DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. TEL: 962-8411

FHA-1

FOR IMMEDIATE RELEASE

QUARTERLY REPORT ON THE APPALACHIAN HIGHWAY PROGRAM AS OF MARCH 31, 1967

Some $217.2 million in Federal and State funds had been obligated through March 31, 1967 for highways and local access roads under the Appalachian Highway Program, Federal Highway Administrator Lowell K. Bridwell announced today. Of the total, $141 million were Federal funds.

As of March 31, 278 miles were completed or under construction, an increase of 21 miles since December 31 report. Of the total, 24 miles were completed. Engineering and right-of-way acquisition were underway on 956 miles.

Details of the Appalachian Highway Program are contained in a quarterly report released today by the Federal Highway Administration's Bureau of Public Roads.

As shown in Table 1, construction had begun on 176 miles of the 2,569 miles of Development Highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 874 miles, centerline locations had been approved for another 231 miles, and location studies were either underway or completed on all but 158 miles.

Of the 322 miles of local access roads approved to date, (Table 2), construction had begun on 78 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 83 miles, centerline locations had been approved on 35 miles, and location studies were underway or completed on all but 94 miles.

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The Appalachian Regional Development Act, passed by Congress in 1965, authorized $840 million in Federal funds for a six-year period, for the construction of 2,350 miles of Development Highways and 1,000 miles of local access roads. States included in the program are: Alabama, Georgia, Kentucky, Maryland, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The purpose of the program is to open up for possible development those areas in Appalachia for which commerce and communications have been inhibited by lack of adequate access, by the construction of a Development Highway System in conjunction with the Federal-State Interstate System, and other Federal-aid highways. Local access roads will serve special recreational, residential, commercial, and industrial needs, and will facilitate school consolidation programs.

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

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APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF MARCH 31, 1967

TABLE 1

STATE	APPALACHIAN DEVELOPMENT HIGHWAY MILEAGE									FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT 1/	TOTAL APPALACHIAN CORRIDOR MILEAGE	TOTAL COST	FEDERAL FUNDS
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY					
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	-	29.6	-	56.8	86.4	-	86.4	89.0	$ 4,454,030	$ 3,117,821
Kentucky	5.9	49.5	174.0	62.1	123.2	408.8	-	414.7	578.0	42,387,567	29,176,271
Maryland	5.8	3.6	3.6	8.5	56.6	72.3	-	78.1	82.2	20,014,434	11,173,408
New York	-	15.9	184.1	-	10.5	210.5	20.0	230.5	260.0	28,844,318	16,226,257
North Carolina	5.8	12.4	134.0	8.9	28.3	183.6	11.0	200.4	201.2	13,138,195	8,900,292
Ohio	-	4.1	48.7	11.9	134.1	198.8	2.6	201.4	294.4	7,495,610	5,246,927
Pennsylvania	-	9.3	37.7	-	300.6	347.6	93.5	441.1	490.7	18,055,257	11,769,634
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	6.1	17.4	94.4	58.0	115.4	285.2	30.6	321.9	334.6	14,005,544	9,719,809
Virginia	-	51.5	42.1	-	84.5	178.1	-	178.1	203.1	36,916,390	24,823,687
West Virginia	-	12.5	125.7	81.1	196.6	415.9	-	415.9	425.8	21,088,540	13,866,702
Total	23.6	176.2	873.9	230.5	1,106.6	2,387.2	157.7	2,568.5	2,959.0	206,399,885	134,020,808
Percent of Total Under Consideration	1	7	34	9	43	93	6	100			

1/ From which not to exceed 2,350 miles is to be designated for construction under the Appalachian program.

APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF MARCH 31, 1967

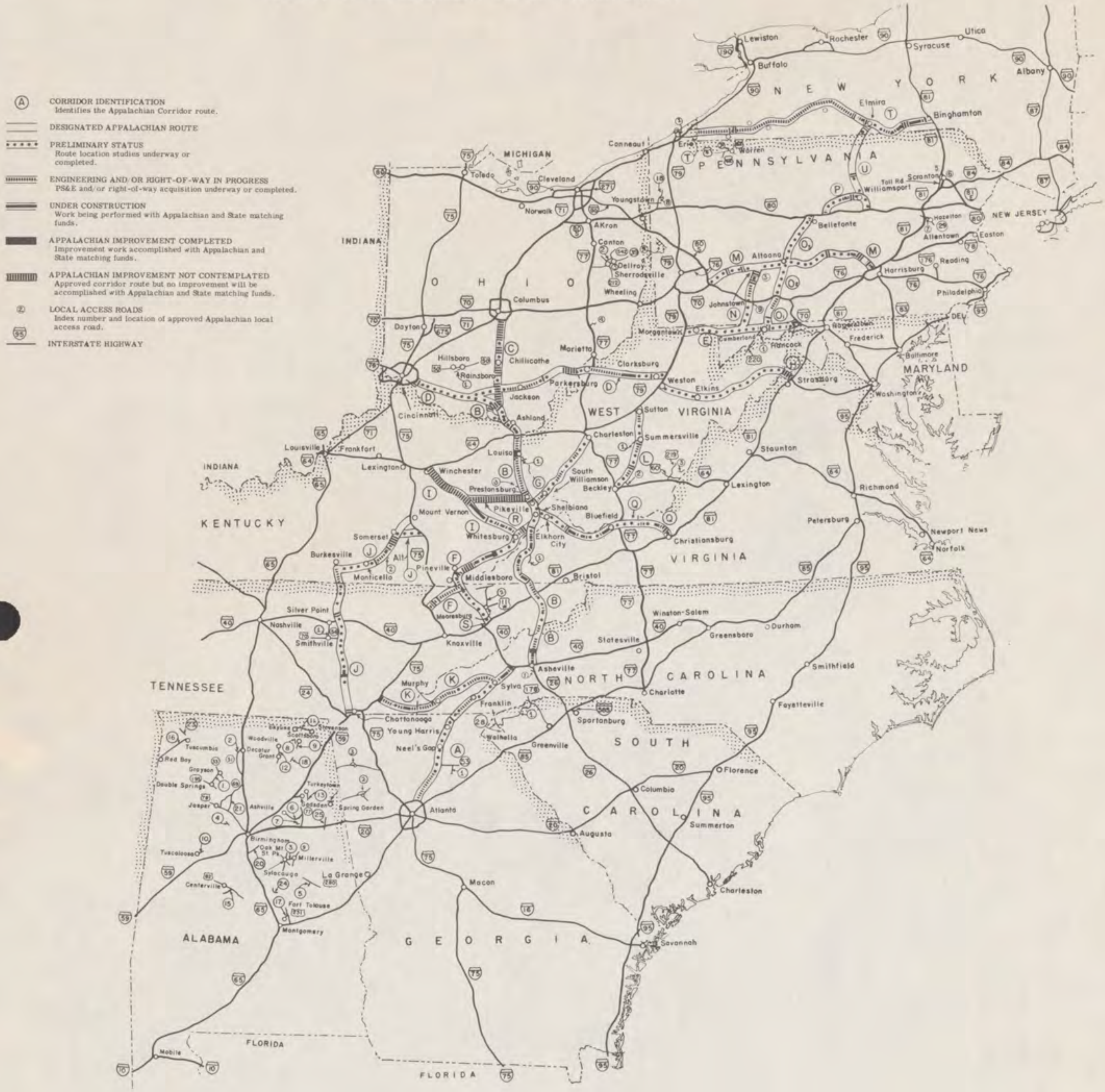
TABLE 2

STATE	LOCAL ACCESS ROAD MILEAGE								FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	TOTAL COST	FEDERAL FUNDS
		UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	CENTER-LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				
Alabama	-	66.6	41.8	-	22.6	131.0	62.1	193.1	$ 8,267,838	$ 5,714,240
Georgia	-	2.0	6.1	-	-	8.1	-	8.1	208,050	144,305
Kentucky	0.4	0.1	0.3	-	-	0.4	-	0.8	678,177	351,325
Maryland	-	-	-	-	-	-	-	-	-	-
New York	-	-	-	-	-	-	-	-	-	-
North Carolina	-	-	0.2	-	-	0.2	1.4	1.6	18,600	13,020
Ohio	-	7.6	2.1	-	-	9.7	-	9.7	1,214,788	528,077
Pennsylvania	-	-	-	3.8	2.0	5.8	-	5.8	-	-
South Carolina	-	-	18.8	-	-	18.8	24.6	43.4	153,500	107,450
Tennessee	-	-	-	30.8	8.1	38.9	1.4	40.3	31,800	22,260
Virginia	-	-	-	-	-	-	4.5	4.5	-	-
West Virginia	-	1.4	13.3	-	-	14.7	-	14.7	234,740	117,950
Total	0.4	77.7	82.6	34.6	32.7	227.6	94.0	322.0	10,807,493	6,998,627
Percent of Total Mileage	1/	24	26	11	10	71	29	100		

1/ Less than 0.5 percent.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1967



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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHA-2

FOR RELEASE TUESDAY, MAY 9, 1967

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1967

Almost 23,755 miles of the 41,000-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,668 miles, the U. S. Department of Transportation announced today.

Information as of March 31, 1967, compiled by the Department's Bureau of Public Roads showed that 58 percent of the system is now open to traffic. Only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 21,452 a year ago and 23,476 as of December 31, 1966, the date of the last survey, to 23,755 as of March 31. Thus mileage open to traffic was increased by 2,303 miles during the past 12 months, including 279 miles in the quarter ending March 31.

The Interstate System will be the Nation's key highway network, serving both civilian and defense needs, and carrying over 20 percent of all traffic. Congress has required that projects be planned to accommodate adequately the traffic anticipated 20 years beyond their design period.

All Federal funds for the Interstate program and the Federal-aid primary and secondary road programs come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

Of the 23,755 miles of the Interstate System now in use by motorists, 18,131 miles meet the standards of adequacy for future traffic and 3,321 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges and tunnels incorporated in the system, as permitted by law, totaled 2,303 miles.

Of the total mileage open to traffic 20,165 miles (85 percent) has been built or improved under the Federal-aid Interstate program, most of it in the 90-percent Federal, 10-percent State sharing program launched in 1956. Work on the remaining 1,287 miles (other than toll facilities) was financed by the States and localities, mostly before 1956, under other programs -- in many cases with Federal aid.

In addition to the sections open to traffic, 5,668 miles were under construction as of March 31, and engineering or right-of-way acquisition

(more)

was in progress on another 10,070 miles. Thus some form of work was underway or completed on 39,493 miles of the 41,000-mile system -- about 96 percent of the total.

Under the controlling Federal legislation, each State receives a yearly apportionment of Federal Interstate funds for work on approved Interstate System routes. The apportionment of $3.4 billion for fiscal year 1968 was announced on October 7, 1966. The scheduling of preliminary steps and actual construction on the Interstate routes are the responsibility of the States, subject to approval and control by the Bureau of Public Roads.

The status of the Interstate System as of March 31, 1967, is shown on the accompanying map, and in detail in table I. In summary, the status is as follows:

Mileage improved and open to traffic:		
Completed to full or acceptable standards:		
With Interstate funds	17,766	
With other public funds	365	18,131
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:		
With Interstate funds	2,400	
With other public funds	921	3,321
Toll facilities		2,303
Total mileage improved and open to traffic		23,755
Mileage under construction		5,668
Preliminary engineering or right-of-way acquisition underway		10,070
Total mileage improved or work underway		39,493

Some $28.6 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956 has cost $19.58 billion, of which $16.10 billion was for construction and $3.48 billion for engineering and right-of-way acquisition. As of March 31, 1967, work estimated to cost $8.97 billion was underway or authorized, including $5.72 billion of construction, and $3.25 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, for which $1 billion was apportioned for fiscal year 1968, has also shown remarkable accomplishment, with $21.74 billion worth of work involving 225,946 miles of construction contracts completed or underway.

Construction contracts involving 210,647 miles of primary and secondary highways and their urban extensions completed since July 1, 1956, at a cost of $16.88 billion; and contracts involving 15,300 miles at a cost of $2.90 billion were underway on December 31. In addition, $1.22 billion of engineering and right-of-way acquisition work had been completed and $743 million worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

The Highway Trust Fund, source of Federal funds for the Federal-aid highwway program, received $1,278 million of tax revenue income during the three months ended March 31, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $797 million. The status of the Trust Fund is shown in table IV.

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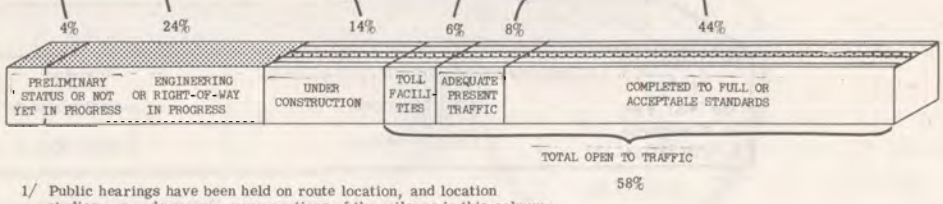
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1967

TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	-	248.4	198.6	447.0	-	141.3	291.6	432.9	879.9	ALABAMA
ARIZONA	1.0	219.5	229.0	448.5	-	300.1	417.7	717.8	1,167.3	ARIZONA
ARKANSAS	-	79.0	188.4	267.4	-	2.0	250.0	252.0	519.4	ARKANSAS
CALIFORNIA	-	646.1	355.5	1,001.6	10.2	339.7	813.5	1,163.4	2,165.0	CALIFORNIA
COLORADO	139.3	171.0	87.2	258.2	-	147.2	401.2	548.4	945.9	COLORADO
CONNECTICUT	0.2	26.3	10.4	36.7	13.8	47.0	197.7	258.5	295.4	CONNECTICUT
DELAWARE	-	9.4	10.8	20.2	14.3	0.9	5.2	20.4	40.6	DELAWARE
FLORIDA	176.5	243.2	127.4	370.6	46.5	-	560.2	606.7	1,153.8	FLORIDA
GEORGIA	-	369.7	239.5	609.2	-	17.7	478.9	496.6	1,105.8	GEORGIA
HAWAII	11.4	26.7	2.4	29.1	-	1.6	9.5	11.1	51.6	HAWAII
IDAHO	-	208.5	17.4	225.9	-	53.6	328.9	382.5	608.4	IDAHO
ILLINOIS	38.8	538.7	136.7	675.4	156.0	142.9	628.4	927.3	1,641.5	ILLINOIS
INDIANA	-	301.0	227.5	528.5	156.9	41.1	388.3	586.3	1,114.8	INDIANA
IOWA	-	199.8	84.2	284.0	0.6	-	424.4	425.0	709.0	IOWA
KANSAS	0.9	133.3	38.0	171.3	186.6	8.5	431.7	626.8	799.0	KANSAS
KENTUCKY	-	241.9	147.1	389.0	39.2	4.2	300.6	344.0	733.0	KENTUCKY
LOUISIANA	-	259.3	165.9	425.2	-	1.9	243.8	245.7	670.9	LOUISIANA
MAINE	1.8	34.6	41.4	76.0	58.0	61.1	115.2	234.3	312.1	MAINE
MARYLAND	19.2	33.8	34.8	68.6	53.0	80.9	132.4	266.3	354.1	MARYLAND
MASSACHUSETTS	4.3	59.5	53.4	112.9	135.8	27.4	170.7	333.9	451.1	MASSACHUSETTS
MICHIGAN	-	190.4	83.2	273.6	4.8	44.4	758.6	807.8	1,081.4	MICHIGAN
MINNESOTA	-	389.0	187.5	576.5	-	48.5	279.0	327.5	904.0	MINNESOTA
MISSISSIPPI	-	127.0	213.6	340.6	-	31.4	306.0	337.4	678.0	MISSISSIPPI
MISSOURI	12.3	278.0	75.8	353.8	0.3	168.2	584.7	753.2	1,119.3	MISSOURI
MONTANA	70.0	535.9	85.3	621.2	-	275.4	218.8	494.2	1,185.4	MONTANA
NEBRASKA	-	113.2	65.4	178.6	0.3	12.9	286.3	299.5	478.1	NEBRASKA
NEVADA	-	161.0	76.4	237.4	-	5.4	291.8	297.2	534.6	NEVADA
NEW HAMPSHIRE	11.2	42.2	15.7	57.9	22.0	3.5	120.0	145.5	214.6	NEW HAMPSHIRE
NEW JERSEY	58.3	111.4	42.4	153.8	46.3	49.3	65.6	161.2	373.3	NEW JERSEY
NEW MEXICO	73.4	259.7	92.8	352.5	-	59.4	517.3	576.7	1,002.6	NEW MEXICO
NEW YORK	24.5	97.2	122.8	220.0	492.5	51.8	436.5	980.8	1,225.3	NEW YORK
NORTH CAROLINA	15.3	227.6	111.7	339.3	-	35.5	380.1	415.6	770.2	NORTH CAROLINA
NORTH DAKOTA	78.8	97.1	8.7	105.8	-	21.3	364.7	386.0	570.6	NORTH DAKOTA
OHIO	8.8	255.2	256.8	512.0	206.1	47.3	755.5	1,008.9	1,529.7	OHIO
OKLAHOMA	-	153.1	66.0	219.1	174.1	34.4	370.4	578.9	798.0	OKLAHOMA
OREGON	16.9	73.5	11.7	85.2	-	138.6	493.1	631.7	733.8	OREGON
PENNSYLVANIA	31.2	279.8	273.4	553.2	360.2	2.2	630.8	993.2	1,577.6	PENNSYLVANIA
RHODE ISLAND	-	21.1	11.2	32.3	-	8.7	29.8	38.5	70.8	RHODE ISLAND
SOUTH CAROLINA	-	128.8	186.1	314.9	-	13.0	353.1	366.1	681.0	SOUTH CAROLINA
SOUTH DAKOTA	-	215.2	87.3	302.5	-	57.2	319.5	376.7	679.2	SOUTH DAKOTA
TENNESSEE	-	338.0	165.7	503.7	-	96.0	450.9	546.9	1,050.6	TENNESSEE
TEXAS	54.9	749.9	391.6	1,141.5	-	313.2	1,519.1	1,832.3	3,028.7	TEXAS
UTAH	235.7	326.4	119.3	445.7	-	50.6	202.5	253.1	934.5	UTAH
VERMONT	-	147.7	42.6	190.3	-	-	130.8	130.8	321.1	VERMONT
VIRGINIA	11.3	295.6	156.1	451.7	38.3	53.5	505.5	597.3	1,060.3	VIRGINIA
WASHINGTON	64.8	155.9	55.6	211.5	-	216.1	234.3	450.4	726.7	WASHINGTON
WEST VIRGINIA	135.8	96.5	67.8	164.3	87.2	0.3	130.3	217.8	517.9	WEST VIRGINIA
WISCONSIN	0.9	68.0	67.1	135.1	-	24.7	297.9	322.6	458.6	WISCONSIN
WYOMING	167.5	78.1	131.5	209.6	-	35.6	500.9	536.5	913.6	WYOMING
DISTRICT OF COLUMBIA	10.4	7.7	1.2	8.9	-	2.9	7.6	10.5	29.8	DISTRICT OF COLUMBIA
PENDING	32.1 2/	-	-	-	-	-	-	-	32.1 2/	PENDING
TOTAL	1,507.5	10,069.9	5,667.9	15,737.8	2,303.0	3,320.4	18,131.3	23,754.7	41,000.0	TOTAL

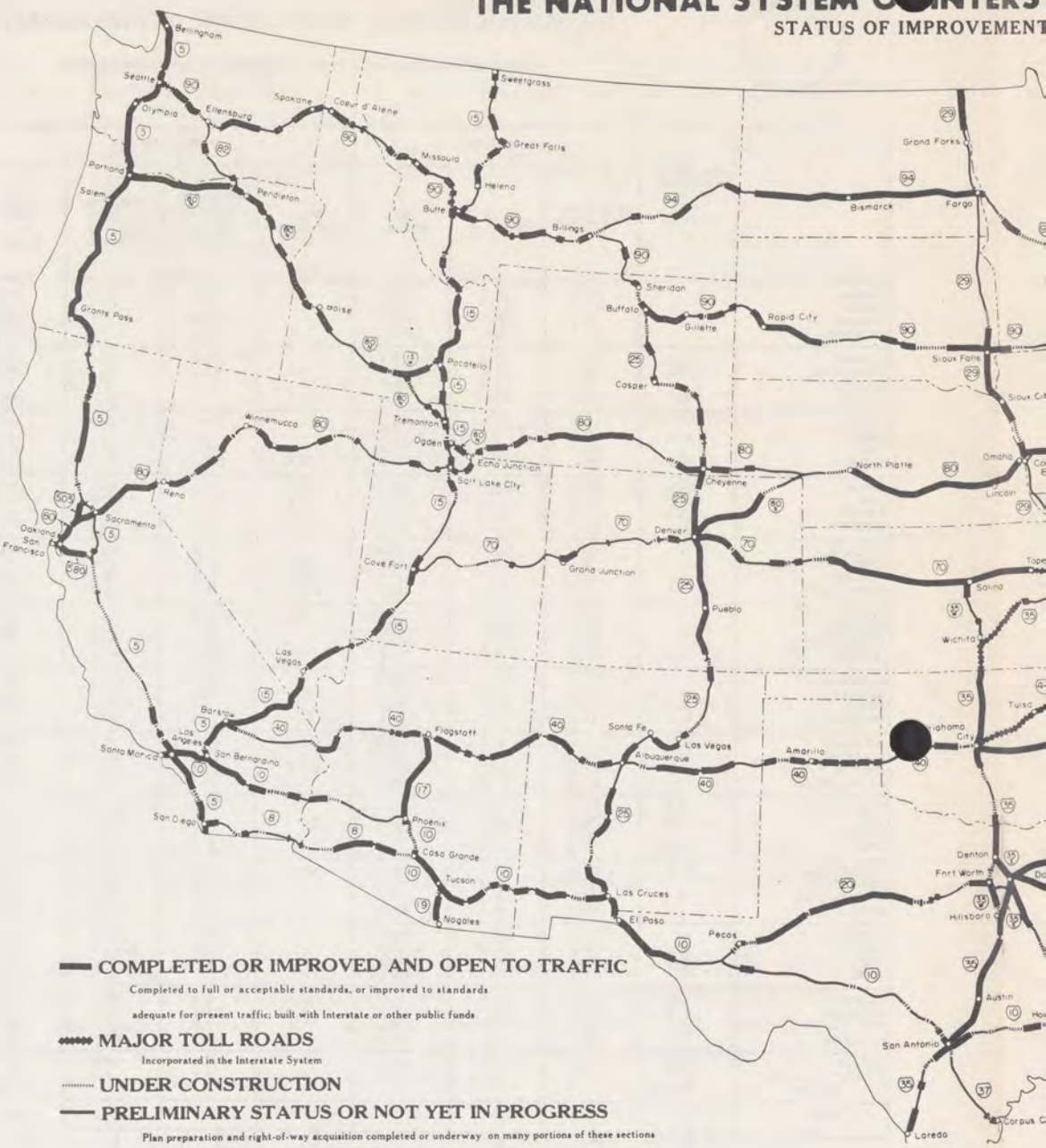


1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTERST

STATUS OF IMPROVEMENT



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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,475 Miles	10,070 Miles	5,668 Miles	

29,4

ITERSTATE AND DEFENSE HIGHWAYS

OVEMENT AS OF MARCH 31, 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INTERSTATE

TOTAL

41,000

MILES

Open to Traffic

23,755 Miles

29,423 Miles

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1967

/MILLIONS OF DOLLARS/ TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$113.7	$102.4	$89.6	$80.6	$203.3	$183.0	$286.7	$253.1	$54.5	$47.8	$341.2	$300.9
ALASKA												
ARIZONA	72.6	69.0	22.0	20.8	94.6	89.8	238.4	219.9	40.4	37.7	278.8	257.6
ARKANSAS	60.0	54.1	13.6	12.1	73.6	66.2	202.9	180.4	32.6	28.4	235.5	208.8
CALIFORNIA	489.6	434.4	456.0	384.2	945.6	818.6	1,285.5	1,125.3	472.3	401.7	1,757.8	1,527.0
COLORADO	34.3	31.2	30.4	27.8	64.7	59.0	224.4	199.1	30.0	25.6	254.4	224.7
CONNECTICUT	66.5	57.4	35.8	32.1	102.3	89.5	241.0	208.6	74.2	66.0	315.2	274.6
DELAWARE	32.0	28.9	28.9	25.3	60.9	54.2	49.0	42.4	1.4	1.1	50.4	43.5
FLORIDA	100.4	89.9	37.7	33.9	138.1	123.8	366.3	322.1	136.8	121.9	503.1	444.0
GEORGIA	217.9	196.1	86.7	78.1	304.6	274.2	262.2	231.2	24.3	21.3	286.5	252.5
HAWAII	21.1	18.2	32.7	29.2	53.8	47.4	23.9	20.7	13.1	11.7	37.0	32.4
IDAHO	43.6	40.1	12.2	11.3	55.8	51.4	99.3	90.2	17.8	15.1	117.1	105.3
ILLINOIS	241.5	216.4	53.7	47.8	295.2	264.2	985.2	846.2	236.4	207.7	1,221.6	1,053.9
INDIANA	158.9	143.0	53.1	47.8	212.0	190.8	383.2	339.9	91.6	82.4	474.8	422.3
IOWA	111.8	100.3	19.1	17.1	130.9	117.4	231.5	204.6	33.2	28.6	264.7	233.2
KANSAS	26.2	23.0	27.4	24.6	53.6	47.6	210.9	186.1	21.9	19.4	232.8	205.5
KENTUCKY	130.5	116.9	59.7	53.7	190.2	170.6	306.8	273.4	60.1	49.5	366.9	322.9
LOUISIANA	169.2	149.7	172.4	152.8	341.6	302.5	365.2	325.7	7.3	6.5	372.5	332.2
MAINE	23.3	21.0	5.7	5.2	29.0	26.2	124.2	109.8	10.4	9.0	134.6	118.8
MARYLAND	75.4	66.0	61.7	55.6	137.1	121.6	240.4	205.9	20.4	17.5	260.8	223.4
MASSACHUSETTS	148.0	131.5	87.4	78.4	235.4	209.9	339.0	297.4	78.3	70.0	417.3	367.4
MICHIGAN	199.0	175.6	159.5	143.6	358.5	319.2	595.2	512.0	156.6	133.1	751.8	645.1
MINNESOTA	172.0	156.2	152.3	136.0	324.3	292.2	271.8	243.3	70.5	62.4	342.3	305.7
MISSISSIPPI	85.8	75.2	31.2	27.8	117.0	103.0	228.6	203.9	17.9	15.3	246.5	219.2
MISSOURI	128.9	115.9	135.9	120.4	264.8	236.3	444.1	396.9	64.9	58.2	509.0	455.1
MONTANA	56.5	52.0	28.8	26.1	85.3	78.1	176.5	160.1	23.3	21.0	199.8	181.1
NEBRASKA	21.3	19.0	20.0	18.0	41.3	37.0	150.0	133.7	30.5	27.1	180.5	160.8
NEVADA	32.2	30.6	41.0	39.0	73.2	69.6	96.5	90.3	9.1	8.2	105.6	98.5
NEW HAMPSHIRE	17.5	15.5	4.3	3.8	21.8	19.3	109.6	95.7	12.4	10.7	122.0	106.4
NEW JERSEY	151.4	132.7	172.8	154.0	324.2	286.7	304.6	270.8	63.0	54.0	367.6	324.8
NEW MEXICO	43.7	40.6	19.8	18.1	63.5	58.7	234.9	215.5	28.2	25.0	263.1	240.5
NEW YORK	305.6	267.5	84.4	75.7	390.0	343.2	961.2	811.0	233.0	196.9	1,194.2	1,007.9
NORTH CAROLINA	66.6	59.9	35.8	32.2	102.4	92.1	199.2	173.9	25.7	22.3	224.9	196.2
NORTH DAKOTA	17.1	15.8	7.3	6.5	24.4	22.3	135.2	121.8	6.5	5.6	141.7	127.4
OHIO	382.2	340.2	64.1	57.2	446.3	397.4	903.1	789.2	441.0	391.5	1,344.1	1,180.7
OKLAHOMA	60.8	54.5	67.2	60.5	128.0	115.0	212.4	185.9	14.9	13.0	227.3	198.9
OREGON	44.0	40.5	37.1	34.1	81.1	74.6	351.3	303.8	54.1	48.9	405.4	352.7
PENNSYLVANIA	388.2	347.7	153.6	137.3	541.8	485.0	690.3	605.8	114.7	102.1	805.0	707.9
RHODE ISLAND	17.2	10.0	15.1	13.3	32.3	23.3	70.9	61.3	48.3	42.4	119.2	103.7
SOUTH CAROLINA	73.3	66.1	8.2	7.4	81.5	73.5	162.8	144.5	28.8	25.6	191.6	170.1
SOUTH DAKOTA	34.9	31.8	3.9	3.6	38.8	35.4	157.3	141.2	12.9	11.6	170.2	152.8
TENNESSEE	118.8	106.6	146.0	130.1	264.8	236.7	449.4	404.1	19.2	15.2	468.6	419.3
TEXAS	302.9	270.4	4.4	4.0	307.3	274.4	875.2	774.1	236.9	213.1	1,112.1	987.2
UTAH	79.5	75.5	55.6	52.7	135.1	128.2	166.7	156.7	23.1	21.4	189.8	178.1
VERMONT	37.9	34.0	9.9	8.9	47.8	42.9	134.4	119.2	15.8	13.2	150.2	132.4
VIRGINIA	204.9	184.1	168.5	151.6	373.4	335.7	480.7	428.0	52.3	46.2	533.0	474.2
WASHINGTON	104.2	94.4	38.1	34.4	142.3	128.8	308.0	265.0	114.9	101.9	422.9	366.9
WEST VIRGINIA	127.6	114.5	75.5	67.5	203.1	182.0	188.5	168.5	22.3	19.3	210.8	187.8
WISCONSIN	38.3	32.5	28.3	24.0	66.6	56.5	249.0	219.4	43.4	37.5	292.4	256.9
WYOMING	39.9	37.0	10.5	9.8	50.4	46.8	216.1	199.1	10.9	9.9	227.0	209.0
DIST. OF COL.	32.4	28.8	85.3	76.9	117.7	105.7	107.8	94.7	30.5	26.6	138.3	121.3
PUERTO RICO												
TOTAL	5,721.1	5,114.3	3,250.3	2,892.9	8,971.4	8,007.2	16,097.3	14,171.5	3,482.6	3,048.1	19,579.9	17,219.6

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF MARCH 31, 1967

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$47.3	$25.0	317.2	$17.2	$8.6	$64.5	$33.6	$344.6	$173.1	6,787.4	$32.6	$16.2	$377.2	$189.3
ALASKA	50.1	47.5	209.4	31.1	29.5	81.2	77.0	221.7	204.6	2,097.9	19.7	18.5	241.4	223.1
ARIZONA	29.2	16.9	141.1	.2	.2	29.4	17.1	163.1	117.5	1,576.7	4.6	3.1	167.7	120.6
ARKANSAS	39.6	19.9	409.2	6.7	3.4	46.3	23.3	244.3	123.6	4,544.2	17.2	8.4	261.5	132.0
CALIFORNIA	205.0	106.3	257.6	31.8	3.1	236.8	109.4	1,048.3	547.5	3,039.8	7.2	4.1	1,055.5	551.6
COLORADO	19.2	10.9	184.8	7.6	4.3	26.8	15.2	253.9	136.1	3,083.2	32.4	17.4	286.3	153.5
CONNECTICUT	32.3	15.5	17.1	.7	.3	33.0	15.8	163.4	79.9	232.9	28.2	14.1	191.6	94.0
DELAWARE	16.1	8.6	63.7	3.9	2.0	20.0	10.6	62.4	30.1	410.2	3.9	1.9	66.3	32.0
FLORIDA	65.3	32.7	223.1	7.2	3.6	72.5	36.3	348.1	162.4	3,037.4	3.8	1.8	351.9	164.2
GEORGIA	112.6	56.8	805.1	41.4	20.7	154.0	77.5	345.4	171.2	4,688.4	22.7	11.2	368.1	182.4
HAWAII	9.4	4.5	12.1	4.6	2.3	14.0	6.8	56.4	27.5	125.0	14.5	7.0	70.9	34.5
IDAHO	25.4	16.6	208.1	8.2	5.1	33.6	21.7	118.3	74.9	2,007.7	12.7	7.0	131.0	81.9
ILLINOIS	85.5	43.1	272.3	12.6	6.3	98.1	49.4	833.6	429.8	7,078.6	32.6	16.2	866.2	446.0
INDIANA	66.8	33.5	193.0	12.6	6.3	79.4	39.8	412.3	213.1	3,156.3	66.6	31.5	478.9	244.6
IOWA	48.9	25.2	807.6	.3	.1	49.2	25.3	371.5	192.2	9,849.2	13.3	6.5	384.8	198.7
KANSAS	47.8	24.4	833.8	6.9	3.5	54.7	27.9	352.5	177.3	11,639.5	29.0	14.6	381.5	191.9
KENTUCKY	24.3	12.0	67.4	13.1	6.6	37.4	18.6	273.9	138.4	2,240.8	50.9	25.1	324.8	163.5
LOUISIANA	69.3	36.3	253.3	22.1	11.0	91.4	47.3	296.1	143.3	2,538.1	9.3	4.7	305.4	148.0
MAINE	18.7	9.4	89.2	3.0	1.5	21.7	10.9	118.0	59.2	839.7	15.8	7.4	133.8	66.6
MARYLAND	57.2	28.4	225.8	8.5	4.2	65.7	32.6	186.5	94.0	1,267.9	3.2	1.6	189.7	95.6
MASSACHUSETTS	58.6	29.7	56.7	22.2	11.1	80.8	40.8	277.5	136.0	372.6	45.1	22.4	322.6	158.4
MICHIGAN	100.8	49.2	463.1	35.3	17.7	136.1	66.9	648.2	312.0	8,268.2	25.4	11.9	673.6	323.9
MINNESOTA	71.8	35.0	807.4	13.5	6.8	85.3	41.8	427.6	219.7	13,125.7	9.9	5.1	437.5	224.8
MISSISSIPPI	39.3	19.1	575.9	13.1	6.6	52.4	25.7	271.0	133.5	6,681.0	27.4	13.7	298.4	147.2
MISSOURI	57.0	29.6	211.3	32.0	16.2	89.0	45.8	430.0	219.3	9,436.8	74.2	36.3	504.2	255.6
MONTANA	36.4	20.9	284.8	8.1	4.7	44.5	25.6	222.9	135.6	4,001.9	23.9	13.3	246.8	148.9
NEBRASKA	27.0	14.1	362.5	7.2	3.6	34.2	17.7	298.8	154.3	7,121.7	26.4	13.1	325.2	167.4
NEVADA	7.7	6.8	120.3	9.7	8.7	17.4	15.5	96.2	81.5	1,616.8	8.2	6.7	104.4	88.2
NEW HAMPSHIRE	7.9	3.9	27.6	.1	.1	8.0	4.0	89.0	44.1	394.8	2.8	1.4	91.8	45.5
NEW JERSEY	50.7	24.9	58.8	80.0	38.3	130.7	63.2	239.1	119.7	441.0	21.5	10.8	260.6	130.5
NEW MEXICO	11.7	8.1	74.7	2.8	1.8	14.5	9.9	177.4	115.4	2,184.1	15.4	9.0	192.8	124.4
NEW YORK	261.6	115.9	221.7	10.6	5.3	272.2	121.2	1,334.8	628.0	3,145.4	16.0	7.8	1,350.8	635.8
NORTH CAROLINA	66.1	33.1	226.8	49.8	24.9	115.9	58.0	367.0	184.8	4,623.2	57.2	28.6	424.2	213.4
NORTH DAKOTA	30.8	15.8	1,063.6	.7	.4	31.5	16.2	197.4	100.6	11,555.0	11.8	6.0	209.2	106.6
OHIO	142.2	69.6	232.7	10.6	5.2	152.8	74.8	646.6	342.8	2,430.5	94.3	46.8	740.9	389.6
OKLAHOMA	53.5	26.5	541.5	7.1	3.5	60.6	30.0	360.6	181.2	5,471.9	13.5	6.5	374.1	187.7
OREGON	24.2	14.7	33.3	7.6	4.7	31.8	19.4	229.5	130.3	2,008.7	17.2	10.1	246.7	140.4
PENNSYLVANIA	142.7	69.7	173.8	47.4	23.7	190.1	93.4	734.1	363.8	1,865.3	59.0	29.0	793.1	392.8
RHODE ISLAND	13.4	5.5	21.2	11.8	5.9	25.2	11.4	81.9	40.7	219.1	18.3	9.1	100.2	49.8
SOUTH CAROLINA	63.5	30.1	1,136.9	1.1	.5	64.6	30.6	206.9	104.9	6,034.9	20.1	10.1	227.0	115.0
SOUTH DAKOTA	24.3	13.6	449.9	.4	.3	24.7	13.9	220.5	122.1	8,233.1	3.0	1.7	223.5	123.8
TENNESSEE	39.4	19.6	257.9	42.9	21.4	82.3	41.0	352.9	178.1	6,418.1	21.2	9.1	374.1	187.2
TEXAS	204.1	105.1	1,267.1			204.1	105.1	1,059.9	547.1	16,598.9	4.8	2.6	1,064.7	549.7
UTAH	10.7	8.2	79.7	7.1	5.4	17.8	13.6	125.2	89.0	1,407.0	7.5	5.2	132.7	94.2
VERMONT	10.3	5.1	22.6	1.6	.8	11.9	5.9	75.0	37.6	477.1	9.9	4.5	84.9	42.1
VIRGINIA	69.1	35.9	258.9	13.5	6.8	82.6	42.7	342.4	170.3	3,469.6	40.0	19.2	382.4	189.5
WASHINGTON	25.1	13.3	128.1	8.6	4.5	33.7	17.8	301.8	147.4	3,487.3	18.5	9.8	320.3	157.2
WEST VIRGINIA	63.6	32.1	108.1	32.3	16.1	95.9	48.2	125.7	62.5	1,011.4	25.6	12.7	151.3	75.2
WISCONSIN	45.7	22.9	276.9	14.7	7.4	60.4	30.3	399.1	198.5	5,915.7	42.8	20.8	441.9	219.3
WYOMING	11.1	6.8	103.4	2.7	1.8	13.8	8.6	140.3	92.7	2,061.9	5.8	3.8	146.1	96.5
DIST. OF COL.	19.0	15.6	7.7	6.9	3.7	25.9	19.3	80.1	40.5	61.8	6.7	3.1	86.8	43.6
PUERTO RICO	40.4	19.7	53.5	1.3	.6	41.7	20.3	104.2	47.4	265.2	26.3	11.1	130.5	58.5
TOTAL	2,899.6	1,493.6	15,299.5	742.6	381.3	3,642.2	1,874.9	16,878.0	8,777.1	210,646.6	1,219.9	619.5	18,097.9	9,396.6

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED MARCH 31, 1967	FISCAL YEAR 7-1-66 TO 4-31-67
Balance at beginning of period	30,565	243,535
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	916,063	2,549,144
Less motor-boat fuel revenue 1/	3,100	27,300
Net for highways	912,963	2,521,844
Trucks, buses, and trailers	158,850	448,124
Tires, tubes and tread rubber	146,222	400,433
Vehicle use	16,618	91,842
Parts and accessories, trucks and buses	23,675	47,961
Lubricating oil (net after refunds)	12,022	66,151
Total excise revenues	1,270,350	3,576,355
Interest earned	1,388	6,069
Advances from General Fund	-	-
Less repayment of advances	-	-
Total Income	1,271,738	3,582,424
Disbursements:		
For highways	797,227	3,320,883
Interest on advances from General Fund	-	-
Total Disbursements	797,227	3,320,883
Balance at end of period	505,076	505,076

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

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1972) are:

Motor fuel: 4 cents per gallon.
New trucks, buses, and trailers: 10 percent on the manufacturer's wholesale price.
Highway vehicle tires and tubes: 10 cents per pound.
Other tires, and tread rubber: 5 cents per pound.
Heavy vehicle use: $3.00 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.
Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.
Lubricating oil: 6 cents per gallon, if used for highway purposes.

Under the Excise Tax Reduction Act of 1965 certain trucks and trailers were exempted from the truck excise after June 21, 1965.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D. C. TEL: 962-8411

FHA-3

FOR IMMEDIATE RELEASE

TUESDAY, MAY 16, 1967 P. M.

NEW PROCEDURES ESTABLISHED FOR BUREAU OF MOTOR CARRIER SAFETY

The Federal Highway Administration has established new designations for use of motor carrier operators reporting to the nine regional offices of the Federal Highway Administration.

Federal Highway Administrator Lowell K. Bridwell officially notified industry of procedures governing activities of the Bureau of Motor Carrier Safety, which was transferred from the Interstate Commerce Commission. The Federal Highway Administration and its new Bureau were established April 1 as part of the new U. S. Department of Transportation.

The procedures, announced by the Federal Highway Administrator, do not differ in substance from those followed by the Bureau when it was a section of the ICC.

The regional offices of the Federal Highway Administration and their territories are:

New York City -- all of New England, New Jersey, New York and eastern Canada;

Columbus, Ohio--Delaware, District of Columbia, Maryland, Ohio, Pennsylvania, Virginia and West Virginia;

Atlanta, Ga. --Alabama, Florida, Georgia, Mississippi, North and South Carolina and Tennessee;

Chicago, Ill.-- Illinois, Indiana, Kentucky, Michigan, Wisconsin and east central Canada;

Kansas City, Mo.--Iowa, Kansas, Minnesota, Missouri, Nebraska, North and South Dakota;

Fort Worth, Texas --Arkansas, Louisiana, Oklahoma, Texas and eastern Mexico;

San Francisco -- Arizona, California, Nevada and northwestern Mexico;

Portland, Oregon--Idaho, Montana, Oregon, Washington, Alaska and western Canada;

Denver, Colorado-- Colorado, New Mexico, Utah, Wyoming and Chuhuahua, Mexico.

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The amended federal motor carrier safety regulations, effective May 9, give official notice of new locations and designations within the Bureau of Motor Carrier Safety. The Bureau is headed by George A. Meyer, Director, who transferred from ICC. Its regulations apply to all bus and truck carriers operating in interstate and foreign commerce.

The safety regulations cover such factors as accident and hours-of-service reports, minimum requirements for drivers, bus seating, accident register, drivers' logs, driving duties and hours of service, monthly reports, drivers and vehicles declared "out of service," inspection of motor vehicles, and maintenance practices of the carriers.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHA-6

FOR IMMEDIATE RELEASE
May 16, 1967

Two men of long experience in traffic safety were appointed today to major positions in the National Highway Safety Bureau by Dr. William Haddon, Jr., who directs the work under the Federal Highway Administration.

The two are Glenn V. Carmichael, Director, Office of Driver and Community Programs; and Bradford Crittenden, Director, Office of Systems Operations Programs. Both will report to David W. Schoppert, Director of Highway Safety Programs Service.

The National Highway Safety Bureau was established by Congress in late 1966 to assist the States with money and technical help for a wide range of safety programs for drivers, highways and related factors, and to provide for scientific research and testing into causes of highway and traffic hazards. The standards are in the final process of review. Under the law, the Bureau is required to set standards for a safety program in cooperation with the States.

Carmichael is responsible for developing uniform standards and other guides for programs concerned with education, training, testing, and licensing of drivers, and with motor vehicle codes, laws and community safety activities. His office will provide technical support to the States in setting up their own programs according to local or special State conditions, and evaluate standards according to approved federal guides.

Carmichael came to the Bureau from the American Association of Motor Vehicle Administrators, where he served as executive director. Active in traffic safety work for more than 25 years, he has held positions with the Oklahoma Department of Public Safety, Oklahoma Safety Council and National Safety Council. He was born August 22, 1913 in Sayre, Oklahoma, and was graduated from the Southwestern Teachers College and the Oklahoma Agricultural and Mining University. He lives in Vienna, Virginia.

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Crittenden and his staff develop uniform standards for state highway safety programs for law enforcement, investigation of accidents, emergency medical care and transportation, and clearing wreckage from roadways.

Crittenden, a native of San Jose, California, was born May 9, 1912, and was educated at the University of the Pacific and the University of California Hastings College of Law. He makes his home in Washington, D. C.

Before accepting his new position Crittenden was Commissioner of the California Highway Patrol for seven years. He also served on the Governor's law enforcement advisory committee and was active in other legislative and law enforcement groups. He worked in the district attorney's office of San Joaquin County and was himself elected District Attorney in 1955. He has continued active in affairs of the International Association of Chiefs of Police, the National Committee on Uniform Traffic Laws and the Highway Research Board, as well as bar associations, civic and traffic safety groups.

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FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 TEL: 962-8411

FHA - 4

FOR IMMEDIATE RELEASE
WEDNESDAY, MAY 17, 1967 P. M.

FEDERAL HIGHWAY ADMINISTRATION LAUNCHES SAFETY RESEARCH PROGRAM

The Federal Highway Administration has launched an $8.7 million program of scientific research into the problems of highway and traffic safety.

The action came in the Agency's first release of requests for contract proposals by industrial and non-profit organizations. The requests are for definition, management, and cost studies, as well as research projects to be undertaken in 30 different elements of the safety campaign. The contracts will be signed before the end of the current fiscal year, June 30.

The safety campaign is in response to the mounting traffic toll, now totaling more than 10,000 injuries each day and an annual cost of $10 billion. President Johnson, in proposing the legislation for the safety war, described the toll as "a raging epidemic of highway deaths which has killed more of our youth than all other diseases combined."

The research program was authorized by Congress in two major actions last year, approving the program and setting up new organizations which have become the National Traffic Safety Bureau and the National Highway Safety Bureau of the Federal Highway Administration.

Lowell K. Bridwell, Federal Highway Administrator, said the initial contract work is the first phase of an intensive long-range search for understanding of every aspect of the highway safety problem. "It will enable us to establish progressively better standards for the American

(more)

highway transportation system and all those who use it," he said.

The research program is under the management of Dr. William Haddon, Jr., who directs the two closely coordinated safety bureaus. The safety program is concerned with the full gamut of highway safety including driver licensing, law enforcement, emergency services, and vehicle design and inspection.

The call for proposals is going to a large number of interested firms such as research and engineering organizations, universities, and non-profit institutions, as well as industrial sources. Motor vehicle and equipment manufacturers, however, are ineligible for contracts because the research results will provide facts on which safety standards for their products will be based.

Some sections of the research program will be concerned with developing better data on the causes and costs of traffic crashes and of the injuries that result. Other portions of the work are designed to learn what traffic safety measures are being taken in all parts of the country. Other projects will be undertaken to evaluate and compare safety measures and test alternate approaches to highway safety. Still others will concern training curriculums for safety research workers and safety program managers.

The basic 1967 program will be followed by a more extensive research campaign to be developed in the coming months.

As Dr. Haddon and his staff have organized it, the research program has four major areas of interest:

1. The safety performance of new and used motor vehicles of all types and kinds. This will include concentration on vehicle handling and other characteristics that influence the likelihood that vehicles will crash, and on occupant protection once crashes take place. It will

also include the development of means for verifying vehicle compliance with safety standards issued by the National Traffic Safety Bureau.

2. The research projects needed to support a wide variety of safety activities. This will include planning and research in relation to traffic data and documentation centers, investigation of crashes and human inpact tolerances, the role of alcohol and alcoholics to traffic safety, and the development of appropriate Government test facilities and equipment.

3. The support work necessary to assist the States in establishing and operating safety programs under the standards being developed by the National Highway Safety Bureau in cooperation with the States and other interested groups. This effort will emphasize education and training safety personnel for engineering, management, research, and development in safety, and improved emergency medical care for accident victims.

4. The support that will be needed by the States in setting up and operating uniform traffic safety activities, such as driver education and licensing, law enforcement, vehicle inspection, accident investigation, and community support of safety programs.

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5-11-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 TELE: 962-8411

FHA - 5

FOR IMMEDIATE RELEASE

FRIDAY, MAY 19, 1967

AUTO REGISTRATIONS INCREASED 4.1% IN 1966, REPORT SHOWS

A total of 94.2 million motor vehicles were registered in the United States during the 1966 calendar year. Data released today by the Federal Highway Administration's Bureau of Public Roads show a total of 94,176,799 motor vehicles, a gain of 3,816,078 over 1965. This compares favorably with recent annual increases of 4,059,514 in 1965, 3,587,490 in 1964, and 3,540,388 in 1963. The 1950 gain of 4,472,000 over 1949 remains the record high for the post-world War II period.

The 1966 registration total of 94,176,799 includes 78,331,488 automobiles, 323,197 buses, and 15,522,114 trucks. The percentage increases over 1965 are 4.1 for automobiles, 2.8 for buses, and 4.9 for trucks. The bus data are estimates of the numbers in operation rather than registrations to eliminate duplications resulting from buses registered in more than one State.

California registered 10.3 million motor vehicles in 1966, followed by New York with 6.2 million and Texas with 5.7 million. Ohio registered 5.2 million motor vehicles, Pennsylvania had almost the same number, and Illinois registered 4.7 million motor vehicles. There were an additional 24 States with more than a million motor vehicles registered in 1966.

The 1966 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

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U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

STATE MOTOR-VEHICLE REGISTRATIONS—1966[1]

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

TABLE MV-1
MAY 1967

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1965-1966			PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	TOTAL 1965 REGISTRATIONS	INCREASE OR DECREASE 1966	PERCENTAGE CHANGE		
Alabama	1,400,136	4,912	1,405,048	2,398	4,914	7,312	305,358	14,118	319,476	1,707,892	23,944	1,731,836	1,663,481	68,355	4.1	25,017	327
Alaska	70,367	837	71,204	326	21	347	33,779	2,798	36,577	104,472	3,656	108,128	109,070	-942	-0.9	4,276	-
Arizona	662,187	5,616	667,803	418	1,467	1,885	182,969	10,293	193,262	845,574	17,376	862,950	825,396	37,554	4.5	17,122	227
Arkansas	666,910	1,515	668,425	789	3,464	4,253	276,088	6,325	282,413	943,787	11,304	955,091	914,405	40,686	4.4	12,222	25
California	8,642,465	50,838	8,693,303	7,231	7,558	14,789	1,554,124	84,796	1,638,920	10,203,820	143,192	10,347,012	9,988,721	358,291	3.6	309,832	4,970
Colorado	909,967	6,615	916,582	2,143	994	3,137	267,370	13,688	281,058	1,179,480	21,297	1,200,777	1,157,520	43,257	3.7	24,669	168
Connecticut	1,318,924	5,150	1,324,074	4,143	352	4,495	151,058	9,521	160,579	1,474,125	15,023	1,489,148	1,414,565	74,583	5.3	21,146	181
Delaware	215,875	1,882	217,757	807	71	878	36,187	1,659	37,846	252,869	3,612	256,481	244,322	12,159	5.0	3,475	25
Florida	2,799,159	17,659	2,816,818	2,436	5,145	7,581	372,222	24,686	396,908	3,173,817	47,490	3,221,307	3,036,659	184,648	6.1	52,701	996
Georgia	1,696,961	5,251	1,702,212	2,200	5,583	7,783	372,153	17,099	389,252	2,071,314	27,933	2,099,247	1,990,144	109,103	5.5	23,594	367
Hawaii	284,451	2,575	287,026	667	55	722	33,879	2,894	36,773	318,997	5,524	324,521	309,907	14,614	4.7	11,909	107
Idaho	303,652	2,441	306,093	276	1,239	1,515	130,213	8,002	138,215	434,141	11,682	445,823	434,315	11,508	2.6	19,882	76
Illinois	4,108,295	15,749	4,124,044	9,896	6,645	16,541	537,575	26,464	564,039	4,655,766	48,858	4,704,624	4,437,191	267,433	6.0	80,386	651
Indiana	2,063,106	6,579	2,069,685	7,106	3,460	10,566	454,642	15,646	470,288	2,524,854	25,685	2,550,539	2,427,044	123,495	5.1	63,237	315
Iowa	1,273,495	4,684	1,278,179	1,119	5,168	6,287	312,629	11,909	324,538	1,587,243	21,761	1,609,004	1,549,290	59,714	3.9	32,492	151
Kansas	1,015,324	5,966	1,021,290	616	1,716	2,332	367,431	14,203	381,634	1,383,371	21,885	1,405,256	1,369,179	36,077	2.6	27,302	713
Kentucky	1,250,836	3,067	1,253,903	2,097	4,163	6,260	302,946	11,523	314,469	1,555,879	18,753	1,574,632	1,499,972	74,660	5.0	21,039	134
Louisiana	1,231,878	6,520	1,238,398	6,062	1,669	7,731	298,039	11,487	309,526	1,535,979	19,676	1,555,655	1,442,161	113,494	7.9	18,686	210
Maine	348,101	1,596	349,697	921	653	1,574	78,912	3,708	82,620	427,934	5,957	433,891	424,303	9,588	2.3	6,338	17
Maryland	1,335,618	5,054	1,340,672	5,900	1,350	7,250	177,246	8,475	185,721	1,518,764	14,879	1,533,643	1,480,966	52,677	3.6	21,262	65
Massachusetts	1,939,126	9,203	1,948,329	6,094	131	6,225	198,887	19,326	218,213	2,144,107	28,660	2,172,767	2,104,000	68,767	3.3	36,352	-
Michigan	3,500,820	14,909	3,515,729	4,927	7,330	12,257	466,638	29,496	496,134	3,972,385	51,735	4,024,120	3,990,585	33,535	0.8	81,136	825
Minnesota	1,572,858	4,611	1,577,469	4,139	5,188	9,327	342,009	13,976	355,985	1,919,006	23,775	1,942,781	1,889,715	53,066	2.8	49,827	130
Mississippi	700,538	1,365	701,903	2,316	5,312	7,628	237,954	9,357	247,311	940,808	16,034	956,842	921,087	35,755	3.9	9,804	12
Missouri	1,768,449	5,225	1,773,674	4,320	3,840	8,160	425,786	13,238	439,024	2,198,555	22,303	2,220,858	2,084,755	136,103	6.5	37,252	47
Montana	292,562	1,696	294,258	887	501	1,388	136,332	7,168	143,500	429,781	9,365	439,146	429,423	9,723	2.3	13,733	43
Nebraska	639,986	3,562	643,548	881	1,729	2,610	216,361	7,920	224,281	857,228	13,211	870,439	6/ 849,533	20,906	2.5	16,071	69
Nevada	208,076	2,166	210,242	184	483	667	61,542	6,549	68,091	269,802	9,198	279,000	266,199	12,801	4.8	9,438	119
New Hampshire	277,244	2,211	279,455	866	133	999	47,398	6,200	53,598	325,508	8,544	334,052	334,273	-221	-0.1	7,197	-
New Jersey	2,777,566	11,931	2,789,497	6,789	1,536	8,325	299,251	25,803	325,054	3,083,606	39,270	3,122,876	2,979,631	143,245	4.8	40,584	768
New Mexico	403,213	4,487	407,700	2,418	298	2,716	130,884	7,906	138,790	536,515	12,691	549,206	525,110	24,096	4.6	10,508	68
New York	5,485,497	28,315	5,513,812	15,289	11,178	26,467	567,844	54,251	622,095	6,068,630	93,744	6,162,374	5,938,517	223,857	3.8	66,458	604
North Carolina	1,821,462	13,671	1,835,133	5,833	12,462	18,295	417,922	35,658	453,580	2,245,217	61,791	2,307,008	2,155,821	151,187	7.0	26,503	350
North Dakota	265,159	1,405	266,564	338	1,273	1,611	133,780	4,465	138,245	399,277	7,143	406,420	395,649	10,771	2.7	7,886	44
Ohio	4,668,683	12,500	4,681,183	6,076	10,550	16,626	515,279	25,410	540,689	5,190,038	48,460	5,238,498	4,935,295	303,203	6.1	93,304	522
Oklahoma	1,079,745	4,109	1,083,854	1,403	4,688	6,091	393,231	12,444	405,675	1,474,379	21,241	1,495,620	1,438,369	57,251	4.0	28,001	16
Oregon	945,542	6,061	951,603	1,231	2,498	3,729	199,156	12,624	211,780	1,145,929	21,183	1,167,112	1,119,345	47,767	4.3	33,593	224
Pennsylvania	4,528,343	16,713	4,545,056	12,871	1,910	14,781	599,266	37,071	636,337	5,140,480	55,694	5,196,174	4,967,768	228,406	4.6	86,830	662
Rhode Island	374,298	2,021	376,319	947	100	1,047	43,416	2,651	46,067	418,661	4,772	423,433	406,458	16,975	4.2	6,676	253
South Carolina	938,228	4,168	942,396	1,466	5,863	7,329	187,650	9,745	197,395	1,127,344	19,776	1,147,120	1,094,412	52,708	4.8	12,413	97
South Dakota	280,311	1,289	281,600	164	1,125	1,289	111,700	6,600	118,300	392,175	9,014	401,189	397,729	3,460	0.9	9,350	14
Tennessee	1,420,234	6,247	1,426,481	1,479	3,936	5,415	309,323	16,356	325,679	1,731,036	26,539	1,757,575	1,654,682	102,893	6.2	26,030	127
Texas	4,449,872	17,850	4,467,722	3,379	10,348	13,727	1,175,992	53,822	1,229,814	5,629,243	82,020	5,711,263	5,609,865	101,398	1.8	73,676	1,114
Utah	418,025	2,597	420,622	220	843	1,063	114,932	7,374	122,306	533,177	10,814	543,991	525,063	18,928	3.6	13,857	87
Vermont	137,960	801	138,761	368	228	596	38,173	1,927	40,100	176,501	2,956	179,457	174,504	4,953	2.8	4,950	-
Virginia	1,571,934	10,675	1,582,609	2,152	5,866	8,018	269,492	14,660	284,152	1,843,578	31,201	1,874,779	1,799,557	75,222	4.2	19,999	248
Washington	1,383,717	10,513	1,394,230	3,365	4,895	8,260	333,817	19,987	353,804	1,720,899	35,395	1,756,294	1,658,623	97,671	5.9	55,476	469
West Virginia	580,233	3,767	584,000	689	2,111	2,800	138,573	5,507	144,080	719,495	11,385	730,880	696,108	34,772	5.0	13,416	60
Wisconsin	1,572,226	7,108	1,579,334	6,490	2,793	9,283	280,122	21,479	301,601	1,858,838	31,380	1,890,218	1,838,633	51,585	2.8	40,182	417
Wyoming	146,011	1,217	147,228	788	609	1,397	71,382	3,986	75,368	218,181	5,812	223,993	225,331	-1,338	-0.6	5,978	30
Dist. of Col.	213,662	7/ 5,302	218,964	1,805	28	1,833	17,614	3,338	20,952	233,081	8,668	241,749	236,070	5,679	2.4	2,344	246
Total	77,959,287	372,201	78,331,488	157,725	165,472	323,197	14,726,526	795,588	15,522,114	92,843,538	1,333,261	94,176,799	90,360,721	3,816,078	4.2	1,735,411	17,390

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

2/ Data reported by the States were supplemented in some instances by information from other sources in order to present registrations as uniformly as possible. Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

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

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

5/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 5,523; New Jersey, 9,018; New York, 15,453; and Rhode Island, 1,774.

6/ Additional information required the revision of the 1965 data for Nebraska.

7/ Includes 3,131 automobiles of the Diplomatic Corps.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-8

FOR RELEASE TO PM'S
THURSDAY, JUNE 8, 1967

U.S. RELEASES FIRST PROGRAM FUNDS FOR HIGHWAY SAFETY IN FOUR STATES

The Federal Highway Administration of the Department of Transportation today announced release of the first funds to the States under the National Highway Safety Act.

The first four States to receive grants were: Arkansas $50,000; Massachusetts $65,000; Minnesota $24,411; and North Dakota $28,000.

Federal Highway Administrator Lowell K. Bridwell said a number of other States are expected to qualify for funds in the next few weeks.

"We are pleased to have a part in this important beginning with the States of Arkansas, Massachusetts, Minnesota, and North Dakota," said Administrator Bridwell, "for this is a very promising program".

He commented that the State programs may produce earlier safety results than the standards for motor vehicles, which have been more widely publicized. Noting that with more than 10,000 injuries every day, 1,000 deaths each week, and $10 billion in annual costs, the highway accident toll is at record high levels, Bridwell said the program of cooperation with the States will reduce poor traffic operations, unsafe driving, hazardous road and traffic environment, poor emergency care and other causes of the traffic toll.

The money released by Bridwell was forwarded to the four States through the Regional Federal Highway Administrators on behalf of the National Highway Safety Bureau. It is earmarked for use in review and coordination of safety programs, planning studies, public information and traffic safety education. These are the first steps taken in development of a comprehensive program of safety throughout the States.

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Each State has agreed to use the Federal funds along with its own matching funds, for administrative and planning work leading up to the Statewide program. Each will report its activities to the Bureau from time to time.

The Safety Bureau, under the direction of Dr. William Haddon, Jr., has been working in cooperation with all States to formulate standards for the program, and a set of 13 proposed standards is now in final process of review. They will be promulgated in early July.

Under the law, each State has until the close of next year to organize and establish a safety program meeting the standards. Bridwell has promised Federal cooperation to those States that are unable to formulate a program fully within the time set. The funds now being disbursed will help the States in the planning process.

The allotment for the four States comes from a fund of $67 million appropriated by Congress for the highway safety program. The balance of the money must be obligated by June 30, 1969. Another $100 million more is in the fund for the fiscal years 1968 and 1969, with the same two-year obligation provision. In all cases, the States must provide matching funds on a 50-50 basis.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-7

FOR RELEASE TO PM'S
FRIDAY, JUNE 9, 1967

FINISH LAST PANAMA SECTION OF INTER-AMERICAN HIGHWAY

The Federal Highway Administration of the Department of Transportation said today the last slab of concrete on a 63-mile stretch of the Inter-American Highway in Panama has been poured, completing the bypass of a primitive, dangerous road between Guabala and Santiago.

Francis C. Turner, Director of the Federal Highway Administration's Bureau of Public Roads, which has supervised construction of the Inter-American Highway in Central America, said the bypass now provides Panama with a high-quality concrete pavement for the entire 302-mile length of the highway within its borders.

The Inter-American Highway runs 3,142 miles from Laredo, Texas to Panama City in Panama, spanning Mexico and the six Central American Republics of Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, and Panama.

Mr. Turner said the new cut-off in Panama is 17 miles shorter than the 80-mile gravel and boulder-studded road it replaces, and will reduce driving time from over three hours to an hour and a half. Sharp curves and single-lane bridges, coupled with the poor surface, made the old road extremely dangerous for travel, he added.

The Panama construction was divided into two projects. The first, running 35 miles, was completed in March 1966. Work on the just-completed final 28 miles was begun in December 1964.

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The second project, Mr. Turner said, marked a "first" for highway construction in Latin America. It was the first time that slip-form paving was used in that area of the world, resulting in savings of one year in construction time and $100,000 in cost. Slip-form paving utilizes modern electronically-controlled equipment for laying concrete more efficiently than traditional methods.

By using slip-form paving, Panama increased its average daily concrete pouring from 100 meters for one-lane pavement to 500 meters for two-lane pavement.

Mr. Turner said that with the completion of the second project, the United States winds up its participation in Panama highway construction which began almost 30 years ago. The United States has contributed about $35 million to the highway program in that country, with Panama spending $28 million of its own funds. A formal dedication is scheduled for August 1.

Because of the new construction, Mr. Turner stated, a motorist will now be able to drive from the Costa Rica border to Panama City in about eight hours.

The United States gave its first direct financial assistance for the construction of the Inter-American Highway in 1930 when Congress provided $50,000 for a reconnaissance survey of a road to link the American continents. The Bureau of Public Roads, in cooperation with the Central American Republics, completed this survey from the United States border to Panama City in 1933.

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Since then, the United States has authorized the expenditure of $170 million to complete the highway. The Central American Republics will have spent almost $100 million in matching funds. Mexico has built its entire 1,587-mile length without financial assistance from the United States.

Slightly over 300 miles of the Highway in Guatemala and Costa Rica, which have an all-weather gravel surface, are still to be improved. The last impassable section of the highway was opened in December 1962 when 39 bridges in southern Costa-Rica were completed.

Although the Inter-American Highway, as such, ends at Panama City, a road extends 38 miles further east to Chepo. Beyond this lies the Darien area a stretch of some 200 miles through southern Panama and on into Colombia. There is no road of any kind in this area.

The Organization of American States, acting through the Darien Subcommittee of the Pan American Highway Congress, has taken the first step toward opening a highway connecting North and South America by awarding a contract to a consulting engineering firm to make a survey and prepare plans for a route through this gap.

Mr. Turner said these efforts are progressing well, and a satisfactory route has been found through the area. Construction, he added, awaits only a satisfactory method of financing its estimated $150 million cost.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA — 9

FOR IMMEDIATE RELEASE

FHWA ANNOUNCES PROGRAM FOR TESTING OF REGROOVED TIRES

The Federal Highway Administrator of the Department of Transportation has announced that FHWA is undertaking a program of testing and evaluation of regrooved tires used on motor vehicles operating on the nation's highways.

Administrator Lowell K. Bridwell said that he has directed the agency's National Highway Safety Bureau, Motor Carrier Safety Bureau, and Bureau of Public Roads to jointly carry out the program. Its results, he said, will provide badly needed information concerning the scope of use of regrooved tires, and the safety characteristics of such tires.

"This program", Bridwell said, "is of high priority and will be completed at the earliest possible date."

The program is a direct outgrowth of section 204 of the National Traffic Safety Act, which states that, ". . . . No person shall sell, offer for sale, or introduce for sale or deliver for introduction in interstate commerce, any tire or motor vehicle equipped with any tire which has been regrooved, except that the Secretary may by order permit the sale of regrooved tires and motor vehicles equipped with regrooved tires which he finds are designed and constructed in a manner consistent with the purposes of this Act."

Bridwell said that the nation's interstate bus companies, as major users of regrooved tires, are being asked to cooperate with FHWA in conducting the program.

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6-12-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-10

FOR IMMEDIATE RELEASE

FHWA RECOMMENDS ACTION AGAINST GREYHOUND CORP. IN BUS ACCIDENT

The Federal Highway Administration of the Department of Transportation today announced a series of actions stemming from a Greyhound Corporation bus accident in New Jersey on May 15, 1967, which took the life of one passenger.

Federal Highway Administrator Lowell K. Bridwell said that the agency's New York City office has filed a report with the U. S. Attorney in Newark, N.J., indicating that the accident involved two possible violations of the Administration's Motor Carrier Safety Regulations.

The report, growing out of an FHWA investigation of the accident, recommends that criminal action be brought against Greyhound Corp. for operating a vehicle which (1) was equipped with a tire whose fabric was exposed through the rubber, and (2) had been ruled out of service by a company inspector because of deficient tires, but was put in operation without correction of that deficiency.

This information was transmitted to the U. S. Attorney for consideration of possible prosecution of Greyhound.

At the same time, Bridwell announced that the Federal Highway Administration's National Highway Safety Bureau is investigating the accident for possible violations of Section 204 of the National Traffic Safety Act of 1966, which declares that, "... No person shall sell, offer for sale, or introduce for sale or deliver for introduction in interstate commerce, any tire or motor vehicle equipped with any tire which has been regrooved, except that the Secretary may by order permit the sale of regrooved tires and motor vehicles equipped with regrooved tires which he finds are designed and constructed in a manner consistent with the purposes of this Act."

The involved accident took place near Hackettstown, N. J., at 9:50 a.m., May 15, 1967. The bus, which was proceeding west on U. S. Route 46, left the highway at a curve and went down an embankment. One person was killed and eleven injured.

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6-12-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-11

FOR RELEASE TO AM'S
TUESDAY, JUNE 13, 1967

STUDY SHOWS EFFECTIVENESS OF DRIVER REGISTER SERVICE

The National Driver Register Service, a clearinghouse of information on driver licensing maintained by the Federal Highway Administration of the U. S. Department of Transportation, is helping States rid the highways of undesirable drivers, a just-completed study indicates.

Federal Highway Administrator Lowell K. Bridwell said today the study was made over a two-month period by the National Driver Register Service of the Bureau of Public Roads with the cooperation of the Virginia Division of Motor Vehicles to evaluate the effectiveness of the Register Service.

He explained that all States furnish the Register Service with information on persons who have been denied licenses, or whose licenses have been suspended or revoked for any reason. This information is stored in a data file which is searched by electronic computer at the request of States seeking to learn whether applicants may have lost their licenses in other jurisdictions.

During the study period, Mr. Bridwell said, Virginia submitted to the Register Service the names of 23,000 applicants for driving licenses to be matched against the file's 1,126,000 names of persons who have lost their licenses. The computer positively identified 65 applicants whose licenses had been lifted elsewhere but about whom Virginia officials had no previous revocation or suspension information.

As result of the Register Service's disclosures, Virginia prosecuted 15 persons for making false statements on their driver license applications

(more)

in addition to revoking their licenses. In 17 cases, licenses were revoked without prosecution. Nineteen other drivers were required to furnish proof of financial responsibility as a condition for retaining their licenses. The remaining 14 were found eligible for licenses, but the findings on them were filed for future use in the event they committed subsequent violations.

"If it weren't for the Register Service," Mr. Bridwell stated, "it is hardly likely that Virginia would have been able to detect the 65 applicants about whom they had no previous information. The 32 whose driving privileges were revoked as result of the computer search in all probability would be driving today, even though they should not be behind a wheel."

Mr. Bridwell said the Virginia study shows that the National Driver Register Service and the States working cooperatively can "pursue" and catch up with the undesirable driver who moves from State to State to obtain a license he is not entitled to have.

The Register Service was established in 1961, and since then 31,921,825 searches have been made, resulting in 182,679 probable identifications warranting further investigation. Until last September, information submitted to the Register Service was limited to drivers whose licenses had been suspended or revoked for drunken driving or responsibility for a fatality.

Eighteen States and the District of Columbia use the Register Service to check both original licensing and license renewals. The other States check only original applications.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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FHWA -- 12

FOR RELEASE TO AM'S
SUNDAY, JUNE 18, 1967

PARKING AND TOLL FEES COST AUTO OWNER MORE THAN HIGHWAY TAXES

The American motorist spends more on parking and toll road fees than he does for taxes to build and maintain the highways over which he drives.

An analysis of automobile operating costs by the Federal Highway Administration of the Department of Transportation shows that the average motorist spends 11 cents a mile to own and operate an automobile.

Of this 11 cents, 1.8 cents goes for garage, parking and toll fees; 1.2 cents goes for State, Federal and local taxes.

This Bureau of Public Roads study covers the cost of a typical $2,800 car driven 100,000 miles over a 10-year period. It assumes that although few motorists drive the same car for 10 years, the average auto, sold or traded three or more times, is on the road that long.

The study shows the biggest expense to be depreciation, which accounts for 2.8 cents of the 11 cents a mile. Maintenance, accessories, parts and tires cost 2.1 cents; gas and oil 1.7 cents, and insurance 1.4 cents.

The study involved a 1967, four-door sedan owned by a Baltimore, Maryland, family. The analysts noted that the cost figures would vary in different regions of the country. Motorists living in Boston, New York or San Francisco probably would pay more, while those in Atlanta, Indianapolis or Houston would pay less because of such differences as garaging, parking and toll charges.

Bad driving habits, tire-screeching stops and starts, etc., also hike the cost of gasoline and maintenance and eventually affect insurance rates.

(more)

The study assumed that the average auto would be kept in good operating condition. It figured in normal maintenance expenses such as lubrication, wheel alignment, tire and battery replacements, brake linings, etc. Other repairs and replacements which must be made more than once during the life of the car include such items as carburetor and fuel pump overhaul, radiator hoses, mufflers, tail pipes, etc.

The cost per mile is higher in the earlier years of ownership primarily because of depreciation. The per-mile cost remains fairly constant over the 10-year period, however, because rising maintenance costs in the later years tend to offset the diminishing depreciation figure.

The cost of driving 100,000 miles over the 10-year period totals slightly over $11,000. This breaks down thusly:

-- $2,806 original cost of car;

-- $1,496 for 7,000 gallons of gasoline;

-- $541 for replacement tires, tubes, and oil;

-- $1,415 for insurance;

-- $1,763 for maintenance and repairs;

-- $1,805 for parking and tolls;

-- $1,188 for State and Federal automotive taxes.

In most States, the automotive taxes are used entirely for highways. About 61 percent of the total comes from gasoline taxes, with the remaining 39 percent made up of registration fees, tire taxes, new car taxes, and miscellaneous other charges.

(A table showing year-by-year costs and a pict-o-gram illustrating the various charges are attached. A detailed summary of the study may be obtained from the Federal Highway Administration, Bureau of Public Roads, Washington, D. C. 20591.)

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7-3162

Bureau of Public Roads
Office of Planning
Highway Statistics Division

TABLE 1 - ESTIMATED COST OF OPERATING AN AUTOMOBILE 1/

(Total costs in dollars, costs per mile in cents)

ITEM	FIRST YEAR (14,500 mi.)		SECOND YEAR (13,000 mi.)		THIRD YEAR (11,500 mi.)		FOURTH YEAR (10,000 mi.)		FIFTH YEAR (9,900 mi.)	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Costs Excluding Taxes:										
Depreciation	842.00	5.81	589.00	4.53	420.00	3.65	280.00	2.80	230.00	2.32
Repairs & Maintenance	58.10	.40	120.50	.93	165.10	1.44	190.00	1.90	269.14	2.72
Replacement Tires & Tubes	-	-	-	-	26.96	.23	23.45	.23	26.64	.27
Accessories	24.51	.17	17.14	.13	12.22	.11	8.15	.08	6.69	.06
Gasoline	216.99	1.50	194.55	1.50	172.10	1.50	149.65	1.50	148.15	1.50
Oil	32.99	.23	29.43	.23	26.44	.23	22.70	.23	22.47	.23
Insurance	181.00	1.25	170.00	1.31	170.00	1.48	157.00	1.56	157.00	1.59
Garaging, Parking, Tolls, etc.	207.73	1.43	198.65	1.53	189.57	1.65	180.50	1.81	179.90	1.82
Total	1,563.32	10.79	1,319.32	10.16	1,182.39	10.29	1,011.45	10.11	1,039.99	10.51
Taxes and Fees:										
State:										
Gasoline	65.91	.45	59.09	.45	52.27	.45	45.45	.45	45.00	.46
Registration	10.00	.07	10.00	.08	10.00	.09	10.00	.10	10.00	.10
Titling	85.68	.59	-	-	-	-	-	-	-	-
Property	5.00	.04	5.00	.04	5.00	.04	5.00	.05	5.00	.05
Subtotal	166.59	1.15	74.09	.57	67.27	.58	60.45	.60	60.00	.61
Federal:										
Gasoline	40.56	.28	36.36	.28	32.17	.28	27.97	.28	27.69	.28
Oil	.85	-	.76	-	.68	.01	.58	.01	.58	.01
Auto, tires, parts, etc.	45.01	.31	31.48	.24	22.45	.19	14.97	.15	12.29	.12
Subtotal	86.42	.59	68.60	.52	55.30	.48	43.52	.44	40.56	.41
Total Taxes	253.01	1.74	142.69	1.09	122.57	1.06	103.97	1.04	100.56	1.02
Total of All Costs	1,816.33	12.53	1,462.01	11.25	1,304.96	11.35	1,115.42	11.15	1,140.55	11.53

ITEM	SIXTH YEAR (9,900 mi.)		SEVENTH YEAR (9,500 mi.)		EIGHTH YEAR (8,500 mi.)		NINTH YEAR (7,500 mi.)		TENTH YEAR (5,700 mi.)		TOTALS AND AVERAGES FOR TEN YEARS (100,000 MILES)	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Costs Excluding Taxes:												
Depreciation	170.00	1.72	100.00	1.05	75.00	.88	60.00	.80	40.00	.70	2,806.00	2.81
Repairs & Maintenance	219.48	2.21	275.70	2.90	214.43	2.52	169.56	2.26	81.19	1.42	1,763.20	1.76
Replacement Tires & Tubes	30.95	.31	29.70	.31	34.18	.40	34.22	.46	26.00	.46	232.10	.23
Accessories	4.95	.05	2.91	.03	2.18	.03	1.75	.02	1.17	.02	81.67	.08
Gasoline	148.15	1.50	142.17	1.50	127.20	1.50	112.24	1.50	85.30	1.50	1,496.50	1.50
Oil	22.46	.23	21.53	.23	19.19	.23	17.08	.23	12.87	.23	227.21	.23
Insurance	116.00	1.18	116.00	1.22	116.00	1.37	116.00	1.55	116.00	2.03	1,415.00	1.42
Garaging, Parking, Tolls, etc.	179.89	1.81	177.48	1.87	171.42	2.01	165.38	2.20	154.48	2.71	1,805.00	1.80
Total	891.88	9.01	865.49	9.11	759.60	8.94	676.23	9.02	517.01	9.07	9,826.68	9.83
Taxes and Fees:												
State:												
Gasoline	45.00	.46	43.18	.45	38.64	.45	34.10	.45	25.91	.45	454.55	.45
Registration	10.00	.10	10.00	.11	10.00	.12	10.00	.13	10.00	.18	100.00	.10
Titling	-	-	-	-	-	-	-	-	-	-	85.68	.09
Property	5.00	.05	5.00	.05	5.00	.06	5.00	.07	5.00	.09	50.00	.05
Subtotal	60.00	.61	58.18	.61	53.64	.63	49.10	.65	40.91	.72	690.23	.69
Federal:												
Gasoline	27.69	.28	26.57	.28	23.78	.28	20.98	.28	15.95	.28	279.72	.28
Oil	.57	.01	.55	.01	.49	.01	.44	.01	.33	.01	5.83	.01
Auto, tires, parts, etc. 2/	9.09	.08	5.35	.05	4.01	.04	3.21	.04	2.14	.03	212.68	.21
Subtotal	37.35	.37	32.47	.34	28.28	.33	24.63	.33	18.42	.32	498.23	.50
Total Taxes	97.35	.98	90.65	.95	81.92	.96	73.73	.98	59.33	1.04	1,188.46	1.19
Total of All Costs	989.23	9.99	956.14	10.06	841.52	9.90	749.96	10.00	576.34	10.11	11,015.14	11.02

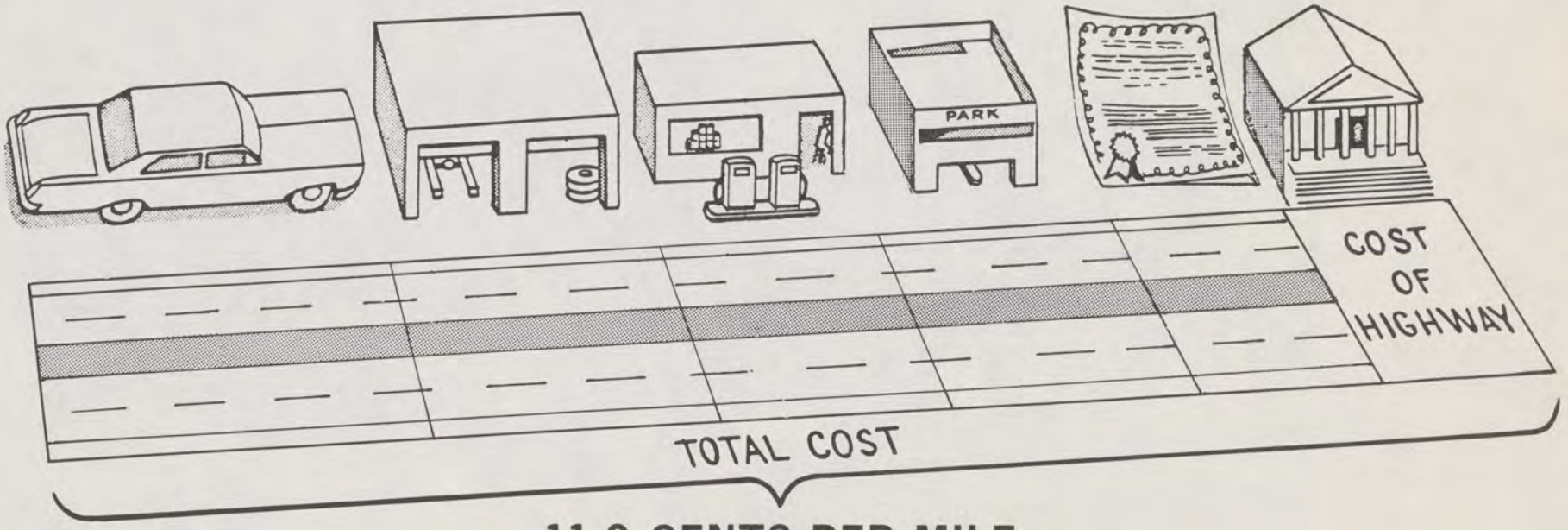
1/ This estimate covers the total costs of a medium priced 4-door sedan purchased for $2,806 ($2,956, if the Federal excise tax of $150 is included), operated 100,000 miles over a 10-year period, then scrapped. Baltimore prices, considered to be in the middle range, were used.

2/ Includes $150 Federal Manufacturers Excise Tax.

COST OF OPERATING AN AUTOMOBILE

CENTS PER MILE

2.8 CENTS	2.1 CENTS	1.7 CENTS	1.8 CENTS	1.4 CENTS	1.2 CENTS
VEHICLE COST DEPRECIATED	MAINTENANCE, ACCESSORIES, PARTS & TIRES	GAS & OIL (excluding taxes)	GARAGE, PARKING & TOLLS	INSURANCE	STATE & FEDERAL TAXES



11.0 CENTS PER MILE

An analysis of automobile operating costs by the Bureau of Public Roads of the U.S. Department of Commerce shows that the cost of highways (taxes) is only 1.2 cents of the total 11.0 cents per mile it costs to own and operate an automobile. The analysis is based on a $2,800 car driven 100,000 miles over a 10-year life span.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FOR RELEASE
WEDNESDAY, JUNE 21, 1967

BRIDWELL SAYS SAFETY CHANGES SHOULD NOT DELAY CURRENT HIGHWAY PROJECTS

BILOXI, MISS. -- Federal Highway Administrator Lowell K. Bridwell today told representatives of the American Association of State Highway Officials (AASHO) that a recent order to correct built-in driving hazards "should not delay current highway projects."

Several State Highway Departments had voiced concern at possible road projects delays after the FHWA'S Bureau of Public Roads issued instructions to put into effect a series of wide-ranging safety design recommendations that followed an AASHO survey of the Interstate and other highways. The Department of Transportation endorsed the AASHO recommendations and urged the earliest possible application of the suggestions.

"The recommendations as contained in the AASHO report for improvements in the new design of highways as well as correction of existing facilities are needed to provide safer highways and these improvements must be expedited," Mr. Bridwell said.

"But we see no need to interrupt or delay projects already underway'," he added.

The Federal Highway Administrator told an Executive Committee meeting of AASHO here that the instructions to the State Highway Departments for carrying out the recommendations "were drawn to allow a common sense approach to the problem.

"We have to insist, however, that corrections and design changes must be made where it is practical and feasible to do so."

He said this meant that on projects not yet underway, the States should make every effort to conform with the AASHO recommendations.

On completed projects and on those too far along for ready alteration, Administrator Bridwell urged the States "to establish an active corrective program to apply the findings of the AASHO report so that our roads may be made as safe as it is possible to make them under today's technology."

The AASHO report concluded that "much can be accomplished by removing hazards that currently exist on and along our roads and streets, and by improving design and operational practices so that similar or other hazards will not unknowingly be built into highways of the future."

(more)

Specific AASHO recommendations related to shoulders and slopes, medians, guardrails, break-away sign supports, bridge design, climbing lanes and intersections, and to signing, lighting and traffic control practices.

State Highway Officials noted that this could mean an additional outlay of funds. Administrator Bridwell declared that this added safety work will receive the same Federal-aid financial assistance that applies to the entire Federal road system -- 90-10 percent on the Interstate System and 50-50 matching on other roads on the Federal system.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA 13

FOR IMMEDIATE RELEASE

NEW ADVISORY COMMITTEE SET
FOR PRIVATE MOTOR CARRIER SAFETY

A new advisory committee on safety and hazardous materials compliance by private motor carriers is being organized under an order of Lowell K. Bridwell, Federal Highway Administrator.

Being set up in the Bureau of Motor Carrier Safety, the committee will be composed of 12 members, representing the Bureau, the Office of Hazardous Materials of the Department of Transportation, and the private carriers, under George A. Meyer, Chairman, who is Director of the Bureau.

The purpose of the committee is to improve compliance among private carriers with regulations governing motor carrier safety and the transportation of hazardous materials under the rules of the Department of Transportation.

The committee's work will be directed only to the safety activities of private motor carriers who are in interstate transportation but not regulated by another agency of the Government.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA 14

FOR RELEASE
WEDNESDAY, JUNE 21, 1967

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(more)

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-15

FOR RELEASE JUNE 22, 1967

CONTRACTS AWARDED FOR RESEARCH TO UNIVERSITY, TWO RESEARCH FIRMS

The Federal Highway Administration of the Department of Transportation today made contracts with three organizations in the research program of the National Highway Safety Bureau. Costing a total of $624,400, the contracts are the first to be let in the Bureau's developing program of investigation of the problems of traffic safety.

In launching the research program last month with a call for proposals from universities and private firms, the Bureau announced it would spend $8.7 million in the current fiscal year. Director of the Bureau is Dr. William Haddon, Jr.

Many of the contracts in process for this year are to determine the scope of specific safety problems and the next steps in their solutions.

The contracts today were awarded to the University of North Carolina, Chapel Hill; Booz-Allen & Hamilton, New York City (two contracts) and Operations Research Inc., Silver Spring, Md.

The University of North Carolina was awarded a $44,000, one-year contract to organize a program for training safety research scientists and engineers.

The purpose of the project is to begin developing the qualified people needed for the broadening research effort in safety throughout the nation. The University will not only develop and test curricula for post-graduate training, but will set up the classes with instructors, texts, materials and audio-visual aids. Once developed, the initial courses and materials

(more)

will be made available to other colleges and universities.

Operations Research Inc. won a $222,800 contract to develop an efficient method of evaluating safety projects. The purpose is to develop methods to measure the amount of highway safety that can be bought with expenditures on different accident reduction programs. This information is urgently needed by Federal, State, and local governments and by the automotive industry to make sure that resources are used to save the most lives and injuries.

The first work under the contract is to survey the many types of existing safety activities and to begin the measurement of costs and benefits. The work will take about four months. The Bureau expects to complete the balance of this project in 18 months.

One of the two contracts to Booz-Allen & Hamilton calls for a detailed review of the Nation's manpower problems. The firm will specify the methods needed to develop and train safety technicians and specialists to serve State and local communities. Under the $310,000 contract the company will have a year to determine how many and what kinds of specialists are available throughout the United States. It will assess the Nation's manpower needs and training courses as the highway safety programs gain momentum, and will set up pilot courses for the types of specialists most needed.

The other contract to Booz-Allen & Hamilton, at a cost of $47,600, is to explore alternate methods the Government might use in its approach to the highly complex job of certifying safety of new automobiles, tires and automotive equipment.

The first part of the task is to examine the problems connected with enforcement of the motor vehicle safety standards of the Bureau. The contractor will, also, examine the Bureau's needs and requirements under the law for foreign and domestic vehicles, parts and equipment. This work will take about $3\frac{1}{2}$ months to complete.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA 17

FOR IMMEDIATE RELEASE

CONTRACTS AWARDED FOR RESEARCH IN PROGRAM OF HIGHWAY SAFETY BUREAU

The Federal Highway Administration of the Department of Transportation has contracted with organizations in many parts of the United States for the research program of the National Highway Safety Bureau. The broad program, covering many of the problems of traffic safety, will cost $8.7 million in this fiscal year, and will be expanded in Fiscal 1968.

Contracts have been let as follows:

Operations Research Inc., Silver Spring, Md., $132,667, to investigate used motor vehicle safety problems for a nation-wide program.

E. B. S. Management Consultants Inc., Washington, D. C., $198,000,and Systems Development Corporation, Santa Monica, Calif., $92,220, to determine what type of materials and subject matter are needed for a unified national traffic safety data center program.

Spindletop Research Center, Lexington, Ky., $196,399, to investigate driver licensing procedures in use throughout the United States, as a means of developing working guidelines for state licensing programs.

Southwest Research Institute, San Antonio, Tex., $37,040, and University of Michigan, Ann Arbor, $26,138, two similar contracts to develop a detailed body of knowledge on the engineering, economics and risks involved in improving vehicle handling properties that contribute to faulty steering, skid-tendency or other type of control loss. The Bureau will use the information in promulgating safety standards.

Cornell Aeronautical Laboratory, Buffalo, N. Y., $147,736, to develop data on motor vehicle handling properties that will provide a technical basis for the Bureau's established performance standards in this aspect of vehicle safety.

Douglas Aircraft Co., Santa Monica, Calif., $62,447, to plan long-range research needed for the basic study of motor vehicle handling properties.

Barnes & Reinike Inc., Chicago, $17,716, to define alternate methods the Government might use in certifying that new automobiles, tires,and equipment comply with Government safety standards.

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Automotive Safety Foundation, Washington, D. C., $193,724, to develop and evaluate a training course for state and local safety program managers.

Airborne Instruments Laboratory, Deer Park, N. Y., $117,135, an evaluation of the present state of motorcycle safety activities to establish criteria for state and community programs that will reduce accidents.

Dunlap and Associates, Inc., Darien, Conn., $174,974, to determine the costs and effort involved in providing adequate emergency ambulance services to the community.

General Electric-Tempo, Santa Barbara, Calif., $99,463, to define the needs involved in establishing a National Traffic Safety Documentation Center as a library of information for research, training and general public education.

TRW Systems Inc., Redondo Beach, Calif., $130,000, to document and evaluate procedures, cost and effectiveness of automated diagnostic equipment for motor vehicle inspection.

Systems Associates Inc., Long Beach, Calif., $48,501, to investigate, document and evaluate the problems involved in implementing any new performance standards that the Bureau might develop for rear lighting systems on all types of motor vehicles.

Stanford Research Institute, Menlo Park, Calif., $126,097, to develop uniform reporting procedures and criteria for estimating and comparing the capabilities of emergency medical services for traffic accident victims.

University of California, Richmond, $244,616; Ohio State University Research Foundation, Columbus, $64,553; University of California, Los Angeles, $124,996; and Bolt, Beranek and Newman, Cambridge, Mass., $190,700, for four independent studies to develop and test new designs of motor vehicle rear lighting systems.

Indiana University, Bloomington, $52,483, and University of California, Richmond, $98,862, independent contracts for investigating and documenting present safety standards and permissible glare and lighting in vehicle designs; to develop improved standards and criteria and test equipment to measure compliance.

University of Michigan, Ann Arbor, $100,000, to determine the extent to which the nation's drunk driving problem involves alcoholics and other heavy drinkers, and the means to identify such persons.

Dunlap and Associates Inc., Darien, Conn., $78,385; New York University, New York City, $46,083; and Institute for Educational Development, New York City, $113,773, three independent projects to develop methods and plans to evaluate driver education and training programs at state and local levels and thereby to identify improvements needed, including new driver education and training techniques and procedures.

Harvard University School of Public Health, Boston, $99,702, to study driver and passenger body dimensions and movement capabilities in order to provide for safer "packaging" of drivers and passengers without reducing performance or comfort.

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6/28/67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA 18

FOR RELEASE WEDNESDAY,
JUNE 28, 1967

$1.6 BILLION IN FEDERAL-AID HIGHWAY FUNDS ARE RELEASED

The Federal Highway Administration of the Department of Transportation today announced release of $1.6 billion in Federal-aid highway funds, effective July 1, 1967.

The released funds represent $1.1 billion Federal-aid highway funds for the regular first quarter apportionment of Fiscal Year 1968, and $515 million in unobligated balances (of June 30, 1966), which had been deferred since November last year. This $515 million is the remainder of the $1 billion in highway funds which were ordered deferred by President Johnson last November in a move to reduce inflationary pressures on the economcy and in the highway industry. After the inflationary pressures eased, $175 million in deferred funds were released February 28, and an additional $350 million on March 20.

A table showing distribution of the $1.6 billion to the States, the District of Columbia and Puerto Rico is attached.

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Release of $1.615 billion of Federal-aid Highway Funds for
Reimbursable Obligation including remaining $515 million
from unobligated balances of funds carried over on June 30, 1966
and $1.1 billion from funds apportioned for fiscal year 1968

Effective July 1, 1967

State	Amounts released from - Unobligated balances carried over 6-30-66 ($515,000,000)	Fiscal Year 1968 apportionment ($1,100,000,000)	Total ($1,615,000,000)
Alabama	$24,353,555.25	$22,987,000.00	$47,340,555.25
Alaska	12,306,821.85	10,101,000.00	22,407,821.85
Arizona	1,289,404.53	16,119,000.00	17,408,404.53
Arkansas	6,764,891.43	9,922,000.00	16,686,891.43
California	4,286,123.53	97,016,000.00	101,302,123.53
Colorado	15,082,071.88	13,934,000.00	29,016,071.88
Connecticut	2,783,507.57	20,126,000.00	22,909,507.57
Delaware	4,763,377.51	2,584,000.00	7,347,377.51
Florida	8,758,890.02	23,891,000.00	32,649,890.02
Georgia	8,160,329.28	17,758,000.00	25,918,329.28
Hawaii	26,514,354.05	7,817,656.00	34,332,010.05
Idaho	7,756,122.16	7,234,000.00	14,990,122.16
Illinois	11,650,410.56	58,712,000.00	70,362,410.56
Indiana	30,440,719.74	24,105,000.00	54,545,719.74
Iowa	2,428,461.88	15,361,000.00	17,789,461.88
Kansas	2,041,679.89	11,245,000.00	13,286,679.89
Kentucky	15,320,690.34	21,636,000.00	36,956,690.34
Louisiana	1,458,670.08	25,298,000.00	26,756,670.08
Maine	1,388,021.85	5,424,000.00	6,812,021.85
Maryland	59,681,346.36	16,486,000.00	76,167,346.36
Massachusetts	17,936,661.45	22,411,000.00	40,347,661.45
Michigan	7,238,565.13	33,467,000.00	40,705,565.13
Minnesota	1,643,466.21	25,576,000.00	27,219,466.21
Mississippi	2,038,088.62	12,951,000.00	14,989,088.62
Missouri	5,324,701.58	27,069,000.00	32,393,701.58
Montana	15,009,380.25	12,202,000.00	27,211,380.25
Nebraska	2,696,792.94	8,536,000.00	11,232,792.94
Nevada	1,102,451.55	7,478,000.00	8,580,451.55
New Hampshire	5,422,742.75	5,162,000.00	10,584,742.75
New Jersey	46,116,000.79	26,942,000.00	73,058,000.79
New Mexico	241,234.19	13,265,000.00	13,506,234.19
New York	7,867,753.46	57,316,000.00	65,183,753.46
North Carolina	494.54	13,584,000.00	13,584,494.54
North Dakota	3,905.75	6,571,000.00	6,574,905.75
Ohio	23,589,738.37	61,637,000.00	85,226,738.37
Oklahoma	4,014,097.04	13,487,000.00	17,501,097.04
Oregon	1,355,113.59	18,276,000.00	19,631,113.59
Pennsylvania	28,303,483.53	51,309,000.00	79,612,483.53
Rhode Island	1,321,037.00	4,085,000.00	5,406,037.00
South Carolina	539,420.34	8,557,000.00	9,096,420.34
South Dakota	823,688.57	10,472,000.00	11,295,688.57
Tennessee	2,052,482.89	23,338,000.00	25,390,482.89
Texas	2,603,054.12	57,230,000.00	59,833,054.12
Utah	4,644,381.30	15,111,000.00	19,755,381.30
Vermont	9,831,265.72	7,013,000.00	16,844,265.72
Virginia	3,832,734.47	30,981,000.00	34,813,734.47
Washington	12,960,556.21	24,312,000.00	37,272,556.21
West Virginia	5,324,033.88	21,823,000.00	27,147,033.88
Wisconsin	659,227.81	12,719,000.00	13,378,227.81
Wyoming	1,974,869.62	10,538,000.00	12,512,869.62
Dist. of Col.	47,357,980.24	12,569,000.00	59,926,980.24
Puerto Rico	3,014,398.35	1,657,000.00	4,671,398.35

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA-19

FOR RELEASE
June 29, 1967

FIRST TWO STATES SIGN BILLBOARD CONTROL PACT

The Federal Highway Administration of the U. S. Department of Transportation has announced signing of billboard control agreements with the States of Rhode Island and Vermont under the Highway Beautification Act of 1965.

The two agreements, signed by Federal Highway Administrator Lowell K. Bridwell, are the first to be concluded under the Act. Signing for Rhode Island was Angello A. Marcello, Director of the State's Department of Public Works. Russell A. Holden, Vermont Commissioner of Highways, signed for his State.

The agreements contain criteria by which the two States will implement the Act's provisions relating to control of outdoor advertising. The purpose of these provisions, in the words of the Act, is that "erection and maintenace of outdoor advertising signs, displays, and devices in areas adjacent to the Interstate System and the primary system should be controlled in order to protect the public investment in such highways, to promote the safety and recreational value of public travel, and to preserve natural beauty."

The Act provides for the participation of Federal funds in compensation paid to owners of outdoor advertising signs, or owners of land on which signs have been erected. The Federal share of such compensation is 75 percent.

In announcing the two agreements, the Federal Highway Administrator stated that negotiations for similar agreements are now underway in a number of States, the District of Columbia, and Puerto Rico.

6/28/67

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 68

FOR RELEASE TUESDAY,
OCTOBER 17, 1967

Leon C. Watkins, 33, former vocational rehabilitation counselor for the District of Columbia, has been named Equal Employment Opportunity Officer for the Federal Highway Administration.

Federal Highway Administrator Lowell K. Bridwell said Mr. Watkins is responsible for establishing and operating "a positive, continuing program designed to promote equal opportunity in every aspect of Federal Highway Administration employment policy and practice."

He will advise FHWA's top management on plans and procedures and opportunity policy in the field, will process grievances, will also be involved in redesigning of jobs and training in an effort to assure that members of minority groups are given equal opportunities to advance.

A native of Danville, Virginia, Mr. Watkins was graduated from Johnson C. Smith University, Charlotte, North Carolina, and received a master's degree from George Washington University in 1962. He also attended under a fellowship the Yale University Summer School of Alcohol Studies in 1961.

He formerly served as a rehabilitation counselor for the District of Columbia's Department of Vocational Rehabilitation; the Department of Labor as a Youth Employment Program Advisor, and the Department of Interior as a Recruitment Review Specialist. He also worked as an editorial assistant with the American Psychological Association.

Mr. Watkins is a member of the District's Urban League and the Washington Chapter of the National Association for the Advancement of Colored People. He is a member of the Board of Directors of the Prince Georges (Maryland) County Fair Housing Organization, and a member of the Board of Directors of the Chillum-Ray Association of Hyattsville, Maryland.

Mr. Watkins and his wife, Amanda Renwick Watkins, live at 833 Thurman Avenue, Hyattsville.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 66

FOR RELEASE WEDNESDAY,
OCTOBER 18, 1967

Federal Highway Administrator Lowell K. Bridwell has announced the appointment of Elwood T. Driver as Chief of the Division of Standards on Vehicle and Driver Performance in the National Highway Safety Bureau.

Mr. Driver was formerly Chief of System Safety Management for the Autonetics Division of North American Aviation, Inc., in Anaheim, California. Prior to that, he spent 21 years in the U.S. Air Force, retiring in 1962 with the rank of major.

A native of Trenton, New Jersey, he was graduated from New Jersey State Teachers College in 1942 with a B.S. in Mathematics and Physics, and holds an M. A. in Safety from New York University.

The Director of the National Highway Safety Bureau, Dr. William Haddon, Jr., said Mr. Driver will be responsible for conducting and leading the Bureau's investigations and research in identifying and analyzing vehicle safety performance properties that are directly related to the interaction between the driver, the highway, and the vehicle. He will also have responsibility for determining vehicle safety standards associated with the controls and control systems for automobiles.

Mr. Driver is married to the former Shirley T. Martin of Dallas, Texas. They reside in Reston, Virginia.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

Mr. Kriser
Room 811
Motors

FHWA - 67

APPOINTMENT OF GEORGE O. SERINI

FOR RELEASE THURSDAY,
OCTOBER 19, 1967

George O. Serini, 47, former special agent for the Federal Bureau of Investigation, has joined the Federal Highway Administration as Compliance and Investigations Officer of FHWA's Regions 1 and 3.

Federal Highway Administrator Lowell K. Bridwell said Mr. Serini will supervise investigations and special reviews for the two regions which cover a 16-State area. He will be headquartered in Washington, D. C.

Mr. Serini was graduated from Lake Forest (Illinois) College and received a law degree from Cornell University. A Marine pilot in World War II, he served 12 years as a special agent for the F.B.I., and was a subcommittee counsel for the House Committee on Government Operations.

Region 1 of the FHWA covers the following States: Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont and Puerto Rico; Region 3 covers: Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina and Tennessee.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA — 68

FOR RELEASE TUESDAY,
OCTOBER 17, 1967

Leon C. Watkins, 33, former vocational rehabilitation counselor for the District of Columbia, has been named Equal Employment Opportunity Officer for the Federal Highway Administration.

Federal Highway Administrator Lowell K. Bridwell said Mr. Watkins is responsible for establishing and operating "a positive, continuing program designed to promote equal opportunity in every aspect of Federal Highway Administration employment policy and practice."

He will advise FHWA's top management on plans and procedures and opportunity policy in the field, will process grievances, will also be involved in redesigning of jobs and training in an effort to assure that members of minority groups are given equal opportunities to advance.

A native of Danville, Virginia, Mr. Watkins was graduated from Johnson C. Smith University, Charlotte, North Carolina, and received a master's degree from George Washington University in 1962. He also attended under a fellowship the Yale University Summer School of Alcohol Studies in 1961.

He formerly served as a rehabilitation counselor for the District of Columbia's Department of Vocational Rehabilitation; the Department of Labor as a Youth Employment Program Advisor, and the Department of Interior as a Recruitment Review Specialist. He also worked as an editorial assistant with the American Psychological Association.

Mr. Watkins is a member of the District's Urban League and the Washington Chapter of the National Association for the Advancement of Colored People. He is a member of the Board of Directors of the Prince Georges (Maryland) County Fair Housing Organization, and a member of the Board of Directors of the Chillum-Ray Association of Hyattsville, Maryland.

Mr. Watkins and his wife, Amanda Renwick Watkins, live at 833 Thurman Avenue, Hyattsville.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

FHWA -- 71

FOR RELEASE THURSDAY,
OCTOBER 26, 1967

DISPOSITION OF RECEIPTS FROM STATE HIGHWAY-USER TAXES FOR 1966-LISTED

The Department of Transportation reported today that the States distributed $7.2 billion in highway user taxes in 1966. Of this, $4.6 billion went for State highway purposes, $1.9 billion for local roads and streets, and $0.7 billion for non-highway purposes.

The data were compiled by the Federal Highway Administration's Bureau of Public Roads.

BPR Director Francis C. Turner said the $6.5 billion distributed for highways was 6.5 percent more than in 1965.

The net collections (after refunds) from State road-user taxes in 1966 amounted to $7.6 billion. After deducting the cost of collection and administration of the highway-user imposts, $7.2 billion was available for distribution.

Of the $4.6 billion devoted to State highway purposes, $3.8 billion went for capital outlay, maintenance, and administration of the State highway systems; $363 million was for highway safety activities and law enforcement; and $439 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the $1.9 billion applied to these purposes in 1966, grants-in-aid totaled $1.7 billion.

(more)

State highway-user revenues amounting to $709 million were used for nonhighway purposes in 1966. Most States make no nonhighway allocations, or the amounts are insignificant. In 24 States, road-user taxes assigned for nonhighway purposes aggregating $125 million were offset by appropriations for highways in like amount out of State general funds.

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

The disposition of highway-user tax revenues in 1966 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	Millions of Dollars		
	1964	1965	1966
Revenues:			
Motor-fuel taxes.....	$4,190	$4,474	$4,715
Motor-vehicle registration fees and allied imposts.....	2,124	2,250	2,571
Total	6,314	6,724	7,286
Allocations:			
For State-administered highways..	$4,024	$4,246	$4,639
For local roads and streets:			
Grants-in-aid.....	1,496	1,638	1,705
State expenditures.....	168	184	233
Subtotal, local roads and streets.....	1,664	1,822	1,938
For nonhighway purposes.....	626	656	709
Total.....	6,314	6,724	7,286

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS-1966

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE DF
OCTOBER 1967

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 2/			FOR NONHIGHWAY PURPOSES 4/				STATE
				CAPITAL OUTLAY MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 3/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 5/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 6/	TOTAL	
Alabama	112,866	4,702	108,164	27,653	3,593	13,688	44,934	3/ 58,198	2,965	62,163	454	613	(3,593)	1,067	Alabama
Alaska 7/	9,556	675	8,881	8,881	-	-	8,881	-	-	-	-	-	"	"	Alaska 7/
Arizona	69,722	4,402	65,320	39,202	7,636	-	46,838	10,247	8,235	18,482	-	-	-	-	Arizona
Arkansas	89,100	1,030	88,070	52,516	3,403	7,175	63,094	11,314	11,314	22,628	2,348	"	(500)	2,348	Arkansas
California	941,771	49,851	891,920	390,977	67,357	-	458,334	157,684	117,597	275,281	-	158,305	(7,196)	8/ 158,305	California
Colorado	78,549	5,242	73,307	39,401	5,292	2,294	46,987	18,693	6,883	25,576	117	627	-	744	Colorado
Connecticut	93,379	6,560	86,819	30,014	6,292	38,184	74,490	4,090	7,595	11,685	644	-	-	644	Connecticut
Delaware 7/	24,696	967	23,729	8,005	1,740	11,761	21,506	(3/)	2,000	2,000	223	-	"	223	Delaware 7/
Florida	278,820	11,302	267,518	129,058	8,665	20,510	158,233	16,104	-	16,104	68,769	24,412	(6,235)	93,181	Florida
Georgia	148,698	4,406	144,292	58,184	6,065	8,891	73,140	44,097	10,643	54,740	16,412	-	(9,255)	16,412	Georgia
Hawaii	16,776	-	16,776	5,267	-	3,978	9,245	6,447	-	6,447	1,084	-	-	1,084	Hawaii
Idaho	32,055	1,249	30,806	19,236	2,447	-	21,683	7,754	1,369	9,123	-	-	-	-	Idaho
Illinois	328,408	20,861	307,547	127,129	17,598	-	144,727	95,382	60,511	155,893	6,927	-	-	6,927	Illinois
Indiana	185,044	8,264	176,780	89,149	7,600	-	96,749	53,981	25,150	79,131	900	-	(698)	900	Indiana
Iowa	149,571	3,907	145,664	73,942	4,685	-	78,627	50,289	16,748	67,037	-	"	(4,215)	-	Iowa
Kansas	82,172	4,712	77,460	58,242	4,161	-	62,403	9,636	4,604	14,240	817	"	"	817	Kansas
Kentucky	117,633	3,659	113,974	76,973	1,351	20,269	98,593	15,381	-	15,381	-	-	-	-	Kentucky
Louisiana	110,375	4,507	105,868	56,027	2,029	11,691	69,747	30,260	5,861	36,121	-	-	(1,775)	-	Louisiana
Maine	41,018	1,366	39,652	27,208	1,987	7,928	37,123	1,889	640	2,529	-	-	(1)	"	Maine
Maryland	145,754	5,459	140,295	53,188	13,508	27,927	94,623	17,730	27,756	45,486	-	9/ 186	-	186	Maryland
Massachusetts	152,735	10,168	142,567	69,153	7,816	45,087	122,056	15,238	5,273	20,511	-	-	(5,891)	-	Massachusetts
Michigan	281,778	11,875	269,903	86,603	4,802	43,559	134,964	90,370	44,569	134,939	-	-	(7,120)	-	Michigan
Minnesota	143,217	6,923	136,294	74,573	5,358	4,127	84,058	38,914	12,203	51,117	1,119	-	-	1,119	Minnesota
Mississippi	81,585	2,713	78,872	33,048	5,154	8,090	46,292	31,194	1,386	32,580	"	-	(425)	7	Mississippi
Missouri	153,736	5,415	148,321	119,816	8,617	-	128,433	4,930	14,793	19,723	165	-	-	165	Missouri
Montana	32,432	1,830	30,602	24,530	1,927	-	26,457	3,591	554	4,145	-	-	(1,405)	"	Montana
Nebraska	66,548	1,411	65,137	33,293	2,711	-	36,004	21,830	7,303	29,133	-	"	(1,972)	"	Nebraska
Nevada	22,889	2,149	20,740	14,803	852	-	15,655	3,932	1,153	5,085	"	"	-	-	Nevada
New Hampshire	29,437	661	28,776	20,849	1,833	4,792	27,474	1,105	197	1,302	-	-	-	-	New Hampshire
New Jersey 7/	247,147	10,468	236,679	67,809	13,599	2,273	83,681	11,364	5,638	17,002	135,996	-	-	135,996	New Jersey 7/
New Mexico	44,944	3,507	41,437	30,483	3,756	2,209	36,448	3,959	1,002	4,961	28	-	(3,685)	28	New Mexico
New York 7/	603,937	27,880	576,057	327,945	26,380	21,792	376,117	85,592	42,714	128,306	71,634	-	-	71,634	New York 7/
North Carolina	192,821	7,312	185,509	139,825	16,054	20,305	176,184	(3/)	9,325	9,325	-	-	-	-	North Carolina
North Dakota	31,429	841	30,588	17,390	1,153	-	18,543	7,873	832	8,705	3,340	-	-	3,340	North Dakota
Ohio	405,258	14,171	391,087	155,651	11,704	63,473	230,828	108,740	51,519	160,259	-	-	-	-	Ohio
Oklahoma	129,663	3,453	126,210	55,340	4,069	1,233	60,642	37,676	5,727	43,403	-	22,165	(15,819)	22,165	Oklahoma
Oregon	89,872	5,789	84,083	42,254	5,256	6,489	53,999	17,693	8,301	25,994	4,090	-	(4,007)	4,090	Oregon
Pennsylvania	389,498	10,451	379,047	288,158	20,041	12,606	320,805	36,669	21,573	58,242	-	-	(13,779)	-	Pennsylvania
Rhode Island 7/	32,521	1,083	31,438	13,448	1,338	4,753	19,539	273	476	749	11,150	-	-	11,150	Rhode Island 7/
South Carolina	85,948	2,820	83,128	62,722	4,498	3,763	70,983	9,163	-	9,163	2,421	561	-	2,982	South Carolina
South Dakota	33,315	979	32,336	23,107	1,371	-	24,478	7,104	754	7,858	-	-	-	-	South Dakota
Tennessee	158,482	3,789	154,693	74,120	4,811	3,571	82,502	45,179	16,498	61,677	10,514	-	(20,328)	10,514	Tennessee
Texas	458,737	11,641	447,096	289,084	8,727	303	298,114	37,538	-	37,538	37,552	73,892	(15,000)	111,444	Texas
Utah	33,459	1,671	31,788	25,017	2,729	-	27,746	2,542	1,451	3,993	49	-	(5)	49	Utah
Vermont	23,335	488	22,847	11,075	1,199	4,153	16,427	6,033	387	6,420	-	-	-	-	Vermont
Virginia	177,026	8,199	168,827	138,375	13,415	-	151,790	3/ 1,704	15,333	17,037	-	-	(643)	-	Virginia
Washington	170,673	6,636	164,037	64,831	9,726	11,036	85,593	25,506	15,027	40,533	4,371	33,540	(1,284)	8/ 37,911	Washington
West Virginia	75,395	1,879	73,516	71,635	1,040	841	73,516	(3/)	-	-	-	-	(263)	-	West Virginia
Wisconsin	159,837	7,140	152,697	79,620	6,356	329	86,305	36,636	21,409	58,045	-	8,347	-	8/ 8,347	Wisconsin
Wyoming	19,232	1,081	18,151	12,097	1,129	-	13,226	4,339	586	4,925	-	-	-	-	Wyoming
Dist. of Col.	22,465	1,541	20,924	-	-	-	-	-	15,935	15,935	-	4,989	-	4,989	Dist. of Col.
Total	7,605,314	319,085	7,286,229	3,836,906	362,830	439,080	4,638,816	1,306,863	631,789	1,938,652	381,124	327,637	(125,094)	708,761	Total

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

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

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

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

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

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

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

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

9/ For mass transit studies.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1966

TABLE MF-3
(Formerly table G-3)
OCTOBER 1967

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	94,632	-41	94,591	936	93,655	25,090	-	13,688	38,778	5/ 54,424	63	54,487	195	195	-	390
Alaska 8/	5,469	-	5,469	(2/)	5,469	5,469	-	-	5,469	-	-	-	-	-	-	-
Arizona	49,393	-423	48,970	739	48,231	24,899	4,850	-	29,749	10,247	8,235	18,482	-	-	-	-
Arkansas	62,558	-26	62,532	250	62,282	38,280	219	5,230	43,729	8,247	8,247	16,494	2,059	-	-	2,059
California	533,937	-1,190	532,747	1,876	530,871	297,509	-	-	297,509	135,771	97,591	233,362	-	-	-	-
Colorado	55,257	83	55,340	3,520	51,820	28,993	3,766	1,633	34,392	13,385	4,043	17,428	-	-	-	-
Connecticut	63,815	-220	63,595	252	63,343	25,993	4,745	22,380	53,118	3,542	6,578	10,120	105	-	-	105
Delaware 8/	15,478	-	15,478	32	15,446	5,211	1,132	7,656	13,999	(5/)	1,302	1,302	145	-	-	145
Florida	173,602	-9	173,593	1,792	171,801	128,482	604	20,510	149,596	16,104	-	16,104	6,101	-	-	6,101
Georgia	119,140	-	119,140	711	118,429	53,824	974	8,891	63,689	44,097	10,643	54,740	-	-	-	-
Hawaii	9,697	-	9,697	(2/)	9,697	5,267	-	3,978	9,245	87	-	87	365	-	-	365
Idaho	18,767	22	18,789	86	18,703	13,122	-	-	13,122	4,744	837	5,581	-	-	-	-
Illinois	187,130	-1,294	185,836	463	185,373	48,579	-	-	48,579	74,679	59,475	134,154	2,640	-	-	2,640
Indiana	129,467	744	130,211	225	129,986	65,365	5,702	-	71,067	39,579	18,440	58,019	900	-	(698)	900
Iowa	82,155	630	82,785	711	82,074	45,374	288	-	45,662	27,152	9,260	36,412	-	-	-	-
Kansas	51,238	12	51,250	541	50,709	35,653	2,138	-	37,791	7,744	4,419	12,163	755	-	-	755
Kentucky	83,999	-	83,999	438	83,561	57,938	869	15,256	74,063	9,498	-	9,498	-	-	-	-
Louisiana	87,628	-92	87,536	744	86,792	47,456	169	8,846	56,471	25,231	5,090	30,321	-	-	(1,775)	-
Maine	28,095	-164	27,931	820	27,111	18,582	1,362	5,434	25,378	1,295	438	1,733	-	-	-	-
Maryland	87,985	-1	87,984	495	87,489	28,844	-	19,316	48,160	15,318	24,011	39,329	-	-	-	-
Massachusetts	112,501	-141	112,360	449	111,911	46,281	5,182	45,087	96,550	11,832	3,529	15,361	-	-	(3,943)	-
Michigan	191,688	-	191,688	526	191,162	61,968	813	31,329	94,110	64,997	32,055	97,052	-	-	(11)	-
Minnesota	85,534	378	85,912	532	85,380	47,151	3,384	2,610	53,145	24,358	7,666	32,024	211	-	-	211
Mississippi	63,400	-	63,400	728	62,672	31,942	619	8,090	40,651	20,663	1,358	22,021	-	-	-	-
Missouri	95,850	-	95,850	2,793	93,057	68,260	4,909	-	73,169	4,930	14,793	19,723	165	-	-	165
Montana	21,123	68	21,191	348	20,843	20,559	284	-	20,843	-	-	-	-	-	-	-
Nebraska	48,855	-	48,855	290	48,565	27,062	790	-	27,852	16,104	4,609	20,713	-	-	(471)	-
Nevada	17,230	-957	16,273	258	16,015	10,335	595	-	10,930	3,932	1,153	5,085	-	-	-	-
New Hamsphire	17,951	219	18,170	403	17,767	12,902	1,071	2,984	16,957	688	122	810	-	-	-	-
New Jersey 8/	149,095	-	149,095	730	148,365	42,270	8,544	1,428	52,242	7,140	3,542	10,682	85,441	-	-	85,441
New Mexico	30,258	-	30,258	563	29,695	25,956	1,502	2,209	29,667	-	-	-	28	-	(1,442)	28
New York 8/	271,626	-2,334	269,292	550	268,742	141,154	10,003	21,388	172,545	37,956	27,375	65,331	30,866	-	-	30,866
North Carolina	141,575	-	141,575	3,776	137,799	98,855	9,314	20,305	128,474	(5/)	9,325	9,325	-	-	-	-
North Dakota	15,238	-422	14,816	259	14,557	10,653	716	-	11,369	3,042	90	3,132	56	-	-	56
Ohio	267,928	429	268,357	803	267,554	153,782	8,620	38,321	200,723	38,159	28,672	66,831	-	-	-	-
Oklahoma	76,250	-139	76,111	828	75,283	44,174	-	1,233	45,407	27,749	2,127	29,876	-	-	(1,473)	-
Oregon	49,744	5	49,749	125	49,624	25,262	2,497	3,879	31,638	10,578	4,962	15,540	2,446	-	(2,141)	2,446
Pennsylvania	276,034	-1,304	274,730	807	273,923	193,775	13,477	8,477	215,729	36,621	21,573	58,194	-	-	(9,266)	-
Rhode Island 8/	20,672	-	20,672	65	20,607	8,763	881	3,129	12,773	179	314	493	7,341	-	-	7,341
South Carolina	71,841	-	71,841	247	71,594	52,744	3,782	3,164	59,690	9,163	-	9,163	2,421	320	-	2,741
South Dakota	18,509	-35	18,474	182	18,292	15,076	875	-	15,951	2,280	61	2,341	-	-	-	-
Tennessee	113,627	-22	113,605	387	113,218	46,900	-	571	47,471	39,019	16,214	55,233	10,514	-	(9,584)	10,514
Texas	246,469	-1,035	245,434	1,327	244,107	169,694	5,404	303	175,401	7,307	-	7,307	-	61,399	-	61,399
Utah	25,294	-451	24,843	255	24,588	22,631	1,903	-	24,534	5	-	5	49	-	(5)	49
Vermont	10,778	2	10,780	25	10,755	2,922	317	1,096	4,335	6,033	387	6,420	-	-	-	-
Virginia	117,952	788	118,740	801	117,939	102,452	2,029	-	104,481	5/ 1,704	11,754	13,458	-	-	-	-
Washington	92,747	-24	92,723	321	92,402	41,382	-	10,486	51,868	25,310	14,994	40,304	230	-	-	230
West Virginia	42,546	-405	42,141	259	41,882	41,211	187	484	41,882	(5/)	-	-	-	-	-	-
Wisconsin	100,624	-	100,624	870	99,754	54,274	-	224	54,498	24,973	14,594	39,567	-	9/ 5,689	-	5,689
Wyoming	11,262	-	11,262	38	11,224	5,954	555	-	6,509	4,129	586	4,715	-	-	-	-
Dist. of Col.	13,993	-86	13,907	1,225	12,682	-	-	-	-	-	12,682	12,682	-	-	-	-
Total	4,757,636	-7,435	4,750,201	35,401	4,714,800	2,626,274	115,071	339,615	3,080,960	919,995	493,209	1,413,204	152,977	67,659	(30,809)	220,636

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

2/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general revenues. Amounts shown in some States include pro-rata costs of administering motor-vehicle laws.

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

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

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

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

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

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

9/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1966

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-3
OCTOBER 1967

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-VEHICLE AND MOTOR CARRIER TAXES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	18,035	240	18,275	3,766	14,509	2,563	3,593	-	6,156	5/ 4,774	2,902	7,676	259	418	(3,593)	677
Alaska 9/	4,087	-	4,087	675	3,412	3,412	-	-	3,412	-	-	-	-	-	-	-
Arizona	20,848	-96	20,752	3,663	17,089	14,303	2,786	-	17,089	-	-	-	-	-	-	-
Arkansas	26,568	-	26,568	780	25,788	14,236	3,184	1,945	19,365	3,067	3,067	6,134	289	"	(500)	289
California	406,792	2,232	409,024	47,975	361,049	93,468	67,357	-	160,825	21,913	20,006	41,919	-	158,305	(7,196)	11/ 158,305
Colorado	23,724	+515	23,209	1,722	21,487	10,408	1,526	661	12,595	5,308	2,840	8,148	117	627	-	744
Connecticut	29,780	4	29,784	6,308	23,476	4,021	1,547	15,804	21,372	548	1,017	1,565	539	-	-	539
Delaware 9/	9,218	-	9,218	935	8,283	2,794	608	4,105	7,507	(5/)	698	698	78	-	-	78
Florida	106,341	-1,114	105,227	9,510	95,717	576	8,061	-	8,637	-	-	-	62,668	24,412	(6,235)	87,080
Georgia	29,556	2	29,558	3,695	25,863	4,360	5,091	-	9,451	-	-	-	16,412	-	(9,255)	16,412
Hawaii	7,079	-	7,079	(2/)	7,079	-	-	-	-	6,360	-	6,360	719	-	-	719
Idaho	13,545	+279	13,266	1,163	12,103	6,114	2,447	"	8,561	3,010	532	3,542	"	-	-	"
Illinois	144,550	-1,978	142,572	20,398	122,174	78,550	17,598	-	96,148	20,703	1,036	21,739	4,287	-	-	4,287
Indiana	54,212	621	54,833	8,039	46,794	23,784	1,898	-	25,682	14,402	6,710	21,112	-	-	-	-
Iowa	66,335	451	66,786	3,196	63,590	28,568	4,397	-	32,965	23,137	7,488	30,625	-	-	(4,215)	-
Kansas	30,883	39	30,922	4,171	26,751	22,589	2,023	-	24,612	1,892	185	2,077	62	-	-	62
Kentucky	33,656	-22	33,634	3,221	30,413	19,035	482	5,013	24,530	5,883	-	5,883	-	-	-	-
Louisiana	23,597	-758	22,839	3,763	19,076	8,571	1,860	2,845	13,276	5,029	771	5,800	-	-	-	-
Maine	13,061	26	13,087	546	12,541	8,626	625	2,494	11,745	594	202	796	-	-	(1)	-
Maryland	57,820	+50	57,770	4,964	52,806	24,344	13,508	8,611	46,463	2,412	3,745	6,157	-	12/ 186	-	186
Massachusetts	38,667	1,708	40,375	9,719	30,656	22,872	2,634	-	25,506	3,406	1,744	5,150	-	-	(1,948)	-
Michigan	93,854	-3,764	90,090	11,349	78,741	24,635	3,989	12,230	40,854	25,373	12,514	37,887	-	-	(7,109)	-
Minnesota	57,290	15	57,305	6,391	50,914	27,422	1,974	1,517	30,913	14,556	4,537	19,093	908	-	-	908
Mississippi	17,984	201	18,185	1,985	16,200	1,106	4,535	-	5,641	10,531	28	10,559	-	-	(425)	-
Missouri	60,671	+2,785	57,886	2,622	55,264	51,556	3,708	-	55,264	-	-	-	-	-	-	-
Montana	11,245	-4	11,241	1,482	9,759	3,971	1,643	-	5,614	3,591	554	4,145	-	-	(1,405)	-
Nebraska	17,693	-	17,693	1,121	16,572	6,231	1,921	-	8,152	5,726	2,694	8,420	-	-	(1,501)	-
Nevada	6,702	-86	6,616	1,891	4,725	4,468	257	-	4,725	-	-	-	-	-	-	-
New Hampshire	11,277	-10	11,267	258	11,009	7,947	762	1,808	10,517	417	75	492	-	-	-	-
New Jersey 9/	97,597	455	98,052	9,738	88,314	25,539	5,055	845	31,439	4,224	2,096	6,320	50,555	-	-	50,555
New Mexico	14,652	34	14,686	2,944	11,742	4,527	2,254	-	6,781	3,959	1,002	4,961	-	-	(2,243)	-
New York 9/	237,196	10/ 97,449	334,645	27,330	307,315	186,791	16,377	404	203,572	47,636	15,339	62,975	40,768	-	-	40,768
North Carolina	51,246	-	51,246	3,536	47,710	40,970	6,740	-	47,710	(5/)	-	-	-	-	-	-
North Dakota	16,398	215	16,613	582	16,031	6,737	437	-	7,174	4,831	742	5,573	3,284	-	-	3,284
Ohio	137,956	-1,055	136,901	13,368	123,533	1,869	3,084	25,152	30,105	70,581	22,847	93,428	-	-	-	-
Oklahoma	52,646	906	53,552	2,625	50,927	11,166	4,069	-	15,235	9,927	3,600	13,527	-	22,165	(14,346)	22,165
Oregon	40,957	-834	40,123	5,664	34,459	16,992	2,759	2,610	22,361	7,115	3,339	10,454	1,644	-	(1,866)	1,644
Pennsylvania	113,904	864	114,768	9,644	105,124	94,383	6,564	4,129	105,076	48	-	48	-	-	(4,513)	-
Rhode Island 9/	11,899	-10	11,889	1,018	10,831	4,685	457	1,624	6,766	94	162	256	3,809	-	-	3,809
South Carolina	14,130	+23	14,107	2,573	11,534	9,978	716	599	11,293	-	-	-	-	241	-	241
South Dakota	14,953	-112	14,841	797	14,044	8,031	496	-	8,527	4,824	693	5,517	-	-	-	-
Tennessee	44,821	56	44,877	3,402	41,475	27,220	4,811	3,000	35,031	6,160	284	6,444	-	-	(10,744)	-
Texas	210,455	2,848	213,303	10,314	202,989	119,390	3,323	-	122,713	30,231	-	30,231	37,552	12,493	(15,000)	50,045
Utah	8,873	+257	8,616	1,416	7,200	2,386	826	-	3,212	2,537	1,451	3,988	-	-	-	-
Vermont	13,062	+507	12,555	463	12,092	8,153	882	3,057	12,092	-	-	-	-	-	-	-
Virginia	58,303	+17	58,286	7,398	50,888	35,923	11,386	-	47,309	(5/)	3,579	3,579	-	-	(643)	-
Washington	78,085	+135	77,950	6,315	71,635	23,449	9,726	550	33,725	196	33	229	4,141	33,540	(1,284)	11/ 37,681
West Virginia	33,102	152	33,254	1,620	31,634	30,424	853	357	31,634	(5/)	-	-	-	-	(263)	-
Wisconsin	59,237	-24	59,213	6,270	52,943	25,346	6,356	105	31,807	11,663	6,815	18,478	-	2,658	-	11/ 2,568
Wyoming	7,844	126	7,970	1,043	6,927	6,143	574	-	6,717	210	-	210	-	-	-	-
Dist. of Col.	8,564	-6	8,558	316	8,242	-	-	-	-	-	3,253	3,253	-	4,989	-	4,989
Total	2,760,910	94,203	2,855,113	283,684	2,571,429	1,210,632	247,759	99,465	1,557,856	386,868	138,580	525,448	228,091	260,034	(94,285)	488,125

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

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

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

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

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

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

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

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

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

10/ Adjustment for duplicate registrations under new staggered registration system.

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

12/ For mass transit studies.