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

FHWA -- 73

AUTO SAFETY CERTIFICATION
REQUIREMENTS ANNOUNCED

FOR RELEASE, WEDNESDAY,
NOVEMBER 1, 1967

The Department of Transportation's Federal Highway Administrator Lowell K. Bridwell today announced requirements for the certification of all automobiles and auto equipment manufactured after December 31 for sale in the United States.

The National Traffic and Motor Vehicle Safety Act of 1966 requires that every manufacturer or distributor of motor vehicles and motor vehicle equipment manufactured after December 31 shall certify that his product conforms to all applicable Federal motor vehicle safety standards.

Bridwell issued instructions to manufacturers to comply with the provisions of the Act by designing their own label or tag and affixing it to the vehicle "in a location where it can be easily read."

The Notice requests all manufacturers affected to submit the following information before January 1, 1968 to the National Highway Safety Bureau:

1. The location on the vehicle at which the certification label or tag will be placed.

2. A sample of the label or tag to be used.

3. The means by which the label or tag will be permanently attached, for example by weld, rivet, screw, or adhesive.

4. A description of the serial number system by which vehicles manufactured on or after January 1, 1968 can be identified.

A certification requirement of the Act applies only to those particular types of vehicles or equipment for which Federal Motor Vehicle Safety standards are applicable.

Today's Notice also announced the Bureau's intent to issue a Notice of Proposed Rule Making of additional certification regulations at a future date, after completion of a study and an evaluation of the experience gained in the next few months.

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

FOR RELEASE THURSDAY,
NOVEMBER 2, 1967

FHWA -- 72

DRIVER REGISTRY QUERIES
HIT 60,000 A DAY MARK

The National Driver Registry, a service designed to help the States keep problem drivers off the highways, currently is handling some 60,000 inquiries a day.

Federal Highway Administrator Lowell K. Bridwell said the number of daily queries has increased by 50 percent since the National Traffic Safety Act of 1966 became effective and broadened the scope of the Registry's service.

When the Registry was set up by the Congress back in 1961 it was authorized to report only on drunken drivers and on convictions of those involved in fatal accidents. The Safety Act of 1966 broadened this to include all revocations or suspensions of licenses.

To date, 36 States and the District of Columbia are reporting the new kinds of driver license denials and withdrawals to the Register. Also, 19 States and Territories are reporting original and renewal license applications to the computerized service in Washington.

"We expect all States eventually to report and use all phases of the service," Administrator Bridwell said. "This should be considered a minimum safety procedure in driver examination, improvement and control."

A primary purpose of the registry, now maintained by the Department of Transportation's National Highway Safety Bureau, is to prevent drivers whose licenses have been revoked in one jurisdication from obtaining another license in some other place.

A study of driver violators conducted by the Registry showed one individuals's driving privilege was withdrawn 33 times in seven different States over a period of nine years. All involved convictions for driving while intoxicated -- a primary cause of fatal traffic accidents.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA --- 74

FOR RELEASE FRIDAY, NOVEMBER 3, 1967 QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, SEPTEMBER 30, 1967

Almost 24,600 miles of the 41,000-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 6,046 miles, the U.S. Department of Transportation's Federal Highway Administration announced today.

Information as of September 30, 1967 compiled by the Department's Bureau of Public Roads showed that 60 percent of the system is now open to traffic. Only 3 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 22,141 a year ago and 24,070 as of June 30, 1967, the date of the last survey, to 24,595 as of September 30. Thus mileage open to traffic was increased by 2,454 miles during the past 12 months, including 525 miles in the quarter ending September 30.

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 programs come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

Of the 24,595 miles of the Interstate System now in use by motorists, 19,000 miles meet the standards of adequacy for future traffic and 3,291 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 2,304 miles.

Of the total mileage open to traffic 21,036 miles (86 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 1,255 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, 6,046 miles were under construction as of September 30, and engineering or right-of-way acquisition was in progress on another 9,065 miles. Thus some form of work was underway or completed on 39,706 miles of the 41,000-mile system -- about 97 percent of the total.

(over)

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 $3.8 billion for fiscal year 1969 was announced on August 29, 1967. 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 September 30, 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	18,651	
With other public funds	349	19,000
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:		
With Interstate funds	2,385	
With other public funds	906	3,291
Toll facilities		2,304
Total mileage improved and open to traffic		24,595
Mileage under construction		6,046
Preliminary engineering or right-of-way acquisition underway		9,065
Total mileage improved or work underway		39,706

Some $30.6 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 $21.33 billion, of which $17.45 billion was for construction and $3.88 billion for engineering and right-of-way acquisition. As of September 30, 1967, work estimated to cost $9.31 billion was underway or authorized, including $6.12 billion of construction, and $3.19 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, for which $1 billion was apportioned for fiscal year 1969, has also shown remarkable accomplishment, with $22.82 billion worth of work involving 231,633 miles of construction contracts completed or underway.

Construction contracts involving 215,361 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $17.56 billion; and contracts involving 16,272 miles at a cost of $3.22 billion were underway on June 30. In addition, $1.33 billion of engineering and right-of-way acquisition work had been completed and $708 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.

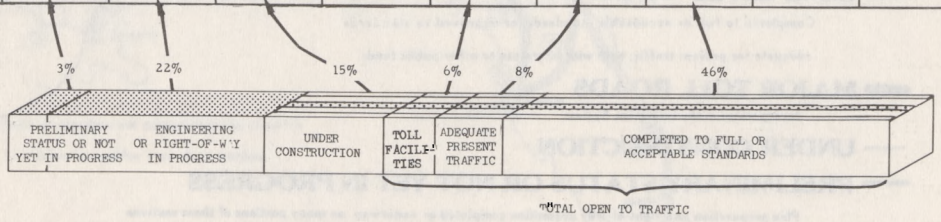
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program, received $1,182 million of tax revenue income during the three months ended September 30, about 72 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1,198 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 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	-	242.8	184.4	427.2	-	141.3	311.4	452 7	879.9	ALABAMA
ARIZONA	1.0	198.3	235.7	434.0	-	268.2	464.1	732.3	1,167.3	ARIZONA
ARKANSAS	-	73.4	152.3	225.7	-	4.3	288.9	293.2	518.9	ARKANSAS
CALIFORNIA	-	553.1	392.7	945.8	10.2	320.7	888.3	1,219.2	2,165.0	CALIFORNIA
COLORADO	130.1	159.4	57.2	216.6	-	121.5	477.7	599.2	945.9	COLORADO
CONNECTICUT	-	24.2	10.9	35.1	16.4	47.0	196.9	260.3	295.4	CONNECTICUT
DELAWARE	-	9.4	10.8	20.2	14.3	0.9	5.2	20.4	40.6	DELAWARE
FLORIDA	152.9	251.8	88.2	340.0	46.5	-	616 8	663.3	1,156.2	FLORIDA
GEORGIA	-	350.5	234.8	585.3	-	15.5	505.7	521.2	1,106.5	GEORGIA
HAWAII	11.6	24.9	4.2	29.1	-	1.6	9.5	11.1	51.8	HAWAII
IDAHO	-	179.9	40.1	220.0	-	53.6	334.8	388.4	608.4	IDAHO
ILLINOIS	38.8	435.2	235.6	670.8	156.0	143.0	633.2	932.2	1,641.8	ILLINOIS
INDIANA	-	262.0	226.5	488.5	156.9	41.1	427.9	625 9	1,114.4	INDIANA
IOWA	-	188.5	96.5	285.0	0.6	-	424.2	424.8	709.8	IOWA
KANSAS	0.1	114.8	51.6	166.4	185.9	9.6	438.9	634.4	800.9	KANSAS
KENTUCKY	-	175.8	219.1	394.9	39.2	4.2	300.3	343.7	738.6	KENTUCKY
LOUISIANA	-	240.7	159.9	400.6	-	1.8	270.8	272.6	673.2	LOUISIANA
MAINE	1.8	33.8	42.2	76.0	58.0	60.6	115.7	234.3	312.1	MAINE
MARYLAND	19.2	28.1	40.5	68.6	53.0	80.9	132.4	266.3	354.1	MARYLAND
MASSACHUSETTS	4.4	53.7	50.9	104.6	135.8	27.4	178.9	342.1	451.1	MASSACHUSETTS
MICHIGAN	-	172.0	101.6	273.6	4.8	44.4	758.6	807.8	1,081.4	MICHIGAN
MINNESOTA	-	308.4	261.6	570.0	-	48.4	285.6	334.0	904.0	MINNESOTA
MISSISSIPPI	-	127.0	206.1	333.1	-	31.4	313.5	344.9	678 0	MISSISSIPPI
MISSOURI	12.3	259.5	79.1	338.6	0.3	173.1	595.6	769.0	1,119.9	MISSOURI
MONTANA	29.6	546.9	96.1	643.0	-	275.4	237.4	512.8	1,185.4	MONTANA
NEBRASKA	-	111.5	54.2	165.7	0.2	25.5	286.2	311.9	477.6	NEBRASKA
NEVADA	-	148.4	53.3	201.7	-	5.3	327.6	332.9	534.6	NEVADA
NEW HAMPSHIRE	11.3	34.4	23.7	58.1	22.0	20.2	103.4	145.6	215.0	NEW HAMPSHIRE
NEW JERSEY	58.3	86.0	63.9	149.9	46.3	46.6	72.2	165.1	373.3	NEW JERSEY
NEW MEXICO	62.4	246.6	91.3	337.9	-	71.5	530.4	601.9	1,002.2	NEW MEXICO
NEW YORK	21.7	90.0	72.6	162.6	492.4	51.9	494.6	1,038.9	1,223.2	NEW YORK
NORTH CAROLINA	15.3	200.9	133.4	334.3	-	35.5	385.1	420.6	770.2	NORTH CAROLINA
NORTH DAKOTA	62.6	95.5	26.8	122.3	-	51.9	334.0	385.9	570.8	NORTH DAKOTA
OHIO	8.8	253.0	251.8	504.8	206.1	53.7	756.5	1,016.3	1,529.9	OHIO
OKLAHOMA	-	88.0	117.4	205.4	174.1	28.9	389.1	592.1	797.5	OKLAHOMA
OREGON	16.9	66.9	1.3	68.2	-	135.2	513.5	648.7	733.8	OREGON
PENNSYLVANIA	23.8	237.6	303.2	540.8	360.2	2.2	647.6	1,010.0	1,574.6	PENNSYLVANIA
RHODE ISLAND	-	15.8	13.5	29.3	-	8.7	32.8	41.5	70.8	RHODE ISLAND
SOUTH CAROLINA	-	119.1	190.9	310.0	-	13.0	359.1	372 1	682.1	SOUTH CAROLINA
SOUTH DAKOTA	-	191.2	77.6	268.8	-	57.2	353.2	410.4	679.2	SOUTH DAKOTA
TENNESSEE	-	333.7	155.3	489.0	-	96.0	465.6	561.6	1,050.6	TENNESSEE
TEXAS	54.9	650.8	395.1	1,045.9	-	294.0	1,633.8	1,927.8	3,028.6	TEXAS
UTAH	235.7	270.6	175.0	445.6	-	50.5	202.7	253.2	934.5	UTAH
VERMONT	-	122.3	67.4	189.7	-	4.6	126.1	130.7	320.4	VERMONT
VIRGINIA	11.2	275.2	134.6	409.8	38.3	49.1	551.9	639.3	1,060 3	VIRGINIA
WASHINGTON	64.8	138.3	49.2	187.5	-	216.1	258.3	474.4	726.7	WASHINGTON
WEST VIRGINIA	53.0	170.5	74.9	245.4	87.2	0.3	130.4	217.9	516.3	WEST VIRGINIA
WISCONSIN	0.7	39.8	95.2	135.0	-	24.7	298.0	322.7	458.4	WISCONSIN
WYOMING	151.6	56.3	144.4	200.7	-	29.7	527.5	557.2	909.5	WYOMING
DISTRICT OF COLUMBIA	9.7	8.4	1.1	9.5	-	2.9	7.7	10.6	29.8	DISTRICT OF COLUMBIA
PENDING	29.5 2/								29.5 2/	PENDING
TOTAL	1,294.0	9,064.9	6,045.7	15,110.6	2,304.7	3,291.1	18,999.6	24,595.4	41,000.0	TOTAL

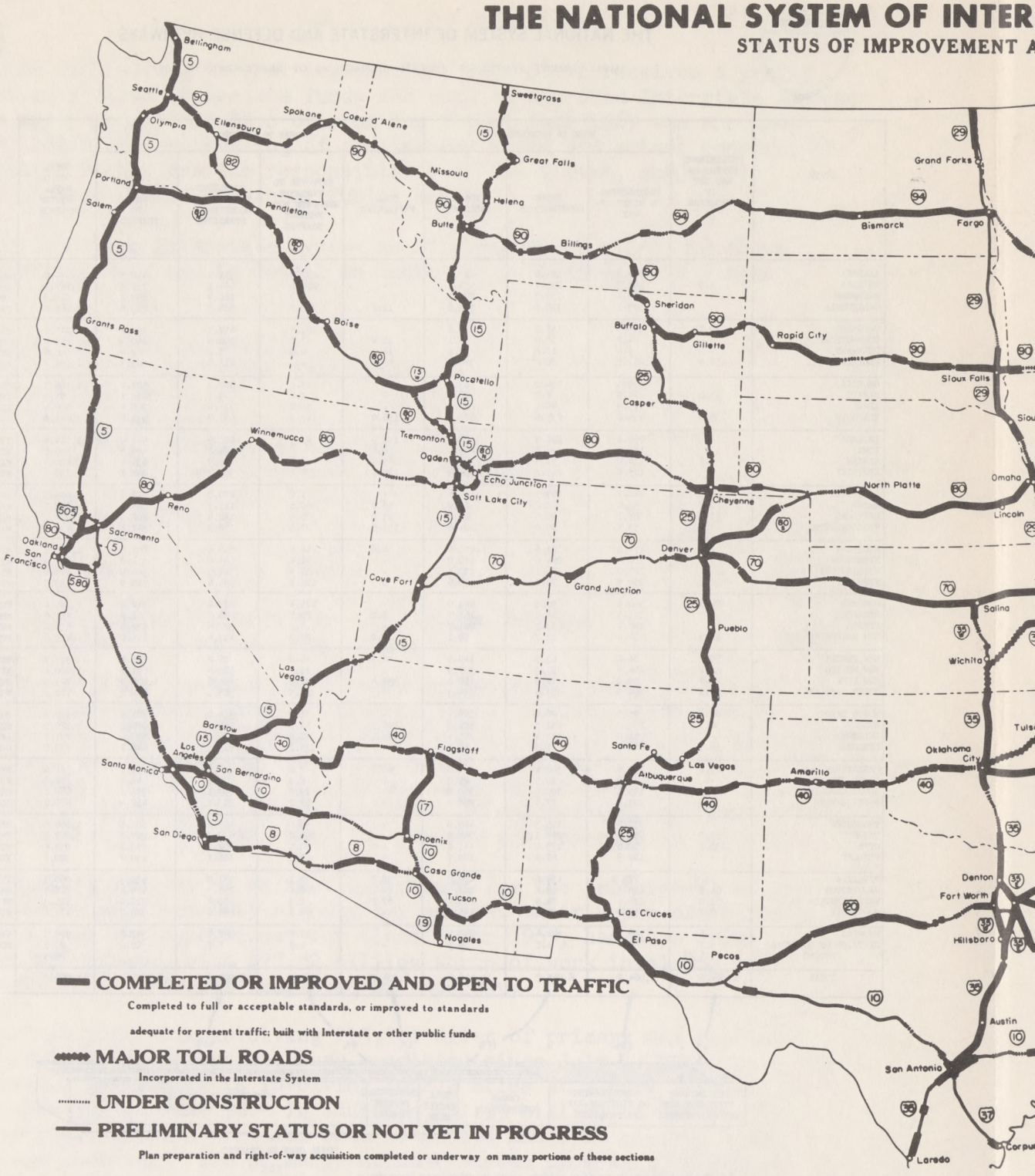


1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

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 INTER

STATUS OF IMPROVEMENT A



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	
1,294 Miles	9,065 Miles	6,046 Miles	

NTERSTATE AND DEFENSE HIGHWAYS

MENT AS OF SEPTEMBER 30, 1967

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

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

Open to Traffic

24,595 Miles

30,641 Miles

INTERSTATE

TOTAL

41,000

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF SEPTEMBER 30, 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	$114.7	$103.2	$106.5	$95.8	$221.2	$199.0	$319.1	$281.9	$51.9	$45.3	$371.0	$327.2
ALASKA												
ARIZONA	56.4	53.4	24.2	22.9	80.6	76.3	284.3	263.3	41.7	38.9	326.0	302.2
ARKANSAS	67.1	60.4	13.9	12.5	81.0	72.9	218.3	194.2	34.0	29.3	252.3	223.5
CALIFORNIA	501.0	444.3	463.4	394.2	964.4	838.5	1,410.7	1,236.3	511.1	432.5	1,921.8	1,668.8
COLORADO	59.3	54.0	29.6	27.0	88.9	81.0	227.0	201.4	33.6	28.7	260.6	230.1
CONNECTICUT	50.7	42.9	41.3	36.4	92.0	79.3	276.7	240.5	77.2	68.9	353.9	309.4
DELAWARE	26.2	23.7	28.9	25.3	55.1	49.0	53.0	46.6	1.4	1.1	54.4	47.7
FLORIDA	91.1	81.8	38.2	34.4	129.3	116.2	392.9	345.7	139.3	123.7	532.2	469.4
GEORGIA	209.0	188.1	75.2	67.7	284.2	255.8	299.6	263.9	40.0	35.3	339.6	299.2
HAWAII	36.0	30.7	24.4	21.9	60.4	52.6	23.8	20.6	22.6	20.3	46.4	40.9
IDAHO	48.8	45.1	12.0	11.0	60.8	56.1	113.9	103.5	19.0	16.2	132.9	119.7
ILLINOIS	308.9	277.3	57.1	50.9	366.0	328.2	1,054.8	907.9	236.0	207.1	1,290.8	1,115.0
INDIANA	183.8	165.4	62.2	56.0	246.0	221.4	409.0	363.8	93.0	83.6	502.0	447.4
IOWA	63.3	56.5	22.5	20.1	85.8	76.6	298.9	265.6	35.2	30.5	334.1	296.1
KANSAS	32.6	29.0	28.2	25.4	60.8	54.4	219.8	193.7	22.9	20.2	242.7	213.9
KENTUCKY	148.3	132.9	59.3	53.3	207.6	186.2	353.3	315.1	60.7	50.0	414.0	365.1
LOUISIANA	226.6	201.4	173.8	154.1	400.4	355.5	373.4	332.9	9.8	8.8	383.2	341.7
MAINE	24.0	21.5	6.6	6.0	30.6	27.5	128.1	113.3	10.4	9.0	138.5	122.3
MARYLAND	75.0	65.9	58.7	52.8	133.7	118.7	250.2	213.8	36.8	32.2	287.0	246.0
MASSACHUSETTS	158.1	140.6	53.8	48.1	211.9	188.7	369.2	324.1	114.5	102.6	483.7	426.7
MICHIGAN	193.9	171.5	172.9	155.6	366.8	327.1	640.5	550.3	165.3	140.4	805.8	690.7
MINNESOTA	181.4	164.3	121.6	106.1	303.0	270.4	308.4	276.6	107.1	95.3	415.5	371.9
MISSISSIPPI	71.0	61.6	30.7	27.5	101.7	89.1	262.0	234.2	21.7	18.5	283.7	252.7
MISSOURI	135.3	121.8	146.5	130.0	281.8	251.8	469.3	419.6	67.9	60.8	537.2	480.4
MONTANA	66.7	61.4	31.8	28.8	98.5	90.2	185.6	168.4	22.8	20.6	208.4	189.0
NEBRASKA	24.7	22.2	15.3	13.8	40.0	36.0	154.9	138.2	37.8	33.6	192.7	171.8
NEVADA	27.1	25.7	41.2	39.1	68.3	64.8	105.8	99.0	9.1	8.2	114.9	107.2
NEW HAMPSHIRE	28.9	25.5	5.2	4.6	34.1	30.1	114.5	99.9	12.4	10.6	126.9	110.5
NEW JERSEY	172.9	151.3	165.3	147.9	338.2	299.2	336.1	298.7	76.1	65.2	412.2	363.9
NEW MEXICO	41.2	38.4	14.9	13.6	56.1	52.0	251.5	230.8	33.6	30.0	285.1	260.8
NEW YORK	398.5	350.3	78.9	71.0	477.4	421.3	999.3	839.1	241.4	204.2	1,240.7	1,043.3
NORTH CAROLINA	55.8	50.2	40.6	36.6	96.4	86.8	220.6	192.8	25.6	22.2	246.2	215.0
NORTH DAKOTA	13.7	12.7	7.4	6.6	21.1	19.3	146.8	132.4	7.9	6.9	154.7	139.3
OHIO	372.3	332.3	79.1	69.7	451.4	402.0	1,002.1	876.0	460.8	409.0	1,462.9	1,285.0
OKLAHOMA	75.5	67.7	69.5	62.6	145.0	130.3	227.3	199.1	15.3	13.2	242.6	212.3
OREGON	62.1	57.3	40.8	37.4	102.9	94.7	357.2	309.4	57.2	51.7	414.4	361.1
PENNSYLVANIA	465.2	414.4	171.9	152.7	637.1	567.1	706.9	620.1	116.9	102.6	823.8	722.7
RHODE ISLAND	25.0	22.0	15.9	14.0	40.9	36.0	70.6	61.0	48.1	41.9	118.7	102.9
SOUTH CAROLINA	73.2	65.9	8.4	7.5	81.6	73.4	172.7	153.6	29.0	25.8	201.7	179.4
SOUTH DAKOTA	36.1	32.9	4.1	3.7	40.2	36.6	173.4	155.8	13.6	12.2	187.0	168.0
TENNESSEE	106.5	95.5	94.1	84.6	200.6	180.1	482.1	433.5	90.8	78.0	572.9	511.5
TEXAS	319.7	284.7	5.6	5.1	325.3	289.8	947.5	838.7	244.8	220.2	1,192.3	1,058.9
UTAH	96.8	91.8	58.4	55.4	155.2	147.2	183.0	171.9	23.3	21.6	206.3	193.5
VERMONT	48.0	43.1	12.1	10.8	60.1	53.9	146.5	130.1	16.1	13.5	162.6	143.6
VIRGINIA	179.4	161.5	103.6	93.3	283.0	254.8	569.5	507.6	120.0	106.8	689.5	614.4
WASHINGTON	112.1	101.6	49.7	45.0	161.8	146.6	354.8	306.3	104.2	92.3	459.0	398.6
WEST VIRGINIA	131.6	118.2	94.8	85.2	226.4	203.4	195.7	174.9	28.4	24.4	224.1	199.3
WISCONSIN	36.8	33.1	34.5	29.9	71.3	63.0	258.1	229.1	43.5	37.6	301.6	266.7
WYOMING	48.1	44.5	10.8	10.0	58.9	54.5	224.6	206.8	11.2	10.1	235.8	216.9
DIST. OF COL.	39.7	35.2	81.8	73.0	121.5	108.2	109.1	95.7	31.8	27.8	140.9	123.5
PUERTO RICO												
TOTAL	6,120.5	5,476.5	3,187.5	2,837.1	9,308.0	8,313.6	17,452.2	15,377.4	3,874.8	3,389.7	21,327.0	18,767.1

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

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

AS OF SEPTEMBER 30, 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	$43.1	$22.9	345.8	$19.3	$9.7	$62.4	$32.6	$362.3	$181.8	6,883.4	$34.0	$16.8	$396.3	$198.6
ALASKA	53.0	50.1	185.8	28.1	26.6	81.1	76.7	238.4	220.5	2,181.2	24.9	23.5	263.3	244.0
ARIZONA	20.2	13.0	73.4	.4	.3	20.6	13.3	181.1	127.5	1,676.4	4.4	2.9	185.5	130.4
ARKANSAS	41.6	21.0	380.4	8.4	4.2	50.0	25.2	251.1	127.0	4,612.8	17.8	8.7	268.9	135.7
CALIFORNIA	221.5	116.7	297.8	2.4	1.3	223.9	118.0	1,082.0	565.7	3,097.5	7.2	4.1	1,089.2	569.8
COLORADO	25.5	14.6	219.0	9.3	5.3	34.8	19.9	263.0	141.1	3,173.7	34.4	18.5	297.4	159.6
CONNECTICUT	26.7	12.8	14.8	.8	.4	27.5	13.2	171.0	83.6	236.2	30.6	15.2	201.6	98.8
DELAWARE	13.4	7.3	39.6	4.1	2.0	17.5	9.3	71.3	34.7	451.4	5.0	2.5	76.3	37.2
FLORIDA	63.6	31.8	213.4	8.1	4.1	71.7	35.9	367.3	171.1	3,129.2	3.8	1.8	371.1	172.9
GEORGIA	114.7	58.1	730.6	36.2	18.1	150.9	76.2	370.3	183.5	4,915.2	31.2	15.4	401.5	198.9
HAWAII	14.0	6.8	22.3	4.5	2.2	18.5	9.0	57.7	28.3	127.4	16.2	8.0	73.9	36.3
IDAHO	27.9	18.5	243.7	8.8	5.5	36.7	24.0	123.1	77.9	2,039.9	12.9	7.0	136.0	84.9
ILLINOIS	118.9	60.8	339.2	14.3	7.1	133.2	67.9	852.6	438.8	7,172.9	33.5	16.6	886.1	455.4
INDIANA	75.9	38.1	186.3	19.1	9.5	95.0	47.6	426.8	220.4	3,207.6	67.1	31.8	493.9	252.2
IOWA	43.3	22.5	731.7	1.4	.7	44.7	23.2	393.3	203.1	10,156.0	12.8	6.3	406.1	209.4
KANSAS	57.5	29.5	915.2	6.6	3.3	64.1	32.8	360.4	181.2	11,817.0	29.8	15.0	390.2	196.2
KENTUCKY	31.6	15.7	66.2	13.9	7.0	45.5	22.7	279.8	141.3	2,265.2	50.7	24.8	330.5	166.1
LOUISIANA	62.2	32.4	202.0	24.9	12.4	87.1	44.8	308.0	149.2	2,593.4	9.6	4.8	317.6	154.0
MAINE	21.8	10.8	90.5	2.6	1.3	24.4	12.1	124.1	62.2	857.2	16.9	7.9	141.0	70.1
MARYLAND	48.6	23.8	152.7	8.0	4.0	56.6	27.8	196.7	98.9	1,329.1	4.5	2.3	201.2	101.2
MASSACHUSETTS	58.1	29.3	48.9	22.3	11.1	80.4	40.4	290.4	142.5	384.9	45.3	22.5	335.7	165.0
MICHIGAN	88.4	44.4	497.3	38.0	19.0	126.4	63.4	689.7	331.7	8,452.3	28.1	13.3	717.8	345.0
MINNESOTA	93.4	45.1	1,074.4	5.7	2.9	99.1	48.0	438.0	224.9	13,271.1	17.6	8.9	455.6	233.8
MISSISSIPPI	43.0	20.7	582.8	14.0	7.1	57.0	27.8	284.6	140.4	6,850.2	28.2	14.2	312.8	154.6
MISSOURI	68.3	35.4	263.7	24.4	12.4	92.7	47.8	440.9	224.8	9,482.1	85.0	41.1	525.9	265.9
MONTANA	38.5	22.1	239.1	8.6	5.0	47.1	27.1	238.9	144.6	4,160.4	24.6	13.7	263.5	158.3
NEBRASKA	29.8	15.4	431.4	6.7	3.4	36.5	18.8	312.9	161.2	7,268.7	27.3	13.5	340.2	174.7
NEVADA	8.3	7.3	75.5	9.3	8.4	17.6	15.7	99.5	84.4	1,676.3	9.0	7.3	108.5	91.7
NEW HAMPSHIRE	10.9	5.4	26.5	.4	.2	11.3	5.6	91.4	45.3	406.8	2.9	1.4	94.3	46.7
NEW JERSEY	91.2	41.4	72.5	85.7	41.1	176.9	82.5	248.2	123.8	456.3	25.1	12.6	273.3	136.4
NEW MEXICO	11.6	7.8	51.6	2.7	1.8	14.3	9.6	185.2	120.5	2,235.5	16.5	9.6	201.7	130.1
NEW YORK	349.6	155.1	272.7	8.3	4.2	357.9	159.3	1,366.5	641.8	3,174.6	19.1	9.3	1,385.6	651.1
NORTH CAROLINA	71.3	35.6	196.5	55.5	27.8	126.8	63.4	382.3	192.0	4,692.1	58.4	29.0	440.7	221.0
NORTH DAKOTA	38.9	20.0	1,382.6	.7	.4	39.6	20.4	201.4	102.6	11,702.5	12.6	6.4	214.0	109.0
OHIO	169.0	82.3	234.8	3.5	1.7	172.5	84.0	675.0	356.5	2,494.5	103.6	51.4	778.6	407.9
OKLAHOMA	57.3	28.7	553.1	6.3	3.1	63.6	31.8	376.0	188.6	5,621.1	14.3	6.8	390.3	195.4
OREGON	21.8	13.9	61.4	6.8	4.2	28.6	18.1	245.1	139.3	2,033.5	18.2	10.7	263.3	150.0
PENNSYLVANIA	153.8	75.2	195.5	60.8	30.3	214.6	105.5	736.7	364.5	1,873.9	61.8	29.3	798.5	393.8
RHODE ISLAND	12.8	6.3	16.0	13.1	6.5	25.9	12.8	83.7	41.7	226.0	18.8	9.3	102.5	51.0
SOUTH CAROLINA	62.9	29.9	1,045.9	.3	.2	63.2	30.1	218.5	110.7	6,269.1	20.8	10.4	239.3	121.1
SOUTH DAKOTA	25.6	14.4	449.6	.4	.2	26.0	14.6	230.6	127.5	8,575.9	3.1	1.7	233.7	129.2
TENNESSEE	51.5	25.1	416.3	29.1	14.6	80.6	39.7	368.2	185.8	6,560.1	37.0	16.9	405.2	202.7
TEXAS	237.6	122.2	1,525.6			237.6	122.2	1,106.6	571.0	17,071.3	4.8	2.6	1,111.4	573.6
UTAH	10.2	7.8	63.8	7.3	5.6	17.5	13.4	130.2	92.5	1,445.2	8.3	5.7	138.5	98.2
VERMONT	12.0	6.0	27.9	1.5	.7	13.5	6.7	77.0	38.5	482.8	11.0	5.0	88.0	43.5
VIRGINIA	69.7	36.1	279.5	8.0	4.0	77.7	40.1	354.8	174.5	3,481.9	46.6	22.4	401.4	196.9
WASHINGTON	18.7	9.9	107.8	9.0	4.7	27.7	14.6	315.8	154.3	3,564.5	18.6	9.9	334.4	164.2
WEST VIRGINIA	56.5	28.8	75.7	32.6	16.3	89.1	45.1	139.8	69.5	1,048.5	30.8	15.3	170.6	84.8
WISCONSIN	53.6	26.9	328.6	13.9	7.0	67.5	33.9	416.6	207.3	6,040.0	43.1	21.2	459.7	228.5
WYOMING	13.5	8.7	156.4	3.3	2.2	16.8	10.9	144.9	95.3	2,102.0	5.9	3.9	150.8	99.2
DIST. OF COL.	28.6	17.5	11.3	6.6	3.4	35.2	20.9	80.8	40.8	62.5	7.4	3.7	88.2	44.5
PUERTO RICO	36.8	18.0	57.3	2.1	1.0	38.9	19.0	111.5	50.7	271.6	26.4	11.1	137.9	61.8
TOTAL	3,218.2	1,649.3	16,272.5	708.1	375.7	3,926.3	2,025.0	17,562.1	9,127.2	215,360.8	1,327.8	674.1	18,889.9	9,801.3

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	Three Months Ended Sept. 30, 1967
Balance at beginning of period	$725,224
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds)	868,702
Less motorboat fuel revenue 1/	18,700
Net for highways	850,002
Trucks, buses, and trailers	113,942
Tires, tubes and tread rubber	120,825
Vehicle use	58,731
Parts and accessories, trucks and buses	17,392
Lubricating oil (net after refunds)	21,579
Total excise revenues	1,182,471
Interest earned	5,139
Advances from General Fund	-
Less repayment of advances	-
Total Income	1,187,610
Disbursements:	
For highways	1,197,981
Interest on advances from General Fund	-
Total Disbursements	1,197,981
Balance at end of period	714,853

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. 20591

FHWA -- 75

STATE HIGHWAY RECEIPTS,
EXPENDITURES FOR 1966

FOR RELEASE SUNDAY,
NOVEMBER 5, 1967 AM's

The U. S. Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled $13 billion in calendar 1966. Expenditures totaled $12.5 billion.

The $13 billion total included $1.1 billion borrowed funds and $4.2 billion Federal aid, according to data compiled by the Federal Highway Administration's Bureau of Public Roads.

Federal Highway Administrator Lowell K. Bridwell said the $4.2 billion Federal aid to the States accounted for 56 percent of the $7.5 billion of total capital expenditures for highways by the States. Some $3.7 billion of Federal aid and State funds were spent on the 41,000-mile National System of Interstate and Defense Highways.

The $13.0 billion of State receipts for highways in 1966 was 12.9 percent more than in 1965. However, receipts may vary from year to year, and do not reflect the total use of motor vehicles. In 1966 vehicle-miles increased more than 4.8 percent over 1965. Of the $13.0 billion total receipts, State road-user taxes provided $6.5 billion or 50 percent. Federal-aid funds, derived from Federal road-user taxes, comprised $4.1 billion of the total receipts, or 31 percent. Of the remainder, $626 million came from tolls, $1.1 billion from proceeds of highway construction bonds, and $550 million from other sources.

Expenditures for current highway purposes totaled $12.0 billion in 1966, 9.0 percent higher than in 1965. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to $7.5 billion, of which $3.7 billion was for projects on the Interstate System and $3.2 billion for work on other Federal-aid systems.

Maintenance expenditures were $1.4 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for $1.4 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to $1.7 billion.

Retirement of highway bonds during 1966 took $511 million, bringing total disbursements to $12.5 billion. The $651 million excess of receipts over disbursements in 1966, nationwide, was placed in highway fund reserves.

The $6.9 billion capital outlay expenditures on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching moneys, but also includes work for which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1964, 1965, and 1966 follow:

	(Billions of dollars)		
	1964	1965	1966
Receipts:			
State highway-user tax revenue.....	$5.7	$6.1	$6.5
Federal funds.....	4.0	3.9	4.2
Other.....	1.0	1.0	1.2
Total current income.....	10.7	11.0	11.9
Construction bonds.....	0.6	0.6	1.1
Total receipts.....	11.3	11.6	13.0
Disbursements:			
Capital outlay:			
Interstate System.....	3.4	3.4	3.7
Other Federal-aid systems.....	2.9	2.9	3.2
Other roads and streets.....	0.4	0.5	0.6
Subtotal.....	6.7	6.8	7.5
Maintenance.....	1.2	1.3	1.4
Administration and enforcement.....	0.8	0.8	1.0
Interest on debt.....	0.3	0.4	0.4
Grants-in-aid to local governments....	1.6	1.7	1.7
Total current expenditures.....	10.6	11.0	12.0
Debt retirement.....	0.4	0.5	0.5
Total disbursement.....	11.0	11.5	12.5

The data contained in the accompanying table SF-21 are drawn from

a series of tables on State highway finance available from the Bureau of Public Roads. These and tables for 1966 on motor vehicles, motor fuel, and mileage will appear in the Bureau's annual publication HIGHWAY STATISTICS, to be printed early next year.

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

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-SUMMARY-1966[1]

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-21
OCTOBER 1967

STATE	RECEIPTS									DISBURSEMENTS										
					FEDERAL FUNDS					CAPITAL OUTLAY										
										FEDERAL-AID SYSTEMS										
	STATE HIGHWAY-USER TAX REVENUES 2/	ROAD, BRIDGE, AND FERRY TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	BUREAU OF PUBLIC ROADS	OTHER AGENCIES	TRANSFERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	INTERSTATE	OTHER FEDERAL-AID SYSTEMS	TOTAL	OTHER ROADS AND STREETS	TOTAL	MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	TRANSFERS TO LOCAL GOVERNMENTS	SUBTOTAL, CURRENT EXPENDITURES	BOND RETIREMENT 4/	TOTAL DISBURSEMENTS
Alabama	107,097	-	513	1,041	94,100	379	2,672	25,334	231,136	68,726	45,652	114,378	30,059	144,437	20,509	10,096	6,255	37,680	218,977	7,951	226,928
Alaska	8,881	3,476	3,769	-	63,121	-	229	-	79,476	-	61,202	61,202	-	61,202	10,712	5,574	621	-	78,109	350	78,459
Arizona	65,320	-	105	102	82,910	-	3,195	-	151,632	75,302	61,202	34,341	-	109,643	10,065	12,947	-	18,482	151,137	-	151,137
Arkansas	85,722	535	456	1,110	51,813	906	699	-	141,241	40,025	28,107	68,132	8	68,140	23,737	12,476	1,491	23,061	128,905	5,925	134,830
California	733,615	13,472	-	22,092	388,113	2,569	28,287	-	1,188,148	429,007	301,893	730,900	29,628	760,528	60,690	105,123	5,181	262,944	1,194,466	5,990	1,200,456
Colorado	72,563	1,086	860	1,722	52,399	1,122	6	-	129,758	41,946	26,545	68,491	55	68,546	20,406	9,721	1,072	24,863	124,608	2,904	127,512
Connecticut	86,175	28,961	-	9,392	54,711	4,688	3,789	35,032	222,748	38,861	63,133	101,994	13,711	115,705	26,523	23,556	24,928	10,866	201,578	14,619	216,197
Delaware	23,506	12,712	-	4,830	20,439	-	-	9,000	70,487	39,611	9,386	48,997	3,155	52,152	10,018	6,430	8,572	2,000	79,172	8,999	88,171
Florida	174,337	25,128	-	18,589	82,528	184	4,685	51,861	357,312	59,457	99,888	159,345	72,912	232,257	33,226	20,226	26,374	16,341	328,424	19,488	347,912
Georgia	127,880	-	-	2,616	93,540	162	502	26,708	251,408	93,688	53,134	146,822	28,128	174,950	17,509	13,019	7,433	18,778	231,689	10,103	241,792
Hawaii	15,692	-	404	12	23,822	-	-	1,155	41,085	14,548	10,587	25,135	87	25,222	3,809	1,449	2,553	6,360	39,393	4,231	43,624
Idaho	30,806	-	-	249	25,909	864	783	-	58,611	19,992	14,726	34,718	28	34,746	7,683	5,889	-	9,987	58,305	-	58,305
Illinois	300,620	40,022	-	5,080	151,856	11	12,035	14,146	523,770	143,205	72,130	215,335	16,534	231,869	62,567	42,038	16,779	122,301	475,554	17,127	492,681
Indiana	175,880	15,994	-	5,933	104,045	2,585	1,872	-	306,309	91,403	45,877	137,280	4,459	141,739	44,274	21,001	9,324	79,080	295,418	6,416	301,834
Iowa	145,664	-	21,690	7,419	66,741	3,367	-	-	244,881	68,030	71,670	139,700	4,737	144,437	17,926	14,584	-	60,603	237,550	-	237,550
Kansas	76,643	10,554	-	3,394	44,578	3,290	626	-	139,085	31,666	51,624	83,290	108	83,398	24,116	11,589	6,707	8,263	134,073	268	134,341
Kentucky	113,974	9,612	8,755	6,104	90,158	273	15	156,982	385,873	85,441	53,340	138,781	34,268	173,049	41,030	21,595	22,262	2,993	260,929	11,667	272,596
Louisiana	105,868	477	30,199	2,799	77,570	4,602	7,661	60,046	289,222	72,474	56,437	128,911	45,106	174,017	28,142	27,041	8,865	19,618	257,683	6,972	264,655
Maine	39,652	7,832	295	1,344	24,674	-	1,701	-	75,498	20,465	15,094	35,559	5,630	41,189	19,228	5,988	3,953	2,660	73,018	10,968	83,986
Maryland	140,109	25,851	-	4,294	39,463	-	6,049	44,898	260,664	37,335	71,738	109,073	1,597	110,670	19,700	23,665	14,466	40,863	209,364	34,399	243,763
Massachusetts	142,567	32,326	548	5,963	97,311	289	-	16,610	295,614	81,431	36,410	117,841	6,165	124,006	39,786	26,596	33,872	15,351	239,611	41,258	280,869
Michigan	269,903	7,022	11,230	5,510	151,427	34	10,775	24,152	480,053	128,015	104,275	232,290	5,529	237,819	30,707	37,064	21,939	137,255	464,784	25,086	489,870
Minnesota	135,175	-	-	4,386	105,799	57	1,905	2,280	249,602	95,054	63,241	158,295	2,148	160,443	30,461	10,360	812	42,167	244,243	3,240	247,483
Mississippi	78,872	1,709	13,238	560	57,916	1,629	378	9,863	164,165	44,238	37,857	82,095	3,944	86,039	10,485	10,499	3,717	33,131	143,871	7,127	150,998
Missouri	148,156	1,488	3,366	43	120,262	611	2,137	-	276,063	70,440	85,821	156,261	2,187	158,448	40,664	21,526	301	20,108	241,047	1,072	242,119
Montana	30,602	-	87	42	53,893	1,832	4	-	86,460	39,463	30,675	70,138	319	70,457	8,215	3,996	-	4,909	87,577	-	87,577
Nebraska	65,137	-	1,862	23	46,235	213	3,424	-	116,894	32,322	37,765	70,087	1,588	71,675	11,708	7,337	-	28,705	119,425	-	119,425
Nevada	20,740	-	93	824	34,432	22	30	-	56,141	33,055	13,307	46,362	978	47,340	5,423	4,828	-	5,107	62,698	-	62,698
New Hampshire	28,776	4,411	-	569	18,845	9	719	-	53,329	15,237	14,160	29,397	2,374	31,771	11,915	6,331	1,791	250	52,058	4,852	56,910
New Jersey	100,683	89,955	-	9,476	88,389	-	2,835	176,396	467,734	97,704	35,946	133,650	29,340	162,990	37,880	35,076	26,694	14,547	277,187	40,553	317,740
New Mexico	41,409	-	-	1,075	63,810	134	456	3,004	109,888	50,808	23,430	74,238	1,233	75,471	14,466	6,794	212	5,068	102,011	2,000	104,011
New York	504,423	133,590	-	19,165	192,122	-	-	75,006	924,306	170,093	309,128	479,221	43,632	522,853	119,857	73,247	44,230	117,265	877,452	50,990	928,442
North Carolina	185,509	258	-	2,380	53,685	-	1,017	-	242,849	36,742	55,904	92,646	47,048	139,694	64,648	30,268	867	9,325	244,802	10,600	255,402
North Dakota	27,248	-	1,474	-	28,319	486	2,843	-	60,370	20,938	20,839	41,777	1,313	43,090	6,078	4,971	-	9,212	63,351	-	63,351
Ohio	391,087	27,515	-	8,049	214,198	5	8,959	75,001	724,814	243,600	160,699	404,299	4,909	409,208	43,076	37,748	19,239	162,214	671,485	61,818	733,303
Oklahoma	104,045	10,963	4,115	1,040	54,011	824	4,098	94,157	273,253	42,905	46,910	89,815	3,368	93,183	20,398	10,197	11,515	45,482	180,775	3,646	184,421
Oregon	79,993	496	-	2,088	64,767	16,225	936	-	164,505	46,639	54,194	100,833	1,067	101,900	18,176	12,514	1,584	38,673	172,847	8,100	180,947
Pennsylvania	379,047	62,710	361	11,877	208,149	66	6,768	126,831	795,809	187,133	184,760	371,893	30,470	402,363	113,899	69,177	18,576	57,995	662,010	30,744	692,754
Rhode Island	20,288	1,752	-	1,375	13,472	-	-	52,092	88,979	20,585	13,523	34,108	11,809	45,917	7,235	2,552	2,746	376	58,826	2,757	61,583
South Carolina	80,146	-	-	840	38,888	17	148	346	120,385	33,408	36,273	69,681	4,600	74,281	22,601	9,750	233	9,180	116,045	3,530	119,575
South Dakota	32,336	-	5,263	64	34,750	359	2,009	-	74,781	26,549	23,428	49,977	379	50,356	7,231	5,783	-	7,877	71,247	-	71,247
Tennessee	144,179	-	827	973	97,214	49	273	41,119	284,634	84,840	74,909	159,749	11,825	171,574	18,055	14,489	2,990	43,961	251,069	8,665	259,734
Texas	335,652	5,305	1,697	6,400	198,297	709	6,301	-	554,361	174,634	179,165	353,799	23,219	377,018	88,814	25,991	2,939	37,849	532,611	2,376	534,987
Utah	31,739	-	-	11	54,810	399	20	-	86,979	49,852	17,171	67,023	-	67,023	10,281	7,208	-	4,492	89,004	-	89,004
Vermont	22,847	-	-	61	26,692	-	438	-	50,038	25,859	9,247	35,106	3,695	38,801	9,071	3,460	1,027	4,844	57,203	3,550	60,753
Virginia	168,827	28,331	5,520	5,046	138,509	700	2,590	-	349,523	113,083	108,535	221,618	16,214	237,832	52,575	32,163	18,805	15,674	357,049	11,037	368,086
Washington	126,126	16,983	-	1,499	96,515	3,727	3,845	-	248,695	95,331	65,053	160,384	5,095	165,479	26,549	18,476	6,866	43,541	260,911	11,560	272,471
West Virginia	73,516	5,597	11,485	1,133	74,132	973	-	20,093	186,929	70,003	61,804	131,807	3,648	135,455	25,558	9,306	6,326	-	176,645	7,320	183,965
Wisconsin	144,350	-	-	1,692	55,105	26	29,806	-	230,979	43,897	95,147	139,044	1,386	140,430	22,200	14,967	-	58,045	235,642	329	235,971
Wyoming	18,151	-	-	808	36,418	6,366	282	-	62,025	30,233	17,420	47,653	2,540	50,193	5,875	5,211	-	2,882	64,161	-	64,161
Dist. of Col.	15,935	-	903	838	18,090	-	-	5,500	41,266	20,908	3,883	24,791	1,951	26,742	7,490	5,740	1,530	-	41,502	771	42,273
Total	6,577,468	626,123	129,115	191,932	4,168,952	60,763	167,802	1,147,612	13,069,767	3,696,181	3,207,383	6,903,564	564,183	7,467,747	1,433,247	957,632	395,647	1,743,228	11,997,501	511,358	12,508,859

1/ This table is one of a series on State highway finance. Table 21 summarizes the receipts and disbursements of (1) State highway-user revenue, excluding amounts allocated for collection and nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Data in greater detail are given in Tables SF-1, 2, 3, 3A, 3B, 4, 4A, 4B, 4C, 5, 5A, 6, 11, and 15.

2/ The entries in this column are identical with the combined receipts allocated for State-administered highways and for local roads and streets as shown on Table DF. See table DF for allocations for collection and nonhighway purposes.

3/ Toll receipts allocated for nonhighway purposes are excluded. See Table SF-4B for amounts.

4/ Par value of bonds issued and redeemed by refunding are excluded. See SB tables for complete information on highway debt.

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

FHWA -- 76

FOR RELEASE TUESDAY,
NOVEMBER 7, 1967

QUARTERLY REPORT ON THE APPALACHIAN HIGHWAY PROGRAM AS OF SEPTEMBER 30, 1967

The Department of Transportation reported today that Federal and State funds totaling $308.1 million have been obligated through September 30, 1967 for highways and local access roads under the Appalachian Highway Program. The Federal share was $188.7 million.

Federal Highway Administrator Lowell K. Bridwell said that as of September 30, 380 miles were completed or under construction, an increase of 45 miles since the June 30 quarterly report. Of the total, 46 miles were completed. Engineering and right-of-way acquisition were underway on 1,051 miles.

The status of development of the Appalachian Highway Program compiled by the Federal Highway Administration's Bureau of Public Roads is shown in table 1 for Appalachian development highways and in table 2 for local access roads.

As shown in table 1, construction had begun on 221 miles of the 2,571 miles of development highways being considered for improvement. Preliminary engineering and right-of-way acquisition were underway on an additional 991 miles, centerline locations had been approved for another 285 miles, and location studies were either underway or completed on all but 158 miles.

Of the 336 miles of local access roads approved to date, (table 2), construction had begun on 114 miles, preliminary engineering and right-of-way acquisition were underway or completed on an additional 60 miles, centerline locations had been approved on 65 miles, and location studies were underway or completed on all but 28 miles.

(more)

APPALACHIAN HIGHWAY PROGRAM
STATUS OF DEVELOPMENT AS OF SEPTEMBER 30, 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	-	5.3	24.3	56.8	-	86.4	-	86.4	89.0	$ 9,979,370	$ 5,685,491
Kentucky	12.5	58.9	234.5	13.0	96.7	403.1	-	415.6	578.9	58,973,733	39,325,190
Maryland	5.8	7.2	-	16.3	48.8	72.3	-	78.1	82.2	21,079,665	11,705,825
New York	-	19.3	180.7	-	10.5	210.5	20.0	230.5	260.0	38,949,900	20,054,937
North Carolina	11.4	9.9	130.8	8.9	28.3	177.9	11.0	200.3	201.2	20,225,596	12,788,049
Ohio	-	4.1	113.8	53.9	27.9	199.7	2.6	202.3	295.3	11,441,720	8,007,804
Pennsylvania	-	16.9	30.5	-	300.6	348.0	93.5	441.5	491.1	39,560,379	20,883,372
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	8.6	14.9	98.9	90.2	79.2	283.2	30.6	322.4	335.2	14,739,337	10,255,251
Virginia	-	75.9	16.9	-	85.3	178.1	-	178.1	203.1	50,150,696	31,633,489
West Virginia	4.2	8.3	161.0	45.8	196.6	411.7	-	415.9	425.8	27,278,898	18,199,952
Total	42.5	220.7	991.4	284.9	873.9	2,370.9	157.7	2,571.1	2,961.8	292,379,294	178,539,360
Percent of Total Under Consideration	2	9	38	11	34	92	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 SEPTEMBER 30, 1967

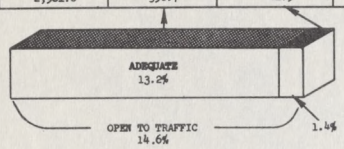
TABLE 2

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	1.1	85.2	21.5	20.2	39.5	166.4	25.5	193.0	$10,141,537	$ 6,882,423
Georgia	2.0	-	6.1	-	-	6.1	-	8.1	208,050	144,305
Kentucky	0.4	0.4	-	-	-	0.4	-	0.8	825,614	465,536
Maryland	-	-	-	-	-	-	-	-	-	-
New York	-	-	1.9	-	-	1.9	-	1.9	-	-
North Carolina	-	0.2	-	-	2.5	2.7	1.4	4.1	26,100	18,270
Ohio	-	7.6	-	2.1	-	9.7	-	9.7	1,752,756	803,077
Pennsylvania	-	0.4	1.3	8.1	0.9	10.7	-	10.7	662,110	372,208
South Carolina	-	7.7	19.7	-	14.3	41.7	-	41.7	1,455,670	1,018,969
Tennessee	-	-	5.6	34.6	-	40.2	1.4	41.6	132,000	92,400
Virginia	-	-	-	-	8.4	8.4	-	8.4	-	-
West Virginia	-	12.0	3.7	-	-	15.7	-	15.7	554,140	341,530
Total	3.5	113.5	59.8	65.0	65.6	303.9	28.3	335.7	15,757,977	10,138,718
Percent of Total Mileage	1	34	18	19	20	91	8	100	-	-

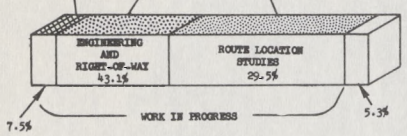
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1967

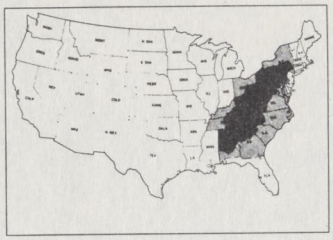
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS - NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS - IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	578.9	163.3	12.5	175.8
MARYLAND	82.2	4.1	5.8	9.9
NEW YORK	260.0	29.5	"	29.5
NORTH CAROLINA	201.2	0.9	11.4	12.3
OHIO	295.3	93.0	-	93.0
PENNSYLVANIA	491.1	49.6	-	49.6
TENNESSEE	335.2	12.8	8.6	21.4
VIRGINIA	203.1	25.0	-	25.0
WEST VIRGINIA	425.8	9.9	4.2	14.1
TOTAL	2,961.8	390.7	42.5	433.2



STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	5.3	81.1	-	86.4	-
KENTUCKY	58.9	247.5	96.7	403.1	-
MARYLAND	7.2	16.3	48.8	72.3	-
NEW YORK	19.3	180.7	10.5	210.5	20.0
NORTH CAROLINA	9.9	139.7	28.3	177.9	11.0
OHIO	4.1	167.7	27.9	199.7	2.6
PENNSYLVANIA	16.9	30.5	300.6	348.0	93.5
TENNESSEE	14.9	189.1	79.2	283.2	30.6
VIRGINIA	75.9	16.9	85.3	178.1	-
WEST VIRGINIA	8.3	206.8	196.6	411.7	-
TOTAL	220.7	1,276.3	873.9	2,370.9	157.7



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



(A-K) CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.

DESIGNATED APPALACHIAN ROUTE

PRELIMINARY STATUS
Route location studies underway or completed.

ENGINEERING AND/OR RIGHT-OF-WAY IN PROGRESS
PS&E and/or right-of-way acquisition underway or completed.

UNDER CONSTRUCTION
Work being performed with Appalachian and State matching funds.

APPALACHIAN IMPROVEMENT COMPLETED
Improvement work accomplished with Appalachian and State matching funds.

APPALACHIAN IMPROVEMENT NOT CONTEMPLATED
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.

② LOCAL ACCESS ROADS
Index number and location of approved Appalachian local access road.

95 INTERSTATE HIGHWAY

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

FHWA -- 78

FOR RELEASE
TUESDAY, NOVEMBER 7, 1967

HIGHWAY SAFETY BUREAU OFFICIAL SWORN IN

Edwin L. Slagle was sworn in today as Director of the Motor Vehicle Safety Performance Service in the Department of Transportation's National Highway Safety Bureau. The ceremony took place in the offices of Federal Highway Administrator Lowell K. Bridwell.

Mr. Slagle comes to his new post from United States Steel Company, where he was superintendent of Wire and Wire Products.

Dr. William Haddon, Jr., Director of the National Highway Safety Bureau, said Mr. Slagle will be responsible for developing motor vehicle safety performance standards under the National Traffic and Motor Vehicle Safety Act of 1966. He will also be responsible for identifying research and conducting testing programs, and for investigating compliance with the standards by manufacturers.

A native of Ft. Wayne, Indiana, he was graduated from Purdue University in 1941 with a B.S. in Mechanical Engineering. He is a Fellow and past national president of the American Institute of Industrial Engineers. Effective with his appointment to his new post, he is resigning as Dean of Engineering at John F. Kennedy University in Martinez, Calif., and as State Commissioner of the Local Agency Formation Commission of California.

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

FHWA -- 80

For Immediate Release

MOTOR CARRIER SAFETY
— SEMINAR SCHEDULED

A regional seminar on motor carrier safety regulations will be held in Little Rock, Arkansas November 13-17 for State enforcement officers of nine States. The seminar was announced today by the Department of Transportation's Federal Highway Administration, which is cooperating in the training session through its Bureau of Motor Carrier Safety.

The seminar will be conducted by the National Conference of State Transportation Specialists of the National Association of Railroad and Utilities Commissioners, and the Arkansas Commerce Commission. It is designed as a cooperative training effort to assist State enforcement officers in the performance of their inspections and investigations of the safety operations of motor carriers.

Instructors for the seminar have been drawn from the Arkansas Commerce Commission, the Bureau of Motor Carrier Safety, the equipment manufacturing industry, and the motor carrier industry. Enforcement officers are expected to attend from Arkansas, Mississippi, Kentucky, Kansas, Missouri, Michigan, Nebraska, Texas, and Tennessee.

The Bureau of Motor Carrier Safety has endorsed the adoption of Federal Motor Carrier Safety Regulations by the several States as a means of enlarging the applicability and coverage of the regulations, which now apply uniformly to interstate trucks and buses. The Bureau is encouraging States to develop a better capability to administer a motor carrier safety program aimed at intra-state carriers not under the Bureau's jurisdiction, in order to reduce injuries and property damage caused by heavy commercial vehicle operations.

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FHWA -- 79

MOTOR VEHICLES TRAVELED 930 BILLION VEHICLE-MILES IN 1966

FOR RELEASE SUNDAY
NOVEMBER 12, 1967

The Department of Transportation reported today that motor vehicle travel in the United States in 1966 totaled 930 billion miles, an increase of 4.8 percent over 1965.

Federal Highway Administrator Lowell K. Bridwell said that total travel for 1967 (based on information for the first nine months of the year) is estimated at 967 billion vehicle miles, a 3.9 percent increase over 1966.

Mr. Bridwell said the data were compiled by the Bureau of Public Roads from information supplied by the State highway departments and toll authorities.

He said that because of rapid increases in motorcycle usage this year's data includes motorcycle travel statistics for the first time.

Motorcycle travel is estimated to have increased 32.4 percent from 1965 to 1966. The estimates for motorcycles, which are less detailed and less reliable than for other vehicle types, are based on special counts obtained by the State highway departments beginning in 1965, and very limited data on usage characteristics from industry and user sources.

The proportions of travel in 1966, by road system, changed little from those in 1965. Of the 1966 travel, 35.2 percent was on main rural roads comprising 14 percent of the nation's total of 3.7 million miles of roads and streets. Some 50.5 percent of the travel was on urban streets, which comprise 14 percent of the total mileage. Local rural roads accounted for only 14.3 percent of the travel but make up 72 percent of the total mileage.

Passenger cars represented 82 percent of the vehicles registered, accounted for 80 percent of the travel in 1966; motorcycles, 2 percent of all vehicles and less than 1 percent of all travel; trucks and truck combinations, 16 percent of all vehicles and 19 percent of all travel; similar figures for buses were less than 1 percent.

Average performance for all vehicles in 1966 differed very little from that reported for 1965. The average motor vehicle traveled 9,698 miles in 1966, half of it in cities, and consumed 778 gallons of fuel at a rate of 12.47 miles per gallon. The average passenger car traveled 9,506 miles, and consumed 679 gallons of fuel, at a rate of 14.00 miles

(more)

per gallon. The average truck combination and the average commercial bus traveled a little more in 1966 than in 1965, but their average rates of fuel consumption did not change appreciably.

Single-unit truck average annual travel, however, decreased from 10,003 miles in 1965 to 9,588 miles in 1966. Since these trucks are used extensively in the construction industry, substantial changes in construction activity are likely to affect single-unit truck travel. New construction put in place in the United States in 1966, in constant (1957-1959) dollars, decreased slightly from 1965.

The travel and related information for 1966 and similar revised information for 1965 are shown on the accompanying table VM-1 by road system and vehicle type. Such data have been reported in PUBLIC ROADS magazine over a number of years.

The comparable State-by-State estimates of 1965 travel (table VM-2) are a byproduct of the preparation of a revised estimate of the cost of completing the Interstate Highway System, soon to be reported to Congress. As for 1962, each State highway department prepared an estimate of actual travel in 1965, as a foundation for traffic forecasts needed for this report.

According to the State estimates, the "traveled-way" of the Interstate System carried 147.2 billion vehicle-miles or 16.6 percent of the total 1965 travel, compared to 119.8 billion vehicle-miles or 15.6 percent of the 1962 total travel.

The traveled-way in 1965 consisted of 18,000 miles of completed Interstate highways, free and toll, in use and 23,000 miles of existing connecting highways serving the traffic which will later be served by the completed Interstate System.

From the States' estimates it is expected that by 1975 the 41,000 mile system, comprising little more than 1 percent of the total U.S. road and street mileage, will carry more than 20 percent of the total 1,213 billion miles of travel estimated for 1975.

According to the States' estimates of 1965 travel, all Federal-aid systems combined, which include some 25 percent of all roads and streets, carried 65 percent of all travel.

Because of their intended principal use, the State estimates of 1965 travel were made according to a system classification and rural-urban distinction directly related to the Federal-aid program. In the Federal-aid law, an urban area is "an area including and adjacent to a municipality or other urban place having a population of 5,000 or more..." In the annual estimates reported in table VM-1, however, "urban" signifies the areas within the political boundaries of municipalities such as cities, boroughs, villages, etc. As a consequence, urban travel in 1965 as shown in table VM-1 was 50.6 percent of the total, while according to the State estimates it was 48.6 percent.

(more)

In recent years the annual travel estimates reported in table VM-1 have been developed in part from trend indicators, extending from a base of comprehensive studies by the States of travel in 1957. The revised estimate of total travel in 1965 is only 0.02 percent more than the original estimate. One of the largest differences was in the proportion of urban travel, which was revised from 48.0 percent of total travel to 50.6 percent.

Estimated Motor-Vehicle Travel in the United States and Related Data
Calendar Year 1966 and Revised 1965 1/

U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads

Table VM-1
October 1967

Year	Item	Passenger vehicles							Cargo vehicles			All motor vehicles
		Personal passenger vehicles			Buses			All passenger vehicles	Single-unit trucks	Combinations	All trucks	
		Passenger cars 2/	Motorcycles 2/	All personal passenger vehicles	Commercial	School	All buses					
	Motor-vehicle travel: (million vehicle-miles)											
1966	Main rural roads 3/			247,626	941	712	1,653	249,279	57,143	21,277	78,420	327,699
1965				236,777	932	687	1,619	238,396	52,771	20,459	73,230	311,626
1966	Local rural roads			103,746	196	798	994	104,740	26,774	1,507	28,281	133,021
1965				96,635	194	758	952	97,587	28,177	1,382	29,559	127,146
1966	All rural roads			351,372	1,137	1,510	2,647	354,019	83,917	22,784	106,701	460,720
1965				333,412	1,126	1,445	2,571	335,983	80,948	21,841	102,789	438,772
1966	Urban streets			400,368	1,871	334	2,205	402,573	56,976	10,228	67,204	469,777
1965				378,182	1,893	318	2,211	380,393	59,169	9,478	68,647	449,040
1966	Total travel	744,844	6,896	751,740	3,008	1,844	4,852	756,592	140,893	33,012	173,905	930,497
1965		706,386	5,208	711,594	3,019	1,763	4,782	716,376	140,117	31,319	171,436	887,812
1966	Number of vehicles registered	78,353	1,753	80,106	84.5	238.7	323.2	80,429	14,694	823	15,517	95,946
1965	(thousands)	75,252	1,382	76,634	85.0	229.3	314.3	76,948	14,008	787	14,795	91,743
1966	Average miles traveled	9,506	3,930	9,384	35,598	7,725	15,012	9,407	9,588	40,112	11,207	9,698
1965	per vehicle	9,387	3,770	9,286	35,518	7,689	15,215	9,310	10,003	39,795	11,587	9,677
1966	Fuel consumed (million gallons)	53,220	92	53,312	637	259	896	54,208	13,636	6,779	20,415	74,623
1965		50,206	69	50,275	645	249	894	51,169	13,504	6,431	19,935	71,104
1966	Average fuel consumption per	679	52	666	7,538	1,085	2,772	674	928	8,237	1,316	778
1965	vehicle (gallons)	667	50	656	7,588	1,086	2,844	665	964	8,172	1,347	775
1966	Average miles traveled per	14.00	75.00	14.10	4.72	7.12	5.42	13.96	10.33	4.87	8.52	12.47
1965	gallon of fuel consumed	14.07	75.00	14.15	4.68	7.08	5.35	14.00	10.38	4.87	8.60	12.49

1/ For the 50 States and District of Columbia.

2/ Separate estimates of passenger car and motorcycle travel are not available by highway category.

3/ Main rural roads include roads on the State highway system, together with the Interstate System, and other mileage on the Federal-aid systems and major toll roads, which approximate in total--1965, 523,000; and 1966, 527,000 road miles.

U. S. Department of Transportation
Federal Highway Administration
Bureau of Public Roads

Vehicle-miles of travel in 1965 on all roads and streets, free and toll, by State and highway system, estimated by State highway departments in 1967 for the 1968 Interstate Cost Estimate

Table VM-2
October 1967

(Millions)

Division	State	Federal-aid highway system																		Not on Federal-aid systems						
		Interstate rural			Interstate urban				Other Primary			Secondary														
		Final	Traveled 1/	Total rural	Final	Traveled 1/	Total urban	Sub-total Inter-state	Rural	Urban	Total	State rural	State urban	Local rural	Local urban	Total	Total Federal-aid rural	Total Federal-aid urban	Total Federal-aid	Other State rural	Other State municipal	Local rural	Local municipal	Sub-total rural	Sub-total urban and municipal	Total
		01	31		02	32			03	04		05	06	07	08					09	10	11	12			
New England	Connecticut	622	163	785	1,637	414	2,051	2,836	1,193	1,438	2,631	899	668	7	67	1,641	2,884	4,224	7,108	428	2,537	161	2,766	3,473	9,527	13,000
	Maine	413	129	542	53	71	124	666	1,243	420	1,663	792	121	-	-	913	2,577	665	3,242	743	284	238	338	3,558	1,287	4,845
	Massachusetts	951	154	1,105	996	1,071	2,067	3,172	2,384	4,273	6,657	529	475	1,067	1,463	3,534	5,085	8,278	13,363	158	1,208	835	5,737	6,078	15,223	21,301
	New Hampshire	322	52	374	54	48	102	476	952	320	1,272	680	81	4	3	768	2,010	506	2,516	237	59	262	401	2,509	966	3,475
	Rhode Island	13	85	98	308	154	462	560	488	757	1,245	172	171	22	177	542	780	1,567	2,347	70	146	18	1,236	868	2,949	3,817
	Vermont	131	192	323	23	59	82	405	643	119	762	259	1	136	16	412	1,361	218	1,579	7	*	188	198	1,556	446	1,972
	Total	2,452	775	3,227	3,071	1,817	4,888	8,115	6,903	7,327	14,230	3,331	1,517	1,236	1,726	7,810	14,697	15,458	30,155	1,643	4,234	1,702	10,676	18,042	30,368	48,410
Middle Atlantic	New Jersey	197	801	998	925	1,725	2,650	3,648	2,868	4,555	7,423	58	47	1,786	1,688	3,579	5,710	8,940	14,650	1,043	1,968	4,088	11,812	10,841	22,720	33,561
	New York	2,230	276	2,506	4,397	922	5,319	7,825	8,084	10,633	18,717	1,686	1,091	2,688	1,364	6,829	14,964	18,407	33,371	41	57	7,983	14,897	22,988	33,361	56,349
	Pennsylvania	3,167	1,361	4,528	1,828	964	2,792	7,320	7,571	5,258	12,829	5,300	3,081	46	90	8,517	17,445	11,221	28,666	3,062	3,785	3,912	9,840	24,419	24,846	49,265
	Total	5,594	2,438	8,032	7,150	3,611	10,761	18,793	18,523	20,446	38,969	7,044	4,219	4,520	3,142	18,925	38,119	38,568	76,687	4,146	5,810	15,983	36,549	58,248	80,927	139,175
South Atlantic (North)	Delaware	43	-	43	124	158	282	325	938	607	1,545	296	192	-	-	488	1,277	1,081	2,358	-	-	80	62	1,357	1,143	2,500
	Dist. of Col. 2/	-	-	-	170	147	317	317	-	975	975	-	-	-	467	467	-	1,759	1,759	-	-	-	722	-	2,481	2,481
	Maryland	544	332	876	1,043	968	2,011	2,887	2,600	2,030	4,630	1,428	763	400	376	2,967	5,304	5,180	10,484	567	68	2,890	2,265	8,761	7,513	16,274
	Virginia	1,997	1,568	3,565	338	887	1,225	4,790	4,695	2,021	6,716	2,331	416	1,723	367	4,837	12,311	4,029	16,343	69	322	1,450	2,538	13,833	6,889	20,722
	West Virginia	242	514	756	50	247	297	1,053	1,827	627	2,454	1,373	103	825	29	2,330	4,781	1,056	5,837	4	18	277	1,050	5,062	2,124	7,186
	Total	2,826	2,414	5,240	1,725	2,407	4,132	9,372	10,060	6,260	16,320	5,428	1,474	2,948	1,239	11,089	23,676	13,105	36,781	640	408	4,697	6,637	29,013	20,150	49,163
South Atlantic (South)	Florida	1,181	1,182	2,363	860	1,068	1,928	4,291	4,592	2,745	7,337	4,179	1,905	406	126	6,616	11,540	6,704	18,244	1,071	937	1,857	6,483	14,468	14,124	28,592
	Georgia	988	1,267	2,255	943	574	1,517	3,772	5,056	1,481	6,537	2,269	457	1,157	327	4,210	10,737	3,782	14,519	134	352	1,654	4,921	12,525	9,055	21,580
	North Carolina	1,036	1,091	2,127	292	231	523	2,650	3,929	1,352	5,281	4,371	727	3,603	867	9,568	14,030	3,469	17,499	64	236	1,338	2,721	15,432	6,429	21,861
	South Carolina	738	694	1,432	62	141	203	1,635	3,852	1,234	5,086	2,670	388	114	4	3,176	8,068	1,829	9,897	264	784	319	318	8,651	2,931	11,582
	Total	3,943	4,234	8,177	2,157	2,014	4,171	12,348	17,429	6,812	24,241	13,489	3,477	5,280	1,324	23,570	44,375	15,784	60,159	1,533	2,309	5,168"	14,446	51,076	32,539	83,615
East North Central	Illinois	1,951	1,450	3,401	3,656	882	4,538	7,939	7,852	6,504	14,356	1,024	468	2,377	196	4,065	14,654	11,706	26,360	1,370	3,332	2,666	11,821	18,690	26,859	45,549
	Indiana	1,414	1,532	2,946	238	1,238	1,476	4,422	5,758	2,516	8,274	2,748	570	1,723	621	5,662	13,175	5,183	18,358	131	214	1,031	5,805	14,337	11,202	25,539
	Michigan	2,423	266	2,689	2,006	1,722	3,728	6,417	6,643	4,735	11,378	1,333	214	6,173	781	8,501	16,838	9,458	26,296	27	57	4,033	11,149	20,898	20,664	41,562
	Ohio	3,414	67	3,481	2,299	1,515	3,814	7,295	8,224	4,929	13,153	4,180	1,387	2,190	1,859	9,616	18,075	11,989	30,064	104	401	6,337	9,814	24,516	22,234	46,750
	Wisconsin	1,044	268	1,312	235	253	488	1,800	5,030	2,030	7,060	1,560	463	1,425	833	4,281	9,327	3,814	13,141	36	39	1,096	4,863	10,459	8,716	19,175
	Total	10,246	3,583	13,829	8,434	5,610	14,044	27,873	33,507	20,714	54,221	10,845	3,102	13,888	4,290	32,125	72,069	42,150	114,219	1,668	4,043	15,163	43,482	88,900	89,675	178,575
West North Central	Iowa	681	381	1,062	159	67	226	1,288	5,025	1,361	6,386	-	-	1,455	285	1,740	7,542	1,872	9,414	77	47	841	2,351	8,460	4,273	12,733
	Kansas	605	238	843	280	111	391	1,234	3,606	993	4,599	543	20	1,372	310	2,245	6,364	1,714	8,078	77	47	879	3,349	7,320	5,110	12,430
	Minnesota	194	724	918	512	830	1,342	2,260	4,711	2,000	6,711	1,013	32	2,411	115	3,601	9,083	3,519	12,602	3	115	1,253	3,207	10,339	6,841	17,180
	Missouri	1,252	1,006	2,258	1,158	568	1,726	3,984	4,961	1,849	6,810	2,219	376	20	34	2,679	9,488	3,985	13,473	158	488	1,850	5,894	11,496	10,367	21,863
	Nebraska	412	296	708	39	36	75	783	2,579	578	3,157	587	15	611	63	1,276	4,485	731	5,216	2	-	975	1,757	5,462	2,488	7,950
	North Dakota	255	171	426	18	49	67	493	1,188	113	1,301	181	3	429	14	627	2,224	197	2,421	1	2	641	374	2,866	573	3,439
	South Dakota	293	302	595	17	14	31	626	1,538	186	1,724	213	21	404	24	662	2,750	262	3,012	20	7	615	329	3,385	598	3,983
	Total	3,692	3,118	6,810	2,183	1,675	3,858	10,668	23,638	7,080	30,718	4,786	467	6,702	875	12,830	41,936	12,280	54,216	338	706"	7,054	17,264	49,328	30,250	79,578
East South Central	Alabama	381	1,122	1,503	58	740	798	2,301	3,476	1,459	4,935	1,249	216	1,603	198	3,266	7,831	2,671	10,502	385	102	633	2,702	8,849	5,475	14,324
	Kentucky	824	849	1,673	478	394	872	2,545	3,326	1,075	4,401	2,939	381	410	90	3,820	8,348	2,418	10,766	813	510	970	1,695	10,131	4,623	14,754
	Mississippi	351	564	915	87	437	524	1,439	3,189	578	3,767	712	77	865	158	1,812	5,681	1,337	7,018	8	19	600	1,219	6,289	2,575	8,864
	Tennessee	348	1,557	1,905	419	837	1,256	3,161	4,052	1,840	5,892	967	222	625	38	1,852	7,549	3,356	10,905	53	5	1,665	3,417	9,267	6,778	16,045
	Total	1,904	4,092	5,996	1,042	2,408	3,450	9,446	14,043	4,952	18,995	5,867	896	3,503	484	10,750	29,409	9,782	39,191	1,259	636	3,868	9,033	34,536	19,451	53,987
West South Central	Arkansas	376	543	919	238	89	327	1,246	2,489	795	3,284	1,719	230	276	26	2,251	5,403	1,378	6,781	33	44	664	1,262	6,100	2,684	8,784
	Louisiana	393	1,104	1,497	239	562	801	2,298	2,367	1,128	3,495	3,069	482	11	1	3,563	6,944	2,412	9,356	408	450	610	2,130	7,962	4,992	12,954
	Oklahoma	954	264	1,218	431	414	845	2,063	4,318	1,221	5,539	916	193	676	207	1,992	7,128	2,466	9,594	197	91	964	3,042	8,289	5,599	13,888
	Texas	1,763	2,588	4,351	3,782	2,267	6,049	10,400	10,201	6,402	16,603	6,963	2,482	-	-	9,445	21,515	14,933	36,448	1,160	719	2,160	12,212	25,135	27,861	52,999
	Total	3,486	4,499	7,985	4,690	3,332	8,022	16,007	19,375	9,546	28,921	12,667	3,387	963	234	17,251	40,990	21,189	62,179	1,798	1,304	4,698"	18,646	47,486	41,139	88,625
Mountain	Arizona	612	1,492	2,104	239	330	569	2,673	1,064	109	1,173	524	43	538	1,590	2,695	4,230	2,311	6,541	156	20	326	1,254	4,712	3,585	8,297
	Colorado	613	615	1,228	363	373	736	1,964	1,914	1,381	3,295	796	119	-	-	915	3,938	2,236	6,174	48	98	1,244	2,459	5,230	4,793	10,023
	Idaho	312	334	646	16	75	91	737	1,167	129	1,296	304	22	263	36	625	2,380	278	2,658	4	7	627	486	3,011	771	3,782
	Montana	200	556	756	8	69	77	833	1,220	178	1,398	366	48	-	-	414	2,342	303	2,645	-	-	665	390	3,007	693	3,700
	Nevada	395	314	709	-	143	143	852	624	183	807	244	59	71	163	537	1,648	548	2,196	24	20	90	490	1,762	1,058	2,820
	New Mexico	644	659	1,303	67	225	292	1,595	1,399	479	1,878	746	124	6	-	876	3,451	895	4,349	82	412	349	613	3,885	1,920	5,805
	Utah	136	913	1,049	134	359	493	1,542	736	390	1,126	499	408	92	122	1,121	2,376	1,413	3,789	33	117	375	582	2,784	2,112	4,896
	Wyoming	359	377	736	16	21	37	773	815	111*	926	211	1	12	13	237	1,771	162	1,936	3	3	258	365	2,035	530	2,565
	Total	3,271	5,260	8,531	843	1,595	2,438	10,969	8,939	2,960	11,899	3,690	824	982	1,924	7,420	22,142	8,146	30,288	350	677	3,934	6,639	26,426	15,462	41,888
Pacific	California	1,597	5,109	6,706	7,663	4,293	11,956	18,662	9,500	12,916	22,416	2,020	976	3,902	3,328	10,226	22,128	29,176	51,304	531	1,296	13,443	29,210	36,102	59,682	95,784
	Oregon	1,030	281	1,311	486	110	596	1,907	2,069	1,224	3,293	994	260	647	393	2,294	5,021	2,473	7,494	3	12	1,210	1,796	6,234	4,281	10,515
	Washington	269	1,008	1,277	919	472	1,391	2,668	1,818	982	2,800	829	404	1,645	335	3,213	5,569	3,112	8,681	16	187	3,374	3,070	8,959	6,369	15,328
	Total	2,896	6,398	9,294	9,068	4,875	13,943	23,237	13,387	15,122	28,509	3,843	1,640	6,194	4,056	15,733	32,718	34,761	67,479	550	1,495	18,027	34,076	51,295	70,332	121,627
Total - All Divisions		40,310	36,811	77,121	40,363	29,344	69,707	146,828	165,804	101,219	267,023	70,990	21,003	46,216	19,294	157,503	360,131	211,223	571,354	13,925	21,622	80,294	197,448	454,350	430,293	884,643
	Alaska	-	-	-	-	-	-	-	267	96	363	78	30	-	-	108	345	126	471	-	-	100	204	445	330	775
	Hawaii	-	124	124	17	267	284	408	420	261	681	195	37	-	-	232	739	582	1,321	-	-	371	702	1,110	1,284	2,394
United States Total		40,310	36,935	77,245	40,380	29,611	69,991	147,236	166,491	101,576	268,067	71,263	21,070	46,216	19,294	157,843	361,215	211,931	573,146	13,925	21,622	80,765	198,354	455,905	431,907	887,812

1/ Traveled-way includes travel on highways in the Interstate System status of completion group 2. This group consists of mileage which is adequate for present traffic but will need further construction and improvement to bring it to full Interstate standards. In some instances these are divided highways with full control of access and in others they are two, three or four-lane undivided highways with no access control.

2/ Total vehicle-mile estimate provided by the District of Columbia Highway Department. Distribution of travel by highway system was estimated by the Planning Services Branch, Bureau of Public Roads.

3/ Bureau of Public Roads estimate based on data furnished by the Alaska Highway Department. Alaska has no interstate mileage and therefore did not prepare an estimate.

* Less than 0.5 million vehicle-miles.

Mr. Kruser
811-Matomic

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

FHWA -- 82

FOR IMMEDIATE RELEASE

NEW YORK SIGNS PACT
TO CONTROL BILLBOARDS

The Federal Highway Administration of the U.S. Department of Transportation today announced signing of a billboard control agreement with the State of New York.

Federal highway Administrator Lowell K. Bridwell said "the agreement contains criteria by which New York will implement provisions of the Highway Beautification Act of 1965 relating to control of outdoor advertising."

"The intent of the Act," Mr. Bridwell said, "is that erection and maintenance of outdoor advertising signs, displays, and devices in areas adjacent to the Interstate and Primary highway systems 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."

Under the Beautification Act, agreements on control standards are worked out between the States and the Secretary of Transportation. Included are standards to define unzoned commercial and industrial areas for outdoor advertising purposes; maximum billboard sizes, and varying spacing requirements depending upon the type of highway involved.

The New York agreement defines an unzoned area as a 500-foot area adjacent to a commercial or industrial activity on the same side of the highway as the activity. In turn, a commercial or industrial activity is defined as an activity which is generally recognized by New York State zoning authorities with certain exceptions such as an outdoor advertising structure, itself; agricultural activities; activities conducted in buildings used

(more)

principally as residences, and activities that are not visible from the highway.

The maximum size sign allowed under the New York agreement is 650 square feet. Where an advertiser desires two signs side-by-side or atop another, each panel cannot exceed 325 square feet.

Minimum spacing requirements between signs depend upon the type of highway. If the sign is adjacent to an Interstate or controlled access highway, New York requires a minimum 500 feet between signs. On other Federal-aid primary system highways, the minimum distance is 300 feet between signs located outside towns and 100 feet inside towns.

The agreement also prohibits locating signs within 2,000 feet of the entrance to a rest area or an interchange, primarily for purposes of safety.

New York is the sixth State to agree on billboard control standards. Others are: Connecticut, Rhode Island, Vermont, Virginia and Hawaii. The District of Columbia has also signed an agreement. Negotiations are underway with 27 other States.

The Highway Beautification 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 and removed under the standards. The Federal share of such compensation is 75 percent.

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

FHWA -- 83

U.S., S.C. ACT TO RID
HIGHWAYS OF HAZARDS

For Immediate Release

The Federal Government and the State of South Carolina are cooperating in a $7.9 million "spot improvement" safety program aimed at eliminating high-accident locations from the State's highway system. The program is expected to accelerate to a $29 million level in the next two years.

Federal Highway Administrator Lowell K. Bridwell says "the spot improvement program represents an immediate opportunity -- with fast pay-off -- in the job of reducing the mounting toll of traffic deaths and injuries."

Since March 1964 when President Johnson directed the Bureau of Public Roads to use Federal-aid resources to help the States expand this type of work, South Carolina has programmed 60 such projects at a total cost of $7,996,730 million, split 50-50 by the State and the Federal Government.

By 1969, the South Carolina program is expected to total 167 projects on Federal-aid highways at a cost of $29,212,050.

Administrator Bridwell paid tribute to South Carolina for the work it has done on its own in this field: "The South Carolina State Highway Department since 1964 has completed 77 safety projects at a total cost of $3,445,000 in State funds a very commendable achievement.

- more -

"Many of these spot improvements," he explained, "are comparatively small jobs, not involving huge sums of money, but they bring almost immediate results."

The spot improvement program in South Carolina and the other States involves such improvements as widening bridges; traffic lanes and shoulders; realigning curves and slopes for better sight distance; reconstruction and channelization of intersections; installing uniform control devices; installation of guard-rails; and railroad grade crossing elimination or protection.

The Bureau of Public Roads reports that across the nation there are 3,069 Federally aided spot improvement projects programmed at a cost of approximately $550,270,556. A recent nationwide inventory showed there are 20,619 such locations which could be corrected at a total cost of around $2.1 billion.

Mr. Bridwell noted, too, that the Congress last year enacted into law "the greatest and most comprehensive attack on highway accidents in the history of automotive transportation -- a program setting performance standards for motor vehicles and offering grants for States and local communities to expand and improve their own highway safety program."

A list of the Federal-aid spot improvement projects programmed thus far in South Carolina, including location, type of improvement and approximate cost, follows:

ABBEVILLE COUNTY - State Route 72 from one mile southwest of Abbeville southwest for 12.5 miles; resurfacing and widening pavement and shoulders and improving vertical sight distance; $900,000.

ANDERSON COUNTY - Savanna River Bridge on State Route 181, 7 miles southwest of Starr; construction of barrier curb on bridge; $5,500.

State Route 853 from one mile west of Pelzer southwesterly; utility changes for widening and reconstruction of bridge; $18,000.

State Route 281 from State Road 76 westerly to State Route 331; widening road; $20,000.

State Route 265 from five miles east of Belton southerly; utility changes for widening and reconstruction; $10,000.

State Routes 851 and 265 three miles southeast of Belton; widening of bridge over Broad Mouth Creek; $46,000.

State Route 598 from one mile northeast of Belton northeasterly; utility changes in preparation for widening and reconstruction; $12,000.

BAMBERG COUNTY - U.S. Route 78 at Brier Branch 10 miles southeast of Bamberg; widening of two bridges; $40,000.

BERKELEY COUNTY - State Route 402 at railroad crossing five miles northwest of Huger; installation of automatic flashing light signals with gates; $20,400.

CHEROKEE COUNTY - State Route 171 at railroad crossing in Gaffney; installation of flashing signals with gates; $22,000.

State Route 39 at railroad crossing 6 miles southwest of Gaffney; installation of flashing light signals with short arm gates; $22,000.

CHESTER COUNTY - State Route 77 at Fishing Creek four miles southwest of Fort Lawn; replacement of bridge; $30,000.

COLLETON COUNTY - U.S. Route 17 southeast of Jacksonburg; resurfacing and widening pavement and shoulders for 16 miles; $1,000,000.

DARLINGTON COUNTY - State Route 151 west of Darlington to near Hartsville; widening of culverts; $22,000.

U.S. Route 52 north of Darlington to near junction of U.S. Route 15; widening of bridges and culverts; $100,000.

DILLON COUNTY - U.S. Routes 301 and 501 in and south of Latta; resurfacing and channelization of hazardous junction; $30,000.

State Route 30 at junction of State Route 35 six miles east of Dillon; utility changes for flattening hazardous curve; $5,000.

FAIRFIELD COUNTY - State Route 34 from six miles northwest of Monticello, northeast; repair and widen bridge at Little River and widen three culverts; $80,200.

GREENVILLE COUNTY - State Route 290 from 3 miles northwest of Greer, northwest; widening road for 11 miles; $500,000.

State Route 101 at railroad crossing in Greer; installation of automatic flashing signals; $11,400.

State Route 46 at railroad northeast of Greenville; reconstruction of bridge; $35,000.

State Route 290 from U.S. 25 southwest to three miles northwest of Greer; widening pavement and shoulders for 11 miles; $500,000.

State Route 417 from Simpsonville northeast; widening road; $188,600.

GREENWOOD COUNTY - State Route 100 from three miles northeast of Greenwood to State Route 246; widening and reconstruction of bridge over Coronaco Creek; $150,000.

State Route 246 at railroad crossing in Coronaco; installation of automatic flashing signals; $10,200.

State Route 73 from State Route 254 in Greenwood, northeast; widening narrow pavement; $22,000.

U.S. 25 from 4 miles southeast of Greenwood, southeasterly; widening culverts; $50,000.

State Route 67 from Georgia & Florida Railroad southeasterly; widening and reconstruction of road; $151,000.

HORRY COUNTY - State Route 9 from State Route 185 in Loris northwest to U.S. Route 76; widening of pavement, shoulders and structures for 16 miles; $420,000.

LANCASTER COUNTY - State Route 55 at railroad crossing in Van Wyck; installation of automatic flashing light signals; $10,200.

LAURENS COUNTY - State Route 76 from 5 miles southwest of Gray Court, northwesterly; widening and reconstructing pavement; $68,000.

State Route 120 from 6 miles northwest of Gray Court, north; widening road; $14,000.

LEXINGTON COUNTY - U.S. 1 from U.S. 378 west of Lexington, west 14.4 miles to State Route 23 at Leesville; widening shoulders and improving vertical sight distances; $672,000.

NEWBERRY COUNTY - State Route 121 from State Route 34 at south edge of Silverstreet, southwest to Saluda River; widening pavement; $90,000.

State Route 121 from one mile southwest of Newberry southwest to junction of State Route 34; widening pavement; $240,000.

PICKENS COUNTY - State Route 291, from State Route 133 to State Route 225; widening road and reconstruction of bridge over Six Mile Creek; $199,000.

State Route-137 from Liberty northwesterly to State Route 158; utility changes in preparation for widening and reconstruction of road; $16,000.

RICHLAND COUNTY - State Route 16 at junction with U.S. Route 176 in Columbia; reconstruction of intersection; $36,600.

U.S. Route 1 at railroad nine miles northeast of Columbia; widening of railroad bridge; $50,000.

State Route 50 five miles southeast of Columbia at railroad crossing; installation of flashing signals; $14,000.

Interstate 126 at west city limits of Columbia; erection of median guardrail at bridge; $76,000.

SPARTANBURG COUNTY - State Route 908 northwest of Duncan at railroad; reconstruction of overpass; $60,000.

State Route 292 at the railroad crossing in Inman; installation of flashing light signals with short arm gates; $19,000.

State Route 9 at North Pacolet River 3 miles northwest of Fingerville; relocation of bridge; $70,000.

State Route 59 at Pacolet River three miles west of Cowpens; replacement of narrow bridge; $100,000.

State Route 42 seven miles northwest of Spartanburg at Obed Creek and Municipal Reservoir; replacement of two narrow bridges and widening of road; $132,000.

State Route 727 from State Route 215 2 miles southeast of Roebuck to State Route 196; utility changes for widening and reconstructing pavement; $26,000.

State Route 295 at railroad crossing, 4 miles west of Spartanburg; installation of automatic flashing signals; $9,600.

State Route 14 at railroad crossing in Landrum; installation of flashing light signals with gates; $22,000.

U.S. 221 north of Spartanburg at Lawson's Fork Creek; widening bridge; $100,000.

State Route 11, from southeast of Inman to U.S. Route 76; utility changes for widening and reconstruction of road; $28,000.

UNION COUNTY - State Route 123 at railroad crossing in Union; installation of automatic flashing signals with gates; $22,000.

WILLIAMSBURG COUNTY - State Routes 296 and 373 in Kingstree; widening of bridge approaches and shoulders at hazardous railroad crossing; $180,000.

U.S. Route 521 at Thorntree south swamp east of Salters; widening of narrow culvert to reduce hazard; $10,000.

U.S. Route 521 from Stony Run Creek 5 miles northeast of Lane; widening of bridges and culverts to reduce hazard; $120,000.

CLARENDON AND WILLIAMSBURG COUNTIES - U.S. Route 521 from State Route 261, three miles southeast of Manning, southeasterly to State Route 375 in Greeleyville; widening of pavement and raising of shoulders for 12.3 miles; $280,000.

DILLON AND MARION COUNTIES - U.S. Route 301 from U.S. Route 501 intersection southwest to one mile northeast of Pee Dee; widening of pavement and shoulders for 9.5 miles; $200,000.

GREENWOOD AND SALUDA COUNTIES - U.S. 178 from 1 mile northwest of Saluda to just west of county line; widening culverts; $20,000.

HORRY AND MARION COUNTIES - U.S. 76 from Nichols east and north to North Carolina state line; pavement and shoulder widening for 7.5 miles; $160,000.

LEXINGTON AND RICHLAND COUNTIES - Interstate 26 five miles northwest of Columbia; erection of median guardrail at bridge; $44,000.

(For further information contact J. W. Perlin, Information Officer, WO 7-3271)

11/67

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

FHWA -- 84

FOR RELEASE TUESDAY,
NOVEMBER 21, 1967

DESIGN TEAM APPROACH SET FOR CHICAGO'S CROSSTOWN EXPRESSWAY

The Department of Transportation today announced approval of a $2.3 million contract to enable the City of Chicago to apply the "design concept team" approach in building its proposed Crosstown Expressway.

Federal Highway Administrator Lowell K. Bridwell said, "Chicago is the second major city in the United States to adopt this approach, which will bring a multitude of environmental skills to bear on the planning and designing of this major facility in their Interstate System."

The first city in the Nation to adopt the team approach was Baltimore, Maryland. Secretary of Transportation Alan S. Boyd, announcing the Baltimore project last month, predicted that "this may well set the pattern for designing urban highways across the Nation."

He said that with early planning consideration being given to the highway's social, economic, historic and functional impact, the highway "becomes not just a road through a city but an integral part of the city."

Mr. Bridwell said that Chicago's Crosstown Design Team would bring together highway, traffic and safety engineers, architects, city planners, sociologists, economists and others who will work jointly on the routing and designing of an 8.2-mile section of the Crosstown Expressway (Interstate Route 494) running from the junction of Edens Expressway and the John F. Kennedy Expressway to the Eisenhower Expressway in the heart of the city.

He said the Chicago team approach differs slightly from Baltimore's because the corridor limits are not already fixed, as they were in Baltimore.

"This will give the Crosstown Design Team an added element of flexibility in employing the principal of joint development," he explained.

The object of the joint development concept is to stimulate coordinated programs through which cities can meet needs for better housing, parks and playgrounds and open spaces, by acquiring all of the land needed for such development at the same time they are acquiring it for highways. In most instances, this land may be acquired for little more than the cost of the land for freeway use alone.

The contract for Chicago's Crosstown Design Team is between the City of Chicago and four firms with expertise in city planning, highway and traffic engineering and architecture, and was subject to approval by the Illinois Division of Highways, and the FHWA's Bureau of Public Roads.

(more)

Its approval by the Bureau makes it eligible for 90 percent Federal financial assistance under the Interstate Highway Program.

The City of Chicago will provide continuous liaison with City agencies, the County, the State and the Bureau of Public Roads.

An interagency study team, under direction of the City Commissioner of Public Works, also has been formed to guide and coordinate the work and provide input from the various public agencies. It includes representatives of the Chicago Department of Development and Planning, Urban Renewal, Streets and Sanitation and Public Works, Chicago Transit Authority, the Mayor's Committee on Economic and Cultural Development, Illinois and Cook County Highway Departments, the Bureau of Public Roads, and others as required.

The State of Illinois already has undertaken route location studies for another section of Interstate 494 south of the Eisenhower Expressway, and the Crosstown Design Team is expected to participate also in its development and construction. Arrangements also are provided for the Design Team to aid in Interstate 494 work outside the city line of Chicago to assure continuity of design on that stretch of road.

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

FHWA - 86

FOR RELEASE WEDNESDAY
NOVEMBER 22, 1967

COMPUTER DATA BECOMES ANIMATED CARTOON IN AUTO CRASH RESEARCH

The technique of the animated cartoon is being put to work to help scientists study motor vehicle crashes.

The Department of Transportation's Federal Highway Administration announced today the award of a research contract under which data from a computer will be turned into three-dimensional animated cartoons to facilitate the study of what happens when autos shoot off the highways in single-vehicle crashes.

Federal Highway Administrator Lowell K. Bridwell said "the program involves an amazingly complex electronic-computer simulation process."

More than 20 test collisions, rollovers and violent maneuvering experiments will be staged, he said.

A mathematical model will be used in the computer to simulate a wide variety of crashes involving a single vehicle to help scientists to determine the relative importance of the various physical elements involved, such as detailed properties of the car, roadside obstacles and terrain features.

Mathematical models are standard research tools in which advanced mathematics is used to describe the mechanics of various situations. They permit researchers to examine a large number of events without hazard to people or property.

Mr. Bridwell said the FHWA's Bureau of Public Roads has awarded a $149,965 contract to Cornell Aeronautical Laboratory of Buffalo, New York, to carry out the work. This is an extension of an earlier contract under which Cornell Aeronautical Laboratory dropped cars on telephone poles and crushed others in presses to measure the crush properties of cars' structures, seeking ways to minimize the effects of single-vehicle crashes.

These experimental crashes provided part of the original data which will emerge from the computer in the form of an animated cartoon. Cornell Aeronautical Laboratory will begin crashing used autos by remote control next spring to provide additional data which will permit them to reproduce increasingly severe crashes.

(more)

Federal Highway Administrator Bridwell said the search for answers in single-vehicle crashes becomes more urgent every day as traffic and speed tempos increase. "This type of crash was responsible for 18,830 out of 53,000 traffic fatalities last year," he asserted.

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(For further information, contact J. W. Perlin, Information Office, WO7-3271)

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

FHWA -- 87

FOR RELEASE THURSDAY,
NOVEMBER 23, 1967

AIRPORT ACCESS ROADS GET NEW PRIORITY UNDER TOPICS PROGRAM

The Department of Transportation's Federal Highway Administration said today that a new level of priority is being applied to the problem of airport access roads in the major urban areas of the country.

Federal Highway Administrator Lowell K. Bridwell said the airport access problem is being melded into a recently-inaugurated national program to increase the capacity and safety of highways and city streets.

Known as the TOPICS program, it permits the use of Federal funds and technical support to modernize city streets through traffic engineering improvements and makes some streets eligible for Federal aid which previously have not been eligible for such aid.

Administrator Bridwell said instructions have gone out to the FHWA's 10 Regional Offices "emphasizing the need for consideration of airport access in the development of the TOPICS program."

"No TOPICS program should be advanced beyond the planning stage," the instructions said, "unless adequate attention has been given to this (airport access) high priority item."

Because airports are generators of heavy highway traffic, Mr. Bridwell said "traffic engineering techniques can play a part in accelerating the movement of vehicles to and from terminals. Getting from an airport to a city's downtown sometimes takes longer than the air flight."

He pointed out that improvement of airport access is in accord with the Department of Transportation's concept of a fully-coordinated transportation system.

The FHWA's Bureau of Public Roads is coordinating the effort to improve highway access to airports. It has identified 87 urbanized areas with population of 200,000 or more for initial attention. Studies are being launched immediately of problems relating to the transportation between the central business district and airports, including such items as travel times during the peak and off-peak hours.

A review is being made of the Federal-aid systems serving airports, and a determination will be made of any required revisions or additions to the system that might be required to improve airport access.

(more)

Under the TOPICS program, some streets in towns of 5,000 or more population which previously did not qualify for Federal aid can now be incorporated into the Federal-Aid Primary System, making them eligible for Federal financial assistance. Such streets must be connected to a Federal-aid route to create an integrated network. They can be arterial highways and major crosstown, radial and circumferential streets not already on a Federal-aid system; most or all streets in a downtown area; and a limited street system in other areas carrying a heavy concentration of traffic.

Federal funds can be used on these streets only for traffic engineering improvements and not for major construction or reconstruction. Mr. Bridwell explained that TOPICS seeks to make more efficient use of existing streets without resorting to expensive construction projects.

Cities already taking part in the program are Augusta, Maine; Kokomo and Indianapolis, Indiana; Stamford, Connecticut; Canton, Ohio; Dover-Somersworth, New Hampshire; Woonsocket, Rhode Island; Memphis, Tennessee; Lincoln, Nebraska; Huntsville, Alabama; Charleston, West Virginia; Peoria, Illinois; Lancaster, Pennsylvania; Wellesley, Massachusetts; Rutland, Vermont; and Searcy, Arkansas.

"Many of our urban streets are clogged with slow-moving traffic partly because their capacity potential is not being used to the fullest," said Francis C. Turner, Director of the Bureau of Public Roads. "Through TOPICS we expect to increase the productivity of our urban highway resource by making better use of what we have."

"We feel the movement of vehicles on our city streets can be speeded up as much as 25 percent by employing traffic engineering improvements. At the same time these streets will be made safer for motorists and pedestrians. This can be accomplished with relatively modest investments of money."

He said the TOPICS program includes such things as channelization of intersections, additional traffic lanes, grade crossing separation for vehicles and pedestrians, traffic signals, lighting and separate lanes for transferring passengers and loading and unloading of trucks.

Cost of the improvements is shared by the Bureau of Public Roads on a 50-50 basis out of regular Federal-aid highway apportionments. The selection of streets is made by State highway departments in cooperation with local officials, subject to approval by the Bureau.

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(For further information, contact J. W. Perlin, Information Officer, WO 7-3271.)

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

FHWA -- 89

RIGID SIGN SUPPORTS, LIGHT POLES
BANNED ON FEDERAL-AID HIGHWAYS

For Release Tuesday, November 28, 1967

The Department of Transportation's Federal Highway Administration today banned the future installation of rigidly fixed traffic sign supports and light poles in exposed areas of Federal-aid highways where breakaway or yielding supports can be used.

The action was taken, Federal Highway Administrator Lowell K. Bridwell said, as a step in controlling one of the causes of highway fatalities - cars leaving the roadway and crashing into fixed objects. Single-car crashes, including those into rigid supports and other fixed objects, accounted for 18,830 of the Nation's 53,000 highway deaths in 1966.

All highways built or improved with Federal financial assistance are affected by the ban. About 900,000 miles of the Nation's 3.7 million miles of roads and streets are eligible for Federal aid.

Exceptions to the order on sign posts and light poles will be made if the rigid supports are in an unexposed area and do not constitute a hazard, or are to be placed at a safe distance from the roadway.

F. C. Turner, Director of the Federal Highway Administration's Bureau of Public Roads, explained the ban was made possible only because of the success of research.

"Highway engineers have long recognized that massive sign supports imbedded in concrete foundations were potential death traps," he said. "But it wasn't until research led to the development of breakaway signs that much could be done about the problem."

A major role in the research was played by Texas A&M's Texas Transportation Institute beginning in 1963. Sponsored by 14 State highway departments and the Bureau of Public Roads, the Institute's research program sought to develop sign supports that broke away when hit by a car, but were still sufficiently strong to carry the weights of the signs and withstand the forces caused by strong winds.

(more)

As a result of the research, sign posts were produced with a slip plate at the base and a hinge joint seven feet above ground level. On impact, the support is moved forward and upward out of the car's way. Similarly, light poles were developed with a cast aluminum base which shears off when struck.

Breakaway supports were described by Mr. Turner as an important breakthrough in highway safety that will save lives and minimize damage to cars leaving the highway and hitting roadside objects.

Mr. Turner stated the Bureau of Public Roads was encouraging State highway departments to modify existing sign and light pole installations to incorporate the new safety features. These improvements are eligible for Federal financial aid, he added.

(For further information, contact J. W. Perlin, Information Officer, WO 7-3271.)

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

FHWA -- 81

FOR RELEASE WEDNESDAY,
NOVEMBER 29, 1967

STUDY SHOWS AVERAGE SPEED OF MOTOR VEHICLES INCREASING

The Department of Transportation reports that motor vehicles on the Nation's open roads are traveling at faster average speeds each year.

Twenty-five years ago under World War II restrictions, a study showed the average speed on rural roads during low traffic periods dropped to 36 miles an hour. Since the war, however, it has been increasing steadily each year.

In 1966, the average speed of motor vehicles was clocked at 57.3 miles per hour -- nearly one mile an hour faster than the previous year.

The study, conducted by the State highway departments and summarized by Federal Highway Administration's Bureau of Public Roads, involved more than 500,000 vehicles in 35 States on level sections of main rural roads during periods of low traffic volume.

It showed that 40 percent of the vehicles traveled at speeds of 60 miles an hour or faster.

Federal Highway Administrator Lowell K. Bridwell said the study reflects "great and steady improvement in the Nation's highway system."

"The faster time indicates the increasing efficiency of our highway transportation system," Mr. Bridwell said. "It also reflects a growing confidence of the motoring public in both our motor vehicles and our highways."

"It shows, too," he added, "the kind of highway service the motoring public has come to expect, and it poses a challenge to our automobile manufacturers and government officials at all levels to continue to strive to make our vehicles and roads as safe as possible at these higher speeds."

The average speed of 57.3 miles per hour includes passenger cars, trucks and buses. The average speed of buses was the same as that for passenger cars -- 58.8 m.p.h. The truck speed was 52.6 m.p.h., about 50 percent greater than the average truck speed of 25 years ago.

(more)

The study shows the advantages of high design standards by comparing the average speeds for all vehicles on rural sections of the Interstate Highway System's completed sections with those on the Interstate's "traveled-way" sections. (Traveled-way includes older roads presently serving Interstate traffic but which are not up to Interstate standards).

The comparisons:

Year	Interstate completed	Interstate traveled-way	Difference
1960	54.8 m.p.h.	52.7 m.p.h.	2.1 m.p.h.
1961	55.7	53.0	4.7
1962	57.7	54.2	3.5
1963	59.5	54.2	5.3
1964	59.6	54.6	5.0
1965	60.6	55.6	5.0
1966	61.5	55.3	6.2

When the 41,000-mile Interstate System is completed in mid-1970, it is expected to carry more than 20 percent of the Nation's total vehicle mileage -- thus the average mile-per-hour rate is expected to continue increasing.

The accompanying table and charts list the average speeds as recorded in the various States and show the speed trends through the years. Copies of the study, "Traffic Speed Trends," are available from the Federal Highway Administration, Washington, D. C. 20591.

(For further information contact Don Stull, FHWA Public Affairs, Telephone: 962 8411).

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Table 1.--Average speeds and percentages of vehicles traveling in excess of various speeds for the period from January 1966 to December 1966

Region and State	Average speed				Speed exceeded																							
					35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.			
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus
	Miles per hour				Percentage of vehicles																							
EASTERN REGIONS																												
NEW ENGLAND:																												
Connecticut	54.5	54.9	54.0	53.4	99	100	99	98	95	97	93	92	80	88	75	81	65	74	58	55	53	61	43	52	26	32	14	37
Maine	58.0	58.6	53.3	59.5	99	100	99	100	98	99	95	95	91	92	84	91	79	80	68	87	63	65	43	73	44	46	25	57
New Hampshire	51.9	52.1	50.6	56.3	98	98	98	100	88	88	88	100	76	76	78	100	50	50	47	56	37	38	29	50	17	18	10	27
Rhode Island	54.1	54.4	53.0	59.6	100	100	100	100	97	97	95	100	88	88	85	100	72	74	68	100	49	51	44	81	27	29	22	53
MIDDLE ATLANTIC:																												
New Jersey	49.2	50.1	47.2	48.2	99	99	98	100	95	97	91	95	76	82	48	70	52	58	39	56	16	20	11	23	6	8	3	4
New York	59.5	59.9	56.8	60.8	100	100	100	100	100	100	100	99	98	98	96	96	91	92	87	92	75	77	64	75	63	66	47	69
Pennsylvania	46.9	48.0	44.5	46.8	93	95	89	90	76	81	65	74	52	63	44	53	28	33	32	30	10	16	6	14	4	7	2	8
SOUTH ATLANTIC:																												
Florida	59.8	61.9	55.3	-	100	100	100	-	99	100	99	-	93	98	95	-	95	97	90	-	79	84	63	-	65	71	43	-
Georgia	54.3	56.2	51.7	58.4	-	-	-	-	-	-	-	-	87	92	77	97	63	72	46	72	45	54	27	71	22	28	8	32
North Carolina	58.0	59.2	54.5	63.8	100	100	99	100	98	98	96	100	91	95	86	100	80	86	65	98	61	68	41	98	39	44	21	69
South Carolina	58.0	59.2	54.0	58.0	100	100	99	100	97	100	98	100	82	84	75	93	61	67	46	85	41	47	23	62	23	29	3	4
Virginia	53.3	54.8	50.9	59.9	98	98	95	100	92	94	85	100	79	84	64	98	62	70	38	89	42	49	17	75	22	28	11	50
Average	54.8	55.8	52.2	56.8	99	99	98	99	94	95	92	96	83	87	76	89	67	71	57	75	48	53	34	61	30	34	17	37
CENTRAL AND WESTERN REGIONS																												
EAST NORTH CENTRAL:																												
Indiana	60.0	62.0	53.8	-	100	100	100	-	99	100	98	-	97	99	92	-	89	96	67	-	78	88	49	-	56	68	17	-
Michigan	59.1	60.9	51.6	58.5	100	100	99	100	98	98	95	98	93	95	84	91	82	87	59	74	65	73	30	63	46	54	9	48
EAST SOUTH CENTRAL:																												
Tennessee	48.1	49.5	44.2	50.7	84	86	70	91	71	75	64	81	56	60	47	60	46	51	34	49	31	36	17	37	20	24	7	30
WEST NORTH CENTRAL:																												
Iowa	53.9	55.7	50.5	-	99	99	98	-	94	97	91	-	83	89	71	-	58	69	36	-	36	47	16	-	19	26	6	-
Kansas	62.0	63.9	54.7	62.2	100	100	99	100	99	100	97	100	97	99	93	100	91	95	76	100	77	86	44	100	60	70	20	79
Minnesota	59.0	60.0	54.2	61.3	100	100	100	100	99	100	98	99	96	97	92	96	85	88	72	90	68	73	42	81	40	47	13	52
Missouri	60.4	62.4	54.9	59.9	100	100	99	100	99	99	97	97	96	98	90	97	86	91	72	91	74	82	52	80	47	59	15	43
Nebraska	61.2	62.7	54.3	61.2	100	100	100	100	99	100	98	99	97	99	92	99	92	95	79	97	80	85	53	85	60	68	22	68
North Dakota	59.5	62.4	52.8	-	99	100	96	-	96	99	92	-	92	97	80	-	83	92	62	-	70	84	41	-	48	62	17	-
South Dakota	59.4	60.2	55.4	62.0	100	100	100	100	98	98	97	100	93	94	89	100	83	85	73	94	67	71	49	84	45	50	20	69
WEST SOUTH CENTRAL:																												
Arkansas	55.3	57.6	52.2	60.3	99	99	99	100	98	98	97	100	92	95	87	89	77	85	65	74	52	64	32	75	26	35	11	67
Oklahoma	60.4	61.5	55.0	60.5	100	100	99	100	99	100	98	98	96	98	91	98	92	95	83	93	78	84	61	79	61	67	39	61
Texas	59.4	61.0	54.9	60.7	100	100	99	100	98	99	97	98	95	97	90	97	83	88	71	85	44	77	50	56	44	53	19	56
MOUNTAIN:																												
Arizona	62.7	63.7	57.6	67.6	100	100	100	100	99	100	98	100	99	99	95	98	94	97	81	100	89	93	68	100	65	72	34	98
Colorado	60.1	60.6	55.3	65.8	99	100	96	100	98	99	91	100	94	95	84	100	86	87	71	96	72	74	49	92	52	55	23	88
Idaho	56.7	58.3	51.7	58.3	99	99	97	100	94	96	88	99	90	93	81	98	68	74	51	81	55	63	32	62	31	37	14	47
Montana	61.0	63.6	54.2	61.1	100	100	100	100	99	100	99	100	95	99	86	86	86	95	64	86	71	85	32	71	51	66	19	71
Nevada	59.8	61.9	53.2	57.7	99	100	97	100	99	100	95	100	95	98	88	100	90	94	78	86	73	82	44	57	57	68	24	43
Utah	58.2	58.3	50.9	61.2	-	-	-	-	-	-	-	-	95	97	81	100	86	90	59	100	68	75	30	100	43	49	10	80
Wyoming	59.7	61.1	48.3	54.8	100	100	97	100	98	99	86	86	94	97	67	71	85	90	41	64	72	77	22	64	53	58	6	29
PACIFIC:																												
California	58.7	61.4	51.9	56.8	99	100	99	99	98	99	96	95	94	96	86	90	83	88	58	78	65	74	25	68	43	50	6	45
Oregon	55.2	61.0	49.4	-	100	100	100	-	97	99	95	-	90	96	81	-	71	87	38	-	52	71	7	-	30	49	1	-
Washington	57.4	59.1	53.9	-	100	100	99	-	98	99	95	-	93	95	87	-	80	84	66	-	62	68	39	-	35	41	14	-
Average	58.6	60.4	52.8	60.0	99	99	97	99	97	98	94	97	92	95	84	93	82	87	63	85	65	74	38	75	45	53	16	60
ALL STATES																												
Average	57.3	58.8	52.6	58.8	99	99	98	99	96	97	93	96	89	92	81	91	76	82	61	81	59	67	37	70	40	47	16	51

- Indicates data not available.

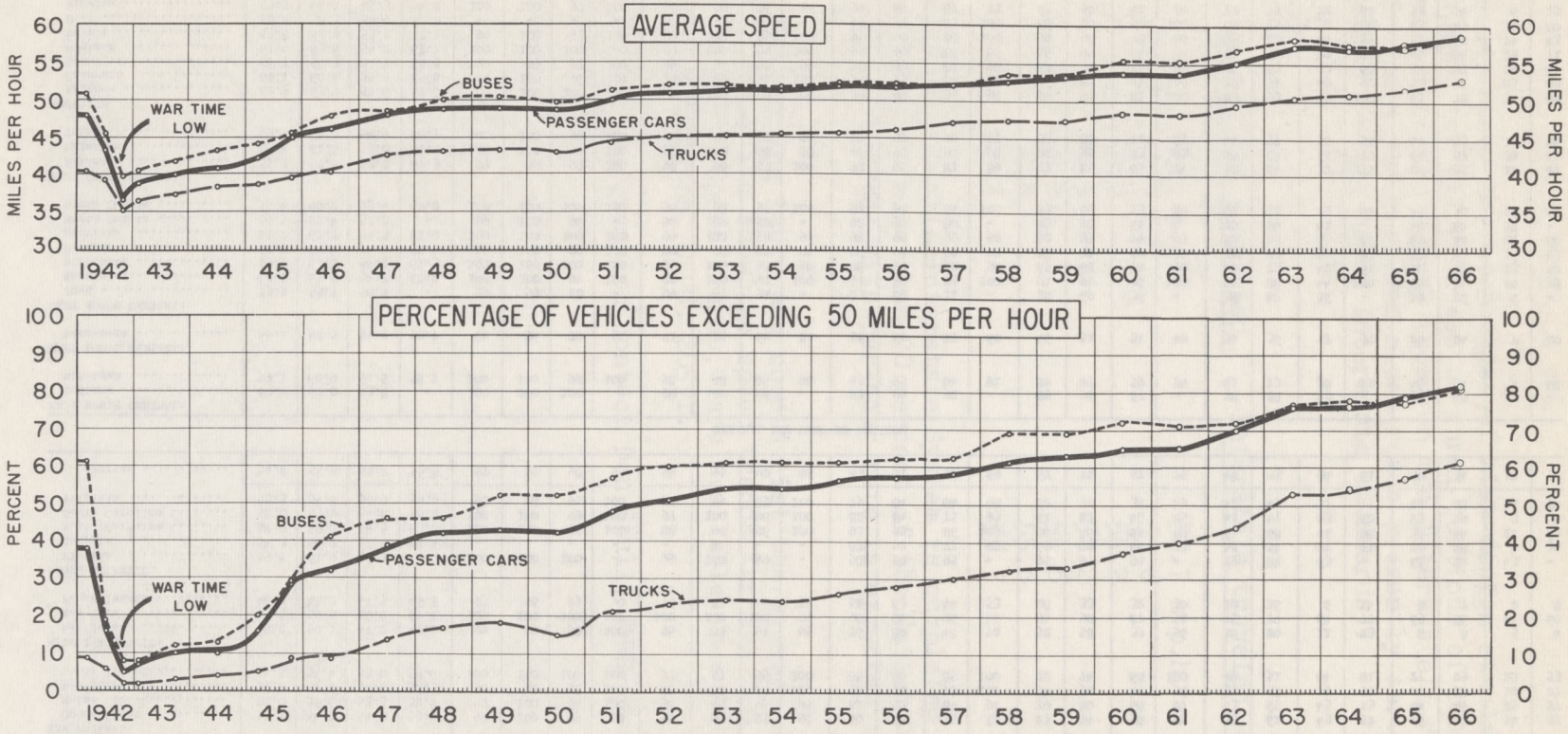

FIGURE 1— SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

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

FHWA - 88

FOR RELEASE WEDNESDAY,
NOVEMBER 29, 1967

HIGHWAY RECEIPTS AND
DISBURSEMENTS, 1965-68

Federal, State and local governments will have more than $15.9 billion available for highway purposes during calendar year 1968, according to the latest estimate released today by the Department of Transportation's Federal Highway Administration.

The 1968 estimate, compiled by the Federal Highway Administration's Bureau of Public Roads, indicates that receipts for highways by all units of government are expected to reach $15.8 billion supplemented by $1.7 billion from bond sales, making a total of $17.5 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require $1.6 billion of the total receipts, leaving $15.9 billion available for highway improvement, administration and maintenance.

According to the Bureau's Director Francis C. Turner, the 1968 total receipts will be $1.1 billion more than the $16.4 billion total receipts in 1967, which included $1.3 billion from bonds.

Revenues to the Federal Highway Trust Fund, obtained wholly from Federal excise taxes on highway users, are expected to exceed $4.4 billion or about 28 percent of all current income in 1968 (excluding bond proceeds). State and local vehicle registration fees, motor-fuel taxes, and other imposts on highway users, plus tolls and parking fees, will yield $8.2 billion or 52 percent of current income. Thus, although not all road-user taxes are used for highways, the amounts of these taxes that are used for highways account for 80 percent of the 1968 current highway income. Most of the remainder of the money for highways will be provided from property taxes and assessments and from general fund appropriations, largely at the local government level.

(more)

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done in the Federal-aid highway program. Federal-aid and other Federal payments to the States may reach $4.5 billion in 1968, about $400 million more than in 1967, with continuation of the present Federal-aid program.

The States will transfer $2.0 billion in 1968 to local governments--more than one-fourth of all State highway-user tax revenues--as State aid for local roads and streets. Taking into account the Federal and State intergovernmental transfers, and changes in reserves, the States will administer $12.4 billion of highway funds in 1968, over 70 percent of the total. County and township governments as a group, and municipalities will each handle in excess of 2\frac{1}{2}$ billion.

Highway disbursements in 1968 are expected to reach $16.5 billion, plus $1.0 billion for retirement of bonds. Capital outlay (expenditures for right-of-way, engineering, and construction) will amount to $10.4 billion or 63 percent of total current disbursements (excluding debt retirement). Maintenance, including traffic services such as snow removal, sanding, traffic control and service facilities, is expected to cost $3.8 billion or 23 percent of the total. Capital outlay and maintenance will each be about 11 percent higher in 1968 than in 1967.

Capital outlay on municipal streets and highways, including extensions of State systems, will amount to $3.6 billion, one-third of all capital outlay for highways in 1968.

(more)

Highway construction expenditures (excluding right-of-way and engineering costs) are expected to reach $8.1 billion in 1968, as compared with $7.3 billion in 1967, and will constitute 78 percent of the total of 1968 capital outlay. Right-of-way will account for $1.4 billion or 14-percent; preliminary and construction engineering for $882 million or 8 percent.

The Interstate Highway System will take 41 percent of the total capital outlay in 1968, and another 34 percent will be spent on the other Federal-aid highway systems. The $7.8 billion that constitute this combined 75 percent includes Federal, State, and some local funds.

The Federal-aid highway systems, of course, are parts of the State and local road and street systems. In the Federal-aid program, costs are generally shared on a 90-percent Federal, 10-percent State basis for Interstate projects and on a 50-50 basis for other Federal-aid projects. The State and local governments also undertake some construction on the Federal-aid systems wholly with their own funds.

Total long-term debt for highway purposes outstanding at the end of 1966 was $16.0 billion. This was increased by $340 million in 1967 and is expected to be additionally increased by $660 million in 1968, with the total outstanding debt reaching $17.0 billion at the end of 1968. Highway obligations of the States will account for $12.4 billion of this total, those of county and township governments for $1.5 billion, and those of municipalities for $3.1 billion. Of the total debt, $7.8 billion and $9.2 billion will be obligations for toll and toll-free facilities, respectively.

Actual amounts for 1965, estimates for 1966 and 1967 and forecasts for 1968 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-1, HF-2, and HF-21.

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

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1965-1968[1]

(In million of dollars)

TABLE HF-1
NOVEMBER 1967

ITEM	COLLECTING AGENCIES					COLLECTING AGENCIES				
	FEDERAL GOVERNMENT	STATES AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT	STATES AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	1965					1966				
Federal Highway Trust Fund Revenues	3,779	-	-	-	3,779	4,243	-	-	-	4,243
Imposts on highway users: 2/										
Motor-fuel and vehicle taxes	-	6,076	12	71	6,159	-	6,586	13	73	6,672
Tolls	-	607	19	77	703	-	626	20	82	728
Parking fees	-	1	1	47	49	-	1	1	55	57
Subtotal	3,779	6,684	32	195	10,690	4,243	7,213	34	210	11,700
Other taxes and fees:										
Property taxes and assessments	-	-	571	528	1,099	-	-	583	535	1,118
General fund appropriations	242	72	229	508	1,051	329	65	230	510	1,134
Miscellaneous taxes and fees	10	98	5	33	146	10	99	5	35	149
Subtotal	252	170	805	1,069	2,296	339	164	818	1,080	2,401
Investment income and other receipts	48	183	61	90	382	60	197	62	90	409
Total current income	4,079	7,037	898	1,354	13,368	4,642	7,574	914	1,380	14,510
Bond issue proceeds (par value) 3/	-	586	169	315	1,070	-	1,152	170	315	1,637
Grand total receipts	4/ 4,079	7,623	1,067	1,669	14,438	4/ 4,642	8,726	1,084	1,695	16,147
Intergovernmental payments:										
Federal government	-3,891	3,837	43	11	-	-4,259	4,202	46	11	-
State agencies	-	-1,661	1,086	575	-	-	-1,760	1,143	617	-
Counties and townships	-	67	-96	29	-	-	108	-138	30	-
Municipalities	-	47	2	-49	-	-	60	3	-63	-
Subtotal	-3,891	2,290	1,035	566	-	-4,259	2,610	1,054	595	-
Funds drawn from (+) or placed in (-) reserves	+58	-99	-37	-49	-127	-110	-564	+11	-24	-687
Total funds available	246	9,814	2,065	2,186	14,311	273	10,772	2,149	2,266	15,460
	1967 (PRELIMINARY)					1968 (FORECAST)				
Federal Highway Trust Fund Revenues	4,404	-	-	-	4,404	4,414	-	-	-	4,414
Imposts on highway users: 2/										
Motor-fuel and vehicle taxes	-	6,823	14	73	6,910	-	7,271	14	75	7,360
Tolls	-	657	21	87	765	-	684	22	95	801
Parking fees	-	1	1	60	62	-	1	1	65	67
Subtotal	4,404	7,481	36	220	12,141	4,414	7,956	37	235	12,642
Other taxes and fees:										
Property taxes and assessments	-	-	587	545	1,132	-	-	590	555	1,145
General fund appropriations	420	70	232	525	1,247	523	75	235	535	1,368
Miscellaneous taxes and fees	10	104	5	37	156	10	108	5	39	162
Subtotal	430	174	824	1,107	2,535	533	183	830	1,129	2,675
Investment income and other receipts	58	205	62	95	420	94	213	62	98	467
Total current income	4,892	7,860	922	1,422	15,096	5,041	8,352	929	1,462	15,784
Bond issue proceeds (par value) 3/	-	808	173	325	1,306	-	1,215	175	285	1,675
Grand total receipts	4/ 4,892	8,668	1,095	1,747	16,402	4/ 5,041	9,567	1,104	1,747	17,459
Intergovernmental payments:										
Federal government	-4,137	4,079	47	11	-	-4,559	4,498	50	11	-
State agencies	-	-1,864	1,202	662	-	-	-2,016	1,290	726	-
Counties and townships	-	75	-110	35	-	-	80	-115	35	-
Municipalities	-	55	3	-58	-	-	60	3	-63	-
Subtotal	-4,137	2,345	1,142	650	-	-4,559	2,622	1,228	709	-
Funds drawn from (+) or placed in (-) reserves	-471	+145	+11	+8	-307	-147	+228	+9	+8	+98
Total funds available	284	11,158	2,248	2,405	16,095	335	12,417	2,341	2,464	17,557

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1965 are final; those for later years are subject to future adjustment.

2/ Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds and collection expenses. Parking fees are amounts in excess of parking costs considered available for highways.

3/ Proceeds of short-term notes and refunding issues are excluded. Premium and discounts on sale of bonds are included with "Investment income and other receipts".

4/ Includes forest highway and other funds administered by the Bureau of Public Roads, as well as funds of other Federal agencies not derived from the Highway Trust Fund.

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

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1965-1968[1]

(In millions of dollars)

TABLE HF-2
NOVEMBER 1967

ITEM	EXPENDING AGENCIES					EXPENDING AGENCIES				
	FEDERAL GOVERNMENT	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	1965					1966				
Capital outlay (right-of-way and construction):										
On rural State-administered highways	-	4,282	13	-	4,295	-	4,796	14	"	4,810
On municipal extensions of State highways	-	2,176	7	21	2,204	-	2,261	8	22	2,294
On local rural roads	-	266	624	-	890	-	340	638	-	978
On local municipal roads and streets	-	62	37	703	802	"	71	40	728	839
On roads in Puerto Rico	8	-	-	-	8	8	"	"	-	8
Not classified by system	169	-	-	-	169	197	-	-	-	197
Subtotal	177	6,786	681	724	8,368	205	7,468	700	750	9,123
Maintenance (includes traffic services):										
On rural State-administered highways	-	1,135	4	-	1,139	-	1,223	4	"	1,227
On municipal extensions of State highways	-	175	-	14	189	-	179	-	15	194
On local rural roads	-	19	1,039	-	1,058	-	20	1,090	"	1,110
On local municipal roads and streets	-	8	37	840	885	-	11	39	870	920
Not classified by system	18	-	-	18	18	18	-	-	-	18
Subtotal	18	1,337	1,080	854	3,289	18	1,433	1,133	885	3,469
Administration and research 2/	51	490	121	89	751	50	539	125	93	807
Highway law enforcement and safety	-	367	12	145	524	-	418	14	150	582
Interest on debt	-	375	48	101	524	-	395	49	103	547
Total current disbursements	246	9,355	1,942	1,913	13,456	273	10,253	2,021	1,981	14,528
Debt retirement (par value) 3/	-	459	123	273	855	-	519	128	285	932
Grand total disbursements	246	9,814	2,065	2,186	14,311	273	10,772	2,149	2,266	15,460
	1967 (PRELIMINARY)					1968 (FORECAST)				
Capital outlay (right-of-way and construction):										
On rural State-administered highways	-	4,864	17	-	4,881	-	5,493	17	"	5,510
On municipal extensions of State highways	-	2,351	9	56	2,416	-	2,634	9	41	2,684
On local rural roads	-	342	666	-	1,008	-	421	684	-	1,105
On local municipal roads and streets	-	75	39	765	879	-	93	39	788	920
On roads in Puerto Rico	9	-	-	-	9	9	-	-	"	9
Not classified by system	191	-	-	-	191	207	-	-	-	207
Subtotal	200	7,632	731	821	9,384	216	8,641	749	829	10,435
Maintenance (includes traffic services):										
On rural State-administered highways	-	1,303	4	-	1,307	-	1,396	4	"	1,400
On municipal extensions of State highways	-	192	-	15	207	-	211	-	15	226
On local rural roads	-	21	1,150	-	1,171	-	25	1,220	-	1,245
On local municipal roads and streets	-	11	39	910	960	-	13	36	930	979
Not classified by system	18	-	-	18	18	19	-	-	-	19
Subtotal	18	1,527	1,193	925	3,663	19	1,645	1,260	945	3,869
Administration and research 2/	66	575	128	100	869	100	605	130	110	945
Highway law enforcement and safety	-	465	16	155	636	-	520	18	165	703
Interest on debt	-	421	50	104	575	"	435	52	105	592
Total current disbursements	284	10,620	2,118	2,105	15,127	335	11,846	2,209	2,154	16,544
Debt retirement (par value) 3/	-	538	130	300	968	-	571	132	310	1,013
Grand total disbursements	284	11,158	2,248	2,405	16,095	335	12,417	2,341	2,464	17,557

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1965 are final; those for later years are subject to future adjustment.

2/ Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.

3/ Redemption premiums and discounts are included with interest payments. Redemption of short-term notes, or by refunding, is excluded.

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

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1965-1968

BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

HF-21
NOVEMBER 1967

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS															
	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL 1/
1965																				
State Highway Departments	616	325	2,412	3,353	368	285	2,180	2,833	17	24	269	310	-	-	76	76	1,001	634	4,937	6,572
State Toll Facilities	12	2	78	92	-	-	21	21	4	7	86	97	2	1	1	4	18	10	186	214
Local Toll Facilities	-	-	9	9	-	-	1	1	-	-	-	-	-	-	5	5	-	-	15	15
Counties and Townships	1	-	6	7	13	3	74	90	1	-	-	1	34	22	525	581	49	25	605	679
Municipalities	-	-	-	-	8	1	25	34	2	-	-	2	52	25	598	675	62	26	623	711
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	157	169	-	12	157	169
Total	629	327	2,505	3,461	389	289	2,301	2,979	24	31	355	410	88	60	1,362	1,510	1,130	707	6,523	8,360
1966																				
State Highway Departments	639	340	2,637	3,616	465	304	2,399	3,168	21	30	261	312	-	1	136	137	1,125	675	5,433	7,233
State Toll Facilities	4	7	69	80	-	-	40	40	10	6	99	115	-	-	-	-	14	13	208	235
Local Toll Facilities	-	-	9	9	-	-	1	1	-	-	-	-	-	-	6	6	-	-	16	16
Counties and Townships	1	-	5	6	14	3	78	95	1	-	-	1	32	23	541	596	48	26	624	698
Municipalities	-	-	-	-	10	1	25	36	2	-	-	2	48	26	624	698	60	27	649	736
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	185	197	-	12	185	197
Total	644	347	2,720	3,711	489	308	2,543	3,340	34	36	360	430	80	62	1,492	1,634	1,247	753	7,115	9,115
1967 (Preliminary)																				
State Highway Departments	652	343	2,650	3,645	462	276	2,207	2,945	28	60	512	600	-	-	120	120	1,142	679	5,489	7,310
State Toll Facilities	11	7	102	120	2	2	33	37	16	10	139	165	-	-	-	-	29	19	274	322
Local Toll Facilities	-	2	38	40	-	-	1	1	-	-	-	-	-	-	6	6	-	2	45	47
Counties and Townships	1	-	5	6	15	4	84	103	1	-	-	1	32	23	564	619	49	27	653	729
Municipalities	-	-	-	-	11	1	29	41	2	-	-	2	48	28	657	733	61	29	686	776
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	13	178	191	-	13	178	191
Total	664	352	2,795	3,811	490	283	2,354	3,127	47	70	651	768	80	64	1,525	1,669	1,281	769	7,325	9,375
1968 (Forecast)																				
State Highway Departments	746	391	2,982	4,119	526	328	2,483	3,337	31	68	565	664	-	-	139	139	1,303	787	6,169	8,259
State Toll Facilities	10	7	96	113	4	2	36	42	20	14	193	227	-	-	-	-	34	23	325	382
Local Toll Facilities	-	1	24	25	-	-	1	1	-	-	-	-	-	-	6	6	-	1	31	32
Counties and Townships	1	-	4	5	15	4	88	107	1	-	-	1	34	24	576	634	51	28	668	747
Municipalities	-	-	-	-	11	1	30	42	2	-	-	2	51	28	676	755	64	29	706	799
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	14	193	207	-	14	193	207
Total	757	399	3,106	4,262	556	335	2,638	3,529	54	82	758	894	85	66	1,590	1,741	1,452	882	8,092	10,426

1/ Excludes expenditures on roads in Puerto Rico, and thus differs from Table HF-2 totals.

8-4234

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

FHWA -- 81

FOR RELEASE WEDNESDAY,
NOVEMBER 29, 1967

STUDY SHOWS AVERAGE SPEED
OF MOTOR VEHICLES INCREASING

The Department of Transportation reports that motor vehicles on the Nation's open roads are traveling at faster average speeds each year.

Twenty-five years ago under World War II restrictions, a study showed the average speed on rural roads during low traffic periods dropped to 36 miles an hour. Since the war, however, it has been increasing steadily each year.

In 1966, the average speed of motor vehicles was clocked at 57.3 miles per hour -- nearly one mile an hour faster than the previous year.

The study, conducted by the State highway departments and summarized by Federal Highway Administration's Bureau of Public Roads, involved more than 500,000 vehicles in 35 States on level sections of main rural roads during periods of low traffic volume.

It showed that 40 percent of the vehicles traveled at speeds of 60 miles an hour or faster.

Federal Highway Administrator Lowell K. Bridwell said the study reflects "great and steady improvement in the Nation's highway system."

"The faster time indicates the increasing efficiency of our highway transportation system," Mr. Bridwell said. "It also reflects a growing confidence of the motoring public in both our motor vehicles and our highways."

"It shows, too," he added, "the kind of highway service the motoring public has come to expect, and it poses a challenge to our automobile manufacturers and government officials at all levels to continue to strive to make our vehicles and roads as safe as possible at these higher speeds."

The average speed of 57.3 miles per hour includes passenger cars, trucks and buses. The average speed of buses was the same as that for passenger cars -- 58.8 m.p.h. The truck speed was 52.6 m.p.h., about 50 percent greater than the average truck speed of 25 years ago.

(more)

The study shows the advantages of high design standards by comparing the average speeds for all vehicles on rural sections of the Interstate Highway System's completed sections with those on the Interstate's "traveled-way" sections. (Traveled-way includes older roads presently serving Interstate traffic but which are not up to Interstate standards).

The comparisons:

Year	Interstate completed	Interstate traveled-way	Difference
1960	54.8 m.p.h.	52.7 m.p.h.	2.1 m.p.h.
1961	55.7	53.0	4.7
1962	57.7	54.2	3.5
1963	59.5	54.2	5.3
1964	59.6	54.6	5.0
1965	60.6	55.6	5.0
1966	61.5	55.3	6.2

When the 41,000-mile Interstate System is completed in mid-1970, it is expected to carry more than 20 percent of the Nation's total vehicle mileage -- thus the average mile-per-hour rate is expected to continue increasing.

The accompanying table and charts list the average speeds as recorded in the various States and show the speed trends through the years. Copies of the study, "Traffic Speed Trends," are available from the Federal Highway Administration, Washington, D. C. 20591.

(For further information contact Don Stull, FHWA Public Affairs, Telephone: 962 8411).

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Table 1.--Average speeds and percentages of vehicles traveling in excess of various speeds for the period from January 1966 to December 1966

Region and State	Average speed				Speed exceeded																							
					35 m.p.h.				40 m.p.h.				45 m.p.h.				50 m.p.h.				55 m.p.h.				60 m.p.h.			
	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus	All	P.C.	TK.	Bus
	Miles per hour				Percentage of vehicles																							
EASTERN REGIONS																												
NEW ENGLAND:																												
Connecticut	54.5	54.9	54.0	53.4	99	100	99	98	95	97	93	92	80	88	75	81	65	74	58	55	53	61	43	52	26	32	14	37
Maine	58.0	58.6	53.3	59.5	99	100	99	100	98	99	95	95	91	92	84	91	79	80	68	87	63	65	43	73	44	46	25	57
New Hampshire	51.9	52.1	50.6	56.3	98	98	98	100	88	88	88	100	76	76	78	100	50	50	47	56	37	38	29	50	17	18	10	27
Rhode Island	54.1	54.4	53.0	59.6	100	100	100	100	97	97	95	100	88	88	85	100	72	74	68	100	49	51	44	81	27	29	22	53
MIDDLE ATLANTIC:																												
New Jersey	49.2	50.1	47.2	48.2	99	99	98	100	95	97	91	95	76	82	48	70	52	58	39	56	16	20	11	23	6	8	3	4
New York	59.5	59.9	56.8	60.8	100	100	100	100	100	100	100	99	98	98	96	96	91	92	87	92	75	77	68	75	63	66	47	69
Pennsylvania	46.9	48.0	44.5	46.8	93	95	89	90	76	81	66	74	52	63	44	53	28	33	32	30	10	16	6	14	4	7	2	8
SOUTH ATLANTIC:																												
Florida	59.8	61.9	55.3	-	100	100	100	-	99	100	99	-	93	98	95	-	95	97	90	-	79	84	63	-	65	71	43	-
Georgia	54.3	56.2	51.7	58.4	-	-	-	-	-	-	-	-	87	92	77	97	63	72	46	72	45	54	27	71	22	28	8	32
North Carolina	58.0	59.2	54.5	63.8	100	100	99	100	98	98	96	100	91	95	86	100	80	86	65	98	61	68	41	98	39	44	21	69
South Carolina	58.0	59.2	54.0	58.0	100	100	99	100	97	100	98	100	82	84	75	93	61	67	46	85	41	47	23	62	23	29	3	4
Virginia	53.3	54.8	50.9	59.9	98	98	95	100	92	94	85	100	79	84	64	98	62	70	36	89	42	49	17	75	22	28	11	50
Average	54.8	55.8	52.2	56.8	99	99	98	99	94	95	92	96	83	87	76	89	67	71	57	75	48	53	34	61	30	34	17	37
CENTRAL AND WESTERN REGIONS																												
EAST NORTH CENTRAL:																												
Indiana	60.0	62.0	53.8	-	100	100	100	-	99	100	98	-	97	99	92	-	89	96	67	-	78	80	49	-	56	68	17	-
Michigan	59.1	60.9	51.6	58.5	100	100	99	100	98	98	95	98	93	95	84	91	82	87	59	74	65	73	30	63	46	54	9	43
EAST SOUTH CENTRAL:																												
Tennessee	48.1	49.5	44.2	50.7	84	86	70	91	71	75	64	81	56	60	47	60	46	51	34	49	31	35	17	37	20	24	7	20
WEST NORTH CENTRAL:																												
Iowa	53.9	55.7	50.5	-	99	99	98	-	94	97	91	-	83	89	71	-	58	69	36	-	36	47	16	-	19	26	6	-
Kansas	62.0	63.9	54.7	62.2	100	100	99	100	99	100	97	100	97	99	93	100	91	95	76	100	77	86	44	100	60	70	20	79
Minnesota	59.0	60.0	54.2	61.3	100	100	100	100	99	100	98	99	96	97	92	96	85	88	72	90	68	73	42	81	40	47	14	52
Missouri	60.4	62.4	54.9	59.9	100	100	99	100	99	99	97	97	96	98	90	97	86	91	72	91	74	82	52	80	47	59	15	63
Nebraska	61.2	62.7	54.3	61.2	100	100	100	100	99	100	98	99	97	99	92	99	92	95	79	97	80	85	53	86	60	68	22	68
North Dakota	59.5	62.4	52.8	-	99	100	96	-	96	99	92	-	92	97	80	-	83	92	62	-	70	84	41	-	48	62	17	-
South Dakota	59.4	60.2	55.4	62.0	100	100	100	100	98	98	97	100	93	94	89	100	83	85	73	94	67	71	49	84	45	50	20	69
WEST SOUTH CENTRAL:																												
Arkansas	55.3	57.6	52.2	60.3	99	99	99	100	98	98	97	100	92	95	87	89	77	85	63	74	52	64	32	75	26	35	11	47
Oklahoma	60.4	61.5	55.0	60.5	100	100	99	100	99	100	98	98	96	98	91	98	92	95	83	93	78	84	61	79	61	67	39	61
Texas	59.4	61.0	54.9	60.7	100	100	99	100	98	99	97	98	95	97	90	97	83	88	71	85	44	77	50	56	44	53	19	56
MOUNTAIN:																												
Arizona	62.7	63.7	57.6	67.6	100	100	100	100	99	100	98	100	99	99	95	98	94	97	81	100	89	93	68	100	65	72	34	98
Colorado	60.1	60.6	55.3	65.8	99	100	96	100	98	99	91	100	94	95	84	100	86	87	72	96	72	74	49	92	52	55	23	88
Idaho	56.7	58.3	51.7	58.3	99	99	97	100	94	96	88	99	90	93	81	98	68	74	51	81	55	63	32	62	31	37	14	47
Montana	61.0	63.6	54.2	61.1	100	100	100	100	99	100	99	100	95	99	86	86	86	95	64	86	71	85	32	71	51	66	19	71
Nevada	59.8	61.9	53.2	57.7	99	100	97	100	99	100	95	100	95	98	88	100	90	94	78	86	73	82	44	57	57	68	24	43
Utah	58.2	58.3	50.9	61.2	-	-	-	-	-	-	-	-	95	97	81	100	86	90	59	100	68	75	30	100	43	49	10	89
Wyoming	59.7	61.1	48.3	54.8	100	100	97	100	98	99	86	86	94	97	67	71	85	90	41	64	72	77	22	64	53	58	6	29
PACIFIC:																												
California	58.7	61.4	51.9	56.8	99	100	99	99	98	99	96	95	94	96	86	90	83	88	58	78	65	74	25	68	43	50	6	45
Oregon	55.2	61.0	49.4	-	100	100	100	-	97	99	95	-	90	96	81	-	71	87	38	-	52	71	7	-	30	49	1	-
Washington	57.4	59.1	53.9	-	100	100	99	-	98	99	95	-	93	95	87	-	80	84	66	-	62	68	39	-	35	41	14	-
Average	58.6	60.4	52.8	60.0	99	99	97	99	97	98	94	97	92	95	84	93	82	87	63	85	65	74	38	75	45	53	16	60
ALL STATES																												
Average	57.3	58.8	52.6	58.0	99	99	98	99	96	97	93	96	89	92	81	91	76	82	61	81	59	67	37	70	40	47	16	51

- Indicates data not available.

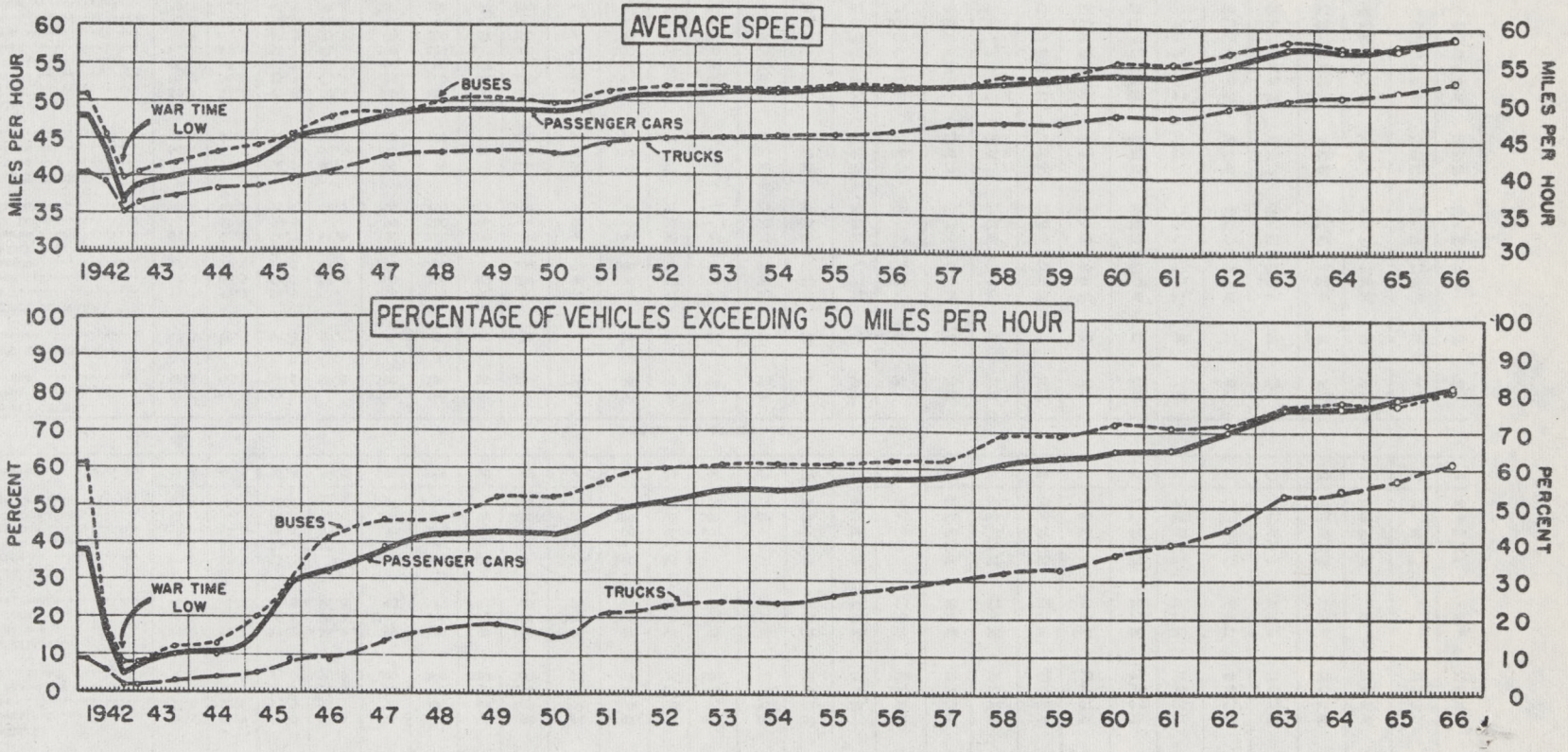

FIGURE 1— SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA -- 90

FOR RELEASE, THURSDAY,
NOVEMBER 30, 1967

REGULATIONS FOR IMPORTING
FOREIGN AUTOS ANNOUNCED

The Departments of Transportation and the Treasury today jointly announced proposed customs regulations under which foreign-made motor vehicles and parts may be imported into the United States after the first of the year.

The proposed regulations, published in the November 30, 1967 Federal Register, state that all foreign vehicles manufactured on or after January 1, 1968, must be certified as conforming to applicable Federal Motor Vehicle Safety Standards promulgated by the Department of Transportation. Foreign made parts governed by standards must also be certified.

Federal Highway Administrator Lowell K. Bridwell said there are some vehicles exempted from the regulations. He said these include:

--Vehicles manufactured before the effective date of the standards. A statement to this effect is required, however.

--Vehicles not manufactured in conformity to the standards but which have been altered to conform prior to importation. Certification of the changes is required.

--Vehicles which do not conform but for which the owners promise to bring them into conformity within a specific time and post bond to that effect.

Foreign tourists also may bring their cars into the United States to use while touring the country. Certain non-resident aliens and foreign diplomatic personnel also are permitted to bring non-conforming vehicles into the country for their own personal use, and vehicle manufacturers may bring them in for purposes of show, test, experiment, etc.

(more)

Equipment denied entry shall be disposed of under U.S. Customs laws and regulations, provided, however, that it does not wind up in the country in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

Interested parties wishing to comment or offer suggestions on the proposed regulations should direct their views (in duplicate) to the Commissioner of Customs, Washington, D. C. 20226, within 30 days after their publication in the Federal Register.

For further details, contact: Bobby Boaz, National Highway Safety Bureau Public Information Office. (962-8527).

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

FHWA -- 91

PROPOSED STANDARD ISSUED ON
INCOMPLETE MOTOR VEHICLES

FOR RELEASE SATURDAY,
DECEMBER 2, 1967

The Department of Transportation's Federal Highway Administration today issued a proposed amendment to Federal motor vehicle safety standards covering so-called "incomplete vehicles."

Incomplete vehicles include trucks, buses and other multi-purpose motor vehicles produced in two or more stages of manufacture. An example: A truck chassis, with cab and engine, to which is added various configurations of bodies, such as bus, van, dump, or others. The chassis is the incomplete vehicle.

Federal Highway Administrator Lowell K. Bridwell said the incomplete vehicle is considered a separate vehicle. It is frequently driven on the highways to point of final manufacture. When completed in final form, the vehicle is required to meet all safety standards then in effect, Mr. Bridwell said.

The proposed rule provides that vehicles assembled from incomplete vehicles manufactured on or after January 1, 1968, must meet all applicable safety standards in effect on the date they were completed. There is an exception, however, for incomplete vehicles manufactured before January 1, the date when Federal motor vehicle safety standards first become effective. If these vehicles are completed before June 30, 1968, they will not be subject to the standards.

Manufacturers of incomplete vehicles would be required under the proposal to label the vehicle to indicate the date of manufacture and to certify that the vehicle meets the Federal motor vehicle standards applicable to its stage of completion. The final vehicle, too, must be certified under the law.

Interested parties are invited to submit written data, views, or arguments on the proposal, on or before the close of business December 22, 1967.

The notice of proposed rule making, published in the Federal Register on December 2, would amend the initial Federal motor vehicle safety performance standards issued January 31, 1967. Vehicle safety performance standards are prepared by the National Highway Safety Bureau, under the direction of Dr. William Haddon, Jr., and approved by the Administrator.

For further details, contact: Bobby Boaz, Public Affairs Office, Phone: 962-8527.

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February 103 - MATOMIC

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

FHWA -- 92

FOR RELEASE THURSDAY,
DECEMBER 14, 1967

VEHICLE LIGHTING STANDARDS ISSUED

Federal lighting requirements for passenger cars manufactured after December 31, 1968 were issued today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell. They are the first new vehicle safety performance requirements to be issued affecting 1969 model passenger cars.

The new requirements will specify that all passenger cars are to be equipped with side marker lamps or side reflex reflectors after December 31, 1968, and both side reflectors and side marker lamps after December 31, 1969. Some automobile makers have anticipated this requirement and have included side marker lights on 1968 model cars.

The Standard also will require 4-way hazard warning flashers, utilizing turn signal lamps. This feature is also included in some present models.

In addition, all passenger cars will be required to meet Federal performance specifications covering:

Head lights, tail lights, stop lights, license plate lamps, parking lights, turn signal lights, and back-up lights, and reflex reflectors on the rear.

Lighting requirements for trucks, trailers, and buses more than 80 inches wide were issued in February 1967. Today's action, which will be published in the Federal Register December 16, also amends those requirements effective January 1, 1968. Among other requirements, trucks and buses will be required to have tail lights that light when the head lights are turned on, and will be permitted to have other lights that can be operated separately for signaling or other purposes.

In addition, the standard will require that all school buses be equipped with a system of either four red signal lamps or a combination of four red lamps and four amber lamps.

The standards were prepared by the National Highway Safety Bureau, under authority of the National Traffic and Motor Vehicle Safety Act of 1966. The Director of the Bureau, Dr. William Haddon, Jr., said the standards are based on existing motor carrier safety regulations, on the standards and recommended practices of the Society of Automotive Engineers, on extensive analysis of the technical comments and data submitted to the Bureau, and on extensive discussions with vehicular lighting experts in industry, universities, and State regulatory agencies.

Dr. Haddon said, "This is one more major step to increase the safety of motorists and pedestrians, especially in relation to the hazards of night time driving."

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

FHWA — 97

FOR IMMEDIATE RELEASE

MOTOR CARRIER REPORT DISCONTINUED

A major step in reducing the paper work burden on the motor carrier industry was taken today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

Bridwell approved an order revoking Section 295.9 of the Motor Carrier Safety Regulations. This section required every motor carrier, other than private carriers, to file a monthly report listing the total number of drivers exceeding the maximum hours of service limitations.

Carriers must still maintain hours of service records, and make them available to Bureau field inspectors, Bridwell said.

Known as the "hours of service report" it was originally adopted in the early period of regulations to assure that motor carriers identified excess hours of driver service. More than 20,000 such monthly reports are received each year by the Bureau of Motor Carrier Safety. Elimination of the report will thus reduce the paper work required of the industry and also reduce the work load of the Bureau.

The Director of the Bureau, George A. Meyer, stressed that the revoking of the requirement for the monthly report will in no way alter the requirement that motor carriers and their drivers comply fully with the maximum hours of service limitations.

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12/14/67

(For further information contact B. A. Boaz, FHWA Public Affairs Office, 962-8527).

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA -- 95

FOR RELEASE SUNDAY, DECEMBER 17, 1967

BILLBOARD CONTROL PROGRAM IS SHOWING STEADY GROWTH

The program to control highway billboards is spreading steadily throughout the Nation.

The Department of Transportation's Federal Highway Administration says billboard control agreements have been signed with eight States and the District of Columbia and negotiations are underway with 30 other States.

Federal Highway Administrator Lowell K. Bridwell said "agreements to date have brought some 61,000 miles under the tighter billboard controls of the Highway Beautification Act of 1965."

"When all 50 States have joined in," Mr. Bridwell added, "we will have more than 268,000-miles of Federal-aid highways -- which carry nearly 50 percent of the country's traffic -- under the billboard control law. And most of this mileage will be rural, open roads where the grandeur of America is constantly on display."

The billboard control agreements work somewhat like the traditional State-Federal partnership in the highway building program, Mr. Bridwell explained. "Under the highway building program, the States originate the project, choose the route and lay down the design of the road. The Federal role is one of final approval to make sure the highways measure up to agreed upon standards," he added.

This same partnership procedure prevails in the billboard control agreements. The States author the agreements, guided by customary practices, with the Federal Government giving final approval.

The billboard control agreements currently being negotiated cover space, size and lighting specifications for billboards in zoned and unzoned commercial and industrial areas along the Federal-aid system. The non-commercial rural stretches of these highways are not affected by the agreements, but the Beautification Act requires the States to bring these under control or face the future possible loss of 10 percent of Federal-aid highway funds. On these rural stretches, billboards are banned within 660 feet of the highway except for on-premise signs and directional and other official signs.

(more)

The Beautification Act also 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 and removed under the control program. The Federal share of such participation is 75 percent.

The Federal Highway Administration announced today that the latest State to sign control agreement is Kentucky. Others which have signed are: New York, Connecticut, Rhode Island, Vermont, Virginia, Hawaii, Minnesota, and the District of Columbia. The main provisions of the Kentucky agreement are:

--Unzoned area definition: One commercial or industrial activity within 500 feet on one side of the highway.

--Size: Limits size of signs to 1,250 square feet.

--Spacing for Interstate and Limited Access Highways on Primary System: Kentucky's existing regulations are incorporated into the agreement. Signs are permitted only in commercial-industrial areas which were zoned prior to September 21, 1959 and have 10 separate enterprises with 1,620 feet which were in existence on March 10, 1960.

--Spacing: Non-Limited Access Primary Highways: In blocks less than 1,500 feet, two signs are permitted. In blocks of 1,500 or more feet, minimum spacing between signs is 500 feet. Two signs at one location are permitted provided there are no other signs within 1,000 feet.

--Lighting: Flashing signs are prohibited on limited access Primary highways. Also prohibited are lighted signs without effective shields to prevent glare from interfering with traffic. Signs that interfere with or tend to obscure official lights such as traffic lights also are prohibited.

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(For details contact Don Stull, FHWA Public Affairs, 962-8411).

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA -- 98

FOR RELEASE MONDAY PM's
DECEMBER 18, 1967

PRIVATE CARRIER REPORTS ON ACCIDENT DATA ARE BROADENED

A proposal to change current regulations governing the submission of accident reports by Private Motor Carriers was issued today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

The present regulations require Private Carriers to submit an annual accident report only when hazardous materials are involved. Under the proposed change, Private Carriers of hazardous materials would be required to submit an annual accident experience form which provides information on total vehicles, mileage operated, total recorded accident fatalities, injuries, and property damage.

George A. Meyer, Director, Bureau of Motor Carrier Safety, said the proposed changes are based on recommendations of the Private Carrier Advisory group which was created by the Bureau of Motor Carrier Safety to advise it on regulatory matters affecting Private Carriers.

Present regulations were those adopted by the Interstate Commerce Commission in its Order 50, Docket No. 3666, and continued under the Bureau of Motor Carrier Safety when the Department of Transportation was created April 1 of this year.

The proposed changes issued today by Bridwell take the form of a Notice of Proposed Rule Making, to be published in the December 19 Federal Register, which solicits comments from all interested parties by close of business January 22, 1968.

The action would also standardize the required form, and would move the location of the regulations in the Code of Federal Regulations from Part 177 -- Hazardous Materials -- to Part 294 -- Recording and Reporting of Accidents.

Comments should be submitted to the Federal Highway Administration, 6th & D Streets, S. W., Washington, D. C. 20591. Attn: Bureau of Motor Carrier Safety.

(For details contact B. A. Boaz, FHWA Public Affairs, 962-8527)

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

FHWA — 100

FOR RELEASE WEDNESDAY,
DECEMBER 20, 1967

SCIENCE ADVISOR JOINS STAFF OF
FEDERAL HIGHWAY ADMINISTRATOR.

Dr. G. W. Cleven, a retired Air Force Colonel, with broad experience in research and related fields, will be sworn in Wednesday, December 20, as Science Advisor to the Federal Highway Administrator. The ceremony will be held in the office of Federal Highway Administrator Lowell K. Bridwell.

Dr. Cleven will be responsible for the development of research and related scientific programs carried out by the operating programs of the FHWA — the Bureau of Public Roads, the National Highway Safety Bureau, and the Bureau of Motor Carrier Safety.

He comes to FHWA from the Hughes Aircraft Company's Aerospace Group in California where he served three years (1964-67) as Director of Operations.

He retired from the U.S. Air Force as a command pilot in 1964 after a 24-year career which included service in satellite systems, computer systems, nuclear research, weapon procurement and operational activities.

Dr. Cleven, 49, is a native of Wyoming. He graduated from the University of Wyoming in 1946, and was awarded a master's degree in business administration from Harvard University in 1949. He also holds a master's degree in geology from the University of Wyoming. He earned his doctorate in astrometry and astrophysics from Georgetown University in 1961.

Dr. Cleven and wife, the former Esther Lee of Rutland, Vermont, live at 2650 Virginia Avenue, N. W., Washington, D. C.

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

FHWA -- 96

FOR RELEASE, THURSDAY
December 21, 1967

PROGRAM AIDS DRIVE TO CUT RR GRADE-CROSSING MISHAPS

Federal Highway Administrator Lowell K. Bridwell today notified Secretary of Transportation Alan S. Boyd that the drive ordered by the Secretary to reduce railroad-highway grade-crossing accidents was receiving an assist from a highway safety spot improvement program now in progress.

Under this program, the Federal Government and the States are cooperating in eliminating high-accident and potentially dangerous locations from the States' highway systems. It began in 1964 when President Johnson directed the Bureau of Public Roads, a component agency of the Department of Transportation's Federal Highway Administration, to use Federal-aid resources to help States rid their highways of traffic hazards.

Bridwell told Secretary Boyd he is instructing Federal Highway Administration's headquarters and field staffs to work with State highway departments in intensifying their efforts to identify and correct hazardous railway-highway grade crossings.

"I am confident," said Administrator Bridwell, "the safety spot improvement program will make a substantial contribution to your effort to reduce accidents at railway grade crossings where 14,000 mishaps costing about 1,800 lives occur annually.

"I am equally confident that your program will encourage States to undertake additional railway-crossing correction projects under the safety spot improvement program."

(more)

Since the spot improvement program was inaugurated, States have programmed 3,334 Federally aided projects expected to cost $595,654,000. Included among them were 576 projects to enhance safety at railroad-highway grade-crossings throughout the nation. The total cost of the grade-crossing improvements is estimated at $33,530,000, with the Federal share fixed at $21,711,000.

A breakdown of the grade-crossing projects shows 458 call for the installation of automatic protective devices at a total cost of $6,990,685; 77 for construction of overpass or underpass structures costing $24,123,692; five for realignment of roadways to eliminate crossings at a cost of $822,674; and 36 other types of improvements costing $1,592,779.

The grade-crossing projects amount to 17.3 percent of all safety spot improvements programmed, and represent 5.6 percent of the cost. The cost per project is $58,200, as compared to $179,000 per project for other spot improvements.

A tabulation showing the number of grade-crossing spot improvement projects programmed thus far in each State, and the total cost and Federal share in each State follow:

Highway-Railway Grade Crossing Safety Improvement Project

State	No. of Projects	Total Cost	Federal Funds
Alabama	37	$4,039,442	$2,462,806.88
Arizona	8	141,823	119,246.00
Arkansas	8	536,060	285,110.00
Colorado	11	808,703	492,890.16
Delaware	13	199,170	179,253.00
Florida	1	513,881	513,881.00
Georgia	22	760,880	631,812.00
Idaho	8	50,700	45,730.00
Illinois	37	4,445,760	2,202,845.50
Indiana	28	567,130	339,143.00
Iowa	66	1,171,295	611,424.00
Kansas	32	545,584	478,112.07
Kentucky	11	135,972	122,599.00
Louisiana	5	2,598,697	2,453,510.00
Maryland	1	16,000	14,400.00
Michigan	22	523,489	463,569.00
Minnesota	21	395,954	164,397.42
Mississippi	20	246,171	223,913.00
Missouri	2	327,213	276,132.00
Montana	7	99,970	89,973.00
Nebraska	70	1,192,030	1,056,283.08
Nevada	4	2,632,393	2,214,459.00
New Mexico	1	20,000	18,000.00
New York	16	272,947	245,651.10
North Carolina	2	21,600	19,440.00
North Dakota	19	184,984	137,906.07
Ohio	25	5,159,683	3,457,866.00
Oklahoma	14	1,033,140	745,097.90
South Carolina	14	428,944	320,297.00
South Dakota	1	77	42.00
Tennessee	7	863,865	448,032.00
Texas	19	2,308,599	1,890,535.00
Utah	2	11,090	9,981.00
Virginia	2	554,878	320,979.00
Washington	2	26,268	23,641.00
West Virginia	4	76,690	60,221.00
Wisconsin	12	568,147	426,551.00
Wyoming	2	50,601	33,482.00
Total	576	$33,529,830	$21,711,371.18

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

FHWA - 101

FHWA ISSUES RULE FOR NEW
LINE MULTI-STAGE VEHICLES

The Department of Transportation's Federal Highway Administration today announced issuance of a rule for the application of Federal motor vehicle safety standards to vehicles manufactured in more than one stage.

These vehicles include trucks, buses, and other multi-purpose motor vehicles produced in two or more stages.

The rule announced today defines the first stage, or "chassis-cab," as a vehicle within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966, and requires that it meet all Federal motor vehicle safety standards applicable to it on the date of its manufacture.

Thus, the manufacturer of a chassis-cab produced after January 1, 1968, will be required to certify that it meets applicable safety standards. As is the case with other vehicles manufactured prior to that date, these vehicles are not required to comply with the Federal safety standards.

In addition, the rule defines a manufacturer as "any person engaged in the assembling of motor vehicles." The person who assembles or combines the chassis-cab with a body or other structure is responsible for compliance with applicable standards on whatever he adds to the chassis-cab or changes on it.

The rule recognizes that in numerous instances the chassis-cab will not be capable of complying with the Federal motor vehicle safety standards concerned with lighting, because it will not be equipped with all items of lighting and reflective devices required on the final vehicle.

Federal Highway Administrator Lowell K. Bridwell said the new rule recognizes that the problems associated with multi-stage vehicle manufacture are exceptionally varied and complex, and it therefore provides that "requests for interpretations or modifications will be given appropriate consideration."

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(For further information, contact Bobby Boaz, FHWA public information officer, 962-8527.)

122967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA--99

FOR IMMEDIATE RELEASE
(DECEMBER 26, 1967)

PROPOSED MOTOR VEHICLE STANDARDS ANNOUNCED

Twelve proposals for new Federal motor vehicle safety performance standards which would apply to future vehicles were announced today by the Department of Transportation's Federal Highway Administrator Lowell K. Bridwell.

Eight of the proposed standards would affect vehicles manufactured after December 31, 1968. These would be in addition to lighting and reflective device standards, announced December 14, to apply to such vehicles.

The other four proposals announced today would be effective on vehicles manufactured after December 31, 1969.

The twelve proposals apply to such equipment as protective head restraints (head rests), door locks, hood latches, ornamental exterior protrusions, windshield wiping and washing systems, windshield defrosting and defogging systems, concealed headlights, and theft protection systems.

All of the twelve proposals grew out of Advance Notices of Proposed Rule Making announced earlier by the Federal Highway Administration. They will be published in the Federal Register on December 27 as Notices of Proposed Rule Making. Comments and technical data on all twelve proposals will be accepted by the National Highway Safety Bureau until the close of business January 26, 1968.

The new proposals supplement twenty standards issued in January 1967 (which will apply to vehicles manufactured after December 31, 1967, for sale in the United States), two tire standards issued in November, and the standards on lighting and reflective devices.

Federal motor vehicle safety standards are developed by the National Highway Safety Bureau under Dr. William Haddon, Jr., and are issued by the Federal Highway Administrator under authority of the National Traffic and Motor Vehicle Safety Act of 1966.

The proposed additional standards which would affect 1969 vehicles manufactured after December 31, 1968 include:

1. Protective head restraints (head rests)---These are devices of the type already in use as optional equipment in many cars to reduce the frequency and severity of so-called whip-lash neck injuries incurred

(more)

in the rear end collisions that are common -- especially in city driving. The proposed standard would require all passenger cars to be equipped with such devices, and would establish safety performance levels and testing procedures for them.

2. Door latches, hinges, and locks -- Standard 206, issued in January 1967, specifies load requirements and test procedures for passenger car doors to prevent them from flying open during crashes. The proposed standard would also require passenger car locking systems which minimize inadvertent or accidental opening of the rear doors by children from the inside, and would prevent opening of all doors from the outside by intruders.

3. Hood latches -- A secondary latch system similar to those now present on some, but not all, cars would be required for front-opening hoods to reduce the possibility of inadvertent opening and obstruction of the driver's view while the vehicle is moving.

4. Concealed headlights -- There are various devices which conceal headlights when not in use. The proposed standard would not require vehicles to be equipped with them, but would establish performance levels to insure the safe operation of those installed. It would require that in the event of failure of such systems when the lights are in use, the headlights would continue to provide proper illumination. This would protect drivers from the very dangerous situation which occurs with the failure of such devices.

5. Windshield wiping and washing systems--Standard 104, issued in January 1967, requires windshield washers and two-speed wipers on all passenger cars 68 inches wide or larger, and specifies performance levels for wipers. The proposed standard would require wiper and washing systems to be furnished on multi-purpose passenger vehicles, trucks, and buses. It would also establish performance requirements for such systems on passenger cars under 68 inches wide.

6. Windshield defrosting and defogging systems--Standard 103, issued in January 1967, requires passenger cars and multi-purpose passenger vehicles to be equipped with defrosting and defogging systems. This proposed standard would establish performance levels and testing procedures for passenger car systems. In addition, it would extend the requirement for defrosters to include trucks and buses.

7. Ornamental exterior protrusions--This proposal would limit the use of ornamental exterior protrusions which serve only decorative or identifying purposes. It would provide that no such protrusion can project more than one-half inch outward from the surrounding panel surface, unless the application of a 10-pound force in any direction would cause it to break away.

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8. Vehicle identification number--This proposal would require every passenger car to have a vehicle identification number affixed to or embossed on a permanent structure of the car in such a way that removal, replacement, or alteration of the number would show evidence of tampering. The number would have to be located inside the car, but readable from the outside. In addition, it would require that the number could not be duplicated by the same manufacturer during a 10-year period.

The proposed standards which would affect vehicles manufactured after December 31, 1969 include:

1. Door latches, hinges, and locks--This proposal would extend Standard 206, issued in January 1967, to include multi-purpose passenger vehicles and trucks. (See item 2 above)

2. Impact protection from interior compartment doors -- This proposal would specify requirements for glove compartment and similar doors in passenger cars to minimize the possibility of occupants being injured by such doors popping open in crashes.

3. Windshield mounting -- This proposal would require that windshield mounting and installation on passenger cars be such as to reduce the possibility of the windshield becoming dislodged in crashes, and occupants being thrown through the opening.

4. Theft protection--Theft protection features, while not generally considered as safety devices by the public, have a significant safety aspect. In a recent letter to Secretary of Transportation Alan S. Boyd, the Department of Justice said it expects that automobile thefts this year may total 650,000, and that about 100,000 stolen vehicles will be involved in highway crashes. The Justice survey also estimates that nearly one-fifth of the crashes involving stolen vehicles will result in death or injury to one or more persons. The accident rate for stolen cars appears to be 200 times the normal accident rate. Thus, any reduction in auto theft would be a substantial contribution to highway safety; not only in reducing injuries and death among those who steal cars for joy-riding and other purposes, but also in protecting the many innocent members of the public who are killed and injured by stolen cars each year.

Therefore, the proposed standard would require a key locking system on all passenger cars that would (a) warn the driver, when his door is opened, if the key has been left in the ignition; (b) have a lock position which will prevent the operation of the engine and either the steering or mobility of the car; (c) and will make it impossible to remove the key from the ignition without activating the locking device provided in (b). Devices of this type are already present on some cars.

(For further information, call B. A. Boaz, 962-8527).

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591 FHWA -- 93

FOR RELEASE

A SUNDAY FEATURE

BELTWAY CHURCHES SHOW IMPACT OF HIGHWAYS ON COMMUNITY LIFE

There are 36 churches located alongside the 60-mile Interstate Beltway (I-495) which rings the Nation's capital.

And half of them have been built since 1958 when the route of the circumferential highway first became known.

This, according to spokesmen of the Department of Transportation's Federal Highway Administration, points up vividly the importance of the highway transportation system to the country's community life.

Federal Highway Administrator Lowell K. Bridwell says "the contribution of highway transport to the Nation's commerce is a well-established fact.

"Its contribution to our everyday social and cultural life is not so generally understood and appreciated," he added.

"Highways enable more students to go to school.

"They permit more people more freedom in finding jobs.

"They permit more people to vote, to attend civic and social gatherings.

"They also enable us to cultivate new friends and keep in touch with old friends.

"They have become, in fact, the very lifeline of community in America."

A survey of churches within a half mile of interchanges along the Capital Beltway was made by the Federal Highway Administration's Bureau of Public Roads as part of a land use study.

It found that churches can benefit from locating near highway interchanges and at the same time can contribute to the efficient and orderly development of the interchange areas.

Officials of 35 of the 36 churches around the highway were interviewed. Church location planners generally favored sites near interchanges because of two important characteristics -- visibility and accessibility. Some planners objected to interchange locations because land costs are too high or that it seemed more important for the church to be located in the center of a residential neighborhood.

(more)

The survey showed, however, that church activity is growing on the beltway, declining in the central city. The number of churches in the District of Columbia declined by 4 percent between 1960 and 1965, but increased by 14 percent in suburban Maryland and 17 percent in suburban Virginia -- through which the beltway runs.

Church membership in the District was off 11 percent during the same period, but in Maryland and Virginia suburbs it was up 26 percent.

Some of the churchmen interviewed in the survey pointed out that one advantage of being located on a freeway was that "old members who have moved out of the area still can drive back to attend church on Sundays."

Comments from others included:

"The Beltway is fabulous. Membership has doubled since the Beltway was constructed."

"The church is seen regularly by many people. It is good advertising. One third of our members use the Beltway."

"The Beltway was the prime reason for location. It will help the church grow at a rapid rate."

"The Beltway has helped me professionally because I can attend more meetings and visit more people in hospitals throughout the area."

"Churches are in the same situation as supermarkets. While older members of a denomination search for a church of the same denomination, new ones go to churches they see frequently."

The importance of parking space to church attendance also was emphasized. The church location planners suggested that sites near schools or shopping center parking lots are ideal sites because they permit the lots to be used for parking every day of the week.

In summing up the importance of automobile transportation to church attendance, the surveyors cited a previous study of traffic generating characteristics of a typical suburban church. The study found:

"Only the pastor walked to church."

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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FHWA -- 94

For Immediate Release

U.S., ARIZ. ACT TO RID HIGHWAYS OF HAZARDS

The Federal Government and the State of Arizona are cooperating in a $7.5 million "spot improvement" safety program aimed at eliminating high-accident locations from the State's highway system. The program is expected to accelerate to a $14.8 million level in the next two years.

Federal Highway Administrator Lowell K. Bridwell says "the spot improvement program represents an immediate opportunity -- with fast pay-off -- in the job of reducing the mounting toll of traffic deaths and injuries."

Since March 1964 when President Johnson directed the Bureau of Public Roads to use Federal-aid resources to help the States expand this type of work, Arizona has programmed 18 such projects at a total cost of $7,579,861, shared both by the State and the Federal Government.

By 1969, the Arizona program is expected to total 88 projects on Federal-aid highways at a cost of $14,822,000.

Administrator Bridwell paid tribute to Arizona for the work it has done on its own in this field: "The Arizona Highway Department since 1964 has completed 24 projects at a total cost of $681,000, a very commendable achievement."

"Many of these spot improvements," he explained, "are comparatively small jobs, not involving huge sums of money, but they bring almost immediate results."

As an example, he cited a State-funded project on State Route 84 south of the junction with U.S. 80 in Gila Bend where a sharp curve gave rise to a number of single-car crashes. By replacing existing warning signs with larger ones and erecting them in better locations, the number of crashes and injuries fell sharply.

One year before the improvement was made there were eight crashes injuring 10 persons. A year after the improvement, crashes dropped to 3 and injuries to one, a decrease of 63 percent and 90 percent respectively. The cost of the improvement was $290.

The spot improvement program in Arizona and the other States involves such improvements as widening bridges, traffic lanes and shoulders; realigning curves and slopes for better sight distance; reconstruction and channelization of intersections; installing uniform control devices; installation of guard-rails; and railroad grade crossing elimination or protection.

The Bureau of Public Roads reports that across the nation there are 3,334 Federally aided spot improvement projects programmed at a cost of approximately $595,654,000. A recent nationwide inventory showed there are 20,619 such locations which could be corrected at a total cost of around $2.1 billion.

Mr. Bridwell noted, too, that the Congress last year enacted into law "the greatest and most comprehensive attack on highway crashes in the history of automotive transportation -- a program setting performance standards for motor vehicles and offering grants for States and local communities to expand and improve their own highway safety program."

A list of the Federal-aid spot improvement projects programmed thus far in Arizona, including location, type of improvement and approximate cost, follows:

COCHISE COUNTY - State Route 92 at junction of U.S. 80 in Lowell; widening of railroad crossing, installation of flashing light signals, installation of median strip around abutment and removal of two spur tracks; $74,000.

GILA COUNTY - U.S. 60 and 70 east of Miami County line; improvement of railroad crossing and installation of flashing light signals with short arm gates; $17,000.

U.S. 87 from Maricopa - Gila County line easterly; widening of road and adding climbing lane; $445,000.

State Route 87 south of Payson; widening of roadway and construction of climbing lane; $500,000.

MARICOPA COUNTY - U.S. 60 in Phoenix; rebuilding of roadway, installation of curbed median with left turn slots and relocation of traffic signals; $1,100,000.

State Route 87 about 28 miles northeast of Mesa; widening of roadway and addition of climbing lane; $500,000.

U.S. 60 from Gilbert Road in Mesa easterly; installation of curbed median with turn slots and traffic control; $60,000.

State Route 87 south of Mesa; construction of 4-lane divided roadway and channelization of intersection at Baseline Road; $150,000.

PIMA COUNTY - Railroad crossing at junction of Interstate 10 and Prince Road; installation of flashing light signals and gates; $15,000.

Railroad crossing at Prince Road in Tucson; installation of flashing light signals and gates, relocation of existing signals, and reconstruction of approaches; $20,000.

YAVAPAI COUNTY - U.S. 66, 23 miles west of Ashfork through Seligman; widening of traffic lanes, replacement of bridge with culverts, and construction for a 4-lane undivided roadway; $575,682.

State Route 93 from 33 miles northwest of Wickenburg northerly; resurfacing of pavement and widening of bridge; $1,000,000.

YUMA COUNTY - U.S. 60 from 41 miles east of Ehrenberg easterly; widening of roadway including widening of 17 bridges; $750,799.

U.S. 95 at two locations north of the Mexican border; installation of flasher signs and lighting; $20,000.

Interstate 10 from 27 miles east of Ehrenberg easterly; 3.6 miles of special wildlife fencing; $25,355.

(For further information contact J. W. Perlin, Information Officer, WO 7-3271)