Education and Finance Miscellaneous Tax Bureau	\$1,659,026 \$15,143,858 \$4,402,387* \$50,202,759 \$5,850,497*	Maintenance and operation of State parkways. Collection and administration of registration and licensing fees, safety promotion, motor vehicle inspection. Regulation and inspection of motor bus and truck carriers, and other public utilities, conduct hearings on reconstruction and elimination of grade crossings. Maintenance, repair, operation, snow removal, and administration of State highways. Collection and administration of motor-fuel taxes, refunds, truck use tax, and other State taxes. Operation, maintenance and repair of Technic State parkway. Debt service on highway bonds. (Allocations only.) Debt service on grade crossing elimination bonds. (Allocations only.)	Costs of motor vehicle inspection are reimbursed from receipts of fees from licensed inspection stations, and from sale of inspection certificates. *Total for all purposes.
East Hudson Parkway Authority Highway Debt Sinking Fund Highway Serial Bonds Grade Crossing Elimination Debt Fund Local Assistance Fund (General Fund) Department of Public Works State Aid to Counties	\$728,375 \$1,456,225 \$8,314,247 \$2,276,975 1964 Appropriations: \$2,256,264	Construction and improvement of county roads (excludes counties comprising New York City).	Reimbursed to some extent from railroad company payments.
State Aid to Towns Town Highway Improvement Program	\$6,156,000 \$6,600,000	Repair and improvement of town highways outside of cities and incorporated villages. To aid towns in the improvement, repair, or reconstruction of town highways outside incorporated villages.	Payment on matching basis to each participating county, except that no county shall receive more than \$30 per mile for the total mileage of county highways outside of cities and incorporated villages. (Sec. 112, Highway Law.) Allocated to towns in amounts from a minimum of \$75 to a maximum of \$150 on each mile of town highway, adjusted by the proceeds of a town highway property tax of 1-1/2 mills. (Sec. 279, Highway Law.) Paid to towns on claim for work completed, in amount not less than 25 percent, nor more than 75 percent of a cost of \$9,000 per mile of project. (Article VIII-4, Highway Law.)
Bureau of Municipal Public Works Department of Education and Finance Counties' Share of Motor Fuel Tax	\$170,071 \$24,500,000	Administration of State aid for town highways. Construction, reconstruction, and maintenance of county roads, snow removal, bridge construction and debt service.	Distributed to each county in the proportion that the total mileage of public highways within the county, outside of cities and incorporated villages, not including State and county highways, bears to the total mileage of such highways in the State. Total amount is equal to 10 percent of gasoline and diesel fuel tax collections. (Sec. 112-4, Highway Law.) Includes \$8,000,000 derived from Highway Account (see above). Allocation based on a payment of \$400 per mile for the total mileage of public streets, highways, and parkways in the counties comprising the city or New York, exclusive of mileage under jurisdiction of the State or public authorities. To be derived from gasoline and diesel fuel tax collections. (Sec. 112-4, Highway Law.) Payments to each county, including counties comprising the city of New York, in amounts equal to 25 percent of the motor vehicle and operators' license fees collected from residents of the county. (Sec. 112-4, Highway Law.)
New York City's Share of Motor Fuel Tax	\$2,500,000	Construction and maintenance of city streets, highways and parkways.	First instance appropriations, i.e., those that will be recovered by Federal fund reimbursement, or from other sources, are omitted. Includes \$69,000,000 derived from highway account (see above). Includes \$15,000,000 for East Hudson Parkway Authority. (Advance.)
Counties' Share of Motor Vehicle Fees	\$35,500,000	Construction and maintenance of county roads and streets.	Installation of grade crossing protective devices, reconstruction of grade separation structures. Construction of shops and storehouses. Right-of-way and construction of State and Federal-aid highways, arterials, etc. Right-of-way and construction of State parkways. Grade crossing elimination projects.
Capital Construction Fund (General Fund) Department of Public Services Department of Public Works Highway Buildings Highways	1964 Appropriations: \$550,000 \$1,500,000 \$87,500,000	Installation of grade crossing protective devices, reconstruction of grade separation structures. Construction of shops and storehouses. Right-of-way and construction of State and Federal-aid highways, arterials, etc.	Right-of-way and construction of State parkways. Grade crossing elimination projects.
State Parkways Grade Crossing Elimination	\$31,608,000 \$10,500,000	Right-of-way and construction of State parkways. Grade crossing elimination projects.	Right-of-way and construction of State parkways. Grade crossing elimination projects.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE G-106 (Sheet 14 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
NORTH CAROLINA, Tax: 7 Cents, All Motor Fuel			
State Highway Fund, State Treasurer	<u>6 Cents</u>	Distributed for expenditure as follows:	Highway fund receives 6 cents motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues. The appropriations shown are from the combined revenues, except as noted.
Department of Revenue	Amount Required	Refunds of gasoline tax.	
Department of Motor Vehicles	Appropriation	Collection and administration of motor-fuel tax.	
Utilities Commission State Highway Commission	Appropriation Appropriation	Collection of motor-vehicle registration fees and motor-carrier taxes; administration of motor-vehicle laws; State Highway Patrol and safety. Bus investigation (regulation of franchise buses and trucks).	
Municipalities	1/2 Cent	Administration of State Highway Department; construction, maintenance, and betterment of State primary and secondary highways and municipal extensions, and scenic parkways. Construction, reconstruction, and maintenance of municipal streets.	An amount equal to 1/2 cent of the gasoline tax is allocated to eligible cities and towns, 50 percent on the basis of population, and 50 percent on the basis of the mileage of public streets that are not a part of the State highway system. (Ch. 136-41.2)
State Secondary Road Bond Fund, State Treasurer	1 Cent	Interest and redemption of State secondary road bonds.	
NORTH DAKOTA, Tax: 6 Cents, All Motor Fuel			
State Auditor - Gas Tax Division	Appropriation	Collection and administration fund.	Deduction for collection and administration is entirely from the 6-cent gasoline tax. From April 1 - September 30, each year, refund claims may be assigned to dealers by purchasers of gasoline used for agricultural or industrial purposes.
Gas Tax Refunds Fund	Amount Required	Refunds on tax.	
State Highway Fund	<u>Remainder</u> 5/6	Construction and maintenance of roads and bridges on the State highway system.	This fund also receives a portion of motor vehicle revenues. Special fuels tax distributed as follows: 79 percent to the State Highway Fund for construction only; of the remainder, an amount to the County Highway Fund of each county not to exceed that received during the fiscal year 1960; the residue allocated equally to counties (on a registration basis) and to cities and villages (on a population basis). Distributed quarterly to the counties in proportion to the number of motor vehicle registrations credited to each county in the preceding year. All unclaimed refunds of tax refundable aviation motor fuel collections are available to the North Dakota Aeronautics Commission.
County Highway Aid Fund	1/6	Construction and maintenance of county roads and bridges.	
Aeronautics Commission	Aviation Fuel	For use on small landing strips near highways and communities in State.	
OHIO, Tax: 7 Cents, All Motor Fuel			
Waterways Safety Fund	1/2 of 1-Percent Of Gross Tax Receipts	Acquiring, constructing and maintaining harbors, channels and facilities for vessels in navigable waters.	Sufficient amounts are placed in each of four rotary funds to maintain them at \$250,000 combined. Amount necessary taken from the fourth tax of 2 cents.
Rotary Funds, Gasoline Division	Amount Required	Administration expense and refunds of motor-vehicle fuel taxes.	
Department of Highway Safety	Amount Required	Collection and administration of motor vehicle registration, hospital claims, and highway patrol.	Director of Highways may expend funds on urban extensions of State highways, (67-1/2 percent of second 2 cents and remainder of fourth tax of 2 cents). (45 percent of first 2-cent tax.)
Highway Construction Fund, Department of Highways	<u>Remainder</u> 47.6 Percent	Distributed as follows: Construction of State highways, including grade crossing elimination.	
Maintenance and Repair Fund, Department of Highways	12.9 Percent	Maintenance of State highways.	
Counties	9.3 Percent	Construction and maintenance of roads.	7.2 percent from maintenance and 2.1 percent from construction funds (25 percent of first 2 cents and 7-1/2 percent of second 2 cents); distributed to counties in equal portions. From construction funds (17-1/2 percent of second 2 cents). County may expend funds at option of township. County engineer must approve plans and specifications; distributed equally among counties.
Counties (to be paid to Townships)	5.0 Percent	Construction and maintenance of roads.	
Municipalities	10.7 Percent	Construction and maintenance of city streets, street cleaning, and traffic lights.	8.6 percent from maintenance, 2.1 percent from construction funds (30 percent of first 2 cents and 7-1/2 percent of second 2 cents); allocated on basis of number of vehicles registered in preceding year. In cities on State highway system 7-1/2 percent of the 30 percent of the first 2 cents and 7-1/2 percent of the second 2 cents shall be spent on municipal extensions thereof. All of third tax of one (1) cent.
State Highway Bond Retirement Fund	14.3 Percent	Payments of interest, principal and charges for the issuance and retirement of major thoroughfare construction bonds.	
OKLAHOMA, Tax: 6.5 Cents, All Motor Fuel			
Oklahoma Turnpike Authority Motor Fuel Tax Trust Fund	97 Percent Of 97-1/2 Percent Of The Tax On All Fuels Consumed On Oklahoma Turnpike Not To Exceed \$1,000,000 Annually	To make up any deficiencies in monies for payment of interest on turnpike bonds.	
State Tax Commission Fund	3 Percent <u>Remainder Of</u> 4 Cents	Collection and administration of tax.	

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 15 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
OKLAHOMA (Continued) State Tax Commission Fund State Highway Construction and Maintenance Fund	3 Percent 70 Percent	Collection and administration of tax. Construction and maintenance of State highways.	(Special fuels tax distributed as follows: of 4 cents - 3 percent to State Tax Commission, 72.75 percent to State Highway Construction and Maintenance Fund, and 24.25 percent to counties in the percentage which the population and area of each county bears to the population and area of the entire State); of 1 cent - 100 percent to State Highway Construction and Maintenance Fund; of 1/2 cent - 100 percent to counties subject to the same general provisions.
Incorporated Cities and Towns	5 Percent	Construction and maintenance of streets and alleys.	These funds are distributed to cities and towns in the proportion which the population, as shown by the last Federal Census, bears to the total population of all incorporated cities and towns in the State.
County Highway Funds	22 Percent	Construction and maintenance of county or township highways and debt service of county highway bonds.	Distributed among counties as follows: 40 percent to the proportion which the county road mileage of each county bears to the entire State road mileage as certified by the State Highway Commission; 60 percent on the basis which the population and area of each county bears to the total population and area of the State.
State Highway Construction and Maintenance Fund County Highway Funds County Special Funds	Remainder Of 2 1/2 Cents 1 Cent 1/2 Cent 1 Cent	For construction and maintenance of farm-to-market roads. Construction and maintenance of county and township highways and permanent bridges on mail routes and school district routes. Construction on bridges and culverts on school bus and mail routes and resurfacing these routes.	Apportioned in the same manner as county funds listed above. Distributed to counties on following basis: One-third on area; one-third on population (defined as including the population of all municipalities with a population of less than 7,000 according to the last Federal Decennial Census) one-third on county road mileage, as certified by the State Highway Commission.
OREGON, Tax: 6 Cents, All Motor Fuel Department of Motor Vehicles Highway Fund Counties Cities General Fund State Highway Commission Aeronautics Fund	Amount Required Remainder 19 Percent 10 Percent Appropriation The Residue 1 Cent Of Tax On Gasoline Sold For Aircraft Use	Collection, administration, and refunds of tax. For various purposes given below. Construction, maintenance, operation and policing of public highways, roads and streets, including debt service on highway obligations; also the acquisition, development, and maintenance of airports, recreational and historical places, and publicizing of any of the foregoing uses. Some as for counties. Department of State Police. Interest and redemption, State Highway Bonds. Construction and maintenance of State highways and administration of State Highway Commission; cooperation in construction of Federal forest highways and the establishment and maintenance of State parks. Repair and maintenance of city streets forming links to State primary and secondary road systems. Advancement of aviation.	Receipts are deposited in collection account of the Department of Motor Vehicles from which expenses and refunds are paid. Fuel sold to Oregon licensed aircraft fuel retailers is taxed at the rate of one cent per gallon for gasoline and one-half cent per gallon for jet aircraft fuel. Highway Fund receives motor-fuel, motor-vehicle, and motor-carrier taxes and traffic fines. Allocations below are from combined revenues. Allocations to counties are in the same ratio as county motor-vehicle registrations and total State registrations. Allocations to cities are based on population except for cities over 100,000 for which the ratio of population enters into the calculation starting at 74 percent in 1964 and increasing to 100 percent in 1971. Five-cent refund made on aviation fuel when full six cents tax is paid.
PENNSYLVANIA, Tax: 7 Cents, All Motor Fuel Motor License Fund Department of Highways Aid to Local Governments Department of the Treasury Department of Labor and Industry Department of Property and Supplies Department of Public Instruction Department of Revenue Department of State Pennsylvania State Police (Continued)	6-1/2 Cents Appropriation 20 Percent Of 5-1/2 Cents (Not Less Than \$50,000,000 Per Calendar Year) Fiscal 1964 Appropriation: \$6,263,436 \$2,750,000 \$601,706 \$913,000 \$13,667,670 \$7,239,360 \$15,599,804	For various purposes given below: Administration, engineering, construction, right-of-way acquisition, maintenance, and operation of State highway system, and State park, forest, and institutional roads. Rental payments to State Highway and Bridge Authority. For construction, maintenance and repair of local roads and streets. Not less than 25 percent to be used for construction, reconstruction or widening, if all to be in the community are not improved. If they are improved, the money can be used for maintenance. Agricultural refunds and refunds of overpayments of motor-fuel tax, motor-license fee, and money construction and maintenance contributions. Federal Social Security contributions. Cost incurred as purchasing and operating Department of Highways. Highway safety and driver education programs. Collecting motor-fuel and motor-vehicle taxes and fees, accident prevention and vehicle inspection. Retirement benefits for employees. Salaries and expenses of highway and traffic control program, drivers examinations.	This is a common fund which receives motor-fuel and motor-vehicle revenues. Except as noted, the appropriations in this table are from the combined revenues. Fiscal 1964 appropriation: \$83,637,313. Funds are appropriated to Department of Highways for payment to cities, boroughs, towns, and townships on a 60 percent mileage and 40 percent population formula. Payments made semiannually. Since statutes specify an amount equal to 20 percent of 5-1/2 cents of the motor-fuel tax, these payments are considered to be derived exclusively from that source.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE G-106 (Sheet 16 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
PENNSYLVANIA (Continued)			
Liquid Fuels Tax Fund for Counties	<u>1/2 Cent</u>	Construction and maintenance of county roads and interest on county road bonds, and county aid to cities, boroughs, towns, and townships for roads and streets.	Distributed to counties in proportion to the amount received by the counties in the three preceding years. As a county, Philadelphia receives a share of these funds. During the two years 1958-1959, the counties (other than Philadelphia) made grants to municipalities totaling 25 percent of these funds.
Motor License Fund Pennsylvania Aeronautics Commission	1-1/2 Cents On Aviation Fuel Appropriation	Airport facility improvements.	One and one-half cents on every gallon of aviation fuel purchased in Pennsylvania is set aside for this purpose.
RHODE ISLAND, Tax: 7 Cents, All Motor Fuel			
Department of Administration State General Fund	Amount Required Remainder	Refunds of tax. Subject to appropriation for highway or other purposes (see below).	Net revenues from road-user taxes go into State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues.
State Police	1964 Appropriations: \$1,064,335*	Enforcement of traffic laws; general policing duties.	*Total for all purposes. (65 percent is considered applicable to highway law enforcement.)
Registry of Motor Vehicles	\$843,304*	Collection and administration, licensing operators, safety promotion, and driver training program.	*Total for all purposes. (Includes boat registrations.)
Department of Administration, Division of Taxation	\$826,552*	Collection and administration of motor-fuel taxes, and other State taxes.	*Total for all purposes
Department of Public Works Office of Director Division of Roads and Bridges	\$148,862 \$6,060,316	Administration. Capital outlay, maintenance, and engineering for State highways, maintenance of Mount Hope Bridge (toll). Payments to towns for maintenance of "unconstructed" State highways.	Allocated to cities and towns on the basis of \$1,000 per mile of "unconstructed" State highways with a maximum payment of \$10,000 to any city or town.
Town Aid	\$390,000		
Jonestown Ferry Division Treasurer	\$618,378 \$3,375,023	Operation of toll ferry. Interest and retirement of highway bonds.	
SOUTH CAROLINA, Tax: 7 Cents, All Motor Fuel			
State Tax Commission	Amount Required	Refunds of tax.	Refunds of 6 cents for gasoline used in agricultural and motor-boat use; all other refunds are of the full tax. Collection expenses paid by appropriations from State Highway Fund.
State Highway Fund, State Highway Department	5/7 Of Remainder	Construction, maintenance, and administration of State highways; construction and maintenance of roads in State parks; surfacing of roads and streets in State institutions; interest and redemption, State highway certificates and bonds, and county highway reimbursement obligations. Highway police functions. Maintenance of roadside parks.	This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.
State Budget and Control Board, State Highway Sinking Fund	Amount Required	Retirement of State highway bonds or State highway certificates of indebtedness.	Payment to sinking fund must be sufficient to maintain an amount equivalent to 200 percent level for annual debt service requirements. Only 5 cents of gasoline tax and registration fees are used for this purpose.
Farm-to-Market Program	1/7 Of Remainder	Expended under State supervision for improvement of highways in the State secondary system.	Apportioned among the counties as follows: one-third in the ratio which the land area of the county bears to the total land area of the State; one-third in the ratio that the population of each county bears to total population of the State; and one-third in the ratio which the mileage of all rural public roads in the county bears to total rural public mileage in the State. (1962 Code. 65-1075.)
Counties	1/7 Of Remainder	Construction and maintenance of county highways.	Distributed to counties on the basis of the ratio their motor-vehicle registration fees bear to the total registration fees of the State with maximum and minimum share adjustments. (1962 Code. 65-1074.)
SOUTH DAKOTA, Tax: 6 Cents, Gasoline and LPG 7 Cents, Diesel			
Motor Fuel Tax Fund Motor Fuel Refund Account, Department of Finance State General Fund, Department of Finance	All Amount Required Appropriation	Distributed for purposes shown below: Refunds of tax. Collection and administration of tax.	Appropriation from State General Fund, reimbursed out of motor-fuel receipts.
State Highway Fund, State Highway Commission	7/8 Of Remainder	Construction, maintenance, and administration of State highways; State Highway Police.	This is a common fund receiving a portion of motor-vehicle and motor-carrier revenues in addition to motor-fuel revenues.
County Highway and Bridge Fund, County Treasurers	1/8 Of Remainder	Construction and maintenance of county highways.	Allocated monthly, equally according to three factors: Mileages of rural and star mail routes, vehicle registration, and assessed valuation of all real and personal property.
State Aeronautics Fund	4-Cent Tax On Aviation Gasoline	Support of the Aeronautics Commission; marking and maintaining airports.	Refunds on graduated basis for 50,000 gallons or over.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 17 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>TENNESSEE, Tax: 7 Cents, Gasoline & LPG 8 Cents, Diesel</p> <p>Department of Revenue State General Fund</p> <p>State General Fund</p> <p>County Trustees, or 2-Cent Gas Tax Fund of Department of Highways</p> <p>State Sinking Fund Bond Account, State Sinking Fund Board</p> <p>Municipalities General Highway Fund, Department of Highways</p>	<p>Amount Required 1.57 Percent</p> <p>1 Cent, Diesel <u>Remainder</u> 2 Cents</p> <p>5 Cents Amount Required</p> <p>1 Cent The Residue</p>	<p>Refunds of tax. Collection and administration of tax.</p> <p>State general purposes.</p> <p>Construction and maintenance of county highways. State Treasurer may withhold any part of funds to pay amounts owed by county for State Old Age Assistance Fund, auditing fees, Central State Hospital dues, etc.</p> <p>Interest and redemption, all State debt.</p> <p>Construction and maintenance of city streets. Construction, maintenance and administration of State highways.</p>	<p>Two percent of 4-cent State share, one percent of 2-cent county share, and one percent of 1-cent municipal share.</p> <p>Department of Highways may administer fund and make expenditures at option of county. County trustee receives one percent for expenses if funds are administered by county. One-half of fund is distributed equally among the counties, one-fourth according to area, and one-fourth according to population.</p> <p>Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt. Distributed among municipalities on basis of population.</p>
<p>TEXAS, Tax: 5 Cents, Gasoline and LPG 6.5 Cents, Diesel</p> <p>Highway Motor Fuel Tax Fund, Comptroller of Public Accounts Enforcement Fund, Comptroller of Public Accounts</p> <p>Available Free School Fund, State Board of Education State Highway Fund</p> <p>County and Road District Highway Fund, Board of County and District Road Indebtedness County and Road District Highway Fund, Board of County and District Road Indebtedness</p> <p>State Highway Fund</p> <p>Aeronautics Commission</p>	<p>Amount Required 1 Percent</p> <p><u>Remainder</u> One-Fourth One-Half</p> <p><u>One-Fourth</u> Amount Required \$7,300,000</p> <p>The Residue</p> <p>Unrefunded Tax On Aviation Fuel</p>	<p>Refunds of tax. Collection and administration of tax.</p> <p>For distribution as follows: Aid to public schools. Construction, maintenance, and administration of State highways; State Highway Police.</p> <p>State's share of principal and interest on county and road district obligations assumed by the State. Subject to expenditure by counties for following purposes: Interest and principal on obligations issued prior to January 2, 1939; proceeds of which were used to buy right-of-way for State highways; acquisition of right-of-way construction, and improvement of county lateral roads, principal and interest on county obligations issued prior to January 2, 1939; cooperation with State Highway Department and Federal Government in constructing farm-to-market roads. Construction and improvement of farm-to-market roads on the State highway system. Support of the Aeronautics Commission.</p>	<p>Gross receipts of tax are initially placed in this fund and allocations are made therefrom. Unexpended balance at the end of each fiscal year reverts for apportionment with bulk of tax.</p> <p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues and expenditures are made from combined revenues.</p> <p>Prior to August 31st each year the Board will determine the amount required for the year beginning September 1st. Distribution among the counties is as follows: 2/10 on basis of area of each county to total of all counties; 4/10 on basis of rural population according to last preceding Federal Census; 4/10 on basis of lateral road mileage; determined by the ratio of mileage of the lateral roads in the county to the total mileage of lateral roads in the State as of January 1, 1939, as determined by the Highway Planning Survey.</p>
<p>UTAH, Tax: 6 Cents, All Motor Fuel</p> <p>Motor Fuel Tax Fund State Tax Commission State Treasurer, Auditor and Finance Department Attorney General General Fund Department of Public Safety</p> <p>Tourist and Publicity Council Highway Construction and Reserve Maintenance Fund Aeronautics Fund</p>	<p>All</p> <p>\$423,000 \$303,270 \$80,000 \$39,000 \$3,732,200</p> <p>\$225,000 <u>Remainder</u> 4-Cent Tax On Aviation Gasoline</p>	<p>For distribution as follows: Collection and administration. Administration. Expense for legal assistance. Building and grounds maintenance. Operation of Highway Patrol, checking stations, safety education and promotion, and Highway Patrol Civil Service Commission. Administration and advertising. Construction, maintenance, and administration of State highways. Promotion, supervision and regulation of aeronautics. Construction and maintenance of airports.</p>	<p>The amounts are appropriations for the period July 1, 1963 to June 30, 1965.</p> <p>This fund also receives motor-vehicle revenues. 75 percent collected from each airport may be returned for improvement of that airport; 25 percent is used for promotion and regulation of aeronautics.</p>
<p>VERMONT, Tax: 6.5 Cents Gasoline</p> <p>Highway Fund, State Treasury</p> <p>Motor Vehicle Department</p> <p>Department of Public Safety</p> <p>Aeronautics Commission Total Protection</p> <p>Department of Highways State-Aid Highways</p>	<p>All</p> <p>1964 Appropriations: \$504,824</p> <p>\$648,464</p> <p>\$48,914</p> <p>\$1,202,202</p> <p>\$3,543,400</p>	<p>For redistribution as shown below:</p> <p>Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees. Expenses of operating department, including administration of State police and other State investigating agencies. Expenses of administering and enforcing State laws relating to aeronautics.</p> <p>Aid to towns for construction and maintenance of State-aid highways.</p>	<p>This is a common fund receiving all revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues.</p> <p>Appropriation amount is equal to \$1,400 per mile of highways in the State-aid system as of June 30 each year and apportioned to towns on the basis of \$340 per mile of State-aid highway. Remainder expended under the direction of the State. (19-VSA-17.)</p>

(Continued)

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 18 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>VIRGINIA (Continued) Department of Highways (Continued) Town Highways</p> <p>Construction State System Maintenance State System Forest and Park Roads Highway Garage Administration Debt Service Interest Principal</p>	<p>\$2,940,925</p> <p>\$2,209,765 \$6,156,865 \$111,000 \$131,400 \$968,775 \$764,310 \$3,207,000</p>	<p>Aid to towns for construction and maintenance of town highways.</p> <p>Construction of State system highways, match Federal funds. Maintenance of State system highways. Construction of forest and park roads. New equipment. Supervision, engineering and office expenses. Interest on bonds issued. Redemption of bonds.</p>	<p>Appropriation amount is equal to \$325 per mile of highways in the town highway system as of June 30 each year and is apportioned to each town in the ratio that the mileage of town highways bears to the total town highway mileage of the State. Towns must match in amounts not less than \$50 per mile. (19-19A-18.)</p>
<p>VIRGINIA, Tax: 7 Cents, All Motor Fuel Division of Motor Vehicles, Department of Finance Agricultural Research and Education Commission Counties not under "Byrd Road Law"</p> <p>State Highway Maintenance and Construction Fund</p> <p>Corporation Commission, Division of Motor Carrier Taxation and Motor Transportation Division</p> <p>Department of Agriculture and Immigration Division of Motor Vehicles Department of State Police Department of Highways, State Secondary Highway System</p>	<p>Amount Required Net Tax On Agricultural Fuel \$2,412,000</p> <p>Remainder 1964 Appropriations: \$50,170 \$52,470 \$1,905,800 \$1,367,860 \$43,300,000</p> <p>\$11,889,975</p> <p>\$1,500,000</p>	<p>Refunds of tax. Agricultural research. For construction and maintenance of county highways.</p> <p>For distribution as follows: Regulating and taxing motor vehicle carriers. Inspection and analysis of motor fuel and inspection of measures. Administration of motor-vehicle and motor-fuel tax laws. State police patrol; highway safety and police radio. Construction and maintenance of State secondary highway system; matching Federal-aid.</p> <p>Maintenance, construction, and reconstruction of streets, roads and bridges in cities and towns.</p> <p>Access roads to industrial sites.</p> <p>Administration, supervision, engineering and general expenses of the State Highway Department. Matching Federal-aid urban construction. Matching Federal-aid interstate construction. Maintenance and construction of State primary highways; matching Federal-aid primary construction. Promotion of aviation and construction and maintenance of airports.</p>	<p>Six cents of 7 cents tax refunded. All but two counties (Arlington and Henrico) have elected to place their roads under state control. These two counties receive percentage of the motor-fuel tax based on a formula adopted prior to 1932 using area, population, and the total of all State taxes and local levies collected in a given year. This is a common fund receiving revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues except as noted.</p> <p>Funds spent on the secondary system shall be not less than 30 percent of all funds available for highways (prior to addition of 1-cent tax imposed on July 1, 1960), exclusive of interstate Federal-aid funds, the 1-cent tax shall be appropriated to the secondary system. Includes amounts paid annually to towns (population less than 3,500) that elect to maintain their streets under the minimum requirements as to type and width at the 1955-1956 base rate of \$300 per mile. Rate will increase annually in the same ratio that funds available for the secondary system increase over the fiscal year ended June 30, 1956. Paid annually to cities and towns (population of 3,500 or more) at the 1947-1948 base rate of \$4,000 per mile on approved extensions of primary highways and \$300 per mile (same base) on other streets that meet the minimum requirements as to type and width. These payments increase annually in the same ratio that State funds available for highway purposes increase over the fiscal year ended June 30, 1948. This is a fund that constitutes a statutory maximum of 1 percent of total revenues after costs of administration, engineering and overhead, or \$1,500,000, whichever is less.</p>
<p>Aid to Cities and Towns</p> <p>Access Road Fund</p> <p>Administration, Supervision and General Expense</p> <p>Urban Interstate State Primary Highway System</p> <p>Corporation Commission, Division of Aeronautics</p>	<p>\$1,500,000</p> <p>\$1,428,500</p> <p>\$2,234,494 \$10,244,290 \$36,959,459</p> <p>Net Tax On Aviation Fuel</p> <p>All</p> <p>Amount Required Amount Required</p> <p>Net 6-1/2-Cent Tax 11.2 Percent</p> <p>0.75 Percent Of Above Amount</p>	<p>Refund of tax for nonhighway use. Collection and administration of the tax.</p> <p>State aid for city streets. Construction and maintenance of streets including bridges and ferries; interest and redemption of general obligation city street bonds. State supervision of work and expenditures on city streets.</p>	<p>Refunds are at graduated rates based on quantities purchased and used in the State. Full refunds are made on out-of-State use.</p> <p>Although the Motor Vehicle Fund receives both motor-fuel and motor-vehicle revenues, the allocations are not commingled. See table MV-106 for disposition of the motor-vehicle revenue share.</p> <p>Allotted and paid monthly to incorporated cities and towns on basis of population. State may set aside portion of the funds required to match Federal aid on projects being financed by the State highway system when funds are held in the State (REV 17, 08, 09.) Portion to be credited to cities in proportion to deductions made herein.</p>
<p>WASHINGTON, Tax: 7.5 Cents, All Motor Fuel Motor Vehicle Fund</p> <p>Director of Licenses State Treasurer, Auditor, and Director of Licenses</p> <p>Cities and Towns</p> <p>State Department of Highways (Continued)</p>	<p>All</p> <p>Amount Required Amount Required</p> <p>Net 6-1/2-Cent Tax 11.2 Percent</p> <p>0.75 Percent Of Above Amount</p>	<p>Refund of tax for nonhighway use. Collection and administration of the tax.</p> <p>State aid for city streets. Construction and maintenance of streets including bridges and ferries; interest and redemption of general obligation city street bonds. State supervision of work and expenditures on city streets.</p>	<p>Although the Motor Vehicle Fund receives both motor-fuel and motor-vehicle revenues, the allocations are not commingled. See table MV-106 for disposition of the motor-vehicle revenue share.</p> <p>Allotted and paid monthly to incorporated cities and towns on basis of population. State may set aside portion of the funds required to match Federal aid on projects being financed by the State highway system when funds are held in the State (REV 17, 08, 09.) Portion to be credited to cities in proportion to deductions made herein.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 19 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WASHINGTON (Continued)			
Motor Vehicle Fund (Continued) Counties	35.0 Percent	State aid for county roads. Construction and maintenance of county roads, including bridges and ferries; cooperation with Federal or State government; interest and redemption of county road bonds; limited operation of ferries. Allotments to Adams, Franklin, and Grant Counties subject to deductions, (Ch. 121 Laws 1951 and Ch. 311 Laws 1955). Amount deducted remains in Motor Vehicle Fund for State highway purposes.	Allotted and paid monthly to individual counties according to formula specified by law. All of tax from San Juan County and 50 percent of tax from Island County refunded to respective county. The remainder distributed among the 39 counties thus: 10 percent equally; 30 percent on a vehicle registration basis; 30 percent in proportion that the product of the county's trunk highway mileage and its prorated estimated annual cost per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. See RCW 46.68.120. State may set aside any portion of these funds required to match Federal aid on county road projects when work is performed by the State. (RCW 47.08.080.) Unexpended balance at end of biennium to be credited to counties in proportion to deductions made herein.
State Department of Highways	0.75 Percent Of Above Amount	State supervision of work and expenditures on county roads.	
State Department of Highways	53.8 Percent	Subject to legislative appropriation: Construction, maintenance, and administration of State primary and secondary highways, including city streets forming a part of the State system through cities; operation and maintenance of movable-span bridges on the State system within incorporated cities; traffic control; limited operation of ferries. Payment of interest and redemption of State highway bonds.	
Highway Bond Retirement Fund	Amount Required		
State Department of Highways	Net 1-Cent Tax	Same as State share of 6-1/2-cent tax.	
Puget Sound Revenue Account	1/4-Cent	Principal and interest on ferry system and Hood Canal Bridge revenue bonds issued by Washington Toll Bridge Authority.	Excess over \$1,000,000 in account shall be expended for State highway purposes.
Cities and Towns	1/2-Cent	Construction, improvement and repairs of arterial highways or for payment of indebtedness therefor, as defined in RCW 46.04.030.	Allotted and paid monthly to incorporated cities and towns on basis of population. Allotments shall be matched in ratio of 25 percent by cities and towns to 75 percent from the proceeds of this 1/2-cent tax.
WEST VIRGINIA, Tax: 7 Cents, All Motor Fuel			
Gasoline Tax Division, State Tax Commission	Amount Required	Refunds of tax and cost of collection and administration.	Cost of collection and administration is limited to 3/4 of 1 percent of net collections.
State Road Fund, State Road Commission	Remainder	For redistribution as shown below: Interest and redemption payments on State highway bonds; construction and maintenance of primary State highways; administrative expenses of the Commission.	This fund also receives certain motor-vehicle revenues.
Primary Road Fund	9/14		
Secondary Road Fund	5/14	Unless necessary for bond requirement, taxes collected shall be used for secondary road purposes.	These are former county roads now under control of the State Road Commission. Twenty percent is set aside by the Commissioner to be used in the manner he prescribes, eighty percent is divided among the counties as follows: Maintenance funds are allocated on the basis of mileage of various types of road surfaces in the counties; construction funds are allocated on the basis of the ratio of unimproved secondary mileage in the county to the total unimproved secondary mileage in the State.
WISCONSIN, Tax: 6 Cents, All Motor Fuel			
Department of Taxation	Amount Required	Collection and administration of tax; premiums on motor-fuel wholesaler surety bonds; refunds of tax.	Amounts as budgeted by legislature.
State Highway Fund	Remainder	For redistribution as shown below:	The appropriations listed are from the State Highway Fund, rather than from the motor-fuel tax alone. The State Highway Fund receives the proceeds of motor-fuel, motor-vehicle, and motor-carrier fees, together with other receipts.
Conservation Fund	4 Cents	Distributed as follows: Advertising Wisconsin highways.	*Town roads and village streets, \$65 per mile; city streets, \$130 to \$520 per mile, according to population. Expenditures in towns and villages subject to supervision and approval of County Highway Committee, or work may be done by county.
Towns, Villages, and Cities*	\$200,000 Allocation On Mileage Basis	Improvement of public roads not on State or county trunk system. May be used for snow removal, ice prevention and dust alleviation.	Allotted to towns, villages, and cities according to the net amount of registration fees collected in those political subdivisions, in lieu of property tax on motor vehicles. Not less than property tax on motor vehicles collected from last (1930) levy.
	Amount Equal To 11 Percent Of Registration Fees From Commercial Vehicles And 20 Percent Of Regis- tration Fees From Other Vehicles	} } Any public purpose.	
Cities and Villages	Allocation On Mileage Basis	Maintenance and construction of streets on routes of and connecting, but not part of, State trunk highway system.	\$500 per mile (cities and villages having population over 2,500).
Cities	\$130,000	Maintenance and operation of swing and lift bridges on connecting streets in cities of 1st, 2nd, and 3rd classes.	Prorated to various cities on basis of actual expenditures.
Counties**	(Not To Exceed) \$3,500,000 Plus \$65 Per Mile	Construction and maintenance of county trunk highways, including snow removal. Any portion in Milwaukee County (only) can be used for construction of city streets, park roads, or payment of interest or principal on town, village, or city bonds issued for construction of bridges carrying 2,500 vehicles or more per day.	**\$3,500,000 is allocated to counties, 40 percent on basis of motor-vehicle registrations and 60 percent on basis of rural highway mileage; plus \$65 per mile of county trunk highways. These funds may be used to match Federal-aid secondary funds; amounts so used are to be retained by or paid to and expended by Commission.
(Continued)			

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE G-106 (Sheet 20 of 20 Sheets)
EFFECTIVE JANUARY 1, 1964

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WISCONSIN (Continued)			
State Highway Fund (Continued) Towns, Villages, Cities, and Counties	\$500,000 (Not To Exceed)	Flood damage aid.	Aid for repair or replacement and 50 percent of improvement of facilities damaged by flood, less 25 percent of road aid, up to \$500,000 in any year.
State Highway Commission	\$8,000,000	Apportioned in county basis for construction of State trunk highways; retirement of county bonds issued for construction of State trunk highways.	Apportioned to counties; 40 percent on basis of motor-vehicle registrations; 60 percent on basis of rural highway mileage. Amount allocated to each county not less than \$40,000 or amount necessary to meet bond requirements. As necessary to meet above, minimum appropriation of \$8,000,000 is increased. In counties where 60 percent of State trunk system is satisfactorily constructed, such portion of allotment as Commission approves, and not required to retire bonds, may be used on county trunk system.
	\$3,800,000	Improvement of connecting streets and urban State trunk highways.	To be used for matching Federal-aid funds allocated for these projects and other construction, under supervision of the State Highway Commission.
	\$900,000 (Not To Exceed)	Construction and maintenance of State park, forest, and institutional roads and public access roads to navigable water.	Park and forest roads \$700,000; institutional roads \$100,000; public access roads to navigable waters \$100,000.
	\$200,000 (Not To Exceed)	State's portion of cost of interstate and intrastate bridges not on State trunk highway system or connecting streets.	Improvements financed one-third State, one-third county, and one-third local unit with exceptions based on valuation of local unit.
	\$730,000 (Not To Exceed)	Railroad grade crossing protection \$250,000; roadside improvements \$200,000; topographic mapping \$105,000; maintenance and operation of special bridges not on State trunk highway system \$175,000.	
	\$40,000	Minor specific allotments.	
	\$5,027,000	Administration and supervision.	As budgeted by legislature.
	\$10,700,000 (Not To Exceed)	Maintenance, snow removal, marking and signing, construction of State trunk highways, matching and supplementing Federal-aid, material surveys, and topographic mapping.	
	<u>The Residue</u>		
State Highway Commission	40 Percent	Same as for \$10,700,000 above.	
Towns, Villages, and Cities	42 Percent	Same as above item for towns, villages, and cities marked with one asterisk.	Supplemental aid: Towns 18 percent, and cities with more than 10,000 population 15 percent, allocated in proportion to the amounts distributed under above item marked with one asterisk; cities with population not more than 10,000 and villages 9 percent, allocated in proportion to the miles on which their aid in above item marked with an asterisk was computed.
Counties	18 Percent	Same as above item for counties marked with two asterisks.	Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.
	2 Cents	Distributed as follows:	
State Highway Commission	50 Percent	Same as for \$10,700,000 above.	Supplemental aid from motor-fuel tax increase: Towns 15 percent, and cities with more than 10,000 population 12-1/2 percent, allocated in proportion to the amounts distributed under above item marked with one asterisk; cities with population not more than 10,000 and villages 7-1/2 percent, allocated in proportion to the miles on which their aid in above item marked with one asterisk was computed.
Towns, Villages, and Cities	35 Percent	Same as above item for towns, villages, and cities marked with one asterisk.	Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.
Counties	15 Percent	Same as above item for counties marked with two asterisks.	
Aeronautics Commission	Unrefunded Tax On Aviation Fuel	Promotion of aviation.	
WYOMING, Tax: 5 Cents, Gasoline and LPG 7 Cents, Diesel			
State Board of Equalization	<u>4-Cent Gas Tax</u> Amount Required	Collection and administration of tax, refunds of 4-cent tax.	
County Gas Tax Funds	<u>Remainder Of 4 Cents</u> 23 Percent	Distributed as follows: Construction and maintenance of county roads, and debt service on highway obligations.	Distributed as follows: 33-1/3 percent according to area, 33-1/3 percent according to rural population, and 33-1/3 percent according to the most recent assessed valuation.
Cities and Towns	2 Percent	Construction and maintenance of streets and alleys in cities and towns of more than 1,500 population.	Apportioned in the ratio which the city's or town's population bears to the total population of all cities and towns at the latest Federal Census.
State-County Road Construction Fund	10 Percent	Construction of county roads.	Allocated among counties, 50 percent on basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.
State Highway Fund	65 Percent	Construction, maintenance, and administration of State highways, including the State Highway Patrol.	This fund also receives motor-vehicle revenues, and the entire proceeds of the 5-cent LPG and 7-cent diesel fuel tax.
County Farm-to-Market Road Fund	<u>1-Cent Gas Tax</u> 75 Percent	Refunds of 1-cent tax, construction and reconstruction of county or farm-to-market roads.	Allocated to counties, 50 percent on basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.
Incorporated Cities and Towns Cities Having Airports	25 Percent 4-Cent Tax On Aviation Fuel	Construction and maintenance of streets and alleys. Maintenance of airports.	Divided among the incorporated towns on the basis of population. A 2-cent refund is made to consumers purchasing more than 10,000 gallons per month after costs of collection are paid; remaining funds are returned to cities, towns, or counties owning and operating airports.
DISTRICT OF COLUMBIA, Tax: 6 Cents, All Motor Fuel			
D. C. Treasurer Highway Fund, Department of Highways and Traffic	Amount Required Remainder	Refunds of tax. Administration of Department of Highways and Traffic; construction and maintenance of bridges, roads, streets, and alleys; expenses of the Department of Motor Vehicles.	This is a common fund receiving revenues from both motor-fuel and motor-vehicle taxes. Appropriations and expenditures are made from combined revenues.

STATE AND FEDERAL MOTOR-FUEL TAX RATES BY YEARS¹

TABLE G-205
August 1963

(Cents per gallon)

STATE	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	STATE
Alabama	6	6	6	6	6	6	6-7	7	7	7	7	7	7-8	7	7	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Arizona
Arkansas	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Arkansas
California	4.5	4.5	4.5	4.5	4.5-6	6	6	6	6	6(7)	6(7)	6(7)	6(7)	6(7)	6(7)	California
Colorado	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Colorado
Connecticut	4	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6	Connecticut
Delaware	4.5	5	5	5	5	5	5	5	5	5	5	5	5-6	6	6	Delaware
Florida	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Florida
Georgia	6-7	7	7-6	6	6	6	6-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Georgia
Hawaii	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Hawaii
Idaho	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Idaho
Illinois	3	3	3-4	4	5	5	5	5	5	5	5	5	5	5	5	Illinois
Indiana	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Indiana
Iowa	4	4	4	4	4-5	5	5-6	6	6	6(7)	6(7)	6(7)	6(7)	6(7)	6(7)	Iowa
Kansas	4-5	5	5	5	5	5	5	5	5	5(7)	5(7)	5(7)	5(7)	5(7)	5(7)	Kansas
Kentucky	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Kentucky
Louisiana	9	9	9	9-7	7	7	7	7	7	7	7	7	7	7	7	Louisiana
Maine	6	6	6	6	6	6	6-7	6	6	6	6	6	6	6	6	Maine
Maryland	5	5	5	5	5-6	6	6	6	6	6	6	6	6	6	6	Maryland
Massachusetts	3	3	3-4	4	5	5	5	5	5-5.5	5.5	5.5	5.5	5.5	5.5	5.5	Massachusetts
Michigan	3	3	3-4.3	4.3	5	5	4.5-6	6	6	6	6	6	6	6	6	Michigan
Minnesota	3	3	3-4.5	4.5	5	5	5	5	5	5	5	5	5	5	5	Minnesota
Mississippi	6-7	6-7	7	7	7	7	7	7	7	7(8)	7(8)	7(8)	7(8)	7(8)	7(8)	Mississippi
Missouri	2	2	2	2-3	3	3	3	3	3	3	3	3	3	3	3	Missouri
Montana	5-6	6	6	6	6	6	6-7	6	6	6	6	6	6	6	6	Montana
Nebraska	4-4.5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Nebraska
Nevada	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	Nevada
New Hampshire	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	New Hampshire
New Jersey	3	3	3	3	3-4	4	4	4	4	4	4	4	4	4	4	New Jersey
New Mexico	5-7	7	7-6	6	6	6	6	6	6	6	6	6	6	6	6	New Mexico
New York	4	4	4	4	4	4	4	4	4	4(6)	4(6)	4(6)	4(6)	4(6)	4(6)	New York
North Carolina	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	North Carolina
North Dakota	4	4	4-5	5	5	5	5-6	6	6	6	6	6	6	6	6	North Dakota
Ohio	4	4	4	4	4-5	5	5	5	5	5	5	5	5	5	5	Ohio
Oklahoma	5.5-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Oklahoma
Oregon	5-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Oregon
Rhode Island	4-5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Rhode Island
South Carolina	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	South Carolina
South Dakota	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	South Dakota
Tennessee	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Tennessee
Texas	4	4	4	4	4	4	4-5	5	5	5(6.5)	5(6.5)	5(6.5)	5(6.5)	5(6.5)	5(6.5)	Texas
Utah	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	Utah
Vermont	4.5-5	5	5	5	5	5	5-5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	Vermont
Virginia	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Virginia
Washington	5-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Washington
West Virginia	5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	6	West Virginia
Wisconsin	4	4	4	4	4	4	4-6	6	6	6	6	6	6	6	6	Wisconsin
Wyoming	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Wyoming
Dist. of Col.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Dist. of Col.
State Avg. 2/	4.92	4.65	4.74	4.83	5.10	5.19	5.35	5.94	5.98	5.65	5.86	5.94	6.09	6.18	-	State Avg. 2/
Federal Tax	1.5	1.5	1.5-2	2	2	2	2	2-3	3	3	3-4	4	4	4	4	Federal Tax

¹ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1963, the final rates shown are those in effect August 1. For tax rates in earlier years, see page 13 of Highway Statistics, Summary to 1955. Some local governments in Alabama, Florida, Hawaii, Massachusetts, and Wyoming levy motor-fuel taxes at rates that range from 1/5 cent to 5 cents per gallon.

² The final rates, and the weighted average rates, are shown in parentheses beginning in 1958, but only for earlier years.

³ The State tax rate is 8 cents per gallon in Hawaii County and 5 cents per gallon in the other counties.

⁴ Trucks or combinations with more than two axles pay a motor-fuel tax rate of 9 cents per gallon in Kentucky and Virginia. (8 cents per gallon in Virginia prior to July 1, 1960).

⁵ The 5.5-cent tax rate in Nevada does not represent a tax increase, but rather the inclusion of one-cent formerly classified as an optional county gasoline tax. This one-cent tax is collected by the State and is now in effect in all counties.

⁶ Weighted average rate based on net gallons taxed.

MOTOR VEHICLES

Although vehicle registration years differ from State to State, the data given in table MV-1 have been adjusted to a calendar year basis for uniformity. Motor-vehicle registrations reported do not include transfers or reregistrations; insofar as possible, these and other items that might cause duplication have been removed.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units have been included in the truck count in table MV-1. Some States register buses with trucks or automobiles; many States do not report house and light utility trailers separately from commercial trailers or semitrailers; and some States do not require registration of car or light utility trailers. Many differences exist among the States in the definition and registration of taxicabs, station wagons, and other special types of vehicles, and sometimes the Bureau of Public Roads has supplemented the data supplied by the States with information obtained from other sources.

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, -10, and -11. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations or satisfactory weight and capacity groupings of trucks and combinations. The most recent comprehensive information on the subject is in the Bureau of Public Roads publication, *Classification of Motor Vehicles, 1956-57 (1960)*. This publication is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, for 75 cents.

Table MV-12 shows the number of motor-vehicle operator licenses issued by each State; also shown are estimates of the number of motor-vehicle operator licenses issued by each State and the number in force at the end of the year.

Registrations of publicly owned motor vehicles are reported in table MV-7, and table MV-24 provides information on the number of vehicles, classified by type, that are operated by civilian agencies of the Federal Government.

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given in table MV-2. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) The disposition of motor-vehicle revenue is given in table MV-3. Table MV-106 gives the provisions governing the disposition of State motor-vehicle and motor-carrier receipts.

Traffic Speed Trends

Thirty States have reported the results of 1,006 speed studies of 519,842 vehicles completed during 1962. These studies were conducted on level, tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The average speed of 53.8 miles per hour for all vehicles was 1.2 miles per hour above the 1961 revised average and is a record high. The average speeds for passenger cars, trucks, and buses were 55.1, 49.5, and 56.8 miles per hour, respectively.

Average speed of 70 percent of the passenger cars, 44 percent of the trucks, and 72 percent of the buses exceeded 50 miles per hour; and for 25 percent of the passenger cars, 6 percent of the trucks, and 38 percent of the buses, the average speed exceeded 60 miles per hour. Speed trends for the years 1942-62 are illustrated in a chart included in this section.

Vehicle and Travel Characteristics

Table VM-1 shows the estimated travel in 1962 by passenger cars, buses, and trucks on rural roads and urban streets; the number of vehicles registered, and the motor-fuel consumption by these vehicles. In addition, for each type of vehicle the table shows the calculated average miles of travel,

consumption of motor fuel, and the average miles of travel per gallon of fuel consumed. Total travel for 1962 increased 4.1 percent over 1961 and the number of vehicles registered increased by 4.2 percent.

Passenger cars represented 83.5 percent of the vehicles registered and accounted for 81.8 percent of the travel in 1962; trucks and truck combinations accounted for 16.1 percent of the vehicles registered, and 17.6 percent of the travel. Buses accounted for 0.4 percent of all vehicles registered and for 0.6 percent of the travel.

The average motor vehicle traveled 9,635 miles in 1962, almost half of it in cities, and consumed 774 gallons of fuel at a rate of 12.44 miles per gallon. The average passenger car traveled 9,436 miles and consumed 655 gallons of fuel at a rate of 14.42 miles per gallon.

Table HT-1 presents information concerning loadings of trucks and frequencies of heavy loads on main rural roads for each census division and for the United States. The trend of data indicates an increase of 5.7 percent in the ton-miles of freight hauled in 1962 as compared to 1961.

PUBLICLY-OWNED VEHICLES IN THE UNITED STATES-1962

Compiled for the calendar year
from reports of State authorities

TABLE MV-7, 1962
MAY 1963

STATE	FEDERAL 1/						STATE, COUNTY, AND MUNICIPAL 2/						ALL PUBLICLY-OWNED VEHICLES			STATE
	MOTOR VEHICLES				TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	MOTOR VEHICLES				TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	TOTAL VEHICLES	TOTAL TRAILERS	TOTAL MOTOR- CYCLES	
	AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL			AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL						
Alabama	608	4	1,545	2,157	39	-	3,023	4,522	10,071	17,616	270	258	19,773	309	258	Alabama
Alaska	154	9	971	1,134	21	-	565	13	1,968	2,546	146	9	3,680	167	9	Alaska
Arizona	725	108	2,589	3,422	51	-	3,586	1,177	5,519	10,282	686	209	13,704	737	209	Arizona
Arkansas	275	3	948	1,226	-	-	940	3,322	4,554	8,816	497	25	10,042	497	25	Arkansas
California	2,943	41	8,916	11,900	230	44	32,253	6,844	65,952	105,049	9,624	4,248	116,949	9,854	4,292	California
Colorado	714	9	2,526	3,249	20	2	4,457	821	8,425	13,703	770	140	16,952	790	142	Colorado
Connecticut	161	3	985	1,149	-	-	3,715	262	6,342	10,319	856	137	11,468	856	137	Connecticut
Delaware	28	1	146	175	3	-	654	43	1,089	1,986	147	17	2,161	150	17	Delaware
Florida	815	1	2,096	2,912	25	-	7,553	4,116	17,299	28,968	2,608	817	31,880	2,633	817	Florida
Georgia	615	6	1,727	2,348	5	-	2,919	5,060	11,562	19,541	956	337	21,889	961	337	Georgia
Hawaii	151	-	409	561	-	-	2,171	45	2,065	4,281	251	65	4,842	251	65	Hawaii
Idaho	402	104	2,134	2,640	31	-	1,349	1,017	4,679	7,045	1,008	15	9,685	1,039	15	Idaho
Illinois	800	20	3,035	3,855	55	-	11,209	5,794	17,510	34,513	1,376	756	38,368	1,431	756	Illinois
Indiana	295	4	1,213	1,512	4	-	4,756	2,301	10,775	17,832	921	283	19,344	925	283	Indiana
Iowa	162	3	1,154	1,319	2	-	2,823	4,665	9,024	16,512	1,088	123	17,831	1,090	123	Iowa
Kansas	211	10	1,034	1,255	1	-	4,955	1,659	11,526	18,140	672	670	19,395	673	670	Kansas
Kentucky	421	10	1,146	1,577	24	-	2,212	3,212	8,965	14,389	32	-	15,966	56	-	Kentucky
Louisiana	496	1	1,181	1,678	9	-	5,313	1,595	7,898	14,806	879	112	16,484	888	112	Louisiana
Maine	117	2	403	522	1	-	1,301	664	3,043	5,008	630	17	5,530	631	17	Maine
Maryland	519	12	1,324	1,855	4	-	3,547	867	4,510	8,924	371	60	10,779	375	60	Maryland
Massachusetts	475	4	1,831	2,310	2	-	7,835	117	15,913	23,865	99	-	26,175	101	-	Massachusetts
Michigan	539	7	2,043	2,589	7	-	10,305	6,189	20,115	36,609	2,561	580	39,198	2,568	580	Michigan
Minnesota	489	5	1,468	1,962	9	-	3,989	4,727	10,174	18,890	1,270	80	20,852	1,279	80	Minnesota
Mississippi	309	14	1,267	1,590	5	-	623	4,991	6,737	12,351	200	6	13,941	205	6	Mississippi
Missouri	674	3	1,566	2,243	9	2	3,229	2,940	9,812	15,981	321	40	18,224	330	42	Missouri
Montana	513	6	2,211	2,730	13	-	540	393	3,843	4,776	411	-	7,506	424	-	Montana
Nebraska	362	1	1,077	1,440	2	-	1,878	1,260	5,359	8,497	854	72	9,937	856	72	Nebraska
Nevada	438	52	2,467	2,957	22	-	870	312	2,497	3,679	602	63	6,636	624	63	Nevada
New Hampshire	42	-	250	292	-	-	1,887	115	5,492	7,494	615	-	7,786	615	-	New Hampshire
New Jersey	425	4	1,607	2,036	20	-	7,689	804	17,717	26,210	50	567	28,246	70	567	New Jersey
New Mexico	830	77	2,989	3,896	55	4	2,600	138	2,902	5,640	479	55	9,536	534	59	New Mexico
New York	1,550	23	4,544	6,117	51	-	21,363	8,830	43,910	74,103	2,700	576	80,220	2,751	576	New York
North Carolina	421	13	1,648	2,082	7	-	8,729	11,698	23,253	43,680	3,107	285	45,762	3,114	285	North Carolina
North Dakota	262	41	735	1,038	16	-	1,190	300	3,185	4,675	41	54	5,713	57	54	North Dakota
Ohio	703	9	2,864	3,576	14	3	10,671	10,321	18,805	39,797	3,084	458	43,373	3,098	461	Ohio
Oklahoma	577	22	1,365	1,964	23	-	3,010	4,178	9,480	16,668	462	17	18,632	485	17	Oklahoma
Oregon	498	6	2,655	3,159	30	6	4,712	2,410	8,233	15,355	648	175	18,514	678	181	Oregon
Pennsylvania	895	9	2,884	3,788	12	3	13,407	1,967	27,989	43,363	2,378	557	47,151	2,390	560	Pennsylvania
Rhode Island	52	-	270	322	-	-	1,393	136	1,687	3,216	138	195	3,538	138	195	Rhode Island
South Carolina	402	7	1,378	1,787	50	-	2,945	5,831	7,752	16,528	414	107	18,315	464	107	South Carolina
South Dakota	322	59	1,133	1,514	20	-	638	666	3,923	5,227	551	24	6,741	571	24	South Dakota
Tennessee	1,156	17	3,273	4,446	53	-	4,042	3,384	9,709	17,135	54	113	21,581	107	113	Tennessee
Texas	1,644	31	5,104	6,779	38	11	8,629	9,869	32,259	50,757	2,964	549	57,536	3,002	560	Texas
Utah	518	8	1,654	2,180	21	-	1,713	551	3,984	6,248	166	71	8,428	187	71	Utah
Vermont	67	-	189	256	2	-	588	193	1,495	2,276	63	-	2,532	65	-	Vermont
Virginia	542	12	1,963	2,517	7	10	8,980	4,789	10,592	24,361	983	223	26,878	990	233	Virginia
Washington	1,276	134	4,374	5,784	127	2	7,547	4,090	12,933	24,570	1,002	402	1,129	404	404	Washington
West Virginia	227	1	622	850	1	-	2,951	2,067	4,529	9,547	260	68	10,397	261	68	West Virginia
Wisconsin	257	2	1,125	1,384	11	-	3,957	2,134	15,897	21,988	622	358	23,372	633	358	Wisconsin
Wyoming	235	3	1,210	1,448	13	-	760	578	2,551	3,889	429	32	5,337	442	32	Wyoming
Dist. of Col.	781	19	1,290	2,090	55	51	3/ 3,322	-	1,446	4,768	179	135	6,858	234	186	Dist. of Col.
Total	28,093	941	94,538	123,572	1,220	138	251,493	143,977	556,949	952,419	51,495	14,160	1,075,991	52,715	14,298	Total

Motor Vehicles

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes,

such as fire apparatus and police vehicles. For the States not reporting State, county, and municipal vehicles separately from private and commercial vehicles, and those reporting unsegregated totals only, classification by vehicle types has been approximated on the basis of other available data.

3/ Includes 2,642 automobiles of the Diplomatic Corps.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1962¹Compiled for the calendar year
from reports of State authoritiesTABLE MV-9, 1962
MAY 1963

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGIS- TERED 1962	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1961-1962			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1962 ^{2/}		
					TOTAL 1961 TRUCK REGIS- TRATIONS	INCREASE OR DECREASE, 1962	PERCENT- AGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS ^{3/}
Alabama	234,709	1,545	10,071	246,325	238,725	7,600	3.2	20,013	5,331	-
Alaska	25,192	971	1,968	28,131	22,208	5,923	26.7	187	197	-
Arizona	144,436	2,589	5,519	152,544	142,488	10,056	7.1	13,996	8,921	-
Arkansas	218,218	948	4,554	223,720	210,975	12,745	6.0	8,702	3,483	105,770
California	1,183,548	8,916	65,952	1,258,416	1,187,383	71,033	6.0	49,354	28,651	-
Colorado	217,855	2,526	8,425	228,806	217,533	11,273	5.2	7,672	3,528	60,092
Connecticut	125,356	985	6,342	132,683	128,264	4,419	3.4	6,000	1,495	-
Delaware	54,688	146	1,089	55,923	51,386	4,537	8.8	4,092	2,077	4,164
Florida	310,263	2,096	17,299	329,658	317,501	12,157	3.8	25,349	16,088	-
Georgia	293,238	1,727	11,562	306,527	290,764	15,763	5.4	15,131	3,494	-
Hawaii	29,330	409	2,065	31,804	31,917	-113	-0.4	1,189	804	-
Idaho	119,938	2,134	4,679	126,751	120,703	6,048	5.0	11,214	5,799	49,578
Illinois	447,275	3,035	17,510	467,820	456,261	11,559	2.5	28,364	5,118	-
Indiana	371,168	1,213	10,775	383,156	363,107	20,049	5.5	26,664	6,279	-
Iowa	258,597	1,154	9,024	268,775	258,303	10,472	4.1	13,887	2,419	-
Kansas	289,492	1,034	11,526	302,052	291,197	10,855	3.7	11,035	5,335	152,923
Kentucky	251,241	1,146	8,965	261,352	252,846	8,506	3.4	11,231	1,960	101,296
Louisiana	230,281	1,181	7,898	239,360	231,055	8,305	3.6	10,381	4,344	79,838
Maine	72,903	403	3,043	76,349	73,236	3,113	4.3	1,733	712	5,731
Maryland	143,280	1,324	4,510	149,114	144,402	4,712	3.3	9,191	2,065	8,955
Massachusetts	183,345	1,831	15,913	201,089	193,949	7,140	3.7	11,193	3,961	2,812
Michigan	396,142	2,043	20,115	418,300	405,708	12,592	3.1	37,763	6,686	37,863
Minnesota	282,643	1,468	10,174	294,285	281,721	12,564	4.5	10,365	4,717	97,545
Mississippi	190,358	1,267	6,737	198,362	191,845	6,517	3.4	7,465	4,021	137,414
Missouri	344,885	1,566	9,812	356,263	343,576	12,687	3.7	19,658	2,272	-
Montana	120,696	2,211	3,843	126,750	121,017	5,733	4.7	3,430	1,302	58,888
Nebraska	188,728	1,077	5,359	195,164	183,940	11,224	6.1	7,829	2,872	102,693
Nevada	47,422	2,467	2,497	52,386	45,316	7,070	15.6	1,280	1,676	-
New Hampshire	43,811	250	5,492	49,553	45,869	3,684	8.0	1,262	600	6,592
New Jersey	268,403	1,607	17,717	287,727	277,678	10,049	3.6	15,433	4,250	14,879
New Mexico	110,600	2,989	2,902	116,491	114,578	1,913	1.7	2,732	3,994	3,689
New York	515,697	4,544	43,910	564,151	549,208	14,943	2.7	29,382	15,275	50,796
North Carolina	336,090	1,648	23,253	360,991	338,848	22,143	6.5	19,259	9,947	49,065
North Dakota	112,772	735	3,185	116,692	113,756	2,936	2.6	1,613	1,119	-
Ohio	432,592	2,864	18,805	454,261	444,476	9,785	2.2	36,930	4,626	97,324
Oklahoma	316,882	1,365	9,480	327,727	311,634	16,093	5.2	18,964	8,789	131,871
Oregon	169,257	2,655	8,233	180,145	175,782	4,363	2.5	8,236	6,676	25,766
Pennsylvania	527,143	2,884	27,989	558,016	551,686	6,330	1.1	25,883	6,390	-
Rhode Island	37,096	270	1,687	39,053	37,646	1,407	3.7	2,300	894	-
South Carolina	150,454	1,378	7,752	159,584	154,938	4,646	3.0	6,610	2,639	8,486
South Dakota	101,524	1,133	3,923	106,580	101,590	4,990	4.9	1,492	1,131	-
Tennessee	235,791	3,273	9,709	248,773	237,909	10,864	4.6	9,911	5,566	112,366
Texas	954,751	5,104	32,259	992,114	938,416	53,698	5.7	51,191	23,271	202,010
Utah	91,562	1,654	3,984	97,200	90,098	7,102	7.9	2,948	2,795	-
Vermont	29,632	189	1,495	31,316	29,992	1,324	4.4	1,121	384	4,623
Virginia	224,942	1,963	10,592	237,497	228,056	9,441	4.1	9,610	2,707	-
Washington	260,009	4,374	12,933	277,316	264,787	12,529	4.7	9,520	5,408	69,606
West Virginia	117,380	622	4,529	122,531	120,562	1,969	1.6	4,130	1,391	2,007
Wisconsin	263,808	1,125	15,897	280,830	274,890	5,940	2.2	14,926	4,254	101,161
Wyoming	65,559	1,210	2,551	69,320	67,092	2,228	3.3	2,781	1,694	-
Dist. of Col.	16,681	1,290	1,446	19,417	19,613	-196	-1.0	549	77	-
Total	12,157,663	94,538	556,949	12,809,150	12,286,430	522,720	4.3	651,151	249,484	1,885,803

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

2/ In this partial classification a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

3/ Farm registrations are shown for States that have a special

"farm" classification. The following 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, 7,000; New Jersey, 9,370; New York, 13,147; Rhode Island, 1,948.

4/ Additional information required revision of the 1961 registration data in West Virginia.

NUMBER AND CLASSIFICATION OF BUSES-1962¹

Compiled for calendar year from reports of State authorities

TABLE MV-10, 1962
MAY 1963

STATE	PRIVATELY-OWNED				PUBLICLY-OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 3/	TOTAL	TOTAL SCHOOL 2/	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE	DIESEL, BUTANE AND OTHER									
Alabama	376	493	869	1,738	4	4,522	4,526	5,391	873	6,264	Alabama
Alaska	122	42	131	295	9	13	22	144	173	317	Alaska
Arizona	143	324	-	467	108	1,177	1,285	1,177	575	1,752	Arizona
Arkansas	185	325	136	646	3	3,322	3,325	3,458	513	3,971	Arkansas
California	1,240	3,444	1,848	6,532	41	6,844	6,885	8,692	4,725	13,417	California
Colorado	225	393	1,262	1,880	9	821	830	2,083	627	2,710	Colorado
Connecticut	315	929	2,643	3,887	3	262	265	2,905	1,247	4,152	Connecticut
Delaware	38	158	456	652	1	43	44	499	197	696	Delaware
Florida	162	1,521	374	2,057	1	4,116	4,117	4,490	1,684	6,174	Florida
Georgia	287	739	1,382	2,408	6	5,060	5,066	6,442	1,032	7,474	Georgia
Hawaii	273	147	189	609	1	45	46	234	421	655	Hawaii
Idaho	147	122	-	269	104	1,017	1,121	1,017	373	1,390	Idaho
Illinois	1,164	3,720	2,768	7,652	20	5,794	5,814	8,562	4,904	13,466	Illinois
Indiana	607	1,141	5,140	6,888	4	2,301	2,305	7,441	1,752	9,193	Indiana
Iowa	213	405	460	1,078	3	4,665	4,668	5,125	621	5,746	Iowa
Kansas	181	361	-	542	10	1,659	1,669	1,659	552	2,211	Kansas
Kentucky	350	857	1,231	2,438	10	3,212	3,222	4,443	1,217	5,660	Kentucky
Louisiana	339	536	4,146	5,021	1	1,595	1,596	5,741	876	6,617	Louisiana
Maine	157	170	666	993	2	664	666	1,330	329	1,659	Maine
Maryland	662	1,151	3,004	4,817	12	867	879	3,871	1,825	5,696	Maryland
Massachusetts	1,626	1,268	2,338	5,232	4	117	121	2,455	2,898	5,353	Massachusetts
Michigan	1,587	1,371	1,461	4,419	7	6,189	6,196	7,650	2,965	10,615	Michigan
Minnesota	605	840	3,151	4,596	5	4,727	4,732	7,878	1,450	9,328	Minnesota
Mississippi	155	440	1,268	1,863	14	4,991	5,005	6,259	609	6,868	Mississippi
Missouri	414	1,833	3,260	5,507	3	2,940	2,943	6,200	2,250	8,450	Missouri
Montana	86	346	411	843	6	393	399	804	438	1,242	Montana
Nebraska	275	147	168	590	1	1,260	1,261	1,428	423	1,851	Nebraska
Nevada	47	156	57	260	52	312	364	369	255	624	Nevada
New Hampshire	171	19	484	674	-	115	115	599	190	789	New Hampshire
New Jersey	712	3,644	2,672	7,028	4	804	808	3,476	4,360	7,836	New Jersey
New Mexico	45	367	1,228	1,640	77	138	215	1,366	489	1,855	New Mexico
New York	972	8,058	4,776	13,806	23	8,830	8,853	13,606	9,053	22,659	New York
North Carolina	712	803	2,063	3,578	13	11,698	11,711	13,761	1,528	15,289	North Carolina
North Dakota	46	38	211	295	41	300	341	511	125	636	North Dakota
Ohio	1,110	2,579	1,159	4,848	9	10,321	10,330	11,480	3,698	15,178	Ohio
Oklahoma	194	528	589	1,311	22	4,178	4,200	4,767	744	5,511	Oklahoma
Oregon	277	514	123	914	6	2,410	2,416	2,533	797	3,330	Oregon
Pennsylvania	2,100	3,417	5,886	11,403	9	1,967	1,976	7,853	5,526	13,379	Pennsylvania
Rhode Island	211	314	198	723	-	136	136	334	525	859	Rhode Island
South Carolina	208	490	614	1,312	7	5,831	5,838	6,445	705	7,150	South Carolina
South Dakota	65	66	-	131	59	666	725	666	190	856	South Dakota
Tennessee	444	948	-	1,392	17	3,384	3,401	3,384	1,409	4,793	Tennessee
Texas	1,457	1,434	500	3,391	31	9,869	9,900	10,369	2,922	13,291	Texas
Utah	50	282	-	332	8	551	559	551	340	891	Utah
Vermont	7	75	217	299	-	193	193	410	82	492	Vermont
Virginia	666	1,211	256	2,133	12	4,789	4,801	5,045	1,889	6,934	Virginia
Washington	476	677	1,984	3,137	134	4,090	4,224	6,074	1,287	7,361	Washington
West Virginia	107	499	58	664	1	2,067	2,068	2,125	607	2,732	West Virginia
Wisconsin	508	776	3,689	4,973	2	2,134	2,136	5,823	1,286	7,109	Wisconsin
Wyoming	87	178	179	444	3	578	581	757	268	1,025	Wyoming
Dist. of Col.	756	938	-	1,694	19	-	19	-	1,713	1,713	Dist. of Col.
Total	23,362	51,234	65,705	140,301	941	143,977	144,918	209,682	75,537	285,219	Total

1/ The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, rather than the registration counts of the States.

2/ In some instances church, industrial and other private buses are included here; and in other instances privately-owned school buses could not be segregated from commercial buses, and

are included with the latter.

3/ This column consists primarily of publicly-owned school buses but includes a few privately-owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally-owned transit buses are included with commercial buses.

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1962¹

Compiled for calendar year
from reports of State authorities

TABLE MV-11, 1962
MAY 1963

STATE	PRIVATE AND COMMERCIAL					PUBLICLY-OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS ^{2/}		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. ^{3/}	HOUSE TRAILERS ^{4/}	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS	TOTAL		
	FULL TRAILERS	SEMI-TRAILERS								
Alabama	-	21,444	1,190	6,746	29,380	39	270	309	29,689	Alabama
Alaska	700	316	16	101	1,133	21	146	167	1,300	Alaska
Arizona	1,432	15,028	70,945	-	87,405	51	686	737	88,142	Arizona
Arkansas	-	14,224	43,683	-	57,907	-	497	497	58,404	Arkansas
California	69,393	67,414	356,387	278,796	771,990	230	9,624	9,854	781,844	California
Colorado	5,050	12,596	41,540	26,078	85,264	20	770	790	86,054	Colorado
Connecticut	-	10,980	38,870	-	49,850	-	856	856	50,706	Connecticut
Delaware	8	7,404	5,581	-	12,993	3	147	150	13,143	Delaware
Florida	-	30,825	167,587	104,218	302,630	25	2,608	2,633	305,263	Florida
Georgia	-	21,329	58,634	2,135	82,098	5	956	961	83,059	Georgia
Hawaii	236	371	7,207	-	7,814	-	251	251	8,065	Hawaii
Idaho	6,162	13,911	39,866	10,171	70,110	31	1,008	1,039	71,149	Idaho
Illinois	3,058	59,820	137,000	6,366	206,244	55	1,376	1,431	207,675	Illinois
Indiana	3,101	44,356	114,105	8,088	169,650	4	921	925	170,575	Indiana
Iowa	3,036	21,742	108,707	22,972	156,457	2	1,088	1,090	157,547	Iowa
Kansas	3,753	20,868	9,360	-	33,981	1	672	673	34,654	Kansas
Kentucky	-	18,290	-	2,433	20,723	24	32	56	20,779	Kentucky
Louisiana	-	14,573	63,398	-	77,971	9	879	888	78,859	Louisiana
Maine	-	4,168	46,882	-	51,050	1	630	631	51,681	Maine
Maryland	22	11,105	33,690	-	44,817	4	371	375	45,192	Maryland
Massachusetts	-	22,386	97,688	-	120,074	2	99	101	120,175	Massachusetts
Michigan	5,359	57,672	271,665	28,655	363,351	7	2,561	2,568	365,919	Michigan
Minnesota	3,842	31,142	154,769	24,038	213,791	9	1,270	1,279	215,070	Minnesota
Mississippi	-	13,138	16,550	1,490	31,178	5	200	205	31,383	Mississippi
Missouri	1,595	36,990	76,824	-	115,409	9	321	330	115,739	Missouri
Montana	792	4,185	32,119	-	37,096	13	411	424	37,520	Montana
Nebraska	37,813	15,905	20,284	-	74,002	2	854	856	74,858	Nebraska
Nevada	572	1,506	8,679	10,925	21,682	22	602	624	22,306	Nevada
New Hampshire	-	2,456	19,503	-	21,959	-	615	615	22,574	New Hampshire
New Jersey	70	29,436	42,016	-	71,522	20	50	70	71,592	New Jersey
New Mexico	1,927	7,294	16,043	14,615	39,879	55	479	534	40,413	New Mexico
New York	-	38,490	144,759	-	183,249	51	2,700	2,751	186,000	New York
North Carolina	-	29,466	111,301	-	140,767	7	3,107	3,114	143,881	North Carolina
North Dakota	56	2,031	3,314	2,207	7,608	16	41	57	7,665	North Dakota
Ohio	6,170	44,120	218,844	-	269,134	14	3,084	3,098	272,232	Ohio
Oklahoma	1,428	16,426	-	15,897	33,751	23	462	485	34,236	Oklahoma
Oregon	5,424	11,205	10,514	39,049	66,192	30	648	678	66,870	Oregon
Pennsylvania	1,604	51,033	78,516	-	131,153	12	2,378	2,390	133,543	Pennsylvania
Rhode Island	-	5,817	17,218	-	23,035	-	138	138	23,173	Rhode Island
South Carolina	-	9,003	7,885	-	16,888	50	414	464	17,352	South Carolina
South Dakota	203	3,963	31,435	6,791	42,392	20	551	571	42,963	South Dakota
Tennessee	-	12,389	9,607	-	21,996	53	54	107	22,103	Tennessee
Texas	-	79,858	409,929	27,805	517,592	38	2,964	3,002	520,594	Texas
Utah	413	3,066	17,446	-	20,925	21	166	187	21,112	Utah
Vermont	65	1,715	12,799	-	14,579	2	63	65	14,644	Vermont
Virginia	-	31,334	46,001	-	77,335	7	983	990	78,325	Virginia
Washington	2,726	11,900	99,383	42,020	156,029	127	1,002	1,129	157,158	Washington
West Virginia	-	12,772	12,522	7,812	33,106	1	260	261	33,367	West Virginia
Wisconsin	4,846	19,036	15,158	-	39,040	11	622	633	39,673	Wisconsin
Wyoming	7,333	3,643	8,006	11,429	30,411	13	429	442	30,853	Wyoming
Dist. of Col.	-	848	742	-	1,590	55	179	234	1,824	Dist. of Col.
Total	178,189	1,020,989	3,356,167	700,837	5,256,182	1,220	51,495	52,715	5,308,897	Total

1/ The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

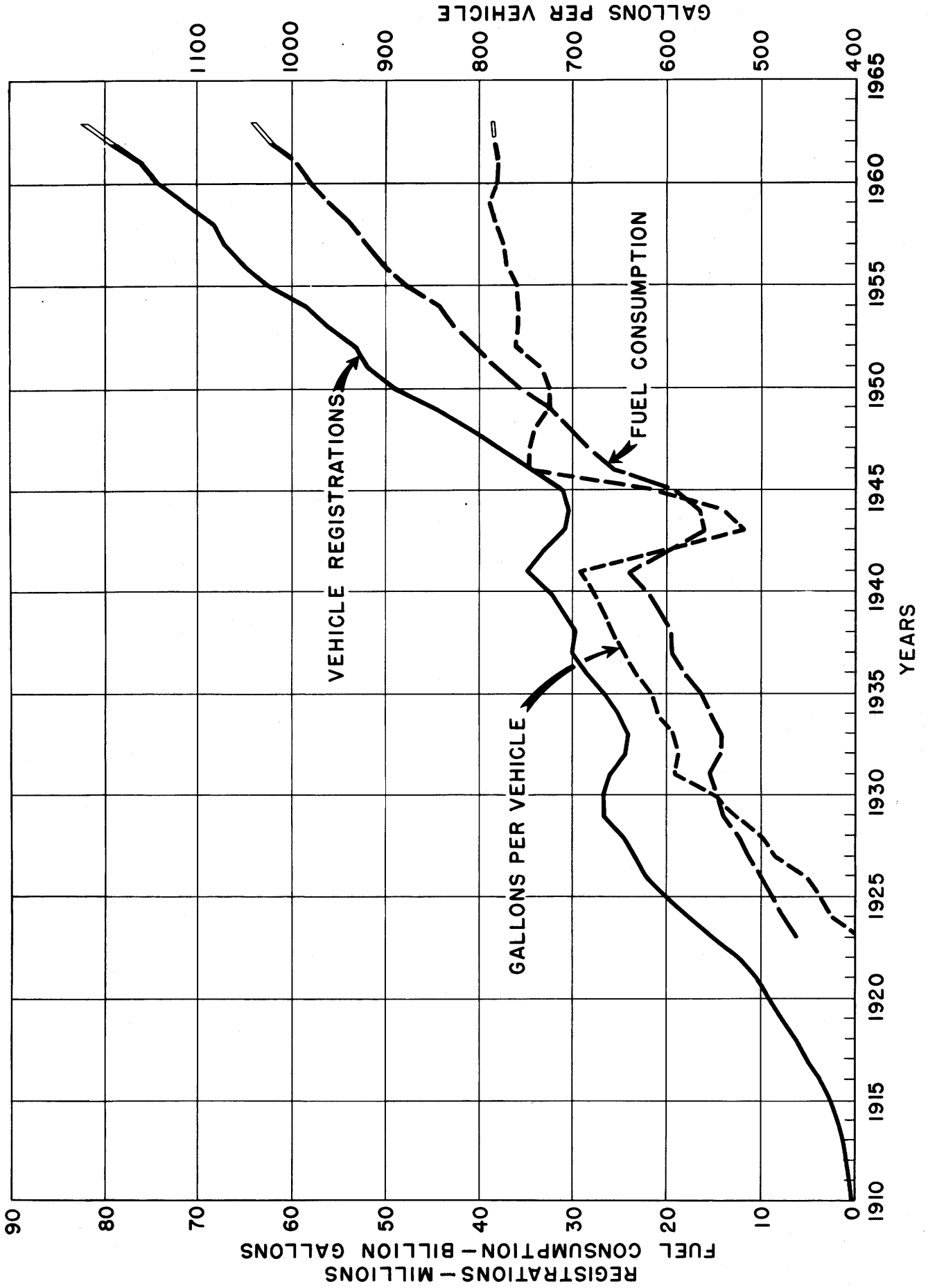
2/ These columns include all commercial type trailers and semi-trailers that are in private or for-hire use.

3/ Several States do not require the registration of light farm

or automobile trailers.

4/ House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

TOTAL MOTOR - VEHICLE REGISTRATIONS AND MOTOR - FUEL CONSUMPTION



REGISTRATIONS - MILLIONS
FUEL CONSUMPTION - BILLION GALLONS

GALLONS PER VEHICLE

VEHICLE REGISTRATIONS

FUEL CONSUMPTION

GALLONS PER VEHICLE

YEARS

STATE MOTOR VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1962

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-2, 1962 DECEMBER 1963

Table with columns: STATE, MOTOR VEHICLES (Automobiles, Buses, Trucks, Trailers, Motorcycles), OTHER VEHICLES, REGISTRATION FEES 2/, OPERATORS AND CHAFFERS PERMITS, CERTIFICATE OF TITLE FEES, SPECIAL TITLING TAXES, FINES AND PENALTIES, ESTIMATED SERVICE CHARGES, CARRIER GROSS RECEIPTS, MILEAGE, SPECIAL LICENSE FEES, CERTIFICATE OF PERMIT FEES, MISCELLANEOUS RECEIPTS LESS UNCLAIMED AND RETURNED RECEIPTS, TOTAL RECEIPTS.

1/ Road-user revenues consist primarily of motor-fuel taxes, shown in table G-1, and motor-vehicle and motor-carrier taxes shown in this table.

2/ Where the registration year is more than one month removed, calendar-year receipts are given. Where the registration year is not more than one month removed, calendar-year receipts are given.

3/ Special titling taxes imposed under general sales tax levies are not included. 4/ County or local officers in many States are allowed service charges for issuing registrations, operators' licenses, or for related services. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of service charges that are collected and retained by local officials and not reported elsewhere in this column.

5/ The gross receipts of motor carriers in connection with general State sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of gross receipts taxes reported by the States as special taxes on motor carriers.

6/ In general, the proceeds of special weight or capacity taxes and taxes imposed at a flat rate per vehicle are included under special license fees and franchise taxes.

are included under special license fees and franchise taxes. Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other motor carriers, are included under certificates or permit fees.

7/ Property taxes formerly levied on motor vehicles have been replaced by "vehicle license fees" in California, and by "motor-vehicle excise taxes" in Washington. Because of the origin of these taxes, the administrative officers of the two States do not consider them to be road-user taxes. The amounts included with registration fees in this table are as follows: California, automobiles \$11,011,031, buses \$52,231, trucks \$16,502,673, trailers \$7,666,287, motorcycles \$38,746; Washington, automobiles \$18,624,112, buses \$9,126, trucks \$4,952,282, trailers \$1,275,345, motorcycles \$24,184,716,010 of remaining 1961 bus, truck and trailer fees.

8/ These are franchise fees for-bus, truck and trailer carriers.

9/ Truck-tractor combinations in North Carolina are now required to register on the basis of the gross weight of the combination with the principal fee assessed on the power unit.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE MV-106 (Sheet 1 of 9 Sheets)
EFFECTIVE JANUARY 1, 1964

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Alabama	1	County Probate Judges	75 cents per registration for autos, motorcycles, and pick-up trucks registered at auto rates; 50 cents per registration for all other vehicles; and 2-1/2 percent of gross collections.	Collection and administration.	The 75-cent and 50-cent fees are service fees charged by local officials.
		State Revenue Department	10 percent of gross collections.	Collection and administration.	Unexpended balance at end of fiscal year goes to State Highway Fund.
		Municipalities	Remainder 63 percent of net urban fees.	Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective cities.	
		Counties	63 percent of net rural fees.	Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective counties.	
	2	State Highway Department	37 percent of net urban and rural fee and special fee on for-hire trucks. Amount required.	Administration, construction, and maintenance of public roads and bridges.	Not obligated for Debt Service, but used if needed.
		Highway Sinking Fund		Debt Service on First Bond Issue, 1951 Bond Issue, Alabama Highway Authority (1955, 1959 & 1963 Issue) and Alabama Highway Finance Corporation Bonds.	
		County Probate Judges	10 cents per license	Collection and administration.	
		Public Highway and Traffic Fund	15 cents per license	Public purposes, including administration, construction, and maintenance of public roads and bridges.	Unexpended balance reverts to General Fund.
4,11	State General Fund	Remainder	Appropriated to Department of Public Safety for State Police.		
	Motor Carrier Fund (Department of Revenue)	Amount required	Collection and distribution.		
8	Public Service Commission	\$50,000 appropriation	Collection and administration, and regulation of for hire carriers.		
	State Highway Department	The residue	Administration, construction, and maintenance of public roads and bridges.	Unexpended balance reverts to General Fund.	
State General Fund	All	All	Appropriated to Department of Public Safety for State Police.		
Alaska	1,2,5,1,7,11	State General Fund	All	State general purposes.	
Arizona	1 2,3,5,1,7,8, 9,12,1,13	County Assessors	\$1.00 per registration	Collection, administration, and local road purposes.	
		State Highway Fund	The residue	See table G-106 for authorized distribution and expenditures.	
		State Highway Fund	All		
Arkansas	1,2,2,5,8,9, 10,13 2,1,12 11 11	State Apportionment Fund	All	See table G-106 for authorized distribution of expenditures.	
		Constitutional and Fiscal Agencies Fund	3 percent	Collection, administration, and general State government services.	
		State Police Fund	97 percent	Support of State police.	
		Constitutional and Fiscal Agencies Fund	1.5 percent	Collection, administration, and general State government services.	
	7	Arkansas Commerce Commission	98.5 percent	Advertising and other expense.	
Revenue Department Building Fund	All	Construction of new building.			
California	1,2,9,10,12	Motor Vehicle Fund	All	Redistributed as follows: General supervision.	
		Highway Transportation Agency	Appropriation	Collection and administration.	
		Motor Vehicle Department	Appropriation	State Highway Police.	
	3	Highway Patrol	Appropriation	See table G-106 for authorized distribution and expenditures.	
		Highway Users Tax Fund	The residue	Redistributed as follows: Collection and administration.	
		Motor Vehicle Transportation Tax Fund	All	See table G-106 for authorized distribution and expenditures.	
	6	State Controller and Board of Equalization	The residue	Redistributed as follows: Collection and administration.	
		Highway Users Tax Fund	All	Interest and retirement of State highway bonds.	
		Motor Vehicle License Fee Fund	Appropriation	Schools and other local general purposes.	
	Counties	State General Fund	Amount required	Planning, acquiring, constructing, operating or maintaining a Rapid Transit System.	
		Counties	33-1/3 percent of fees paid by trailer coaches after deduction of administrative costs. Net collections of County Vehicle license fee ordinance after deduction of administrative costs.		
Counties		Residue	Local general purposes.	Substantial amounts are expended for road purposes or deposited in road funds by local option.	
11	Cities	50 percent	Local general purposes.		
	Public Utilities Commission	50 percent	Collection and administration.		
Colorado	1,10	County Clerks	30 cents per registration	Collection and administration.	
		Department of Revenue Fund	Appropriation	Administration.	
	2	County Road and Bridge Fund	Additional \$1.50 registration fee per vehicle.	County roads and bridges.	Distribution to counties and cities based on the place of residence of registrants paying such fees.
		Cities	Remainder	Maintenance and repair of city streets.	
County General Funds	Highway User Tax Fund	All net revenue	See table G-106 for authorized distribution and expenditures.		
	Department of Revenue Fund	25 percent of operators and 60 percent of chauffeurs fees. (All of fees from operators and chauffeurs licenses issued by the State)	Collection and administration.	Balance in fund at end of year to Highway Users Tax Fund for apportionment.	
		County General Funds	75 percent of operators and 40 percent of chauffeurs fees.	County general purposes.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE W-106 (Sheet 2 of 9 Sheets)
 REPORTER JANUARY 1, 1964

STATE	CLASSIFICATION OF FUND OR FUND	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OR EXPENDITURE	REMARKS
Colorado (continued)	4	Department of Revenue Fund Public Utilities Commission Highway Users Tax Fund	Appropriation The residue	Administration and enforcement. Regulation of motor vehicle operators. See table G-106 for authorized distribution and expenditures.	
	7	Department of Revenue Fund	33-1/3 percent (All of fees when issued by State)	Collection and administration.	
	8	County General Funds State Highway Fund County General Funds	66-2/3 percent 90 percent 90 percent	Construction, maintenance, and administration of State highways. County general purposes. Collection and administration.	Any excess over \$10,000 remaining at end of any biennial fiscal period shall be transferred to the State General Fund.
	9	Motor Vehicle Administrator's Fund	All	Collection and administration.	
	11	State General Fund	All	State general purposes.	Interest and redemption of State highway system bonds.
Connecticut	1,2,7,9,10,11,13	Highway Debt Service Fund	Amount Required		Public Utilities Commission plate charge.
	8	State General Fund	All	For general State purposes.	
	5,2	State General Fund	All	For general State purposes.	
	1,2,7,8	State General Fund	All	See table G-106 for highway appropriations from State General Fund.	
Florida	1,7	County Tax Collectors Motor Vehicle Commission Minimum Foundation Fund	90 Appropriation \$400 per teacher unit	Collection and administration. Construction of new school buildings. State general purposes.	Service fee charged by local officials. Includes fees for special tag markers. General Fund supports Department of Public Safety - Highway Patrol.
	(Overweight)	State Road Primary Fund	All, less collection expenses	Construction and maintenance of State roads.	
	2	County Judges	90 cents per license for first 10,000 licenses, 20 cents thereafter.	Collection and administration.	
	4	Driver Education Fund Department of Public Safety State General Fund State General Fund Cities and Town Funds State Board of Administration Florida Public Utilities Commission	\$1.00 per license Appropriation The residue 25 percent of gross \$25.00 per certificate holder 100 percent	Driver training instruction for high school students. State general purposes. State general purposes. General purposes. For payment of county road and bridge bonds. Collection and administration.	Only to cities and towns having stations and agents. Distributed same as 2 cent gas tax.
	1	County Agent	90 cents per license plate for first 4,000 plates and 25 cents per plate in excess of 4,000.	Collection and administration.	
	2	Revenue Department State General Fund	Amount required The residue	State general purposes.	Department of Public Safety is supported by annual appropriation from the State General Fund. 1963-64 appropriation \$5,750,000.
	2	State General Fund Department of Public Safety Public Service Commission	All Appropriation Amount required	State general purposes. Including conditioning expenses of Bureau of Identification. Driver License administration and support of State Patrol. State general purposes.	
	1,8	County Road Fund	All	Expended in the county in which collected for construction, improvement and maintenance of county roads and streets and street construction and improvements. debt service on county bonds issued to finance highway and	
	2,10	State General Fund County General Fund	All All	State general purposes. County general purposes.	
	9	Motor Vehicle Dealers Licensing Board Fund	All	prompt completion of motor vehicle registrations. employment of temporary clerks and assistants to facilitate	
	1,4,8,9,12,13	State Highway Fund Motor Vehicle Fund	All	See table G-106 for authorized distribution and expenditures. Collection, administration, and State Police.	Includes \$2.00 of driver's license and \$1.00 of chauffeur's license to be used for driver education program.
Illinois	1,2,8,9,10	Road Fund Secretary of State State Treasurer Department of Public Safety Driver Education Fund Division of Highways State General Fund	All Appropriation Appropriation \$2.00 of \$3.00 operator's license fee. Residue	Redeemed as follows: Debt service on State highway bonds. Collection and administration. State Highway Police. Driver education programs of Illinois secondary schools. See table G-106 for authorized distribution and expenditures. State general purposes; collection expenses paid from General Fund.	
	7	Division of Highways State General Fund	All	See table G-106 for authorized distribution and expenditures. Collection and administration.	Service fees charged by local officials.
	2	Branch Offices, Bureau of Motor Vehicles Motor Vehicle Highway Account Motor Vehicle Highway Account	All 90 cents per license The residue	Collection.	
Indiana	1,7,10	Branch Offices, Bureau of Motor Vehicles Motor Vehicle Highway Account	All 90 cents per title or transfer	Collection.	
	2	Branch Offices, Bureau of Motor Vehicles Motor Vehicle Highway Account	All 90 cents per license	Collection and administration.	
	5,2,11	Motor Vehicle Highway Account	All The residue	See table G-106 for authorized distribution and expenditures.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE MV-106 (Sheet 3 of 9 Sheets)
EFFECTIVE JANUARY 1, 1964

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Iowa	1	County Treasurer	50 cents per registration, 40 cents per certificate of title and 65 cents per lien.	Collection and administration.	} Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Tax Fund.
	2 5.2	Motor Vehicle Registration Division State General Fund State Road Use Tax Fund State General Fund Iowa State Commerce Commission State General Fund	3 percent The residue All Amount required The residue	Refunds. Collection and administration. See table G-106 for authorized distribution and expenditures. Collection and administration, highway patrol. Collection and administration. General State purposes.	
Kansas	1,7,9,10	County Treasurers	25 cents per registration, dealer license, and transfer. 50 cents for certificate of title.	Collection and administration.	Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage in all counties of the State.
	2 5.2	Highway Fund, State Highway Commission State Safety Fund Highway Fund, State Highway Commission State Corporation Commission Special Motor Carrier County Road Fund	The residue 50 percent of operators license fees, and 25 percent of chauffeurs license fees. The residue Amount required All excess fees over \$200,000 on January 1 and July 1 of each year.	See table G-106 for authorized distribution and expenditures. Student driver training program. See table G-106 for authorized distribution and expenditures. Collection and administration. Construction of county Federal-aid secondary roads.	
Kentucky	1	County Clerks County Road Fund	50 cents per registration 50 percent of truck registration fees.	Collection and administration. Construction and maintenance of county roads.	Service fees charged by local officials. Divided equally among the 120 counties. 2 percent of use tax retained by county clerks.
	2.1,2.2	State Road Fund Circuit Clerks	The residue 75 cents per operators license 25 cents per chauffeurs license	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	5.1 4,6,11	State Road Fund Circuit Clerk State Road Fund State Road Fund	The residue 25 cents per plate issued The residue All	See table G-106 for authorized distribution and expenditures. Collection and administration. See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	
Louisiana	1,8,10	Department of Revenue State Highway Fund No. 2	\$250,000 All receipts from six parishes bordering Lake Pontchartrain.	Collection and administration. Debt service highway bonds and other highway purposes including payments out of surplus to St. Tammany and Jefferson parishes (Greater New Orleans Expressway Commission) and to Mississippi River Bridge Authority. Funds allocated to each agency to be used for toll facility debt service. Also \$50,000 annually to each of the parishes of St. Charles and St. John the Baptist for local roads.	For more detail see Act 90 of 1952 Amending Sub-section (g) of Sec. 22 of Art. VI of the Constitution. This additional fee is considered to be a locally imposed tax which is collected by the State for a municipality. Settlement fees 50 cents per certificate having liens paid to local officials. Surplus to State General Fund.
	2	Long Range Highway Fund Division of State Police	The residue \$1.00 of \$2.50 drivers license fee collected outside of municipalities over 300,000 population. Also fifty cents of each chauffeurs fee collected including those collected in municipalities of over 300,000 population.	Construction and maintenance of State highways and bridges. Operation of State Police and State Police retirement purposes.	
		Board of Trustees-Police Pension Fund (city of New Orleans)	\$1.00 of \$2.50 drivers license fee collected within municipalities over 300,000 population.	Pensions for municipal police (city of New Orleans). The State collects an additional fee of \$2.00 for chauffeurs licenses in cities (New Orleans) with population of over 300,000 and remits the proceeds of the additional fee to the city of New Orleans to be used to help pay for city police pensions.	
	7	Department of Public Safety	The residue	Collection and administration, furtherance of Highway Safety Education. Surplus in funds to State General Fund at end of each biennium.	
	11 13	Department of Revenue Motor Carrier Fund General Fund (filing fees)	All All	Collection and administration. Collection and administration by Public Service Commission. To help defray the expenses and to augment the appropriation of the Public Service Commission.	
Maine	1,2,4,1,5,1,8,9,10 5,2,11,13	General Highway Fund, State Highway Department Public Utilities Commission	All All	See table G-106 for authorized distribution and expenditures. Collection and administration.	
Maryland	1,2,7,8	Department of Motor Vehicles County Trial Magistrates and Baltimore Municipal Court State Police	Amount required Amount required	Collection, administration and refunds. Administration and enforcement of traffic laws.	To pay operating cost of State Police, including retirement system. Driver training instruction for public high school students. To pay cost of enforcement of truck weight size law by special truck weighing crews. Redistributed as follows: State Roads Maintenance Fund. Construction and maintenance of city streets in Baltimore and debt service on local highway bonds.
		Driver Education Fund Truck Weighing Motor Vehicle Revenue Fund State Roads Commission City of Baltimore	Amount required \$4.00 of \$5.00 learners' permit fee Amount required The Residue 50 percent 30 percent		

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

STATE	CLASSIFICATION OF FUND	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Maryland (Continued)		Courties and Municipalities (other than Baltimore)	20 percent	After service of State Roads Commission County Highway Construction Bonds, residue for service of county road bonds, then for construction and maintenance of local roads.	Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, subject to minimum share allotment to Kent and Charles counties. Municipalities which are authorized to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets in the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Roads Commission as of December 1 of each year for the next succeeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.
Massachusetts	4.1 6	Gasoline Tax Division, State Comptroller	4.1 6	See table 4-106 for authorized distribution and expenditures.	Amount required for debt service on State highway construction bonds and the residue to the construction fund for the State Roads Commission.
	4.1 2.3,5,2.11	Highway Fund Department of Corporation and Taxation Highway Fund State General Fund	4.1 2.3,5,2.11	See table 4-106 for authorized distribution and expenditures. Amount required The residue	See table 4-106 for authorized distribution and expenditures. Expenses of Division of Commercial Motor Vehicles paid from General Fund.
Michigan	1.7 2	Motor Vehicle Highway Fund Sheriffs and City Police	1.7 2	See table 4-106 for authorized distribution and expenditures. Collection expenses.	Administration and cost of driver education. Collection and administration of Operators and Chauffeurs Licenses of the Secretary of State; support of State Highway Police.
	4.11	State General Fund	4.11	Amount appropriated by Legislature	Collection and administration. See table 4-106 for authorized distribution and expenditures.
Minnesota	1	The Highway User Tax Distribution Fund, State Auditor	1	All	See table 4-106 for authorized distribution and expenditures.
	2.1	Clerk of Court	2.1	10 cents per instruction permit or duplicate license	
	2.2	Truck Highway Fund	2.2	License	
	8	State General Fund Highway Patrol Fund	8	All, less collection expense.	
	11	General Revenue Fund Truck Highway Fund	11	All The residue	Appropriations are made from this fund for operation of Motor Bus and Truck Division. Payment of policemen's costs and incidental expense. Mailing fund. See table 4-106 for authorized expenditures from Truck Highway Fund.
Mississippi	4.9	County Sheriff and Tax Collector	4.9	Commission allowed by law.	Collection. See table 4-106 for authorized distribution and expenditures.
	5.2,11	County Sheriff and Tax Collector	5.2,11	5 percent	Services on county road and road district obligations; construction and maintenance of roads and bridges in counties.
	2	Highway Patrol Operating Fund	2	95 percent	Purchase of License plates and administration and operation of Highway Patrol. Collection and administration. Support of State Highway Patrol.
	13	Highway Patrol Operating Fund	13	25 cents per certificate of inspection.	Administration of Motor Vehicle Safety Inspection Act.
Missouri	1,2,5,2.7,8, 9,10,12	State Highway Fund	All	All	See table 4-106 for authorized distribution and expenditures.
Montana	1	County Motor Vehicle License Fund	1	All revenues from flat fees on all vehicles.	
		County Road Funds		50 percent of fees collected in municipalities over 25,000 population or incorporated city within one mile of city over 25,000 (1930 Census) 25 percent of fees collected in cities over 10,000 population (1950 Census), within a county of less than 750 square miles.	The residue
(Continued)		County Road Funds		In any county which does not have a city that receives either 50 or 25 percent of the registration fee collected in that city, the registration fee is divided into a county road fund and a city road fund in the proportion that the total mileage outside city mileage bears to the total county mileage outside the cities. The city road fund is then distributed to each city within the county in proportion that the mileage in each city bears to the total city mileage in the county.	Maintenance. To county of collection for road and bridge construction and

TABLE MV-106 (Sheet 4 of 9 Sheets)
EXPIRES JANUARY 1, 1964

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities
and on the laws of the several States

TABLE MV-106 (Sheet 5 of 9 Sheets)
EFFECTIVE JANUARY 1, 1964

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Montana (Continued)	2,8 3,5,2,11,13 7,9,10 12	County Treasurers State Highway Fund State General Fund State General Fund State Motor Vehicle Recording Fund State Motor Vehicle Recording Fund State Highway Fund	5 percent of all revenue from the gross vehicle weight tax. 95 percent of all revenue from the gross vehicle weight tax. All All, less collection expense. All 5 percent of trip fees. 95 percent of trip fees.	Collection and administration. See table G-106 for authorized distribution and expenditures. State general purposes. State general purposes. Motor vehicle license plate equipment; administration of registrar's office. Administration. See table G-106 for authorized distribution and expenditures.	General Fund supports Highway Patrol.
Nebraska	1,10 7 2 4,5,1,5,2, 12,13 8,12,1	State Recreation Road Fund County General Fund State General Fund Highway Cash Fund City or Village Street Funds County Road Fund County General Fund State General Fund County General Fund Driver Education Fund (Motor Vehicle Department) State General Fund Highway Cash Fund County General Fund Highway Cash Fund	50 cents per registration 25 cents per registration 2-1/2 percent <u>Remainder</u> 40 percent 60 percent \$1.00 per certificate of title, 50 cents per notation of lien, and \$3.00 for duplicate copies. \$1.00 per certificate of title, 50 cents per notation of lien. 10 cents per license \$1.00 per license The residue All 5 cents per permit and 25 percent of fines Residue	For county matching to construct or improve access roads to State recreation areas. Collection. Administration of Department of Motor Vehicles by General Fund appropriation. Maintenance of State highways. The street funds of the various cities and villages are credited with the following percentage of the total fees paid by the residents of the cities and villages in each county: In any county where the population of all cities and villages in the county exceeds 200,000, 50 percent; is between 10,000 and 200,000, 30 percent; in all other counties 20 percent. Balance to counties for construction and maintenance of county roads. Collection. Administration of act by Department of Motor Vehicles is by General Fund appropriation. Collection. Driver Education. Administration of Department of Motor Vehicles and operation of Highway Safety Patrol by General Fund appropriation. Construction and maintenance of State highways. Collection and county general purposes. Construction and maintenance of State highways.	These amounts are distributed among the cities and villages in each county in the proportion that the motor vehicle registration of each bears to the total motor vehicle registration of all cities and villages in that county. Share of each county based on collection by such county. All permit receipts collected by ports of entry are credited to the Highway Cash Fund.
Nevada	1 2,4,5,7,8,9,10, 12,12,1,13	County General Funds State Highway Fund State Highway Fund	\$1.00 per registration in all counties except Clark and Washoe (except pro rata fleets and exempt plates which go to State Highway Fund). The residue All	County collection purposes. See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	Funds are retained in the county of collection.
New Hampshire	1,2,5,2,8, 9,10	State Highway Fund	All	See table G-106 for authorized distribution and expenditures.	
New Jersey	1,2 4, (Intrastate) 4, (Inter- state) 7,8	Registration and Licensing Agents State General Fund Municipalities State General Fund	Fee determined by Motor Vehicle Commissioner Remainder All All	Collection. See table G-106 for highway appropriations from State General Fund. Municipal general purposes. Subject to appropriation for highway or other purposes.	
New Mexico	1,2,7,8,9,10, 12,13 1,7,8,9,10, 12,13 1,9,12	Motor Vehicle Suspense Fund Motor Vehicle Administrative Inspection Fund State General Fund	All Administrative service fees. 6 percent	For disposition as indicated below: Administration. Administration.	Deposited in the Motor Vehicle Administrative Inspection Fund. (Provision is made by law allowing for appointment of local officials to serve as license distributors when necessary. Administrative service fees are then credited to the local general fund.) Administrative allocation for the Department of Motor Vehicles is made by legislative appropriation from the State General Fund, provided 6 percent of total collections of motor-vehicle registration fees and driver-license fees, plus all miscellaneous fees except caravan and proration fees, are credited to the State General Fund. In addition, amounts credited to the Motor Vehicle Administrative Inspection Fund may be used in carrying out necessary duties of the Department. Balance remaining in the Motor Vehicle Administrative Inspection Fund at the end of each fiscal year reverts to the State General Fund. Department of Courtesy and Information is allowed 6 percent of total collections made by it.
(Continued)		State Road Fund	<u>The remainder</u> 37.5 percent	See table G-106 for authorized expenditures.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MV-106 (Sheet 6 of 9 Sheets)
EFFECTIVE JANUARY 1, 1964

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New Mexico (Continued)	7,8,10,13 2	County Road Fund	37.5 percent	Improvement and maintenance of public roads within the counties.	50 percent distributed to each county in the proportion that the total amount of registration fees paid in each county bears to the total amount of registration fees paid in the State. 50 percent distributed to each county in the proportion that the total mileage of roads maintained by each county bears to the total mileage maintained by all counties of the State. Distributed to each county in the proportion that the total amount of registration fees paid in each county bears to the total amount of registration fees paid in the State. Distributed to each county as indicated above (County Levy), and redistributed to the municipalities in the proportion that the total assessed valuation of a municipality bears to the total assessed valuation of all municipalities within the county. See remarks above for administrative allocation to the Department of Motor Vehicles. See remarks above for administrative allocation to the Department of Motor Vehicles. Department of Courtesy and Information is allowed 6 percent of collections made by it. See remarks above for administrative allocation to the Department of Motor Vehicles. (Provision is made by law for appointment of local officials to act as agents for the Department of Motor Vehicles when necessary. The 50 percent is then credited to the local general fund.) Mileage tax levied on commercial vehicles not licensed in the State or operating under an existing proportional registration agreement with this State. Fees of the State Corporation Commission (Motor Transportation Fees). Administrative allocation for the State Corporation Commission is provided by legislative appropriation from the State General Fund.
		County Levy	15 percent	County general purposes.	
		County Municipalities Road Fund	10 percent	Construction, maintenance, and repair of streets within the municipality and for payment of paving assessments against Federal, State, and municipally-owned property.	
		State General Fund	All	Administration.	
		State General Fund	6 percent	Administration	
		Department of Motor Vehicles	25 cents on each license issued	Finance the photographing and processing of operators' and chauffeurs' photographs.	
		State General Fund	\$1.00 of each operator's license and 50 cents of each chauffeur's license issued The remainder	State general purposes	
		Motor Vehicle Administrative Inspection Fund	50 percent of remainder, except duplicates	Administration.	
		State General Fund Department of Courtesy and Information Administration Fund	The residue Appropriation from collections	State general purposes. Administration	
State Road Fund State General Fund	The residue All	Construction, improvement, and maintenance of State highways. State general purposes.			
New York	1,2	County Clerks	35 cents registration and transfer, 20 cents operator and chauffeur license, 50 cents learners permit Remainder	Collection.	County clerks in Albany County and the five counties comprising New York City do not receive this fee.
	4,5,2	State General Fund State Comptroller	Amount required Remainder	See table G-106 for highway appropriations. Refunds.	
	8	State General Fund Local Enforcement Agents State General Fund	Amount required Remainder	See table G-106 for highway appropriations. Collection. See table G-106 for highway appropriations.	
North Carolina	1,3,4,1,7,8,9,10 2 11	State Highway Fund Operators and Chauffeurs License Fund State General Fund	All All All	See table G-106 for authorized distribution and expenditures. Collection and administration. Credited to Utilities Commission Account.	\$1.00 of registration fee used for driver education program.
North Dakota (Continued)	1,7,8,9, 10, 12 2 4,5,2 11	Motor Vehicle Registration Department	All	Distributed as follows:	Distributed quarterly in proportion to the number of motor vehicle registrations credited to each county the preceding year. Distributed annually in proportion to the number of motor vehicle registrations credited to each county the preceding year. Distributed annually in proportion to the population of each city and village.
		State Highway Fund	First 9 percent of all passenger vehicle fees. First 14-1/2 percent of all truck fees. 1963 - 1965 Biennium \$723,000 \$200,000 \$47,444 Remainder 50 percent	Construction of roads on the secondary State highway system.	
		Motor Vehicle Operating Fund State Highway Fund State Highway Patrol		Collection and administration. Administration. Safety Program.	
		State Highway Fund		Construction, maintenance, and administration of roads on State highway system.	
		County Road Funds	An amount equal to that credited and transferred to counties during the fiscal year ended June 30, 1960. 35 percent of excess	Construction and maintenance of county roads and bridges.	
		County Road Funds		Construction and maintenance of county roads and bridges.	
		Incorporated Cities and Villages	Remainder of excess	Construction and maintenance of city and village streets and highways.	
		Local Agents	25 cents per license	Optional notary service charge in addition to driver's license fee.	
		State General Fund State Highway Fund Public Service Commission	All All All	Construction and maintenance of roads on State highway system. All motor-carrier certificate and permit fees are credited to State General Fund.	

Motor Vehicles

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MV-106 (Sheet 7 of 9 Sheets) EFFECTIVE JANUARY 1, 1964

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
Ohio	1,10	Deputy Registrars	35 cents per registration Remainder	Collection. Distributed as follows: May be used, as required, for retirement and interest on debt incurred by State for highway improvements. Construction and maintenance of roads and streets.	Service fees charged by local officials.	
		Counties and Municipalities	34 percent	Construction and maintenance of county roads.	Distributed to the counties and municipalities in which the vehicle is registered. 5 percent is divided equally among the counties, 47 percent distributed to county in which the vehicle is registered, 9 percent distributed to each county in the ratio that the total mileage of county roads under the jurisdiction of the county commissioners bears to the total mileage of county roads in the State.	
		Counties	61 percent	Construction and maintenance of township roads.	Distributed to the several townships in the ratio that the total number of miles of township roads under the jurisdiction of the board of trustees in each township bears to the total number of miles of township roads in the State.	
		Townships	5 percent		Service fees charged by local officials.	
	2	4	Deputy Registrars	25 cents per license	Collection.	
			Department of Highway Safety	All	Collection and administration.	
	5.2 (Private Carrier and Irregular Route)	5.2 (Regular Route)	Department of Taxation	Amount required	Collection and administration.	
			State Highway Construction and Bond Retirement Fund	Remainder	Expenses of Highway Council. Construction on main thoroughfares of State highway system. Retirement of and interest on debt incurred by State for highway improvements.	
	7	8	Department of Highway Safety	All	Collection and administration, hospital claims, and highway patrol.	
			Motor Transportation Department, Public Utilities Commission	Amount required	Collection and administration.	
9,12	7	Department of Highway Safety	Remainder	Administration. May be used, as required, for retirement and interest on debt incurred by State for highway improvements.		
		County Clerks	75 cents per title; 30 cents per notation of lien Remainder	Collection and administration.	State share - 25 cents per title; 30 cents per notation of lien.	
Oklahoma	1	State Highway Maintenance and Repair Fund	All	Maintenance and repair of State highways.	State's share is 45 percent of total fines and forfeitures collected.	
		Department of Highway Safety	All	Collection and administration.		
		Motor License Agents	50 cents per registration	Collection.	Notary fees retained by local officials.	
		Tax Commission Fund	5 percent of auto and farm truck fees.	Collection and administration.		
	2	4	County School Fund	95 percent of auto and farm truck fees.	County common schools.	
			Department of Public Safety	First \$112,500 of commercial vehicle fees. 52.25 percent of remainder of commercial vehicle fees.	Highway Patrol. Local roads.	
	7	(Overweight fees)	Counties	23.75 percent of remainder of commercial vehicle fees.	Local roads.	40 percent distributed to the various counties in the proportion which the county road mileage of each county bears to the entire State road mileage. 60 percent distributed to the various counties on the basis which the population and area of each county bears to total population and area of the State.
			Cities and towns	19 percent of remainder of commercial vehicle fees.	City streets.	Allocated to cities and incorporated towns of each county in that proportion which the population of the cities and incorporated towns bears to the total city and incorporated town population of the county.
	2	4	Farm-to-Market and Secondary Road Fund	19 percent of remainder of commercial vehicle fees.	Matching Federal funds for the construction of farm-to-market and secondary roads.	
			Tax Commission Fund	5 percent of remainder of commercial vehicle fees.	Collection expenses.	
7	(Overweight fees)	Motor License Agents	20 cents per application	Collection.	20 cents is retained by agent.	
		Highway Patrol Pension Fund	10 percent of net	Highway Patrol pension and retirement.		
4	7	State General Fund	The residue	State general purposes.	State Highway Patrol is supported from these revenues.	
		Tax Commission Fund	5 percent of net	Collection and administration.		
7	(Overweight fees)	Counties	52.25 percent	Local road purposes.	Distributed to counties as indicated above.	
		Cities and towns	23.75	City streets.	Distributed to cities as indicated above.	
8	(Overweight fees)	State Highway Commission	19 percent	Secondary roads.		
		Motor License Agents	25 cents per title	Collection.	Notary fees retained by local officials.	
8	(Overweight fees)	State General Fund	The residue	State general purposes.		
		State General Fund	All	State general purposes.		
8	(Overweight fees)	Department of Public Safety	First \$112,500	Highway Patrol.		
		State Highway Construction and Maintenance Fund	The residue	Construction and maintenance of State highways.		
Oregon	1,7,9,12.1	Motor Vehicle Department Account	Amount required	Collection and administration.		
		General Fund	Appropriation	Enforcement of financial responsibility law by the Department of State Police.		
	2	Highway Fund	The residue	See table G-106 for authorized distribution and expenditures.		
		Motor Vehicle Department Account	Amount required	Collection and administration.		
4,5.1,11,13	8	Motor Vehicle Accident Fund	75 cents per operators' license	Defray hospitalization costs of indigents involved in motor vehicle accidents.		
		Student Driver Training Fund	\$1.00 per license	Highway school student driver training program administered by the Department of Education. Balance in fund at end of fiscal year reverts to the Highway Fund.		
8	(Overweight fees)	Highway Fund	The residue	See table G-106 for authorized distribution and expenditures.		
		Public Utilities Commission	Amount required	Collection and administration.		
8	(Overweight fees)	General Fund	The residue	Department of State Police.		
		Highway Fund	Appropriation	See table G-106 for authorized distribution and expenditures.		
8	(Overweight fees)	Highway Fund	1/2 of receipts when prosecution initiated by State highway department weighmaster.	See table G-106 for authorized distribution and expenditures.		
		Highway Fund		See table G-106 for authorized distribution and expenditures.		

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities

TABLE MV-106 (Sheet 8 of 9 Sheets)
EXPIRES JANUARY 1, 1964

STATE	CLASSIFICATION OR USE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	SUBJECTS OR EXPENDITURES	REMARKS
Pennsylvania	1,2,7,10	Motor License Fund	ALL	See table G-106 for authorized distribution and expenditures.	\$3 of \$4 learner's permit fee used for driver education.
Rhode Island	1,2,5,2	State General Fund	ALL	See table G-106 for highway appropriations from State General Fund.	
South Carolina	1,2,1,7,8,9,10	State Highway Fund	ALL	See table G-106 for authorized distribution and expenditures.	
South Dakota	1	Motor Vehicle Fund	2 percent	Legislature appropriates from the Motor Vehicle Fund for collection and administration of motor vehicle law.	Any unexpended balances on July 1 of each year are transferred to the State Highway Fund.
	5,1	Motor Vehicle Fund	ALL	Administration. Any residue is transferred annually to State Highway Fund.	Unexpended balances to State Highway Fund.
	8	Motor Vehicle Fund (Fines)	55 percent	See table G-106 for authorized distribution and expenditures.	Unexpended balances to State Highway Fund.
	8	Motor Vehicle Fund (Fines)	ALL	School purposes.	
	11	State General Fund	ALL	Collection and administration of the State Legislative from the State General Fund.	
South Dakota	1	Motor Vehicle Fund	2 percent	Legislature appropriates from the Motor Vehicle Fund for collection and administration of motor vehicle law.	Any unexpended balances on July 1 of each year are transferred to the State Highway Fund.
	4,5	Special Motor Vehicle Fund	45 percent	Construction and maintenance of county roads.	Same as above.
	5	Special Motor Vehicle Fund	50 percent	Construction and maintenance of streets and alleys.	Each county shall distribute its remaining municipalities on the basis of street mileage.
	2,7,9,10	State Highway Fund	15 percent plus all additional fees.	See table G-106 for authorized distribution and expenditures.	
	2,7,9,10	Motor Vehicle Fund	ALL	Administration. Any residue is transferred annually to State Highway Fund.	
	5,1	Motor Vehicle Fund	5 percent	Collection and administration.	
	8	Motor Vehicle Fund (Fines)	55 percent	See table G-106 for authorized distribution and expenditures.	
	8	Motor Vehicle Fund (Fines)	ALL	School purposes.	
	11	State General Fund	ALL	Collection and administration of the State Legislative from the State General Fund.	
Tennessee	1,9,10	County Court Clerks	90 cents per registration	Collection and administration.	Service fees charged by local officials.
	2	County Court Clerks	85 cents per license	Collection, maintenance, and administration of State highways.	Service fees charged by local officials.
	2,7,11	State General Fund	ALL	Collection and administration.	
	7	County Court Clerks	90 cents per title and 25 cents for notarizing application	Collection and administration.	Service fees charged by local officials.
	8	Department of Safety	ALL	State General Fund.	
Texas	1	County Road and Bridge Funds	100 percent of first \$90,000; 50 percent of next \$250,000 or fees collected in each county.	Local road construction and maintenance.	Retained by county of collection.
	2	State Highway Fund	1/3 of operators' and chauffeurs fees collected.	State general purposes.	
	2	State General Fund	The residue	See table G-106 for authorized distribution and expenditures.	
	5	Operators and Chauffeurs License Fund	The residue	Collection and administration for Drivers License Division.	
	5	Motor Transporter Fund and State Motor Carrier Fund and State	Amount required.	Support of Department of Public Safety.	
	6	Available Free School Fund	This residue	General State purposes.	
	6	Available Free School Fund	75 percent	Education.	
	11	State Highway Fund	ALL	See table G-106 for authorized distribution and expenditures.	\$15,000,000 annually paid to Farm-to-Market Road Fund from Clearance Funds
Utah	1	Motor Vehicle Registration Fund	ALL	For distribution as follows: \$288,100 State Tax Commission Department and Department of Business Regulations Department of Public Safety Class B and C Road Fund	The amounts are appropriated for the period July 1, 1963 to June 30, 1965.
	1	State Tax Commission Department and Department of Business Regulations Department of Public Safety Class B and C Road Fund	\$28,200 \$900,000 \$2,000,000	Building and grounds maintenance. Operation of checking stations and law enforcement. County and city road purposes.	Distributed to the counties, cities, and towns by the following formula: 45 percent on a basis of B and C road mileage 45 percent on a basis of population 10 percent on a basis of land area
	2,7	Motor Vehicle Control Fund Reserve Fund Class B and C Road Fund Highway Construction and Maintenance	ALL \$50,000 \$11,100 ALL	For distribution as follows: Collection and administration. Drivers License examinations and driver training course. Building and grounds maintenance. See table G-106 for authorized distribution and expenditures.	Fee of \$1.00 for each vehicle registered.
	4,11	Highway Construction and Maintenance Fund	ALL \$11,100	See table G-106 for authorized distribution and expenditures.	
	13	Automobile Drivers Education Fund	ALL	To teach high school students to drive.	
Virginia	1,2,3,4,7,8,9	Highway Fund, State Treasury	ALL	See table G-106 for authorized distribution and expenditures.	\$1.00 of operator's and chauffeur's license fees used for driver education.
	10,11,12,13	State Highway Maintenance and Construction Fund	ALL	See table G-106 for authorized distribution and expenditures.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE HW-106 (Sheet 9 of 9 Sheets)
 FEBRUARY JANUARY 1, 1964

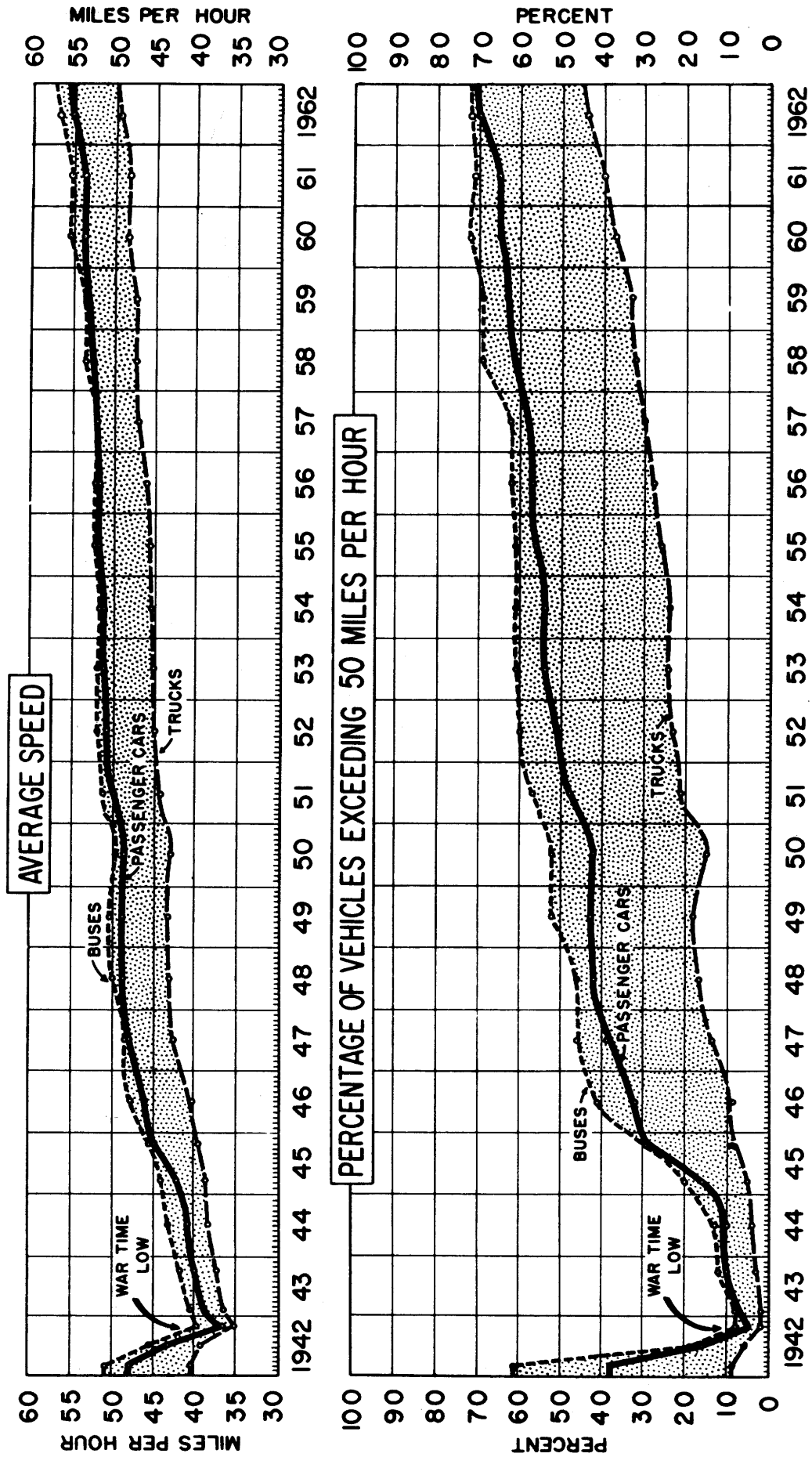
STATE	CLASSIFICATION OR FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Washington	1,7	County Auditors, State Patrol Motor Vehicle Fund State Patrol Highway Account	50 cents per registration All inclusive of local service Fee \$3.50 per license	Highway policing and enforcement of vehicle size and weight restrictions. Road and street purposes.	All of the fees from San Juan County and 50 percent of the fees from Island County, returned to respective county, and in turn credited to each city, town, and road district in the county on the basis of assessed valuation. RCW 46.68.040 provides collection costs not to exceed \$90,000 biennially shall be paid from park and parkways account as by appropriation provided. 1963-65 provides \$90,000 appropriations.
	2	Parks and Parkway Account State Department of Highways	Remainder \$2.00 or original or renewal fee of \$4.00	Expenditures in State parks.	
	6	Public Services Revolving Fund Motor Vehicle Fund State General Fund Cities and Towns	All 2 percent Remainder 5 percent 17 percent	Collection and administration. Cost of collecting motor vehicle excise tax. General State purpose. Police and fire protection and preservation of public health.	RCW 46.68.040 provides collection costs not to exceed \$90,000 biennially shall be paid from park and parkways account as by appropriation provided. 1963-65 provides \$90,000 appropriations. A portion is allotted to the University of Washington for studies and research in multiple government.
	8	State School Equalization Fund Parks and Parkway Account Highway Safety Fund	76 percent 50 percent 50 percent	To counties for common school support. Expenditures in State parks. Expenditures for State Highway Police.	
West Virginia	1,7,9,10	Motor Vehicle Department State Road Fund, Primary and Secondary Road Funds	Amount required The residue	Collection and administration. Administration expenses of the connecting, reconstruction and maintenance of primary and secondary State highways and interest and redemption on State Highway Bonds. General State purposes.	General Fund supports State Highway Patrol.
	2	General Revenue Fund	\$3.00 of \$4.00 drivers-learners penalty fee	Support of free schools. Administration and enforcement.	
	6	State Road Fund, Federal Matching Fund State Road Fund, Primary Road Fund Public Service Commission Department of Public Safety	The residue The residue All All All	See table G-106 for authorized distribution and expenditures.	
	8	Department of Inspection	All, less court costs	Support of free schools.	
Wisconsin	1,7,9,10	Motor Vehicle Department State Highway Fund Department of Public Instruction	Amount required The residue 50 cents on new and \$1.00 on renewal of operators licenses; not duplicate fees.	Collection, administration, and State Highway Patrol. See table G-106 for authorized distribution and expenditures. Drivers training in high schools and schools of vocational and adult education. See table G-106 for authorized distribution and expenditures. Collection expense and regulation of carriers. See table G-106 for authorized distribution and expenditures.	
	11	State Highway Fund State Police Commission	Amount required The residue	See table G-106 for authorized distribution and expenditures.	
Wyoming	1	State Highway Fund Motor Carrier Administration Fund Department of Revenue	Amount required The residue All	See table G-106 for authorized distribution and expenditures. Collection, administration, and safety education. Collection and administration.	County treasurers collect and remit fees.
	2	Motor Carrier Administration Fund Department of Revenue	Amount required The residue	See table G-106 for authorized distribution and expenditures.	
	4,5,11,13	Highway Fund, Department of Highways and Traffic Highway Fund, Department of Highways and Traffic General Fund, District of Columbia	3 1/2 percent 66 percent All	See table G-106 for authorized distribution and expenditures. General purposes.	Collection expenses paid from General Fund.
	4,8,9	General Fund, District of Columbia Traffic Highway Fund, District of Columbia	All All	General purposes.	

1/ Motor vehicle and motor-carrier revenues have been grouped, insofar as possible, in accordance with the following classifications:

1. Registration fees. Includes "plate fees", "tag fees", etc.
2. Operator, chauffeur, and motor-carrier license fees.
3. Gross receipts taxes. Special taxes on motor carriers, including gross receipts taxes that are levied in connection with general State sales taxes or that are imposed on all transportation companies or public utilities.
4. Messages, tolls, and passenger-mile taxes. Taxes imposed by certain States on out-of-State carriers in amounts that are the equivalent of the motor-fuel taxes and are computed on a mileage basis are identified as 4.1.
5. Special taxes, license fees, and special weight fees. Where on a flat rate basis, they are designated as 5.2.
6. Special taxes. Vehicle license fee (in lieu tax) in California, use tax in Kentucky, titling tax in Maryland, Vermont, and West Virginia; sales tax in Texas; excise tax (in lieu tax) in Washington.
7. Collection of title fees.
8. Fines and penalties. (Represents only that portion received and retained by the State.)
9. Dealers and registration fees.
10. Transfer or permit fees.
11. Certificate or permit fees.
12. Caravan or intrastate fees.
13. Miscellaneous fees. Impairment and inspection fees, etc.

In many States, fees or taxes that do not produce revenue appreciable in excess of the cost of collection and administration have been omitted.

SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



ESTIMATED MOTOR VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA CALENDAR YEAR 1962

Table VM-1

Item	Passenger vehicles				Trucks and combinations	All motor vehicles
	Passenger cars <u>2/</u>	Buses				
		Commercial	School and nonrevenue	All buses		
Motor-vehicle travel: (million vehicle-miles)						
Main rural roads	242,521	915	656	1,571	244,092	66,092
Local rural roads	82,099	165	694	859	82,958	21,460
All rural roads	<u>324,620</u>	<u>1,080</u>	<u>1,350</u>	<u>2,430</u>	<u>327,050</u>	<u>87,552</u>
Urban streets	303,619	1,776	270	2,046	305,665	47,507
Total travel	628,239	2,856	1,620	4,476	632,715	135,059
Number of vehicles registered (thousands)	66,589	75.5	209.7	285.2	66,874	12,809
Average miles traveled per vehicle	9,435	37,828	7,725	15,694	9,461	10,544
Fuel consumed (million gallons)	43,570	609	229	838	44,408	17,288
Average fuel consumption per vehicle (gallons)	654	8,066	1,092	2,938	664	1,350
Average miles traveled per gallon of fuel consumed	14.42	4.69	7.07	5.34	14.25	7.81

1/ For the 50 States and District of Columbia

2/ Includes taxicabs; also motorcycles (660,400 registered)

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS—1962¹

TABLE III-1, 1962

CLASSIFICATION	EASTERN DIVISIONS 2/					CENTRAL DIVISIONS 2/					WESTERN DIVISIONS 2/				TOTAL 3/ ALL DIVISIONS	
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE		REGIONAL TOTAL
18,000 pounds or more	138	129	128	129	21,993	77	67	54	47	62	71	27	47	82		
20,000 pounds or more	81	57	58	60	15,107	20	26	10	15	18	24	2	12	31		
22,000 pounds or more	39	19	21	22	6,886	5	12	2	5	6	7	1	3	11		
30,000 pounds or more	194	235	194	208	21,993	281	176	214	198	225	243	219	230	220		
40,000 pounds or more	122	170	140	148	15,107	193	127	163	147	162	181	152	165	158		
50,000 pounds or more	79	105	93	95	6,886	133	75	122	102	112	141	127	133	110		
All trucks and combinations Single-unit trucks	2,190	7,408	12,395	54.8	21,993	11,023	6,045	6,440	9,171	32,679	5,144	6,024	11,168	66,092		
Truck combinations	1,586	4,611	8,910	50.8	15,107	6,338	4,477	4,452	6,445	21,712	3,549	4,173	7,722	44,766		
	604	2,797	3,495	63.5	6,886	4,685	1,568	1,988	2,726	10,967	1,595	1,851	3,446	21,588		
All trucks and combinations Single-unit trucks	56.7	57.6	52.8	54.8		66.3	60.7	59.5	52.1	52.9	61.5	55.9	58.5	58.0		
Truck combinations	53.6	54.5	48.4	50.8		66.0	58.2	55.7	45.6	56.2	57.2	47.9	52.2	53.7		
	64.8	62.7	64.0	63.5		66.7	67.9	67.8	67.4	67.2	71.2	73.9	72.6	66.9		
All trucks and combinations Single-unit trucks	4.82	5.71	5.93	5.74		7.15	5.60	6.19	6.76	6.58	6.41	7.39	6.92	6.36		
Truck combinations	2.42	2.18	2.82	2.56		2.57	2.74	2.56	3.36	2.79	2.14	2.46	2.30	2.64		
	10.01	10.79	11.95	11.31		13.29	12.62	12.87	12.21	12.85	14.05	14.60	14.35	12.64		
All trucks and combinations Single-unit trucks	5,982	24,366	38,828	69,176	69,176	52,273	20,567	23,695	32,286	128,821	20,294	24,882	45,176	243,755		
Truck combinations	2,061	3,465	12,155	19,681	19,681	10,745	7,128	6,347	9,867	34,087	4,344	4,911	9,255	63,400		
	3,921	18,901	26,673	49,495	49,495	41,528	13,439	17,348	22,419	94,734	15,950	19,971	35,921	180,355		

^{1/} Main rural roads consist of approximately 500,000 miles of roads of primary importance in the State highway system.

^{2/} Regions are those established by the U.S. Bureau of the Census.

^{3/} Includes Alaska and Hawaii.

^{4/} Number per 1,000 loaded and empty trucks and combinations.

^{5/} Data given are in millions of vehicle-miles.

^{6/} Data given are in millions of ton-miles.

FEDERAL FUEL AND AUTOMOTIVE TAXES, AND THE HIGHWAY TRUST FUND

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been contributed in the final instance in 1962 by highway users in each State are shown in tables E-7 and E-8. As the Federal taxes on automotive products, except diesel fuel, are collected in the first instance at the point of manufacture or production, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel tax is applied to the fuel that is placed in supply tanks of highway vehicles. Federal excise tax rates, together with their history, are given in table E-101.

The Federal Highway Trust Fund was established by the *Highway Revenue Act of 1956* as the source of Federal funds for highway aid. The Trust Fund receives: all of the revenues from the

4-cent-per-gallon tax on gasoline, highway diesel, and special fuels; all of the 10-cent-per-pound tax on tires and inner tubes, and the 5-cent-per-pound tax on tread rubber; all of the 10-percent tax on new trucks, buses, and trailers for fiscal year 1963; and all of the proceeds of the annual tax of \$3 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight. A statement of the operation of the Fund, including receipts, disbursements, and unexpended balances for fiscal year 1962, is shown in table TF-10. Table TF-301 shows the net revenues to the Fund since its inception, together with an explanation of the tax rates.

Generally, the Trust Fund is similar to an individual banking account. Just as an individual bank account is a claim against the bank's general funds rather than a title to a particular group of dollars, the Trust Fund is a general credit with the U.S. Department of the Treasury.

The amounts of Federal funds apportioned to and expended by the States from the Highway Trust Fund are shown in tables in the Federal Aid section of this bulletin.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE¹

Summary by Years
(In thousands of dollars)

TABLE E-5
MARCH 1963

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE ^{2/}						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS ^{3/}					
	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL
	GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL				GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL			
1919	-	-	-	-	2,066	2,066	-	-	-	-	2,066	2,066
1920	-	-	-	-	1,807	1,807	-	-	-	-	1,807	1,807
1921	-	-	-	-	1,796	1,796	-	-	-	-	1,796	1,796
1922	-	-	-	-	1,845	1,845	-	-	-	-	1,845	1,845
1923	-	-	-	-	2,088	2,088	-	-	-	-	2,088	2,088
1924	-	-	-	-	1,894	1,894	-	-	-	-	1,894	1,894
1925	-	-	-	-	1,871	1,871	-	-	-	-	1,871	1,871
1926	-	-	-	-	176	176	-	-	-	-	176	176
1932	62,840	-	62,840	7,067	-	69,907	56,870	-	56,870	4,099	-	60,969
1933	181,126	-	181,126	22,290	-	203,416	163,919	-	163,919	12,928	-	176,847
1934	170,109	-	170,109	24,844	-	194,953	153,949	-	153,949	14,409	-	168,358
1935	172,262	-	172,262	28,819	-	201,081	155,898	-	155,898	16,715	-	172,613
1936	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	16,812	-	185,632
1937	203,025	-	203,025	33,681	-	236,706	183,738	-	183,738	19,535	-	203,273
1938	200,881	-	200,881	30,495	-	231,376	181,797	-	181,797	17,687	-	199,484
1939	215,217	-	215,217	29,837	-	245,054	198,410	-	198,410	17,306	-	215,716
1940	281,654	-	281,654	34,420	-	316,074	258,632	-	258,632	19,965	-	278,597
1941	371,136	-	371,136	43,852	-	414,988	341,187	-	341,187	25,434	-	366,621
1942	336,685	-	336,685	41,176	210,158	588,019	300,317	-	300,317	23,882	210,158	534,357
1943	265,303	-	265,303	49,211	134,619	449,133	288,453	-	288,453	22,845	134,619	385,917
1944	328,598	-	328,598	66,283	128,054	522,935	236,587	-	236,587	24,645	128,054	389,286
1945	424,585	-	424,585	96,998	124,501	646,084	275,745	-	275,745	26,719	124,501	426,965
1946	413,953	-	413,953	73,442	849	488,244	369,346	-	369,346	34,199	849	404,394
1947	455,350	-	455,350	78,649	2	534,001	400,031	-	400,031	35,090	2	435,123
1948	498,363	-	498,363	81,884	-	580,247	431,778	-	431,778	35,982	-	467,760
1949	506,916	-	506,916	77,464	-	584,380	459,856	-	459,856	38,321	-	498,177
1950	568,339	-	568,339	74,859	-	643,198	509,466	-	509,466	42,163	-	551,629
1951	618,016	180	618,196	75,841	-	694,037	552,136	180	552,316	45,108	-	597,424
1952	870,214	14,683	884,897	73,613	-	958,510	786,072	14,683	800,755	48,045	-	848,800
1953 ^{4/}	821,511	15,733	837,244	68,748	-	905,992	760,411	15,733	776,144	45,625	-	821,769
1954	928,955	23,299	952,254	67,530	-	1,019,784	850,117	23,299	873,416	43,671	-	917,087
1955	998,657	24,523	1,023,180	71,804	-	1,094,984	917,798	24,523	942,321	47,116	-	989,437
1956	1,184,324	28,889	1,213,213	81,004	-	1,294,217	1,110,395	28,889	1,139,284	49,556	-	1,188,840
1957	1,586,754	44,050	1,630,804	65,834	55,276	1,751,914	1,484,052	44,050	1,528,102	47,185	55,276	1,630,563
1958	1,549,033	46,633	1,595,666	70,481	33,102	1,699,249	1,518,025	46,633	1,564,658	48,085	33,102	1,645,845
1959	1,646,738	59,407	1,706,145	77,538	35,967	1,819,650	1,611,631	59,407	1,671,038	45,590	35,967	1,752,595
1960	2,224,154	82,497	2,306,651	79,399	44,539	2,430,589	2,186,035	82,497	2,268,532	45,371	44,539	2,358,442
1961	2,254,663	95,018	2,349,681	72,314	59,624	2,481,619	2,220,171	95,018	2,315,189	44,868	59,624	2,419,681
1962	2,286,085	101,956	2,388,041	74,714	89,477	2,552,232	2,253,830	101,956	2,355,786	45,655	89,477	2,490,918

Federal Taxes

^{1/} Tax bases, rates, and effective dates are given in table E-101.

^{2/} Since June 1, 1944, the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

^{3/} Estimated by Bureau of Public Roads.

^{4/} Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U. S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS¹

Summary by Years
(In thousands of dollars)

TABLE E-6
MARCH 1963

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE ^{2/}						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS ^{3/}					
	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL
1917	-	-	-	-	-	5,276	-	-	-	-	-	5,276
1918	-	-	-	-	-	45,564	-	-	-	-	-	45,564
1919	-	-	-	-	-	89,592	-	-	-	-	-	89,592
1920	-	-	-	-	-	149,194	-	-	-	-	-	149,194
1921	-	-	-	-	-	99,967	-	-	-	-	-	99,967
1922	-	-	-	-	-	114,793	-	-	-	-	-	114,793
1923	-	-	-	-	-	155,797	-	-	-	-	-	155,797
1924	-	-	-	-	-	139,201	-	-	-	-	-	139,201
1925	-	-	-	-	-	143,431	-	-	-	-	-	143,431
1926	-	-	-	-	-	96,256	-	-	-	-	-	96,256
1927	-	-	-	-	-	60,504	-	-	-	-	-	60,504
1928	-	-	-	-	-	28,222	-	-	-	-	-	28,222
1932	4,222	720	1,900	7,545	-	14,387	4,222	720	1,900	7,545	-	14,387
1933	22,476	3,047	4,443	23,836	-	53,802	22,476	3,047	4,443	23,836	-	53,802
1934	31,534	5,261	5,886	24,704	-	67,385	31,534	5,261	5,886	24,704	-	67,385
1935	42,263	6,674	7,019	28,102	-	84,058	42,263	6,674	7,019	28,102	-	84,058
1936	56,476	8,044	8,748	38,242	-	111,510	56,476	8,044	8,748	38,242	-	111,510
1937	64,722	8,812	9,620	40,088	-	123,242	64,722	8,812	9,620	40,088	-	123,242
1938	29,405	5,230	7,068	26,772	-	68,475	29,405	5,230	7,068	26,772	-	68,475
1939	51,063	7,145	8,957	41,131	-	108,296	51,063	7,145	8,957	41,131	-	108,296
1940	71,275	9,285	12,147	45,091	-	137,798	71,275	9,285	12,147	45,091	-	137,798
1941	101,464	14,253	18,562	71,858	-	206,137	101,464	14,253	18,562	71,858	-	206,137
1942	26,890	13,329	26,121	25,357	-	91,697	26,890	13,329	26,121	25,357	-	91,697
1943	1,087	1,798	25,064	31,948	-	59,897	1,087	1,798	25,064	31,948	-	59,897
1944	1,560	10,120	38,776	54,250	-	104,706	1,560	10,120	37,400	47,731	-	96,811
1945	4,665	32,874	61,055	88,185	-	186,779	4,665	11,807	48,700	64,825	-	129,997
1946	111,921	42,719	81,245	159,128	-	395,013	111,659	42,518	81,111	158,724	-	394,012
1947	244,914	75,506	117,103	171,156	-	608,679	244,332	74,969	114,888	170,061	-	604,250
1948	275,456	135,608	129,028	158,944	-	699,036	274,728	132,764	123,936	155,182	-	686,610
1949	448,875	114,532	98,323	146,308	-	808,038	448,193	110,238	94,064	129,991	-	782,486
1950	562,752	117,200	101,128	183,676	-	964,756	562,029	113,237	88,226	164,350	-	927,842
1951	579,203	126,335	127,585	172,614	-	1,005,737	577,884	105,967	120,364	146,136	-	950,351
1952	601,852	187,837	187,357	164,510	-	1,141,556	601,092	108,400	174,251	134,429	-	1,018,172
1953 ^{4/}	905,602	187,773	150,711	169,993	-	1,414,079	905,250	163,295	144,954	148,218	-	1,361,717
1954	881,497	138,733	142,309	155,750	-	1,318,289	881,140	123,609	138,619	143,163	-	1,286,531
1955	1,293,828	158,846	141,964	177,286	-	1,771,924	1,293,227	151,353	137,831	163,788	-	1,746,199
1956	1,151,676	197,823	146,021	200,192	4,650	1,700,362	1,150,165	187,898	139,868	186,842	4,622	1,669,395
1957	1,274,403	212,321	164,531	259,102	12,202	1,922,559	1,272,830	200,320	159,647	237,743	12,115	1,882,655
1958	923,516	183,480	164,696	238,033	13,535	1,523,260	922,078	172,325	161,970	216,417	13,437	1,486,227
1959	1,305,020	264,640	180,861	288,248	14,610	2,053,379	1,303,769	253,482	175,520	260,802	14,512	2,008,085
1960	1,327,290	262,695	190,583	283,709	14,613	2,078,890	1,325,874	252,828	187,598	258,018	14,512	2,038,830
1961	1,138,191	229,290	185,192	289,471	16,681	1,858,825	1,136,755	220,387	181,866	266,308	16,552	1,821,868
1962	1,445,480	274,649	210,422	359,181	22,905	2,312,637	1,444,414	269,226	208,645	333,118	22,739	2,278,142

Highway Statistics, 1962

^{1/} Tax bases, rates, and effective dates are given in table E-101.

^{2/} Since June 1, 1944, the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

^{3/} Estimated by Bureau of Public Roads.

^{4/} Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U. S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

**ESTIMATED AMOUNTS OF FEDERAL TAXES
ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE
PAID BY HIGHWAY USERS—1962¹**

TABLE E-7, 1962
MARCH 1963

(In thousands of dollars)

STATE	MOTOR FUEL	LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	STATE
Alabama	41,226	784	1,736	43,746	Alabama
Alaska	2,120	41	96	2,257	Alaska
Arizona	22,380	415	1,030	23,825	Arizona
Arkansas	24,971	454	1,575	27,000	Arkansas
California	233,879	4,510	8,873	247,262	California
Colorado	27,091	516	1,584	29,191	Colorado
Connecticut	32,274	620	930	33,824	Connecticut
Delaware	7,539	142	385	8,066	Delaware
Florida	72,558	1,376	3,441	77,375	Florida
Georgia	54,654	1,059	1,794	57,507	Georgia
Hawaii	5,654	110	224	5,988	Hawaii
Idaho	10,601	205	877	11,683	Idaho
Illinois	122,736	2,379	3,346	128,461	Illinois
Indiana	69,024	1,338	2,702	73,064	Indiana
Iowa	39,577	782	1,131	31,490	Iowa
Kansas	33,452	633	1,793	35,878	Kansas
Kentucky	35,572	689	1,861	38,122	Kentucky
Louisiana	36,986	717	1,700	39,403	Louisiana
Maine	13,428	260	392	14,080	Maine
Maryland	37,693	722	1,127	39,542	Maryland
Massachusetts	59,366	1,150	1,590	62,106	Massachusetts
Michigan	102,008	2,080	3,173	107,261	Michigan
Minnesota	47,351	918	1,991	50,260	Minnesota
Mississippi	26,385	511	1,414	28,310	Mississippi
Missouri	63,606	1,241	2,550	67,397	Missouri
Montana	11,037	212	886	12,135	Montana
Nebraska	22,144	429	1,360	23,933	Nebraska
Nevada	7,067	129	322	7,518	Nevada
New Hampshire	8,010	155	313	8,478	New Hampshire
New Jersey	81,746	1,603	1,995	85,344	New Jersey
New Mexico	17,112	329	752	18,193	New Mexico
New York	153,740	2,962	5,486	162,188	New York
North Carolina	60,950	1,163	2,425	64,538	North Carolina
North Dakota	8,010	155	566	8,731	North Dakota
Ohio	126,942	2,504	3,248	132,694	Ohio
Oklahoma	37,221	721	1,533	39,475	Oklahoma
Oregon	27,191	525	1,762	29,478	Oregon
Pennsylvania	128,977	2,546	4,017	135,540	Pennsylvania
Rhode Island	9,894	192	277	10,363	Rhode Island
South Carolina	29,447	568	547	30,562	South Carolina
South Dakota	10,601	197	734	11,532	South Dakota
Tennessee	46,173	883	1,236	48,292	Tennessee
Texas	153,040	2,980	6,917	162,937	Texas
Utah	13,428	250	503	14,181	Utah
Vermont	5,183	100	215	5,498	Vermont
Virginia	52,063	1,009	1,664	54,736	Virginia
Washington	38,635	739	1,906	41,280	Washington
West Virginia	19,553	384	913	20,850	West Virginia
Wisconsin	49,943	966	1,959	52,868	Wisconsin
Wyoming	7,303	142	483	7,928	Wyoming
Dist. of Col.	8,245	160	143	8,548	Dist. of Col.
Total	2/ 2,355,786	45,655	89,477	2,490,918	Total

^{1/} Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

^{2/} Includes \$101,956,000 from tax on special fuels used on the highways.

ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE
PRODUCTS TAXES PAID BY HIGHWAY USERS—1962¹

(In thousands of dollars)

TABLE E-8, 1962
MARCH 1963

STATE	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
Alabama	19,211	4,765	3,599	5,830	398	33,803	Alabama
Alaska	1,116	377	188	300	20	2,001	Alaska
Arizona	10,255	3,419	1,984	3,165	216	19,039	Arizona
Arkansas	10,111	4,819	2,213	3,531	241	20,915	Arkansas
California	144,722	30,976	20,881	33,312	2,274	232,165	California
Colorado	14,733	4,442	2,401	3,831	261	25,668	Colorado
Connecticut	22,100	2,746	2,861	4,564	312	32,583	Connecticut
Delaware	4,622	754	668	1,066	73	7,183	Delaware
Florida	49,293	7,727	6,431	10,260	700	74,411	Florida
Georgia	27,877	6,246	4,844	7,728	527	47,222	Georgia
Hawaii	3,611	485	501	799	55	5,451	Hawaii
Idaho	4,767	2,073	940	1,499	102	9,381	Idaho
Illinois	96,198	10,123	10,879	17,355	1,185	135,740	Illinois
Indiana	42,177	7,269	6,118	9,760	666	65,990	Indiana
Iowa	21,088	4,658	3,508	5,596	382	35,232	Iowa
Kansas	18,777	4,981	2,965	4,730	323	31,776	Kansas
Kentucky	16,033	3,958	3,153	5,030	343	28,517	Kentucky
Louisiana	20,366	5,465	3,171	5,230	357	34,589	Louisiana
Maine	6,644	1,454	1,190	1,899	130	11,317	Maine
Maryland	27,877	4,038	3,341	5,330	364	40,950	Maryland
Massachusetts	38,421	4,146	5,262	8,395	573	56,797	Massachusetts
Michigan	90,131	10,150	9,041	14,424	985	124,731	Michigan
Minnesota	28,310	4,765	4,197	6,696	457	44,425	Minnesota
Mississippi	9,678	3,608	2,339	3,731	255	19,611	Mississippi
Missouri	34,666	7,134	5,638	8,994	614	57,046	Missouri
Montana	4,911	2,127	961	1,532	105	9,636	Montana
Nebraska	12,277	3,392	1,963	3,131	214	20,977	Nebraska
Nevada	3,322	1,292	626	999	68	6,307	Nevada
New Hampshire	5,778	1,238	710	1,133	77	8,936	New Hampshire
New Jersey	59,654	6,838	7,246	11,559	789	86,086	New Jersey
New Mexico	6,211	2,611	1,503	2,398	164	12,887	New Mexico
New York	122,659	13,619	13,697	21,852	1,492	173,319	New York
North Carolina	28,311	7,215	5,429	8,661	591	50,207	North Carolina
North Dakota	5,728	1,346	710	1,133	77	8,994	North Dakota
Ohio	85,937	10,150	11,088	17,689	1,207	126,071	Ohio
Oklahoma	17,189	6,704	3,299	5,263	359	32,814	Oklahoma
Oregon	15,022	4,658	2,401	3,831	261	26,173	Oregon
Pennsylvania	81,195	10,823	11,255	17,955	1,226	122,454	Pennsylvania
Rhode Island	6,211	905	877	1,399	96	9,488	Rhode Island
South Carolina	13,433	3,026	2,610	4,164	284	23,517	South Carolina
South Dakota	5,200	1,777	940	1,499	102	9,518	South Dakota
Tennessee	21,522	5,008	4,093	6,529	446	37,598	Tennessee
Texas	79,123	23,464	13,698	21,853	1,491	139,629	Texas
Utah	6,500	2,127	1,190	1,899	130	11,846	Utah
Vermont	3,322	727	459	733	50	5,291	Vermont
Virginia	31,777	6,031	4,615	7,362	503	50,288	Virginia
Washington	16,611	4,550	3,424	5,463	373	30,421	Washington
West Virginia	9,528	2,235	1,733	2,765	189	16,450	West Virginia
Wisconsin	29,977	4,654	4,427	7,062	482	46,602	Wisconsin
Wyoming	3,154	1,373	647	1,033	70	6,277	Wyoming
Dist. of Col.	7,078	758	731	1,166	80	9,813	Dist. of Col.
Total	1,444,414	269,226	208,645	333,118	22,739	2,278,142	Total

1/ Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES												MOTOR-VEHICLE USE TAXES	
	GASOLINE ^{1/}	SPECIAL FUELS ^{2/}	LUBRICATING OIL ^{3/}	MOTOR VEHICLES AND PARTS										
				AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES ^{4/}	TUBES ^{4/}	TREAD RUBBER (CAMELBACK) ^{5/}		
(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(CENTS PER POUND)			
October 4, 1917	-	-	-	3 percent	3 percent	3 percent	3 percent	-	-	-	-	-		
January 1, 1919	-	-	-	↓	↓	↓	↓	-	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7	
February 25, 1919	-	-	-	5 percent	5 percent	5 percent	↓	-	-	5 percent	5 percent	5 percent	-	
July 3, 1924	-	-	-	↓	↓	↓	↓	-	-	2-1/2 percent	2-1/2 percent	2-1/2 percent	-	
February 26, 1926	-	-	-	↓	↓	↓	↓	-	-	Repealed	Repealed	Repealed	-	
March 29, 1926	-	-	-	3 percent	3 percent	3 percent	-	-	-	-	-	-	-	
June 30, 1926	-	-	-	↓	↓	↓	-	-	-	-	-	-	-	
May 29, 1928	-	-	-	Repealed	Repealed	Repealed	-	-	-	-	-	-	-	
June 21, 1932	1 cent	-	4 cents	3 percent	3 percent	3 percent	2 percent	-	-	2 percent	2-1/4 cents a pound	4 cents a pound	-	
June 17, 1933	1-1/2 cents	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-	
January 1, 1934	1 cent	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-	
July 1, 1940	1-1/2 cents	-	4-1/2 cents	3-1/2 percent	3-1/2 percent	3-1/2 percent	2-1/2 percent	-	-	2-1/2 percent	2-1/2 cents a pound	4-1/2 cents a pound	-	
October 1, 1941	↓	-	↓	7 percent	7 percent	5 percent	5 percent	-	-	House trailers, 7 percent; others, 5 percent	5 percent	5 cents a pound	9 cents a pound	
February 1, 1942	-	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-	
November 1, 1942	-	-	6 cents	↓	↓	↓	↓	-	-	↓	↓	↓	-	
June 30, 1946	-	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-	
November 1, 1951	2 cents	2 cents	↓	10 percent	10 percent	8 percent	8 percent	-	-	House trailers, exempted; others, 8 percent	8 percent	-	-	
September 1, 1955	↓	↓	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-	
July 1, 1956	3 cents	3 cents	↓	-	-	10 percent	10 percent	-	-	House trailers, exempted; others, 10 percent	-	8 cents a pound	3 cents	
October 1, 1959	4 cents	4 cents	↓	-	-	↓	↓	-	-	↓	↓	↓	-	
July 1, 1961	↓	↓	↓	-	-	↓	↓	-	-	↓	↓	↓	-	
Existing rates, January 1, 1964	4 cents	4 cents	6 cents	10 percent	-	10 percent	10 percent	-	-	House trailers, exempted; others, 10 percent	8 percent	10 cents a pound	10 cents a pound	5 cents
(Scheduled Change or Reversion Under Law Existing January 1, 1964)	1-1/2 cents Oct. 1, 1972	1-1/2 cents Oct. 1, 1972	No Change	7 percent July 1, 1964 ^{7/}	-	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent July 1, 1964 ^{8/}	5 cents a pound Oct. 1, 1972	9 cents a pound Oct. 1, 1972	Termination Sept. 30, 1972	Termination Sept. 30, 1972

^{1/} The 4-cent gasoline tax applies to all gallonage imported or produced. The entire tax became refundable for fuel used for farming effective July 1, 1955; and the additional two cents (one cent levied July 1, 1956 and one cent levied October 1, 1959) are refundable for nonhighway uses, and for use by local transit systems.

^{2/} The 4-cent tax applies to all diesel and special fuels (butane, propane, etc.,) used in highway vehicles. Diesel and special fuels used by local transit systems are taxed at 2 cents a gallon, as are special fuels used in motor boats and airplanes.

^{3/} The tax applies to all lubricating oil, regardless of use.

^{4/} Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective

July 1, 1956, and two cents a pound, effective July 1, 1961, apply to tires for highway vehicles only.

^{5/} Applies to use for tires "of the type used on highway vehicles."

^{6/} The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.

^{7/} Although the "basic" tax on automobiles is 7 percent of the manufacturer's wholesale price, the 10 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.

^{8/} Although the "basic" tax on parts and accessories is 5 percent of the manufacturer's wholesale price, the 8 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.

Federal Taxes

STATUS OF THE FEDERAL HIGHWAY TRUST FUND

FISCAL YEAR ENDED JUNE 30, 1963¹

TF-10

I Opening Balance:	\$ 470,660,561.46
II Receipts:	
A. Excise Taxes (Transferred general receipts)	
1. Gasoline (including floor taxes)-----	2,473,804,270.20
2. Diesel-----	114,441,361.28
3. Tires - highway vehicles-----	365,346,331.73
4. Tires - other-----	0.00
5. Innertubes-----	18,890,971.80
6. Tread rubber-----	24,056,397.93
7. Trucks, buses, trailers, etc.-----	311,160,175.52
8. Truck use tax-----	<u>97,317,555.78</u>
9. Total excise taxes-----	3,405,017,064.24
B. Deduct - Reimbursement to General Fund Receipts (Refunds)	
1. Gasoline used on farms-----	103,996,500.88
2. Gasoline used for all other nonhighway purposes or local transit systems-----	<u>22,238,960.63</u>
Subtotal-----	126,235,461.51
3. Other gasoline-----	43,856.19
4. Tires of the type used on highway vehicles and tread rubber-----	0.00
5. Trucks, buses, trailers, etc.-----	<u>39,990.34</u>
Subtotal-----	83,846.53
6. Total-----	126,319,308.04
C. Net Excise Taxes-----	3,278,697,756.20
D. Interest-----	14,268,227.04
E. Advances from General Fund-----	<u>0.00</u>
F. Total Receipts-----	<u>3,292,965,983.24</u>
III Expenditures: (Checks issued basis)	
A. Bureau of Public Roads	
1. Payment from General Fund reimbursed-----	0.00
2. Direct from Trust Fund-----	<u>3,016,700,500.24</u>
3. Total-----	3,016,700,500.24
B. Administration and Enforcement of Labor standards - Labor Department-----	0.00
C. Interest on Advances from General Fund-----	<u>0.00</u>
D. Total Expenditures-----	<u>3,016,700,500.24</u>
IV Balances in Trust Fund:	
A. Investments	
U. S. Treasury Special Certificates of Indebtedness ^{2/} -----	677,743,000.00
B. Undisbursed Balances:	
1. Highway Trust Fund-----	233,001.70
2. Advances to Bureau of Public Roads-----	<u>68,950,042.76</u>
3. Total-----	69,183,044.46
C. Total Balance-----	<u>746,926,044.46</u>
^{1/} Fund created June 29, 1956 with enactment of Highway Revenue Act of 1956. ^{2/} Certificates held June 30, 1963 bore interest at the rate of 3-3/8 percent, maturing June 30, 1964.	

NET REVENUES TO THE HIGHWAY TRUST FUND, 1957-1963 ¹

Millions of Dollars

TF-301

ITEMS	TAX RATE ^{2/}	FISCAL YEAR						
		1957	1958	1959	1960	1961	1962	1963
Motor Fuel	3 cents per gallon July 1, 1956 through September 30, 1959; 4 cents per gallon thereafter.	1,326	1,608	1,657	2,044	2,361	2,374	2,462
Tires	8 cents per pound for highway tires, and 5 cents per pound for "other tires" July 1, 1956 through June 30, 1961; 10 cents per pound for highway tires and 5 cents per pound for "other tires" thereafter. For fiscal year 1957 only, 3 cents per pound on highway tires accrued to the Trust Fund. After June 30, 1957 all tire tax accrued to the Trust Fund.	82	244	247	281	246	327	366
Innertubes	9 cents per pound July 1, 1956 through June 30, 1961; 10 cents per pound thereafter. None of the revenues accrued to the Trust Fund in fiscal year 1957. After June 30, 1957 all innertube tax accrued to the Trust Fund.	-	17	15	19	15	17	19
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter.	11	13	14	15	14	23	24
Trucks, Buses and Trailers	10 percent of manufacturer's wholesale price of which one half accrues to the Trust Fund during the period July 1, 1957 through June 30, 1962; all thereafter. During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.	34	111	107	142	115	128	311
Vehicle Use	\$1.50 per 1,000 pounds gross weight for vehicles that weigh more than 26,000 pounds when loaded, July 1, 1956 through June 30, 1961; \$3.00 per 1,000 pounds gross weight thereafter.	26	33	34	38	47	80	97
Total from excises		1,479	2,026	2,074	2,539	2,798	2,949	3,279
Interest on investments		3	18	13	-3	1	7	14
Total		1,482	2,044	2,087	2,536	2,799	2,956	3,293
^{1/} All amounts are net, after refunds have been paid. ^{2/} For details of the terms of the motor-fuel and automotive taxes, see table E-101.								

Federal Taxes

HIGHWAY FINANCE

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal, State, and local agencies. Federal and State highway finance data are for the calendar year 1962, with only minor exceptions; finance data of the local governments are for different 1961 fiscal periods, the latest year for which complete information is available. For 1961, the highway finances of all government agencies have been summarized, as follows:

	<i>(In billions of dollars)</i>			
	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
Receipts:				
Highway-user taxes, tolls and fees.....	2.8	5.3	0.3	8.4
Property taxes, general funds, etc.....	0.3	0.3	1.6	2.2
Bond proceeds (par value).....	.....	0.7	0.6	1.3
Total.....	3.1	6.3	2.5	11.9
Intergovernmental payments:				
Federal.....	-2.7	2.7	.....	.....
State.....	.....	-1.3	1.3	.....
Local.....	.....	0.1	-0.1	.....
Retained in balances.....	-0.2	-0.1	-0.1	-0.4
TOTAL FUNDS AVAILABLE.....	0.2	7.7	3.6	11.5
Disbursements:				
Capital outlay.....	0.2	5.4	1.2	6.8
Maintenance.....	.....	1.1	1.6	2.7
Administration and highway police.....	.....	0.6	0.3	0.9
Debt service:				
Interest on debt.....	.....	0.3	0.1	0.4
Subtotal.....	0.2	7.4	3.2	10.8
Debt retirement.....	.....	0.3	0.4	0.7
TOTAL DISBURSEMENTS.....	0.2	7.7	3.6	11.5

Finances and debt status of State highway agencies are given in the SF and SB table series; those of county and township governments are given in the LF and LB series; and those of municipalities are given in the UF and UB series. Federal funds administered by the Bureau of Public Roads are shown in table FA-3, but most of these funds are paid as a reimbursement to the States and also appear in the SF table series. A consolidation of the highway finances of all government agencies for 1961 is given in tables F-1 and -2. Intergovernmental receipts and payments are shown in the SF, LF, and UF series but have been eliminated from tables F-1 and -2.

Agencies Providing Highway Services

Federal agencies

The Bureau of Public Roads, the principal highway agency of the Federal Government, administers the Federal-aid highway program. Other Federal agencies that administer continuing highway programs are the Forest Service of the U.S. Department of Agriculture and the National Park Service and the Bureau of Indian Affairs of the U.S. Department of the Interior. The Department of Defense and the Bureau of Land Management of the U.S. Department of the Interior provide funds in their budgets to finance construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to Public Roads for administration of the construction programs.

Other Federal agencies provide funds for roads and bridges incidental to their major functions. For example, the Department of the Army, Corps of Engineers, and the Bureau of Reclamation, of the U.S. Department of the Interior, in connection with water resources and navigable rivers, and the Forest Service and Bureau of Land Management provide funds through a policy of sharing with States and counties some of the income from timber sales and oil and mineral royalties on Federal lands, a portion of which is placed in road funds.

Highway expenditures by Federal agencies for 1962 are summarized in the following tabulation, and are also shown in table FA-5.

	<i>(In millions of dollars)</i>		
	<i>Bureau of Public Roads</i>	<i>Other agencies</i>	<i>Total</i>
Payments to States and local governments.....	2,892.5	52.6	2,945.1
Direct expenditures:			
Capital outlay.....	47.7	116.7	164.4
Maintenance.....	0.8	28.3	29.1
Administration.....	35.2	.....	35.2
Total.....	83.7	145.0	228.7
GRAND TOTAL.....	2,976.2	197.6	3,173.8

State agencies

In the Bureau of Public Roads analyses, special commissions and authorities, both toll and nontoll, as well as State highway departments, have been included under the terminology State highway agencies. Other executive branches of the State

government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and related functions. Examples of these executive agencies are treasury and revenue departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, has been classed as a State.

County and township governments

For the local highway finance summaries, counties, townships, and some highway and road improvement districts have been included. Organized county governments exist in all States except Alaska, Connecticut, Louisiana (where they do exist but are called parishes), and Rhode Island. Counties, however, have little or no responsibility for roads in the New England States, in Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in eight counties, and Maryland performs this function on behalf of six counties.

Because some counties are entirely or nearly so, comprised of incorporated cities, towns, and villages, Public Roads in its LF tables has listed their total expenditures under municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Cuyahoga, Ohio; and Milwaukee, Wis.

Data for counties having boundaries coextensive with cities and not considered as being independently organized as counties by the Bureau of the Census have been included only in the municipal (UF) highway finance summaries. The counties considered as cities are: San Francisco, San Francisco, Calif.; Denver, Denver, Colo.; Orleans, New Orleans, La.; Suffolk, Boston, Mass.; Bronx, Kings, New York, Queens, and Richmond, New York, N.Y.; Philadelphia, Philadelphia, Pa.; Arlington County, Va., has also been included in the UF summaries because it is entirely urban in character.

Organized township governments exist in 21 States and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin, these governments are known as towns. Although generally considered as rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated

areas and ordinarily perform functions of municipal governments. For the Public Roads' analyses, some of the townships in New England, New Jersey, and New York have been classed as municipalities; this classification was based on population density criteria. Pennsylvania considers townships of the first class as municipalities, those having a population density of 300 or more per square mile. Special districts having a degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., have been included in the tables with that for the county and township governments.

Municipalities

Municipal governments included in the summaries, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England type. The term "urban," used interchangeably in former years with the term "municipal," has been avoided in reference to these political entities and is used in this bulletin solely in connection with Federal-aid statistics that refer specifically to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These special urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions. Also, included as municipal governments are special parking authorities and commissions and municipal toll authorities.

Expenditures by population groups

Although the data are not yet sufficiently accurate to warrant publication State by State, some preliminary summaries of municipal highway expenditures by population groups have been compiled for 1961. These data are given in the following tabulation and a comparison based on the 1960 census is shown with the number of government units in each group. These units include municipal-type townships:

Population group	<i>(In millions of dollars)</i>			
	Municipalities		Highway expenditures	
	Number	Percent of total	Amount	Percent of total
Under 5,000.....	15,216	82.6	171	9.4
5,000 to 9,999.....	1,352	7.3	140	7.7
10,000 to 24,999.....	1,092	5.9	228	12.6
25,000 to 49,999.....	465	2.5	202	11.2
50,000 to 99,999.....	184	1.0	208	11.5
100,000 and over.....	129	0.7	861	47.6
TOTAL.....	18,438	100.0	1,810	100.0

Intergovernmental Payments

In general, intergovernmental payments as recorded in this bulletin refer to the actual payment of money from one government level to another.

Federal aid to State governments

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other excise taxes deposited in the Federal Highway Trust Fund. Administered by the Bureau of Public Roads, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for Interstate System) relative costs (needs). Other programs administered by Public Roads but not financed from Trust Fund revenues include those for Forest Highways and Public Lands Highways. The funds for these programs are usually allotted directly for construction and are not allotted as payments to the States.

State and local governments also receive assistance from lesser Federal funds. Typical of this assistance is the return to the State of origin of 25 percent of Federal revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in table F-106.

State aid to local governments

By definition, State transactions or activities that benefit local governments but that do not involve the flow of funds are excluded from intergovernmental payments. Among these transactions are: (1) advisory, consulting, and supervisory services or aid in kind, for example, free provision of road materials or loans of equipment; (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects on local road systems.

Transactions, however, that do involve the flow of funds from States to local governments have been shown in this bulletin as direct expenditures by activity. These transactions include: (1) amounts paid to local governments under contractual agreements whereby counties or municipalities perform construction or maintenance work for the State highway department; (2) Federal-aid funds received in reimbursement for the Federal share of the cost of Federal-local projects; (3) payments on

county or other local obligations assumed by the States as reimbursement for the cost of local roads added to the State highway systems.

For uniformity in the Public Roads' analyses, all State-imposed highway-user imposts have been considered as being collected and distributed by the States; the local government shares, if any, have been shown as intergovernmental payments. This has been done even when there has been no actual flow of funds or when a reverse flow of funds has occurred. An example of such intergovernmental payments occurs in States where motor-vehicle registration fees are collected and a share is retained by the local governments.

Highway-user imposts provide the principal source of State revenue for highways and, by virtue of State sharing, they have become the largest source of highway income to local governments as a group.

In 1962 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes; only two States, Alaska and West Virginia, did not have such statutes. This assistance is in the form of direct grants-in-aid and shared revenue. Table SF-5A shows the sources and payments of these State funds.

Forty-two States in 1962 provided aid from road-user taxes to municipalities, including New England towns; counties in 41 States received grants-in-aid. Townships, including those in New England, in 15 States received State grants. Many States, of course, provided aid to more than one type of local government.

Intergovernmental payments of local agencies

All Federal-aid project receipts and disbursements are considered to be transactions of the State. Hence, county or municipal funds expended on such projects are considered to be payments to the State regardless of whether an actual flow of funds occurs. In some States, a portion of the local share of State tax revenues is not paid directly to local governments but is retained by the State to match Federal funds for local road projects, to reimburse the State for work performed at the request of the local agency, or for other purposes. When the State retained such tax revenue, the transactions do not appear as intergovernmental payments in the SF, LF, or UF series of tables.

Payments between similar government units have been eliminated; for example, those between counties, between States, or between municipalities. But payments made between different government classes, such as those between counties and municipalities, have been shown.

Classification of Highway Receipts

As used in this bulletin, highway receipts include total highway-user tax revenues, regardless of their use for highway or nonhighway purposes, and all other receipts for highway purposes regardless of source. The classification of these receipts is described in the following paragraphs.

Funds attributable to highway users

Chief among groups of revenues that can be attributed to highway users are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation for highways; however, counties in Alabama and Mississippi and municipalities in Alabama, Florida, Missouri, New Mexico, and Wyoming levy local motor-fuel taxes. Vehicle fees also are levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles because of their use of the public highways. These imposts consist chiefly of motor-fuel taxes, registration fees, operators licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipt taxes, and ad valorem property taxes are among those that have been excluded when such taxes are part of a general tax structure applicable to a variety of commodities, operations, and commercial activities.

Not all of the revenue from highway-user taxes is actually derived from highway use. Although tax refunds are usually granted for off-highway use of motor fuel, not all refunds are claimed and not all refund claims are granted. For example, agricultural use may be eligible for a refund of 6 cents out of a 7-cent tax. Similarly, not all highway use of motor fuel is taxed. Some States exempt or refund the tax for Federal Government or other public use, in-transit bus operations, and in at least one State for fuel consumed on toll roads. In general, however, the revenue from highway-user taxes is derived from taxes imposed for the use of the highways.

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables G-3 and MV-3, respectively. These tables and the summary table DF follow the history of the highway-user imposts from collection to their eventual allocation for specific purposes. These allocations are in agreement with the highway-user

revenues reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to specific highway purposes. Some States, however, place all highway-user revenues in a general highway fund, and others have a general State fund obtained from many types of revenues, including those from highway users. For the latter group of States, each appropriation or expenditure for highway purposes has been considered in this bulletin to have been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received from each of these sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for nonhighway purposes; also, in some of these States, general fund appropriations have been made for highway purposes. In the Bureau of Public Roads' analyses, such appropriations have been offset against the nonhighway allocations of highway-user revenues.

Table G-106 gives the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 provides similar information for State motor-vehicle registration fees and motor-carrier taxes.

Closely allied to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, but income from parking meters and lots is chiefly an item of municipal finance. Parking revenues used for highways are the net sum that remains after deduction of costs of maintenance and operation of meters and parking lots.

Other taxes and fees

Special taxes and assessments of property are commonly used by counties and municipal governments to finance local highway programs, and this type of financing is the chief source of income to local governments for highways. Often, however, and especially by municipalities, special taxes and assessments are not earmarked for highways but are commingled with other local general revenue from which appropriations are made for highway and other purposes. All, or a portion, of the proceeds of many other State and local taxes are allocated or drawn on for highways, such as oil royalties, sales, and use taxes, but the amount of money from these sources is usually not significant. When miscellaneous State taxes and appropriations are specifically allocated for highways, these provisions have been shown in table S-106.

Investment income and miscellaneous receipts

By investing highway funds in short-term securities until needed, many highway agencies are able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income is sometimes derived from rentals, donations, and sales of surplus equipment and supplies.

Income from sale of bonds and notes

For the State finance (SF) series of tables, the infrequent transactions involving short-term borrowing (2 years or less maturity) have been omitted. Among local governments, however, the use of short-term note financing is rather common and these transactions have been included in the LF and UF series of tables. Note proceeds and redemptions have been omitted from the summary tables F-1 and F-2.

Special tables have been included that give details of State obligations (SB) series and local obligations (LB and UB series). State bond issues for highways usually can be identified readily. Bond issues of local governments are occasionally components of general improvement loan series, and the road and street share of local general improvement loans has been estimated in the special tables.

Classification of Highway Expenditures

Expenditures for highways have been grouped here in major classes as capital outlay, maintenance, administration, highway police, interest on debt, debt retirement, and intergovernmental payments.

Capital outlay costs are those associated with highway improvements, including land acquisition and other right-of-way costs, preliminary and construction engineering, construction costs of road-

way and structure, and installation of traffic service facilities such as guard rails, fencing, signs and signals, etc.

Costs included in the classification as maintenance are those required to keep the highways in usable condition, such as routine patching and repairs, snow removal, bridge painting, and other maintenance of service costs.

Classed as administration costs are those for general overhead, engineering, and research not assignable to specific road projects. Included in the tables as highway police expenditures are activities of State highway patrols, safety education and promotion, and enforcement of vehicle size and weight limitations. Costs of municipal traffic police also have been included where the function is separate and distinct from that of general policing activities.

Indirect Municipal Street Functions

The municipal summaries do not include data on receipts and disbursements for street lighting and cleaning, sidewalks, storm drainage, and parking revenues used for maintenance and operation of parking meters and lots. This information has been excluded so that the data presented for municipalities are comparable to that shown for other types of government or organizations. Tables UF-11 and UF-12 present the data that have been reported for the items excluded from the municipal summaries. Although programs related to street lighting and cleaning, sidewalks, and storm sewers are frequently administered by municipal government in connection with street programs, expenditures for such programs are considered to be for the protection of the health and safety of the public rather than expenditures for highways.

TABLE 8-106
SHEET 1 OF 2
JANUARY 1, 1964

STATE AND SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Alabama	Sublicensing Oil Tax	State General Fund	Appropriated to Department of Public Safety for State Police.	Unexpended balances revert to the General Fund.
Arkansas	Severance tax on natural resources	County Highway Fund	Construction, maintenance, and administration of county roads.	Collected by Commission of Revenue and returned to county of origin. (Except on timber to State Forestry Department, and tax credits allowed petroleum producers for approved salt water disposal.)
Colorado	Specific ownership tax on motor vehicles Class A & C - For Hire Vehicles	County Fund	Construction, maintenance and administration of the county highway system.	Collected by Department of Revenue and apportioned to counties in proportion to the distance traveled across each county as compared to the total distance of the route within the State. This tax is also levied on non-hire vehicles (Class B & D) and is collected by county clerks and distributed in the same manner as ad valorem tax proceeds. (Not required to be used for highway purposes.) Allotments to cities and towns on same basis as ad valorem tax proceeds if county does make a distribution.
Hawaii	Diesel and LPG - 1¢ per gallon	State Highway Fund	For expenditure, see distribution on 0-106.	Collected by Department of Taxation.
Iowa	2 percent gross receipts tax on price of motor vehicles Road Use Tax Fund	10 percent All 47 percent 30 percent 10 percent 13 percent	Distributed as follows: State highway construction, maintenance, and administration. County road construction and maintenance. Distributed by the Highway Commission to the counties. Construction, reconstruction or repair and maintenance of roads and streets in cities and towns.	Collected by State Tax Commission. Distributed 60 percent on need and 40 percent on area. Distributed 60 percent on need and 40 percent on area. Municipality bears to the total municipal population.
Kentucky	3 percent sales and use tax on motor vehicles	State Road Fund	For expenditure, see distribution shown on table 8-106.	Collected by Department of Revenue.
Louisiana	General Fund Mineral leases on State owned lands Lubricating oil tax 8 cents per gallon	Parishes Parish Road Fund Department of Revenue Remainder	Construction and maintenance of parish roads. Construction of roads and operation and maintenance of automobile ferries. Collection and administration expenses. Construction and maintenance of State highways and bridges.	Distributed equally among the parishes, including the city of New Orleans, (Orleans parish). Collected by Registrar of State Land Office. Credited to parish where production occurs, and subject to expenditure by the State Highway Department. Not to exceed \$50,000 annually.
Mississippi	General sales tax	Division of State-Aid Road Construction	Amount required 6.6 percent plus amount equivalent to 1/2 cent of motor fuel tax receipts	Amount "equivalent to 1/2 cent of motor fuel tax receipts" is derived entirely from sales tax proceeds. Not to exceed \$300,000 per year. Allotted for expenditures by division in each county on the following basis: \$833.33 monthly to each county and remainder on a statutory percentage basis. Title 40, Chapter 3, Section 10121 of the Mississippi Code.

PROVISIONS GOVERNING THE ALLOCATION FOR HIGHWAY PURPOSES OF CERTAIN STATE TAXES, FEES, AND APPROPRIATIONS
(OTHER THAN HIGHWAY-USER REVENUES)

PROVISIONS GOVERNING THE ALLOCATION FOR HIGHWAY PURPOSES OF CERTAIN STATE TAXES, FEES, AND APPROPRIATIONS
(OTHER THAN HIGHWAY-USER REVENUES)

TABLE S-106
SHEET 2 OF 2
JANUARY 1, 1964

STATE AND SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>Missouri</u> 3 percent use tax on purchase price of motor vehicles	State Highway Department Fund	All	Administration of State Highway System.	Collected by Department of Revenue.
	State Road Fund	The Residue	Construction, reconstruction and maintenance of State Highway System.	Transfer by Comptroller to State Road Fund from State Highway Department Fund.
<u>North Dakota</u> 2 percent excise (sales) tax on special fuels	County Road Funds	All	Construction and maintenance of county roads and bridges on county FAS system.	Collected by Gas Tax Division. Distribution to counties gives equal weight - each county - to land area, population and mileage of rural roads exclusive of State highways. (Tax applies to retail sales of agricultural, railroad, industrial, and heating fuel.)
	County Road and Bridge Fund	40 percent of county share	Construction and maintenance of county roads and bridges and water resources surveys conducive to control, distribution and utilization of water supplies.	Collected by State Tax Commission. County share of proceeds is distributed to county of origin.
<u>Oklahoma</u> Severance tax on natural resources	County Highway Construction and Maintenance Fund	10 percent	Construction and maintenance of county roads.	Collected by State Tax Commission. County share is distributed to county of origin.
<u>Pennsylvania</u> Gross receipts tax	Motor License Fund	All	For expenditure, see distribution shown on table G-106.	Collected by Department of Revenue on gross receipts of vehicles operating over routes when only part of the route is in the State.
<u>South Dakota</u> Petroleum Inspection Fees (Nonhighway use)	Petroleum Products Inspection Fund	Amount required	Collection and administration.	
	State Highway Fund	Remainder	Construction and maintenance of State highways.	
	Special Highway Fund (Township)	10 percent	Construction and maintenance of Township highways.	Distributed to county of origin.
Game and Fish Licenses	State Highway Fund	All	Construction and maintenance of State highways.	Collected by county treasurers at time of registration.
2 percent sales tax on purchase price of motor vehicles				
<u>West Virginia</u> Capitation tax \$1.00 per male inhabitant age 21 or over	State Road Fund	All	Maintenance of State Secondary roads.	Collected by county assessor and deposited in State Road Fund. Expended in county in which tax is raised.
<u>District of Columbia</u> Parking meter fees	Motor Vehicle Parking Agency Highway Fund	Amount required Remainder	Operating expenses of the Agency. Maintenance of D. C. highways, including snow removal.	

Highway Finance

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106
SHEET 1 OF 3
EFFECTIVE JANUARY 1, 1964

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Commerce Bureau of Public Roads	1964 Authorizations:		
Forest Highway Funds	\$33,000,000	Survey, construction, reconstruction, engineering supervision, and administration of the forest highway system. Maintenance is generally an obligation of the States or counties. In the Western States, construction is generally administered by the Bureau; in the Eastern States by the State highway departments. Supplemental funds may be provided by State and local governments and, where forest highway routes are coincident with the Federal-aid primary or secondary system, with Federal-aid highway funds. (23 U.S.C. 202, 204)	Funds are apportioned among the 41 States in which national forests are located according to the area and value of Federally-owned land in the national forests. (23 U.S.C. 202a)
Public Lands Highway Funds	\$9,000,000	Construction, improvement, and administration of highways through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations. Maintenance is performed by the States.	Funds are allocated to specific projects on the basis of need. Preference is given to projects which are located on a Federal-aid system. (23 U.S.C. 202c). States are not required to participate in cost.
Control of Outdoor Advertising	Appropriation	Incentive payment of one-half of one percent of the cost of certain projects on the Interstate system. Payable to those States that have entered into an agreement to control outdoor advertising within 660 feet of the right-of-way of the Interstate system. (23 U.S.C. 131)	Estimated 1964 payments: \$3,000,000
Federal Highway Trust Fund	Taxes specified		This fund receives the proceeds of the Federal excise tax on motor fuel, tires, tubes, and tread rubber; on new trucks, buses, and trailers; and the gross weight tax on heavy vehicles. (See table TF-301).
	Amount required	Refunds for nonhighway use of gasoline.	Local transit systems are also granted partial refunds of gasoline tax.
	Remainder	Subject to appropriation for purposes given below:	Amounts shown are fiscal 1964 authorizations.
Bureau of Public Roads Federal-aid Primary and Secondary System	\$950,000,000	To reimburse the States, the District of Columbia, and Puerto Rico for the Federal share of the cost of right-of-way and construction on Federal-aid projects. Funds may be used to pay up to half the costs of improvements, except in States containing 5 percent or more of public land areas where a greater Federal participation is allowed. (23 U.S.C. 120) Not more than 10 percent may be expended without matching on projects to eliminate railway-highway grade crossings (23 U.S.C. 120d); 2 percent for research and planning (23 U.S.C. 307); and 3-3/4 percent* for administration (23 U.S.C. 104a). Maintenance costs must be borne by the States (23 U.S.C. 116). Under certain circumstances, assistance for persons displaced by construction projects is allowed, not to exceed \$200 per individual or family, or \$3,000 per business concern (23 U.S.C. 133).	Primary funds first authorized for f.y. 1917; secondary funds f.y. 1938; urban funds, f.y. 1946. *Administrative deductions from 1964 apportionments: 1-1/4 percent. After July 1, 1965, approval for projects in urban areas of more than 50,000 population will be contingent upon existence of comprehensive transportation planning process in area. (23 U.S.C. 134)
Federal-aid Primary Funds	\$427,500,000 (45 percent)	For projects on the Federal-aid primary system in rural and urban areas. System limited to 7 percent, plus 1 percent increments under certain circumstances, of the total existing highway mileage within the State in 1921. (23 U.S.C. 103b)	Apportioned among the States as follows: one third in the ratio which the area of each State bears to the total area of all States; one-third in the ratio which the population of each State bears to the total population of all States according to the latest Federal census; one third in the ratio which the mileage of rural delivery and star routes in each State bears to the total of such mileage in all States at the close of the next preceding calendar year as certified by the Postmaster General. Provided, no State shall receive less than 1/2 percent of each year's apportionment. (23 U.S.C. 104b-1)
Federal-aid Secondary Funds	\$285,000,000 (30 percent)	For projects on the Federal-aid secondary system. This system may comprise State and local roads, school bus and rural mail routes, etc., so long as they are not on the Federal-aid primary system. The secondary system may be extended into urban areas, subject to the condition that such extension pass through the urban area or connect therein with another Federal-aid system. (23 U.S.C. 103c).	Apportioned the same as Primary Funds, except that rural population is used as a factor rather than total population. (23 U.S.C. 104b-2)
Federal-aid Urban Funds	\$237,500,000 (25 percent)	For projects on extensions of the Federal-aid primary and secondary systems within urban areas defined as areas "including and adjacent to a municipality or other urban place having a population of five thousand or more, as determined by the latest available Federal census, with boundaries to be fixed by a State highway department subject to the approval of the Secretary." (23 U.S.C. 101)	Apportioned among the States in the ratio which the population in urbanized areas and urban places of 5,000 population and over bears to the total population of such areas in all of the States.
Federal-aid Interstate System	\$2,600,000,000	To reimburse the States (except Alaska) and the District of Columbia for the Federal share of the cost of right-of-way and construction on Federal-aid Interstate System projects in rural and urban areas. The system shall not exceed 41,000 miles in length (including mileage in Hawaii, but not in Alaska). Any routes included in the Interstate System, if not already coincident with the primary system, shall be added to such system without regard to the mileage limitation (23 U.S.C. 103d). Funds may be used to pay up to 90 percent of the cost of improvements, except in the public lands States where a greater Federal participation is allowed, but not to exceed 95 percent. Not more than 10 percent may be expended without matching on projects to eliminate railway-highway grade crossings (23 U.S.C. 120d); 1-1/2 percent for research and planning (23 U.S.C. 307); and 3-3/4 percent* for administration (23 U.S.C. 104a). Assistance for displaced persons allowed per 23 U.S.C. 133.	Apportioned among the States in the ratio which the estimated cost of completing the Interstate System in each State bears to the sum of the estimated cost of completing the system in all States, as reported pursuant to 23 U.S.C. 104b-5. *Administrative deductions from 1964 apportionment: 1-1/4 percent.
Pentagon Road Network	Authorization: \$2,500,000	Reconstruction and improvement of noninterstate portions of the Pentagon network, with subsequent conveyance to State of Virginia (P.L. 87-307)	
Emergency Relief	Amount required	Repair or reconstruction of highways and bridges on the Federal-aid highway systems, or on other specified Federal roads damaged as a result of floods, hurricanes, or other catastrophes. (23 U.S.C. 125)	Annual obligations limited to \$30,000,000. These funds provide 50 percent of the cost, but may provide 100 percent of the cost of disaster projects on specified Federal reservation roads. (23 U.S.C. 120f). Estimated 1964 requirement: \$5,000,000.
Bridges on Federal Dams	Amount required	Design and construction of highway bridges upon and across Federal dams. (23 U.S.C. 320)	Authorization limited to \$13,000,000 (23 U.S.C. 320a). Entire authorization obligated by fiscal 1963.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106
SHEET 2 OF 3
EFFECTIVE JANUARY 1, 1964

Highway Finance

RECEIPTS, FUND, OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Agriculture			
Forest Service			
Forest Development Roads and Trails	1964 Authorization: \$70,000,000	For construction, reconstruction, and maintenance of timber access roads, general purpose roads, and all-purpose trails within and adjacent to national forests. Also available for contiguous vehicular parking areas, and for sanitary, water, and fire control facilities on such areas. (23 U.S.C. 203, 205)	Funds are allocated according to the relative needs of the various national forests, considering existing transportation facilities, value of timber or other resources served, relative fire danger, and comparative difficulties of road and trail construction. (23 U.S.C. 202b)
Forest Reserve Fund	10 percent of receipts	Merged with funds provided above for Forest Development Roads and Trails, and obligated for same purposes. Estimated 1964 program to be financed from merged funds; Construction and reconstruction of timber access roads, \$36,200,000; of recreation access roads, \$6,200,000; of general purpose roads, \$16,500,000; of all-purpose trails and other, \$3,500,000. Maintenance \$14,500,000.	Receipts are derived from timber sales, grazing fees, and other charges for use of the national forests. (16 U.S.C. 501) Estimated 1964 amount: \$12,000,000. Timber purchasers and haulers expect to construct in 1964 an additional \$40,000,000 of access roads, paid for by the Forest Service through adjustment of stumpage prices.
Bureau of Public Roads	Amount required from above funds	Reimbursement for surveys, plans, and supervision of construction at request of the Forest Service.	Estimated 1964 requirement: \$800,000.
National Grasslands	25 percent of receipts	Paid to counties in which such land is situated, for school and road purposes. (7 U.S.C. 1012)	Derived chiefly from grazing fees and mineral leases. Estimated 1964 payments: \$438,000.
Forest Reserve Fund	25 percent of receipts	Returned to States and used for the benefit of schools and roads within counties having national forest land. (16 U.S.C. 500) States reallocate the following shares to counties for roads, unless otherwise specified:	Estimated 1964 payments: \$30,000,000. States omitted from this listing either a) receive no receipts, b) receive insignificant amounts, or c) require none of the receipts to be used for roads.
Alabama	50 percent	For roads.	
Alaska	75 percent	For roads.	
Arizona	All	For schools and roads. Segregation not specified.	
Arkansas	25 percent	For roads.	
California	50 percent	For roads.	
Colorado	All	For schools and roads. Segregation not specified.	
Florida	All	For schools and roads. Segregation not specified.	
Georgia	50 percent	For roads.	
Idaho	70 percent	For roads.	
Illinois	50 percent	For roads.	
Kentucky	50 percent	For roads.	
Louisiana	50 percent	For roads.	
Michigan	All	For schools and roads. Segregation not specified.	
Minnesota	50 percent	For roads.	
Mississippi	All	For schools and roads. Segregation not specified.	
Missouri	All	For schools and roads. Segregation not specified.	
Montana	67 percent	For roads.	
Nebraska	20 percent	For roads.	
Nevada	50 percent	For roads.	
New Hampshire	All	To cities and towns, for schools and roads. Segregation not specified.	
New Mexico	50 percent	For roads.	
Oklahoma	75 percent	For roads.	
Oregon	75 percent	For roads.	
Pennsylvania	25 percent	To townships for roads	Townships may vote to increase proportion for roads.
South Carolina	All	For schools and roads. Segregation not specified.	
South Dakota	50 percent	For roads.	
Tennessee	All	For schools and roads. Segregation not specified.	
Texas	50 percent	For roads.	
Utah	All	For schools and roads. Segregation not specified.	
Vermont	All	To towns for schools and roads. Segregation not specified.	
Washington	All	For schools and roads. Segregation not specified.	
West Virginia	20 percent	For roads.	Paid to State Road Commission for secondary roads.
Wisconsin	All	For schools and roads. Segregation not specified.	
Wyoming	All	For schools and roads. Segregation not specified.	
U.S. Department of Commerce			
Area Redevelopment Administration			
Public Works Acceleration Act - Appropriated Funds (P.L. 87-658)	Funds allocated by the President from Appropriated funds	For the initiation and acceleration in eligible areas of public works projects which have been authorized by Congress - including highway, road, streets and related construction in National Parks, Forests, and other National Government Reservations.	Appropriated funds are allocated to the responsible Federal Agency by the President for projects reviewed and cleared by the Area Redevelopment Administration and the responsible Federal Agency.
Public Works Acceleration Act - Appropriated Funds (P.L. 87-658)	Funds allocated by the President from Appropriated funds	Financial Assistance (Grants-in-Aid) to States and local governments for the initiation and acceleration, in eligible areas of those public works projects of States and local governments for which Federal financial assistance is authorized by law - including highways, roads, streets, bridges, parking facilities, and related construction.	Federal financial assistance ranges from 50 to 75 percent of total project cost based on median family income or unemployment rate in the designated area.
Area Redevelopment Act - (P.L. 87-27) Grants for Public Facilities	Appropriation	Grants-in-Aid to States and local units (usually in conjunction with a loan) to finance public facility improvements, including roads, streets, and bridges, parking facilities, etc. only in connection with a definite job-creating industrial or commercial enterprise.	Projects are reviewed and screened by the Community Facilities Administration of HEPA prior to approval.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106
SECTION 3
EFFECTIVE JANUARY 1, 1964

RECEIPTS, FUND, OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of the Interior Bureau of Land Management Mineral leases and permits: Mineral Leasing Act	37-1/2 percent of receipts 90 percent Alaska	Paid to States for maintenance of public roads or for the support of public schools. Where a portion is applied for road purposes, the amounts are shown below: (No entry is given for States where amounts are insignificant. (30 U.S.C. 391, 275, 285, 286))	Receipts are from bonuses, royalties, and rentals resulting from development of mineral resources. Estimated 1964 payment: \$45,638,000.
Alaska Colorado Kansas Montana Oregon Utah Wyoming	52-1/2 percent 67 percent 50 percent 50 percent All 10 percent 3 percent 38 percent	To State for construction and maintenance of roads. To counties and cities for roads. Segregation not specified. To State Highway Fund for roads. To counties of origin for roads. Segregation not specified. To counties of origin for roads. To State Highway Commission for State and county roads.	Allocated equally to cities and counties.
Red River Oil and Gas Royalties Sales of Public Lands and timber: Oregon and California Grant lands	37-1/2 percent of receipts	Paid to Oklahoma for construction and maintenance of public roads and support of public schools. (44 Stat. 740, 30 U.S.C. 230-236)	Estimated 1964 payment: \$10,000.
Coco Bay grant lands	25 percent of receipts	For right-of-way, construction, operation and maintenance of timber access roads; reforestation; and development of recreation facilities on the reverted Oregon and California Railroad grant land in Oregon.	Funds derived from timber sales, 1964 road program: Improvements \$6,486,000; maintenance \$625,000. Improvement funds in amount of \$5,135,000 and \$1,000,000 transferred to Bureau of Public Roads, and Forest Service respectively. Estimated 1964 payment: \$15,031,270.
National grasslands Other public lands	50 percent of receipts 75 percent of receipts*	Paid to the 18 Oregon and California land-grant counties in Oregon, for road construction, maintenance, or other county purposes. (39 Stat. 218; 30 Stat. 876; 43 U.S.C. 1181F) Paid to Coos and Douglas Counties, Oregon, in lieu of taxes, for schools, roads, highways, bridges, and port districts. (53 Stat. 753-754)	Estimated 1964 payment: \$900,000. (*Maximum amount)
Grazing fees	25 percent of receipts	To counties in which such land is situated, for school and road purposes. (7 U.S.C. 1012)	Revenue from use of submarginal lands. Estimated 1964 payment: \$122,000.
Arizona Public Lands Development Roads and Trails	5 percent of receipts	Paid to States for school and road purposes. (31 U.S.C. 711; 30 U.S.C. 603)	Revenue from sale of public land and public land products. Estimated 1964 payment: \$265,000.
National Park Service Parkways Roads and Trails Bureau of Public Roads	50 and 12-1/2 percent of receipts, respectively, from public lands outside and within grazing districts All 1964 Authorization: \$2,000,000	To States for general purposes. Where a portion is applied for road purposes, the amounts are shown below: (43 U.S.C. 315) To counties of origin for schools and roads. Construction and improvement of roads and trails on public domain lands; for adjacent vehicular parking areas; and for sanitary, water, and fire control facilities. (23 U.S.C. 214)	Returned to States of origin. Estimated 1964 payment: \$772,000.
Bureau of Reclamation Bureau of Indian Affairs	Appropriation 1964 Authorizations: \$16,750,000 \$22,000,000 Amount required Amount required	Maintenance and operation of roads and trails within national parks.)Construction of parkways, roads, and trails. (23 U.S.C. 206-7) Reimbursement for engineering surveys and plans and supervision costs. Construction and relocation of roads and bridges where affected by reclamation projects.	Under an interagency agreement, the Bureau of Public Roads cooperates in carrying out the provisions of the Act. Excludes \$4,000,000 unprogrammed contractual authority. 1964 estimate: \$9,110,000.
Fish and Wildlife Service Submarginal Lands Migratory Bird Conservation Act	25 percent of receipts 25 percent of receipts	Maintenance of roads within Indian reservations. Construction and improvement of Indian reservation bridges and roads. (23 U.S.C. 208)	Bureau of Public Roads receives 12-3/4 percent of amounts authorized for major road and parkway projects. 1964 estimate: \$3,561,000. In some instances funds are paid in reimbursement to State and local governments for the cost of projects. 1964 estimate: \$8,000,000. Estimated 1964 program: \$3,297,000.
U.S. Department of Defense Corps of Engineers Payments to States, Flood Control Act of 1974	75 percent of receipts	Paid to counties in which such land is situated for school and road purposes. (7 U.S.C. 1011 and 1012) Paid to counties in which refuges are located for school and road purposes. (16 U.S.C. 715a)	A small amount of engineering supervision is provided by the Bureau of Public Roads on a reimbursable basis. Derived chiefly from grazing fees and mineral leases. Net proceeds from sales of refuge products. Estimated 1964 payment: \$553,000.
Arkansas Colorado Georgia Illinois Kansas Mississippi Missouri North Dakota South Dakota Texas	20 percent 25 percent 50 percent All 40 percent All 20 percent 50 percent All All	For public schools, roads, or other expense of county government (33 U.S.C. 701c-3) Where a portion is applied for road purposes, the amounts are shown below: (No entry is given for States where amounts are insignificant.) For roads. For schools and roads. Segregation not specified. For schools and roads. Segregation not specified. For schools and roads. Segregation not specified. For schools and roads. Segregation not specified. For schools and roads. Segregation not specified. Costs of relocating and reconstruction roads and bridges as a result of flood control, navigation, and allied projects. Costs of altering bridges over navigable waters to remove obstacles to navigation and to meet necessities of railroad and/or highway traffic. (33 U.S.C. 516-7) Construction of military and defense access roads. Construction of access roads, naval installation roads, etc. Construction of access roads, military installation of the Air Force.	Some funds are paid to State highway departments or local governments in reimbursement for work performed under agreement. Estimated 1964 program: \$77,000,000. Share of cost limited as prescribed by Statute. Estimated 1964 payment: \$2,500,000. 1964 estimate: \$1,000,000. All transferred for expenditure by Bureau of Public Roads. 1964 estimate: \$1,000,000. All transferred for expenditure by Bureau of Public Roads. 1964 estimate: \$14,017,000. All transferred for expenditure by Bureau of Public Roads.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-1962¹

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-4, 1962 OCTOBER 1963

Table with columns for STATE, CAPITAL OUTLAY FOR ROADS AND BRIDGES 2/, MAINTENANCE 2/, ADMINISTRATION AND MISCELLANEOUS 3/, STATE HIGHWAY POLICE AND SAFETY, BOND INTEREST, SUBTOTAL, CURRENT EXPENDITURES, BOND RETIREMENT 6/, TOTAL DISBURSEMENTS, BALANCES ON DECEMBER 31, 1962 (RESERVES FOR CURRENT HIGHWAY WORK, RESERVES FOR DEBT SERVICE, TOTAL). Rows list states from Alabama to Wyoming and a Total row.

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities. 2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "primary State highways (rural)." 3/ County roads are under State control in Alabama (eight counties), Delaware, North Carolina, Virginia (all but two counties), and West Virginia. Maintenance expenditures by Delaware are not segregated from primary State highway expenditures. 4/ Includes toll facilities, parkways, and roads in forests, institutions, parks and reservations. 5/ The classification of administration and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis. Preliminary and construction engineering expenditures are included with capital outlay. 6/ Includes \$66,667,000 redemption by refunding in Florida (\$62,797,000 for Sunshine State Parkway Revenue Bonds, \$3,170,000 for Orange County Road Revenue Bonds and \$700,000 for Hillsborough County Fuel Tax Certificates).

STATE OBLIGATIONS FOR HIGHWAYS-1962
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR¹

TABLE SB-1, 1962
 SHEET 1 OF 2
 OCTOBER 1963

Compiled for calendar year
 from reports of State authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE ^{2/}	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS ^{4/}	INTEREST ^{5/}		REDEMPTION PROVISIONS			SOURCE OF FUNDS FOR DEBT SERVICE ^{7/}
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST ^{3/}	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES ^{6/}	
Alabama Alabama Highway Finance Corporation Reimbursement Obligations-Assumed Total	2-15-62	4,000 450 4,450	- - -	- - -	4,000 450 4,450	Construction of State Highways Obligations assumed for roads in Cherokee, Winston and Cullman Counties	4.75	4.75	S	1963-1967, \$800,000	None	Gasoline tax
Connecticut Highway System Bonds: Series B Series C Series DD Total	4-1-62 12-1-62 12-1-62 Total	53,680 33,000 15,000 101,680	43 2 1 46	39 28 12 79	53,762 33,030 15,013 101,805	Construction of State Highways Construction of State Highways Construction of State Highways	2.6 2.49 2.65	2.59 2.55 2.55	S S S	1969-1975, \$6,710,000 1967-1975, \$1,000,000-\$4,000,000 1970-1983, \$1,000,000-\$1,100,000	None None None	Motor Vehicle Fees*
Delaware Highway Improvement Bonds Highway Improvement Bonds Turnpike Revenue Bonds Total	3-1-62 10-1-62 1-1-62 Total	10,000 9,000 28,000 47,000	68 32 -700 -600	- - 260 260	10,068 9,032 27,960 46,660	Construction of State Highways Construction of State Highways Construction of Delaware Turnpike	2.9 2.8 4.12	2.83 2.77 4.19	S S T	1963-1982, \$500,000 1963-1982, \$450,000 2002	None None None	General State Revenues* General State Revenues* Road Tolls
Florida Florida State Turnpike Revenue Bonds Series 1961 State Development Commission: ^{8/} Broward County Road and Bridge Revenue Bonds Clay County Road Revenue Bonds Columbia County Road Revenue Bonds Lee County Road Revenue Bonds Levy County Road Revenue Bonds Ocala County Road Revenue Bonds Orange County Road Revenue Refunding Bonds Santa Rosa County Road Revenue Bonds Sumter County Road Revenue Bonds Martin County Road Revenue Bonds State Road Department Lease-Purchase Agreements Canaveral Causeway Special Road and Bridge District Revenue and General Obligation Bonds Assumed Total	11-1-61 8-1-62 2-1-62 12-1-61 1-1-61 2-1-62 12-1-61 8-1-62 5-1-62 8-1-62 12-1-61 11-1-61	157,000 9,000 2,000 2,260 2,600 3,750 1,450 3,170 1,000 1,660 600 5,000 189,490	-6,673 - - - - - - 1 - - - 6	1,326 114 22 7 18 28 1 18 - 18 6 78 1,636	151,653 9,114 2,022 2,267 2,618 3,778 1,451 3,189 1,000 1,678 606 5,084 184,460	Refunding 1955 Series Turnpike bonds \$63,817,000; remainder for construction of Project # 2 Refunding Broward County Road Revenue bonds, \$2,359,000; remainder for construction of Broward County Road and Bridge Project Construction of Clay County road projects Construction of Columbia County road projects Construction of Lee County road projects Construction of Levy County road projects Construction of Ocala County road projects To refund Orange County Road Revenue Bonds, \$3,170,000 Construction of Santa Rosa County Road projects Construction of Sumter County Road projects Construction of Martin County Road projects Construction of Road and Bridge at Port Canaveral	4.75 3-3.5 3.2 3.25 2.5-6 3.25-5 3 2.85 3.2-4.75 2.85 3.75-3.9 3.75-4.0	4.85 3.36 3.2 3.25 3.44 3.47 2.99 2.85 3.33 2.85 3.28	T S S S S S S S S S S S	2001 1964-1985, \$235,000-\$655,000 1964-1986, \$50,000-\$145,000 1963-1986 1963-1986, \$25,000-\$240,000 1963-1986, \$75,000-\$260,000 1963-1981, \$50,000-\$115,000 1963-1976, \$180,000-\$280,000 1964-1982, \$30,000-\$90,000 1964-1979, \$20,000-\$170,000 1966-1988, \$5,000-\$50,000 1969-1991, \$15,000-\$470,000	1974 @ 104 1967 @ 102.5 1967 @ 102.5 1971 @ 102.5 1967 @ 103 1966 @ 102.5 1970 @ 103 1967 @ 103 1967 @ 103 1966 @ 102.5 1972 @ 104	Road Tolls Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Gasoline tax Tolls, gas tax, and ad valorem tax from District
Georgia Highway Authority Bonds Series 1962-A Series 1962-B Series 1962-C Rural Road Revenue Bonds: Series 1962-A Series 1962-B Total Kentucky Eastern Kentucky Turnpike Bonds Louisiana Bridge Revenue Bonds: Series 1961 Maryland State Highway Construction Bonds: Second Issue, Series B County Highway Construction Bonds: Ninth Series Northeastern Expressway - Revenue Bonds Total Massachusetts Highway Improvement Loan Bonds-1956 Massachusetts Turnpike Authority Revenue Bonds: Series A & Series B Total	4-1-62 7-1-62 10-1-62 1-1-62 10-1-62 1-1-62 1-1-62 1-1-62 11-1-62 8-1-62 8-1-62 1-1-62 4-1-62 1-1-62	35,000 11,600 4,000 15,600 2,600 68,800 29,000 30,750 15,000 6,039 74,000 95,039 24,000 180,000 204,000	8 - 5 - 1 14 -870 -836 2 1 -1,850 -1,947 212 -4,308 -4,090	143 96 239 365 368 8 13 687 708 6 486 492	50,756 18,297 69,053 28,495 30,282 15,010 6,053 72,337 93,200 24,218 176,184 200,402	Construction and Improvements of Highway projects located in State Refund portion of Toll Bridge Authority Bonds, \$2,756,000; remainder for State highway construction Construction & Improvement of Specific Rural Roads Construction & Improvement of Specific Rural Roads Construction Eastern Kentucky Toll Road Construction of Ascension-St. James Toll Bridge Construction of State Highways Construction, Reconstruction County Roads Construction of Toll Expressway Construction of State highways \$22,666,000; Metropolitan District Commission \$1,552,000 Construction of Boston Extension	3.25-4.25 3.0-4.0 3.0-4.0 3.25-5.0 2.75-4.0 4.0-4.3 4.07 4.45 4.51 2.60-5.0 2.90-5.0 4.12 3.1 4.0-4.75	3.34 3.52 3.12 3.37 2.86 4.07 4.07 4.51 3.19 2.92 4.19 3.02 4.48	S S S S S S & T T S S T S T	1963-1991, \$500,000-\$2,200,000 1963-1992, \$130,000-\$750,000 1963-1992, \$60,000-\$225,000 1963-1987, \$100,000-\$1,100,000 1964-1977, \$50,000-\$500,000 1967-1990, \$600,000-\$800,000; XXX 2001 1963-1977, \$200,000-\$11,800,000 1963-1977, \$50,000-\$544,000 2002 1963-1983, \$1,200,000 2002	1971 @ 103 1971 @ 103 1971 @ 103 1972 @ 104 1972 @ 103 1971 @ 103 1971 @ 103 1972 @ 104 1972 @ 103 1971 @ 104 1971 @ 104 1972 @ 104 None 1972 @ 106	Highway Rentals Highway Rentals Highway Rentals Highway Rentals Highway Rentals Highway Rentals Bridge Tolls Road-user taxes Road-user taxes Road Tolls Motor-fuel taxes* Road Tolls

Highway Statistics, 1962

STATE OBLIGATIONS FOR HIGHWAYS-1962

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR^{1/}

TABLE SB-1, 1962
SHEET 2 OF 2
OCTOBER 1963

Compiled for calendar year from reports of State authorities

STATE AND OBLIGATIONS	FISCAL DATE OF ISSUE ^{2/}	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS ^{3/}			INTEREST ^{5/} POSTED RATE	NET INTEREST COST	SERIAL OR TERM	REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEBT SERVICE ^{7/}
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST	GROSS PROCEEDS	APPLICATION OF PROCEEDS ^{3/}	INDEBTMENT DATES AND AMOUNTS				CALL FEATURES ^{6/}		
MICHIGAN Franklin Highway Bonds: Series 9 Series 10 Detroit Expressway Bonds: Series 3 Total	5-1-62 8-1-62 3-1-62	1,000 35,000 25,000 25,000 85,000	- - -	1,000 - - - -9	1,000 35,000 25,000 25,000 85,009	Construction of Trunkline Highways Construction of Detroit Expressway	1.0-5.0 3.0-5.0 1.0-5.0	3.27 3.35 3.55	1974 @ 103 1974 @ 103 1976 @ 103	8 8 8	1963-1987, \$80,000-\$1,160,000 1964-1984, \$1,560,000-\$1,595,000 1963-1987, \$600,000-\$1,540,000	Road-user taxes Road-user taxes	
MARYLAND Highway Bonds: Series 25	8-1-62	2,000	-	4	2,004	Construction of State Highways	3.2-4.25	3.35	1975 @ 106.5	8	1972-1982, \$255,000-\$775,000	Motor Fuel taxes	
NEW JERSEY Garden State Parkway Junior Revenue Bonds, Series One	7-1-62	40,000	-	80	40,080	Improvement of Essex County Section	4.25	4.25	1972 @ 105	7	1997	Road Tolls	
NEW YORK Port of New York Authority: ^{8/} Consolidated Bonds; Trenton Series; Toll Bridge Series; General Revenue Bonds; Series D Total	4-1-62 1-1-62	29,000 72,000 101,000	- -1,321 -1,321	- 648 648	29,000 71,277 100,277	Toll Bridge Improvements Construction of New York Thruway	3.25 3.0-6.0	3.25 3.64	1971 @ 103 1972 @ 103	7 8 & 7	1993 1967-1985, \$300,000-\$1,350,000; 1996, \$48,000,000	Bridge and Tunnel Tolls Road Tolls	
OHIO State Highway Bonds: Series 1962-A Series 1962-B Total	1-1-62 1-1-62	8,000 22,000 30,000	-8 -232 -240	4 -13 -9	7,992 21,771 19,771	Construction of State Highways Construction of Astoria-St. Ellice Toll Bridge	2.4-2.9 0.1-4.0	2.69 3.33	1967 @ 100 1971 @ 100	8 8	1963-1972, \$300,000 1966-1975, \$400,000	Road-user taxes* Road-user taxes* plus tolls	
PENNSYLVANIA Harrisburg Revenue Bonds	6-1-62	21,325	-	117	21,442	Construction of Mountain by-pass and tunnel	2.45	-	1967 @ 100	7	1989	Road Tolls	
RHODE ISLAND Primary and Secondary Highway Construction Bonds: Series A Loan of 1960 Interstate Highway Construction: Loan of 1960 Series A Total	3-1-62 9-1-62 9-1-62	3,000 4,000 8,000	0 10 -27	1 5 -6	3,010 4,023 7,933	Construction of State Highways Construction of Interstate Highways	3.25 3.15 2.9-3.1	3.24 3.10 3.12	None None None	8 8 8	1963-1982, \$100,000 1963-1982, \$137,000-\$130,000 1963-1982, \$35,000-\$30,000	Road-user taxes* Road-user taxes* Road-user taxes*	
SOUTH CAROLINA Reimbursement Obligations Assumed	1-1-62	1,041	-	-	1,041	Construction of State Highways	-	-	-	-	-	Road-user taxes	
TENNESSEE Highway Improvements bonds	1-1-62	5,000	-	33	5,033	Construction of State Highways	2.9-3.1	2.96	None	8	1977-1982, \$500,000-\$1,500,000	Road-user taxes*	
Vermont Highway Construction Bonds-1961	9-1-62	3,000	17	-	3,017	Construction of State Highways	2.0	2.79	None	8	1964-1982, \$160,000-\$155,000	Road-user taxes*	
Washington Motor Fuel Tax Revenue Bonds, Laws of 1971, Series 3	9-1-62	17,000	4	22	17,026	Construction of Tacoma-Seattle-Swift Freeway	2.5-3.5	2.72	1969 @ 100	8	1966-1973, \$6,000,000-\$2,200,000	Motor Fuel tax	
West Virginia State Road Bonds: Fourteenth Release	5-1-62	3,000	2	7	3,009	Construction of State Highways	2.5-4.0	2.81	None	8	1963-1987, \$120,000	Road-user taxes*	
District of Columbia Highway Construction Obligations	11-1-62	13,750	-	-	13,750	Construction of Highways	3.78-4.12	3.88	None	8	1962-1993, \$70,000-\$730,000	Road-user taxes	
Total		1,090,325	-16,152	5,086	1,079,259								

^{1/} This table is one of a series giving available information concerning State and quasi-State obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; table SB-2B, obligations outstanding at end of year; table SB-3, receipts and disbursements for debt service; table SB-5, future debt service requirements. (Table SB-5 is published for odd-number years only.) When bonds were issued partly for highway and partly for other purposes, such as construction of State highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in connection with the highway program, the highway portion of the obligations is indicated in the accompanying tables. Also outlined are obligations issued for terms of less than two years (interest payments, however, are included in table SB-3).
^{2/} Coincides with date bonds began to bear interest, unless noted otherwise.
^{3/} Payment by bond purchaser for interest accrued from date of issue to date of sale.
^{4/} Interest requirements for toll facility construction bonds are usually paid out of bond proceeds during the period of construction.
^{5/} "Fixed Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to borrower for combined bond issue, and reflects the premium or discount on sale.
^{6/} Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the dates shown, the call premium will usually be scaled downward accordingly.
^{7/} Where an asterisk appears in this column, the bonds are understood to be secured by the full faith and credit of the State. In addition to the specific obligations indicated by asterisks, the State is authorized to acquire or construct bridges connecting State highways within counties, to lease or sell them to the State highway department, and to issue bonds to finance construction secured by a pledge of motor-vehicle tax revenues credited to counties.
^{8/} Estimated highway share.

STATE OBLIGATIONS FOR HIGHWAYS—1962
 CHANGE IN INDEBTEDNESS DURING YEAR¹
 (in thousands of dollars)

Compiled for calendar year
 from reports of State authorities

TABLE SB-2, 1962
 SHEET 1 OF 3
 OCTOBER 1963

STATE	ISSUE	CLASSIFICATION	OBLIGATIONS OUTSTANDING JANUARY 1, 1962	OBLIGATIONS ISSUED 3/			OBLIGATIONS RECEIVED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1962	STRIKING FUND AND OTHER RESERVES DECEMBER 31, 1962	NET INDEBTEDNESS DECEMBER 31, 1962
				ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Alabama	State Highway Bonds	1	20,400	-	-	-	2,500	-	2,500	17,900	17,900	
	Highway Authority Revenue Bonds	1*	98,990	-	-	4,990	-	-	4,990	94,000	94,000	
	Highway Finance Corporation Bonds	1*	1,600	-	-	1,600	-	-	1,600	4,000	4,000	
	Reimbursement Obligations Assumed	6*	1,682	-	-	450	-	-	450	1,780	1,780	
	Total		122,632	-	-	4,450	-	-	4,450	117,680	117,680	
Arkansas	State Highway Refunding Bonds	1	43,242	-	-	-	3,430	-	3,430	39,812	39,812	
	Refunding Reimbursement Bonds	5	21,328	-	-	-	1,692	-	1,692	19,636	19,636	
	State Toll Bridge Bonds	4*	7,000	-	-	-	1,100	-	1,100	5,900	5,900	
	Total		71,570	-	-	-	6,222	-	6,222	65,348	65,348	
California	State Highway Bonds	1	4,375	-	-	-	1,375	-	1,375	3,000	3,000	
	Richmond-San Rafael Bridge Revenue Bonds	4*	62,000	-	-	-	62,000	-	62,000	62,000	62,000	
	Savannah Straits Bridge Revenue Bonds	4*	7,213	-	-	-	597	-	597	76,071	76,071	
	San Francisco Inland Bridge Revenue Bonds	4*	103,888	-	-	-	1,972	-	1,972	106,011	106,011	
	Total		175,476	-	-	-	1,972	-	1,972	173,504	173,504	
Colorado	Revenue Anticipation Warrants	1*	26,708	-	-	-	2,450	-	2,450	24,258	24,258	
	Highway Office Building Construction Bonds	3*	1,257	-	-	-	163	-	163	1,094	1,094	
	Turnpike Bonds	4*	4,306	-	-	-	314	-	314	3,992	3,992	
	Total		32,271	-	-	-	2,927	-	2,927	27,344	27,344	
Connecticut	State Highway Bonds	1	64,420	-	-	-	690	-	690	63,730	63,730	
	Connecticut Turnpike Revenue Bonds	4*	347,250	-	-	-	-	-	-	346,600	346,600	
	Connecticut Turnpike Guaranteed Bonds	4	112,000	-	-	-	-	-	-	112,000	112,000	
	Toll Bridge Bonds	4	45,825	-	-	-	725	-	725	45,070	45,070	
	Total		569,495	-	-	-	1,415	-	1,415	568,070	568,070	
Delaware	State Highway Bonds	1	80,182	-	-	-	5,292	-	5,292	74,890	74,890	
	Delaware Memorial Bridge Revenue Bonds	4*	13,209	-	-	-	2,595	-	2,595	10,614	10,614	
	Delaware Turnpike Revenue Bonds	4*	64	-	-	-	105	-	105	28,000	28,000	
	State Government County Bonds	6*	94,065	-	-	-	7,992	-	7,992	86,073	86,073	
	Total		187,460	-	-	-	13,984	-	13,984	173,476	173,476	
Florida	State Development Commission Bonds	1*	82,053	-	-	-	3,677	-	3,677	78,376	78,376	
	County Road Revenue Bonds	4*	61,489	-	-	-	2,056	-	2,056	59,333	59,333	
	Toll Road and Bridge Bonds	4*	10,248	-	-	-	149	-	149	10,099	10,099	
	State Road Department Lease-Purchase Agreements:	6*	3,377	-	-	-	843	-	843	2,534	2,534	
Toll Road and Bridge Bonds Assumed	6*	23,162	-	-	-	1,943	-	1,943	21,219	21,219		
Special Road and Bridge Obligations Assumed	4*	63,817	-	-	-	62,797	-	62,797	1,020	1,020		
Turnpike Authority Revenue Bonds	4*	69,155	-	-	-	688	-	688	68,467	68,467		
Jacksonville Expressway Authority Bonds	4*	304,075	-	-	-	7,413	-	7,413	311,488	311,488		
	Total		1,020,714	-	-	-	119,900	-	119,900	900,814	900,814	
Georgia	State Highway Authority Revenue Bonds	2*	66,516	-	-	-	3,209	-	3,209	63,307	63,307	
	State Toll Bridge Authority Bonds	4*	3,668	-	-	-	486	-	486	3,182	3,182	
	Aurora Road Authority Bonds	7*	89,602	-	-	-	4,892	-	4,892	84,710	84,710	
	Total		179,786	-	-	-	8,587	-	8,587	171,199	171,199	
Hawaii	Hawaii Highway Bonds	1	4,756	-	-	-	514	-	514	4,242	4,242	
	Hawaii Revenue Bonds	1*	47,155	-	-	-	1,115	-	1,115	46,040	46,040	
	State Issues For Local Roads	7*	47	-	-	-	1,642	-	1,642	46,682	46,682	
	Total		52,058	-	-	-	1,671	-	1,671	51,364	51,364	
Illinois	State Highway Bonds	1	31	-	-	-	1	-	1	30	30	
	Turnpike Revenue Bonds	4*	441,279	-	-	-	-	-	-	441,279	441,279	
	Total		441,310	-	-	-	-	-	-	441,309	441,309	
	Turnpike Revenue Bonds	4*	273,897	-	-	-	2,732	-	2,732	271,165	271,165	
Kansas	Turnpike Bonds	4*	175,257	-	-	-	217	-	217	175,040	175,040	
	State Highway Bonds	1	109,000	-	-	-	4,500	-	4,500	104,500	104,500	
	State Toll Bridge Revenue Bonds	4*	6,076	-	-	-	517	-	517	5,559	5,559	
	Turnpike Bonds	4*	109,000	-	-	-	1,492	-	1,492	107,508	107,508	
	Total		339,333	-	-	-	6,416	-	6,416	332,917	332,917	
Louisiana	State Highway Bonds	1	109,209	-	-	-	8,191	-	8,191	101,018	101,018	
	State Highway Bonds	1*	6,534	-	-	-	704	-	704	5,830	5,830	
	Toll Bridge Bonds	4*	55,500	-	-	-	2,302	-	2,302	53,198	53,198	
	Total		171,243	-	-	-	11,197	-	11,197	160,046	160,046	

STATE OBLIGATIONS FOR HIGHWAYS-1962
 OBLIGATIONS OUTSTANDING AT END OF YEAR
 BY TYPE OF SECURITY

(In thousands of dollars)

TABLE SB-2B, 1962
 OCTOBER 1963

STATE	FULL-FAITH OBLIGATION BONDS 1/	LIMITED OBLIGATION BONDS 2/	TOLL REVENUE BONDS 3/		REIMBURSEMENT OBLIGATIONS ASSUMED 4/	TOTAL	STATE
			CROSSING BONDS	ROAD BONDS			
Alabama	17,900	98,000	-	-	1,780	117,680	Alabama
Alaska	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	-	-	Arizona
Arkansas	59,448	-	5,900	-	-	65,348	Arkansas
California	3,000	-	143,916	-	-	146,916	California
Colorado	-	29,344	-	(3/)	-	29,344	Colorado
Connecticut	323,170	346,600	(3/)	(3/)	-	669,770	Connecticut
Delaware	93,890	-	10,614	28,000	569	133,073	Delaware
Florida	-	219,415	3/ 9,581	3/ 158,020	32,467	419,483	Florida
Georgia	-	233,900	3,502	-	-	237,402	Georgia
Hawaii	4,242	46,274	-	-	-	50,516	Hawaii
Idaho	-	-	-	-	-	-	Idaho
Illinois	30	-	-	441,279	-	441,309	Illinois
Indiana	-	-	-	271,165	-	271,165	Indiana
Iowa	-	-	-	-	-	-	Iowa
Kansas	-	19,072	-	3/ 155,968	-	175,040	Kansas
Kentucky	104,500	186,000	6,359	3/ 35,152	-	332,011	Kentucky
Louisiana	101,018	91,778	(3/)	-	-	192,796	Louisiana
Maine	40,195	-	3/ 130	78,600	-	118,925	Maine
Maryland	-	261,630	117,564	74,000	-	453,194	Maryland
Massachusetts	452,071	-	75,401	419,000	-	946,472	Massachusetts
Michigan	-	592,390	116,050	-	-	708,440	Michigan
Minnesota	43,550	-	-	-	-	43,550	Minnesota
Mississippi	-	74,468	10,058	-	-	84,526	Mississippi
Missouri	-	11,474	(3/)	-	79	11,553	Missouri
Montana	-	-	-	-	-	-	Montana
Nebraska	-	-	-	-	-	-	Nebraska
Nevada	-	-	-	-	-	-	Nevada
New Hampshire	59,550	-	(3/)	(3/)	-	59,550	New Hampshire
New Jersey	304,046	-	14,962	3/ 452,561	-	771,569	New Jersey
New Mexico	-	6,045	-	-	-	6,045	New Mexico
New York	725,700	-	171,079	3/ 505,461	5,832	1,408,072	New York
North Carolina	87,134	-	-	-	-	87,134	North Carolina
North Dakota	-	-	-	-	-	-	North Dakota
Ohio	-	333,035	2,956	310,567	-	646,558	Ohio
Oklahoma	-	56,500	-	3/ 96,161	-	152,661	Oklahoma
Oregon	68,550	-	(3/)	-	-	68,550	Oregon
Pennsylvania	-	64,385	87,118	384,037	-	535,540	Pennsylvania
Rhode Island	41,924	-	1,190	-	-	43,114	Rhode Island
South Carolina	22,700	-	-	-	1,313	24,013	South Carolina
South Dakota	-	-	-	-	-	-	South Dakota
Tennessee	65,811	-	-	-	-	65,811	Tennessee
Texas	-	-	-	57,376	2,386	59,762	Texas
Utah	-	-	-	-	-	-	Utah
Vermont	31,724	-	-	-	-	31,724	Vermont
Virginia	-	-	330,746	75,150	-	405,896	Virginia
Washington	-	134,799	3/ 66,700	-	-	201,499	Washington
West Virginia	61,300	-	4,970	133,000	-	199,270	West Virginia
Wisconsin	-	-	-	-	2,024	2,024	Wisconsin
Wyoming	-	-	-	-	-	-	Wyoming
Dist. of Col.	-	36,947	-	-	-	36,947	Dist. of Col.
Total	2,711,453	2,842,056	1,178,796	3,675,497	46,450	10,454,252	Total

1/ Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue or tolls for debt service.
 2/ Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.
 3/ Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith obligations, limited obligations, or obligations assumed for toll facilities. FULL-FAITH BONDS: Conn., Turnpike Bonds \$112,000,000; Toll Bridge Bonds \$45,070,000; Maine, Toll Crossing Bonds \$5,895,000; N. H., Turnpike System Bonds \$34,480,000; Toll Bridge Bonds \$270,000; N. J., Garden State Parkway Bonds \$280,750,000; N. Y., Thruway Bonds \$489,000,000; Ore., Toll Bridge Bonds \$12,000,000. LIMITED BONDS: Colo., Turnpike Bonds \$3,992,000; Conn., Turnpike Bonds \$346,600,000; Fla., Dade County (Miami) Expressway Bonds \$25,000,000; Jacksonville Expressway Bonds \$67,467,000; Manatee County Bridge Bonds \$4,402,000; Martin County Bridge Bonds \$1,710,000; Pinellas County Bridge Bonds \$16,800,000; Santa Rosa County Bridge Bonds \$1,940,000; Kans., Turnpike Bonds \$19,072,000; Ky., Turnpike Bonds \$186,000,000; La., Mississippi River Bridge Bonds \$83,948,000; Mo., Toll Bridge Bonds \$11,474,000; Okla., Southwestern Turnpike Bonds \$56,500,000; Wash., Toll Bridge Bonds \$33,900,000. REIMBURSEMENT OBLIGATIONS: Fla., Escambia Beach Bridge Bonds \$975,000; Ocean Highway and Port Authority Bonds \$4,273,000; Canaveral Causeway Bonds \$5,000,000; N. Y., East Hudson Parkway Authority \$5,832,000.
 4/ Obligations assumed by the State to reimburse local units for bonds issued, or contributions for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

STATE OBLIGATIONS FOR HIGHWAYS—1962
 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹

TABLE SB-3, 1962
 SHEET 1 OF 3
 OCTOBER 1963

Compiled for calendar year
 from reports of State authorities

(In thousands of dollars)

STATE	ISSUE	CLASSIFICATION 1/2/	BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1962		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1962
			A	B	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSE- MENTS				
Alabama	State Highway Bonds Reimbursement Obligations Assumed Total	A	2,769	12,454	832	-	-	13,286	4,070	31	4,101	9,050	-	9,050	13,151	2,704			
		C	2,769	12,454	832	-	-	13,286	4,070	31	4,101	9,050	-	9,050	13,151	2,704			
Arkansas	State Highway Bonds Toll Bridge Bonds Total	A	11,469	7,175	-	204	7,379	1,971	7	1,978	5,122	-	5,122	7,100	11,748				
		B	1,877	7,175	-	241	6,934	306	9	2,286	1,408	-	1,408	8,922	12,600				
California	State Highway Bonds Toll Bridge Authority Bonds Total	A	2,704	1,574	-	1,298	1,574	1,999	60	1,999	1,375	-	1,375	1,574	3,819				
		B	2,794	1,574	-	1,298	1,574	1,999	60	1,999	1,375	-	1,375	1,574	3,819				
Colorado	Highway and Office Building Bonds Turnpike Bonds Total	A	2,877	3,258	-	16	3,258	793	-	793	2,613	-	2,613	3,146	2,729				
		B	4,033	3,258	-	16	3,258	793	-	793	2,613	-	2,613	3,146	2,729				
Connecticut	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A	97	3,616	125	1,125	3,741	2,902	14	2,916	1,905	-	1,905	2,916	1,813				
		B	33,433	1,792	125	1,125	3,741	2,902	14	2,916	1,905	-	1,905	2,916	1,813				
Delaware	State Highway Bonds Toll Road and Bridge Bonds Special Road and Bridge Obligations Assumed Total	A	2,429	7,414	100	38	7,514	2,222	54	2,222	5,992	-	5,992	7,514	4,460				
		C	2,429	7,414	100	38	7,514	2,222	54	2,222	5,992	-	5,992	7,514	4,460				
Florida	State Highway Bonds Toll Road and Bridge Bonds Special Road and Bridge Obligations Assumed Total	A	13,220	9,015	6,072	463	15,550	3,345	134	3,479	6,942	74	7,016	10,495	18,273				
		C	20,346	2,795	84,211	439	94,389	14,193	69	14,262	65,690	2,239	67,929	82,191	36,544				
Georgia	Highway Authority Bonds Toll Bridge Bonds Rural Roads Authority Bonds Total	A	3,426	7,615	298	87	7,966	3,084	115	3,199	3,209	-	3,209	6,408	4,978				
		B	2,474	8,102	2,756	132	3,726	131	2	3,133	4,494	8	4,494	6,677	3,664				
Hawaii	State Highway Bonds State Issues for Local Roads Total	A	4,321	3,383	-	353	3,736	2,168	-	2,168	1,629	-	1,629	3,797	4,260				
		B	4,321	3,383	-	353	3,736	2,168	-	2,168	1,629	-	1,629	3,797	4,260				
Illinois	State Highway Bonds Turnpike Revenue Bonds Total	A	38	20,633	-	1,662	22,295	17,188	-	17,188	-	-	-	17,188	37				
		B	17,059	20,633	-	1,662	22,295	17,188	-	17,188	-	-	-	17,188	37				
Indiana	Turnpike Revenue Bonds Total	A	26,248	11,755	-	802	12,557	9,574	-	9,574	2,732	-329	2,403	11,977	26,828				
		B	26,248	11,755	-	802	12,557	9,574	-	9,574	2,732	-329	2,403	11,977	26,828				
Kansas	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A	1,665	5,227	-	1,663	6,890	3,285	28	3,313	4,900	-	4,900	7,837	718				
		B	30,774	6,227	-	1,816	15,442	12,222	199	13,023	6,225	-22	6,203	19,226	29,355				
Louisiana	State Highway Bonds Toll Bridge Bonds Total	A	13,256	12,675	-	135	12,995	3,708	4	3,712	8,919	-	8,919	12,631	13,620				
		B	1,803	13,736	6,648	533	23,875	7,048	501	7,549	11,221	-13	11,208	18,843	26,089				

STATE OBLIGATIONS FOR HIGHWAYS—1962
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹
 (In thousands of dollars)

Compiled for calendar year
 from reports of State authorities

TABLE SB-3, 1962
 SHEET 2 OF 3
 OCTOBER 1963

STATE	OBLIGATIONS	CLASSIFICATION	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1962
			HIGHWAY-USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	AMORTIZATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND AMORTIZATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSEMENTS		
																ADMITTANCE, PAYING AGENT FEES, ETC.		TOTAL INTEREST AND AMORTIZATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL
Maine	State Highway Bonds	A	4,608	2,000	-	28	14	87	18	87	3,700	-	3,700	4,577	1,058		
		B	4,752	5,309	-	125	312	2,657	18	2,772	3,914	-	3,914	3,914	9,947		
Maryland	State Highway Bonds	A	17,948	-	39	392	-	7,093	29	7,093	10,901	-	10,901	17,993	19,867		
		B	12,068	15,120	9,158	233	24,511	6,609	6,609	12,280	86	-	12,366	18,975	17,604		
Massachusetts	State Highway Bonds	A	1,588	15,120	25	60	1,683	447	11	1,735	735	-	735	1,193	2,031		
		B	33,050	15,120	9,222	685	44,775	14,079	40	14,119	23,916	86	-	24,002	38,121	39,582	
Michigan	State Highway Bonds	A	38,924	12,742	31,800	373	38,924	11,795	-	11,795	27,139	-	27,139	38,924	45,234		
		B	19,758	12,742	31,800	373	44,895	19,419	-	19,419	1,987	-	1,987	19,419	45,234		
Minnesota	State Highway Bonds	A	40,315	4,968	9	874	41,198	18,731	108	18,839	20,720	-	20,720	39,559	26,104		
		B	30,012	4,968	9	1,060	46,332	23,183	115	23,298	20,720	-	20,720	44,018	32,326		
Mississippi	State Highway Bonds	A	6,209	1,433	4	-	6,213	2,251	-	2,251	3,894	4	3,898	6,109	2,436		
		B	3,721	1,433	4	13	4,865	2,644	-	2,644	4,787	20	4,807	4,807	3,208		
Missouri	State Highway Bonds	A	1,893	742	-	38	1,893	426	2	428	1,169	-23	1,146	1,274	1,039		
		B	1,840	742	-	38	1,840	426	2	428	1,169	-23	1,146	1,274	1,039		
New Hampshire	State Highway Bonds	A	3,231	1,780	-	-	3,231	581	-	581	2,650	-	2,650	3,231	623		
		B	3,531	1,780	-	17	4,728	1,383	-	1,383	3,910	1	3,911	3,911	623		
New Jersey	State Highway Bonds	A	2,266	38,090	11,080	1,090	2,266	23,063	-	23,063	14,785	-	14,785	2,322	59,812		
		B	47,400	38,090	11,080	1,090	50,286	23,063	-	23,063	14,785	-	14,785	37,808	80,254		
New Mexico	State Highway Bonds	A	1,345	-	-	-	1,345	190	-	190	2,007	-	2,007	2,197	1,821		
		B	23,693	56,036	648	1,459	77,036	7,405	-	7,405	21,690	-	21,690	29,095	45,684		
North Carolina	State Highway Bonds	A	17,043	56,036	648	2,293	77,036	34,868	-	34,868	13,136	-73	13,063	47,986	21,538		
		B	96,101	56,036	648	2,293	157,178	42,273	-	42,273	34,868	-73	34,795	77,081	97,684		
Ohio	State Highway Bonds	A	19,538	-	-	-148	16,280	1,696	-	1,696	12,390	-	12,390	14,006	21,792		
		B	49,241	19,664	-	936	43,001	10,294	19	10,273	36,010	-	36,010	46,283	45,999		
Oklahoma	State Highway Bonds	A	29,156	19,664	-	1,909	20,660	10,294	133	10,660	11,977	-179	11,798	21,538	80,254		
		B	76,397	19,664	-	1,909	83,570	20,761	132	20,933	47,067	-179	46,888	67,821	74,213		
Oregon	State Highway Bonds	A	21,897	5,078	-	218	6,335	6,266	25	6,231	1,740	-3	1,737	7,968	20,264		
		B	9,343	-	-	169	9,512	1,434	11	1,445	6,800	-	6,800	8,245	8,498		
Total	State Highway Bonds	A	93,343	-	-	1,099	107,736	1,893	20	1,913	6,800	-	6,800	8,559	9,308		
		B	7,231	-	-	169	7,400	1,434	11	1,445	6,800	-	6,800	8,245	8,498		

STATE OBLIGATIONS FOR HIGHWAYS-1962
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹

TABLE SB-3, 1962
SHEET 3 OF 3
OCTOBER 1963

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1962	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1962	
	ISSUE	CLASSI- FICATION 2/		HIGHWAY- USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	REDEMPTIONS				TOTAL DISBURSE- MENTS
												PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL			
Pennsylvania	State Highway Bonds	A	1,203	7,942	-	-	80	-	8,022	1,758	-	1,758	6,424	-	6,424	8,182	1,043
	Turnpike and Toll Bridge Bonds	B	56,127	-	40,007	-	1,922	41	41,970	14,553	-	14,553	21,896	210	22,106	36,736	61,361
	Total		57,330	7,942	40,007	-	2,002	41	49,992	16,311	77	16,388	28,320	210	28,530	44,918	62,404
Rhode Island	State Highway Bonds	A	2,302	2,813	-	33	102	-	2,948	1,316	-	1,316	1,500	-	1,500	2,816	2,434
	Toll Bridge Bonds	B	591	-	523	-	13	-	536	40	-	396	405	9	405	445	682
	Total		2,893	2,813	523	33	115	-	3,484	1,356	-	1,356	1,896	9	1,905	3,261	3,116
South Carolina	State Highway Bonds	A	11,736	4,458	-	-	431	-	4,889	551	7	558	3,900	-	3,900	4,458	12,167
	Reimbursement Obligations Assumed	C	-	291	-	-	-	-	291	-	-	291	291	-	291	291	-
	Total		11,736	4,749	-	-	431	-	5,180	551	7	558	4,191	-	4,191	4,749	12,167
Tennessee	State Highway Bonds	A	431	1,935	-	33	-	-	1,968	1,688	11	1,699	502	-	502	2,201	198
	State Issues for Local Roads	D	-	162	-	-	-	-	162	162	-	162	-	-	-	162	-
	Total		431	2,097	-	33	-	-	2,130	1,850	11	1,861	502	-	502	2,363	198
Texas	Turnpike Bonds	B	3,333	-	2,602	-	86	-	2,688	1,639	-	1,639	1,124	-133	991	2,630	3,391
	Reimbursement Obligations Assumed	C	3,033	612	-	-	54	-	666	166	69	235	438	-	438	673	3,026
	Total		6,366	612	2,602	-	140	-	3,354	1,805	69	1,874	1,562	-133	1,429	3,303	6,417
Vermont	State Highway Bonds	A	424	4,431	-	17	-	-	4,448	984	-	984	3,035	-	3,035	4,019	853
	State Issues for Local Roads	D	27	-	-	-	-	-	-	-	-	-	-	-	-	27	-
	Total		451	4,431	-	17	-	-	4,448	984	-	984	3,035	-	3,035	4,019	880
Virginia	Turnpike and Toll Bridge Bonds	B	52,732	-	11,201	-	396	-	11,597	16,779	-	16,779	3,418	-232	3,186	19,965	44,364
Washington	State Highway Bonds	A	9,000	8,852	-	26	-	-	8,878	2,900	-	2,900	3,774	-	3,774	6,674	11,204
	Toll Bridge Bonds	B	10,449	-	7,135	-	291	-	7,426	4,330	-	4,330	5,462	81	5,543	9,873	8,002
	State Issues for Local Roads	D	-	543	-	-	-	-	543	167	-	167	376	-	376	543	-
	Total		19,449	9,395	7,135	26	291	-	16,847	7,397	-	7,397	9,612	81	9,693	17,090	19,206
West Virginia	State Highway Bonds	A	2,023	1,809	-	9	84	4/ 6,455	8,357	1,398	2	1,400	7,126	-	7,126	8,526	1,854
	Turnpike and Toll Bridge Bonds	B	70	-	3,238	-	18	-	3,256	2,966	-	2,966	45	-	45	3,011	315
	Total		2,093	1,809	3,238	9	102	6,455	11,613	4,364	2	4,366	7,171	-	7,171	11,537	2,169
Wisconsin	Reimbursement Obligations Assumed	C	-	399	-	-	-	-	399	-	-	-	399	-	399	399	-
Dist. of Col.	Highway Construction Bonds	A	-	483	-	-	-	-	483	430	-	430	53	-	53	483	-
Summary	State Highway and Bridge Bonds	A	263,560	310,875	-	7,557	7,312	9,268	335,012	102,568	544	103,112	227,283	78	227,361	330,473	268,099
	Toll Facility Bonds	B	460,378	7,464	305,166	155,954	12,907	602	482,093	235,605	1,137	236,742	168,831	1,938	170,769	407,511	534,960
	Reimbursement Obligations Assumed	C	6,522	3,389	-	62	121	-	3,572	992	75	1,034	3,129	-	3,129	4,163	5,291
	Total for State Roads and Bridges		730,460	321,728	305,166	163,573	20,340	9,870	820,677	339,132	1,756	340,888	399,243	2,016	401,259	742,147	809,050
State Issues for Local Roads	D	11,317	13,787	-	182	192	-	14,161	5,029	72	5,101	8,293	7	8,300	13,401	12,077	
	Grand Total		741,837	335,515	305,166	163,755	20,532	9,870	834,838	344,161	1,828	345,989	407,536	2,023	409,559	755,548	821,127

1/ See table SB-1 for general note on SB series. The following States reported no indebtedness during 1962: Alaska, Arizona, Idaho, Iowa, Montana, Nebraska, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.

3/ Differences between redemptions reported in this column and on table SB-2 are caused by January 1 maturities paid

in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.

4/ Income from concessions and rentals in Kentucky, Louisiana, Maine (\$121,000); and New York (\$2,572,000); from general fund appropriations in Maine (\$130,000), and West Virginia; from counties in New York (\$12,000).

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1962¹

TABLE SF-3B, 1962
SHEET 2 OF 3
OCTOBER 1963

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	OPERATING AUTHORITY ^{2/}	BALANCES ON JANUARY 1, 1962 ^{3/}		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVEST- MENTS	CONCES- SIONS AND RENTALS	MISCEL- LANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; Patapsco Tunnel Northeastern Expressway Total	Maryland State Roads Commission Maryland State Roads Commission	9,972	12,068	-	17,557	-	515	-	16	18,088
			-	-	-	-	72,837	876	-	-	73,713
			<u>9,972</u>	<u>12,068</u>	-	<u>17,557</u>	<u>72,837</u>	<u>1,391</u>	-	<u>16</u>	<u>91,801</u>
Massachusetts	Mystic River Bridge East Boston Tunnel ^{13/} Massachusetts Turnpike Total	Massachusetts Port Authority Massachusetts Turnpike Authority Massachusetts Turnpike Authority	-	2,076	-	3,986	-	-	-	9	3,995
			5,124	4,176	-	3,067	-	399	-	18	3,484
			<u>4,374</u>	<u>13,506</u>	-	<u>13,731</u>	<u>176,184</u>	<u>4,376</u>	<u>1,132</u>	<u>75</u>	<u>195,498</u>
Michigan	Blue Water International Bridge ^{14/} Mackinac Straits Bridge Sault Ste. Marie Bridge ^{15/} Total	Michigan State Bridge Commission* Mackinac Bridge Authority International Bridge Authority of Michigan*	423	-	-	76	-	-	6	10	92
			572	4,497	466	5,031	-	175	-	36	5,708
			<u>5,693</u>	<u>1,050</u>	<u>80</u>	<u>5,187</u>	-	<u>151</u>	-	<u>3</u>	<u>234</u>
Mississippi	Pascagoula Bridge Bay St. Louis Bridge Total	Mississippi State Highway Commission Mississippi State Highway Commission	29	723	75	759	-	-	-	-	834
			71	666	67	694	-	-	-	-	774
			<u>100</u>	<u>1,389</u>	<u>142</u>	<u>1,453</u>	-	<u>13</u>	-	-	<u>1,608</u>
Missouri	Paseo Bridge (Kansas City)	Missouri State Highway Commission	212	1,833	-	894	-	42	-	936	
New Hampshire	Hampton Harbor Bridge Maine-New Hampshire Interstate Bridge New Hampshire Turnpike System Total	New Hampshire Department of Public Works and Highways Maine-New Hampshire Interstate Bridge Authority* New Hampshire Department of Public Works and Highways	57	136	-	130	-	-	-	-	130
			431	212	-	523	-	17	35	1	576
			<u>632</u>	<u>-923</u>	<u>235</u>	<u>2,895</u>	-	<u>-</u>	<u>-</u>	<u>5</u>	<u>3,135</u>
New Jersey	Various Toll Bridges New Jersey Turnpike System Garden State Parkway Total	Delaware River Joint Toll Bridge Commission* New Jersey Turnpike Authority New Jersey Highway Authority	986	1,398	-	3,995	-	77	-	-	4,072
			16,523	26,190	-	39,244	-	1,528	2,815	57	43,644
			<u>8,788</u>	<u>19,812</u>	-	<u>24,089</u>	<u>40,080</u>	<u>1,317</u>	<u>2,922</u>	<u>3,980</u>	<u>130</u>	114,440
New York	Kingston, Rip Van Winkle, Mid-Hudson, and Bear Mountain Bridges; Newburgh-Beacon Ferry Rouses Point and Crown Point Bridges Thousand Islands Bridge Peace Bridge Rainbow, Lewiston-Queenston and Whirlpool Rapids Bridges George Washington and Staten Island Bridges; Holland and Lincoln Tunnels ^{16/} Ogdensburg-Prescott Bridge Cornwall-Massena Bridge ^{18/} Meadowbrook, Loop, Wantagh, and Captree Causeways; Southern State Parkway Hutchinson River and Saw Mill River Parkways Veterans Memorial Highway New York Thruway Total	New York State Bridge Authority Lake Champlain Bridge Commission* Thousand Islands Bridge Commission* Buffalo and Ft. Erie Public Bridge Authority* Niagara Falls Bridge Commission* Port of New York Authority* Ogdensburg Bridge and Port Authority* St. Lawrence Seaway Development Corporation* Jones Beach State Parkway Authority East Hudson Parkway Authority Adirondack Mountain Authority New York Thruway Authority	-3,845	1,477	-	2,836	-	112	-	4	2,952
			483	-	-	205	-	15	-	-	220
			206	551	-	526	-	-	-	13	539
			851	159	-	1,721	-	34	-	30	1,785
			12,574	1,767	-	1,609	-	245	113	3	1,970
			13,562	14,711	-	52,078	29,000	692	-	17/ 1,406	83,176
			-19,139	-	-	340	-	60	-	5	405
			-1,776	-	-	362	-	1	2	-	365
			-9,024	-	-	5,373	-	53	92	2	5,520
			7,534	700	-	4,128	-	225	269	19/ 1,263	5,885
			34	62	-	120	-	-	-	-	120
			-23,948	22,981	-	55,139	71,257	2,505	4,912	20/ 564	134,377
			<u>-22,488</u>	<u>42,408</u>	-	<u>124,437</u>	<u>100,257</u>	<u>3,882</u>	<u>5,448</u>	<u>3,290</u>	<u>237,314</u>
North Carolina	Atlantic-Ocracoke Ferry ^{21/}	State Highway Commission	-	-	320	59	-	-	-	379	
Ohio	Portsmouth-Fullerton Bridge Ohio Turnpike Total	State Bridge Commission of Ohio Ohio Turnpike Commission	84	374	-	442	-	-	-	10	452
			4,629	28,782	-	21,752	-	1,091	3,417	208	26,468
			<u>4,713</u>	<u>29,156</u>	-	<u>22,194</u>	-	<u>1,091</u>	<u>3,417</u>	<u>218</u>	<u>26,920</u>
Oklahoma	Oklahoma Turnpike System Southwestern Turnpike Total	Oklahoma Turnpike Authority Oklahoma Turnpike Authority	995	11,162	-	6,440	-	356	278	22	7,096
			46,569	10,735	1,091	4,405	-	1,314	-	-	2,405
			<u>47,564</u>	<u>21,897</u>	<u>1,091</u>	<u>6,440</u>	-	<u>1,670</u>	<u>-278</u>	<u>-22</u>	<u>9,501</u>
Oregon	Astoria-Megler Ferry Astoria-Ft. Elllice Bridge Total	State Highway Commission State Highway Commission	-	-	230	285	-	-	-	1	516
			-	-	-	-	11,771	264	-	-	12,035
			-	-	<u>230</u>	<u>-285</u>	<u>11,771</u>	<u>-264</u>	-	<u>1</u>	<u>12,551</u>
Pennsylvania	Delaware River Bridges (Camden and Gloucester) Various State Toll Bridges Tarentum Bridge ^{22/} Pennsylvania Turnpike System Total	Delaware River Port Authority* Pennsylvania Department of Highways Pennsylvania Department of Highways Pennsylvania Turnpike Authority	29,734	21,530	-	13,512	-	1,733	8	-	15,253
			198	158	-	-	-	-	-	-	-
			<u>32,828</u>	<u>34,597</u>	-	<u>42,448</u>	<u>21,442</u>	<u>2,070</u>	<u>1,840</u>	<u>178</u>	<u>67,978</u>
			<u>62,760</u>	<u>56,285</u>	-	<u>55,960</u>	<u>21,442</u>	<u>3,803</u>	<u>1,848</u>	<u>178</u>	<u>83,231</u>

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1962¹

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-3B, 1962
SHEET 3 OF 3
OCTOBER 1963

STATE	NAME OF FACILITY	OPERATING AUTHORITY ^{2/}	BALANCES ON JANUARY 1, 1962 ^{3/}		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
Rhode Island	Jamestown Bridge Mt. Hope Bridge Jamestown Ferry Total	Jamestown Bridge Commission Mt. Hope Bridge Authority Rhode Island Department of Public Works	37 236 -	191 400 -	- 145 104	258 420 505	- - -	1 12 -	- - -	1 - 1	260 577 609 1,446
Texas	Dallas-Fort Worth Turnpike	Texas Turnpike Authority	2,047	3,333	-	3,625	-	121	109	3	3,858
Virginia	Yorktown, James River and Rappahannock Bridges; Hampton Roads Tunnel Elizabeth River Bridge and Tunnels ^{23/} Chesapeake Bay Bridge and Tunnel System Richmond-Petersburg Turnpike Jamestown-Hopewell Ferries Total	Virginia Department of Highways Elizabeth River Tunnel Commission Chesapeake Bay Bridge and Tunnel District Richmond-Petersburg Turnpike Authority Virginia Department of Highways	3,279 8,626 101,188 1,331 -	7,356 2,672 40,353 2,351 -	- - - - 249	7,356 2,996 4,823 4,745 174	- - - - -	264 313 3,020 128 -	4 - 156 -	1 465 18 1 485	7,625 3,774 8,017 4,874 423 24,713
Washington	Fox Island Bridge Tacoma Narrows Bridge Longview Bridge Vancouver-Portland Bridge Spokane River Bridge Port Washington Narrows Bridge Second Lake Washington Bridge Biggs Rapids Bridge ^{26/} Hood Canal Bridge; Puget Sound Ferry Service Proposed Bridge Projects Total	Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority	16 119 33 282 166 69 18,845 1,589 220 21,899	- 540 46 1,989 34 505 2,985 241 4,109 48 10,449	- 297 - - - - - 669 - 1,014	65 1,597 442 2,580 203 574 - 31 9,301 - 14,793	- - - - - - - - - -	9 - - 55 6 11 427 26 134 8 676	- - - - - - - - - -	- - 1 - - - 25/ 2,174 - 87 - 2,262	65 1,903 443 2,635 209 585 2,601 57 10,191 56 18,745
West Virginia	Winfield Bridge New Martinsville Bridge West Virginia Turnpike Total	West Virginia State Road Commission West Virginia State Road Commission West Virginia Turnpike Commission	-98 232 69 203	34 36 - 70	- 173 - 173	58 230 4,135 4,423	- - - -	1 1 17 19	- - 182 182	- 27/ 151 3 154	59 555 4,337 4,951
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities GRAND TOTAL		311,018 240,965 117 552,100	164,873 295,663 - 460,536	7,816 13,783 1,133 22,732	186,211 309,614 1,470 497,295	78,893 589,508 - 668,401	13,805 27,897 - 41,702	652 22,001 15 22,668	5,605 2,725 198 8,528	292,982 969,528 2,816 1,261,326

^{1/} See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

^{2/} Interstate or international authorities are marked with an asterisk.
^{3/} Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

^{4/} Includes \$271,000 of Federal Funds.

^{5/} Opened to traffic September, 1962.

^{6/} Ceased operations September, 1962.

^{7/} Includes \$46,000 of Federal Funds.

^{8/} Opened to traffic October and December, 1962.

^{9/} County contributions.

^{10/} Tolls removed December, 1962.

^{11/} Tolls removed October, 1961.

^{12/} Advance from State general fund.

^{13/} Summer Tunnel reopened June, 1962.

^{14/} Tolls removed February, 1962.

^{15/} Opened to traffic October, 1962.

^{16/} Lower deck of George Washington Bridge opened to traffic August, 1962.

^{17/} Federal funds.

^{18/} North Channel span opened to traffic July, 1962.

^{19/} Includes \$1,242,000 from State general fund.

^{20/} Includes \$175,000 of Federal funds expended on toll-free sections.

^{21/} Ferry service started May, 1961.

^{22/} Tolls removed July, 1961.

^{23/} Midtown Tunnel (2nd Crossing) opened to traffic September, 1962.

^{24/} Includes \$455,000 paid by City of Norfolk.

^{25/} Federal-Aid urban funds.

^{26/} Opened to traffic November, 1962.

^{27/} Federal funds.

Highway Finance

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1962¹TABLE SF-4B, 1962
SHEET 1 OF 3
OCTOBER 1963Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1962 3/	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alaska	Chilkat Ferry	-	86	-	-	-	-	86	16	102	-	-
Arkansas	Mississippi River Bridge (Helena-Friars Point)	557	48	4	-	308	1,100	2,017	-	2,017	182	852
California	San Francisco-Oakland Bay and San Mateo-Alameda Bridges	15,429	3,711	65	-	-	-	19,205	-	19,205	50,948	-
	Richmond-San Rafael Bridge	3	858	288	-	2,430	-	3,579	-	3,579	32	948
	San Francisco Bay-South Crossing	67	-	-	-	-	-	67	-	67	55	-
	Carquinez Straits Bridges	6,001	882	9	-	3,143	620	10,655	-	10,655	19,862	2,065
	San Pedro-Terminal Island Bridge	8,710	-	18	-	122	-	8,850	-	8,850	7,879	806
	Martinez-Benicia Ferry	-	200	-	-	-	-	200	-	200	-	-
	Total	30,210	5,651	380	-	5,695	620	42,556	-	42,556	78,776	3,819
Colorado	Denver-Boulder Turnpike	-	125	14	-	124	321	584	-	584	-	1,352
Connecticut	Charter Oak, Putnam, and Wolcott Bridges	161	429	51	-	1,466	360	2,467	366	2,833	1,217	2,365
	Groton-New London Bridge	-	229	2	-	31	220	482	-	482	474	2,257
	Old Lyme-Old Saybrook Bridge	-	195	34	-	52	175	456	-	456	390	1,194
	Merritt and Wilbur Cross Parkways	-	602	-	-	-	-	602	3,744	4,346	-	-
	Connecticut Turnpike (Greenwich-Killingly)	916	3,740	-	-	15,543	1,150	21,349	-	21,349	15,262	27,662
	Rockyhill-Glastenbury, Chester-Hadlyme Ferries	-	89	-	-	-	-	89	-	89	-	-
	Total	1,077	5,284	87	-	17,092	1,905	25,445	4,110	29,555	17,343	33,478
Delaware	Delaware Memorial Bridge	151	1,006	381	-	493	2,713	4,744	-	4,744	1,805	2,150
	Delaware Turnpike	5,036	-	34	-	1,209	-	6,279	-	6,279	19,507	2,310
	Total	5,187	1,006	415	-	1,702	2,713	11,023	-	11,023	21,312	4,460
Florida	Sunshine Skyway (Lower Tampa Bay Bridge)	-	210	-	-	407	1,530	2,147	-	2,147	12	1,372
	Manatee County Bridges	-	137	-	-	173	383	693	-	693	29	563
	Martin County Bridges	-	69	-	-	68	131	268	2	270	7	219
	Santa Rosa (Navarre) Bridge	56	22	-	-	90	45	213	-	213	125	227
	Miami 36th Street Expressway	235	98	-	-	1,082	-	1,415	-	1,415	4,018	4,539
	Pinellas Bayway	3,690	13	-	-	816	-	4,519	-	4,519	8,098	1,590
	Canaveral Causeway	1,646	-	-	-	211	-	1,857	-	1,857	3,012	482
	Pensacola Beach Bridge	-	54	-	-	34	70	158	-	158	9	182
	Jacksonville Expressway System	2,634	503	164	-	2,873	706	6,880	-	6,880	7,892	6,867
	Buccaneer Trail Road	-	287	-	-	140	-	496	-	496	9	84
	Sunshine State Parkway and Extension	25,127	870	354	352	8,368	64,995	100,066	-	100,066	50,424	16,419
	Franklin County Ferries	-	57	-	-	-	-	57	-	57	-	-
	Total	33,388	2,320	518	352	14,262	67,929	118,769	2	118,771	73,635	32,544
Georgia	Turtle River Bridge	-	157	-	-	133	494	784	-	784	145	3,664
Illinois	Northern Illinois Toll Highway System	658	4,374	1,389	528	17,188	-	24,137	-	24,137	4,614	22,128
Indiana	Wabash Memorial Bridge	25	162	-	-	-	-	187	-	187	165	-
	Indiana Turnpike	643	2,296	763	407	9,574	2,403	16,086	-	16,086	9,443	26,828
	Total	668	2,458	763	407	9,574	2,403	16,273	-	16,273	9,608	26,828
Kansas	Kansas Turnpike	-	1,400	351	289	6,119	217	8,376	-	8,376	1,671	7,733
Kentucky	Shawneetown and Suspension Bridges	-	133	-	-	220	566	919	-	919	-	882
	Kentucky Turnpike	162	351	85	67	1,235	1,437	3,337	-	3,337	594	1,470
	Eastern and Western Kentucky Toll Roads	55,838	-	152	-	8,231	-	64,221	-	64,221	84,135	26,285
	Total	56,000	484	237	67	9,686	2,003	68,477	-	68,477	84,729	28,637
Louisiana	Mississippi River Bridge (New Orleans); Canal Street Ferry	21	486	191	62	1,972	2,375	5,107	-	5,107	1,024	7,576
	Mississippi River Bridge (Donaldsonville)	4,208	-	31	-	1,865	-	6,104	-	6,104	19,751	4,893
	Total	4,229	486	222	62	3,837	2,375	11,211	-	11,211	20,775	12,469
Maine	Augusta Bridge	-	68	-	-	-	-	68	162	230	14	-
	Carlton Bridge	-	-	-	-	12	40	52	-	52	-	240
	Deer-Iale Sedgwick Bridge	-	1	-	-	6	24	31	-	31	-	51
	Bangor-Brewer Bridge	-	60	-	-	36	50	146	-	146	-	225
	Jonesport Reach Bridge	-	17	-	-	19	40	76	-	76	-	174
	Maine Turnpike	543	1,226	240	-	3,162	-	5,171	-	5,171	1,378	6,127
	Island Ferry Service	-	294	11	-	70	60	435	-	435	123	-
	Total	543	1,666	251	-	3,305	214	5,979	162	6,141	1,515	6,817

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1962¹

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-4B, 1962
SHEET 2 OF 3
OCTOBER 1963

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1962 3/	
											RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; Patapsco Tunnel	494	2,588	804	-	3,556	12,366	19,808	-	19,808	8,821	11,499
	Northeastern Expressway	21,275	-	99	-	3,053	-	24,427	-	24,427	43,181	6,105
	Total	21,769	2,588	903	-	6,609	12,366	44,235	-	44,235	52,002	17,604
Massachusetts	Mystic River Bridge	-	618	114	-	1,074	-	1,806	4/ 1,571	3,377	-	2,694
	East Boston Tunnel	5,625	834	-	-	2,508	-	8,967	-	8,967	2,149	1,668
	Massachusetts Turnpike	37,455	2,810	937	449	15,837	-	57,488	-	57,488	115,018	40,872
Total	43,080	4,262	1,051	449	19,419	-	68,261	1,571	69,832	117,167	117,567	45,234
Michigan	Blue Water International Bridge	-	246	38	-	-	-	284	-	284	231	-
	Mackinac Straits Bridge	95	386	217	-	4,249	-	4,947	-	4,947	448	5,382
	Sault Ste. Marie Bridge	4,377	98	102	-	210	-	4,787	-	4,787	1,350	840
Total	4,472	730	357	-	4,459	-	10,018	-	10,018	2,029	6,222	
Mississippi	Pascagoula Bridge	-	75	31	-	193	505	804	-	804	18	764
	Bay St. Louis Bridge	-	67	20	-	200	448	735	-	735	32	744
	Total	-	142	51	-	393	953	1,539	-	1,539	50	1,508
Missouri	Paseo Bridge (Kansas City)	1	105	34	-	428	1,146	1,714	-	1,714	228	1,039
New Hampshire	Hampton Harbor Bridge	-	52	-	-	5	45	102	-	102	58	163
	Maine-New Hampshire Interstate Bridge	-	150	47	-	3	226	426	-	426	793	-
	New Hampshire Turnpike System	4	977	-	109	776	990	2,856	-	2,856	774	786
Total	4	1,179	47	109	784	1,261	3,384	-	3,384	1,625	623	
New Jersey	Various Toll Bridges	-	1,003	318	-	367	1,362	3,050	-	3,050	2,096	1,310
	New Jersey Turnpike System	9,224	9,536	1,696	1,181	12,102	10,472	44,211	-	44,211	13,393	28,753
	Garden State Parkway	4,819	4,247	1,813	826	10,594	2,911	25,210	-	25,210	40,365	29,749
Total	14,043	14,786	3,827	2,007	23,063	14,745	72,471	-	72,471	55,854	59,812	
New York	Kingston, Rip Van Winkle, Mid-Hudson and Bear Mountain Bridges;	-	-	-	-	-	-	-	-	-	-	-
	Newburgh-Beacon Ferry	10,154	1,256	146	-	374	1,262	13,192	-	13,192	-14,018	1,410
	Rouses Point and Crown Point Bridges	-	178	13	-	-	-	191	-	191	512	-
	Thousand Islands Bridge	91	152	118	-	14	58	389	-	389	235	672
	Peace Bridge	12	795	183	-	37	14	1,085	400	1,485	1,082	288
	Rainbow, Leviston-Queenston and Whirlpool Rapids Bridges	8,022	548	144	-	1,155	-	9,869	-	9,869	4,630	1,812
	George Washington and Staten Island Bridges; Holland and Lincoln Tunnels	27,099	21,813	-	-	3,566	5,752	58,230	4/ 14,837	73,067	20,951	17,431
	Ogdensburg-Prescott Bridge	190	250	40	-	-	-	480	-	480	-19,214	-
	Cornwall-Massena Bridge	-	139	30	-	-	-	169	-	169	-1,580	-
	Meadowbrook, Loop, Wantagh, and Captree Causeways; Southern State Parkway	4,084	2,653	9	-	966	1,913	9,625	-	9,625	-13,129	-
	Hutchinson River and Saw Mill River Parkways	815	2,826	15	820	275	614	5,365	-	5,365	8,048	706
	Veterans Memorial Highway	-	45	63	-	17	-	125	-	125	46	45
	New York Thruway	7,410	15,801	2,451	1,505	28,469	3,500	59,136	-	59,136	44,638	29,636
Total	57,877	46,456	3,212	2,325	34,873	13,113	157,856	15,237	173,093	32,261	51,940	
North Carolina	Atlantic-Ocracoke Ferry	240	139	-	-	-	-	379	-	379	-	-
Ohio	Portsmouth-Fullerton Bridge	-	154	-	-	156	326	636	-	636	70	204
	Ohio Turnpike	860	3,407	833	1,023	10,504	10,552	27,179	-	27,179	4,650	28,050
Total	860	3,561	833	1,023	10,660	10,878	27,815	-	27,815	4,720	28,254	
Oklahoma	Oklahoma Turnpike System	10	1,332	407	187	3,522	1,737	7,195	-	7,195	1,077	10,981
	Southwestern Turnpike	14,223	-	89	-	2,709	-	17,021	-	17,021	33,405	9,283
Total	14,233	1,332	496	187	6,231	1,737	24,216	-	24,216	34,482	20,264	
Oregon	Astoria-Megler Ferry	-	466	50	-	-	-	516	-	516	-	-
	Astoria-Ft. Ellise Bridge	729	-	-	-	414	-	1,143	-	1,143	10,082	810
Total	729	466	50	-	414	-	1,659	-	1,659	10,082	810	
Pennsylvania	Delaware River Bridges (Camden and Gloucester)	688	2,579	1,159	-	3,012	2,211	9,649	5/ 578	10,227	34,035	22,255
	Various State Toll Bridges	-	-	-	-	-	-	-	5/ 158	158	-	-
	Tarentum Bridge	-	-	-	-	-	-	-	198	198	-	-
	Pennsylvania Turnpike System	5,233	9,155	2,136	2,212	11,618	19,895	50,249	-	50,249	46,048	39,106
Total	5,921	11,734	3,295	2,212	14,630	22,106	59,898	934	60,832	80,083	61,361	

Highway Finance

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1962¹

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-4B, 1962
SHEET 3 OF 3
OCTOBER 1963

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1962 3/	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Rhode Island	Jamestown Bridge Mt. Hope Bridge Jamestown Ferry Total	- - - -	102 108 609 819	48 44 - 92	- - - -	10 30 - 40	102 303 - 405	262 485 609 1,356	- - - -	262 485 609 1,356	35 237 - 272	191 491 - 682
Texas	Dallas-Fort Worth Turnpike	210	768	136	95	1,639	991	3,839	-	3,839	2,008	3,391
Virginia	Yorktown, James River and Rappahannock Bridges; Hampton Roads Tunnel Elizabeth River Bridge and Tunnels Chesapeake Bay Bridge and Tunnel System Richmond-Petersburg Turnpike Jamestown and Hopewell Ferries Total	- 6,280 42,737 87 - 49,104	1,123 1,118 3,165 943 423 6,772	274 637 621 103 - 1,635	30 - - 181 - 211	2,764 1,876 9,512 2,627 - 16,779	3,122 - 64 - - 3,186	7,313 9,911 56,099 3,941 423 77,687	- - - - - -	7,313 9,911 56,099 3,941 423 77,687	3,716 2,001 62,682 1,419 - 69,818	7,231 3,160 30,777 3,196 - 44,364
Washington	Fox Island Bridge Tacoma Narrows Bridge Longview Bridge Vancouver-Portland Bridge Spokane River Bridge Port Washington Narrows Bridge Second Lake Washington Bridge Biggs Rapids Bridge Hood Canal Bridge; Puget Sound Ferry Service Proposed Bridge Projects Total	- - - - 1 - 12,853 1,044 - - 13,898	64 297 64 467 70 159 - 3 6,995 - 8,119	- - - - - - - - 24 146 170	- - - - - - - - - - -	- 185 30 330 225 231 1,470 193 1,666 - 4,330	- 1,389 367 2,823 - 275 - - 689 - 5,543	64 1,871 461 3,620 296 665 14,323 1,240 9,374 146 32,060	- - - - - - - - - - -	64 1,871 461 3,620 296 665 14,323 1,240 9,374 146 32,060	17 124 24 301 101 61 8,500 579 1,194 130 11,031	- 567 37 985 12 433 1,608 68 4,292 - 8,002
West Virginia	Winfield Bridge New Martinsville Bridge West Virginia Turnpike Total	- 432 - 432	31 42 633 706	3 5 122 130	- - 145 145	61 160 2,745 2,966	20 25 - 45	115 664 3,645 4,424	- - - -	115 664 3,645 4,424	-132 145 472 485	12 14 289 315
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities Grand Total	164,283 194,867 240 359,390	57,344 70,502 2,363 130,209	6,598 14,291 61 20,950	92 10,376 70 10,468	57,244 179,428 70 236,742	46,542 124,167 60 170,769	332,103 593,631 2,794 928,528	18,272 3,744 16 22,032	350,375 597,375 2,810 950,560	255,851 532,468 123 788,442	162,647 372,313 - 534,960

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Includes costs of toll collection.
3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation and debt service.
4/ Toll revenue in excess of estimated expenditures, considered to have been allocated to other than highway facilities of the port authority.
5/ Port development expense.
6/ Balance transferred to State general fund.

DISBURSEMENTS BY COUNTIES AND TOWNSHIPS FOR HIGHWAYS—1961¹

CLASSIFIED BY FUNCTION

Based upon reports for various fiscal years as obtained from records of State and local authorities

(In thousands of dollars)

TABLE LF-21, 1961
OCTOBER 1963

STATE	CAPITAL OUTLAY			MAINTENANCE				MISCELLANEOUS			
	RIGHT-OF-WAY	CONSTRUCTION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICES	TOTAL	ADMINISTRATION	TRAFFIC POLICE ^{2/}	OTHER	TOTAL
Alabama ^{3/}	259	13,944	14,203	23,083	-	-	23,083	1,675	-	347	2,022
Alaska ^{4/}	-	-	-	-	-	-	-	-	-	-	-
Arizona	136	7,964	8,100	5,247	-	129	5,376	489	-	-	489
Arkansas	17	565	582	11,524	-	-	11,524	971	-	35	1,006
California	7,741	58,794	66,535	38,012	484	-	38,496	12,003	-	-	12,003
Colorado	122	8,795	8,917	12,381	-	-	12,381	1,187	-	183	1,370
Connecticut	-	1,105	1,105	7,549	444	2	7,995	37	-	19	56
Delaware ^{3/ 5/}	-	-	-	-	-	-	-	-	-	-	-
Florida	1,902	4,610	6,512	24,481	-	53	24,534	3,472	1,921	15	5,408
Georgia	2,791	13,586	16,377	17,213	-	149	17,362	307	1,146	43	1,496
Hawaii	1,509	3,378	4,887	4,798	-	55	4,853	1,433	1,132	241	2,806
Idaho	96	3,367	3,463	8,442	-	-	8,442	316	-	26	342
Illinois	6,120	63,907	70,027	43,273	300	230	43,803	10,880	-	1	10,881
Indiana	46	17,469	17,515	22,416	1,319	2,637	26,372	2,647	-	-	2,647
Iowa	778	21,868	22,646	36,787	889	-	37,676	4,998	-	-	4,998
Kansas	147	11,017	11,164	28,782	-	-	28,782	1,194	-	-	1,194
Kentucky	199	217	416	8,012	-	-	8,012	237	-	-	237
Louisiana	14	3,248	3,262	16,472	-	133	16,605	1,083	16	125	1,224
Maine	-	1,076	1,076	1,662	2,369	3	4,034	-	-	-	-
Maryland	8	7,287	7,295	14,467	30	225	14,722	1,892	-	-	1,892
Massachusetts	21	3,097	3,118	5,478	1,724	40	7,242	684	31	-	715
Michigan	-	38,586	38,586	33,287	4,741	1,589	39,617	4,828	-	-	4,828
Minnesota	2,045	22,224	24,269	26,182	3,000	3,087	32,269	1,684	-	-	1,684
Mississippi	10	4,560	4,570	32,468	-	-	32,468	72	-	-	72
Missouri	1,654	5,572	7,226	18,921	102	50	19,073	1,995	-	-	1,995
Montana	-	892	892	8,732	-	-	8,732	620	-	-	620
Nebraska	39	7,669	7,708	18,140	45	9	18,194	550	-	11	561
Nevada	4	516	520	1,923	-	-	1,923	127	-	24	151
New Hampshire	-	300	300	1,868	1,386	-	3,254	-	-	-	-
New Jersey	68	9,461	9,529	31,237	416	76	31,729	1,821	562	13	2,396
New Mexico	158	827	985	3,209	-	-	3,209	178	-	55	233
New York	3,920	40,022	43,942	67,390	16,923	689	85,002	5,488	303	3,326	9,117
North Carolina ^{3/}	-	-	-	-	-	-	-	-	-	-	-
North Dakota	89	7,989	8,078	6,656	364	34	7,054	291	-	-	291
Ohio	406	20,676	21,082	74,199	-	-	74,199	5,982	-	100	6,082
Oklahoma	343	9,054	9,397	24,899	-	-	24,899	948	-	-	948
Oregon	1,019	14,868	15,887	12,698	164	203	13,065	1,687	-	-	1,687
Pennsylvania	1,138	20,782	21,920	26,781	3,873	-	30,654	1,019	398	20	1,437
Rhode Island ^{6/}	-	4	4	397	71	-	468	16	-	-	16
South Carolina	-	1,117	1,117	7,195	-	-	7,195	508	-	248	756
South Dakota	-	8,343	8,343	7,056	-	-	7,056	454	-	78	532
Tennessee ^{7/}	799	4,331	5,130	18,558	-	-	18,558	1,371	-	-	1,371
Texas	17,368	25,407	42,775	46,037	-	39	46,076	7,730	796	-	8,526
Utah	169	1,860	2,029	2,861	44	-	2,905	194	50	106	350
Vermont	14	4,392	4,406	4,578	-	-	4,578	-	-	-	-
Virginia ^{3/}	44	275	319	698	50	25	773	136	-	-	136
Washington	-	15,327	15,327	23,101	-	-	23,101	-	-	-	-
West Virginia ^{3/}	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	196	17,108	17,304	38,119	3,604	449	42,172	3,515	302	677	4,494
Wyoming	60	419	479	2,068	64	1	2,133	-	174	142	316
Total	51,449	527,875	579,324	869,337	42,406	9,907	921,650	86,719	6,831	5,835	99,385

^{1/} This table gives further segregation of capital outlay, maintenance and miscellaneous disbursements as shown on table LF-2. Refer to table LF-1, note 1 for additional information on local highway finance series.

^{2/} Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with maintenance.

^{3/} All county roads are under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia.

^{4/} Lacking organized county and township governments, all highway finance activities are included on the municipal highway finance series.

^{5/} Transactions under provisions of the 1945 Suburban Community Road Act amounted to less than \$1,000.

^{6/} Partially estimated.

^{7/} Includes data for ten months, September 1, 1960 to June 30, 1961.

DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS - 1961¹

CLASSIFIED BY FUNCTION

Based upon reports for various fiscal years as obtained from records of State and local authorities

TABLE UF-21, 1961
OCTOBER 1963

STATE	CAPITAL OUTLAY			MAINTENANCE				MISCELLANEOUS				STATE
	RIGHT-OF-WAY ^{2/}	CONSTRUCTION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICE	TOTAL	ADMINISTRATION ^{3/}	TRAFFIC POLICE ^{4/}	OTHER	TOTAL	
Alabama	58	4,556	4,614	9,459	-	737	10,196	460	215	2	677	Alabama
Alaska	3	760	763	732	456	76	1,264	112	239	-	351	Alaska
Arizona	208	7,888	8,096	4,175	-	452	4,627	361	-	-	361	Arizona
Arkansas	1	1,523	1,524	5,188	-	58	5,246	571	-	-	571	Arkansas
California	11,977	76,634	88,611	65,935	-	-	65,935	14,103	-	-	14,103	California
Colorado	64	4,436	4,500	5,166	513	1,714	7,393	742	-	782	1,524	Colorado
Connecticut	41	4,601	4,642	17,024	3,261	247	20,532	1,604	997	99	2,700	Connecticut
Delaware	4	1,208	1,212	449	59	118	626	11	674	-	685	Delaware
Florida	699	14,044	14,743	17,934	-	773	18,707	1,096	188	148	1,432	Florida
Georgia	1,400	4,665	6,065	8,145	-	356	8,501	112	164	2	278	Georgia
Hawaii ^{5/}	-	-	-	-	-	-	-	-	-	-	-	Hawaii ^{5/}
Idaho ^{6/}	-	1,236	1,236	1,855	-	-	1,855	-	-	-	-	Idaho ^{6/}
Illinois	2,025	36,648	38,673	41,815	1,510	7,579	50,904	4,136	9,619	651	14,406	Illinois
Indiana	17	5,194	5,211	10,749	632	1,265	12,646	2,668	-	216	2,884	Indiana
Iowa	213	16,572	16,785	12,178	1,159	860	14,179	1,199	-	-	1,199	Iowa
Kansas	2	13,829	13,831	7,005	12	38	7,055	702	5	-	707	Kansas
Kentucky	1	1,694	1,695	6,958	-	-	6,958	347	-	-	347	Kentucky
Louisiana	582	14,113	14,695	8,139	-	772	8,911	624	1,101	241	1,966	Louisiana
Maine	-	751	751	4,655	3,046	128	7,829	-	-	-	-	Maine
Maryland	-	3,975	3,975	7,675	972	1,895	10,542	1,250	12	-	1,262	Maryland
Massachusetts	104	18,538	18,642	34,181	13,353	2,307	49,841	2,987	10	254	3,251	Massachusetts
Michigan	976	31,332	32,308	24,362	3,216	2,379	29,957	3,933	17,229	233	21,395	Michigan
Minnesota	354	22,359	22,713	12,273	2,383	1,774	16,430	2,516	810	-	3,326	Minnesota
Mississippi	3	4,300	4,303	6,389	-	-	6,389	-	-	-	-	Mississippi
Missouri	1,097	5,645	6,742	15,145	220	1,703	17,068	1,194	257	1	1,452	Missouri
Montana	-	2,385	2,385	2,866	-	-	2,866	68	-	-	68	Montana
Nebraska	1	10,810	10,811	5,369	15	292	5,676	529	42	-	571	Nebraska
Nevada	115	543	658	1,230	-	-	1,230	124	-	4	128	Nevada
New Hampshire	40	743	783	3,637	2,405	101	6,143	315	-	-	315	New Hampshire
New Jersey	452	12,397	12,849	32,635	2,937	1,155	36,727	560	1,780	-	2,340	New Jersey
New Mexico	-	5,202	5,202	2,531	-	399	2,930	47	-	-	47	New Mexico
New York	5,347	83,480	88,827	79,131	11,656	2,074	92,861	8,923	13,084	4,127	26,134	New York
North Carolina	1,401	9,816	11,217	8,293	148	1,007	9,448	1,585	4,264	-	5,849	North Carolina
North Dakota	-	6,682	6,682	1,999	40	13	2,052	120	-	-	120	North Dakota
Ohio	4	39,231	39,235	35,648	-	4,192	39,840	3,131	1	222	3,354	Ohio
Oklahoma	262	4,422	4,684	5,951	-	-	5,951	322	-	-	322	Oklahoma
Oregon	222	6,331	6,553	2,917	44	778	3,739	635	-	-	635	Oregon
Pennsylvania	723	25,428	26,151	39,896	3,786	4,312	47,994	5,857	1,204	-	7,061	Pennsylvania
Rhode Island ^{7/}	-	2,936	2,936	3,795	934	361	5,090	482	-	-	482	Rhode Island ^{7/}
South Carolina	135	524	659	2,069	-	222	2,291	169	985	48	1,202	South Carolina
South Dakota	-	2,146	2,146	2,554	-	-	2,554	319	-	27	346	South Dakota
Tennessee	820	10,691	11,511	8,103	-	572	8,675	454	525	-	979	Tennessee
Texas	8,365	43,496	51,861	24,855	-	3,411	28,266	1,690	25,025	-	26,715	Texas
Utah	-	1,522	1,522	1,596	22	25	1,643	218	341	17	576	Utah
Vermont	-	493	493	2,129	-	-	2,129	-	100	-	100	Vermont
Virginia ^{8/}	554	8,848	9,402	9,392	743	1,058	11,193	1,198	106	-	1,304	Virginia ^{8/}
Washington	-	6,136	6,136	11,138	-	-	11,138	-	6,420	-	6,420	Washington
West Virginia	-	295	295	4,140	-	93	4,233	146	-	4	150	West Virginia
Wisconsin	-	25,136	25,136	15,286	2,874	330	18,490	1,753	-	36	1,789	Wisconsin
Wyoming ^{9/}	1	930	931	1,350	-	-	1,350	161	-	3	164	Wyoming ^{9/}
Total	38,271	607,124	645,395	636,096	56,396	45,626	738,118	69,534	85,397	7,117	162,048	Total

^{1/} This table gives further segregation of capital outlay, maintenance and miscellaneous disbursements by municipal governments on all systems as shown on table UF-2. Payments for non-highway purposes from highway funds were offset against appropriations for highway purposes out of local general funds. See table LF-1, note 1 for additional information on local highway finance series.

^{2/} Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs.

^{3/} Includes administration and preliminary engineering. Construction engineering included with construction.

^{4/} Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with traffic services.

^{5/} Included on county and township highway finance tables.

^{6/} Data for eight months, May to December 1961.

^{7/} Partially estimated.

^{8/} See note 7 table UF-2 for the basis of apportionment.

^{9/} Estimated.

RECEIPTS OF COUNTY AND TOWNSHIP TOLL FACILITIES—1961¹

Based upon reports for various fiscal years as obtained from records of State and local authorities

(In thousands of dollars)

LF-32, 1961
OCTOBER 1963

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR 2/		ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE						
Alabama	Dauphin Island Bridge	Mobile County	68	-	204	3/ 64	-	-	-	268
California	Golden Gate Bridge	Golden Gate Bridge and Highway District	8,692	9,306	4,886	-	298	-	-	5,184
Florida	Bellair Toll Causeway Biscayne Key (Rickerbacker) and Venetian Causeways Port Orange Toll Bridge Total	Pinellas County Dade County and Dade County Port Authority Volusia County	7 257 3 267	244 621 117 982	116 959 107 1,182	- - - -	4 16 5 25	- 3 - 3	- 8 - 8	120 986 112 1,218
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Eugene Talmaidge Memorial Toll Bridge) Total	Glynn County Coastal Highway District	- 62 62	92 287 379	283 770 1,053	- - -	- - -	- - -	- 81 81	283 851 1,134
Illinois	New Harmony Bridge	White County Bridge Commission	68	-	183	-	-	1	4/ 17 ✓	201
Louisiana	Greater New Orleans Expressway Lutcher-Vacherie Ferry Sabine Lake Bridge and Causeway Total	Greater New Orleans Expressway Commission St. James Parish Cameron Parish, Louisiana-Jefferson County, Texas	860 28 108 996	4,095 - 149 4,244	1,558 135 53 1,746	- - 3/ 26 3/ 26	116 - 3 119	- - - -	5/ 1,048 ✗ - 132 1,180	2,722 161 188 3,071
Maryland	Bear Creek Bridges	Baltimore County Revenue Authority	237	284	432	-	13	-	-	445
Michigan	Drummond Island Ferry 6/ Ironton Ferry 6/ Total	Chippewa County Road Commission Charlevoix County Road Commission	43 - 43	- - -	71 8 79	- - -	- - -	- - -	- - 6 6	71 14 85
Mississippi	Vicksburg Bridge	Warren County	429	1,665	622	-	56	297	20	995
Missouri	Brownville Bridge McDaniel Memorial (Miami) Bridge Platte Purchase Bridge St. Francisville Bridge Total	Atchison County Saline County Platte County Wayland Special Road District	13 3 86 4 106	7 17 212 4 240	51 44 326 16 437	- - - - -	- - 1 - 1	- - 9 - 9	- - - - -	51 44 336 16 447
Montana	St. Regis Ferry	Mineral and Sanders Counties	20	-	14	-	-	-	4/ 29 ✓	43
Nebraska	Burt County Missouri River Bridge (Decatur) Mormon Pioneer Memorial Bridge, Douglas County Rulo Bridge Total	Burt County Bridge Commission North Omaha Bridge Commission Richardson County Parkway Authority	13 20 2 35	25 64 47 136	78 183 49 310	- - - -	- - - -	12 2 6 20	- - - -	90 185 55 330
New Jersey	Burlington-Bristol Bridge Tacony-Palmyra Bridges Cape May County Bridges Total	Burlington County Bridge Commission <i>Cape May County Bridge Commission</i>	2,469 104 2,573	- 282 282	1,659 465 2,124	- - -	63 2 65	- - -	2 - 2	1,724 467 2,191
New York	Atlantic Beach Bridge Parkway Toll Stations 7/ Total	Nassau County Bridge Authority Westchester County	629 6,557 7,186	164 - 164	839 227 1,366	- - -	8 - 8	- - -	2 - 2	849 527 1,376
Oregon	The Dalles Bridge Umatilla Bridge Total	Wasco County Umatilla County	130 99 229	201 503 704	311 347 658	- - -	4 13 17	- - -	- - -	315 360 675
Pennsylvania	East Rochester-Monaca Toll Bridge	Beaver County Municipal Authority	2	96	85	-	-	-	8/ 152 ✗	237
Texas	Queen Isabella Toll Causeway Padre Island Toll Causeway Fort Aransas Ferry International Toll Bridge Cameron County International Toll Bridge Total	Cameron County Brewster County Brewster County District #4 Starr County Cameron County	164 24 157 123 - 468	21 341 167 2 - 531	171 212 147 96 277 903	- - - - 1,753 1,753	- - 6 - 2 8	- 7 2 11 - 20	27 - 19 107 2 48	198 219 174 107 2,034 2,732
Washington	Harstene Island Ferry Lummi Island-Gooseberry Point Ferry Puget Island Ferry Tacoma-McNeil Island-Anderson Island Ferry Total	Mason County Whatcom County Wahkiakum County Pierce County	- - - - -	- - - - -	7 29 12 21 69	- - - - -	- - - - -	- - - - -	23 124 9 57 213	30 153 21 78 282
GRAND TOTAL			21,481	19,013	16,353	1,843	610	350	1,758	20,914

Highway Finance

1/ This table gives the receipts for publicly and quasi-publicly owned facilities operated by or for county and township governments, local road and bridge districts, and specially created authorities. Facilities operated by county and township governments although located in entirely urban areas are also included in this table.

2/ Any differences between balances at the beginning of the year and those at the end of the previous year are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ Proceeds from short-term notes.

4/ Transfer from county general fund.

5/ Includes \$1,009,000 transfer from State Highway Fund #2.

6/ Estimated.

7/ Transferred to East Hudson Parkway Authority, February 1961. This Authority has assumed the remaining outstanding debt of Westchester County Parkway Authority.

8/ Includes \$143,417 from liquid fuel fund and \$8,272 from county general fund.

DISBURSEMENTS BY COUNTY AND TOWNSHIP TOLL FACILITIES—1961¹

Based upon reports for various fiscal years as obtained from records of State and local authorities

(In thousands of dollars)

TABLE LF-42, 1961
OCTOBER 1963

STATE	NAME OF FACILITY	CONSTRUCTION	MAINTENANCE AND OPERATION	ADMINISTRATION	MISCELLANEOUS	INTEREST	FINANCE ADMINISTRATION	SUBTOTAL CURRENT DISBURSEMENTS	RETIREMENT OF OBLIGATIONS	TOTAL DISBURSEMENTS	BALANCES AT THE END OF THE YEAR	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVE FOR DEBT SERVICE
Alabama	Dauphin Island Bridge	-	5	57	20	2/ 73	-	155	3/ 130	285	51	-
California	Golden Gate Bridge	36	1,309	555	-	1,004	-	2,904	1,200	4,104	9,678	9,400
Florida	Belleair Toll Causeway Biscayne Key (Rickenbacker) and Venetian Causeways Port Orange Toll Bridge Total	- - - -	28 415 27 470	- 29 - 29	- 15 - 15	46 489 19 554	- - - -	74 948 46 1,068	15 132 40 187	89 1,080 86 1,255	7 409 9 425	275 375 137 787
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Eugene Talma Memorial Toll Bridge) Total	- 1 1	65 67 132	14 23 37	12 17 29	60 469 529	- 7 7	151 584 735	97 - 97	248 584 832	191 191	127 425 552
Illinois	New Harmony Bridge	-	166	80	1	-	-	247	-	247	22	-
Louisiana	Greater New Orleans Expressway Litcher-Wacherie Ferry Sabine Lake Bridge and Causeway Total	61 - 36 97	387 109 6 502	- 11 41 52	- - - -	1,805 4 52 1,861	8 - - 8	2,261 124 135 2,520	90 56 65 211	2,351 180 200 2,731	757 9 182 948	4,569 - 63 4,632
Maryland	Bear Creek Bridges	118	152	50	-	189	-	509	-	509	127	330
Michigan	Drummond Island Ferry 4/ Ironton Ferry 4/ Total	- - -	59 14 73	7 - 7	- - -	- - -	- - -	66 14 80	- - -	66 14 80	48 - 48	- - -
Mississippi	Vicksburg Bridge	-	273	72	-	48	-	393	267	660	454	1,975
Missouri	Brownville Bridge McDaniel Memorial (Miami) Bridge Platte Purchase Bridge St. Francisville Bridge Total	- - - - -	11 11 53 6 81	8 3 39 - 50	- - - - -	11 9 201 1 222	- - - - -	30 23 293 7 353	20 29 - 1 50	50 52 293 8 403	11 3 97 10 121	10 9 244 6 269
Montana	St. Regis Ferry	-	43	-	-	-	-	43	-	43	20	-
Nebraska	Burt County Missouri River Bridge (Decatur) Mormon Pioneer Memorial Bridge, Douglas County Rulo Bridge Total	- - - -	21 38 14 73	10 18 1 29	- - - -	1 129 14 144	- - - -	32 185 29 246	55/ - 30/ 85	87 185 59 331	9 18 2 29	32 66 43 141
New Jersey	Burlington-Bristol Bridge Tecony-Palmyra Bridge Cape May County Bridges Total	- - - -	547 19 566	855 141 200	207 73 280	- 13 39	- 39 1	1,609 286 1,895	- 145 145	1,609 431 2,040	2,584 137 2,721	- 285 285
New York	Atlantic Beach Bridge Parkway Toll Stations Total	5/ 44 - 44	281 - 281	102 - 102	- - -	84 - 84	8 - 8	519 7,084 7,603	433 - 433	952 7,084 8,036	638 - 638	52 - 52
Oregon	The Dalles Bridge Umatilla Bridge Total	5/ 15 - 20	1 16 17	64 51 115	- - -	83 217 300	- - -	163 289 452	164 40 204	327 329 656	136 115 251	183 518 701
Pennsylvania	East Rochester-Monaca Toll Bridge	-	32	15	-	203	-	250	60	310	2	23
Texas	Queen Isabella Toll Causeway-Cameron County Padre Island Toll Causeway-Mueces County Port Aransas Ferry International Toll Bridge Cameron County International Toll Bridge Total	24 - 69 108 1,518 1,719	63 64 97 20 294	- 33 32 9 144	- - - - -	94 63 19 28 7/ 75 245	- 2 1 - - 3	181 162 218 174 1,755 2,490	- 85 36 - - 121	181 247 254 174 2,155 2,611	180 8 95 39 237 559	22 329 149 19 42 561
Washington	Harstene Island Ferry Lummi Island-Gooseberry Point Ferry Tacoma-McNeil Island-Anderson Island Ferry Puget Island Ferry Total	- - - - -	30 70 78 21 178	- - - - -	- - - - -	- - - - -	- - - - -	30 153 78 21 282	- - - - -	30 153 78 21 282	- - - - -	- - - - -
	GRAND TOTAL	2,705	5,077	1,674	7,246	5,496	27	22,225	3,190	25,415	16,285	19,708

1/ This table gives the disbursements for publicly- and quasi-publicly-owned facilities operated by and for county and township governments, local road and bridge districts, and specially created authorities. For additional information refer to the initial notes of tables LF-1 and LF-32.

2/ Includes \$5,000 for short-term notes.

3/ Includes \$45,000 for short-term notes.

4/ Estimated.

5/ Includes right-of-way of \$12,000 for Atlantic Beach Bridge and \$3,000 for Dalles Bridge.

6/ Transferred to East Hudson Parkway Authority in February 1961. The Authority has assumed the remaining debt of the Westchester County Parkway Authority.

7/ Allocation of toll revenue for nonhighway purposes.

RECEIPTS OF MUNICIPAL TOLL FACILITIES—1961¹

Based upon reports for various fiscal years as obtained from records of State and local authorities

TABLE UF-32, 1961
OCTOBER 1963

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR 2/		ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE						
Alabama	Bankhead Tunnel	City of Mobile	1,672	1,474	1,092	-	103	5	3/ 845	2,045
California	San Pedro-Terminal Island Ferry 4/	Los Angeles Harbor Department	-	-	273	-	-	-	5/ 199	472
Colorado	Pikes Peak Toll Highway	City of Colorado Springs	27	-	194	-	-	-	-	194
Florida	Broad Causeway Treasure Island Causeway Total	Town of Bay Harbor Islands City of Treasure Island	60 83 143	283 157 440	308 235 543	- - -	- 6 6	10 - 10	- - -	318 241 559
Illinois	Chicago Skyway Toll Bridge Chain of Rocks Bridge (Kings Highway) Chester Bridge (Mississippi River Bridge) Greater Rockford Bridge McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	City of Chicago City of Madison City of Chester City of Loves Park City of Venice City of Rock Island City of East St. Louis	2,958 2,246 170 68 1,224 1,797 2,188 10,651	546 51 224 133 1,048 432 1,248 3,682	2,350 645 268 238 1,106 490 1,532 6,629	- - - - - 252 - 252	53 22 5 2 46 54 67 249	- 7 15 - 250 - - 272	6/ 590 - 1 - - - 1 592	2,993 674 289 240 1,402 796 1,500 7,994
Iowa	Burlington Bridge Iowa-Illinois Memorial Bridge Keokuk Municipal Bridge Lyons-Fulton Bridge New South Bridge (The Gateway Bridge) Muscatine Bridge Total	City of Burlington Davenport Bridge Commission City of Keokuk Clinton Bridge Commission Muscatine Bridge Commission	86 534 5 187 - 12 824	144 318 105 229 - - 796	390 664 220 1,012 - 203 2,409	- - - - - - -	1 14 - 63 - 1 68	- - - 1 - - 7	- - 1 6 - - -	391 682 284 1,018 - 204 2,579
Kansas	Leavenworth Centennial Bridge	Leavenworth Bridge Commission	49	133	187	-	8	7	1	203
Massachusetts	Summer Vehicular Traffic Tunnel	City of Boston	-	12,730	-	-	-	-	5/ 338	338
Minnesota	Baudette-Rainy River International Bridge	Village of Baudette	52	51	59	-	-	6	1	66
Mississippi	Greenville-Lake Village Bridge	City of Greenville	312	109	-	-	10	159	-	169
Nebraska	Bellevue Bridge	Bellevue Bridge Commission	1	17	20	-	-	-	-	20
New York	Battery-Staten Island Ferry 7/ Triborough Bridges and Tunnels Total	City of New York Triborough Bridge and Tunnel Authority	- 134,421 134,421	1,696 - 1,696	2,036 37,711 39,747	7,141 98,314 105,455	51 3,984 4,035	474 3 477	5/ 5,448 8/ 487 5,935	15,150 140,499 155,649
Oregon	Hood River, Oregon-White Salmon Bridge, Washington	Port of Hood River Commission	17	101	202	-	1	-	2	205
Texas	Del Rio International Bridge Eagle Pass-Piedras Negras International Bridge Laredo-Nuevo Laredo International Bridge McAllen International Toll Bridge Total	City of Del Rio City of Eagle Pass City of Laredo Bridge System City of McAllen	102 116 134 137 489	53 42 175 86 356	171 261 562 440 1,434	- - - 372 372	4 1 6 2 13	- 1 11 45 57	3 - - - 3	178 263 579 859 1,879
West Virginia	Dunbar City Bridge Parkersburg Bridge Fairmont Bridge Total	Dunbar City Bridge Commission City of Parkersburg City of Fairmont	29 85 14 128	5 142 55 202	199 230 70 499	- - - -	1 - 2 3	1 - - 1	80 - - 80	281 230 72 583
GRAND TOTAL			148,786	21,787	53,368	106,079	4,443	1,062	8,003	172,955

Highway Finance

1/ This table is concerned with the receipts for publicly and quasi-publicly-owned facilities operated by or for municipalities, local road and bridge districts, and specially created authorities. For additional information on local highway finance series, see note 1 of table UF-1.

2/ Any differences between balances at the beginning of the year and those at the end of the previous year are the result of adjustments in accounting procedures, inclusion of funds previously not reported.

3/ Includes \$511,000 transferred from the City of Mobile.

4/ Operated as one of the various activities of the Los Angeles City Harbor Department. Its transactions are not included in a self-balancing fund. Debt data applicable to the ferry are not available.

5/ General fund contributions.

6/ State motor fuel revenue.

7/ Partially estimated.

8/ Includes parking receipts of \$486,000 from Battery and New York Coliseum Parking Garages.

DISBURSEMENTS BY MUNICIPAL TOLL FACILITIES—1961

Based upon reports for various fiscal years as obtained from records of State and local authorities

(In thousands of dollars)

TABLE UP-42, 1961
OCTOBER 1963

STATES	NAME OF FACILITY	CAPITAL	MINORANCE	OPERATION AND MAINTENANCE	ADMINISTRATION	MISCELLANEOUS	INTEREST OR OTHER	FINANCE	SUBTOTAL, CURRENT DISBURSEMENTS	RENTS-RECEIVED OR OTHER-TOLLS	FUND	TOTAL DISBURSEMENTS	BALANCES AT THE END OF THE YEAR	
													RESERVES FOR OPERATIONS, MAINTENANCE, ETC.	RESERVES FOR REPAIRS
Alabama	Banhook Tunnel	329	33	162	-	-	613	1,137	330	-	-	1,467	2,235	1,489
California	San Pedro-Terminal Island Ferry	-	-	472	-	-	-	472	-	-	-	472	-	-
Colorado	Pikes Peak Toll Highway	19	82	32	-	-	-	133	-	-	-	133	88	-
Florida	Broad Causeway	128	155	-	-	-	94	338	12	-	-	350	50	261
	Treasure Island Causeway	-	91	-	-	-	46	212	19	-	-	231	157	418
	Total	128	246	-	-	-	100	550	31	-	-	681	143	661
Illinois	Chicago Skyway Toll Bridge	1,215	1,139	206	-	-	3,539	6,099	-	-	-	6,099	398	-
	Chain of Rocks Bridge (Kings Highway)	-	191	72	-	-	21	284	100	-	-	384	2,436	51
	Charles River Bridge (Mississippi River Bridge)	20	2	96	-	-	97	135	84	-	-	219	201	188
	Greater Rockford Bridge	12	5	38	-	-	82	113	100	-	-	213	133	188
	McKinley Bridge	683	154	127	-	-	707	1,072	68	-	-	1,140	490	1,168
	Rock Island Centennial Bridge	4/918	102	74	-	-	186	1,446	106	-	-	1,552	394	1,168
	Verulam Memorial Bridge	165	102	136	-	-	488	1,741	278	-	-	2,019	1,217	1,217
	Total	3,990	1,798	709	-	-	5,024	11,049	1,049	-	-	13,098	5,125	3,151
Iowa	Burlington Bridge	80	-	19	-	-	99	198	40	-	-	238	80	163
	Low-Minnesota Memorial Bridge	209	15	170	-	-	391	591	100	-	-	691	422	274
	Koehn-Minnesota Bridge	75	15	4	-	-	93	188	100	-	-	288	101	188
	Lyons-Ritten Bridge	-	37	187	-	-	351	618	100	-	-	718	274	101
	New South Bridge (The Gateway Bridge)	111	22	195	-	-	397	708	100	-	-	808	274	101
	Muscatine Bridge	43	86	19	-	-	195	390	100	-	-	490	274	101
	Total	116	222	599	-	-	1,135	2,135	427	-	-	2,562	960	960
Kansas	Leavenworth Centennial Bridge	-	39	13	-	-	99	151	35	-	-	186	45	154
Massachusetts	Summer Vehicular Traffic Tunnel	-	-	-	-	-	216	216	30	-	-	246	-	12,322
Minnesota	Baudette-Rainy River International Bridge	40	24	7	-	-	54	126	-	-	-	126	10	33
Mississippi	Greenville-Lake Village Bridge	-	16	-	-	-	15	31	109	-	-	140	342	108
Montana	Ballou Bridge	-	13	7	-	-	20	20	-	-	-	20	1	17
New York	Battery-Staten Island Ferry 2/3	6,388	7,320	40	-	29	388	14,165	905	-	-	15,070	-	1,776
	Triborough Bridges and Tunnels	43,995	8,089	49	-	29	8,146	60,221	27,728	-	-	88,279	186,641	1,776
	Total	50,383	15,409	89	-	58	8,176	74,086	28,663	-	-	103,349	186,641	1,776
Oregon	Hood River, Oregon-White Salmon Bridge, Washington	1	8	52	-	-	47	114	69	-	-	183	36	104
Texas	Del Rio International Bridge	-	10	11	-	-	18	70	15	-	-	85	114	54
	Edgar Pass-Piedras Negras International Bridge	-	17	45	-	-	2	74	26	-	-	100	97	42
	Laredo-Newo Laredo International Bridge	-	82	30	-	-	12	125	60	-	-	185	210	176
	McAllen International Toll Bridge	-	279	33	-	-	96	307	15	-	-	322	141	141
	Total	289	218	139	-	-	128	576	116	-	-	692	442	413
West Virginia	Dumber City Bridge	-	8	47	-	-	193	264	-	-	-	264	14	37
	Parsons Bridge	-	47	73	-	-	152	284	-	-	-	284	16	157
	Total	8	55	120	-	-	345	548	-	-	-	548	30	257
	GRAND TOTAL	55,303	18,921	1,441	-	-	1,411	91,668	31,700	-	-	124,963	197,363	21,202

1/ This table is concerned with disbursements for publicly- and quasi-publicly-owned facilities operated by or for municipalities, local road and bridge districts, and specially created authorities. Refer to the initial note to table UP-1 for additional information.
2/ Transfer to the local general funds.
3/ Allocation of toll receipts for non-highway purposes. Includes \$25,000 for right-of-way. Partially estimated.

MILEAGE OF PUBLIC ROADS AND STREETS

This section presents data on highway construction during 1962 and statistics of public roads and streets existing in the United States as of December 31, 1962. With the exception of the data in table CA-3, the data shown for Massachusetts are for 1961. Having encountered delay in converting from manual to electronic data processing, Massachusetts was unable to supply 1962 data in time for inclusion in the highway mileage reports published in this bulletin.

Contracts Awarded and Mileage Built

Table CA-3 shows the numbers, dollar value, and miles covered by highway construction contracts awarded and by force account authorizations made by State agencies during 1962 for both State and Federal-aid road projects. Although many of these contracts and force account projects were completed during the year, this was not necessarily the case, particularly for the larger undertakings. Except for contracts financed in part with Federal-aid funds, data on construction contracted for or performed by counties and other local governments have not been included in the CA-3 table.

For 1962, several changes were made in the table series for the highway mileage built. Table SMB-1, which previously summarized all construction by State highway departments, and table SMB-5, which showed the miles constructed by State highway departments on local, forest, park, and institutional roads, etc., have been discontinued.

Table OMB (a new table) supplements table SMB-2 and includes, in addition to information similar to that given for 1961 and earlier years in table SMB-5, figures for the mileage constructed by county, town, and township governments. Except for construction on municipal extensions of State systems shown in table SMB-2, mileage constructed in municipalities has not been included in the mileage-built tables.

The increase in total road and street mileage by construction is relatively small each year. Most construction is for the improvement of existing highways, such as surfacing of roads not previously surfaced, widening pavements, reducing grades, minimizing curves, eliminating grade crossings, and other improvements that provide safer, more efficient highways having greater traffic and load-bearing capacities.

Existing Mileage of Roads and Streets

The SM tables present the mileage data for State administered roads and streets, classified by system and type of surface. For the State primary system only, they provide additional information on the width of roadways, number of lanes, access control, and traffic volumes. The net changes in system mileage caused by construction, transfers between systems, and abandonments during 1962 have been accounted for in table SM-101. The remaining mileage of public roads and streets under control of the Federal and local governments is reported in table OM.

In tables M-1, -2, -3, and -21, all mileage under State, local, and Federal jurisdictions has been combined to show the total existing mileage of roads and streets in the United States, classified by system and surface type. Table M-21 shows the extent to which State, local, and other roads comprise the Federal-aid systems.

Attention is called to the fact that the designation of a road or street as part of a Federal-aid system does not alter its status as a State or county road or city street. Inclusion of a highway in a Federal-aid system simply means that, because of its service value and importance, it has been made eligible for Federal construction funds.

Surface Types

The classification used in the mileage tables identifies only the visible surface types on existing streets and roadways. These tables do not give information concerning the base course and subbase materials. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No practical way exists for presenting useful data on their vertical composition.

State Highway Systems

The term "State primary system" as used in this bulletin refers to highways that have been officially designated by States as the "primary system," the "State highway system," or some similar term. Because the criteria for selecting these highways have varied greatly among the States, these highway systems differ in scope. However, they do encompass the principal intercounty, intercity, and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for States that have designated both a primary and a secondary system. Some States, in addition to having designated secondary systems, have absorbed the responsibility for constructing and maintaining specified county roads, and these have been shown as "county roads under State control."

Municipalities

A "municipality" has been defined by the Bureau of the Census as a political subdivision within which a municipal corporation has been established to provide general local government for a specific population concentration in a defined area. Political units so identified are those incorporated as cities, boroughs, towns, and villages. All such incorporated places, regardless of population, have been classed here as municipalities, except as noted in the following statements.

Towns in the six New England States and New York are minor civil subdivisions similar to townships in other States. Some of these towns and certain incorporated townships in New Jersey and Pennsylvania have been classified as municipalities on the basis of population. In addition to town and

township governments in these States, certain counties have been classified as municipalities in a number of States, where the area of the county is coextensive, or virtually so, with the area of one or more municipal corporations or where the county is urban in fact. Additional information concerning the municipal definition has been included in the Highway Finance section of this bulletin.

Municipal Extensions of State Systems

The term "municipal extensions" is used exclusively here to identify the extensions of State highway systems into or through municipalities as defined in the preceding paragraphs.

Local City Streets

The term "local city streets" refers to all roads and streets other than municipal extensions of State systems in the areas defined as follows: (1) Municipalities; (2) delimited unincorporated places having an estimated population of 1,000 or more; (3) the unincorporated fringe around cities of 50,000 population or more, defined as urbanized areas by the Bureau of the Census in the latest enumeration or as determined by the State highway departments.

MILEAGE BUILT ON STATE HIGHWAYS—1962
CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SMB-2, 1962
SHEET 1 OF 2
NOVEMBER 1963

Compiled for calendar year
from reports of State authorities

STATE	PRIMARY STATE HIGHWAYS - RURAL									PRIMARY STATE HIGHWAYS - MUNICIPAL EXTENSIONS									STATE		
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{1/}								TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{1/}								TOTAL MILEAGE GRADED AND SURFACED	
		SUBTOTALS				TOTAL MILEAGE SURFACED	SUBTOTALS					TOTAL MILEAGE SURFACED									
		D E	F G-1 H-1	G-2 H-2 I	J		SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING ^{2/}	D E				F G-1 H-1	G-2 H-2 I	J	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING ^{2/}				
Alabama	-	-	20	103	12	94	41	135	135	-	-	1	32	1	1	33	34	34	Alabama		
Alaska	65	-	1	6	-	2	5	7	72	-	1	-	1	-	-	1	1	2	Alaska		
Arizona	-	-	76	269	-	46	299	345	345	-	-	-	10	-	-	10	10	10	Arizona		
Arkansas	2	110	256	181	8	67	488	555	557	-	-	2	22	3	3	24	27	27	Arkansas		
California	-	-	111	351	89	48	503	551	551	-	-	1	51	66	25	93	118	118	California		
Colorado	-	37	32	396	24	66	423	489	489	-	1	-	20	1	1	21	22	22	Colorado		
Connecticut	-	-	-	10	16	21	5	26	26	-	-	2	9	8	9	10	19	19	Connecticut		
Delaware	-	-	-	8	2	-	10	10	10	-	-	-	2	7	-	9	9	9	Delaware		
Florida	-	-	42	801	8	19	832	851	851	-	-	2	106	12	20	100	120	120	Florida		
Georgia	8	-	61	4,082	44	141	4,066	4,207	4,215	-	1	1	506	9	12	504	516	516	Georgia		
Hawaii	-	-	-	9	-	-	9	9	9	-	-	-	2	-	2	-	2	2	Hawaii		
Idaho	-	-	58	171	-	104	125	229	229	-	1	1	8	-	4	5	9	9	Idaho		
Illinois	-	-	24	339	129	104	388	492	492	-	-	2	93	20	18	97	115	115	Illinois		
Indiana	-	-	-	674	62	39	677	736	736	-	-	-	22	5	4	23	27	27	Indiana		
Iowa	-	42	-	321	116	85	394	479	479	-	-	-	21	27	8	40	48	48	Iowa		
Kansas	-	4	93	347	23	50	417	467	467	-	-	2	10	4	2	14	16	16	Kansas		
Kentucky	-	141	188	446	77	132	720	852	852	-	-	1	22	3	1	25	26	26	Kentucky		
Louisiana	-	-	-	74	34	32	76	108	108	-	-	-	13	9	2	20	22	22	Louisiana		
Maine	-	-	10	61	2	27	66	93	93	-	-	1	7	1	3	9	9	9	Maine		
Maryland	-	-	-	44	22	21	45	66	66	-	-	-	4	-	1	3	4	4	Maryland		
Massachusetts ^{3/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Massachusetts ^{3/}		
Michigan	-	-	164	201	168	214	319	533	533	-	-	-	27	18	15	32	47	47	Michigan		
Minnesota	-	28	35	273	84	40	380	420	420	-	-	2	41	14	10	47	57	57	Minnesota		
Mississippi	-	71	99	76	86	102	230	332	332	-	-	5	5	1	3	8	11	11	Mississippi		
Missouri	-	-	50	155	123	91	237	328	328	-	-	4	11	46	47	14	61	61	Missouri		
Montana	-	-	7	119	-	-	126	126	126	-	-	-	3	-	-	3	3	3	Montana		
Nebraska	-	3	429	57	53	48	494	542	542	-	-	8	2	7	4	13	17	17	Nebraska		
Nevada	-	-	-	189	-	26	163	189	189	-	-	-	-	-	-	-	-	-	Nevada		
New Hampshire	-	-	5	31	-	22	14	36	36	-	-	-	7	-	6	1	7	7	New Hampshire		
New Jersey	-	-	41	41	9	9	37	46	46	-	-	-	36	7	8	35	43	43	New Jersey		
New Mexico	-	7	64	104	30	42	163	205	205	-	-	-	27	7	13	21	34	34	New Mexico		
New York	-	-	460	464	108	62	970	1,032	1,032	3	-	-	6	1	7	-	10	10	New York		
North Carolina	-	-	42	512	48	55	547	602	602	-	-	1	80	10	5	86	91	91	North Carolina		
North Dakota	-	70	158	85	29	45	293	338	338	-	1	5	1	-	1	6	7	7	North Dakota		
Ohio	-	-	208	2,322	69	88	2,511	2,599	2,599	-	-	4	187	44	43	192	235	235	Ohio		
Oklahoma	-	4	112	123	57	105	191	296	296	-	-	2	25	14	19	22	41	41	Oklahoma		
Oregon	3	-	8	171	22	107	94	201	204	-	-	-	10	3	8	5	13	13	Oregon		
Pennsylvania	-	-	68	670	41	42	737	779	779	-	-	5	122	13	11	129	140	140	Pennsylvania		
Rhode Island	-	-	1	18	6	10	15	25	25	-	-	4	13	-	-	17	17	17	Rhode Island		
South Carolina	-	12	89	237	2	102	238	340	340	-	-	4	20	-	3	21	24	24	South Carolina		
South Dakota	-	115	135	45	19	58	256	314	314	-	1	1	2	-	-	4	4	4	South Dakota		
Tennessee	-	-	158	991	9	66	1,092	1,158	1,158	-	-	6	111	23	26	114	140	140	Tennessee		
Texas	31	15	2,064	1,232	74	580	2,805	3,385	3,416	3	2	82	211	44	65	274	339	342	Texas		
Utah	15	-	22	235	-	131	126	257	272	-	-	-	20	-	7	13	20	20	Utah		
Vermont	-	-	-	51	-	15	36	51	51	-	-	-	10	-	6	4	10	10	Vermont		
Virginia	-	-	28	278	25	44	287	331	331	-	-	1	32	2	3	32	35	35	Virginia		
Washington	-	-	22	76	16	72	42	114	114	-	-	2	9	-	6	11	11	11	Washington		
West Virginia	-	-	14	447	24	25	460	485	485	-	-	-	62	3	3	62	65	65	West Virginia		
Wisconsin	-	15	-	225	86	67	299	326	326	-	2	-	32	19	10	43	53	53	Wisconsin		
Wyoming	-	-	30	309	-	128	211	339	339	-	-	-	2	-	-	2	2	2	Wyoming		
Total	124	674	5,464	18,450	1,848	3,514	22,922	26,436	26,560	7	7	154	2,075	452	445	2,243	2,688	2,695	Total		

Highway Mileage

MILEAGE BUILT ON STATE HIGHWAYS—1962

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SHB-2, 1962
SHEET 2 OF 2
NOVEMBER 1963

Compiled for calendar year
from reports of State authorities

STATE	SECONDARY ROADS UNDER STATE CONTROL - RURAL										SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS									
	MILEAGE SURFACED \bar{R}					MILEAGE SURFACED \bar{M}					MILEAGE SURFACED \bar{R}					MILEAGE SURFACED \bar{M}				
	DRAINED AND GRADED	D	F	I	J	TOTAL SURFACED	DRAINED AND GRADED	D	F	I	J	TOTAL SURFACED	DRAINED AND GRADED	D	F	I	J	TOTAL SURFACED		
																			SUBTOTALS	SUBTOTALS
RECORD-STRUC- TION OR NEW RESUR- FACING \bar{R}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{M}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{R}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{M}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{R}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{M}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{R}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{M}		RECORD-STRUC- TION OR NEW RESUR- FACING \bar{R}				
Alabama	130	47	191	-	-	368	-	-	-	-	-	-	-	-	-	-	-	-		
Delaware	1	2	74	2	18	95	-	-	-	-	-	-	-	-	-	-	-	-		
Florida	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Georgia	158	1,133	1,187	1	715	3,270	-	-	-	-	-	-	-	-	-	-	-	-		
Illinois	299	1,552	2,232	1,261	1,018	4,038	5,956	5,355	7	-	-	-	-	-	-	-	-	-		
Indiana	10	154	94	301	65	494	599	569	-	-	-	-	-	-	-	-	-	-		
Iowa	-	216	666	111	48	1,013	1,013	1,013	2	-	-	-	-	-	-	-	-	-		
Michigan	130	47	191	-	147	368	-	-	-	-	-	-	-	-	-	-	-	-		
Minnesota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Missouri	-	1,045	1,226	17	2,276	2,293	2,293	2,293	7	-	-	-	-	-	-	-	-	-		
Nebraska	-	11	5	70	15	86	86	86	-	-	-	-	-	-	-	-	-	-		
North Carolina	158	1,133	1,187	791	715	3,270	3,112	3,270	5	-	-	-	-	-	-	-	-	-		
Ohio	299	1,552	2,232	1,261	1,018	4,038	5,956	5,355	7	-	-	-	-	-	-	-	-	-		
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Pennsylvania	-	33	283	87	43	1,181	1,181	1,181	7	-	-	-	-	-	-	-	-	-		
South Carolina	-	5	98	11	688	998	998	998	3	-	-	-	-	-	-	-	-	-		
Texas	130	47	191	-	147	368	-	-	-	-	-	-	-	-	-	-	-	-		
Virginia	-	216	666	111	48	1,013	1,013	1,013	2	-	-	-	-	-	-	-	-	-		
West Virginia	10	154	94	301	65	494	599	569	-	-	-	-	-	-	-	-	-	-		
Wisconsin	299	1,552	2,232	1,261	1,018	4,038	5,956	5,355	7	-	-	-	-	-	-	-	-	-		
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
TOTAL	302	2,671	5,130	3,227	2,115	8,943	11,058	11,360	-	-	-	-	-	-	-	-	-	-		

1/ Surface types indicated by symbols in these columns are as follows: D, solid surfaced; F, flag gravel, or stone; I, bituminous surface treated; mixed bituminous, and H-1, bituminous penetration paving, a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches and/or a high load-bearing capacity with or without portland cement concrete base; J, bituminous concrete and sheet asphalt with or without portland cement concrete base; and K, portland cement concrete.

2/ Surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no

3/ See table SH-101 for segregation between resurfacing to a different type and resurfacing to the same type.

4/ 1962 data not available.

5/ Connecticut established a State secondary system (Public Act 603 Section 2) in 1961. Mileage reported as State primary in years prior to 1962 is now divided between the primary and secondary systems.

6/ Mileage built on State-aid systems.

7/ County roads are under State control as follows: all counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; and some county mileage in Nevada.

EXISTING MILEAGE OF STATE HIGHWAYS—1962

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SM-3, 1962
SHEET 2 OF 2
NOVEMBER 1963Compiled for end of calendar year
from reports of State authorities

STATE	SECONDARY ROADS UNDER STATE CONTROL - RURAL							SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS ^{1/}							TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL STATE SECONDARY ROADS	STATE
	NON-SURFACED MILEAGE ^{2/}	SURFACED MILEAGE ^{3/}					TOTAL RURAL	NON-SURFACED MILEAGE ^{2/}	SURFACED MILEAGE ^{3/}					TOTAL MUNICIPAL				
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE					
SECONDARY STATE HIGHWAYS																		
Connecticut ^{5/}	-	1	448	1,123	140	1,712	1,712	-	-	77	248	101	426	426	-	2,138	2,138	Connecticut ^{5/}
Delaware	5	18	914	171	179	1,282	1,287	-	-	55	76	35	166	166	5	1,448	1,453	Delaware
Florida	45	11	4,002	882	2	4,897	4,942	-	-	239	130	4	373	373	45	5,270	5,315	Florida
Hawaii	86	35	97	380	-	512	598	-	-	-	12	-	12	12	86	524	610	Hawaii
Louisiana: Secondary Farm-to-market Total	- - -	227 1,878 2,105	- - -	3,471 4,457 7,928	187 90 277	3,885 6,425 10,310	3,885 6,425 10,310	- - -	1 20 21	- - -	218 309 527	60 47 107	279 376 655	279 376 655	- - -	4,164 6,801 10,965	4,164 6,801 10,965	Louisiana: Secondary Farm-to-market Total
Maine ^{6/}	45	910	6,207	201	6	7,324	7,369	-	1	203	97	11	312	312	45	7,636	7,681	Maine ^{6/}
Maryland	-	14	417	1,757	594	2,782	2,782	-	-	3	121	38	162	162	-	2,944	2,944	Maryland
Missouri	-	8,361	12,938	106	217	21,622	21,622	-	38	429	43	104	614	614	-	22,236	22,236	Missouri
Montana	757	2,614	610	1,445	-	4,669	5,426	3	9	24	26	1	60	63	760	4,729	5,489	Montana
Nevada	365	1,272	678	1,265	-	3,215	3,580	-	1	10	23	-	34	34	365	3,249	3,614	Nevada
New Hampshire	2	54	2,069	36	4	2,163	2,165	-	-	98	32	4	134	134	2	2,297	2,299	New Hampshire
Oregon	9	173	699	1,684	37	2,553	2,562	-	1	21	110	24	156	156	9	2,709	2,718	Oregon
Pennsylvania	169	4,004	5,678	14,907	471	25,060	25,229	10	86	409	1,378	228	2,101	2,111	179	27,161	27,340	Pennsylvania
South Carolina	3,086	263	14,662	72	33	15,030	18,116	209	21	2,353	118	22	2,514	2,723	3,295	17,544	20,839	South Carolina
Washington	-	54	1,697	341	176	2,268	2,268	-	-	50	83	42	175	175	-	2,443	2,443	Washington
Total	4,569	19,889	51,076	32,298	2,136	105,399	109,968	222	178	3,971	3,024	721	7,894	8,116	4,791	113,293	118,084	Total
COUNTY ROADS UNDER STATE CONTROL ⁷																		
Alabama	1,525	4,744	2,838	57	-	7,639	9,164	-	2	50	9	-	61	61	1,525	7,700	9,225	Alabama
Delaware	241	436	1,007	111	7	1,561	1,802	-	10	127	232	10	379	379	241	1,940	2,181	Delaware
Nevada	76	25	135	369	-	529	605	1	-	3	14	-	17	18	77	546	623	Nevada
North Carolina	8,872	21,033	18,852	8,326	256	48,467	57,339	78	136	826	556	66	1,584	1,662	8,950	50,051	59,001	North Carolina
Virginia	824	19,453	20,430	863	41	40,787	41,611	9	63	544	19	7	633	642	833	41,420	42,253	Virginia
West Virginia	10,366	8,914	3,219	3,453	206	15,792	26,158	3	15	22	88	20	145	148	10,369	15,937	26,306	West Virginia
Total	21,904	54,605	46,481	13,179	510	114,775	136,679	91	226	1,572	918	103	2,819	2,910	21,995	117,594	139,589	Total
ALL SECONDARY STATE ROADS																		
TOTAL	26,473	74,494	97,557	45,477	2,646	220,174	246,647	313	404	5,543	3,942	824	10,713	11,026	26,786	230,887	257,673	TOTAL

^{1/} May include mileage in some States that is not designated by law as part of the State system but which constitutes the municipal portion of a State route within a city or town.

^{2/} Non-surfaced mileage includes primitive and unimproved, and graded and drained roads.

^{3/} Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without

bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

^{4/} Includes 86 miles of ferry routes.

^{5/} Connecticut established a State secondary system (Public Act 603 Section 2) in 1961. Mileage reported as State primary in years prior to 1962 is now divided between the primary and secondary systems.

^{6/} State-aid system.

^{7/} County roads are under State control as follows: All counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.

EXISTING SURFACED MILEAGE

STATE PRIMARY SYSTEM—MUNICIPAL EXTENSIONS—1962

CLASSIFIED BY WIDTH

Compiled for end of calendar year
from reports of State authorities

TABLE SM-9, 1962
NOVEMBER 1963

STATE	WIDTH IN FEET								TOTAL MUNICIPAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	45	370	110	169	79	115	99	293	1,280	Alabama
Alaska	3	7	7	21	2	2	1	3	46	Alaska
Arizona	1	6	14	97	-	11	2	120	251	Arizona
Arkansas	150	179	97	128	76	74	12	74	790	Arkansas
California	32	101	90	79	78	136	123	1,158	1,797	California
Colorado	8	27	62	63	20	25	11	201	417	Colorado
Connecticut	13	58	43	36	34	23	19	154	380	Connecticut
Delaware	7	13	18	16	15	21	16	58	164	Delaware
Florida	94	183	105	271	130	182	61	461	1,487	Florida
Georgia	191	483	142	389	177	292	73	226	1,973	Georgia
Hawaii	-	3	1	4	4	4	4	20	40	Hawaii
Idaho	28	28	29	43	28	28	12	71	267	Idaho
Illinois	492	300	228	203	190	792	113	559	2,877	Illinois
Indiana	67	86	91	118	163	257	63	160	1,005	Indiana
Iowa	144	98	88	319	100	88	86	197	1,120	Iowa
Kansas	3	15	34	109	71	89	50	226	597	Kansas
Kentucky	237	95	55	61	143	197	24	79	891	Kentucky
Louisiana	64	61	23	213	33	93	32	118	637	Louisiana
Maine	22	71	27	51	37	67	19	43	337	Maine
Maryland	3	4	7	24	17	14	4	52	125	Maryland
Massachusetts	11	5	5	64	117	122	37	259	620	Massachusetts
Michigan	15	157	109	50	72	184	167	377	1,131	Michigan
Minnesota	9	187	105	599	95	115	129	481	1,720	Minnesota
Mississippi	79	409	55	51	48	75	18	114	849	Mississippi
Missouri	67	240	102	147	21	112	28	228	945	Missouri
Montana	5	25	14	37	17	14	7	44	163	Montana
Nebraska	3	39	44	99	56	60	12	89	402	Nebraska
Nevada	-	2	1	13	1	2	3	43	65	Nevada
New Hampshire	18	41	10	60	27	18	5	36	215	New Hampshire
New Jersey	26	178	192	15	88	140	58	296	993	New Jersey
New Mexico	14	128	30	93	56	63	21	234	639	New Mexico
New York	197	217	100	168	178	124	30	131	1,145	New York
North Carolina	164	218	178	203	183	179	74	204	1,403	North Carolina
North Dakota	-	20	68	71	19	18	6	30	232	North Dakota
Ohio	265	350	96	337	452	518	102	628	2,748	Ohio
Oklahoma	70	160	113	130	49	113	35	261	931	Oklahoma
Oregon	19	43	32	38	12	47	22	111	324	Oregon
Pennsylvania	496	183	248	240	515	361	120	295	2,458	Pennsylvania
Rhode Island	43	31	5	12	51	99	15	29	285	Rhode Island
South Carolina	68	139	69	162	83	188	48	164	921	South Carolina
South Dakota	-	31	14	94	8	16	5	53	221	South Dakota
Tennessee	95	97	144	147	61	106	54	252	956	Tennessee
Texas	404	609	228	997	252	358	280	1,565	4,693	Texas
Utah	55	92	62	175	39	37	20	160	640	Utah
Vermont	46	36	24	29	26	18	8	15	202	Vermont
Virginia	84	135	52	50	136	237	81	207	982	Virginia
Washington	18	67	35	34	10	46	28	131	369	Washington
West Virginia	98	76	48	54	94	65	12	35	482	West Virginia
Wisconsin	54	202	322	178	158	185	161	269	1,529	Wisconsin
Wyoming	4	19	14	22	22	13	10	33	137	Wyoming
Total	4,031	6,324	3,790	6,783	4,343	6,143	2,420	11,047	44,881	Total

Compiled for end of calendar year from reports of state authorities

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—1962

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-15, 1962
SHEET 1 OF 2
NOVEMBER 1963

STATE	TRAFFIC VOLUME		MILEAGE		AVERAGE DAILY TRAFFIC VOLUMES	
	LESS THAN 100	100-999	1,000-4,999	5,000-9,999	10,000-19,999	20,000-99,999
Alabama	1,336	2,716	1,878	379	298	10
Alaska	1,755	297	105	5	11	4
Arizona	1,139	1,065	1,005	481	380	28
Arkansas	3,736	2,906	1,915	394	309	17
California	1,725	2,725	2,086	892	1,362	300
Colorado	2,492	2,225	1,726	557	182	3
Connecticut	-	62	81	71	23	10
Delaware	-	17	127	94	23	5
Florida	1,295	4,017	1,928	782	1,045	59
Georgia	99	3,176	3,444	681	261	22
Hawaii	1,303	1,905	293	214	119	2
Illinois	267	1,562	2,350	1,188	1,197	41
Indiana	196	2,202	1,320	1,839	2,067	212
Iowa	1,119	2,202	1,516	597	119	-
Kansas	1,766	3,346	2,715	454	136	3
Kentucky	10,070	4,404	2,672	398	49	6
Louisiana	135	408	1,177	666	470	8
Maine	277	998	376	175	131	3
Maryland	8	80	204	186	423	188
Massachusetts	12	157	361	175	461	69
Michigan	1,493	1,568	2,078	965	346	66
Minnesota	493	3,372	1,262	523	191	24
Mississippi	3,139	2,188	2,085	645	153	5
Missouri	485	2,056	1,889	756	624	38
Montana	471	2,315	1,221	43	21	2
Nebraska	3,697	2,637	1,312	292	141	4
Nevada	92	683	160	126	72	1
New Hampshire	160	296	696	110	16	-
New Jersey	5,051	1,419	2,933	280	409	-
New Mexico	736	2,873	1,713	1,227	1,442	293
New York	936	3,422	1,712	914	679	84
North Carolina	2,974	1,962	2,066	66	19	-
North Dakota	3,998	3,475	2,011	994	1,281	189
Ohio	1,917	2,221	1,710	748	678	20
Oklahoma	1,917	2,221	1,710	748	678	20
Oregon	909	1,052	976	394	161	91
Pennsylvania	1,535	2,682	1,666	980	337	337
Rhode Island	1,076	2,636	1,005	678	273	33
South Carolina	2,660	2,419	1,519	85	10	-
South Dakota	2,660	2,419	1,519	85	10	-
Tennessee	1,141	2,381	1,620	572	974	88
Texas	26,838	13,039	8,519	1,993	1,048	25
Utah	2,925	769	805	126	99	10
Vermont	460	1,654	226	167	37	-
Virginia	374	1,010	2,259	422	892	88
Washington	707	1,540	1,109	627	175	4
West Virginia	1,496	1,285	1,018	463	426	24
Wisconsin	1,496	3,265	2,845	593	426	24
Wyoming	2,008	1,938	1,463	96	10	-
Total	101,858	1,496	2,845	1,018	463	10
Total	101,858	1,496	2,845	1,018	463	10

Highway Statistics, 1962

TABLE 8M-15, 1966
 SHEET 2 OF 2
 NOVEMBER 1963

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—1962

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled for end of calendar year
 from reports of State authorities

STATE	STATE PRIMARY HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS												
	AVERAGE DAILY TRAFFIC VOLUMES												
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UM-CLASSIFIED
Alabama	28	10	5	3	2	2	1	4	2	2	37	-	-
Alaska	10	10	5	3	2	2	1	4	2	2	37	-	-
Arizona	1	6	8	24	30	68	179	31	20	27	13	-	-
Arkansas	30	1	6	14	25	84	179	31	20	27	13	-	-
California	19	15	30	51	36	39	280	261	223	345	194	304	-
Colorado	7	-	4	3	7	10	130	93	6	21	31	43	1
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	15	76	245	420	120	107	394	240	123	94	35	12	-
Georgia	177	245	420	279	169	120	295	140	53	48	15	12	-
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	7	36	58	40	31	20	59	14	8	7	8	4	-
Illinois	17	88	269	238	176	153	509	305	193	81	21	57	60
Indiana	8	31	141	189	115	90	219	170	81	76	21	-	-
Iowa	3	68	95	83	73	48	124	59	21	18	4	-	-
Kansas	63	98	112	101	85	66	190	77	43	36	45	1	-
Kentucky	63	98	112	101	85	66	190	77	43	36	45	1	-
Louisiana	-	2	9	15	61	31	171	57	45	19	6	-	-
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-
Massachusetts	9	16	26	107	35	37	179	113	45	87	112	43	-
Michigan	9	16	26	107	35	37	179	113	45	87	112	43	-
Minnesota	40	19	217	102	171	90	170	33	91	13	4	-	-
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri	5	19	40	104	251	286	235	51	18	18	18	-	-
Montana	22	5	102	81	55	30	24	7	14	7	1	-	-
Nebraska	22	5	102	81	55	30	24	7	14	7	1	-	-
Nevada	1	2	3	4	4	4	4	4	4	4	4	-	-
New Hampshire	24	-	5	22	44	34	50	8	2	2	4	-	-
New Jersey	64	-	31	48	54	70	122	212	126	75	46	-	-
New Mexico	11	64	118	88	59	28	140	63	4	2	4	-	-
New York	11	64	118	88	59	28	140	63	4	2	4	-	-
North Carolina	56	-	68	60	14	6	32	11	1	-	-	-	-
Ohio	35	35	142	298	284	192	779	324	197	100	12	-	-
Oklahoma	13	5	14	23	32	26	91	36	24	27	8	6	-
Oregon	5	3	89	131	237	167	610	358	197	170	34	15	-
Rhode Island	3	3	3	3	3	3	3	3	3	3	3	1	-
South Carolina	19	3	102	148	110	88	181	61	16	16	4	-	-
South Dakota	-	23	72	115	100	101	222	69	3	3	6	-	-
Tennessee	103	109	448	532	516	340	1,061	515	280	162	58	3	-
Texas	23	103	111	120	62	42	38	38	28	19	3	-	-
Utah	3	19	3	3	3	3	3	3	3	3	3	-	-
Virginia	3	19	3	3	3	3	3	3	3	3	3	-	-
Washington	6	6	6	6	6	6	6	6	6	6	6	-	-
West Virginia	6	6	6	6	6	6	6	6	6	6	6	-	-
Wisconsin	33	7	186	22	148	17	334	137	38	57	-	-	-
Wyoming	7	33	22	32	18	32	108	30	4	-	-	-	-
Total	1,143	3,226	5,598	4,767	4,051	3,410	9,412	4,626	2,541	2,114	693	785	2,515
Total	44,861	1,529	1,371	1,529	1,371	1,529	1,371	1,529	1,371	1,529	1,371	1,529	1,371

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS—1962

Compiled for end of calendar year from reports of State authorities

TABLE SM-101, 1962 NOVEMBER 1963

Main data table with columns for TYPE OF ROAD, EXISTING MILEAGE, NET CHANGES, MILEAGE ABANDONED, MILEAGE BUILT ON NEW LOCATION, TYPE OF ROAD REPLACED (A-J), SUMMARY OF CHANGES (MILEAGE BUILT DURING YEAR, MILEAGE OF FORMER TYPES REPLACED, NET MILEAGE CHANGE), NET TOTAL CHANGE IN MILEAGE, and EXISTING MILEAGE AT END OF YEAR. Sub-sections include PRIMARY STATE HIGHWAYS—RURAL, PRIMARY STATE HIGHWAYS—MUNICIPAL EXTENSIONS, SECONDARY STATE HIGHWAYS—RURAL, COUNTY ROADS UNDER STATE CONTROL—RURAL, and ALL SECONDARY STATE ROADS—MUNICIPAL EXTENSIONS.

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1. 2/ County roads are under State control as follows: All counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; and some county mileage in Nevada.

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1962

CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-110, 1962
SHEET 1 OF 2
NOVEMBER 1963

Compiled for end of calendar year
from reports of State authorities

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	PRIMARY STATE HIGHWAY SYSTEM - RURAL													
	AVERAGE DAILY TRAFFIC VOLUMES													TOTAL RURAL SURFACED MILEAGE
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	39,426	24,653	15,558	5,069	1,998	1,124	918	101	9	10	1	-	1,172	90,039
20-21	34,104	32,075	25,395	10,240	4,984	2,824	3,094	326	130	8	2	-	377	113,559
22-23	11,150	17,805	16,607	9,279	4,773	2,521	3,078	329	56	3	3	-	98	65,702
24-26	14,323	21,620	24,300	14,894	8,714	5,209	6,013	355	113	6	-	-	76	95,623
27-35	2,533	2,753	2,030	1,103	683	565	1,719	389	127	10	-	-	8	11,920
36-43	185	282	576	404	349	219	779	356	217	88	14	2	38	3,509
44-47	32	77	78	80	63	89	223	166	80	49	8	5	6	956
48 and over	105	136	-	128	184	155	396	236	104	63	9	2	10	1,528
Total Undivided 1/	101,858	99,401	84,544	41,197	21,748	12,706	16,220	2,258	836	237	37	9	1,785	382,836
Divided:														
No access control:														
Less than 44	**	**	47	25	74	55	159	85	43	40	11	1	-	540
44-47	**	**	43	105	129	213	578	288	105	35	8	1	-	1,505
48 and over	**	**	157	390	643	588	1,533	610	246	218	70	20	-	4,475
Subtotal	**	**	247	520	846	856	2,270	983	394	293	89	22	-	6,520
Partial access control: 2/														
Less than 44	**	**	7	6	3	17	45	24	13	11	-	-	-	126
44-47	**	**	17	37	70	64	309	89	71	52	1	-	-	710
48 and over	**	**	191	185	369	507	1,489	442	189	118	14	3	-	3,507
Subtotal	**	**	215	228	442	588	1,843	555	273	181	15	3	-	4,343
Full access control: 2/														
Less than 44	**	**	8	4	1	-	3	2	-	1	-	-	-	19
44-47	**	**	2	-	14	4	8	40	13	9	1	-	-	91
48 and over	**	**	544	932	1,064	804	2,748	795	310	285	115	84	20	7,701
Subtotal	**	**	554	936	1,079	808	2,759	837	323	295	116	84	20	7,811
Total Divided	**	**	1,016	1,684	2,367	2,252	6,872	2,375	990	769	220	109	20	18,674
Total Surfaced Mileage	101,858	99,401	85,560	42,881	24,115	14,958	23,092	4,633	1,826	1,006	257	118	3/ 1,805	401,510

Highway Mileage

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1962

CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-110, 1962
SHEET 2 OF 2
NOVEMBER 1963Compiled for end of calendar year
from reports of State authorities

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	PRIMARY STATE HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS													TOTAL MUNICIPAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	376	749	1,029	667	329	199	318	56	15	2	1	1	289	4,031
20-21	297	840	1,431	1,053	738	467	809	185	55	9	3	1	436	6,324
22-23	119	453	701	568	439	339	646	181	74	7	1	3	259	3,790
24-26	171	604	1,054	987	909	723	1,444	368	124	37	9	3	350	6,783
27-35	51	200	422	414	438	457	1,319	563	188	52	11	6	222	4,343
36-43	51	169	387	413	413	485	1,572	1,010	487	331	43	15	476	5,852
44-47	12	51	117	155	162	143	423	317	189	113	18	7	120	1,827
48 and over	66	160	212	298	297	293	1,192	824	607	594	159	67	272	5,041
Total Undivided ^{4/}	1,143	3,226	5,353	4,555	3,725	3,106	7,723	3,504	1,739	1,145	245	103	2,424	37,991
Divided:														
No access control:														
Less than 44	**	**	5	7	13	15	52	56	40	45	8	7	9	257
44-47	**	**	13	11	21	24	123	91	71	81	23	7	8	473
48 and over	**	**	96	107	149	111	674	531	349	465	221	195	74	2,972
Subtotal	**	**	114	125	183	150	849	678	460	591	252	209	91	3,702
Partial access control: ^{2/}														
Less than 44	**	**	1	1	2	3	7	2	8	2	1	-	-	27
44-47	**	**	2	3	2	1	39	22	16	18	-	-	-	103
48 and over	**	**	34	34	52	45	360	162	121	100	24	12	-	944
Subtotal	**	**	37	38	56	49	406	186	145	120	25	12	-	1,074
Full access control: ^{2/}														
Less than 44	**	**	-	-	-	2	-	1	-	3	-	1	-	7
44-47	**	**	-	-	-	4	5	4	1	1	2	-	-	17
48 and over	**	**	94	49	87	99	429	253	196	254	169	460	-	2,090
Subtotal	**	**	94	49	87	105	434	258	197	258	171	461	-	2,114
Total Divided	**	**	245	212	326	304	1,689	1,122	802	969	448	682	91	6,890
Total Surfaced Mileage	1,143	3,226	5,598	4,767	4,051	3,410	9,412	4,626	2,541	2,114	693	785	3/ 2,515	44,881

^{1/} Includes 127 miles with partial control of access and 162 miles with full control of access. See footnotes 3 and 4 on table SM-11.^{2/} Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.^{3/} States not reporting average daily traffic volume data are listed in table SM-15.^{4/} Includes 2 miles with partial control of access. See footnote 5 on table SM-11.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1962

TABLE M-1, 1962
NOVEMBER 1963

CLASSIFIED BY SYSTEM

Compiled for end of calendar year from reports of State and local authorities

STATE	RURAL MILEAGE										MUNICIPAL MILEAGE							TOTAL RURAL AND MUNICIPAL MILEAGE																																																																																
	UNDER STATE CONTROL					UNDER LOCAL CONTROL					UNDER FEDERAL CONTROL 1/			UNDER STATE CONTROL					TOTAL MUNICIPAL MILEAGE																																																																															
	STATE PRIMARY SYSTEM 3/	STATE SECONDARY ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND VILLAGE ROADS	OTHER LOCAL ROADS 5/	TOTAL	NATIONAL FOREST HIGHWAYS 6/	NATIONAL INDIAN RESERVATION ROADS	OTHER NATIONAL ROADS	TOTAL	EXEMPT STATE PRIMARY SYSTEM 3/	EXEMPT STATE SECONDARY ROADS 4/	TOTAL	UNDER LOCAL CITY STREETS 2/																																																																																			
																7,884	4,240			4,894	10,526	12,368	7,862	7,878	437	1,712	3,089	4,942	110	55	2	49	14,236	14,720	1,068	4,659	12,907	9,239	9,031	237	101	32	228	7,369	2,782	296	2	1,085	21,622	5,426	4,185	2,165	11,319	11,319	12,316	11,339	6,063	15,720	10,870	4,400	12,498	7,024	55,209	5,018	7,024	7,790	5,219	5,018	18,116	2,562	25,229	18,116	198	351	30	198	8,101	55,239	5,018	2,085	41,611	2,268	26,158	4,623	2,085	7,615	3,837	9,646	31,011	60	79	230	366	10,488	5,277	10,122	5,277	406,705
Alabama	7,884	4,240	4,894	10,526	12,368	7,862	7,878	437	1,712	3,089	4,942	110	55	2	49	14,236	14,720	1,068	4,659	12,907	9,239	9,031	237	101	32	228	7,369	2,782	296	2	1,085	21,622	5,426	4,185	2,165	11,319	11,319	12,316	11,339	6,063	15,720	10,870	4,400	12,498	7,024	55,209	5,018	7,024	7,790	5,219	5,018	18,116	2,562	25,229	18,116	198 <td>351 <td>30 <td>198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td> </td></td></td>	351 <td>30 <td>198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td> </td></td>	30 <td>198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td> </td>	198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td>	8,101	55,239	5,018	2,085	41,611	2,268	26,158	4,623	2,085	7,615	3,837	9,646	31,011	60	79	230	366	10,488	5,277	10,122	5,277	406,705	246,647	19,787	673,139	1,743,885	542,189	67,351	2,351,435	95,010	13,493	11,260	119,763	44,927	11,026	55,953	399,291	455,244	3,599,581
Alaska	7,884	4,240	4,894	10,526	12,368	7,862	7,878	437	1,712	3,089	4,942	110	55	2	49	14,236	14,720	1,068	4,659	12,907	9,239	9,031	237	101	32	228	7,369	2,782	296	2	1,085	21,622	5,426	4,185	2,165	11,319	11,319	12,316	11,339	6,063	15,720	10,870	4,400	12,498	7,024	55,209	5,018	7,024	7,790	5,219	5,018	18,116	2,562	25,229	18,116	198 <td>351 <td>30 <td>198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td> </td></td></td>	351 <td>30 <td>198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td> </td></td>	30 <td>198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td> </td>	198 <td>8,101</td> <td>55,239</td> <td>5,018</td> <td>2,085</td> <td>41,611</td> <td>2,268</td> <td>26,158</td> <td>4,623</td> <td>2,085</td> <td>7,615</td> <td>3,837</td> <td>9,646</td> <td>31,011</td> <td>60</td> <td>79</td> <td>230</td> <td>366</td> <td>10,488</td> <td>5,277</td> <td>10,122</td> <td>5,277</td> <td>406,705</td> <td>246,647</td> <td>19,787</td> <td>673,139</td> <td>1,743,885</td> <td>542,189</td> <td>67,351</td> <td>2,351,435</td> <td>95,010</td> <td>13,493</td> <td>11,260</td> <td>119,763</td> <td>44,927</td> <td>11,026</td> <td>55,953</td> <td>399,291</td> <td>455,244</td> <td>3,599,581</td>	8,101	55,239	5,018	2,085	41,611	2,268	26,158	4,623	2,085	7,615	3,837	9,646	31,011	60	79	230	366	10,488	5,277	10,122	5,277	406,705	246,647	19,787	673,139	1,743,885	542,189	67,351	2,351,435	95,010	13,493	11,260	119,763	44,927	11,026	55,953	399,291	455,244	3,599,581

1/ Mileage in Federal parks, forests, and reservations that are not a part of the State highway system.
 2/ Includes all roads, streets, and public ways not under State control in: Municipalities; delineated unincorporated places having an estimated population of 1000 or more; areas which comprise the unincorporated fringe around cities of 50,000 population or greater, defined as urbanized areas by the Bureau of Census in the latest enumeration or as determined by the State highway departments.
 3/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada; designated as farm-to-market in Louisiana; and the State-aid system in Maine.
 4/ Includes mileage of State park, forest, institutional, toll and other roads, rural and municipal, that are not a part of the State or local highway system.
 5/ Mileage not identified by administrative system.
 6/ Includes forest development roads.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1962

Compiled for end of calendar year from reports of State and local authorities

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE M-2, 1962
NOVEMBER 1963

SYSTEM	NONSURFACED MILEAGE ^{1/}			SURFACED MILEAGE ^{2/}					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
Rural Mileage:									
Under State control:									
State primary systems	1,671	3,524	5,195	19,611	133,161	200,969	47,769	401,510	406,705
Secondary roads under State control:									
State secondary systems ^{3/}	3,469	1,100	4,569	19,889	51,076	32,298	2,136	105,399	109,968
County roads under State control ^{4/}	12,747	9,157	21,904	54,605	46,481	13,179	510	114,775	136,679
Subtotal	17,887	13,781	31,668	94,105	230,718	246,446	50,415	621,684	653,352
State park, forests, and reservations, etc. ^{5/}									
Total	1,847	6,159	8,006	6,232	1,003	2,299	2,247	11,781	19,787
Total	19,734	19,940	39,674	100,337	231,721	248,745	52,662	633,465	673,139
Under local control:									
County roads	267,609	313,975	581,584	827,269	248,557	67,227	8,800	1,151,853	1,733,437
Town and township roads	84,521	69,891	154,412	286,583	67,396	40,057	2,189	396,225	550,637
Other local roads	44,799	8,654	53,453	10,300	3,288	251	69	13,908	67,361
Total	396,929	392,520	789,449	1,124,152	319,241	107,535	11,058	1,561,986	2,351,435
Under Federal control:									
National parks, forests, reservations, etc. ^{5/}	40,256	46,388	86,644	26,583	3,822	2,584	130	33,119	119,763
Total Rural Mileage	456,919	458,848	915,767	1,251,072	554,784	358,864	63,850	2,228,570	3,144,337
Municipal Mileage:									
Under State control:									
Extensions of State primary systems	10	36	46	190	5,685	27,907	11,099	44,881	44,927
Extensions of secondary roads under State control ^{3/ 4/}	250	63	313	404	5,543	3,942	824	10,713	11,026
Total	260	99	359	594	11,228	31,849	11,923	55,594	55,953
Under local control:									
Local city streets	6,876	30,010	36,886	80,283	130,251	120,298	31,573	362,405	399,291
Total Municipal Mileage	7,136	30,109	37,245	80,877	141,479	152,147	43,496	417,999	455,244
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	464,055	488,957	953,012	1,331,949	696,263	511,011	107,346	2,646,569	3,599,581

Highway Mileage

^{1/} Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

^{2/} Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1, and H-1.

^{3/} Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

^{4/} Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.

^{5/} State and national park, forest, reservation, toll, and other roads that are not a part of the State system.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES-1962

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

Data as of December 31, 1962

TABLE M-21, 1962
NOVEMBER 1963

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/		TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM		NOT ON FEDERAL-AID SYSTEMS	TOTAL
	RURAL	URBAN	RURAL	URBAN		
State primary highway system:						
Rural	203,335	3,953	169,310	1,012	29,095	406,705
Municipal 5,000 and over	737	16,950	142	4,124	3,220	25,173
Municipal under 5,000	11,259	482	6,789	95	1,129	19,754
Subtotal	215,331	21,385	176,241	5,231	33,444	451,632
State secondary highway system:						
Rural	1,060	59	68,613	373	39,863	109,968
Municipal 5,000 and over	9	276	64	1,229	2,426	4,004
Municipal under 5,000	57	2	1,591	7	2,455	4,112
Subtotal	1,126	337	70,268	1,609	44,744	118,084
County roads under State control:						
Rural	112	1	44,642	27	91,897	136,679
Municipal 5,000 and over	-	38	-	307	703	1,048
Municipal under 5,000	4	-	625	-	1,233	1,862
Subtotal	116	39	45,267	334	93,833	139,589
Total State highways	216,573	21,761	291,776	7,174	172,021	709,305
County roads	774	95	290,897	4,114	1,437,557	1,733,437
Town, township, and other	181	69	6,328	250	611,170	617,998
City streets 2/	23	1,319	5,663	4,797	387,489	399,291
Roads not overlapping State, county, or other local systems:						
State park, forest, and reservation roads	157	273	26	8	16,334	16,798
National park, forest, and reservation roads	312	9	124	-	119,318	119,763
Toll facilities	1,811	530	3	-	645	2,989
TOTAL EXISTING MILEAGE 3/	219,831	24,056	594,817	16,343	2,744,534	3,599,581

- 1/ Mileage of Interstate System included.
2/ Municipal extensions of county, town, and township roads included.
3/ Does not include mileage in Puerto Rico.

FEDERAL AID

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. Federal aid for highways began in 1916. An important step came in 1921 when the use of Federal aid was restricted to a limited, connected system of principal roads, now called the Federal-aid primary highway system. Provision was made in 1944 for designation of a Federal-aid secondary system of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for the urban extensions of the primary and secondary systems.

In the use of Federal aid for highway construction, the States determine the systems to be improved, the projects to be built, and the design and construction standards to be used. They make the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Bureau of Public Roads, acting for the Federal Government. The roads remain under the administrative control of the States, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABC funds, are proportionally divided among the States by formulas that take into account the area, population, and postal-route mileage in each State. These funds are matched 50-50 by the States, but the Federal share is proportionally increased for States in which public lands are in excess of 5 percent of their area.

In exception to the general usage of ABC funds, \$400 million was provided for the fiscal year 1959, to be matched on a two-thirds Federal, one-third State basis, and to be used in 1 year. Federal advances of up to two-thirds of the amount of the State matching shares were made available. These advances were deducted in nearly equal installments from the ABC fund apportionments for 1961 and 1962.

The National System of Interstate and Defense Highways, now a dominant feature of the Federal-aid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The Congressional acts of 1956 and 1961 provided for completion of the system by 1972, on a 90-percent Federal, 10-percent State matching basis.

Federal-Aid Financing

Pursuant to Congressional authorization, apportionment to the States of \$3,506 million for the fiscal year 1964 was made during 1962. Of this amount, \$938 million was for the ABC program and \$2,568 million was for the Interstate System. Also during 1962, \$33 million of 1964 forest highway funds were apportioned.

Amounts apportioned to the States pursuant to authorizations by Congress for a fiscal year are not to be confused with payments to the States for work completed. Although an apportionment of Federal-aid funds is for 1 year, a 2-year grace period in expending the funds is permitted to allow the States time for orderly planning, budgeting, and execution of their highway programs.

Payments to contractors for work done on Federal-aid projects are made initially from State funds or sometimes from funds transferred to the State by cities, counties, or other local governments. The Federal share is paid as reimbursement to the States as work progresses, final payment is made after completion of the project.

To prevent the possibility of a deficit in the Federal Highway Trust Fund, the Bureau of Public Roads has put into effect, beginning with the fiscal year 1960, a plan that provides for the orderly scheduling of Federal-aid fund obligations (and thus contract lettings) so as to phase the reimbursement requests of the States with revenues available in the Trust Fund. Any States that wish to proceed at a more rapid rate of contract letting may do so if they choose, with the understanding that Federal reimbursement for the additional work will be delayed. Some States have done so.

The major factors of Federal-aid financing for the fiscal years 1962-64 are as follows:

	<i>(In millions of dollars)</i>		
	<i>1962</i>	<i>1963</i>	<i>1964</i>
Authorizations:			
Interstate funds.....	\$2, 200	\$2, 400	\$2, 600
ABC funds.....	925	925	950
Total.....	<u>3, 125</u>	<u>3, 325</u>	<u>3, 550</u>
Reimbursable obligation schedule: Interstate and ABC....	3, 274	5, 788	4, 299
Net receipts of the Highway Trust Fund.....	2, 956	3, 293	3, 484
Highway Trust Fund expenditures.....	2, 784	3, 017	3, 551
			¹ Estimated.

The expenditure of Federal funds administered by the Bureau of Public Roads during the calendar year 1962, shown in table FA-3, totaled \$2,967 million. The expenditure of Federal-aid funds charged to the Federal Highway Trust Fund in 1962 totaled \$2,901 million, somewhat more than for the fiscal year 1962, and \$68 million of other funds were expended. Table FA-5 shows the receipts and disbursements for highways of all Federal agencies.

Federal-Aid System Mileage

The mileages of the Federal-aid systems shown in the tables of this section are not additive to the State and local mileages presented in the "Mileage" section, but they are the segments of those mileages that are eligible for improvement with Federal aid. Table M-21 shows the extent to which the Federal-aid systems are superimposed on the State and local systems. All highways in the Federal-aid systems are selected by the State and local governments, subject to the approval of the Bureau of Public Roads.

Federal-aid primary system

The Federal-aid primary system was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to 7 percent of the rural road mileage existing in the State at the time the 1921 act was passed but, under specified conditions, this proportion can be increased and has been in some States.

Interstate System

The National System of Interstate and Defense Highways was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further defined the purpose and extent of the system and, as subsequently amended, provided for funds for its completion by 1972. The system is limited by law to a total of not more than 41,000 miles. The law also provides that the Interstate System shall be included in the Federal-aid primary system.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects at suitable border points with routes of continental importance. The map of the United States included here shows the location and status of improvement of the Interstate System as of September 30, 1963.

Federal-aid secondary system

In 1944, Congress also approved the designation of a Federal-aid secondary system. It is comprised of the principal secondary and feeder roads linking farms, distribution outlets, and smaller communities with the Federal-aid primary system.

Urban extensions of Federal-aid systems

The term "urban extensions" is used exclusively here to identify the portions of Federal-aid routes in urban areas. Although reference to extensions continues in the law and originated because for many years the use of Federal aid was restricted to rural roads, the urban portions of Federal-aid routes are now considered to be integral and important parts of the systems. An urban area as defined in Federal-aid legislation is an area, including and adjacent to a municipality or other urban place, that has a population of 5,000 or more. The boundaries are fixed by the State highway departments and approved by the Bureau of Public Roads. The term "urban" is not synonymous with the term "municipal."

Traveled way versus designated mileage

Some segments of the Interstate System and some mileage of the other Federal-aid systems are either under construction or are to be constructed on new locations. Pending completion of these segments (projected routes), existing routes are continued in use. These existing routes plus the officially designated routes that are completed and open to traffic comprise what is called the "traveled way" of a Federal-aid system.

As construction progresses, the traveled way and the officially designated system will ultimately be the same. Meanwhile, the traveled way is a useful indicator of the progress made in improving or completing the officially designated Federal-aid systems.

Construction data and mileage characteristics

The Federal-aid mileages are classified according to system and types of surface in the FM and INT tables. Additional information such as the width of roadways, number of lanes, access control, and traffic volume data for the Federal-aid primary system appear in tables FM-8, -9, -11, -15, and -110. Similar information for the Interstate System is given in the INT tables bearing the same numbers.

Table FB-2 data show the total mileage improved during 1962 on the Federal-aid primary (including

Interstate) and secondary systems. Information on projects financed by the States without Federal participation has been included in this table, as well as on work accomplished with Federal aid. In this

respect, table FB-2 differs from tables FA-1 and -2 of this section, which show information only on mileage improvements that were financed, at least in part, with Federal funds.

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1962

MILEAGE CLASSIFIED BY SYSTEM

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE FM-1, 1962
NOVEMBER 1963

STATE	INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAYS SYSTEMS						STATE	
	RURAL	URBAN	TOTAL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM ^{1/}			FEDERAL-AID SECONDARY HIGHWAY SYSTEM				TOTAL FEDERAL-AID SYSTEMS
				RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		
Alabama	743	123	866	5,146	609	5,755	22,858	452	23,310	29,065	Alabama
Alaska	-	-	-	^{2/} 1,738	22	1,760	2,613	8	2,621	4,381	Alaska
Arizona	1,103	67	1,170	2,446	98	2,544	3,766	332	4,098	6,642	Arizona
Arkansas	452	74	526	3,226	226	3,452	13,321	211	13,532	16,984	Arkansas
California	1,539	619	2,158	7,548	1,474	9,022	10,735	1,037	11,772	20,794	California
Colorado	854	92	946	3,796	356	4,152	3,948	57	4,005	8,157	Colorado
Connecticut	145	128	273	812	358	1,170	1,010	195	1,205	2,375	Connecticut
Delaware	11	27	38	467	134	601	1,333	120	1,453	2,054	Delaware
Florida	957	224	1,181	3,956	570	4,526	12,852	515	13,367	17,893	Florida
Georgia	950	172	1,122	7,108	606	7,714	19,154	424	19,578	27,292	Georgia
Hawaii	35	14	49	474	47	521	593	12	605	1,126	Hawaii
Idaho	599	29	628	3,141	86	3,227	5,382	49	5,431	8,658	Idaho
Illinois	1,267	309	1,576	9,497	1,419	10,916	13,692	294	13,986	24,902	Illinois
Indiana	895	208	1,103	4,271	603	4,874	17,779	270	18,049	22,923	Indiana
Iowa	627	64	691	9,165	535	9,700	32,831	221	33,052	42,752	Iowa
Kansas	694	118	812	7,173	458	7,631	23,665	169	23,834	31,465	Kansas
Kentucky	582	99	681	3,643	310	3,953	14,802	192	14,994	18,947	Kentucky
Louisiana	570	133	703	2,403	324	2,727	8,527	184	8,711	11,438	Louisiana
Maine	285	37	322	1,600	149	1,749	2,238	59	2,297	4,046	Maine
Maryland	183	137	320	1,580	427	2,007	6,634	521	7,155	9,162	Maryland
Massachusetts	210	131	341	1,414	771	2,185	1,674	575	2,249	4,434	Massachusetts
Michigan	879	163	1,042	6,039	650	6,689	25,285	481	25,766	32,455	Michigan
Minnesota	735	193	928	7,066	712	7,778	30,261	343	30,604	38,382	Minnesota
Mississippi	564	118	682	5,490	381	5,871	15,958	204	16,162	22,033	Mississippi
Missouri	944	157	1,101	7,934	577	8,511	22,978	178	23,156	31,667	Missouri
Montana	1,207	26	1,233	5,849	90	5,939	5,469	20	5,489	11,428	Montana
Nebraska	483	18	501	5,361	163	5,524	17,339	49	17,388	22,912	Nebraska
Nevada	525	15	540	2,155	46	2,201	2,898	32	2,930	5,131	Nevada
New Hampshire	185	23	208	1,109	119	1,228	1,579	53	1,632	2,860	New Hampshire
New Jersey	135	179	314	1,112	692	1,804	1,593	558	2,151	3,955	New Jersey
New Mexico	937	67	1,004	3,701	207	3,908	5,498	83	5,581	9,489	New Mexico
New York	811	396	1,207	8,779	2,024	10,803	16,972	1,738	18,710	29,513	New York
North Carolina	722	77	799	3,915	403	4,318	28,302	615	28,917	33,235	North Carolina
North Dakota	563	21	584	4,578	64	4,642	13,051	18	13,069	17,711	North Dakota
Ohio	1,030	418	1,448	6,504	1,472	7,976	16,831	1,110	17,941	25,917	Ohio
Oklahoma	667	158	825	7,138	553	7,691	12,393	474	12,867	20,558	Oklahoma
Oregon	641	50	691	3,729	224	3,953	7,720	111	7,831	11,784	Oregon
Pennsylvania	1,301	341	1,642	6,342	1,290	7,632	12,204	1,221	13,425	21,057	Pennsylvania
Rhode Island	28	41	69	259	206	465	321	149	470	935	Rhode Island
South Carolina	677	50	727	4,358	382	4,740	18,039	219	18,258	22,998	South Carolina
South Dakota	706	15	721	5,502	87	5,589	12,478	23	12,501	18,090	South Dakota
Tennessee	946	144	1,090	5,366	431	5,797	10,769	239	11,008	16,805	Tennessee
Texas	2,433	587	3,020	14,369	1,812	16,181	31,863	720	32,583	48,764	Texas
Utah	835	72	907	2,167	132	2,299	3,636	111	3,747	6,046	Utah
Vermont	316	39	355	1,221	85	1,306	1,810	21	1,831	3,137	Vermont
Virginia	911	148	1,059	4,354	484	4,838	18,393	220	18,613	23,451	Virginia
Washington	595	138	733	3,446	340	3,786	10,470	360	10,830	14,616	Washington
West Virginia	531	78	609	2,326	198	2,524	10,624	98	10,722	13,246	West Virginia
Wisconsin	419	44	463	5,615	464	6,079	18,147	868	19,015	25,094	Wisconsin
Wyoming	934	26	960	3,443	59	3,502	2,529	13	2,542	6,044	Wyoming
Dist. of Col.	-	19	19	-	127	127	-	117	117	244	Dist. of Col.
Puerto Rico	-	-	-	393	124	517	1,046	49	1,095	1,612	Puerto Rico
Total	34,361	6,626	40,987	220,224	24,180	244,404	595,863	16,392	612,255	856,659	Total

^{1/} Mileage of Interstate System included.

^{2/} Includes 86 miles ferry routes.

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—URBAN—1962

SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE FM-9, 1962
NOVEMBER 1963

STATE	WIDTH IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	5	73	50	100	41	57	55	228	609	Alabama
Alaska	-	2	5	6	4	1	2	2	22	Alaska
Arizona	-	-	2	9	-	9	2	76	98	Arizona
Arkansas	15	24	12	52	27	37	7	52	226	Arkansas
California	10	47	52	43	50	89	95	1,088	1,474	California
Colorado	3	7	10	66	14	18	9	229	356	Colorado
Connecticut	9	42	24	14	29	53	25	162	358	Connecticut
Delaware	4	10	15	11	10	16	15	53	134	Delaware
Florida	11	22	25	65	28	61	35	323	570	Florida
Georgia	8	57	27	117	53	107	32	202	603	Georgia
Hawaii	-	3	1	4	4	4	4	27	47	Hawaii
Idaho	-	2	2	18	6	16	3	39	86	Idaho
Illinois	70	83	63	78	86	386	88	565	1,419	Illinois
Indiana	4	10	58	84	73	154	55	165	603	Indiana
Iowa	42	36	15	133	45	47	52	165	535	Iowa
Kansas	13	13	43	56	23	50	42	218	458	Kansas
Kentucky	23	24	39	12	37	90	17	68	310	Kentucky
Louisiana	12	6	10	81	20	68	24	103	324	Louisiana
Maine	-	9	6	19	22	37	11	45	149	Maine
Maryland	3	19	9	34	21	36	15	290	427	Maryland
Massachusetts	10	9	3	59	135	182	54	319	771	Massachusetts
Michigan	1	34	36	14	34	116	104	311	650	Michigan
Minnesota	2	43	27	107	50	73	62	348	712	Minnesota
Mississippi	6	126	23	34	15	43	15	119	381	Mississippi
Missouri	31	67	29	74	26	101	24	225	577	Missouri
Montana	1	10	4	17	10	6	5	36	89	Montana
Nebraska	6	12	3	25	22	24	6	65	163	Nebraska
Nevada	-	1	1	4	1	1	4	31	43	Nevada
New Hampshire	8	12	4	33	16	11	4	31	119	New Hampshire
New Jersey	8	82	3	17	54	129	59	340	692	New Jersey
New Mexico	1	11	4	33	6	17	9	126	207	New Mexico
New York	41	152	101	187	208	297	185	845	2,016	New York
North Carolina	11	14	33	57	49	68	23	148	403	North Carolina
North Dakota	-	3	6	11	9	6	3	26	64	North Dakota
Ohio	21	98	40	138	228	316	71	560	1,472	Ohio
Oklahoma	44	39	49	66	21	70	19	243	551	Oklahoma
Oregon	2	7	10	19	11	39	32	104	224	Oregon
Pennsylvania	47	39	98	106	264	221	110	405	1,290	Pennsylvania
Rhode Island	10	17	3	3	31	83	20	39	206	Rhode Island
South Carolina	16	13	15	72	39	83	28	116	382	South Carolina
South Dakota	-	20	1	5	4	9	1	47	87	South Dakota
Tennessee	10	9	25	47	31	70	37	202	431	Tennessee
Texas	6	36	53	283	69	157	165	1,039	1,808	Texas
Utah	1	2	2	14	3	17	14	79	132	Utah
Vermont	21	10	4	5	13	11	6	15	85	Vermont
Virginia	9	21	15	15	63	112	52	197	484	Virginia
Washington	9	37	20	36	16	46	39	137	340	Washington
West Virginia	12	24	12	26	45	38	13	28	198	West Virginia
Wisconsin	5	27	36	24	56	86	63	167	464	Wisconsin
Wyoming	-	3	-	2	11	5	3	35	59	Wyoming
Dist. of Col.	-	-	-	-	7	16	10	94	127	Dist. of Col.
Puerto Rico	12	16	11	19	14	11	2	39	124	Puerto Rico
Total	583	1,483	1,139	2,554	2,154	3,800	1,830	10,616	24,159	Total

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—1962
SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-15, 1962
SHEET 1 OF 2
NOVEMBER 1963

Data as of December 31, 1962

Completed in cooperation with
State Highway Departments

STATE	LESS TRAIL MILE	AVERAGE DAILY TRAFFIC VOLUMES															TOTAL SURFACED MILEAGE	STATE
		400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 5,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000- 49,999	UN- CLASS- IFIED					
Alabama	214	1,269	1,536	1,017	412	239	317	31	11	-	-	-	-	-	5,146	Alabama		
Alaska	828	246	91	35	3	7	6	-	-	-	-	-	-	-	1,216	Alaska		
Arizona	49	246	686	407	312	295	417	26	8	-	-	-	-	-	2,446	Arizona		
Arkansas	49	301	1,030	872	397	244	325	16	-	-	-	-	-	-	3,224	Arkansas		
California	314	1,188	1,280	1,266	718	508	1,235	462	303	36	225	13	-	-	7,548	California		
Colorado	102	1,030	1,467	513	311	174	195	4	4	4	6	5	-	-	3,796	Colorado		
Connecticut	-	10	61	133	107	79	274	88	40	9	10	1	-	-	812	Connecticut		
Delaware	-	62	85	78	65	35	91	24	16	-	-	-	-	-	467	Delaware		
Florida	4	69	801	772	684	441	1,007	189	32	6	-	-	-	-	3,956	Florida		
Georgia	277	907	2,391	1,986	768	398	686	138	7	-	-	-	-	-	7,092	Georgia		
Hawaii	59	70	98	91	26	16	32	16	7	2	-	-	-	-	473	Hawaii		
Idaho	404	1,079	923	280	231	79	117	-	-	-	-	-	-	-	3,113	Idaho		
Illinois	167	889	2,745	2,345	1,189	688	1,289	129	35	2	5	-	-	-	9,493	Illinois		
Indiana	43	167	251	317	708	577	1,038	547	143	-	-	-	-	-	4,271	Indiana		
Iowa	992	2,286	3,283	1,617	616	282	478	-	-	-	-	-	-	-	9,125	Iowa		
Kansas	393	2,229	2,955	1,242	474	100	148	2	-	-	-	-	-	-	7,173	Kansas		
Kentucky	-	157	1,194	902	498	374	461	35	7	-	-	-	-	-	3,643	Kentucky		
Louisiana	3	98	612	497	489	210	469	35	9	-	15	-	-	-	2,493	Louisiana		
Maine	18	180	584	332	186	134	163	9	34	-	45	-	-	-	1,600	Maine		
Maryland	12	70	263	253	220	151	372	160	-	-	-	-	-	-	1,580	Maryland		
Massachusetts	-	57	188	167	135	109	478	170	73	7	30	16	-	-	1,414	Massachusetts		
Michigan	32	660	1,466	946	888	387	1,164	349	69	-	16	-	-	-	6,039	Michigan		
Minnesota	169	2,938	2,938	235	644	291	295	25	-	-	-	-	-	-	7,066	Minnesota		
Mississippi	242	1,454	1,992	711	649	291	146	-	-	-	-	-	-	-	5,485	Mississippi		
Missouri	475	2,085	1,943	1,296	798	481	684	92	42	-	38	-	-	-	7,934	Missouri		
Montana	1,590	2,313	1,519	2,74	42	20	23	9	3	-	4	-	-	-	5,781	Montana		
Nebraska	740	1,869	1,869	756	307	153	166	5	8	-	4	-	-	-	5,361	Nebraska		
Nevada	592	684	165	352	130	35	102	5	-	-	-	-	-	-	2,076	Nevada		
New Hampshire	28	110	530	222	112	34	60	13	-	-	24	2	-	-	1,109	New Hampshire		
New Jersey	55	-	1	91	133	156	390	167	75	18	-	-	-	-	1,112	New Jersey		
New Mexico	215	1,261	1,138	353	253	283	181	1	-	-	-	-	-	-	3,685	New Mexico		
New York	477	1,573	2,051	1,321	995	743	1,373	156	89	-	11	-	-	-	8,779	New York		
North Carolina	19	223	925	1,070	661	335	578	74	29	-	1	-	-	-	3,915	North Carolina		
North Dakota	1,491	1,944	842	209	67	19	6	-	-	-	-	-	-	-	4,278	North Dakota		
Ohio	12	250	1,560	1,577	896	489	1,239	286	151	1	3	-	-	-	6,504	Ohio		
Oklahoma	334	947	2,113	1,570	761	485	879	15	5	-	-	-	-	-	7,109	Oklahoma		
Oregon	468	783	897	586	336	176	384	87	8	-	1	-	-	-	3,766	Oregon		
Pennsylvania	57	488	1,464	1,027	406	176	1,354	522	73	25	-	-	-	-	6,242	Pennsylvania		
Rhode Island	1	-	28	3	4	36	87	22	-	-	-	-	-	-	659	Rhode Island		
South Carolina	50	606	1,472	665	634	295	391	15	6	1	-	-	-	-	4,355	South Carolina		
South Dakota	1,287	2,167	1,581	237	80	9	7	2	26	-	-	-	-	-	5,404	South Dakota		
Tennessee	215	1,061	1,371	1,021	603	422	555	91	17	-	-	-	-	-	2,365	Tennessee		
Texas	192	2,625	5,283	2,555	1,531	986	1,018	81	11	5	-	-	-	-	14,135	Texas		
Utah	399	296	752	444	127	61	59	20	9	-	-	-	-	-	2,167	Utah		
Vermont	44	266	429	236	176	44	26	-	-	-	-	-	-	-	1,221	Vermont		
Virginia	69	941	1,599	995	557	473	896	145	83	4	4	-	-	-	4,354	Virginia		
Washington	218	532	1,028	613	279	153	307	155	6	-	-	-	-	-	3,446	Washington		
West Virginia	46	438	654	530	386	117	198	17	-	-	-	-	-	-	2,326	West Virginia		
Wisconsin	19	745	2,097	1,098	638	462	521	36	33	-	6	-	-	-	5,615	Wisconsin		
Wyoming	514	1,595	1,784	1,64	62	14	8	1	-	-	-	-	-	-	3,432	Wyoming		
Dist. of Col.	-	-	-	-	-	-	85	9	11	-	-	-	-	-	-	-	Dist. of Col.	
Puerto Rico	1	61	91	37	41	55	-	-	-	-	-	-	-	-	391	Puerto Rico		
Total	14,022	41,423	61,448	37,779	22,088	13,485	22,178	4,506	1,468	625	120	39	272	-	219,393	Total		

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM-1962 SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with State highway departments

Data as of December 31, 1962

TABLE PG-15, 1962 SHEET 2 OF 2 NOVEMBER 1963

Table with columns for STATE, AVERAGE DAILY TRAFFIC VOLUMES (1,000-4,000, 4,000-9,999, 10,000-19,999, 20,000-29,999, 30,000-39,999, 40,000 OVER), and rows for SURFACED MILEAGE and TOTAL MILEAGE for 48 states and a total row. The table is oriented vertically on the page.

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1962

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with State highway departments

Date as of December 31, 1962

TABLE FM-21, 1962
SHEET 1 OF 3
NOVEMBER 1963

STATE	ON STATE PRIMARY ROADS	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL $\frac{1}{2}$					FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN $\frac{1}{2}$					TOTAL		
		ON STATE COUNTY, TOWN, OR ROADS	ON LOCAL CITY STREETS	ON LOCAL PARK AND FOREST AREAS	TOTAL URBAN	TOTAL RURAL	ON STATE COUNTY, TOWN, OR ROADS	ON LOCAL CITY STREETS	ON LOCAL PARK AND FOREST AREAS	TOTAL URBAN	TOTAL RURAL			
Alabama	5,146	78	-	-	5,155	609	-	-	609	-	5,755	24,180	244,404	Total
Alaska	1,758	87	-	-	1,760	-	-	-	-	-	1,760	-	-	Alaska
Arizona	2,442	-	-	-	2,444	-	-	-	-	-	2,444	-	-	Arizona
Arkansas	3,226	-	-	-	3,226	-	-	-	-	-	3,226	-	-	Arkansas
California	7,446	102	-	-	7,548	1,473	1	-	1,474	-	9,022	24,180	244,404	Total
Colorado	3,796	-	-	-	3,796	356	-	-	356	-	4,152	-	-	Colorado
Connecticut	467	1	-	-	467	233	33	-	266	1	1,170	-	-	Connecticut
Delaware	3,978	16	-	-	3,996	551	11	-	564	7	4,566	-	-	Delaware
Florida	6,889	119	-	-	7,108	564	42	-	606	7	7,714	-	-	Florida
Georgia	5,346	5	-	-	5,351	40	7	-	47	-	5,398	-	-	Georgia
I Idaho	3,139	2	-	-	3,141	86	-	-	86	-	3,227	-	-	Idaho
Illinois	9,445	144	3	-	9,492	1,291	5	-	1,296	50	10,116	24,180	244,404	Total
Indiana	4,146	123	-	-	4,271	569	73	-	603	34	4,874	-	-	Indiana
Iowa	7,003	-	-	-	7,173	433	-	-	433	9	9,700	-	-	Iowa
Kansas	3,643	-	-	-	3,643	310	-	-	310	-	3,953	-	-	Kansas
Kentucky	2,373	30	-	-	2,403	311	11	-	324	2	2,727	-	-	Kentucky
Louisiana	2,344	1	-	-	2,345	136	10	-	149	10	1,749	-	-	Louisiana
Maryland	1,337	229	1	-	1,567	453	83	-	536	14	2,007	-	-	Maryland
Massachusetts	1,039	98	-	-	1,144	690	64	-	754	35	1,189	-	-	Massachusetts
Michigan	5,490	-	-	-	5,490	381	-	-	381	-	5,871	-	-	Michigan
Minnesota	7,052	-	-	-	7,052	883	2	-	885	-	7,937	-	-	Minnesota
Missouri	7,715	209	-	-	7,924	443	9	-	452	2	8,376	-	-	Missouri
Montana	2,053	102	-	-	2,155	40	6	-	46	-	2,201	-	-	Montana
Nebraska	1,037	72	-	-	1,109	108	2	-	119	2	1,228	-	-	Nebraska
Nevada	3,701	9	-	-	3,710	290	15	-	305	15	3,904	-	-	Nevada
New Hampshire	8,070	-	-	-	8,070	368	-	-	368	-	8,438	-	-	New Hampshire
New Jersey	4,978	14	-	-	5,012	363	33	-	396	7	4,318	-	-	New Jersey
New Mexico	4,318	-	-	-	4,318	64	-	-	64	-	4,382	-	-	New Mexico
New York	6,818	-	-	-	6,818	1,457	-	-	1,457	15	7,275	-	-	New York
North Carolina	4,318	14	-	-	4,332	363	33	-	396	7	4,318	-	-	North Carolina
North Dakota	4,318	-	-	-	4,318	64	-	-	64	-	4,382	-	-	North Dakota
Ohio	6,313	-	-	-	6,313	1,457	-	-	1,457	15	7,775	-	-	Ohio
Oklahoma	3,705	19	-	-	3,724	192	24	-	216	6	3,953	-	-	Oklahoma
Oregon	5,704	297	-	-	5,999	1,081	114	-	1,195	90	7,322	-	-	Oregon
Rhode Island	259	-	-	-	259	122	-	-	122	-	381	-	-	Rhode Island
South Carolina	4,318	12	-	-	4,330	369	13	-	382	-	4,712	-	-	South Carolina
South Dakota	5,335	-	-	-	5,335	69	-	-	69	9	5,399	-	-	South Dakota
Tennessee	5,351	15	-	-	5,366	422	-	-	422	9	5,399	-	-	Tennessee
Texas	2,155	-	-	-	2,155	1,782	-	-	1,782	30	2,182	-	-	Texas
Utah	1,219	-	-	-	1,219	81	-	-	81	-	1,300	-	-	Utah
Virginia	4,329	-	-	-	4,329	439	4	-	443	44	4,716	-	-	Virginia
West Virginia	2,242	-	-	-	2,242	196	16	-	212	2	2,354	-	-	West Virginia
Wisconsin	5,614	-	-	-	5,614	453	1	-	454	10	5,674	-	-	Wisconsin
Wyoming	3,417	-	-	-	3,417	59	-	-	59	-	3,476	-	-	Wyoming
Puerto Rico	-	-	-	-	-	124	-	-	124	-	124	-	-	Puerto Rico
Total	215,724	1,242	-	-	216,966	220,224	376	-	220,600	164	221,264	24,180	244,404	Total

Federal Aid

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1962

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE FM-21, 1962
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NOVEMBER 1963

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL ^{1/}						FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN ^{1/}						TOTAL FEDERAL-AID SECONDARY HIGHWAY SYSTEM ^{1/}	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS ^{2/}	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS ^{3/}	TOTAL RURAL	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS ^{2/}	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS ^{3/}	TOTAL URBAN		
Alabama	3,351	1,933	17,207	367	-	22,858	95	16	-	341	-	452	23,310	Alabama
Alaska	2,613	-	-	-	-	2,613	8	-	-	-	-	8	2,621	Alaska
Arizona	2,057	-	1,670	39	-	3,766	27	-	4	301	-	332	4,098	Arizona
Arkansas	7,555	-	5,619	69	78	13,321	132	-	-	79	-	211	13,532	Arkansas
California	3,253	-	7,266	210	6	10,735	193	-	269	575	-	1,037	11,772	California
Colorado	3,948	-	-	-	-	3,948	57	-	-	-	-	57	4,005	Colorado
Connecticut	121	849	36	-	4	1,010	43	-	-	26	-	195	1,205	Connecticut
Delaware	-	1,333	-	-	-	1,333	-	-	-	-	-	120	1,453	Delaware
Florida	5,505	4,391	2,956	-	-	12,852	329	-	-	96	-	515	13,367	Florida
Georgia	8,251	-	10,903	-	-	19,154	193	-	231	-	-	424	19,578	Georgia
Hawaii	-	593	-	-	-	593	-	12	-	-	-	12	605	Hawaii
Idaho	1,627	-	3,676	74	5	5,382	9	-	-	40	-	49	5,431	Idaho
Illinois	1,732	-	11,497	463	-	13,692	138	-	43	113	-	294	13,986	Illinois
Indiana	5,748	-	11,548	483	-	17,779	171	-	38	-	-	270	18,049	Indiana
Iowa	-	-	32,156	675	-	32,831	-	-	57	-	-	221	33,052	Iowa
Kansas	2,774	-	20,622	269	-	23,665	11	-	72	-	-	169	23,834	Kansas
Kentucky	11,329	-	3,451	22	-	14,802	131	-	26	-	-	192	14,994	Kentucky
Louisiana	1,565	6,900	61	1	-	8,527	63	119	-	2	-	184	8,711	Louisiana
Maine	1,419	819	-	-	-	2,238	33	25	-	1	-	59	2,297	Maine
Maryland	182	2,079	4,329	44	-	6,634	53	156	235	77	-	521	7,155	Maryland
Massachusetts	451	-	1,223	-	-	1,674	114	-	235	218	8	575	2,249	Massachusetts
Michigan	2,387	-	22,385	513	-	25,285	64	-	-	417	-	481	25,766	Michigan
Minnesota	4,071	-	25,078	1,112	-	30,261	28	-	17	298	-	343	30,604	Minnesota
Mississippi	4,577	-	11,231	150	-	15,958	71	-	40	93	-	204	16,162	Mississippi
Missouri	276	21,718	958	26	-	22,978	7	133	-	38	-	178	23,156	Missouri
Montana	-	5,469	-	-	-	5,469	-	20	-	-	-	20	5,489	Montana
Nebraska	3,832	-	13,308	163	36	17,339	12	-	-	49	-	61	17,388	Nebraska
Nevada	-	2,604	292	2	-	2,898	-	18	-	14	-	32	2,930	Nevada
New Hampshire	552	986	29	2	10	1,579	15	35	-	3	-	53	1,632	New Hampshire
New Jersey	25	-	1,555	10	3	1,593	10	-	524	24	-	558	2,151	New Jersey
New Mexico	5,332	-	164	2	-	5,498	81	-	-	2	-	83	5,581	New Mexico
New York	3,683	-	13,282	-	7	16,972	312	-	1,220	206	-	1,738	18,710	New York
North Carolina	8,128	20,189	-	5	-	28,302	252	287	-	76	-	615	28,917	North Carolina
North Dakota	1,649	-	11,205	197	-	13,051	3	-	-	15	-	18	13,069	North Dakota
Ohio	9,064	-	7,524	243	-	16,831	404	-	205	501	-	1,110	17,941	Ohio
Oklahoma	3,984	-	8,409	-	-	12,393	104	-	370	-	-	474	12,867	Oklahoma
Oregon	874	2,589	4,191	66	-	7,720	11	36	4	60	-	111	7,831	Oregon
Pennsylvania	5,918	6,163	123	-	-	12,204	651	535	-	35	-	1,221	13,425	Pennsylvania
Rhode Island	243	-	78	-	-	321	83	-	-	66	-	149	470	Rhode Island
South Carolina	4,387	12,235	1,410	7	-	18,039	109	105	-	5	-	219	18,258	South Carolina
South Dakota	1,617	-	10,750	110	1	12,478	9	-	-	14	-	23	12,501	South Dakota
Tennessee	2,712	-	8,057	-	-	10,769	85	-	154	-	-	239	11,008	Tennessee
Texas	31,863	-	-	-	-	31,863	720	-	-	-	-	720	32,583	Texas
Utah	2,691	-	854	91	-	3,636	76	-	12	23	-	111	3,747	Utah
Vermont	882	-	896	32	-	1,810	9	-	-	12	-	21	1,831	Vermont
Virginia	3,554	14,634	149	56	-	18,393	130	-	-	90	-	220	18,613	Virginia
Washington	540	2,050	7,751	129	-	10,470	17	84	101	158	-	360	10,830	Washington
West Virginia	2,572	8,021	-	31	-	10,624	46	26	-	26	-	98	10,722	West Virginia
Wisconsin	5,432	-	12,712	-	3	18,147	113	-	504	251	-	868	19,015	Wisconsin
Wyoming	1,915	-	614	-	-	2,529	9	-	-	4	-	13	2,542	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	117	-	117	117	Dist. of Col.
Puerto Rico	-	1,046	-	-	-	1,046	-	49	-	-	-	49	1,095	Puerto Rico
Total	176,241	116,581	297,225	5,663	153	595,863	5,231	1,992	4,364	4,797	8	16,392	612,255	Total

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1962

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

 Compiled in cooperation with
State highway departments

 TABLE FM-21, 1962
SHEET 3 OF 3
NOVEMBER 1963

Data as of December 31, 1962

STATE	FEDERAL-AID HIGHWAY SYSTEMS - RURAL AND URBAN - SUMMARY 1/						MILEAGE NOT ON FEDERAL-AID HIGHWAY SYSTEMS						TOTAL FEDERAL-AID AND NOW FEDERAL-AID MILEAGE	STATE
	ON STATE PRIMARY SYSTEMS	ON STATE SECONDARY ROADS 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL MILEAGE ON FEDERAL-AID SYSTEMS	ON STATE PRIMARY SYSTEMS	ON STATE SECONDARY ROADS 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL MILEAGE NOT ON FEDERAL-AID SYSTEMS		
Alabama	9,049	1,949	17,285	782	-	29,065	115	7,276	31,020	8,202	80	46,693	75,758	Alabama
Alaska	4,294	-	-	-	87	4,381	-	-	4,381	260	13	4,654	6,212	Alaska
Arizona	4,597	-	1,674	340	31	6,642	548	-	14,601	4,714	13,445	33,308	39,990	Arizona
Arkansas	11,139	-	5,619	148	78	16,984	177	-	54,863	5,656	2,068	62,587	79,748	Arkansas
California	12,365	-	7,535	786	108	20,794	1,800	-	70,641	32,129	26,456	131,026	151,820	California
Colorado	8,157	-	-	-	-	8,157	122	-	65,895	5,189	546	71,142	79,299	Colorado
Connecticut	1,094	1,218	38	99	6	2,375	204	980	8,410	4,941	224	14,699	17,074	Connecticut
Delaware	601	1,453	-	-	-	2,054	-	2,181	-	471	-	2,652	4,706	Delaware
Florida	10,263	4,508	2,966	103	53	17,893	408	807	37,327	15,293	57	53,892	71,785	Florida
Georgia	15,997	-	11,295	-	-	27,292	647	-	57,133	11,572	83	69,435	96,727	Georgia
Hawaii	508	610	1	7	-	1,126	-	-	1,340	630	69	2,039	3,165	Hawaii
Idaho	4,861	-	3,678	114	5	8,658	16	-	23,377	2,209	7,795	33,397	42,055	Idaho
Illinois	12,406	-	11,689	652	155	24,902	3,185	-	77,831	21,044	38	102,098	127,000	Illinois
Indiana	10,636	-	11,586	544	157	22,923	151	-	65,854	14,185	-	80,190	103,113	Indiana
Iowa	9,687	-	32,213	852	-	42,752	261	-	58,480	10,375	203	69,259	112,011	Iowa
Kansas	10,221	-	20,694	355	195	31,465	61	-	93,248	7,962	50	101,321	132,786	Kansas
Kentucky	15,413	-	3,478	57	-	18,947	5,366	-	40,939	3,757	365	50,427	69,374	Kentucky
Louisiana	4,312	7,060	61	3	2	11,438	4	3,905	25,711	7,265	30	36,915	48,353	Louisiana
Maine	3,132	847	1	2	64	4,046	473	6,834	7,901	1,408	296	16,912	20,958	Maine
Maryland	1,858	2,508	4,566	205	25	9,162	28	436	9,720	3,195	23	13,402	22,564	Maryland
Massachusetts	2,209	-	1,647	437	141	4,434	223	-	12,619	8,807	155	22,004	26,438	Massachusetts
Michigan	9,140	-	22,385	930	-	32,455	42	-	64,074	15,331	-	79,447	111,902	Michigan
Minnesota	11,848	-	25,097	1,437	-	38,382	56	-	72,200	11,574	2,512	86,342	124,724	Minnesota
Mississippi	10,519	-	11,271	243	-	22,033	87	-	37,579	4,307	204	42,177	64,210	Mississippi
Missouri	8,481	22,069	958	157	2	31,667	243	167	68,536	12,179	547	81,672	113,339	Missouri
Montana	5,939	5,489	-	-	-	11,428	-	-	54,090	1,561	7,576	63,227	74,655	Montana
Nebraska	9,327	-	13,326	223	36	22,912	-	-	74,057	5,277	454	79,788	102,700	Nebraska
Nevada	2,093	2,730	292	16	-	5,131	-	1,507	37,122	980	13	39,622	44,753	Nevada
New Hampshire	1,712	1,095	29	12	12	2,860	136	1,204	8,701	1,144	119	11,304	14,164	New Hampshire
New Jersey	1,702	-	2,119	63	70	3,955	191	-	15,940	11,498	753	28,382	32,327	New Jersey
New Mexico	9,321	-	164	4	-	9,489	2,656	-	43,720	2,424	5,061	53,861	63,350	New Mexico
New York	13,299	-	14,760	574	880	29,513	165	-	61,405	15,648	425	77,643	107,156	New York
North Carolina	12,644	20,503	-	88	-	33,235	199	38,498	-	8,483	1,489	48,669	81,904	North Carolina
North Dakota	6,294	-	11,205	212	1	17,711	-	-	83,279	2,407	573	86,260	103,971	North Dakota
Ohio	17,238	-	7,729	744	-	25,917	1,230	-	60,355	17,833	35	79,453	105,370	Ohio
Oklahoma	11,426	-	8,958	-	174	20,558	383	-	73,684	9,866	137	84,070	104,628	Oklahoma
Oregon	4,782	2,668	4,202	132	-	11,784	32	50	29,968	5,147	29,962	65,159	76,943	Oregon
Pennsylvania	13,434	7,059	125	78	361	21,057	1,523	20,281	49,302	13,132	4,613	88,851	109,908	Pennsylvania
Rhode Island	737	-	78	120	-	935	221	-	513	2,647	64	4,445	4,380	Rhode Island
South Carolina	9,211	12,365	1,410	12	-	22,998	57	8,474	23,614	1,788	154	34,087	57,085	South Carolina
South Dakota	7,030	-	10,750	133	177	18,090	215	-	69,413	2,408	1,281	73,317	91,407	South Dakota
Tennessee	8,570	-	8,226	9	-	16,805	136	-	49,813	7,523	1,180	58,652	75,457	Tennessee
Texas	48,734	-	-	-	30	48,764	11,172	-	139,744	35,018	-	185,934	234,698	Texas
Utah	5,094	-	866	114	12	6,046	604	-	18,571	3,271	7,799	30,245	36,291	Utah
Vermont	2,191	-	900	45	1	3,137	36	-	9,847	663	83	10,629	13,766	Vermont
Virginia	8,452	14,634	149	147	69	23,451	145	27,619	553	4,345	1,091	33,753	57,204	Virginia
Washington	4,183	2,284	7,892	297	-	14,616	23	159	31,184	6,967	13,722	52,055	66,671	Washington
West Virginia	5,056	8,047	-	57	86	13,246	49	18,259	-	2,333	821	21,462	34,708	West Virginia
Wisconsin	11,612	-	13,217	261	4	25,094	39	-	62,848	10,496	410	73,793	98,897	Wisconsin
Wyoming	5,400	-	614	4	26	6,044	14	-	50,617	981	3,223	54,835	60,879	Wyoming
Dist. of Col.	-	-	-	244	-	-	-	-	-	-	-	994	1,238	Dist. of Col.
Puerto Rico	517	1,095	-	-	-	1,612	15	1,882	776	969	-	3,642	5,254	Puerto Rico
Total	418,705	120,191	302,708	11,802	3,253	856,659	33,459	140,459	2,049,593	388,458	136,297	2,748,176	3,604,835	Total

1/ These traveled-way mileages will not agree with the mileage of the "official designated" systems that appear in the annual report of the Bureau of Public Roads.

2/ Includes mileage of county roads under State control for all counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada; mileage designated as farm-to-market in Louisiana; and the

State-aid system in Maine.

3/ Excludes mileage in parks and forests that is reported in the columns under State or local systems. Includes toll roads not a part of the State system.

4/ Includes 86 miles of ferry routes.

Federal Aid

MILEAGE CHANGES ON TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1962

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE FM-101, 1962
NOVEMBER 1963

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGES DUE TO REVISIONS OR TRANSFERS	CHANGES RESULTING FROM CONSTRUCTION AND ABANDONMENTS														NET TOTAL CHANGE IN MILEAGE (2+16)	EXISTING MILEAGE AT END OF YEAR (1+17)
			MILEAGE ABANDONED	MILEAGE BUILT ON NEW LOCATION	TYPE OF ROAD REPLACED 1/						SUMMARY OF CHANGES							
					A B	C	D E	F G-1 H-1	G-2 H-2 I	J	MILEAGE BUILT DURING YEAR				MILEAGE OF FORMER TYPES REPLACED	NET MILEAGE CHANGE DUE TO CONSTRUCTION AND ABANDONMENTS (14-3-15)		
											ON EARTH ROADS OR NEW LOCATIONS	RESURFACING TO SAME TYPE	NEW TYPES REPLACING OLD SURFACE	TOTAL				
FEDERAL-AID PRIMARY-RURAL																		
A, B	136	78	-	-	-	-	-	-	-	-	-	-	-	-	12	-12	66	202
C	648	16	-	70	-	15	-	-	-	-	70	15	-	85	120	-35	-19	689
D, E	2,232	99	22	59	-	34	64	23	-	-	59	64	23	146	476	-352	-253	1,979
F, G-1, H-1	41,592	-323	58	112	9	34	243	566	148	18	155	566	409	1,130	2,333	-1,261	-1,564	40,008
G-2, H-2, I	132,132	-1,981	198	1,054	1	62	125	1,689	5,884	2,081	1,117	5,884	3,895	10,896	6,190	4,508	2,527	134,659
J	44,532	-997	34	1,077	2	9	44	55	158	273	1,088	273	257	1,618	2,372	-788	-1,785	42,747
Total	221,272	-3,108	312	2,372	12	120	476	2,333	6,190	2,372	2,489	6,802	4,584	13,875	11,503	2,060	-1,048	220,224
FEDERAL-AID PRIMARY-URBAN																		
A, B	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4
C	9	4	-	11	-	-	-	-	-	-	11	-	-	11	7	4	8	17
D, E	39	2	-	2	-	-	1	-	-	-	2	1	-	3	5	-2	-	39
F, G-1, H-1	731	30	4	5	-	-	16	1	-	-	5	16	1	22	62	-44	-14	717
G-2, H-2, I	14,593	262	15	91	-	3	1	42	465	218	94	465	263	823	532	276	538	15,131
J	7,919	219	8	286	-	4	3	4	66	72	290	72	71	432	290	134	353	8,272
Total	23,293	519	27	395	-	7	5	62	532	290	402	554	335	1,291	896	368	887	24,180
FEDERAL-AID SECONDARY-RURAL																		
A, B	5,092	2,351	24	-	-	-	-	-	-	-	-	-	-	-	598	-622	1,729	6,821
C	14,733	-2,224	15	28	26	180	39	-	-	-	54	180	39	273	1,475	-1,217	-3,441	11,292
D, E	175,502	3,522	46	160	96	254	3,823	91	1	4	510	3,823	96	4,429	11,683	-7,300	-3,718	171,784
F, G-1, H-1	227,152	6,856	66	648	466	908	5,323	2,918	69	22	2,022	2,918	5,414	10,354	7,547	2,741	9,597	236,749
G-2, H-2, I	115,371	1,861	68	294	10	132	2,489	4,526	4,276	645	436	4,276	7,660	12,372	4,481	7,823	9,684	125,055
J	11,890	268	12	65	-	1	9	12	135	57	66	57	156	279	728	-461	-193	11,697
Unclassified	40,957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-8,492	32,465
Total	590,697	12,694	231	1,195	598	1,475	11,683	7,547	4,481	728	3,088	11,254	13,365	27,707	26,512	964	5,166	595,863
FEDERAL-AID SECONDARY-URBAN																		
A, B	3	7	-	-	-	-	-	-	-	-	-	-	-	-	5	-5	2	5
C	43	111	-	-	-	-	-	-	-	-	-	-	-	2	-2	109	152	
D, E	411	94	-	-	-	-	4	1	-	-	-	4	1	5	19	-14	80	491
F, G-1, H-1	3,466	448	6	50	4	1	10	42	-	-	55	42	10	107	166	-65	383	3,849
G-2, H-2, I	6,831	622	2	13	1	1	4	122	198	67	15	198	193	406	222	182	804	7,635
J	1,784	147	8	14	-	-	1	1	24	13	14	13	26	53	80	-35	112	1,896
Unclassified	2,491	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-127	2,364
Total	15,029	1,429	16	77	5	2	19	166	227	80	84	257	230	571	494	61	1,363	16,392

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without

portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1962

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with
State highway departments

(As of December 31, 1962)

TABLE FM-110, 1962
SHEET 1 OF 2
NOVEMBER 1963

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	1,503	4,652	8,275	3,496	1,316	564	410	21	-	10	-	-	7	20,254
20-21	4,029	11,277	16,604	8,603	4,028	2,212	2,418	155	43	4	-	-	45	49,418
22-23	2,410	10,045	12,867	8,096	4,317	2,160	2,601	282	25	1	-	-	32	42,836
24-26	4,977	13,385	20,122	13,746	8,376	4,960	5,648	291	69	-	1	-	97	71,672
27-35	892	1,582	1,772	1,097	731	610	1,701	344	83	10	-	-	5	8,827
36-43	65	223	632	526	480	334	901	296	138	36	10	-	17	3,658
44-47	19	60	132	144	117	125	269	130	56	41	6	-	8	1,107
48 and over	127	199	3	289	329	244	657	271	62	22	2	1	8	2,214
Total Undivided 1/	14,022	41,423	60,407	35,997	19,694	11,209	14,605	1,790	476	124	19	1	219	199,986
Divided:														
No access control:														
Less than 44	**	**	38	23	67	50	163	87	43	28	10	1	3	513
44-47	**	**	36	100	136	222	543	285	97	36	2	1	3	1,461
48 and over	**	**	129	361	575	582	1,569	569	182	103	24	11	18	4,123
Subtotal	**	**	203	484	778	854	2,275	941	322	167	36	13	24	6,097
Partial access control: 2/														
Less than 44	**	**	4	20	4	18	44	6	8	10	-	-	-	114
44-47	**	**	15	39	71	62	323	82	71	49	1	-	-	713
48 and over	**	**	191	188	379	505	1,434	393	180	83	10	-	20	3,383
Subtotal	**	**	210	247	454	585	1,801	481	259	142	11	-	20	4,210
Full access control: 2/														
Less than 44	**	**	1	3	1	1	2	2	-	1	-	-	-	11
44-47	**	**	1	3	15	7	9	38	11	2	-	-	-	86
48 and over	**	**	626	1,045	1,086	829	3,486	1,254	400	189	54	25	9	9,003
Subtotal	**	**	628	1,051	1,102	837	3,497	1,294	411	192	54	25	9	9,100
Total Divided	**	**	1,041	1,782	2,334	2,276	7,573	2,716	992	501	101	38	53	19,407
Total Surfaced Mileage	14,022	41,423	61,448	37,779	22,028	13,485	22,178	4,506	1,468	625	120	39	3/ 272	219,393

Federal Aid

TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1962

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with
State highway departments

(As of December 31, 1962)

TABLE FM-110, 1962
SHEET 2 OF 2
NOVEMBER 1963

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	31	15	33	80	91	97	177	27	11	-	-	1	20	583
20-21	16	26	110	170	223	189	500	128	42	8	-	-	71	1,483
22-23	4	45	57	119	134	125	422	131	41	4	-	3	54	1,139
24-26	17	36	149	267	279	314	949	316	98	25	4	2	98	2,554
27-35	14	7	34	80	127	193	933	475	155	54	10	3	69	2,154
36-43	12	4	29	70	126	200	1,087	932	518	334	50	18	107	3,487
44-47	1	1	18	56	115	67	306	304	186	123	20	10	34	1,241
48 and over	42	20	-	67	131	175	1,028	773	541	625	224	103	16	3,745
Total Undivided ^{4/}	137	154	430	909	1,226	1,360	5,402	3,086	1,592	1,173	308	140	469	16,386
Divided:														
No access control:														
Less than 44	**	**	-	1	4	9	42	65	28	53	6	4	3	215
44-47	**	**	-	4	8	7	98	109	65	61	25	7	20	404
48 and over	**	**	17	27	72	93	488	553	422	522	252	217	54	2,717
Subtotal	**	**	17	32	84	109	628	727	515	636	283	228	77	3,336
Partial access control: ^{2/}														
Less than 44	**	**	1	1	1	1	46	25	7	4	2	1	-	89
44-47	**	**	2	-	-	2	38	45	20	23	30	-	5	165
48 and over	**	**	12	17	40	49	356	221	203	186	55	47	14	1,200
Subtotal	**	**	15	18	41	52	440	291	230	213	87	48	19	1,454
Full access control: ^{2/}														
Less than 44	**	**	-	-	-	1	2	-	-	4	-	2	-	9
44-47	**	**	-	-	-	2	2	3	3	6	4	-	-	20
48 and over	**	**	53	48	76	79	558	481	336	455	269	578	21	2,954
Subtotal	**	**	53	48	76	82	562	484	339	465	273	580	21	2,983
Total Divided	**	**	85	98	201	243	1,630	1,502	1,084	1,314	643	856	117	7,773
Total Surfaced Mileage	137	154	515	1,007	1,427	1,603	7,032	4,588	2,676	2,487	951	996	3/ 586	24,159

^{1/} Includes 127 miles with partial control of access and 237 miles with full control of access. See footnotes 3, 4 and 6 on table FM-11.

^{2/} Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.

^{3/} States not reporting average daily traffic volume data are listed in table FM-15.

^{4/} Includes 3 miles with partial control of access. See footnote 5 on table FM-11.

MILEAGE BUILT ON FEDERAL-AID SYSTEMS—1962

CLASSIFIED BY TYPE OF SURFACE

TABLE FB-2, 1962
SHEET 1 OF 2
NOVEMBER 1963

Compiled in cooperation with State highway departments for the calendar year

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL									FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN									STATE
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/							TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/							TOTAL MILEAGE GRADED AND SURFACED	
		D	F	O-2	SUBTOTALS			TOTAL SURFACED MILEAGE			D	F	O-2	SUBTOTALS			TOTAL SURFACED MILEAGE		
					E	H-1	I							J	SURFACING ON EARLY ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING 2/			
Alabama	-	-	2	111	12	87	38	125	125	-	-	-	20	2	-	22	22	22	Alabama
Alaska	44	-	13	4	-	15	2	17	61	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	28	213	-	-	241	241	241	-	-	-	9	-	-	9	9	9	Arizona
Arkansas	-	-	8	154	7	48	121	169	169	-	-	-	5	3	3	5	8	8	Arkansas
California	-	-	11	225	50	33	253	286	286	-	-	-	21	33	8	46	54	54	California
Colorado	-	-	-	168	23	19	172	191	191	-	1	-	16	2	1	18	19	19	Colorado
Connecticut	-	-	-	11	4	7	8	15	15	-	-	-	3	5	6	2	8	8	Connecticut
Delaware	-	-	-	8	2	-	10	10	10	-	-	-	2	7	9	9	9	9	Delaware
Florida	-	-	12	312	5	13	316	329	329	-	-	-	35	10	18	27	45	45	Florida
Georgia	11	-	1	2,109	-	35	2,075	2,110	2,121	-	-	-	82	4	2	84	86	86	Georgia
Hawaii	-	-	-	9	-	-	9	9	9	-	-	-	2	-	-	2	2	2	Hawaii
Idaho	-	-	32	144	-	104	72	176	176	-	-	-	6	-	5	1	6	6	Idaho
Illinois	-	-	21	239	41	23	278	301	301	-	-	-	45	7	4	48	52	52	Illinois
Indiana	-	-	-	239	59	57	291	298	298	-	-	-	17	5	4	18	22	22	Indiana
Iowa	-	43	-	333	114	78	412	490	490	-	-	-	4	13	4	13	17	17	Iowa
Kansas	-	-	5	250	19	26	248	274	274	-	-	-	5	8	5	8	13	13	Kansas
Kentucky	-	-	-	90	71	86	75	161	161	-	-	-	7	3	3	7	10	10	Kentucky
Louisiana	-	-	-	53	35	33	55	88	88	-	-	-	8	10	1	17	18	18	Louisiana
Maine	-	-	-	37	3	21	19	40	40	-	-	-	1	1	1	1	2	2	Maine
Maryland	-	-	-	47	-	3	44	47	47	-	-	-	7	27	29	5	34	34	Maryland
Massachusetts 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Massachusetts 3/
Michigan	-	-	10	203	169	217	165	382	382	-	-	-	9	15	11	13	24	24	Michigan
Minnesota	-	-	11	223	90	44	280	324	324	-	-	1	13	10	15	24	24	24	Minnesota
Mississippi	-	6	33	74	84	89	108	197	197	-	-	-	8	3	8	3	11	11	Mississippi
Missouri	-	-	75	154	119	84	264	348	348	-	-	-	5	41	36	10	46	46	Missouri
Montana	-	-	9	120	-	-	129	129	129	-	-	-	3	-	-	3	3	3	Montana
Nebraska	-	2	126	56	64	35	213	248	248	-	-	-	2	7	3	6	9	9	Nebraska
Nevada	-	-	-	199	-	35	164	199	199	-	-	-	1	-	-	1	1	1	Nevada
New Hampshire	-	-	2	27	-	19	10	29	29	-	-	-	3	4	3	-	3	3	New Hampshire
New Jersey	-	-	-	41	7	13	35	48	48	-	-	-	26	5	25	30	30	30	New Jersey
New Mexico	-	-	-	51	30	2	79	81	81	-	-	-	8	7	8	7	15	15	New Mexico
New York	-	-	204	317	54	30	545	575	575	8	-	8	50	52	39	71	110	118	New York
North Carolina	-	-	6	216	50	45	227	272	272	-	-	-	24	10	2	32	34	34	North Carolina
North Dakota	-	-	86	85	25	44	132	196	196	-	-	-	-	-	-	-	-	-	North Dakota
Ohio	-	-	-	792	72	66	798	864	864	-	-	-	87	38	38	87	125	125	Ohio
Oklahoma	-	-	9	189	62	89	111	200	200	-	-	-	11	18	21	8	29	29	Oklahoma
Oregon	3	-	4	163	21	110	78	186	191	-	-	-	6	3	5	4	9	9	Oregon
Pennsylvania	-	1	-	315	33	26	343	349	349	-	-	-	51	9	5	55	60	60	Pennsylvania
Rhode Island	-	-	-	15	6	10	11	21	21	-	-	-	5	-	-	5	5	5	Rhode Island
South Carolina	-	12	43	214	2	101	170	271	271	-	-	-	14	-	2	12	14	14	South Carolina
South Dakota	-	67	91	36	53	79	168	247	247	-	-	-	-	3	3	-	3	3	South Dakota
Tennessee	-	-	42	816	9	66	801	867	867	-	-	-	33	23	26	30	56	56	Tennessee
Texas	27	15	174	852	68	122	987	1,109	1,136	3	2	9	108	33	41	111	152	155	Texas
Utah	-	-	174	126	-	64	62	126	126	-	-	-	4	-	3	1	4	4	Utah
Vermont	-	-	-	44	-	13	31	44	44	-	-	-	11	-	9	2	11	11	Vermont
Virginia	-	-	-	191	24	43	172	215	215	-	-	-	12	1	1	12	13	13	Virginia
Washington	-	-	43	73	14	74	56	130	130	-	-	-	2	2	7	3	10	10	Washington
West Virginia	-	-	3	229	24	25	231	256	256	-	-	-	2	16	1	18	19	19	West Virginia
Wisconsin	-	-	-	161	91	66	186	252	252	-	-	-	4	11	7	8	15	15	Wisconsin
Wyoming	-	-	26	186	-	118	94	212	212	-	-	-	2	-	-	2	2	2	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	2	2	Dist. of Col.
Puerto Rico	-	-	-	32	2	2	32	34	34	-	-	-	4	1	2	3	5	5	Puerto Rico
Total	85	146	1,130	10,896	1,618	2,419	11,371	13,790	13,875	11	3	22	883	432	391	889	1,280	1,291	Total

Federal Aid

MILEAGE COMPLETED DURING CALENDAR YEAR 1962 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

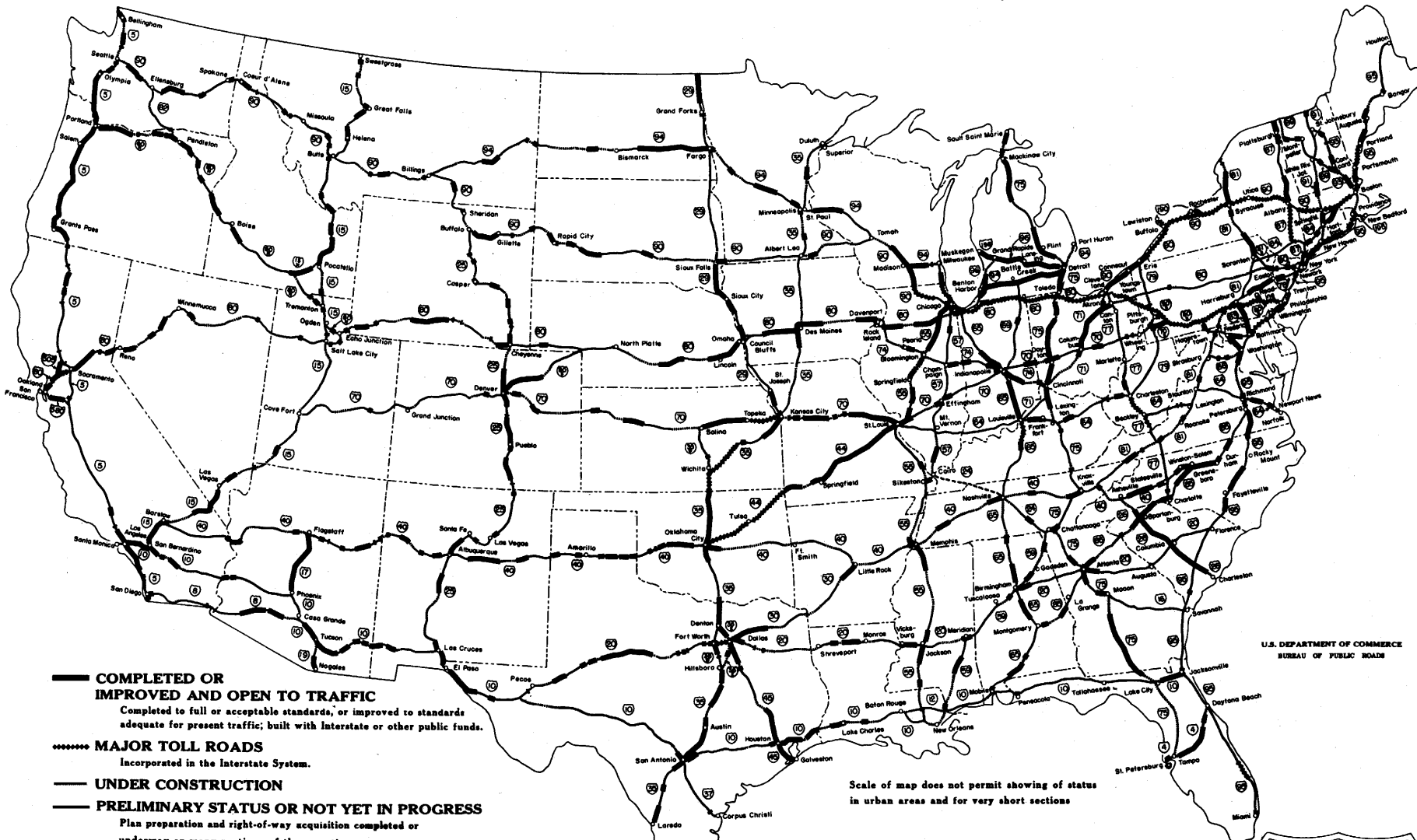
TABLE FA-1, 1962

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED											STATE OR TERRITORY
			TOTAL MILEAGE SURFACED	SOIL-SURFACED	GRAVEL OR STONE	BITUMINOUS SURFACE-TREATED	MIXED BITUMINOUS	BITUMINOUS PENETRATION	BITUMINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	COMBINATION	BRIDGES	MISCELLANEOUS	
Alabama	651.7	76.6	575.1	13.5	22.1	358.9	14.7	14.1	118.1	29.7	-	4.0	-	Alabama
Alaska	151.9	129.3	22.6	-	-	15.7	-	-	6.7	-	-	.2	-	Alaska
Arizona	333.9	40.9	293.0	-	27.1	66.8	188.1	-	9.1	.1	-	1.8	-	Arizona
Arkansas	410.2	15.1	395.1	-	28.1	277.4	-	-	69.4	16.1	-	4.1	-	Arkansas
California	306.7	4.3	302.4	5.4	8.5	5.4	129.1	-	14.3	106.0	16.0	11.5	6.2	California
Colorado	370.1	22.2	347.9	-	44.3	7.4	294.2	-	-	-	-	2.0	-	Colorado
Connecticut	19.1	.4	18.7	-	-	-	-	-	8.8	6.7	.7	.5	2.0	Connecticut
Delaware	10.7	-	10.7	-	-	6.1	-	-	4.4	.2	-	-	-	Delaware
Florida	356.7	61.5	295.2	-	-	96.3	-	-	192.8	3.6	-	2.5	-	Florida
Georgia	453.2	7.1	446.1	-	-	326.2	-	-	88.1	28.9	-	2.9	-	Georgia
Hawaii	9.1	-	9.1	-	-	-	-	1.0	7.2	-	-	.3	.6	Hawaii
Idaho	152.9	7.7	145.2	-	-	56.2	88.6	-	-	-	-	.4	-	Idaho
Illinois	496.0	20.0	476.0	-	97.6	108.0	62.9	-	105.2	99.1	-	3.2	-	Illinois
Indiana	340.5	2.2	338.3	-	1.0	-	46.1	-	151.8	134.5	-	4.9	-	Indiana
Iowa	1,052.4	71.6	980.8	-	189.6	74.4	382.3	-	54.3	277.7	-	2.5	-	Iowa
Kansas	1,125.8	366.5	759.3	-	226.3	180.6	182.2	-	89.0	75.0	.8	5.4	-	Kansas
Kentucky	284.1	38.5	245.6	-	19.5	-	-	-	171.3	46.9	5.1	2.8	-	Kentucky
Louisiana	261.5	18.6	242.9	-	-	37.5	-	-	99.0	99.9	-	6.5	-	Louisiana
Maine	77.7	-	77.7	-	9.5	4.7	5.1	2.1	49.4	5.7	-	1.2	-	Maine
Maryland	132.5	5.9	126.6	-	4.9	16.4	1.4	35.1	35.5	31.7	-	1.6	-	Maryland
Massachusetts	81.8	5.7	76.1	-	-	-	-	-	73.8	-	-	2.3	-	Massachusetts
Michigan	1,053.4	13.3	1,040.1	-	132.8	133.6	435.4	7.9	191.7	123.2	22.1	4.6	8.8	Michigan
Minnesota	1,174.4	39.9	1,134.5	49.1	214.4	1.6	790.7	-	10.3	65.4	-	2.9	.1	Minnesota
Mississippi	665.3	87.7	577.6	7.0	122.4	254.5	56.1	-	30.4	102.9	-	4.3	-	Mississippi
Missouri	1,237.0	3.6	1,233.4	-	1,026.4	14.8	3.5	-	50.7	128.3	2.9	6.8	-	Missouri
Montana	237.3	.6	236.7	-	52.4	5.0	160.5	-	-	-	-	1.1	17.7	Montana
Nebraska	1,063.0	53.2	1,009.8	-	348.6	62.1	423.9	-	56.1	100.0	-	4.2	14.9	Nebraska
Nevada	147.9	-	147.9	1.5	-	146.2	-	-	-	-	-	.2	-	Nevada
New Hampshire	36.9	-	36.9	-	-	3.7	-	-	32.9	-	-	.3	-	New Hampshire
New Jersey	42.1	2.5	39.6	-	-	-	-	-	36.1	2.2	-	.7	.6	New Jersey
New Mexico	202.0	8.8	193.2	.9	5.2	25.9	100.7	-	31.5	23.5	-	.6	4.9	New Mexico
New York	356.0	2.4	353.6	-	.4	12.0	4.4	-	247.1	74.8	-	4.6	10.3	New York
North Carolina	405.7	42.2	363.5	-	6.7	132.9	70.7	-	113.1	24.2	-	6.0	9.9	North Carolina
North Dakota	599.2	152.6	446.6	-	242.8	104.7	98.8	-	-	-	-	.3	-	North Dakota
Ohio	299.9	.3	299.6	-	.1	4.0	10.7	-	235.7	43.1	-	6.0	-	Ohio
Oklahoma	747.9	185.3	562.6	-	19.0	316.3	-	-	132.4	89.1	-	4.2	1.6	Oklahoma
Oregon	240.0	73.9	166.1	-	4.1	11.1	-	33.6	99.3	14.4	-	3.6	-	Oregon
Pennsylvania	204.1	-	204.1	-	-	-	-	19.8	97.3	72.8	10.2	4.0	-	Pennsylvania
Rhode Island	17.1	1.9	15.2	-	-	-	-	-	6.7	8.3	-	.2	-	Rhode Island
South Carolina	509.3	10.6	498.7	1.6	-	460.8	-	-	32.7	-	-	3.6	-	South Carolina
South Dakota	478.0	50.2	427.8	-	119.1	211.6	21.3	-	-	73.8	-	1.8	.2	South Dakota
Tennessee	753.6	75.3	678.3	17.7	226.3	271.2	90.6	-	59.0	8.1	-	5.4	-	Tennessee
Texas	1,450.8	91.0	1,359.8	22.0	4.4	840.1	-	-	411.1	60.6	-	16.4	5.2	Texas
Utah	187.4	13.0	174.4	-	-	-	174.0	-	-	-	-	.4	-	Utah
Vermont	51.3	9.0	42.3	-	-	7.6	-	-	33.7	-	-	1.0	-	Vermont
Virginia	316.2	21.1	295.1	9.6	72.1	72.4	2.7	-	128.0	4.5	-	2.4	-	Virginia
Washington	298.2	54.4	243.8	-	15.5	118.5	-	3.4	94.7	13.7	-	1.4	-	Washington
West Virginia	116.5	3.8	112.7	-	.3	-	-	-	73.5	37.8	.7	.4	-	West Virginia
Wisconsin	611.5	90.3	521.2	-	194.6	-	162.2	-	57.7	99.5	1.4	3.2	2.6	Wisconsin
Wyoming	443.2	65.9	382.3	-	-	24.1	356.5	-	-	.1	-	1.6	-	Wyoming
Dist. of Col.	5.2	.6	4.6	-	-	-	2.0	-	1.5	.5	-	.6	-	Dist. of Col.
Puerto Rico	17.2	8.2	9.0	-	-	-	-	-	5.6	3.1	-	.3	-	Puerto Rico
TOTAL	21,051.1	2,055.7	18,995.4	128.3	3,486.1	4,726.5	4,485.6	117.0	3,617.0	2,135.7	59.9	153.7	85.6	TOTAL

Federal Aid

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1963



Federal Aid

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**
Completed to full or acceptable standards, or improved to standards adequate for present traffic; built with Interstate or other public funds.
- MAJOR TOLL ROADS**
Incorporated in the Interstate System.
- UNDER CONSTRUCTION**
- PRELIMINARY STATUS OR NOT YET IN PROGRESS**
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

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

Preliminary Status or Not Yet in Progress 8,974 Miles	Engineering and Right-of-Way in Progress 11,151 Miles	Under Construction 5,449 Miles	Open to Traffic 15,426 Miles
---	---	--	--

32,026 Miles

INTERSTATE

TOTAL

41,000

MILES

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1962 ¹
MILEAGE CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE INT-2, 1962
NOVEMBER 1963

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL										INTERSTATE HIGHWAY SYSTEM - URBAN										TOTAL INTERSTATE MILEAGE ^{3/}										STATE
	NON- SURFACED MILEAGE ^{2/}	SURFACED MILEAGE ^{3/}					TOTAL RURAL MILEAGE	NON- SURFACED MILEAGE ^{2/}	SURFACED MILEAGE ^{3/}					TOTAL URBAN MILEAGE	NON- SURFACED MILEAGE ^{2/}	SURFACED MILEAGE ^{3/}					TOTAL INTER- STATE SYSTEM										
		D	F	G-1	H-1	I			J	D	F	G-1	H-1			I	J	D	F	G-2		H-2	I	J							
Alabama						743						123								866	Alabama						866				
Alaska						1,103					1,103									1,170	Alaska						1,170				
Arizona						452					452									526	Arizona						526				
Arkansas						1,539					1,539									2,158	Arkansas						2,158				
California						824					824									946	California						946				
Colorado						672					672									774	Colorado						774				
Connecticut						107					107									207	Connecticut						207				
Delaware						11					11									38	Delaware						38				
Florida						977					977									1,181	Florida						1,181				
Georgia						990					990									1,122	Georgia						1,122				
Hawaii						35					35									49	Hawaii						49				
Iowa						599					599									688	Iowa						688				
Illinois						1,287					1,287									1,576	Illinois						1,576				
Indiana						895					895									1,103	Indiana						1,103				
Iowa						627					627									691	Iowa						691				
Kansas						694					694									812	Kansas						812				
Kentucky						582					582									681	Kentucky						681				
Louisiana						570					570									703	Louisiana						703				
Maine						285					285									322	Maine						322				
Maryland						183					183									320	Maryland						320				
Massachusetts						210					210									341	Massachusetts						341				
Michigan						879					879									1,042	Michigan						1,042				
Minnesota						735					735									928	Minnesota						928				
Mississippi						564					564									682	Mississippi						682				
Missouri						944					944									1,101	Missouri						1,101				
Montana						1,207					1,207									1,233	Montana						1,233				
Nebraska						483					483									501	Nebraska						501				
Nevada						525					525									540	Nevada						540				
New Hampshire						185					185									208	New Hampshire						208				
New Jersey						135					135									314	New Jersey						314				
New Mexico						937					937									1,004	New Mexico						1,004				
New York						811					811									1,207	New York						1,207				
North Carolina						722					722									799	North Carolina						799				
North Dakota						563					563									584	North Dakota						584				
Ohio						1,030					1,030									1,148	Ohio						1,148				
Oklahoma						687					687									825	Oklahoma						825				
Oregon						641					641									691	Oregon						691				
Pennsylvania						1,301					1,301									1,642	Pennsylvania						1,642				
Rhode Island						28					28									69	Rhode Island						69				
South Carolina						677					677									727	South Carolina						727				
South Dakota						706					706									721	South Dakota						721				
Tennessee						946					946									1,090	Tennessee						1,090				
Texas						2,433					2,433									2,996	Texas						2,996				
Utah						835					835									907	Utah						907				
Vermont						316					316									355	Vermont						355				
Virginia						911					911									1,059	Virginia						1,059				
Washington						595					595									733	Washington						733				
West Virginia						531					531									609	West Virginia						609				
Wisconsin						419					419									463	Wisconsin						463				
Wyoming						924					924									960	Wyoming						960				
Dist. of Col.																				19	Dist. of Col.						19				
Total						34,320					34,320									40,987	Total						40,987				

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate System locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

^{2/} Non-surfaced mileage includes primitive, unimproved, and graded and drained roads.

^{3/} Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; J, portland cement concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in completed thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—RURAL¹
SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in cooperation with State highway departments

Data as of December 31, 1962

TABLE TRF-8, 1962
NOVEMBER 1963

STATE	WIDTH IN FEET AND TYPE OF SURFACE											TOTAL SURFACED MILEAGE	STATE			
	INTERMEDIATE-TYPE SURFACE 2/						EDGE-TYPE SURFACE 3/									
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	20-21	22-23	24-26			27-35	36-43	44-47	48 AND OVER	TOTAL
Alabama	-	1	-	-	-	-	-	73	80	253	9	14	32	269	743	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	145	-	-	24	34	27	580	-	14	6	388	1,103	Arizona
Arkansas	-	-	-	-	-	5	-	30	16	342	3	10	1	49	452	Arkansas
California	-	4	-	-	-	-	-	319	145	157	84	63	608	1,539	California	
Colorado	2	-	-	-	-	-	-	17	147	290	17	24	232	694	Colorado	
Connecticut	-	-	-	-	-	-	-	24	12	9	1	-	11	145	Connecticut	
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	11	Delaware	
Florida	10	-	5	34	-	1	1	13	109	347	37	6	349	906	Florida	
Georgia	-	-	-	-	-	-	-	6	177	406	6	6	208	949	Georgia	
Hawaii	-	-	-	-	-	-	-	4	4	4	4	4	4	31	Hawaii	
Idaho	4	1	-	8	24	15	9	36	40	145	43	57	164	538	Idaho	
Illinois	-	-	1	5	-	-	-	44	202	332	12	35	470	1,267	Illinois	
Indiana	-	-	-	-	-	-	-	138	231	199	40	146	133	244	Indiana	
Iowa	-	-	30	35	22	-	-	131	86	246	3	3	343	627	Iowa	
Kansas	-	-	-	-	-	-	1	56	86	104	12	12	343	606	Kansas	
Kentucky	1	-	-	-	-	-	-	186	152	36	10	19	143	581	Kentucky	
Louisiana	-	-	-	-	-	-	-	10	4	339	-	11	150	570	Louisiana	
Maine	2	-	-	-	-	-	-	75	51	46	4	1	106	285	Maine	
Maryland	-	-	-	-	-	-	-	4	5	32	3	3	125	183	Maryland	
Massachusetts	-	7	-	-	-	-	-	-	2	12	3	9	169	210	Massachusetts	
Michigan	-	-	1	-	-	-	-	185	22	19	28	30	871	871	Michigan	
Minnesota	-	-	3	-	-	-	-	275	29	257	11	114	693	735	Minnesota	
Mississippi	-	1	-	-	-	-	-	370	7	63	3	2	114	599	Mississippi	
Missouri	13	12	58	31	28	4	4	178	54	180	1	27	480	944	Missouri	
Montana	-	-	2	60	-	-	-	12	158	694	2	3	50	1,483	Montana	
Nebraska	-	-	-	-	-	-	-	58	32	211	2	4	70	825	Nebraska	
Nevada	-	-	-	-	-	-	-	3	3	346	1	2	14	345	Nevada	
New Hampshire	8	20	1	45	-	1	24	11	6	23	2	3	44	86	New Hampshire	
New Jersey	-	-	-	-	-	-	-	4	24	24	1	16	61	135	New Jersey	
New Mexico	-	12	-	-	156	3	10	24	23	347	16	20	340	937	New Mexico	
New York	-	-	-	-	-	-	-	29	55	76	129	7	423	811	New York	
North Carolina	36	2	1	15	-	-	5	43	115	81	14	2	357	722	North Carolina	
North Dakota	-	-	23	-	-	-	-	8	197	152	1	28	540	563	North Dakota	
Ohio	-	-	-	-	-	-	-	180	40	180	37	26	20	1,030	Ohio	
Oklahoma	-	6	-	-	-	-	-	88	42	127	37	24	336	661	Oklahoma	
Oregon	-	-	-	-	-	-	-	28	42	127	37	24	336	661	Oregon	
Pennsylvania	-	1	-	-	-	-	-	46	55	168	29	33	308	641	Pennsylvania	
Rhode Island	-	-	-	-	-	-	-	113	209	110	133	46	43	1,301	Rhode Island	
South Carolina	-	32	46	64	2	2	16	31	22	205	27	27	198	677	South Carolina	
South Dakota	-	-	7	-	-	-	-	45	57	437	-	1	157	706	South Dakota	
Tennessee	4	-	28	-	-	25	44	17	278	315	15	34	241	946	Tennessee	
Texas	2	103	2	101	2	25	1	1	133	834	29	56	911	2,095	Texas	
Utah	-	7	-	2	-	-	-	23	47	452	79	62	123	884	Utah	
Vermont	11	13	27	2	-	-	-	34	57	32	8	1	43	316	Vermont	
Virginia	5	55	69	6	1	1	2	165	28	30	231	119	876	Virginia		
Washington	-	-	-	-	-	-	-	97	28	27	2	5	216	911	Washington	
West Virginia	-	-	-	-	-	-	-	72	168	115	21	8	53	531	West Virginia	
Wisconsin	4	26	7	1	18	-	5	84	103	10	13	6	194	419	Wisconsin	
Wyoming	-	-	-	-	-	-	-	86	28	306	251	14	17	863	Wyoming	
Total	102	395	370	597	98	57	145	3,560	3,515	9,574	1,383	908	11,570	34,380	Total	

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

2/ Consists of bituminous treated and mixed bituminous surfaces (types F, G-1, and H-1).

3/ Consists of bituminous penetration, bituminous concrete, sheet asphalt, and portland cement concrete surfaces (types G-2, H-2, I, and J).

Highway Statistics, 1962

TRAVELED WAY

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—URBAN—1962¹

SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE INT-9, 1962
NOVEMBER 1963

STATE	WIDER IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	-	1	5	11	2	6	18	80	123	Alabama
Alaska	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	1	1	-	9	-	56	67	Arizona
Arkansas	1	1	1	21	10	13	1	26	74	Arkansas
California	-	7	8	7	5	40	54	498	619	California
Colorado	-	-	-	2	-	2	-	88	92	Colorado
Connecticut	1	13	3	4	4	4	1	98	128	Connecticut
Delaware	-	-	-	-	-	3	6	18	27	Delaware
Florida	1	1	9	17	12	19	7	158	224	Florida
Georgia	-	4	5	27	12	15	7	101	171	Georgia
Hawaii	-	1	-	-	-	1	3	9	14	Hawaii
Idaho	-	1	-	9	-	3	1	15	29	Idaho
Illinois	3	17	8	15	11	45	22	188	309	Illinois
Indiana	-	-	12	19	9	43	31	94	208	Indiana
Iowa	1	6	-	11	4	4	3	35	64	Iowa
Kansas	-	1	7	4	1	10	7	88	118	Kansas
Kentucky	1	2	9	3	5	38	6	35	99	Kentucky
Louisiana	1	1	6	28	7	40	12	38	133	Louisiana
Maine	-	2	1	3	3	5	-	23	37	Maine
Maryland	-	-	-	1	-	2	7	127	137	Maryland
Massachusetts	-	-	-	3	5	19	12	92	131	Massachusetts
Michigan	-	3	-	1	4	14	9	132	163	Michigan
Minnesota	1	3	4	26	18	12	13	116	193	Minnesota
Mississippi	-	12	3	13	-	10	1	79	118	Mississippi
Missouri	-	2	1	5	-	29	5	115	157	Missouri
Montana	-	1	3	7	2	1	-	12	26	Montana
Nebraska	-	1	-	3	1	1	-	12	18	Nebraska
Nevada	-	-	-	2	-	-	-	13	15	Nevada
New Hampshire	3	-	-	3	-	-	-	17	23	New Hampshire
New Jersey	-	2	1	4	-	19	7	146	179	New Jersey
New Mexico	-	2	-	13	-	7	1	44	67	New Mexico
New York	2	15	16	8	28	36	36	255	396	New York
North Carolina	-	-	2	3	6	7	1	58	77	North Carolina
North Dakota	-	1	1	3	3	1	2	10	21	North Dakota
Ohio	5	20	2	19	30	68	17	257	418	Ohio
Oklahoma	-	1	8	4	1	14	5	125	158	Oklahoma
Oregon	-	3	1	2	1	5	1	37	50	Oregon
Pennsylvania	6	4	10	25	53	40	19	184	341	Pennsylvania
Rhode Island	-	8	-	-	1	12	5	15	41	Rhode Island
South Carolina	4	-	1	1	2	14	4	24	50	South Carolina
South Dakota	-	5	-	-	-	-	-	10	15	South Dakota
Tennessee	-	-	7	11	8	16	9	93	144	Tennessee
Texas	-	-	1	32	2	39	31	478	583	Texas
Utah	1	2	1	3	2	9	6	48	72	Utah
Vermont	12	3	1	2	6	2	-	13	39	Vermont
Virginia	-	2	3	6	25	24	11	77	148	Virginia
Washington	-	5	6	17	1	8	17	84	138	Washington
West Virginia	2	4	4	12	17	17	9	13	78	West Virginia
Wisconsin	-	1	5	-	4	3	8	23	44	Wisconsin
Wyoming	-	1	-	1	5	1	2	16	26	Wyoming
Dist. of Col.	-	-	-	-	1	-	1	17	19	Dist. of Col.
Total	45	159	156	412	311	730	418	4,390	6,621	Total

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1962 ¹

SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

TABLE INT-11, 1962
NOVEMBER 1963

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL									INTERSTATE HIGHWAY SYSTEM - URBAN									TOTAL SURFACED MILEAGE
	2-LANES	3-LANES	ONE-WAY STREETS ^{2/}	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES				TOTAL RURAL	2-LANES	3-LANES	ONE-WAY STREETS ^{2/}	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES				TOTAL URBAN	
					DEGREE OF ACCESS CONTROL ^{3/}			TOTAL						DEGREE OF ACCESS CONTROL ^{3/}			TOTAL		
					NONE	PARTIAL	FULL							NONE	PARTIAL	FULL			
Alabama	447	-	-	12	139	145	-	284	743	24	-	1	41	46	11	-	57	123	866
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	729	4	-	36	56	29	249	334	1,103	5	-	-	34	17	-	11	28	67	1,170
Arkansas	403	1	-	1	6	-	41	47	452	35	1	1	16	8	-	13	21	74	526
California	750	-	-	25	46	372	346	764	1,539	34	3	4	124	128	22	304	454	619	2,158
Colorado	606	-	-	3	18	52	175	245	854	5	-	2	6	15	13	51	79	92	946
Connecticut	49	-	-	-	7	1	88	96	145	25	-	-	11	7	-	85	92	128	273
Delaware	-	-	-	-	11	-	-	11	11	3	-	1	9	10	4	-	14	27	38
Florida	616	2	2	6	198	-	133	331	957	52	1	1	40	94	7	29	130	224	1,181
Georgia	745	-	-	-	72	-	132	204	949	85	-	-	-	32	-	54	86	171	1,120
Hawaii	7	4	-	-	17	4	3	24	35	3	-	-	5	5	1	-	6	14	49
Idaho	419	-	-	17	1	15	147	163	599	13	-	-	5	-	5	6	11	29	628
Illinois	754	-	-	28	51	205	229	485	1,267	67	1	3	75	40	16	107	163	309	1,576
Indiana	470	-	-	76	215	-	134	349	895	32	-	8	77	47	-	44	91	208	1,103
Iowa	402	-	-	2	-	6	217	223	627	25	-	-	11	-	3	25	28	64	691
Kansas	338	-	-	-	13	2	341	356	694	23	-	-	16	3	-	76	79	118	812
Kentucky	422	7	-	7	12	-	134	146	582	40	-	-	29	9	-	21	30	99	681
Louisiana	381	-	-	7	114	12	56	182	570	44	-	1	36	39	4	9	52	133	703
Maine	181	-	-	-	-	-	104	104	285	18	-	-	-	1	-	18	19	37	322
Maryland	47	2	-	9	38	30	57	125	183	2	-	-	35	34	-	66	100	137	320
Massachusetts	14	3	-	20	9	7	157	173	210	2	10	-	30	29	4	56	89	131	341
Michigan	174	50	-	5	61	7	582	650	879	5	18	-	36	51	5	48	104	163	1,042
Minnesota	624	-	-	1	11	45	54	110	735	64	-	-	29	17	46	37	100	193	928
Mississippi	455	-	-	-	-	13	96	109	564	32	-	-	3	-	51	32	83	118	682
Missouri	436	1	-	22	47	170	268	485	944	9	-	-	47	20	5	76	101	157	1,101
Montana	1,158	-	-	-	-	5	44	49	1,207	13	-	2	8	-	2	1	3	26	1,233
Nebraska	398	-	-	-	-	1	84	85	483	9	-	1	1	2	-	5	7	18	501
Nevada	385	-	-	5	23	-	112	135	525	2	-	-	10	3	-	-	3	15	540
New Hampshire	118	-	-	-	-	-	67	67	185	6	-	-	-	-	-	17	17	23	208
New Jersey	40	-	-	-	65	-	30	95	135	9	-	-	7	89	-	74	163	179	314
New Mexico	566	-	-	3	100	37	231	368	937	18	-	-	8	32	-	9	41	67	1,004
New York	326	67	-	28	-	17	373	390	811	136	22	-	15	-	85	138	223	396	1,207
North Carolina	322	10	-	4	67	46	273	386	722	7	6	-	10	2	14	38	54	77	799
North Dakota	396	-	-	-	-	-	167	167	563	11	-	-	4	-	1	5	6	21	584
Ohio	350	-	1	28	33	113	505	651	1,030	98	-	11	99	78	17	115	210	418	1,448
Oklahoma	277	-	-	13	40	36	301	377	667	28	4	-	12	25	35	54	114	158	825
Oregon	329	-	1	26	4	3	278	285	641	10	-	2	6	7	-	25	32	50	691
Pennsylvania	528	152	-	41	69	5	506	580	1,301	116	45	-	39	23	16	102	141	341	1,642
Rhode Island	5	-	-	4	4	9	6	19	28	13	-	-	14	7	-	7	14	41	69
South Carolina	455	-	-	9	48	-	165	213	677	21	-	-	14	13	-	2	15	50	727
South Dakota	550	-	-	2	5	8	141	154	706	6	-	-	-	-	-	9	44	9	15
Tennessee	624	12	-	100	95	-	115	210	946	21	7	-	72	18	26	-	44	144	1,090
Texas	1,388	14	8	49	203	231	510	944	2,403	69	1	7	84	90	63	269	422	583	2,986
Utah	703	-	-	50	-	72	10	82	835	29	-	-	36	5	2	-	7	72	907
Vermont	268	-	6	-	-	-	42	42	316	23	-	5	3	-	-	8	8	39	355
Virginia	322	216	-	84	158	3	128	289	911	43	13	3	14	30	2	43	75	148	1,059
Washington	302	-	-	88	-	142	63	205	595	88	-	6	-	-	7	43	50	138	733
West Virginia	6/ 394	81	-	2	-	-	50	54	531	49	2	-	-	19	-	2	21	78	609
Wisconsin	208	7	-	5	7	2	190	199	419	9	4	-	10	10	4	7	21	44	463
Wyoming	739	-	-	14	11	4	156	171	924	7	-	-	3	3	5	8	16	26	950
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	13	3	-	3	6	19	19
Total	20,620	633	18	832	2,078	1,049	8,290	12,217	34,320	1,488	138	59	1,197	1,111	476	2,152	3,739	6,621	40,941

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

^{2/} The mileage of one-way streets given here is the average length of the two roadways serving a single route.

^{3/} Partial control—The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control—Authority to

control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.

^{4/} Includes 52 miles with partial control of access and 132 miles with full control of access.

^{5/} Includes 30 miles with full control of access.

^{6/} Includes 75 miles with full control of access.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS 1

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with State highway departments

Data as of December 31, 1962

TABLE TR-15, 1962
SHEET 1 OF 2
NOVEMBER 1963

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL													Total	
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-1,000	1,000-2,000	2,000-3,000	3,000-4,000	4,000-5,000	5,000-10,000	10,000-15,000	15,000-20,000	20,000-30,000	30,000-40,000	40,000-UNCLASSIFIED	UNCLASSIFIED		
Alabama	-	42	63	199	105	183	22	9	-	-	-	-	743	Alabama	743
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska	-
Arizona	-	-	-	-	-	-	-	-	-	-	-	-	-	Arizona	1,103
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	Arkansas	452
California	3	2	8	266	142	122	235	185	141	19	6	-	1,539	California	1,539
Colorado	-	-	-	-	-	-	-	-	-	-	-	-	-	Colorado	84
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	Connecticut	145
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	Delaware	11
Florida	1	-	-	-	-	-	-	-	-	-	-	-	-	Florida	957
Georgia	2	-	-	-	-	-	-	-	-	-	-	-	-	Georgia	949
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii	35
Idaho	-	-	-	-	-	-	-	-	-	-	-	-	-	Idaho	599
Illinois	-	-	-	-	-	-	-	-	-	-	-	-	-	Illinois	1,267
Indiana	-	4	-	-	-	-	-	-	-	-	-	-	-	Indiana	895
Iowa	-	-	-	-	-	-	-	-	-	-	-	-	-	Iowa	627
Kansas	-	-	-	-	-	-	-	-	-	-	-	-	-	Kansas	694
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-	-	Kentucky	582
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	Louisiana	570
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	Maine	285
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	Maryland	183
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	Massachusetts	210
Michigan	-	-	-	-	-	-	-	-	-	-	-	-	-	Michigan	879
Minnesota	-	-	-	-	-	-	-	-	-	-	-	-	-	Minnesota	735
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	Mississippi	564
Missouri	5	-	-	-	-	-	-	-	-	-	-	-	-	Missouri	944
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	Montana	483
Nebraska	1.3	-	-	-	-	-	-	-	-	-	-	-	-	Nebraska	285
New Hampshire	20	-	-	-	-	-	-	-	-	-	-	-	-	New Hampshire	185
New Jersey	7	-	-	-	-	-	-	-	-	-	-	-	-	New Jersey	135
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	New Mexico	937
New York	-	-	-	-	-	-	-	-	-	-	-	-	-	New York	811
North Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	North Carolina	722
North Dakota	53	-	-	-	-	-	-	-	-	-	-	-	-	North Dakota	563
Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	Ohio	1,090
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	Oklahoma	667
Oregon	-	-	-	-	-	-	-	-	-	-	-	-	-	Oregon	641
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	-	-	Pennsylvania	1,301
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	Rhode Island	28
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	South Carolina	677
South Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	South Dakota	706
Tennessee	-	-	-	-	-	-	-	-	-	-	-	-	-	Tennessee	946
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	Texas	2,403
Utah	86	-	-	-	-	-	-	-	-	-	-	-	-	Utah	835
Vermont	6	-	-	-	-	-	-	-	-	-	-	-	-	Vermont	316
Virginia	57	-	-	-	-	-	-	-	-	-	-	-	-	Virginia	911
Washington	-	-	-	-	-	-	-	-	-	-	-	-	-	Washington	995
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	West Virginia	531
Wisconsin	-	-	-	-	-	-	-	-	-	-	-	-	-	Wisconsin	419
Wyoming	2	-	-	-	-	-	-	-	-	-	-	-	-	Wyoming	924
Total	267	1,220	4,808	5,625	5,364	4,251	9,047	2,406	798	365	82	32	55	34,320	Total

Compiled in cooperation with State highway departments

Data as of December 31, 1962

TRAVELED MILEAGE CLASSIFIED BY AVERAGE DAILY VOLUMES

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

TABLE INT-15, 1962
SHEET 2 OF 2
NOVEMBER 1963

STATE	INTERSTATE HIGHWAY SYSTEM - URBAN		AVERAGE DAILY TRAFFIC VOLUMES														
	TOTAL SURFACED URBAN MILEAGE	UN-CLASSIFIED	40,000 AND OVER	30,000-39,999	20,000-29,999	15,000-19,999	10,000-14,999	5,000-9,999	4,000-9,999	3,000-3,999	2,000-2,999	1,000-1,999	400-999	LESS THAN 400	TOTAL		
Alabama	-	-	-	-	28	21	25	22	25	12	9	1	-	-	-	-	-
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
California	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Colorado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Illinois	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Indiana	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iowa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kentucky	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Michigan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minnesota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Jersey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oregon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pennsylvania	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Utah	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vermont	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Virginia	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Washington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DIST. OF COL.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	999	1,999	2,999	3,999	4,999	5,999	6,999	7,999	8,999	9,999	10,999	11,999	12,999	13,999	14,999	15,999	16,999

These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

TRAVELED WAY
NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1962

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE IPT-110, 1962
SHEET 1 OF 2
NOVEMBER 1963

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE	
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED		
Undivided:	13	92	283	304	200	75	37	4	-	-	-	-	-	-	1,008
Under 20 feet	7	334	753	813	820	578	621	21	-	-	-	-	-	-	3,955
20-21	21	225	850	813	730	425	713	102	-	-	-	-	-	-	3,885
24-26	167	511	1,919	2,124	1,874	1,593	1,827	115	5	5	1	14	-	-	10,171
27-35	5	33	184	323	170	191	472	85	13	5	-	-	-	-	1,481
36-43	-	3	103	64	112	60	260	77	50	9	-	-	-	-	748
44-47	18	9	24	13	24	24	82	49	25	6	-	-	-	-	270
48 and over	36	13	-	53	111	79	139	125	16	7	-	-	-	-	585
Total Undivided 1/	267	1,220	4,098	4,507	4,041	3,025	4,151	578	130	38	14	1	33	-	22,103
Divided:	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
No access control:	**	**	10	2	24	18	62	30	23	8	9	1	-	-	187
Less than 44	**	**	2	-	25	46	244	140	39	21	1	-	-	-	520
44-47	**	**	10	39	153	169	524	287	83	70	20	11	-	-	1,371
48 and over	**	**	22	41	202	233	630	457	145	99	30	12	-	-	2,078
Subtotal	**	**	42	81	378	436	1,134	774	231	167	50	23	11	11	2,078
Partial access control: 2/	**	**	-	-	-	7	8	-	4	7	-	-	-	-	26
Less than 44	**	**	-	7	23	15	111	36	53	44	-	-	-	-	289
44-47	**	**	106	50	113	179	692	242	99	36	-	-	-	-	1,534
48 and over	**	**	106	57	136	201	811	278	156	87	2	-	-	-	1,849
Subtotal	**	**	212	107	275	381	1,504	526	256	124	2	-	-	-	3,702
Full access control: 2/	**	**	-	1	-	-	1	-	1	1	-	-	-	-	4
Less than 44	**	**	-	1	13	-	4	30	12	2	-	-	-	-	61
44-47	**	**	582	1,019	972	792	3,250	1,063	354	138	36	19	-	-	8,225
48 and over	**	**	582	1,020	985	792	3,255	1,093	367	141	36	19	-	-	8,290
Subtotal	**	**	1,164	2,039	1,957	1,584	6,505	2,156	701	281	72	38	-	-	16,881
Total Divided	**	**	710	1,118	1,323	1,226	4,896	1,828	668	327	68	31	22	-	12,217
Total Surfaced Mileage	267	1,220	4,808	5,625	5,364	4,251	9,047	2,406	798	365	82	32	3/ 55	-	34,320

Footnotes appear on sheet 2

TRAVELED WAY NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS--SUMMARY--1962

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE IWT-110, 1962
SHEET 2 OF 2
NOVEMBER 1963

Compiled in cooperation with
State highway departments

Data as of December 31, 1962

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - URBAN												TOTAL SURFACED MILEAGE		
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER		UN- CLASSI- FIED	
Undivided:															
Under 20 feet	4	2	3	3	9	7	14	3	6	-	-	-	-	-	45
20-21	4	2	3	11	10	5	93	16	8	-	-	-	-	-	159
22-23	1	2	2	9	14	11	83	17	8	-	-	-	-	-	156
24-26	16	3	3	16	20	36	170	90	29	1	-	-	-	-	412
27-35	-	-	2	-	6	17	148	88	16	-	-	-	-	-	311
36-43	6	-	1	5	3	19	168	196	101	25	7	7	7	7	660
44-47	-	-	-	1	3	9	44	73	49	10	2	6	6	6	231
48 and over	1	1	-	7	14	22	152	154	219	124	58	-	-	-	908
Total Undivided	32	10	14	52	79	126	872	637	397	379	160	67	57	57	2,882
Divided:															
No access control:															
Less than 44	**	**	-	-	-	-	3	8	14	26	3	1	3	3	58
44-47	**	**	-	-	-	-	19	31	23	30	17	6	6	6	132
48 and over	**	**	-	2	6	8	136	168	135	202	118	125	21	21	921
Subtotal	**	**	-	2	6	8	158	207	172	298	138	132	30	30	1,111
Partial access control: 2/															
Less than 44	**	**	-	-	-	-	1	4	3	-	-	-	-	-	8
44-47	**	**	-	-	-	-	3	12	11	11	1	-	-	-	43
48 and over	**	**	8	1	12	15	122	90	81	70	15	3	8	8	425
Subtotal	**	**	8	1	12	15	128	106	95	81	16	3	13	13	476
Full access control: 2/															
Less than 44	**	**	-	-	-	-	1	-	-	1	-	2	-	-	4
44-47	**	**	-	-	-	-	2	3	2	3	2	-	-	-	12
48 and over	**	**	48	37	68	60	438	374	257	320	189	339	6	6	2,136
Subtotal	**	**	48	37	68	60	441	377	259	324	191	341	6	6	2,152
Total Divided	**	**	56	40	86	83	725	690	526	663	345	476	49	49	3,739
Total Surfaced Mileage	32	10	70	92	165	209	1,597	1,327	923	1,042	505	543	3/ 106	3/ 106	6,621

1/ Includes 52 miles with partial control of access and 237 miles with full control of access. See footnotes 4, 5 and 6 on table IWT-11.
 2/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.
 3/ States not reporting average daily traffic volume data are listed in table IWT-15.

APPORTIONMENTS OF FEDERAL-AID HIGHWAY FUNDS AND ALLOCATION OF OTHER FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS

FOR FISCAL YEAR 1964

TABLE FA-4

STATE	FEDERAL-AID HIGHWAY FUNDS					FOREST HIGHWAY FUNDS 3/	PUBLIC LANDS FUNDS 4/	
	ABC FUNDS 1/				INTER-STATE 2/			TOTAL FEDERAL-AID FUNDS
	PRIMARY	SECONDARY	URBAN	TOTAL				
Alabama	\$8,085,904	\$6,182,673	\$3,188,673	\$17,456,913	\$53,635,705	\$71,091,988	\$94,496	-
Alaska	22,838,367	15,327,203	155,712	38,321,282	-	38,321,282	2,876,474	-
Arizona	6,185,829	4,010,494	1,772,951	11,772,951	36,407,150	48,376,424	1,857,456	400,000
Arkansas	6,097,590	4,853,851	1,292,286	12,243,727	27,138,475	39,382,202	448,606	1,000,000
California	21,652,107	10,013,735	25,672,496	57,338,338	247,917,800	305,256,138	4,726,004	-
Colorado	7,101,115	4,606,555	2,414,608	14,122,278	34,378,825	48,501,103	2,369,837	-
Connecticut	3,045,676	1,656,988	4,581,477	9,284,141	36,612,550	45,896,691	-	-
Delaware	2,110,781	1,407,187	544,458	4,062,426	9,653,800	13,716,226	-	-
Florida	7,779,118	4,815,902	6,668,740	19,263,760	53,789,125	73,052,885	191,697	-
Georgia	10,709,068	8,065,525	3,843,060	22,617,653	47,781,175	70,398,828	116,261	324,000
Hawaii	2,110,781	1,407,187	880,283	4,398,251	20,360,275	24,758,526	-	-
Idaho	4,722,011	3,388,749	501,310	8,612,070	12,169,950	20,782,020	3,359,886	300,000
Illinois	15,968,454	8,750,018	15,229,044	39,947,516	135,255,900	175,203,416	38,033	-
Indiana	9,652,474	6,979,435	5,321,635	21,953,544	64,213,175	86,166,719	22,121	-
Iowa	9,593,793	7,145,476	2,535,283	19,274,552	32,812,650	52,087,202	1,070	-
Kansas	9,557,916	6,674,220	2,327,141	18,559,277	20,103,525	38,662,802	-	-
Kentucky	6,923,936	5,874,348	2,367,652	15,165,936	52,890,500	68,056,436	67,835	-
Louisiana	6,377,021	4,585,842	3,712,211	14,675,074	74,893,975	89,569,049	76,147	-
Maine	3,143,060	2,387,259	804,820	6,335,139	12,246,975	18,582,114	12,359	-
Maryland	4,264,822	2,676,699	4,288,454	11,229,975	47,498,750	58,728,725	-	-
Massachusetts	5,386,941	2,383,617	8,183,886	15,954,444	55,560,700	71,515,144	-	-
Michigan	13,241,895	9,318,348	10,755,393	32,315,636	101,031,125	133,346,761	354,108	-
Minnesota	10,734,691	7,566,026	3,888,110	22,188,827	67,063,100	89,251,927	456,367	-
Mississippi	6,618,222	5,561,704	1,392,843	13,572,769	31,503,225	45,075,994	155,671	-
Missouri	11,266,556	7,713,554	5,270,233	24,250,343	66,318,525	90,568,868	168,659	-
Montana	7,821,766	5,426,106	520,930	13,790,802	24,262,875	38,053,677	2,630,481	350,000
Nebraska	7,685,520	5,476,050	1,367,646	14,529,216	15,148,250	29,677,466	30,805	-
Nevada	4,871,838	3,240,252	357,801	8,469,891	13,068,575	21,538,466	591,970	-
New Hampshire	2,110,781	1,407,187	627,348	4,145,316	11,630,775	15,776,091	176,341	200,000
New Jersey	5,962,020	2,044,966	10,190,574	18,197,560	67,602,275	85,799,835	-	-
New Mexico	6,467,592	4,364,611	1,146,544	11,978,747	25,880,400	37,859,147	1,322,331	300,000
New York	19,172,836	8,332,376	27,315,513	54,820,725	122,854,875	177,675,600	-	-
North Carolina	9,930,532	8,886,438	3,110,862	21,927,832	21,207,550	43,135,382	203,316	1,400,000
North Dakota	5,383,972	3,946,473	416,641	9,747,086	11,451,050	21,198,136	117	-
Ohio	14,789,284	9,224,354	13,402,297	37,415,935	176,952,100	214,368,035	18,072	-
Oklahoma	8,496,500	5,914,170	2,616,121	17,026,791	31,195,125	48,221,916	22,759	2,000,000
Oregon	6,528,584	4,563,109	1,981,500	13,073,193	45,033,950	58,107,143	4,545,904	200,000
Pennsylvania	15,715,863	10,078,643	15,094,456	40,888,962	115,973,975	156,862,937	88,074	-
Rhode Island	2,110,781	1,407,187	1,425,969	4,943,937	9,551,100	14,495,037	-	-
South Carolina	5,409,816	4,726,329	1,698,530	11,834,675	22,388,600	34,223,275	108,179	-
South Dakota	5,942,523	4,300,016	431,189	10,673,728	17,022,525	27,696,253	258,535	-
Tennessee	8,323,813	6,567,024	3,378,364	18,269,201	65,342,875	83,612,076	110,622	1,400,000
Texas	25,770,827	16,283,307	13,180,455	55,234,589	117,309,075	172,543,664	104,462	-
Utah	4,647,238	3,014,802	1,237,133	8,899,173	37,536,850	46,436,023	1,095,914	3,000,000
Vermont	2,110,781	1,407,187	329,669	3,847,637	17,895,475	21,743,112	59,044	-
Virginia	8,287,423	6,439,440	4,111,778	18,838,641	78,796,575	97,635,216	214,589	-
Washington	6,776,836	4,580,076	3,547,795	14,904,707	54,045,875	68,950,582	2,293,608	-
West Virginia	4,148,403	3,731,930	1,248,930	9,128,534	39,026,000	48,154,534	130,226	3,500,000
Wisconsin	9,484,657	6,690,955	4,588,651	20,764,263	22,927,775	43,692,038	184,545	-
Wyoming	4,816,374	3,277,053	279,838	8,373,265	24,879,075	33,252,340	1,407,712	-
Dist. of Col.	2,110,781	1,407,187	1,488,788	5,006,756	37,280,100	42,286,856	-	-
Puerto Rico	2,110,781	2,347,677	1,822,235	6,280,693	-	6,280,693	9,307	-
Total	422,156,250	281,437,500	234,531,250	938,125,000	2,567,500,000	3,505,625,000	33,000,000	14,374,000

1/ Apportioned, in part, on October 24, 1962; remainder on November 28, 1962.

2/ Apportioned September 21, 1962.

3/ Apportioned October 24, 1962. No National Forest in States for which on apportionments are shown.

4/ Includes an additional 1963 allocation of \$5,900,000 as follows: Arkansas, \$500,000; North Carolina, \$700,000; Oklahoma, \$1,000,000; Tennessee, \$700,000; Utah \$1,500,000; and West Virginia, \$1,500,000.

RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES, SUMMARY 1962

(In millions of dollars)

TABLE FA-5, 1962
DECEMBER 1963

AGENCY AND FUND	RECEIPTS					EXPENDITURES FOR HIGHWAYS											
	AUTO-MOTIVE EXCISES	GENERAL FUND APPROPRIATIONS	TIMBER SALES	OTHER	TOTAL	PAYMENTS TO STATES & D.C.			PAYMENTS TO LOCAL GOVERNMENTS	DIRECT EXPENDITURES					GRAND TOTAL EXPENDITURES		
						FEDERAL-AID AND OTHER REIMBURSEMENTS	FOR RETURN TO COUNTIES	TOTAL 1/		CAPITAL OUTLAY			MAINTENANCE	TOTAL			
										ADMINISTRATION & RESEARCH	ENGINEERING	CONSTRUCTION				TOTAL	
Bureau of Public Roads:																	
Highway Trust Fund	3,087.7	-	-	2/ 10.4	3,098.1	3/ 2,873.0	-	2,873.0	4/ 4.0	31.4	-	-	-	-	31.4	2,908.4	
Forest Highway Funds	-	36.1	-	-	36.1	3.4	-	3.4	-	2.3	3.3	27.1	30.4	-	32.7	36.1	
Public Lands Funds	-	2.2	-	-	2.2	1.9	-	1.9	-	-	-	0.3	0.3	-	0.3	2.2	
Access Road Funds	-	1.2	-	-	1.2	1.1	-	1.1	-	-	-	-	-	0.1	0.1	1.2	
Wilson Bridge Funds	-	0.5	-	-	0.5	-	-	-	-	-	-	0.5	0.5	-	0.5	0.5	
Funds transferred from other agencies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Forest Service	-	1.9	-	-	1.9	-	-	-	-	-	1.9	-	1.9	-	1.9	1.9	
Park Service	-	4.1	-	-	4.1	-	-	-	-	0.9	1.6	1.6	3.2	-	4.1	4.1	
Bureau of Land Management	-	-	6.1	-	6.1	-	-	-	-	0.3	0.7	4.4	5.1	0.7	6.1	6.1	
Bureau of Indian Affairs	-	0.1	-	-	0.1	-	-	-	-	-	0.1	-	0.1	-	0.1	0.1	
Dept. of Defense	-	15.3	-	-	15.3	9.1	-	9.1	-	0.3	1.0	4.9	5.9	-	6.2	15.3	
Other 5/	-	0.3	-	-	0.3	-	-	-	-	-	-	0.3	0.3	-	0.3	0.3	
Total Transferred Funds	-	21.7	6.1	-	27.8	9.1	-	9.1	-	1.5	5.3	11.2	16.5	0.7	18.7	27.8	
Total Funds Administered by BPR	3,087.7	61.7	6.1	10.4	3,165.9	2,888.5	-	2,888.5	4.0	35.2	8.6	39.1	47.7	0.8	83.7	2,976.2	
Forest Service	-	3.5	16.5	-	20.0	-	16.5	16.5	-	-	-	6/ 3.5	3.5	-	3.5	20.0	
National Park Service	-	38.8	-	-	38.8	-	-	-	-	-	-	31.4	31.4	7.4	38.8	38.8	
Bureau of Indian Affairs	-	21.5	-	-	21.5	-	-	-	-	-	-	18.9	18.9	2.6	21.5	21.5	
Bureau of Reclamation	-	10.1	-	-	10.1	2.4	-	2.4	0.1	-	-	7.6	7.6	-	7.6	10.1	
U. S. Corps of Engineers	-	57.8	-	-	57.8	16.1	-	16.1	2.0	-	-	39.7	39.7	-	39.7	57.8	
Bureau of Land Management	-	1.1	5.5	7/ 7.6	14.2	6.2	1.5	7.7	4.1	-	-	2.1	2.1	0.3	2.4	14.2	
Dept. of Defense	-	21.5	-	-	21.5	-	-	-	-	-	-	3.5	3.5	18.0	21.5	21.5	
All others 8/	-	11.6	-	2.1	13.7	1.1	1.0	2.1	1.6	-	-	10.0	10.0	-	10.0	13.7	
Grand total, All Funds	3,087.7	227.6	28.1	20.1	3,363.5	2,914.3	19.0	2,933.3	11.8	35.2	8.6	155.8	164.4	29.1	228.7	2,173.8	

1/ Differences between amounts in this column and those shown on table SF-1 are due to funds in transit.

2/ Income from Trust Fund investments.

3/ Includes \$39.3 million paid to States for research and planning.

4/ Payments to Puerto Rico.

5/ CIA, NASA, AEC, NSF, FAA, etc.

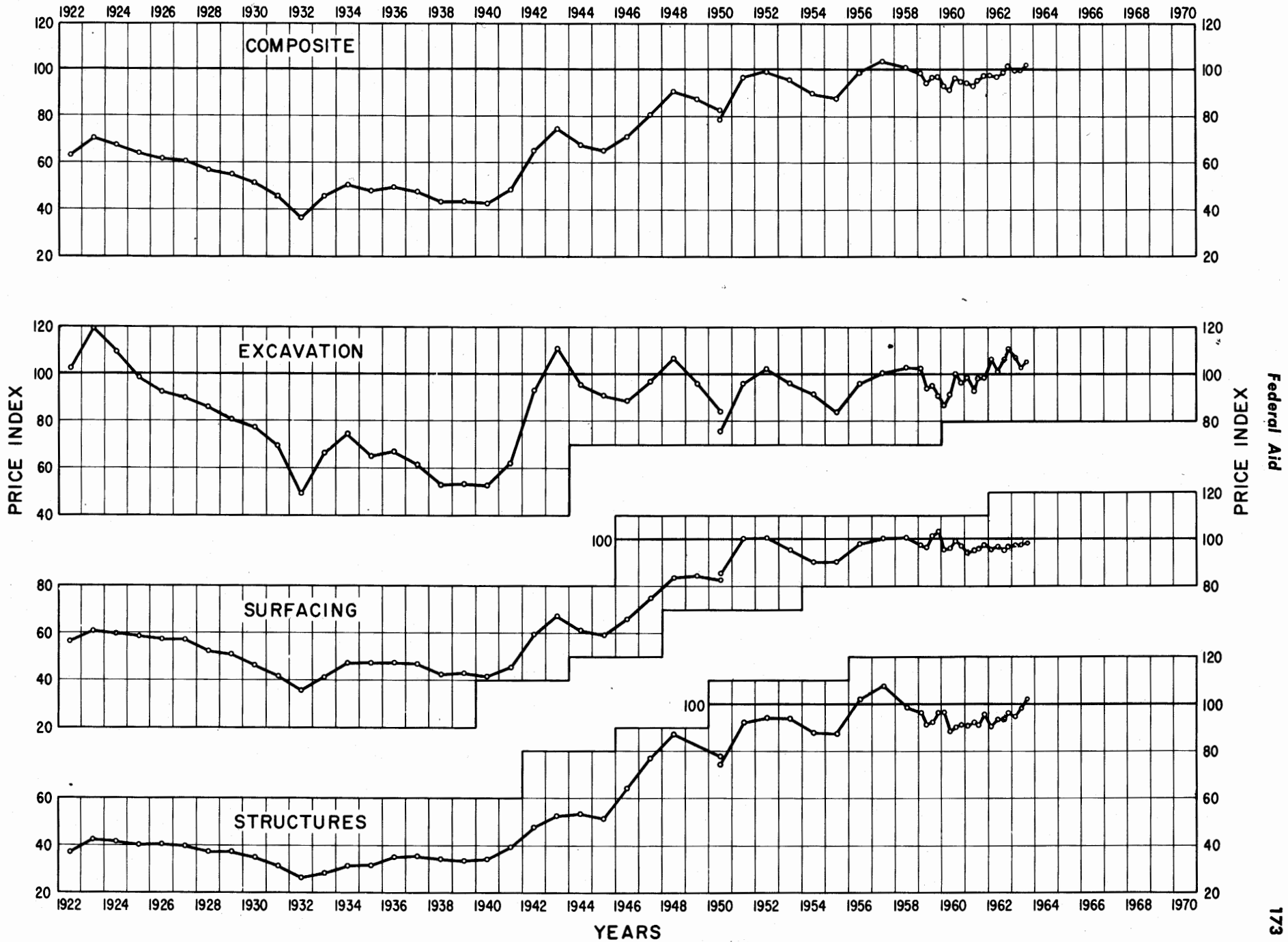
6/ Represents 10 percent of Forest Development Roads and Trails program considered to be for public highways. Remaining 90 percent considered to be for timber access and forest management trails not providing an unrestricted public facility, and hence omitted.

7/ Income from oil and mineral royalties; grazing fees on public lands.

8/ Civil Defense, Fish & Wild Life Service, ARA, FAA, TVA, etc.

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959=100



PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION

1957-1959 BASE 1

TABLE P-1
ISSUED 1963

YEAR	EXCAVATION		PORTLAND CEMENT		CONCRETE		BITUMINOUS CONCRETE		SURFACING		REINFORCING STEEL		STRUCTURAL STEEL		STRUCTURES		COMM-FORMS	
	INDEX	PRICE (CU. YD.)	INDEX	PRICE (SQ. YD.)	INDEX	PRICE (TON)	INDEX	PRICE (LB.)	INDEX	PRICE (LB.)	INDEX	PRICE (LB.)	INDEX	PRICE (CU. YD.)	INDEX	PRICE	INDEX	PRICE

1957	99.8	35.1	99.8	2.29	99.8	57.1	57.1	99.8	57.1	99.8	57.1	99.8	57.1	99.8	57.1	99.8	57.1	99.8	57.1
1958	102.5	35.1	102.5	2.10	102.5	57.1	57.1	102.5	57.1	102.5	57.1	102.5	57.1	102.5	57.1	102.5	57.1	102.5	57.1
1959	106.9	35.0	106.9	1.86	106.9	57.1	57.1	106.9	57.1	106.9	57.1	106.9	57.1	106.9	57.1	106.9	57.1	106.9	57.1
1960	111.3	35.0	111.3	1.68	111.3	57.1	57.1	111.3	57.1	111.3	57.1	111.3	57.1	111.3	57.1	111.3	57.1	111.3	57.1
1961	119.3	34.3	119.3	1.48	119.3	57.1	57.1	119.3	57.1	119.3	57.1	119.3	57.1	119.3	57.1	119.3	57.1	119.3	57.1
1962	123.3	33.6	123.3	1.28	123.3	57.1	57.1	123.3	57.1	123.3	57.1	123.3	57.1	123.3	57.1	123.3	57.1	123.3	57.1
1963	127.2	32.8	127.2	1.10	127.2	57.1	57.1	127.2	57.1	127.2	57.1	127.2	57.1	127.2	57.1	127.2	57.1	127.2	57.1

INDEXES COMPUTED FROM 1957-59 BASE QUANTITIES AND PRICES																			
1950	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1951	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1952	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1953	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1954	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1955	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1956	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1957	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1958	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1959	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1960	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1961	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1962	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1963	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1 Base for composite index, 1957-59, involves 3,641,885,000 cubic yards of roadway excavations; 154,953,000 square yards of portland cement concrete surfacing with average thickness of 9.1 inches; 111,516,000 tons of bituminous concrete surfacing; 2,506,879,000 pounds of reinforcing steel for structures and 14,953,000 cubic yards of structural steel; and 4,953,000 cubic yards of structural concrete.
 2 Derived from the previously computed figures, using 1957-59 base quantities and prices, and dividing the figures for each year by the average of the figures for 1957, 1958, and 1959.
 3 Prices for portland cement surfacing reflect adjustments to base period thicknesses in each State and do not include costs for reinforcing steel and joints.
 4 Bid price for the base period, 1957-59, is 100 for this index.

PERCENTAGE DISTRIBUTION OF THE COSTS OF MAJOR
HIGHWAY CONSTRUCTION ITEMS
CONTRACTS FOR FEDERAL-AID PROJECTS AWARDED DURING CALENDAR YEAR 1962¹

TABLE PT-2, 1962
ISSUED 1963

MAJOR ITEMS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
GRADING AND DRAINAGE									
Roadway excavation:									
Borrow	7.6	5.9	6.9	7.1	4.3	6.0	7.4	5.3	6.6
Common	6.4	4.4	5.6	6.1	4.0	5.2	6.3	4.2	5.5
Unclassified	19.5	13.5	17.1	17.3	13.2	15.6	18.8	13.4	16.6
Solid rock	1.9	0.6	1.4	1.1	0.2	0.7	1.6	0.5	1.2
Culvert pipe:									
Clay - 6"	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1
Reinforced concrete - 24"	0.4	0.5	0.4	0.4	0.8	0.6	0.4	0.6	0.5
Corrugated metal - 24"	0.2	0.0	0.1	0.3	0.1	0.2	0.2	0.1	0.1
Subtotal	36.1	25.0	31.6	32.4	22.8	28.5	34.8	24.2	30.6
BASES AND SURFACES									
Bases:									
Stabilized soil	1.2	1.1	1.2	1.1	1.0	1.1	1.2	1.1	1.1
Gravel and clay gravel	4.9	2.8	4.1	7.4	4.1	6.1	5.8	3.3	4.7
Macadam or stone	4.1	2.1	3.3	6.8	4.5	5.9	5.0	2.9	4.2
Bituminous concrete	1.9	0.4	1.3	3.4	1.8	2.7	2.4	0.9	1.8
Portland cement concrete	0.1	0.9	0.4	1.0	3.3	1.9	0.4	1.7	0.9
Surfaces:									
Bituminous surface treatment	0.3	0.1	0.2	1.2	0.3	0.8	0.6	0.2	0.4
Bituminous road-mix	0.0	0.0	0.0	0.3	0.0	0.2	0.1	0.0	0.1
Bituminous plant-mix medium	2.1	1.1	1.7	4.9	1.5	3.5	3.0	1.3	2.3
Bituminous penetration	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Bituminous concrete	3.3	2.5	3.0	9.4	7.0	8.4	5.3	4.0	4.8
Portland cement concrete	18.5	11.2	15.6	13.7	14.6	14.0	16.9	12.4	15.0
Pavement reinforcement	2.6	1.4	2.1	1.2	1.7	1.4	2.1	1.5	1.9
Subtotal	39.0	23.6	32.9	50.5	39.8	46.0	42.8	29.3	37.2
STRUCTURES 1/									
Structural concrete	12.2	23.9	16.9	9.2	19.4	13.4	11.2	22.3	15.7
Structural reinforcement	4.2	8.5	5.9	2.8	5.8	4.0	3.7	7.6	5.3
Structural steel	6.1	15.5	9.9	3.5	9.0	5.8	5.3	13.2	8.5
Steel H piling	0.8	2.1	1.3	0.5	1.4	0.9	0.7	1.8	1.2
Prestressed concrete 2/	1.6	1.4	1.5	1.1	1.8	1.4	1.5	1.6	1.5
Subtotal	24.9	51.4	35.5	17.1	37.4	25.5	22.4	46.5	32.2
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Ratio of total amount bid for major items to total amount bid for all items	72.7	65.8	69.8	72.0	64.1	68.5	72.5	65.2	69.3
1/ Includes bridges and box culverts. 2/ Includes prestressing steel and steel reinforcement.									

Federal Aid

PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES,
LABOR, EQUIPMENT OWNERSHIP, OVERHEAD AND PROFIT
FEDERAL-AID PRIMARY PROJECTS REPORTED AS COMPLETED DURING CALENDAR YEAR 1962

TABLE PT-2A
ISSUED 1963

ELEMENTS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Cement ^{1/}	7.0	4.0	5.7	5.3	4.6	5.0	6.3	4.3	5.4
Aggregates Purchased ^{2/}	8.3	5.4	7.0	9.3	6.4	8.0	8.7	5.8	7.4
Bitumens ^{3/}	1.6	0.3	1.0	3.3	0.7	2.3	2.3	0.5	1.5
Lumber	0.6	1.1	0.8	0.6	0.8	0.7	0.6	1.0	0.8
Timber Piling	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
Corrugated Steel Culvert	1.0	0.3	0.7	1.1	0.5	0.8	1.0	0.4	0.7
Reinforcing Steel ^{4/}	4.5	6.7	5.4	3.1	4.0	3.5	3.9	5.6	4.6
Structural Steel	4.0	8.1	5.7	2.8	5.9	4.2	3.5	7.2	5.1
Ready-mix Concrete	5.2	7.2	6.1	2.8	6.6	4.5	4.2	7.0	5.4
Premixed Bituminous Paving Materials	2.5	1.6	2.2	4.6	4.0	4.3	3.4	2.6	3.0
Concrete Culvert Pipe	1.4	1.4	1.4	1.8	2.8	2.2	1.5	2.0	1.7
Clay Pipe	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Miscellaneous Steel	2.1	2.8	2.4	1.3	2.2	1.7	1.8	2.5	2.1
Materials not reported	8.8	13.1	10.9	9.8	14.0	11.5	9.4	13.3	11.3
Petroleum Products	4.5	2.3	3.4	5.2	2.7	4.1	4.8	2.5	3.8
Explosives	0.9	0.2	0.6	0.8	0.3	0.6	0.8	0.2	0.6
Total Materials and Supplies	52.7	54.7	53.6	52.0	55.7	53.6	52.4	55.1	53.6
Labor	24.9	26.2	25.5	25.2	26.0	25.6	25.1	26.1	25.5
Equipment ownership, overhead and profit	22.4	19.1	20.9	22.8	18.3	20.8	22.5	18.8	20.9
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

^{1/} Does not include cement in ready-mix concrete or in concrete culvert pipe.

^{2/} Does not include aggregates in ready-mix concrete, pre-mixed bituminous paving materials or concrete culvert pipe. The cost of producing aggregates by contractors, in addition to "aggregates purchased" is distributed in "petroleum products," "labor" and "equipment, overhead and profit."

^{3/} Does not include bitumens in pre-mixed bituminous paving materials.

^{4/} Does not include reinforcing steel in concrete culvert pipe.

UNITED STATES DEPARTMENT OF
COMMERCE
 Luther H. Hodges, Secretary Washington, D. C.

Bureau of Public Roads

BPR 64-13

FOR RELEASE WEDNESDAY
FEBRUARY 12, 1964

HIGHWAY CONSTRUCTION PRICE
INDEX FOR 4TH QUARTER 1963

The cost of highway construction in the fourth quarter of 1963 rose 1.7 percent above the previous quarter, to 103.4 percent of the 1957-59 average, the U.S. Department of Commerce announced today.

Trends in highway construction costs are measured by an index of average bid prices compiled by the Department's Bureau of Public Roads from reports of Federal-aid highway construction contracts awarded by State highway departments.

Although this increase of 1.7 percent follows a series of small fluctuations in the index during the past 3-year period, a gradual upward trend since mid-1961 is indicated.

The composite price index for the fourth quarter of 1963 is 2.2 percent above that for the fourth quarter of 1962 and the composite for calendar year 1963 is 2.5 percent above that for calendar year 1962.

With 1957-59 as a base period, the price index has risen from a low point of 87.3 in 1955 to a high of 103.1 in 1957, a total increase of 18.1 percent. The total increase from the same low point through the fourth quarter of 1963 is 18.4 percent.

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

	<u>Price index</u>	<u>Percentage change</u>
1st quarter, 1962	97.4	+0.2
2nd quarter, 1962	97.0	-0.4
3rd quarter, 1962	98.4	+1.4
4th quarter, 1962	101.2	+2.9
1st quarter, 1963	99.6	-1.6
2nd quarter, 1963	99.6	0.0
3rd quarter, 1963	101.7	+2.1
4th quarter, 1963	103.4	+1.7

(over)

USAGE FACTORS FOR MAJOR HIGHWAY CONSTRUCTION MATERIALS ¹

(U. S. WEIGHTED AVERAGES FOR FEDERAL-AID PROJECTS REPORTED AS COMPLETED
DURING CALENDAR YEARS 1960, 1961, AND 1962)

TABLE PT-4
DECEMBER 1963

MATERIAL	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST ^{2/}
Cement (excludes cement in concrete pipe)	Barrels	13,100
Bituminous material	Tons	1,281
Aggregates ^{3/} Purchased (by contractors) Produced (by contractors)	Tons Tons	51,000 50,000
Steel Structural (shapes, plates, H and sheet piling) Reinforcing (pavement and structural reinforcement) Culvert pipe (corrugated metal and structural plate, pipe arches and arches) Miscellaneous (guardrail, fences, tubular piling, etc.)	Tons Tons Tons Tons	187 204 38 51
Concrete pipe (plain and reinforced)	Tons	515
Clay pipe and tile	Tons	14
Lumber (all lumber products except timber piling)	Board feet	67,000
Timber piling (reported in linear feet and converted)	Board feet	13,000
Petroleum products (all fuel and lubricants) ^{4/}	Gallons	146,000
Explosives (excludes weights of caps and fuses)	Pounds	26,000

^{1/} For comparable standards of design, the usage of materials on Federal-aid work is not appreciably different from the usage of materials on nonfederal work. The data in this table obtained from form PR-47.

^{2/} Right-of-way, preliminary engineering and construction engineering excluded.

^{3/} Includes sand, gravel, clay gravel, slag, crushed stone, etc. used for all highway construction including bases, subbases, concrete surfaces, bituminous surfaces, structural concrete and drainage work.

^{4/} Grease converted to gallons on basis of 8 pounds per gallon.

Federal Aid
COST TRENDS

HIGHWAY MAINTENANCE AND OPERATIONS ¹

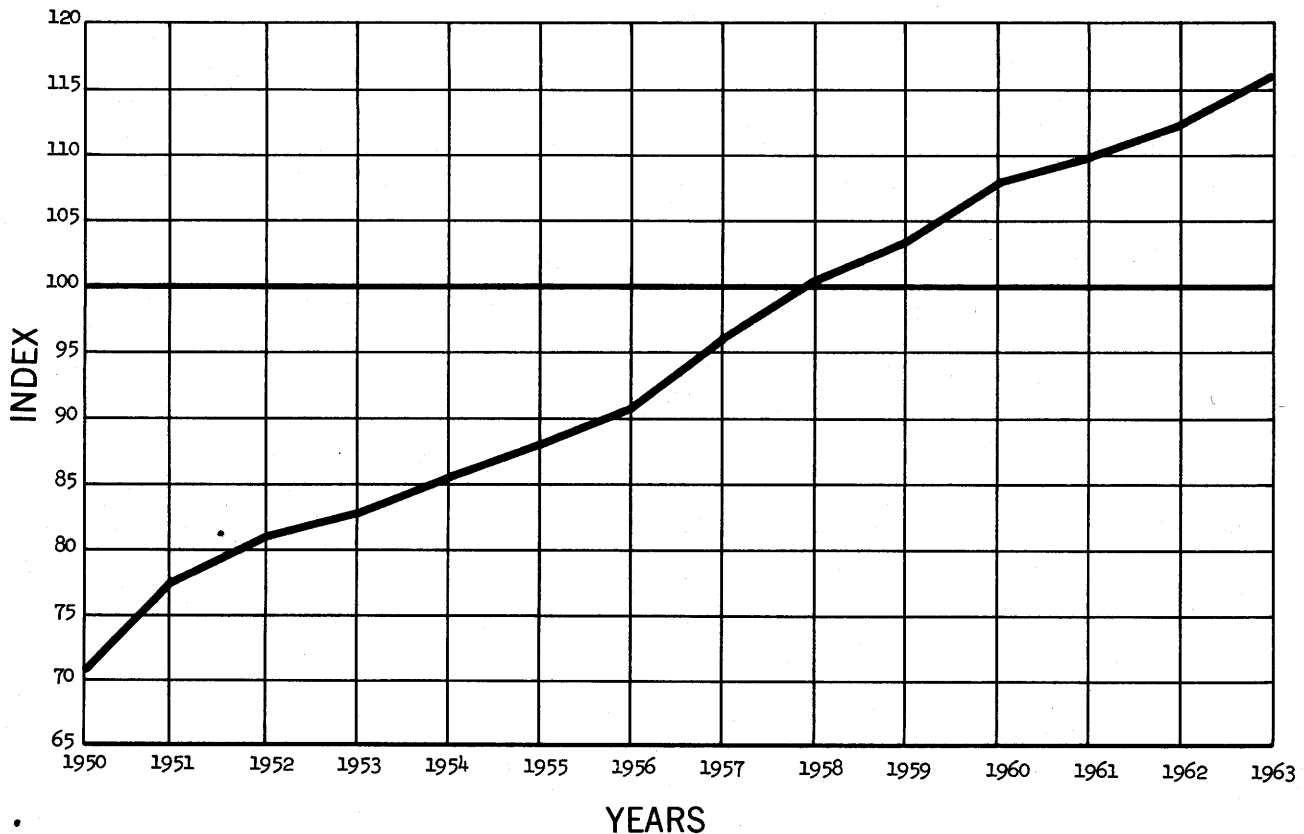
1957 - 59 = BASE PERIOD

TABLE PT-5
JANUARY 1964

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1950	66.44	81.15	72.77	70.95	70.49
1951	72.82	88.27	81.20	77.36	77.50
1952	77.99	89.27	84.38	80.87	81.44
1953	79.28	89.87	86.78	81.72	82.89
1954	83.69	90.90	88.85	82.57	85.94
1955	85.30	90.15	93.69	84.18	88.05
1956	89.50	94.63	93.47	87.71	91.10
1957	96.36	98.93	95.48	97.25	96.56
1958	100.24	100.46	99.58	100.96	100.16
1959	103.40	100.61	104.94	101.79	103.28
1960	108.28	103.09	109.77	104.66	107.65
1961	111.68	103.63	110.03	105.77	109.66
1962	115.97	105.24	112.02	107.50	112.79
1963	121.15	105.47	112.63	109.46	115.85

^{1/} These data are prepared from the unit cost information submitted each year by State highway departments, and cover both physical maintenance and major traffic service items including snow and ice control.

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

TABLE FT-6, 1962

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
Executive, Administrative, and Supervisory	\$3.54	\$3.55	\$3.83	\$2.94	\$2.92	\$3.40	\$2.62	\$3.78	\$4.25	\$3.34
Skilled	3.83	4.41	4.10	3.14	2.68	2.88	2.59	3.85	4.29	3.51
Intermediate Grade	2.91	3.48	3.50	2.48	1.85	2.19	1.61	3.13	3.83	2.70
Unskilled	2.55	3.18	3.03	2.11	1.48	1.77	1.53	2.77	3.37	2.31
FIRST QUARTER 1963										
Executive, Administrative, and Supervisory	3.60	4.01	4.10	3.12	3.05	3.24	2.73	4.13	4.71	3.55
Skilled	3.78	4.72	4.37	3.26	2.54	3.09	2.41	3.88	4.74	3.62
Intermediate Grade	2.64	3.56	3.64	2.33	1.78	2.25	1.64	3.11	4.01	2.65
Unskilled	2.43	3.01	3.28	2.33	1.40	1.73	1.40	2.66	2.92	2.29
SECOND QUARTER 1963										
Executive, Administrative, and Supervisory	3.52	3.97	3.87	3.36	2.85	2.96	2.70	3.83	4.71	3.45
Skilled	3.96	4.52	4.05	3.22	2.61	3.12	2.52	3.87	4.47	3.50
Intermediate Grade	3.17	3.58	3.57	2.60	1.80	2.25	1.69	3.12	3.63	2.60
Unskilled	2.79	3.10	3.04	2.23	1.47	1.77	1.44	2.62	3.44	2.18
THIRD QUARTER 1963										
Executive, Administrative, and Supervisory	3.46	3.87	3.86	3.27	2.97	3.17	2.77	3.78	4.80	3.52
Skilled	4.00	4.44	4.12	3.42	2.70	3.13	2.49	4.00	4.66	3.68
Intermediate Grade	3.02	3.69	3.65	2.63	1.95	2.35	1.71	3.07	4.12	2.87
Unskilled	2.68	3.14	3.12	2.44	1.59	1.82	1.46	2.69	3.55	2.44

U. S. DEPARTMENT OF COMMERCE
Bureau of Public Roads

FOR OFFICE USE ONLY

GOVERNMENTAL UNITS RESPONSIBLE FOR HIGHWAY FUNCTIONS, 1962¹

STATE	COUNTIES				TOWNSHIPS			MUNICIPALITIES (ALL CONSIDERED TO HAVE HIGHWAY FUNCTIONS)				GOVERNMENTS IN SRA'S						
	TOTAL 2/	CLASSIFIED AS MUNICI- PALITIES	HAVING LITTLE OR NO HIGHWAY FUNCTIONS	HAVING HIGHWAY FUNCTIONS	TOTAL	HAVING LITTLE OR NO HIGHWAY FUNCTIONS	HAVING HIGHWAY FUNCTIONS	UNDER 5,000	5,000 TO 49,999	50,000 AND OVER	TOTAL	COUNTIES	TOWNS- SHIPS	MUNICIPALITIES				TOTAL
														UNDER 5,000	5,000 TO 49,999	50,000 AND OVER	TOTAL	
Alabama	67	-	8	59	-	-	294	49	6	349	7	-	38	12	6	56	63	
Alaska	-	-	-	-	-	-	36	4	-	40	-	-	-	-	-	-	-	
Arizona	14	-	-	14	-	-	43	16	2	61	2	-	10	7	2	19	21	
Arkansas	75	-	-	75	-	-	380	34	3	417	3	-	14	2	3	19	22	
California	58	1	-	57	-	-	146	186	41	373	16	-	62	140	41	243	299	
Colorado	63	1	-	62	-	-	224	26	3	253	6	-	28	11	3	42	48	
Connecticut	-	-	-	-	152	-	10	16	8	34	-	55	2	7	8	17	72	
Delaware	3	-	3	-	-	-	46	4	1	51	1	-	7	2	1	10	11	
Florida	67	-	-	67	-	-	275	81	10	366	10	-	95	37	10	142	152	
Georgia	159	-	-	159	-	-	502	53	6	561	13	-	49	13	6	68	81	
Hawaii	4	(3/)	-	-	-	-	-	-	-	(1/)	1	-	-	-	-	-	1	
Iaho	44	-	-	44	-	-	186	14	-	200	-	-	-	-	-	-	-	
Illinois	102	-	-	102	1,433	-	1,070	186	15	1,251	15	301	274	121	15	410	728	
Indiana	92	-	-	92	1,009	1,009	464	73	9	546	10	114	55	17	9	81	205	
Iowa	99	-	-	99	-	-	887	50	7	944	7	-	94	6	7	107	114	
Kansas	105	-	-	105	1,546	893	572	43	3	618	4	55	30	10	3	43	102	
Kentucky	120	-	-	120	-	-	384	38	3	425	6	-	74	10	3	87	93	
Louisiana	64	1/ 1	-	63	-	-	208	45	5	258	7	-	13	7	5	25	32	
Maine	16	-	16	-	470	-	4	16	1	21	-	3	-	1	1	8	8	
Maryland	23	-	6	17	-	-	129	22	1	152	6	-	39	12	1	52	58	
Massachusetts	14	1/ 2	12	-	312	-	312	20	19	39	-	129	-	14	19	33	162	
Michigan	83	-	-	83	1,299	1,299	398	94	17	509	14	254	107	48	17	172	440	
Minnesota	87	-	-	87	1,822	-	769	78	4	845	7	192	102	37	4	143	302	
Mississippi	82	-	-	82	-	-	228	37	1	266	1	-	7	-	1	8	9	
Missouri	114	-	-	114	389	-	811	75	6	892	7	-	111	39	6	196	163	
Montana	96	-	-	96	-	-	110	12	2	124	2	-	5	-	2	7	9	
Nebraska	93	-	-	93	478	-	513	22	2	537	3	-	24	1	2	27	30	
Nevada	17	-	-	17	-	-	10	5	2	17	2	-	1	3	2	6	8	
New Hampshire	10	-	10	-	221	-	-	12	1	13	-	3	-	-	1	4	4	
New Jersey	21	-	-	21	233	-	164	196	14	354	13	142	83	116	14	213	368	
New Mexico	32	-	-	32	-	-	58	21	1	80	1	-	1	-	1	3	3	
New York	62	5	-	57	932	-	458	139	15	612	17	257	177	85	15	277	531	
North Carolina	100	-	100	-	-	-	388	54	7	449	6	-	23	-	7	30	36	
North Dakota	53	-	-	53	1,387	-	344	12	-	356	1	50	19	-	1	20	71	
Ohio	88	-	-	88	1,328	-	739	175	18	938	19	257	212	101	18	331	607	
Oklahoma	77	-	-	77	-	-	481	49	3	533	7	-	59	12	3	74	81	
Oregon	36	-	-	36	-	-	191	29	2	222	4	-	23	7	2	32	36	
Pennsylvania	67	1	-	66	1,555	-	765	224	14	1,003	21	612	395	158	14	567	1,200	
Rhode Island	-	-	-	-	31	-	-	4	4	8	-	17	-	3	4	7	24	
South Carolina	46	-	-	46	-	-	214	38	3	255	5	-	37	6	3	46	51	
South Dakota	64	-	-	64	1,072	-	295	11	1	307	1	24	8	-	1	9	34	
Tennessee	95	-	-	95	-	-	234	42	4	280	6	-	18	6	4	28	34	
Texas	254	-	-	254	-	-	634	161	21	856	29	-	191	47	21	299	288	
Utah	29	-	-	29	-	-	190	20	2	212	3	-	21	11	2	34	37	
Vermont	14	-	14	-	238	-	58	10	-	68	-	-	-	-	-	-	-	
Virginia	5/ 96	5/ 1	94	1	-	-	192	36	9	237	8	-	8	6	9	23	31	
Washington	39	-	-	39	66	-	220	40	3	263	5	47	66	13	3	82	134	
West Virginia	55	-	55	-	-	-	195	26	3	224	7	-	27	7	3	37	44	
Wisconsin	72	-	-	72	1,271	-	483	73	7	563	7	101	60	24	7	91	199	
Wyoming	23	-	-	23	-	-	82	8	-	90	-	-	-	-	-	-	-	
Total	3,054	12	318	2,724	17,144	3,123	14,021	15,054	2,633	309	17,996	310	2,575	2,669	1,163	309	4,141	7,026

1/ Derived from basic counts compiled from the 1962 Census of Governments.
 2/ Includes 36 city areas located outside any "county" area; 16 unorganized county areas; 22 other unorganized county-type areas; and one county in Hawaii counted as part of the State government.
 3/ Census classifies Oahu County, Hawaii, and East Baton Rouge Parish, La., as municipalities. The Bureau retains these as distinct county places.
 4/ Includes one county classed as a township.
 5/ Two counties were merged with cities, Jan. 1, 1963 and are omitted.

6/ Arlington County is classed as a municipality by HFR, but not by Census.
 7/ 85 of the 102 counties have township governments.
 8/ 23 of the 114 counties have township governments.
 9/ 27 of the 93 counties have township governments.
 10/ 79 First-class townships (those having a pop. density of 300 or more per sq. mi.) are urban by nature, and are classed as municipalities by HFR.
 11/ 2 of the 39 counties have township governments.

**AVERAGE BID PRICES
ON FEDERAL AID HIGHWAY CONSTRUCTION CONTRACTS
AWARDED DURING CALENDAR YEAR 1962¹**

TABLE PT-3
DECEMBER 1963

ITEM	TOTAL BID QUANTITY REPORTED	WEIGHTED AVERAGE UNIT PRICE
Roadway Excavation:	CUBIC YARDS	DOLLARS
Borrow	174,115,186	\$ 0.67
Common	220,206,711	0.44
Unclassified	486,409,186	0.61
Solid rock	15,784,084	1.29
Steel:	POUNDS	
Pavement reinforcement	130,606,348	0.092
Structural reinforcement	830,591,190	0.113
Structural steel	900,323,491	0.167
Steel H piling	180,379,302	0.116
Bases:	WEIGHTED AVERAGE THICKNESS	SQUARE YARDS
Gravel and clay gravel	8.41"	135,924,884
Macadam or stone	9.38"	72,165,831
Bituminous concrete	5.28"	23,239,937
Portland cement concrete	8.62"	3,181,225
		2/ 5.10
Surfaces:	WEIGHTED AVERAGE THICKNESS	SQUARE YARDS
Bituminous surface treatment	0.48"	34,781,775
Bituminous road-mix	3.53"	2,235,266
Bituminous plant-mix - medium	3.43"	40,594,635
Bituminous penetration	2.26"	873,943
Bituminous concrete	2.96"	76,026,360
Portland cement concrete	8.97"	62,543,197
		2/ 4.25
Pipe:	DIAMETER	LINEAR FEET
Clay	6.00"	1,507,102
Reinforced concrete	24.00"	1,121,212
Corrugated metal	24.00"	341,147
Structural Concrete:	CUBIC YARDS	
Superstructures	2,495,683	57.49
Substructures	2,232,220	51.65
Foundations and footings	430,527	44.58
<p><u>1/</u> Not including Federal-aid secondary projects.</p> <p><u>2/</u> Does not include prices of reinforcing steel or joints.</p>		

USAGE FACTORS FOR MAJOR HIGHWAY CONSTRUCTION MATERIALS ¹

(U. S. WEIGHTED AVERAGES FOR FEDERAL-AID PROJECTS REPORTED AS COMPLETED
DURING CALENDAR YEARS 1960, 1961, AND 1962)

TABLE PT-4
DECEMBER 1963

MATERIAL	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST ^{2/}
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Bituminous material	Tons	1,281
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Steel Structural (shapes, plates, H and sheet piling) Reinforcing (pavement and structural reinforcement) Culvert pipe (corrugated metal and structural plate, pipe arches and arches) Miscellaneous (guardrail, fences, tubular piling, etc.)	Tons Tons Tons Tons	187 204 38 51
Concrete pipe (plain and reinforced)	Tons	515
Clay pipe and tile	Tons	14
Lumber (all lumber products except timber piling)	Board feet	67,000
Timber piling (reported in linear feet and converted)	Board feet	13,000
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<p>^{1/} For comparable standards of design, the usage of materials on Federal-aid work is not appreciably different from the usage of materials on nonfederal work. The data in this table obtained from form PR-47.</p> <p>^{2/} Right-of-way, preliminary engineering and construction engineering excluded.</p> <p>^{3/} Includes sand, gravel, clay gravel, slag, crushed stone, etc. used for all highway construction including bases, subbases, concrete surfaces, bituminous surfaces, structural concrete and drainage work.</p> <p>^{4/} Grease converted to gallons on basis of 8 pounds per gallon.</p>		

UNITED STATES DEPARTMENT OF

COMMERCE

Luther H. Hodges, Secretary

Washington, D. C.

Bureau of Public Roads

BPR 64-13

FOR RELEASE WEDNESDAY
FEBRUARY 12, 1964

HIGHWAY CONSTRUCTION PRICE INDEX FOR 4TH QUARTER 1963

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Although this increase of 1.7 percent follows a series of small fluctuations in the index during the past 3-year period, a gradual upward trend since mid-1961 is indicated.

The composite price index for the fourth quarter of 1963 is 2.2 percent above that for the fourth quarter of 1962 and the composite for calendar year 1963 is 2.5 percent above that for calendar year 1962.

With 1957-59 as a base period, the price index has risen from a low point of 87.3 in 1955 to a high of 103.1 in 1957, a total increase of 18.1 percent. The total increase from the same low point through the fourth quarter of 1963 is 18.4 percent.

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

	<u>Price index</u>	<u>Percentage change</u>
1st quarter, 1962	97.4	+0.2
2nd quarter, 1962	97.0	-0.4
3rd quarter, 1962	98.4	+1.4
4th quarter, 1962	101.2	+2.9
1st quarter, 1963	99.6	-1.6
2nd quarter, 1963	99.6	0.0
3rd quarter, 1963	101.7	+2.1
4th quarter, 1963	103.4	+1.7

(over)

The price levels of the component items of the index in the fourth quarter of 1963, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price index 1957-59 = 100			Percentage change this quarter from--	
	Fourth quarter 1963	Third quarter 1963	Fourth quarter 1962	Third quarter 1963	Fourth quarter 1962
Excavation	111.7	105.0	110.7	+6.3	+0.9
Surfacing:					
Portland cement concrete . .	99.6	100.3	101.0	-0.7	-1.3
Bituminous concrete.	96.5	95.6	92.5	+0.9	+4.3
Composite surfacing	98.0	97.9	96.6	+0.1	+1.5
Structures:					
Reinforcing steel.	87.3	89.6	86.5	-2.6	+0.9
Structural steel	93.5	100.7	88.3	-7.1	+5.9
Structural concrete.	109.4	107.5	104.6	+1.8	+4.7
Composite, structures	100.4	102.1	96.1	-1.7	+4.4
Composite price index.	103.4	101.7	101.2	+1.7	+2.2

2/6/64

GUIDE TO THE CONTENTS OF HIGHWAY STATISTICS, 1962

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