



**DEPARTMENT OF  
TRANSPORTATION**

*M. Krauser*  
**NEWS**  
*Room - 811 det*

**FEDERAL HIGHWAY ADMINISTRATION**  
WASHINGTON, D. C. 20591

FOR RELEASE MONDAY  
October 6, 1969

FHWA-357  
(202) 962-8411  
FHWA PROPOSES CHANGES IN TRUCK  
AND BUS LOADING REGULATIONS

A proposal to increase the operating safety of trucks and buses was announced today by the Department of Transportation's Federal Highway Administrator F. C. Turner.

The FHWA's Bureau of Motor Carrier Safety calls attention to the highway safety problems caused by cargos shifting in transit, particularly in the shipment of steel and iron articles. The problem, however, is not confined to such commodities. Therefore, Administrator Turner has issued a notice proposing to amend the Motor Carrier Safety Regulations to include the entire area of safe loading and protection against shifting or falling cargo

The action was taken partially in response to a petition by the Steel Carriers Conference of the American Trucking Associations, Inc. for a revision in the regulations covering tiedown devices for steel cargos.

The Administrator has decided to look into the loading and securing rules covering all types of commodities such as lumber, cement pipe, machinery, and building materials normally carried on flat bed trucks. Also, the Administrator has proposed strength requirements for tiedown devices and bulkheads on all vehicles, including van type cargo bodies.

Comments on the Notice of Proposed Rule Making will be accepted by the Bureau of Motor Carrier Safety until close of business January 28, 1970.

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# DEPARTMENT OF TRANSPORTATION

*M. K. Kausser*

# NEWS

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## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 35<sup>8</sup>  
(202) 962-8411

FOR RELEASE WEDNESDAY,  
OCTOBER 8, 1969

FHWA TO DEVELOP SAFETY STANDARD  
ON VEHICLE ACCELERATOR CONTROLS

The Department of Transportation's Federal Highway Administrator, F. C. Turner, today took the initial step to add a new Federal Motor Vehicle Safety Standard, which would establish performance requirements for accelerator control systems for passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles.

Accelerator control systems provide a crucial link between the driver and the engine, and if they fail to function properly, they can create extremely hazardous situations.

The Acting Director of the FHWA's National Highway Safety Bureau, Dr. Robert Brenner, says that more than 3 million vehicles have been recalled by manufacturers because of defects in their accelerator control systems since passage of the National Traffic and Motor Vehicle Safety Act in September 1966. Tragic results often accompany failures of such systems.

Some vehicles are equipped with automatic accelerator controls that cause the vehicle to maintain a steady speed without the driver exercising personal control. The proposed standard would specify performance levels, including redundant and fail-safe requirements, for both driver-operated and automatic type accelerator control systems.

Among the requirements being considered are:

1. That the system have at least two independent means of returning the engine to an idle speed when the driver releases the accelerator pedal.

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2. That a failure of any part of the system result in the engine returning to an idle speed or cutting off completely.

3. That the system be capable of returning to the idle position after being subjected to various conditions caused by ice, mud, jarring contact, or other abuse.

4. A specification of the levels of force necessary for the driver to achieve the desired response from the system.

Other measures may be required to ensure the reliability of automatic speed maintenance controls, including requirements that the driver have at least two means of deactuating the automatic control, and that the failure of any element of the control will result in its complete deactuation. Also, because of the desirability of continuous and deliberate control by the driver at high speeds, the proposed standard may require that automatic controls be designed so that they will not function in excess of specified speeds.

An additional requirement under consideration is an independent emergency stop control by which the driver can immediately shut down the engine without resorting to the normal accelerator control system. The effective date under consideration is January 1, 1971.

Comment, information and data are requested by close of business December 30, 1969.

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DEPARTMENT OF  
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NEWS

**FEDERAL HIGHWAY ADMINISTRATION**

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY,  
OCTOBER 9, 1969

FHWA--359  
(202) 962-8411

FHWA PROPOSES TWO VEHICLE  
STANDARD AMENDMENTS

Amendments to two existing Federal Motor Vehicle Safety Standards were proposed today by the Department of Transportation's Federal Highway Administrator F. C. Turner.

He announced he is considering amending Standard 114 on Theft Protection and Standard 209 on Seat Belt Assemblies. Standard 114 requires that every passenger car manufactured on or after January 1, 1970 have a key locking system that -- when the key is removed from the ignition -- will prevent either steering or forward mobility of the car, or both.

The FHWA's National Highway Safety Bureau says it is concerned about the possibility that in cars so equipped, accidental activation of the lock while the car is in motion might deprive the driver of steering control. To preclude such accidents, the Administrator is considering a number of requirements for one or more features which would prevent inadvertent actuation of the steering lock.

An effective date of January 1, 1971, is being considered, and comments, information, and data are requested from all interested parties no later than December 17, 1969.

As indicated in earlier rule making actions, the Administrator continues to be concerned about the failure of a large percentage of the motoring public to wear the safety belts now required in motor

vehicles. In addition to non-use, seat belts are often improperly adjusted when they are worn. Elimination of these twin safety hazards -- unused and improperly used seat belts -- may require action to reduce the inconvenience and confusion that presently discourage the use of the safety belts.

The National Highway Safety Bureau's Acting Director, Dr. Robert Brenner, says a lack of a uniform buckle release, difficulty in locating matching male and female ends of the same belt, and inconvenience in stowing belts when not in use and retrieving them for use all may lead to confusion and discourage occupants from using the belts.

Brenner points out the need for a standard buckle release method has an additional safety aspect, in that persons riding in unfamiliar vehicles -- such as rental cars -- often do not know how to unbuckle belts quickly in case of emergency.

Therefore, the Administrator is considering amending Standard 209 to specify and require standard buckle release methods, a provision for the ready identification of corresponding tongues and buckles, and combination adjustment and webbing stowage devices.

An effective date not later than July 1, 1971 is being considered. Comments and data are requested no later than January 2, 1970.

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**DEPARTMENT OF  
TRANSPORTATION**

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**FEDERAL HIGHWAY ADMINISTRATION**

**WASHINGTON, D. C. 20591**

FOR RELEASE THURSDAY  
OCTOBER 9, 1969

(202-962-8411)  
FHWA-360

Federal Highway Administrator F. C. Turner, announced today that the Highway Administration and General Motors Corporation have agreed to a settlement of the controversy involving the three-piece 15 x 5.50 disc wheels installed on some 200,000 1960-1965 model year Chevrolet and GMC 3/4 ton trucks.

GM will replace, at its expense, all such wheels on 3/4 ton trucks on which a camper or other special body has been installed. In addition, GM will reimburse any truck owner who replaced these wheels after receiving GM's May 28, 1969 letter regarding this matter, and it will reimburse any truck owner who elects, in the future, to attach a camper body or other special body to his truck. GM will advise truck owners of this offer by way of a registered letter. It is estimated that some 50,000 trucks are covered by GM's offer. The Highway Administration will, in light of GM's action, terminate the pending administrative proceedings.

By letter of August 22, 1969, the Acting Highway Administrator advised General Motors that a preliminary determination had been made that the trucks on which these wheels were installed contained a defect which related to motor vehicle safety. As required by the National Traffic and Motor Vehicle Safety Act of 1966, GM was afforded an opportunity to present its views and supporting evidence regarding this determination. The Administrator, based upon the evidence submitted by GM as well as that of the National Highway Safety Bureau, has some doubt at this time as to whether it could be said that a safety-related defect existed. In view of this, plus GM's agreement to send a second letter to owners now and to pay for the replacement of all wheels on all trucks with campers and special bodies, this settlement has been agreed to.

Mr. Turner stated that "the most that could ever be achieved by continuing the proceeding under the existing law would be an order directing GM to notify all vehicle owners of the existence of a safety related defect. Because of the technical controversies surrounding this problem, GM could undoubtedly have challenged us on such an order and the case could have been tied up in the courts for years. It must be stressed that the law does not authorize us to force a manufacturer to recall a defective vehicle or part nor pay for the replacement of a defective part. GM has agreed to do both here and, by so doing, will correct what the National Highway Safety Bureau engineers consider to be the safety problem in this case -- pickup trucks with campers or special bodies installed thereon. I, therefore, believe it to be in the public interest to accept the proposal, and personally urge all owners of the affected vehicles to inspect their wheels as outlined in the letter from General Motors and have them replaced if they are of the three-piece type."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

(202-962-8411)

FHWA - 361

STATE HIGHWAY RECEIPTS,  
EXPENDITURES FOR 1968

FOR RELEASE THURSDAY  
October 16, 1969

The U.S. Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled \$14.6 billion in calendar year 1968. Expenditures totaled \$14.2 billion.

The \$14.6 billion total receipts included \$1.4 billion borrowed funds and \$4.4 billion Federal aid, according to data compiled by the Federal Highway Administration's Bureau of Public Roads.

Federal Highway Administrator Francis C. Turner said the \$4.4 billion Federal aid to the States accounted for 52 percent of the \$8.4 billion of total capital expenditures for highways by the States. Some \$4.0 billion of Federal aid and State funds were spent on the 42,500-mile National System of Interstate and Defense Highways.

The \$14.6 billion of State receipts for highways in 1968 was an increase of 10.6 percent over 1967. The 10.6 percent increase in total 1968 receipts over those for 1967 resulted in part from the fact that the States borrowed \$400 million more in 1968 than in the previous year. Of the \$14.6 billion total receipts, State road-user taxes provided \$7.4 billion or 51 percent. Federal-aid funds, derived from Federal road-user taxes, comprised \$4.4 billion of the total receipts, or 30 percent. Of the remainder, \$716 million came from tolls, \$1.4 billion from proceeds of highway construction bonds, and \$674 million from other sources.

Expenditures for current highway purposes totaled \$13.6 billion in 1968, 7.1 percent higher than in 1967. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$8.4 billion, of which \$4.0 billion was for projects on the Interstate System and \$3.7 billion for work on other Federal-aid systems.

(more)

Maintenance expenditures were \$1.6 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$1.7 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$1.9 billion.

Retirement of highway bonds during 1968 took \$639 million, bringing total disbursements to \$14.2 billion. The \$310 million excess of receipts over disbursements in 1968, nationwide, was placed in highway fund reserves.

The \$7.7 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 1966, 1967, and 1968 follows:

	(Billions of dollars)		
	<u>1966</u>	<u>1967</u>	<u>1968</u>
Receipts:			
State highway-user tax revenue.....	\$6.5	\$6.9	\$7.4
Federal funds.....	4.2	4.0	4.4
Other.....	1.2	1.3	1.4
Total current income.....	<u>11.9</u>	<u>12.2</u>	<u>13.2</u>
Construction bonds.....	1.1	1.0	1.4
Total receipts.....	<u>13.0</u>	<u>13.2</u>	<u>14.6</u>
Disbursements:			
Capital outlay:			
Interstate System.....	3.7	3.8	4.0
Other Federal-aid systems.....	3.2	3.3	3.7
Other roads and streets.....	0.6	0.7	0.7
Subtotal.....	<u>7.5</u>	<u>7.8</u>	<u>8.4</u>
Maintenance.....	1.4	1.5	1.6
Administration and enforcement.....	1.0	1.1	1.2
Interest on debt.....	0.4	0.4	0.5
Grants-in-aid to local governments.....	1.7	1.9	1.9
Total current expenditures.....	<u>12.0</u>	<u>12.7</u>	<u>13.6</u>
Debt retirement.....	0.5	0.5	0.6
Total disbursements.....	<u>12.5</u>	<u>13.2</u>	<u>14.2</u>

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 1968 on motor vehicles, motor fuel, and mileage will appear in the Bureau's annual publication HIGHWAY STATISTICS, to be printed later this year.

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

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-SUMMARY-1968<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SF-21  
SEPTEMBER 1969

STATE	RECEIPTS										DISBURSEMENTS										
	STATE HIGHWAY USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCEL- LANEOUS INCOME	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERN- MENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTEN- ANCE AND TRAFFIC SERVICES	ADMINIS- TRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS- IN-AID TO LOCAL GOVERN- MENTS	SUBTOTAL, CURRENT EXPENDI- TURES	BOND RETIRE- MENT 5/	TOTAL DISBURSE- MENTS	
					FEDERAL ADMINIS- TRATION	OTHER AGENCIES				FEDERAL-AID SYSTEMS			OTHER ROADS AND STREETS								TOTAL
										INTER- STATE	OTHER FEDERAL- AID SYSTEMS	TOTAL									
Alabama	139,414	-	-	976	78,004	113	832	55,161	274,500	56,046	61,840	117,886	20,784	138,670	22,884	12,292	7,605	53,704	235,155	14,746	249,901
Alaska	8,385	4,899	-	-	38,581	65	-	10,806	62,811	-	45,213	283	45,213	12,060	10,135	1,810	-	69,501	546	70,047	
Arizona	73,931	-	32	377	66,722	-	2,658	-	143,720	58,753	38,358	97,111	-	97,111	10,874	15,807	-	20,720	144,512	144,512	
Arkansas	97,479	423	409	1,603	42,892	4,472	778	-	148,056	32,597	50,033	82,630	523	83,153	19,198	15,279	1,087	26,156	144,873	6,350	151,223
California	831,591	13,543	450	34,507	356,684	3,426	11,162	7,021	1,258,384	499,827	295,828	755,655	41,562	797,217	72,752	139,951	7,379	297,114	1,314,423	6,623	1,321,046
Colorado	72,331	-	931	1,381	57,475	973	5	50,074	48,045	29,849	77,954	475	78,359	15,619	10,889	811	27,193	132,881	8,629	141,510	
Connecticut	105,298	31,797	-	13,292	68,613	63	37	-	269,174	25,866	61,890	87,756	14,522	102,278	32,561	27,936	-	29,490	46,107	255,597	
Delaware	25,661	14,435	3,277	3,801	15,778	-	-	18,053	81,025	19,134	9,052	28,186	5,464	33,650	10,720	8,167	2,000	69,575	202,490	12,184	214,674
Florida	202,429	31,117	-	16,747	78,710	183	3,855	10,544	343,585	68,428	118,506	186,934	14,269	201,203	37,059	20,532	25,726	18,972	303,492	25,108	328,600
Georgia	125,895	-	-	4,071	80,935	163	1,297	-	237,937	65,844	53,532	119,376	69,354	188,730	25,001	17,481	8,434	9,697	249,343	260,026	509,369
Hawaii	19,661	-	420	119	28,736	-	-	5,042	53,978	29,227	12,015	41,242	115	41,357	4,358	2,935	1,931	9,246	59,827	2,834	62,661
Idaho	36,480	-	27	391	35,406	1,390	1,678	-	75,372	21,237	17,783	39,020	-	39,020	9,049	6,742	-	12,162	66,973	-	66,973
Illinois	351,814	49,635	-	5,801	231,935	17	10,873	-	650,975	235,839	92,578	328,417	31,174	359,591	77,409	51,997	15,723	125,291	630,011	18,055	648,066
Indiana	188,355	18,168	-	6,401	147,242	305	3,817	-	364,288	146,467	43,835	190,302	73	190,375	53,873	8,789	83,673	30,004	366,714	7,931	374,645
Iowa	157,845	-	29,076	5,049	94,388	441	1,036	-	247,830	45,582	73,365	118,947	5,310	124,260	20,582	16,374	65,941	227,157	*	227,157	
Kansas	83,510	12,120	-	2,614	47,378	4,601	137	-	150,366	31,686	48,373	80,059	640	80,699	25,460	15,911	5,776	14,407	142,253	4,435	146,688
Kentucky	141,953	11,122	8,970	11,828	126,321	55	25	30,202	330,476	105,938	73,112	179,050	67,324	246,374	47,402	25,018	26,353	3,437	348,584	13,235	361,819
Louisiana	119,495	826	41,693	2,895	98,746	591	9,132	-	273,108	88,523	46,894	135,417	26,066	161,483	36,297	31,393	11,662	22,796	263,631	8,942	272,573
Maine	43,155	8,774	462	2,335	18,371	-	2,391	9,621	85,109	10,572	19,379	29,951	6,049	36,000	21,753	7,470	4,107	2,858	78,188	79,792	157,980
Maryland	160,823	29,553	-	11,981	52,168	-	12,755	235,761	503,041	59,333	44,353	113,686	2,912	116,598	22,573	31,490	14,852	46,065	231,576	48,000	279,576
Massachusetts	154,825	38,874	3,705	6,801	92,957	-	-	19,832	316,994	103,040	44,353	147,393	4,590	151,983	33,246	33,357	9,200	267,591	52,213	319,804	
Michigan	333,454	7,619	16,298	4,079	143,707	48	9,653	-	514,958	135,493	88,146	223,639	4,590	228,229	35,172	46,207	21,003	161,571	489,030	29,841	518,871
Minnesota	165,462	-	-	5,864	106,521	61	2,772	21,559	302,239	99,079	93,000	192,079	2,995	195,074	29,421	14,158	10,897	290,960	3,523	294,483	
Mississippi	87,348	1,221	18,805	1,570	41,202	1,240	458	15,791	167,635	37,583	49,153	86,736	4,443	91,179	10,757	13,971	4,411	33,801	154,119	7,723	161,842
Missouri	167,065	1,663	4,839	366	82,142	431	4,208	-	260,914	59,632	95,662	155,294	1,750	157,044	49,696	25,722	224	20,706	253,392	1,315	254,707
Montana	35,954	-	963	18	47,210	2,585	27	-	60,157	36,210	28,923	65,133	5	65,138	4,482	9,103	5,784	84,507	*	84,507	
Nebraska	70,531	-	2,813	73	33,433	443	3,141	-	110,434	23,304	27,950	51,254	4,202	55,456	11,599	8,946	31,478	107,479	107,479	107,479	214,958
Nevada	24,908	-	107	646	30,030	31	-	-	55,722	22,073	11,571	33,644	738	34,382	6,529	6,077	-	52,686	52,686	-	52,686
New Hampshire	33,039	5,150	-	501	24,628	14	2,028	-	65,360	20,340	10,970	31,310	2,633	33,943	13,854	7,649	1,688	332	57,466	4,980	62,446
New Jersey	122,349	101,669	-	16,955	143,013	-	329	197,372	581,687	217,564	74,332	291,896	21,579	313,475	41,251	33,696	18,843	455,989	44,631	500,620	
New Mexico	42,745	-	-	653	52,035	171	48	-	95,651	38,811	25,867	64,678	795	65,473	16,348	7,260	6,919	96,168	2,000	98,168	
New York	229,211	143,328	36,238	19,052	269,423	-	-	227,210	1,220,462	256,810	444,799	701,609	49,233	750,822	149,813	71,908	53,424	125,649	1,151,616	53,255	1,204,871
North Carolina	209,623	191	114	11,027	62,446	-	1,327	60,237	344,965	30,930	48,851	79,781	109,606	189,387	74,522	34,561	5,923	10,420	314,813	37,000	351,813
North Dakota	25,555	-	1,404	103	24,427	90	2,637	-	54,216	15,758	21,511	37,269	-	37,269	5,754	5,641	-	10,523	59,187	-	59,187
Ohio	429,870	29,919	-	9,422	251,395	46	11,635	100,017	832,304	200,463	236,519	436,982	4,635	441,617	56,788	44,350	21,980	173,695	738,430	69,086	807,516
Oklahoma	112,746	12,269	4,445	10,371	51,675	5,643	2,854	-	200,003	38,917	45,956	84,873	29,483	114,356	20,369	13,436	15,225	48,092	211,478	1,369	212,847
Oregon	98,092	684	-	2,360	54,759	14,475	1,535	-	171,905	41,830	33,550	75,380	1,227	76,607	17,161	11,259	44,422	154,290	5,100	159,390	
Pennsylvania	406,808	79,412	107	18,410	229,108	66	9,419	171,602	914,924	209,521	311,522	521,043	55,251	576,294	143,843	78,863	28,582	66,599	894,181	34,719	928,900
Rhode Island	22,039	1,437	-	276	33,146	-	576	20,574	63,465	24,537	24,537	63,022	200	63,222	7,755	3,250	5,526	386	80,139	3,552	83,691
South Carolina	87,068	-	-	846	39,147	57	1,127	-	128,245	26,593	38,095	64,688	11,219	75,907	27,690	12,963	59	10,366	126,985	2,800	129,785
South Dakota	33,690	-	4,882	428	34,804	37	1,319	-	75,160	29,465	21,364	50,829	1,007	51,836	8,279	7,518	-	8,378	76,011	-	76,011
Tennessee	150,507	-	1,329	1,108	78,881	21	798	22,152	254,796	74,189	68,775	142,964	14,901	157,865	18,522	17,171	4,863	49,233	247,654	2,001	249,655
Texas	377,695	8,035	2,010	13,350	224,707	384	6,403	-	632,584	168,502	217,880	386,382	20,277	406,659	88,791	55,825	2,739	38,941	592,955	4,162	597,117
Utah	36,724	-	79	-	58,136	360	-	-	95,299	60,349	8,793	69,142	1,687	70,829	8,984	8,653	-	4,984	93,450	-	93,450
Vermont	28,927	-	-	52	30,049	-	9	21,097	89,134	33,570	14,659	48,229	1,676	49,905	9,606	5,761	1,726	5,197	72,195	3,220	75,415
Virginia	210,628	34,040	13,020	6,047	115,224	-	5,334	-	101,218	119,138	220,356	11,240	231,596	55,448	32,424	18,005	17,758	355,231	12,755	367,986	
Washington	161,523	17,685	-	3,244	93,986	8,244	6,047	25,082	315,811	90,204	67,115	157,339	4,860	162,199	32,096	27,607	8,552	63,823	294,277	13,696	307,973
West Virginia	77,713	6,537	-	915	72,956	-	-	167,862	55,667	57,277	112,944	7,667	120,611	25,678	30,231	10,667	-	187,187	7,146	194,333	
Wisconsin	169,142	-	-	1,348	78,937	68	9,398	-	218,593	35,996	97,107	133,103	1,134	134,237	25,214	20,196	-	63,186	242,833	83	242,916
Wyoming	22,008	-	735	-	40,749	6,668	350	-	70,510	33,360	16,703	50,063	1,905	51,968	6,390	5,396	-	66,933	66,933	-	66,933
Dist. of Col.	17,738	-	668	-	37,918	-	-	8,000	64,324	38,944	9,135	48,079	2,312	50,391	6,821	6,094	2,235	3,179	65,541	427	65,968
Total	7,426,512	716,105	205,528	264,157	4,372,458	58,559	145,638	1,369,819	14,558,776	3,982,847	3,699,021	7,681,868	681,567	8,363,435	1,624,004	1,222,291	454,741	1,945,46			



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

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FHWA — 362

### DISPOSITION OF RECEIPTS FROM STATE HIGHWAY-USER TAXES FOR 1968 LISTED

FOR RELEASE FRIDAY  
October 17, 1969

The Department of Transportation reported today that the States disbursed \$8.2 billion in highway-user taxes in 1968. Of this, \$5.2 billion went for State highway purposes, \$2.2 billion for local roads and streets, and \$0.8 billion for nonhighway purposes.

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

Federal Highway Administrator Francis C. Turner said the \$7.4 billion for highways was 7.2 percent more than in 1967.

The net collections (after refunds) from State road-user taxes in 1968 amounted to \$8.6 billion. After deducting the cost of collection and administration of the highway-user imposts, \$8.2 billion was available for distribution.

Of the \$5.2 billion devoted to State highway purposes, \$4.2 billion went for capital outlay, maintenance, and administration of the State highway systems; \$490 million was for highway safety activities and law enforcement; and \$525 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the \$2.2 billion applied to these purposes in 1968, grants-in-aid totaled \$1.9 billion.

State highway-user revenues amounting to \$789 million were used for nonhighway purposes in 1968. Most States make no nonhighway allocations, or the amounts are insignificant. In 28 States, road-user taxes assigned for nonhighway purposes aggregating \$113 million were offset by appropriations for highways in like amount out of State general funds.

(more)

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

The disposition of highway-user tax revenues in 1968 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	<u>1966</u>	<u>1967</u>	<u>1968</u>
Revenues:			
Motor-fuel taxes.....	\$4,715	\$4,993	\$5,395
Motor-vehicle registration fees and allied imposts	<u>2,571</u>	<u>2,534</u>	<u>2,820</u>
Total	<u>7,286</u>	<u>7,527</u>	<u>8,215</u>
Allocations:			
For State-administered highways..	\$4,639	\$4,878	\$5,216
For local roads and streets:			
Grants-in-aid.....	1,705	1,779	1,888
State expenditures.....	<u>233</u>	<u>230</u>	<u>322</u>
Subtotal, local roads and streets.....	1,938	2,009	2,210
For nonhighway purposes	<u>709</u>	<u>640</u>	<u>789</u>
Total	<u>7,286</u>	<u>7,527</u>	<u>8,215</u>

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

# DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS-1968

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE DF  
SEPTEMBER 1969

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION <sup>1/</sup>	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS <sup>2/</sup>			FOR NONHIGHWAY PURPOSES <sup>4/</sup>				STATE
				CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <sup>3/</sup>	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES <sup>5/</sup>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) <sup>6/</sup>	TOTAL	
Alabama	146,991	5,856	141,135	27,358	3,732	25,034	56,124	3/ 66,617	16,673	83,290	634	1,087	(4,645)	1,721	Alabama
Alaska <sup>7/</sup>	11,519	927	10,592	3,150	1,323	3,912	8,385	-	-	2,207	-	-	-	2,207	Alaska <sup>7/</sup>
Arizona	78,873	4,942	73,931	45,513	7,698	-	53,211	11,531	9,189	20,720	-	-	-	-	Arizona
Arkansas	100,430	1,995	98,435	59,773	4,801	7,175	71,749	12,865	12,865	25,730	956	-	(1,426)	956	Arkansas
California	1,061,501	62,867	998,634	436,745	94,081	-	530,826	171,719	129,046	300,765	-	167,043	(8,091)	8/ 167,043	California
Colorado	79,424	6,544	72,880	38,773	6,606	2,102	47,481	17,554	7,296	24,850	-	549	(211)	549	Colorado
Connecticut	114,358	8,368	105,990	21,735	10,726	56,286	88,747	5,793	10,758	16,551	526	166	(347)	692	Connecticut
Delaware <sup>7/</sup>	27,315	1,634	25,681	6,268	2,314	15,099	23,681	(3/)	2,000	2,000	-	-	-	-	Delaware <sup>7/</sup>
Florida	322,437	11,849	310,588	155,984	9,566	18,204	183,754	18,556	119	18,675	108,159	-	(7,160)	108,159	Florida
Georgia	169,992	5,679	164,313	41,014	7,244	10,457	58,715	64,959	2,221	67,180	38,418	-	-	38,418	Georgia
Hawaii	21,976	-	21,976	5,540	-	4,765	10,305	9,353	3	9,356	537	1,778	-	2,315	Hawaii
Idaho	38,054	1,574	36,480	23,131	2,495	-	25,626	9,226	1,628	10,854	-	-	-	-	Idaho
Illinois	413,092	28,289	384,803	154,106	27,688	-	181,794	96,796	73,264	170,020	11,413	21,576	-	32,989	Illinois
Indiana	197,990	8,927	189,063	95,644	8,983	-	104,627	56,969	26,759	83,728	708	-	(849)	708	Indiana
Iowa	162,518	4,673	157,845	80,371	5,004	-	85,375	54,451	18,019	72,470	-	-	(5,367)	-	Iowa
Kansas	90,277	5,796	84,481	62,310	5,312	-	67,622	10,546	5,342	15,888	971	-	(71)	971	Kansas
Kentucky	145,772	3,819	141,953	96,385	862	28,719	125,966	15,987	-	15,987	-	-	-	-	Kentucky
Louisiana	125,258	5,763	119,495	80,882	2,136	18,182	12,064	95,082	6,231	24,413	-	-	(1,886)	-	Louisiana
Maine	44,909	1,754	43,155	32,671	2,834	4,512	40,017	2,307	831	3,138	-	-	-	-	Maine
Maryland	169,091	8,076	161,015	59,357	17,847	28,260	105,464	23,594	31,765	55,359	-	2/ 192	-	192	Maryland
Massachusetts	166,482	11,657	154,825	85,763	8,031	45,491	139,285	11,769	3,771	15,540	-	-	(6,303)	-	Massachusetts
Michigan	348,984	15,530	333,454	115,211	8,396	43,263	166,870	106,809	59,775	166,584	-	-	(12,456)	-	Michigan
Minnesota	174,473	7,935	166,538	90,730	6,886	5,419	103,035	47,443	14,984	62,427	1,076	-	(764)	1,076	Minnesota
Mississippi	91,005	3,657	87,348	39,061	5,799	9,364	54,224	31,738	1,386	33,124	-	-	-	-	Mississippi
Missouri	174,100	7,035	167,065	135,375	11,296	-	146,671	5,099	15,295	20,394	-	-	(178)	-	Missouri
Montana	37,949	1,995	35,954	28,068	2,364	-	30,432	4,169	1,353	5,522	-	-	(1,963)	-	Montana
Nebraska	73,107	2,576	70,531	36,622	2,596	39,218	23,325	7,988	31,313	31,313	-	-	(3,252)	-	Nebraska
Nevada	27,720	2,812	24,908	18,021	1,220	-	19,241	4,918	749	5,667	-	-	-	-	Nevada
New Hampshire	34,220	1,099	33,121	25,180	2,071	4,477	31,728	1,109	202	1,311	82	-	(26)	82	New Hampshire
New Jersey <sup>7/</sup>	285,540	12,454	273,086	74,989	21,976	413	97,378	15,302	9,669	24,971	150,737	-	-	150,737	New Jersey <sup>7/</sup>
New Mexico	50,285	3,526	46,759	30,203	4,085	1,667	35,955	4,146	6,790	6,790	-	4,014	(7,907)	4,014	New Mexico
New York <sup>7/</sup>	550,541	25,330	525,211	261,445	39,716	42,899	344,060	83,409	97,742	181,151	-	-	-	-	New York <sup>7/</sup>
North Carolina	219,392	9,769	209,623	157,224	19,247	22,736	199,207	(3/)	10,416	10,416	-	-	-	-	North Carolina
North Dakota	27,432	1,003	26,429	15,473	1,665	5,979	17,138	2,438	874	2,438	-	-	(29)	874	North Dakota
Ohio	448,739	18,869	429,870	174,820	18,135	59,083	252,038	123,118	54,714	177,832	-	-	-	-	Ohio
Oklahoma	142,653	5,108	137,545	56,534	6,538	3,029	66,101	40,847	5,798	46,645	-	24,799	(16,273)	24,799	Oklahoma
Oregon	108,050	6,944	101,106	47,403	7,083	10,022	64,508	20,832	12,752	33,584	3,014	-	(4,948)	3,014	Oregon
Pennsylvania	419,955	13,147	406,808	292,671	29,078	20,194	341,943	41,424	23,441	64,865	-	-	-	-	Pennsylvania
Rhode Island <sup>7/</sup>	36,580	1,352	35,228	13,339	1,787	6,327	21,453	86	500	586	13,189	-	-	13,189	Rhode Island <sup>7/</sup>
South Carolina	96,089	3,829	92,260	68,816	7,202	719	76,737	10,331	-	10,331	4,570	622	(390)	5,192	South Carolina
South Dakota	34,832	1,142	33,690	23,560	1,852	-	25,412	7,465	813	8,278	-	-	-	-	South Dakota
Tennessee	194,216	5,246	188,970	68,708	5,712	6,711	81,131	50,598	18,778	69,376	38,463	-	(9,258)	38,463	Tennessee
Texas	528,838	21,375	507,463	317,012	21,842	109	338,963	38,732	-	38,732	129,768	-	(15,000)	129,768	Texas
Utah	38,495	1,771	36,724	28,275	3,825	-	32,100	2,767	1,857	4,624	-	-	(118)	-	Utah
Vermont	29,542	615	28,927	13,988	2,889	4,849	21,726	7,201	-	7,201	-	-	-	-	Vermont
Virginia	219,730	9,102	210,628	189,623	2,785	-	192,408	16,365	-	18,220	-	-	-	-	Virginia
Washington	220,373	10,482	209,891	82,018	13,584	16,632	112,234	31,785	17,504	49,289	40,886	7,482	(2,957)	8/ 48,368	Washington
West Virginia	80,181	2,468	77,713	71,622	823	5,268	77,713	(3/)	-	-	-	-	(280)	-	West Virginia
Wisconsin	185,979	9,044	176,935	97,253	8,620	83	105,956	39,683	23,503	63,186	-	7,793	(512)	8/ 7,793	Wisconsin
Wyoming	23,429	1,421	22,008	15,776	1,281	-	17,057	4,267	684	4,951	-	-	-	-	Wyoming
Dist. of Col.	24,852	1,919	22,933	-	-	-	-	-	17,738	17,738	-	5,195	-	5,195	Dist. of Col.
Total	8,615,540	399,544	8,215,996	4,201,493	489,636	525,344	5,216,473	1,433,171	776,868	2,210,039	547,188	242,296	(112,667)	789,484	Total

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

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

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

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

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

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

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

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

<sup>9/</sup> For mass transit studies.

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

# DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1968

TABLE MV-3  
SEPTEMBER 1969

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR <sup>1/</sup>	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES <sup>2/</sup>	NET FUNDS DISTRIBUTED <sup>3/</sup>	FOR STATE-ADMINISTERED HIGHWAYS			FOR LOCAL ROADS AND STREETS <sup>4/</sup>			FOR NONHIGHWAY PURPOSES <sup>6/</sup>				
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <sup>2/</sup>	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES <sup>7/</sup>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) <sup>8/</sup>	TOTAL
Alabama	36,611	372	36,983	4,805	32,178	9,501	3,732	-	13,233	5/ 13,100	4,528	17,628	432	885	(4,645)	1,317
Alaska <sup>9/</sup>	4,808	-1	4,807	902	3,905	1,161	488	1,442	3,091	-	-	-	814	-	-	814
Arizona	23,988	-82	23,906	4,109	19,797	16,933	2,864	-	19,797	-	-	-	-	-	-	-
Arkansas	31,717	=	31,717	981	30,736	17,452	3,677	2,095	23,224	3,756	3,756	7,512	-	-	(872)	-
California	465,600	8,764	474,364	59,617	414,747	127,096	94,081	-	221,177	18,051	8,476	26,527	-	167,043	(8,091)	10/ 167,043
Colorado	25,625	1	25,626	2,116	23,510	11,227	2,063	608	13,898	5,837	3,226	9,063	-	549	(211)	549
Connecticut	32,417	193	32,610	1,504	31,106	3,273	1,615	23,239	28,127	872	1,620	2,492	462	25	(347)	487
Delaware <sup>9/</sup>	10,402	=	10,402	1,584	8,818	2,152	795	5,184	8,131	(5/)	687	687	-	-	-	-
Florida	125,053	-2,228	122,825	10,725	112,100	1,876	8,822	-	10,698	1,50	25	175	101,227	-	(7,160)	101,227
Georgia	33,311	-	33,311	4,974	28,337	52	7,141	-	7,193	-	-	-	21,144	-	-	21,144
Hawaii	11,149	-	11,149	2/	11,149	-	-	-	-	9,246	-	9,246	125	-	-	1,903
Idaho	14,975	=562	14,413	1,457	12,956	6,599	2,495	-	9,094	3,283	579	3,862	-	-	-	-
Illinois	171,652	49	171,701	27,771	143,930	82,491	27,688	-	110,179	24,206	1,891	26,097	7,654	-	-	7,654
Indiana	57,150	-1,443	55,707	8,684	47,023	24,079	2,094	-	26,173	14,186	6,664	20,850	-	-	-	-
Iowa	72,755	-744	72,011	3,482	68,529	31,246	4,592	-	35,838	24,712	7,979	42,791	-	-	(5,367)	-
Kansas	33,818	187	34,005	5,322	28,683	23,900	2,488	-	26,468	1,916	299	2,215	-	-	(71)	-
Kentucky	50,536	1	50,537	3,263	47,274	30,437	429	9,069	39,935	2,239	-	7,239	-	-	-	-
Louisiana	26,871	421	27,292	4,968	22,324	13,404	1,980	2,735	18,119	3,325	880	4,205	-	-	-	-
Maine	15,212	=1,115	14,097	551	13,546	10,255	890	1,416	12,561	724	261	985	-	-	-	-
Maryland	68,451	-	68,451	6,492	61,959	22,042	17,847	5,736	45,625	8,350	7,792	16,142	-	11/ 192	-	192
Massachusetts	39,562	3,720	43,282	11,374	31,908	26,136	2,518	-	28,654	2,105	1,149	3,254	-	-	(1,980)	-
Michigan	105,534	1,474	107,008	14,344	92,664	49,014	7,268	11,336	27,987	49,014	15,663	43,650	-	-	(12,443)	-
Minnesota	64,287	-1,739	62,548	7,287	55,261	29,686	2,283	1,773	33,742	15,683	4,990	20,673	846	-	(764)	846
Mississippi	20,334	146	20,480	2,782	17,698	1,465	5,111	-	6,576	11,098	24	11,122	-	-	-	-
Missouri	65,469	2,804	68,273	3,224	65,049	60,039	5,010	-	65,049	-	-	-	-	-	-	-
Montana	13,528	82	13,610	1,692	11,918	5,997	1,909	-	7,906	3,565	447	4,012	-	-	(1,963)	-
Nebraska	19,714	-	19,714	2,231	17,483	1,805	7,133	-	8,938	5,584	2,961	8,545	-	-	(2,852)	-
Nevada	7,803	-141	7,662	2,462	5,200	4,870	330	-	5,200	-	-	-	-	-	-	-
New Hampshire	12,875	-56	12,819	533	12,286	9,144	958	1,626	11,728	403	73	476	82	-	(26)	82
New Jersey <sup>9/</sup>	111,678	-263	111,415	11,720	99,695	27,529	8,006	150	35,685	5,575	3,522	9,097	54,913	-	-	54,913
New Mexico	15,531	-482	15,049	2,812	12,237	1,425	1,425	-	6,502	4,030	1,019	5,049	-	686	(3,964)	686
New York <sup>9/</sup>	240,409	=	240,409	24,566	215,843	109,618	22,236	5,206	137,060	40,165	38,618	78,783	-	-	-	-
North Carolina	58,208	-18	58,190	4,854	53,336	45,596	7,740	-	53,336	(5/)	-	-	-	-	-	-
North Dakota	14,282	-96	14,186	798	13,388	7,464	803	-	8,267	3,233	1,106	4,339	782	-	(29)	782
Ohio	158,574	1,547	160,121	18,292	141,829	12,751	7,003	16,973	36,727	80,960	24,142	105,102	-	-	-	-
Oklahoma	60,439	-776	59,663	4,227	55,436	9,989	6,538	-	16,527	10,623	3,487	14,110	-	24,799	(14,598)	24,799
Oregon	45,508	-719	44,789	6,799	37,990	17,263	3,749	3,650	24,662	7,583	4,642	12,225	1,103	-	(2,096)	1,103
Pennsylvania	116,300	-	116,300	12,235	104,065	89,029	8,845	-	104,017	48	-	48	-	-	-	-
Rhode Island <sup>9/</sup>	12,566	-11	12,555	1,174	11,381	4,379	571	2,024	6,974	28	160	488	4,219	-	-	4,219
South Carolina	16,834	-108	16,726	3,456	13,270	10,383	2,209	109	12,701	-	-	-	323	246	-	569
South Dakota	15,629	-328	15,301	901	14,400	7,953	652	-	8,605	5,061	734	5,795	-	-	-	-
Tennessee	60,311	63	60,374	4,851	55,523	23,957	5,712	6,000	35,669	6,613	412	7,025	12,829	-	(8,863)	12,829
Texas	256,664	-4,231	252,433	18,608	233,825	130,828	10,734	-	141,562	31,417	-	31,417	60,846	-	(15,000)	60,846
Utah	9,937	69	10,006	1,490	8,516	2,984	908	-	3,892	2,767	1,857	4,624	-	-	-	-
Vermont	14,912	484	15,396	320	15,076	7,290	1,506	2,527	11,323	3,753	-	3,753	-	-	-	-
Virginia	82,125	=94	82,031	8,172	73,859	66,891	1,686	-	68,577	(5/)	5,282	5,282	-	-	-	-
Washington	90,546	567	91,113	9,864	81,249	21,762	13,584	8	35,354	192	56	35,446	38,165	7,482	(2,957)	10/ 45,647
West Virginia	35,780	-824	34,956	2,196	32,760	29,912	648	2,200	32,760	(5/)	-	-	-	-	(280)	-
Wisconsin	66,386	1,044	67,430	8,085	59,345	29,421	8,532	25	37,978	11,946	7,075	19,021	-	2,346	(154)	10/ 2,346
Wyoming	8,740	=30	8,710	1,375	7,335	6,775	560	-	7,335	-	-	-	-	-	-	-
Dist. of Col.	8,856	=31	8,825	362	8,463	-	-	-	-	-	3,337	3,337	-	5,126	-	5,126
Total	3,161,422	5,866	3,167,288	346,493	2,820,795	1,276,987	326,620	111,274	1,714,881	419,372	169,419	588,791	305,966	211,157	(94,733)	517,123

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

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

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

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

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

<sup>6/</sup> The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the

Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

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

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

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

<sup>10/</sup> The nonhighway allocations of "vehicle license fees" in Calif. and "motor-vehicle excise taxes" in Wash. (see table MV-2, footnote 7), and registration fees in Wis. were in lieu of personal property taxes formerly imposed on motor vehicles.

<sup>11/</sup> For mass transit studies.

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

## DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1968

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE MF-3  
SEPTEMBER 1969

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDIS-TRIBUTED BALANCES, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 5/			
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	105,074	4,934	110,008	1,051	108,957	17,857	=	25,034	42,891	5/ 53,517	12,145	65,662	202	202	-	404
Alaska 2/	6,343	369	6,712	25	6,687	1,989	=	2,470	5,294	=	=	=	1,393	=	=	1,393
Arizona	55,211	-244	54,967	833	54,134	28,580	=	4,834	33,414	11,531	9,189	20,720	=	=	=	=
Arkansas	68,607	106	68,713	1,014	67,699	42,321	1,124	5,080	48,525	9,109	9,109	18,218	956	=	(554)	956
California	590,647	-3,510	587,137	3,250	583,887	309,649	=	=	309,649	153,668	120,570	274,238	=	=	=	=
Colorado	54,967	-1,169	53,798	4,428	49,370	27,546	4,543	1,494	33,583	11,717	4,070	15,787	=	=	=	=
Connecticut	82,170	-422	81,748	6,854	74,884	18,462	9,111	33,047	60,520	4,921	9,138	14,059	64	141	=	205
Delaware 2/	16,913	-	16,913	50	16,863	4,116	1,519	9,915	15,550	(5/)	1,313	1,313	=	=	=	=
Florida	199,793	-181	199,612	1,124	198,488	154,108	744	18,204	173,056	18,406	94	18,500	6,932	=	=	6,932
Georgia	136,681	-	136,681	705	135,976	40,962	103	10,457	51,522	64,959	2,221	67,180	17,274	=	=	17,274
Hawaii	10,826	1	10,827	(2/)	10,827	5,540	=	4,765	10,305	107	3	110	412	=	=	412
Idaho	24,066	-425	23,641	117	23,524	16,532	=	=	16,532	5,943	1,049	6,992	=	=	=	=
Illinois	242,648	-1,257	241,391	518	240,873	71,615	=	=	71,615	72,550	71,373	143,923	3,759	21,576	=	25,335
Indiana	143,240	-957	142,283	243	142,040	71,565	6,889	=	78,454	42,783	20,095	62,878	708	=	(849)	708
Iowa	90,855	-348	90,507	1,191	89,316	49,125	412	=	49,537	29,739	10,040	39,779	=	=	=	=
Kansas	56,251	-19	56,272	474	55,798	38,330	2,824	=	41,154	8,630	5,043	13,673	971	=	=	971
Kentucky	95,235	-	95,235	456	94,779	65,948	433	19,650	86,031	8,748	=	8,748	=	=	=	=
Louisiana	98,377	-411	97,966	795	97,171	67,478	156	9,329	76,963	14,857	5,351	20,208	=	=	(1,886)	=
Maine	30,383	429	30,812	1,203	29,609	22,416	1,944	3,096	27,456	570	570	2,153	=	=	=	=
Maryland	100,640	-	100,640	1,584	99,056	37,315	=	22,524	59,839	15,244	23,973	39,217	=	=	=	=
Massachusetts	123,640	-440	123,200	283	122,917	59,627	5,513	45,491	110,631	9,664	2,622	12,286	=	=	(4,323)	=
Michigan	241,839	137	241,976	1,186	240,790	112,828	1,128	31,927	117,856	78,822	44,112	122,934	=	=	(13)	=
Minnesota	111,467	458	111,925	648	111,277	61,044	4,603	3,646	69,293	31,760	9,994	41,754	230	=	=	230
Mississippi	70,513	12	70,525	875	69,650	37,596	688	9,364	47,648	20,640	1,362	22,002	=	=	=	=
Missouri	105,827	-	105,827	3,811	102,016	75,336	6,286	=	81,622	5,099	15,295	20,394	=	=	(178)	=
Montana	24,342	-3	24,339	303	24,036	22,071	455	=	22,526	604	906	1,510	=	=	=	=
Nebraska	53,393	-	53,393	345	53,048	29,489	791	=	30,280	17,741	5,027	22,768	=	=	(400)	=
Nevada	19,175	883	20,058	350	19,708	13,151	890	=	14,041	4,918	749	5,667	=	=	=	=
New Hampshire	21,785	-384	21,401	566	20,835	16,036	1,113	2,851	20,000	706	129	835	=	=	=	=
New Jersey 2/	174,125	-	174,125	734	173,391	47,460	13,970	263	61,693	9,727	6,147	15,874	95,824	=	=	95,824
New Mexico	37,990	+2,754	35,236	714	34,522	25,126	2,660	1,667	29,453	116	1,625	1,741	=	3,328	(3,943)	3,328
New York 2/	319,457	+9,325	310,132	764	309,368	151,827	17,480	37,693	207,000	43,244	59,124	102,368	=	=	=	=
North Carolina	161,201	1	161,202	4,915	156,287	111,628	11,507	22,736	145,871	(5/)	10,416	10,416	=	=	=	=
North Dakota	16,221	+2,975	13,246	205	13,041	8,009	862	=	8,871	2,746	1,332	4,078	92	=	=	92
Ohio	291,270	+2,652	288,618	577	288,041	162,069	11,132	42,110	215,311	42,158	30,572	72,730	=	=	=	=
Oklahoma	83,088	-98	82,990	881	82,109	46,545	=	3,029	49,574	30,224	2,311	32,535	=	=	(1,675)	=
Oregon	63,108	153	63,261	145	63,116	30,140	3,334	6,372	39,846	13,249	8,110	21,359	1,911	=	(2,852)	1,911
Pennsylvania	300,839	2,816	303,655	912	302,743	203,642	20,233	14,051	237,926	41,376	23,441	64,817	=	=	=	=
Rhode Island 2/	24,026	-1	24,025	178	23,847	8,960	1,216	4,303	14,479	58	340	398	8,970	=	=	8,970
South Carolina	81,615	-2,252	79,363	373	78,990	58,433	4,993	610	64,039	10,331	=	10,331	4,247	376	(390)	4,623
South Dakota	19,709	-178	19,531	241	19,290	15,607	1,200	=	16,807	2,404	79	2,483	=	=	=	=
Tennessee	134,149	+307	133,842	395	133,447	44,751	711	=	45,462	43,985	18,366	62,351	25,634	=	(395)	25,634
Texas	278,042	-1,637	276,405	2,767	273,638	186,184	11,108	109	197,401	7,315	=	7,315	68,922	=	=	68,922
Utah	28,279	210	28,489	281	28,208	25,291	2,917	=	28,208	=	=	=	=	=	(118)	=
Vermont	14,146	-	14,146	295	13,851	6,698	1,383	2,322	10,403	3,448	=	3,448	=	=	=	=
Virginia	137,157	542	137,699	930	136,769	122,732	1,099	=	123,831	5/ 1,855	11,083	12,938	=	=	=	=
Washington	129,254	6	129,260	618	128,642	60,256	=	16,624	76,880	31,593	17,448	49,041	2,721	=	=	2,721
West Virginia	45,850	+625	45,225	272	44,953	41,710	175	3,068	44,953	(5/)	=	=	=	=	=	=
Wisconsin	118,549	-	118,549	959	117,590	67,832	88	58	67,978	27,737	16,428	44,165	=	10/ 5,447	(358)	5,447
Wyoming	14,678	41	14,719	46	14,673	9,001	721	=	9,722	4,267	684	4,951	=	=	=	=
Dist. of Col.	16,219	-192	16,027	1,557	14,470	=	=	=	=	=	14,401	14,401	=	69	=	69
Total	5,469,920	-21,668	5,448,252	53,051	5,395,201	2,924,506	163,016	414,070	3,501,592	1,013,799	607,449	1,621,248	241,222	31,139	(17,934)	272,361

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

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

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

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

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

6/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty

under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

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

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

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

10/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY, OCTOBER 26, 1969

FHWA--363  
(202-962-8411)  
SIX CITIES CHOSEN FOR  
PILOT PROJECTS OF NEW  
SIGOP PROGRAM

Six cities have been selected for pilot projects of SIGOP (Traffic Signal Optimization Program), the Federal Highway Administration's Bureau of Public Roads announced.

They are Cincinnati, Ohio; Indianapolis, Ind., Kansas City, Mo.; Miami, Fla.; San Antonio, Texas, and Seattle, Wash.

The SIGOP program -- developed for the Bureau of Public Roads by Peat, Marwick, Livingston and Company of New York City at a cost of \$136,000 -- is aimed at helping to eliminate congestion in the downtown streets of large cities.

Briefly, the idea is to improve the movement of traffic on downtown street grids containing up to 100 or more traffic signals by creating a synchronized system of stop lights.

Cities involved will decide what streets they want included in their networks and then will collect data based on traffic volumes, street widths, signal spacing and speed and delay studies for the total network. This information, together with the SIGOP Program tape provided by the Bureau of Public Roads, will be fed into a computer. The computer will determine the signal timing for each intersection that will provide the most efficient traffic operation for the network, and the city will adjust the signals accordingly.

Following a period of operation with the adjusted signal timings speed and delay studies will again be made. These "after" studies will be compared with the "before" studies to determine the degree of improvement.

Advantage of the SIGOP program to a city is that the only cost involved will be staff time, and no new equipment will be necessary. There will be no cost to the Federal Government other than the initial outlay to the consulting firm for developing the plan.

(more)

The SIGOP system is not a "live" one, in the sense that the computer will not respond to the traffic conditions of the moment such as accidents or traffic tie-ups to change the traffic lights and solve the immediate problem. But, say BPR engineers, it is an important step in that direction.

The pilot projects will be conducted over a period of several months, and the cities involved will report their findings to the Bureau of Public Roads. BPR officials say that the program has completed its research and development phase, including field testing, and that the pilot projects are designed to provide practical information as to its implementation and as to what refinements may be necessary.

Eventually it is planned that the SIGOP program will mesh with the BPR's TOPICS program (Traffic Operations Program to Increase Traffic and Safety), and provide a means by which traffic signal systems constructed with TOPICS funds may be most effectively utilized.

The pilot project cities were selected on the basis of the following criteria: (1) size of central city (preferably in excess of 300,000 population); (2) expressed interest on the part of the city; (3) existing IBM 360 computer processing and programming capability; (4) existing specific need to refine and/or evaluate a signal network of approximately 100 intersections; and (5) geographic distribution. Approximately 40 cities applied for the pilot projects.

The six selected cities have each been provided with manuals describing how to program SIGOP on the computer, but BPR officials emphasized that each city will be expected to use the program to its own individual advantage, and to exercise its own judgment in the determination of options.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY,  
OCTOBER 24, 1969

FHWA--364 (202-962-8411)  
FEDERAL-AID HIGHWAY CONTRACTS TOTALED  
2,825 IN FIRST SIX MONTHS OF 1969~

A total of 2,825 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during the first 6 months of 1969, involving a total cost of approximately \$2.8 billion, the U. S. Department of Transportation's Federal Highway Administration announced today.

These figures, compiled by the Bureau of Public Roads, indicate increases of 11 percent in the number of contracts and 32 percent in the total dollar amount of contracts, as compared with the same period for 1968.

The contracts awarded in the first half of 1969 averaged about \$1,000,100, with the median size about \$242,800. They varied from less than \$25,000 to just over \$37 million, with a good distribution throughout the entire range.

Seventeen percent of the contracts awarded were for amounts less than \$50,000 and 30 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 65 percent of contracts awarded and 10 percent of the total dollar amount.

In the Federal-aid program the States select and design the projects to be built, award the contracts, and supervise the construction, subject to Bureau of Public Roads review, approval, and control. The Federal share of the project costs is 90 percent on the Interstate System and 50 percent on the Federal-aid primary and secondary systems. The funds for the Federal-aid program come from taxes levied on highway users.

(over)

Summary by Size of Contract

First Six Months - 1969

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	467	16.53	12,053,000	0.43
50,000 - 99,999	373	13.20	27,544,200	0.98
100,000 - 249,999	602	21.31	99,319,900	3.52
250,000 - 499,999	381	13.49	136,278,300	4.82
500,000 - 999,999	332	11.75	239,973,900	8.49
1,000,000 - 2,999,999	424	15.01	734,339,200	25.99
3,000,000 - 4,999,999	130	4.60	484,823,500	17.16
5,000,000 and over	116	4.11	1,090,916,700	38.61
Totals	<u>2,825</u>	<u>100.00</u>	<u>2,825,248,700</u>	<u>100.00</u>



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FHWA -- 366  
PHONE - (202) 962-8411

WISCONSIN IS NAMED WINNER  
IN HIGHWAY BEAUTY CONTEST

For Release Immediately

The Wisconsin Department of Transportation was named today the first place winner in one of 10 categories in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration.

A tourist center on Interstate 90 in Rock County was the winner of the category to pick the outstanding motorist information facility. The other areas in the contest ranged from fitting a highway into the environment to the preservation of historic sites.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

The competition attracted 584 entries from 151 contestants in 44 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Located on a 20-acre site near the Illinois State line, the Wisconsin project is a pagoda-style information center equipped with sanitary facilities, picnic tables and telephones. Over 300 trees and shrubs were planted to enhance the setting's natural beauty and to provide shade and privacy. Parking areas for 65 cars and 15 trucks have been provided.

A U.S. Department of Transportation certificate will be presented to the Wisconsin Department.

( 2 )

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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11/2/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 367  
PHONE - (202) 962-8411

VERMONT IS NAMED WINNER  
IN HIGHWAY BEAUTY CONTEST

For Release Immediately

First place has been won by the Vermont Department of Highways in one of 10 categories in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

Vermont was cited for its unique method of disposing of junk cars which are eyesores to the highway-traveling public. Under the system, the Department of Highways enters into an agreement with towns which collect junk cars and bring them to a central area. Towns are paid a nominal amount by the State for their services. The State then contracts with a private car-crushing firm for the final disposal. Crushing is done at each collection site.

It is estimated that 12,000-15,000 cars have been disposed of in Vermont from July 1, 1968 through June 30, 1969. One of the first collection areas used was a site about 400 feet from Interstate 89 in Colchester.

The FHWA contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

The competition attracted 584 entries from 151 contestants in 44 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

A U.S. Department of Transportation certificate will be presented to the Vermont department.

( 2 )

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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11/2/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FHWA -- 368  
PHONE - (202) 962-8411

For Release Immediately

ORE. WINS HONORABLE MENTION  
IN HIGHWAY BEAUTY CONTEST

Oregon State Highway Department won honorable mention in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

It was cited for its entry in the category covering preservation of historic sites, and wildlife or natural areas.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

Broken down into 10 categories, the competition attracted 584 entries from 151 contestants in 44 States. Photographs were submitted to illustrate the beneficial impact highways can have on areas through which they pass.

The Oregon project saw the continuation of a tree-lined park over the Stadium Freeway (Interstate 405) in the vicinity of Portland State University. When right-of-way was being acquired for the freeway, a stipulation in one of the deeds contained a clause calling for the continuation of the park. The park area came from the personal holdings of Stephen Coffin, who purchased a half-interest in the Portland townsite in 1849.

A U.S. Department of Transportation certificate will be presented to the Oregon department.

( 2 )

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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11/2/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FHWA - 365  
PHONE - (202) 962-8411

3 ILLINOIS AGENCIES CITED  
IN HIGHWAY BEAUTY CONTEST

For Release Immediately

A joint entry submitted by three Illinois agencies was a first place winner in one of 10 categories in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

Expressway Park at 18th Street and Dan Ryan Expressway in Chicago was chosen as an excellent example of multiple use of an urban highway. It was submitted by the Chicago Department of Public Works, Cook County Department of Highways, and Illinois Department of Public Works and Buildings.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

The competition attracted 584 entries from 151 contestants in 44 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass. The 10 categories ranged from fitting a highway into the environment to the preservation of historic sites.

Utilizing excess highway land, Expressway Park furnished a much-needed recreation facility in the neighborhood. Play areas for youngsters and shade trees for older persons have been provided.

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

11/2/69

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 370  
PHONE - (202) 962-8411

For Release Immediately

COUNTY WINS HONORABLE MENTION  
IN U.S. HIGHWAY BEAUTY CONTEST

The Public Works Department of Santa Clara County in California was awarded honorable mention in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

The county was cited for its entry in the category to determine the outstanding example of landscape treatment along roadsides and interchanges.

A U.S. Department of Transportation certificate will be presented to the county agency.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

Broken down into 10 categories ranging from fitting a highway into the environment to the preservation of historic sites, the competition attracted 584 entries from 151 contestants in 44 States. Photographs were submitted to illustrate the beneficial impact highways can have on areas through which they pass.

The Santa Clara project provided for the landscaping of sections of the Oregon Expressway in the residential areas of Palo Alto. The expressway blends harmoniously with its surroundings, making the roadside esthetically pleasing.

( 2 )

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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11/2/69

With - California Is Named Winner

3m dash  
Gas Company Named

An Atlantic Richfield Company gas station won honorable mention in the contest category open to highway-oriented private enterprise such as gas stations, hotels or motels.

A service station on the northwest corner of Calimesa Boulevard and Sandalwood Drive in Calimesa, Riverside County, California, was selected by the judges.

Located on a bluff near Interstate 10, the station harmonizes with the natural beauty of the surrounding countryside. The design and architectural treatment offer a pleasant view to approaching motorists. Plantings of many varieties were employed in lieu of fencing. A playground has been provided for children.

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11/2/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 373  
Phone: (202) 962-8411

FHWA ANNOUNCES SETTLEMENT  
WITH GENERAL TIRE AND  
RUBBER COMPANY

FOR RELEASE WEDNESDAY  
October 29, 1969

Secretary of Transportation John A. Volpe announced today that General Tire and Rubber Company has agreed to pay \$50,000 in settlement of civil claims brought against the company for producing tires in alleged violation of the National Traffic and Motor Vehicle Safety Act.

"This settlement firmly establishes the Government's intention to enforce the Federal Motor Vehicle Safety Standards, and thus promote highway safety. Our primary goal at the Department of Transportation," Secretary Volpe said, "is safety in all means of transportation."

Proceedings involving the alleged violations of the Safety Act covered a period of nearly seven months. Today's agreement resulted from negotiations following notification of the company on August 15 that the Federal Highway Administration was prepared to submit the case to the Department of Justice with the recommendation that civil penalties be sought.

Tires involved in the case were the 9.00 X 15 Safety Jet and the 8.15 X 15 General Jet passenger auto tires. Tests conducted by the Federal Highway Administration's National Highway Safety Bureau showed that 19 of 21 Safety Jets and 17 of 17 General Jets failed to meet the Federal safety standard tire endurance requirements.

Shortly after the first meetings between Federal Highway Administration representatives and company officials in February and March, the company voluntarily issued a recall for 40,200 Safety Jet Tires and 31,000 General Jet Tires.

The Akron-based firm insisted, however, that it had not violated provisions of the Motor Vehicle Safety Act, a position which it maintained even after agreeing to the \$50,000 settlement. In a letter to Federal Highway Administrator Francis C. Turner, the firm said, "Although the company firmly believes that it has in no way violated any of the provisions of the Motor Vehicle Safety Act of 1966 and that it is not liable for any civil penalties as prescribed under the act, it recognizes that extensive litigation would be both time consuming and expensive and that the best interests of the company will be served by compromising the matter on a reasonable basis."

The agreement settles the case involving General Tire and Rubber Company. On October 27, the company was notified by the Highway Administration that on receipt of its check in the amount of \$50,000 the files in the case will be closed.

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# DEPARTMENT OF TRANSPORTATION

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# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FHWA -- 365  
PHONE - (202) 962-8411

For Release Immediately

3 ILLINOIS AGENCIES CITED  
IN HIGHWAY BEAUTY CONTEST

A joint entry submitted by three Illinois agencies was a first place winner in one of 10 categories in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

Expressway Park at 18th Street and Dan Ryan Expressway in Chicago was chosen as an excellent example of multiple use of an urban highway. It was submitted by the Chicago Department of Public Works, Cook County Department of Highways, and Illinois Department of Public Works and Buildings.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

The competition attracted 584 entries from 151 contestants in 44 States who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass. The 10 categories ranged from fitting a highway into the environment to the preservation of historic sites.

Utilizing excess highway land, Expressway Park furnished a much-needed recreation facility in the neighborhood. Play areas for youngsters and shade trees for older persons have been provided.

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

11/2/69

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20591

FHWA -- 371  
PHONE - (202) 962-8411

For Release Immediately

NEW YORK IS NAMED WINNER  
IN HIGHWAY BEAUTY CONTEST

One first place and three honorable mentions were won by the New York State Department of Transportation in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

The competition, broken down into 10 categories ranging from fitting a highway into the environment to the preservation of historic sites, attracted 584 entries from 151 contestants in 44 States. They submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Both first place and honorable mention were won by the New York department in the category to pick the outstanding highway in a rural setting. First place was garnered for the retention of natural growth in the reconstruction of County Roads 80 and 80A in Columbia County. The highways were widened from 14 and 16-foot widths to 24 feet. Natural growth was preserved and the roadsides were reseeded. Honorable mention was awarded for blending Interstate 81 into the hillsides of Broome and Cortland Counties.

Honorable mentions were won in two other areas. In the category for the outstanding bridge, ramp, overpass, interchange area or tunnel approach, New York was cited for a structure carrying State Route 17 over Interstate 501 in Orange County. In the category for excellence in multiple use for parks, schools, parking lots, and recreation and camping areas, the department was named for the Ferry Street arterial in Troy, New York.

( 2 )

Certificates will be presented by the U.S. Department of Transportation to the New York department.

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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11/2/69

With - New York Is Named Winner

3m dash  
Gas Company Selected

The Mobile Oil Corporation of New York was named a first place winner in the contest category open to highway-oriented private enterprise such as gas stations, hotels or motels.

A service station near Interstate 81 at Tully, New York, was selected by the judges as the outstanding example in its category. Located at the end of a broad valley lined by steep hills, the service station's attractive tree-shaded, brick patio area features wide benches and counters. Inside the station are a travel information center, spacious rest rooms, and a customer lounge.

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11/2/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 372  
PHONE - (202) 962-8411

For Release Immediately

CALIFORNIA IS NAMED WINNER  
IN HIGHWAY BEAUTY CONTEST

Five first places and one honorable mention were won by the California Department of Public Works in the nationwide second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration, it was announced today.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry.

The competition, broken down into 10 categories ranging from fitting a highway into the environment to the preservation of historic sites, attracted 584 entries from 151 contestants in 44 States. Photographs were submitted to illustrate the beneficial impact highways can have on areas through which they pass.

First place was won by California for its outstanding projects in the following five categories:

1. Highway in its urban setting.
2. Bridge, ramp, overpass, interchange area or tunnel approach.
3. Safety rest area.
4. Preservation of historic sites, and wildlife or natural areas.
5. Landscape treatment along roadsides or interchanges.

Winning project in the first category was the junction of State Route 13, the Warren Freeway, with Interstate 580, the MacArthur Freeway, in Oakland. Construction was designed to be a harmonious and integral part of the city. The facility runs through an area of fine homes and a cultural environment, including Mills College, and provides open vistas.

In the second category, first place was won by the Cabrillo Freeway bridge at the Interstate 280 interchange in the San Francisco area. The structure was designed to be in harmony with its surroundings which feature high-style architecture and modern-design shopping centers.

The third category was won by a safety rest area located between Rattlesnake Creek and Redwood Highway (U.S. 101) for northbound traffic between Willits and Garberville. The building is constructed of tan split-face masonry and redwood. Picnic tables are scattered under trees. Hand rail and "no step" construction have been provided for the handicapped.

The fourth category was won by the John Muir Freeway (Route 4) near Martinez in Contra Costa County. The freeway alignment is close to the home of naturalist John Muir. Grading and drainage were designed to preserve trees planted by Muir that were within the freeway right-of-way, and 11 trees were saved.

An interchange of Interstate 5 and U.S. 395 in downtown San Diego won first place in the last category. U.S. 395, a major freeway entrance to the downtown area, runs through Balboa Park which has long been recognized as an outstanding example of landscaped freeway. Placement of Interstate 5 at the south end of the park called for landscaping to match U.S. 395's.

Honorable mention was won in the category to pick the outstanding motorist information facility. The California department was cited for a kiosk at the Irvine Lodge roadside rest on U.S. 101.

Certificates will be presented to the California Department of Public Works by the U.S. Department of Transportation.

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA - 374  
PHONE - (202) 962-8411

HIGHWAY BEAUTY CONTEST  
WINNERS ARE ANNOUNCED

For Release Immediately

Four State highway departments, a gasoline company, and a joint entry by three agencies in Illinois were first place winners in the second annual highway beauty contest sponsored by the U.S. Department of Transportation's Federal Highway Administration.

The contest was initiated to stimulate interest in highway beautification, and to pay tribute to organizations which have contributed to the preservation or development of an attractive roadside environment. It was open to all public and quasi-public bodies, civic and professional organizations, and private industry. The competition attracted 584 entries from 151 contestants who submitted photographs illustrating the beneficial impact highways can have on the areas through which they pass.

Federal Highway Administrator F. C. Turner said the entries received in the contest demonstrate that highways can be attractive and at the same time provide for the safe and efficient movement of people and goods.

"Entry after entry shows how highway location and design were employed to build roads that are esthetically pleasing and compatible with the environment," he added.

The California Department of Public Works took five first places in the contest's 10 categories. One first place each was won by the Wisconsin Department of Transportation, New York State Department of Transportation, and the Vermont Department of Highways. The joint entry was submitted by the Chicago Department of Public Works, Cook County Department of Highways, and the Illinois Department of Public Works and Buildings. The winning gasoline company was the Mobil Oil Corporation of New York.

The 10 categories, the first place winners, and locations of the projects follow:

1. Highway in its rural setting and environment; New York State Department of Transportation; retention of natural growth in reconstruction of County Roads 80 and 80A in Columbia County.
2. Highway in its urban setting and environment; California Department of Public Works; State Route 13 at junction with Interstate 580 in Oakland.
3. Bridge, ramp, overpass, interchange area or tunnel approach; California Department of Public Works; Cabrillo Freeway bridge at the Interstate 280 interchange.
4. Safety rest area; California Department of Public Works; between Rattlesnake Creek and U.S. 101 for northbound traffic between Willits and Garberville.
5. Motorist information facilities; Wisconsin Department of Transportation; information center on Interstate 90 in Rock County near the Illinois-Wisconsin State line.
6. Highway-oriented private enterprise such as gas station, hotel or motel; Mobil Oil Corporation; travel station in Tully, New York, near Interstate 81.
7. Multiple use for parks, schools, parking lots, and recreation and camping areas; three Illinois agencies; Expressway Park at 18th Street and Dan Ryan Expressway in Chicago.
8. Preservation of historic sites and wildlife or natural areas; California Department of Public Works; John Muir Freeway near Martinez in Contra Costa County.
9. Landscape treatment along roadsides and interchanges; California Department of Public Works; interchange of Interstate 5 and U.S. 395 in downtown San Diego.
10. Screening or disposal of junk automobiles; Vermont Department of Highways; junk car site adjacent to Interstate 89 near Colchester.

Selections for honorable mention were made in the various categories. They follow:

1. New York State Department of Transportation; blending of Interstate 81 into hillsides of Broome and Cortland Counties.
2. None awarded.
3. New York State Department of Transportation; bridge carrying State Route 17 over Interstate 501 in Orange County.
4. Florida State Department of Transportation; Silver Beach rest area three miles east of Destin.

5. California Department of Public Works; kiosk at Irvine Lodge roadside rest on U.S. 101.

6. Atlantic Richfield Company - Southern California Region; service station in Calimesa, Riverside County, California.

7. New York State Department of Transportation; Ferry Street arterial in Troy, New York.

8. Oregon State Highway Department; Interstate 405 at the Portland Park area in the vicinity of Portland State University.

9. Santa Clara County Public Works Department in California; section of the Oregon Expressway in Palo Alto.

10. Florida State Department of Transportation; junkyard screening along Interstate 4 near Lakeland.

Winners will be presented with U.S. Department of Transportation certificates.

Judges for the contest were Neal Ashby, associate editor, Parade Publications; Edmund N. Bacon, executive director, Philadelphia City Planning Commission; Henry Diamond, counsel to the President's Advisory Committee on Environmental Quality; Mrs. Hilda Fox, chairman, Pennsylvania Roadside Council; M. M. Nelson, deputy chief, National Forest System, U.S. Department of Agriculture; John J. Ryan, director, Bureau of Landscaping, New York State Department of Transportation; Conrad Wirth, former director, National Park Service, U.S. Department of Interior; and Charles N. Brady, director, Highway Department, American Automobile Association.

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11/2/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--376

(202) 962-8411

FHWA REACHES SETTLEMENT  
WITH MOHAWK RUBBER CO.

FOR RELEASE TUESDAY,  
NOVEMBER 4, 1969, PM's

Secretary of Transportation John A. Volpe today announced that the Mohawk Rubber Company has agreed to pay \$25,000 in settlement of civil claims brought against the firm by the Federal Highway Administration for producing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The settlement was the second with a tire manufacturer announced by the Secretary in the past week. Volpe announced a \$50,000 settlement with the General Tire and Rubber Company on October 29.

The agreement with Mohawk announced today is a result of negotiations following notification to the company on August 15 that the Federal Highway Administration was prepared to submit the case to the Department of Justice with a recommendation that civil penalties be sought.

The tires involved in the case were Mohawk 7.35 x 14 AIRFLO passenger car tires. Tests conducted by the FHWA's National Highway Safety Bureau showed that 16 of 34 such tires failed to meet the Federal Safety Standard 109 tire endurance requirements. Shortly after the first meetings with FHWA officials in January, the company voluntarily issued a recall for some 10,000 tires.

The company agreed to the settlement in lieu of a court trial. It contends that it has not violated the Act, that the \$25,000 payment is for settlement purposes only, and does not constitute an admission that any law has been violated.

The FHWA has notified the company that on receipt of its check, the files in the case will be closed.



DEPARTMENT OF  
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY  
November 5, 1969

FHWA--375  
(202) 962-8411  
NEW CAR SHOPPERS TO GET  
SAFETY INFORMATION, TOO

Automobile dealers will be required to furnish consumer safety information to shoppers as well as buyers of new automobiles under amended regulations announced today by the Department of Transportation.

The original regulation required that information on a car's braking performance, acceleration and passing ability, and tire reserve load had to be furnished only to the actual buyers of the cars. Under the amended regulations, which become effective January 1, 1970, the same information must be made available to shoppers as well as buyers.

The information must be available in dealer show rooms for customer inspection starting the first of the year, and in mid-January the National Highway Safety Bureau plans to issue a booklet on the subject which will enable a consumer to compare all makes and models under one cover.



DEPARTMENT OF  
TRANSPORTATION

NEWS

**FEDERAL HIGHWAY ADMINISTRATION**  
WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY,  
NOVEMBER 6, 1969

FHWA—377

(202) 962-8411

PROPOSED STANDARDS FOR  
POWER-OPERATED WINDOWS

New Federal safety standards governing power-operated windows in passenger cars, multipurpose passenger vehicles, trucks and buses are under consideration by the Department of Transportation's Federal Highway Administration.

The proposed standards, announced by Administrator F.C. Turner, would impose minimum performance requirements, and are designed to accomplish two major objectives.

1. To minimize the likelihood of personal injury or death occurring when a person is caught between a window that is closing and the framework that encloses that window opening.
2. To ensure that vehicle occupants can make emergency exits from vehicles equipped with power-operated windows in the event of a severe crash.

Last year, the National Highway Safety Bureau issued a public advisory warning drivers about the danger from vehicles in which power windows could be operated even though the ignition switch was off. The Bureau urged owners of such cars to have the wiring modified.

"Despite extensive publicity on this subject, tragedies resulting from accidental operation of power windows are still being reported," said Dr. Robert Brenner, Acting Director of the National Highway Safety Bureau.

-more-

"Incidents involving powered station-wagon tailgate windows are especially prevalent. Therefore, the interests of motor vehicle safety require the imposition of a safety standard which will reduce, if not eliminate, the toll of deaths and injuries resulting from accidents involving power-operated windows," Dr. Brenner said.

Under a Notice of Proposed Rule Making with a proposed effective date of January 1, 1970, each power-operated window system would be designed and constructed so that when the ignition switch is off, the window:

(a) once opened, will not move towards the frame, channel, or seal upon which it closes; and

(b) will fully open when a control located inside the passenger compartment of the vehicle is operated.

The first objective is aimed at children who are left unattended in motor vehicles and who pose the primary problem. Playing with the controls of power-operated windows, they can cause death through strangulation and other types of injury.

NHSB officials say that inadvertent operation of power windows by adults also may create an unreasonable risk of harm to occupants of a vehicle.

Administrator Turner also took the initial step in development of a new standard which would apply to trucks, multipurpose passenger vehicles and buses, as well as passenger cars.

This Advance Notice of Proposed Rule Making (ANPRM) asks for comments on proposed requirements for:

1. Mechanisms that would interrupt, stop, or reverse the direction of the windows when a predetermined force is exerted on an object interposed between the window and the frame, channel, or seal upon which it closes.

2. Mechanisms that will permit windows to be opened from both the driver's master control and by individual controls located elsewhere, but will permit such panels to be closed only from the driver's master control panel and when the ignition switch or engine control is in an "on" or "start" position.

These mechanical devices should not prevent vehicle occupants from making emergency exits through the windows, nor should they facilitate unauthorized entry into a locked vehicle.

The ANPRM has a proposed effective date of January 1, 1971. Interested persons are invited to submit written data, views or arguments pertaining to the proposed standard to the Federal Highway Administration by November 24, 1969.

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DEPARTMENT OF  
TRANSPORTATION

NEWS

**FEDERAL HIGHWAY ADMINISTRATION**

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY,  
NOVEMBER 6, 1969

FHWA--378 (202-962-8411)

REPORT ISSUED ON TRUCK AND  
BUS ACCIDENTS INVOLVING FIRE

The Department of Transportation's Federal Highway Administration today issued a summary report for 1968 which analyzes highway accidents of commercially operated vehicles in which fire was involved.

The FHWA's Bureau of Motor Carrier Safety's report says that in the 12 month period there were 735 incidents reported by motor carriers involving fire. This was 1.69 percent of the 43,451 reports submitted by such carriers during the year. The 735 occurrences resulted in 157 fatalities, 356 injuries, and property damage totaling almost \$8 million. The reporting requirement includes all vehicles fires, not only those caused by collision.

Passenger carriers reported 13 incidents involving fire in the same period, which was 0.58 percent of the 2,225 reports submitted by such carriers during the year. The 13 occurrences resulted in 25 fatalities, 92 injuries, and property damage of \$156,655.

Copies of the report, entitled Analysis of Accident Reports Involving Fire - 1968, may be obtained from the Bureau of Motor Carrier Safety, 6th and D Streets, S. W., Washington, D. C. 20591.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA -- 380  
(202-062-8411)

FOR RELEASE Thursday,  
November 13, 1969

### HIGHWAY CONSTRUCTION PRICE INDEX FOR 3RD QUARTER 1969

The cost of highway construction in the third quarter of 1969 rose 4.6 percent above the previous quarter, to 136.3 percent of the 1957-59 average, the Bureau of Public Roads of the U.S. Department of Transportation announced today.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Bureau from reports of Federal-aid highway construction contracts awarded by State highway departments.

The increase of 4.6 percent follows a 5.5 percent increase for the previous quarter. The composite price index for the third quarter of 1969 is 14.1 percent above that for the third quarter of 1968.

The substantial increase in the third quarter 1969 composite index over that of the previous quarter reflects an increase of 18.5 percent for portland cement concrete pavement, and a 34.8 percent increase for structural steel. The prices of excavation and bituminous surfacing, however, decreased 4.9 and 6.1 percent respectively, and those for structural reinforcement and structural concrete increased 9.1 and 1.9 percent respectively.

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

	<u>Price Index</u>	<u>Percentage Change</u>
4th quarter, 1967. . . . .	119.2	= 3.1
1st quarter, 1968. . . . .	120.6	+ 1.2
2nd quarter, 1968. . . . .	121.2	+ 0.5
3rd quarter, 1968. . . . .	119.5	- 1.4
4th quarter, 1968. . . . .	132.3	+10.7
1st quarter, 1969. . . . .	123.5	- 6.6
2nd quarter, 1969. . . . .	130.3	+ 5.5
3rd quarter, 1969. . . . .	136.3	+ 4.6

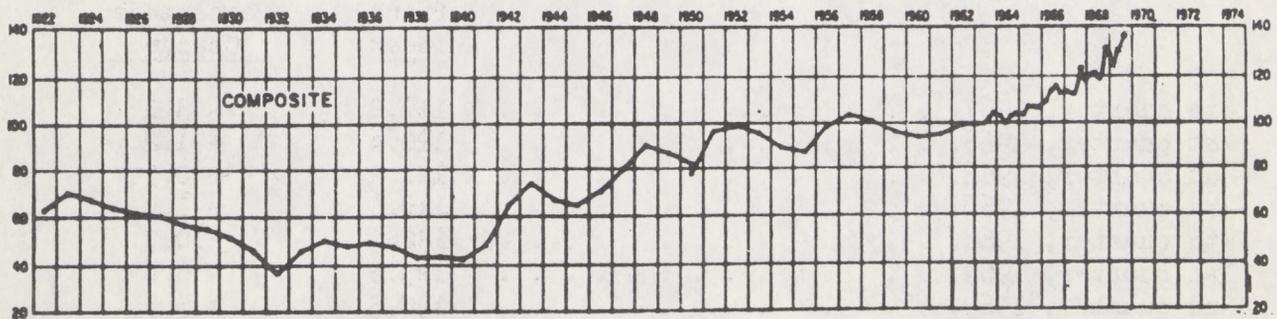
The price levels of the component items of the index in the third quarter of 1969, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1957-59=100			Percentage change this quarter from--	
	Third quarter 1969	Second quarter 1969	Third quarter 1968	Second quarter 1969	Third quarter 1968
	Excavation. . . . .	137.4	144.5	124.8	- 4.9
Surfacing:					
Portland cement concrete . . . . .	125.8	106.2	110.4	+18.5	+13.9
Bituminous concrete. . . . .	100.4	107.0	99.3	- 6.1	+ 1.1
Composite surfacing. . . . .	112.6	106.6	104.6	+ 5.6	+ 7.6
Structures:					
Reinforcing steel. . . . .	113.8	104.3	99.8	+ 9.1	+14.0
Structural steel . . . . .	191.4	142.0	133.4	+34.8	+43.5
Structural concrete. . . . .	149.9	147.1	134.1	+ 1.9	+11.7
Composite, structures	156.6	137.8	127.7	+13.7	+22.6
Composite price index	136.3	130.3	119.5	+ 4.6	+14.1

The U.S. average contract unit prices for the index items during the second and third quarters of 1969 are:

	Unit	2nd Qtr. 1969	3rd Qtr. 1969
Excavation	Cu. Yd.	.61	.58
Portland cement concrete surface	Sq. Yd.	4.65	5.51
Bituminous concrete surface	Ton	7.12	6.69
Structural reinforcement	Lb.	.135	.147
Structural steel	Lb.	.276	.373
Structural concrete	Cu. Yd.	79.72	81.20

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION  
1957-1959=100





# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE Friday,  
November 14, 1969

FHWA—379                      962-8411  
QUARTERLY REPORT ON THE FEDERAL-AID  
HIGHWAY PROGRAM, SEPTEMBER 30, 1969

Almost 28,750 miles of the 42,500 mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 5,259 miles, Secretary of Transportation John A. Volpe announced today.

Information as of September 30, 1969, compiled by DOT's Federal Highway Administration's Bureau of Public Roads showed that 68 percent of the 42,500 mile system is now open to traffic. Only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 26,509 a year ago and 28,219 as of June 30, the date of the last survey, to 28,748 as of September 30. Thus mileage open to traffic was increased by 2,239 miles during the past 12 months, including 529 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 28,748 miles of the Interstate System now in use by motorists 23,316 miles meet the standards of adequacy for future traffic and 3,129 miles are fully capable of handling current traffic but will need additional improvement to bring them up to the ultimate standards. Toll roads, bridges, and tunnels incorporated in the system, as permitted by law, totaled 2,303 miles.

Most of the mileage now open, exclusive of tolls, was built or improved under the Federal-aid Interstate program (90 percent Federal, 10 percent State) launched in 1956. Some of it, however, was financed before 1956, under other programs, but in many cases with Federal aid.

(more)

In addition to the sections open to traffic, 5,259 miles were under construction as of September 30, and engineering or right-of-way acquisition was in progress on another 6,615 miles. Thus some form of work was underway or completed on 40,622 miles of the 42,500 mile system -- about 96 percent of the total.

Each State receives a yearly apportionment of Federal funds for work on approved Interstate System routes. The apportionment of \$4.0 billion for fiscal year 1970 was announced on October 31, 1968. The preliminary scheduling and actual construction on Interstate routes are the responsibility of the States, subject to review by the Bureau of Public Roads.

The status of the Interstate System as of September 30, 1969 is shown on the accompanying map, and in detail in table 1. In summary, the status is as follows:

Mileage improved and open to traffic:

Completed to full or acceptable standards:	
With Interstate funds . . . . .	23,316
Improved to standards adequate for present traffic but additional improvement needed to meet full standards :	
With Interstate funds . . . . .	3,129
Toll facilities . . . . .	<u>2,303</u>
Total mileage improved and open to traffic. . . . .	28,748
Mileage under construction . . . . .	5,259
Preliminary engineering or right-of-way acquisition underway. . . . .	<u>6,615</u>
Total mileage improved or work underway . . . . .	40,622

Some \$38.16 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 \$27.33 billion, of which \$22.38 billion was for construction and \$4.95 billion for engineering and right-of-way acquisition. As of September 30, 1969 work estimated to cost \$10.83 billion was underway or authorized, including \$7.37 billion of construction, and \$3.46 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 extension, for which \$1.425 billion was apportioned for fiscal year 1970, has also shown considerable accomplishment, with \$26.86 billion worth of work involving 249,206 miles of construction contracts completed or underway.

Construction contracts involving 233,855 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$20.49 billion; and contracts involving 15,351 miles at a cost of \$3.92 billion were underway on June 30. In addition, \$1.65 billion of engineering and right-of-way acquisition work had been completed and \$796 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 \$1.388 billion of tax revenue income during the three months ended September 30 about 69 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.098 billion. The status of the Trust Fund is shown in table IV.



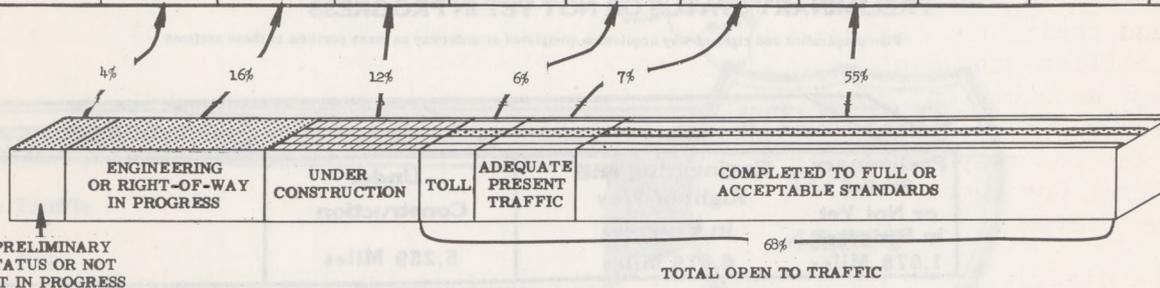
# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1969

TABLE I

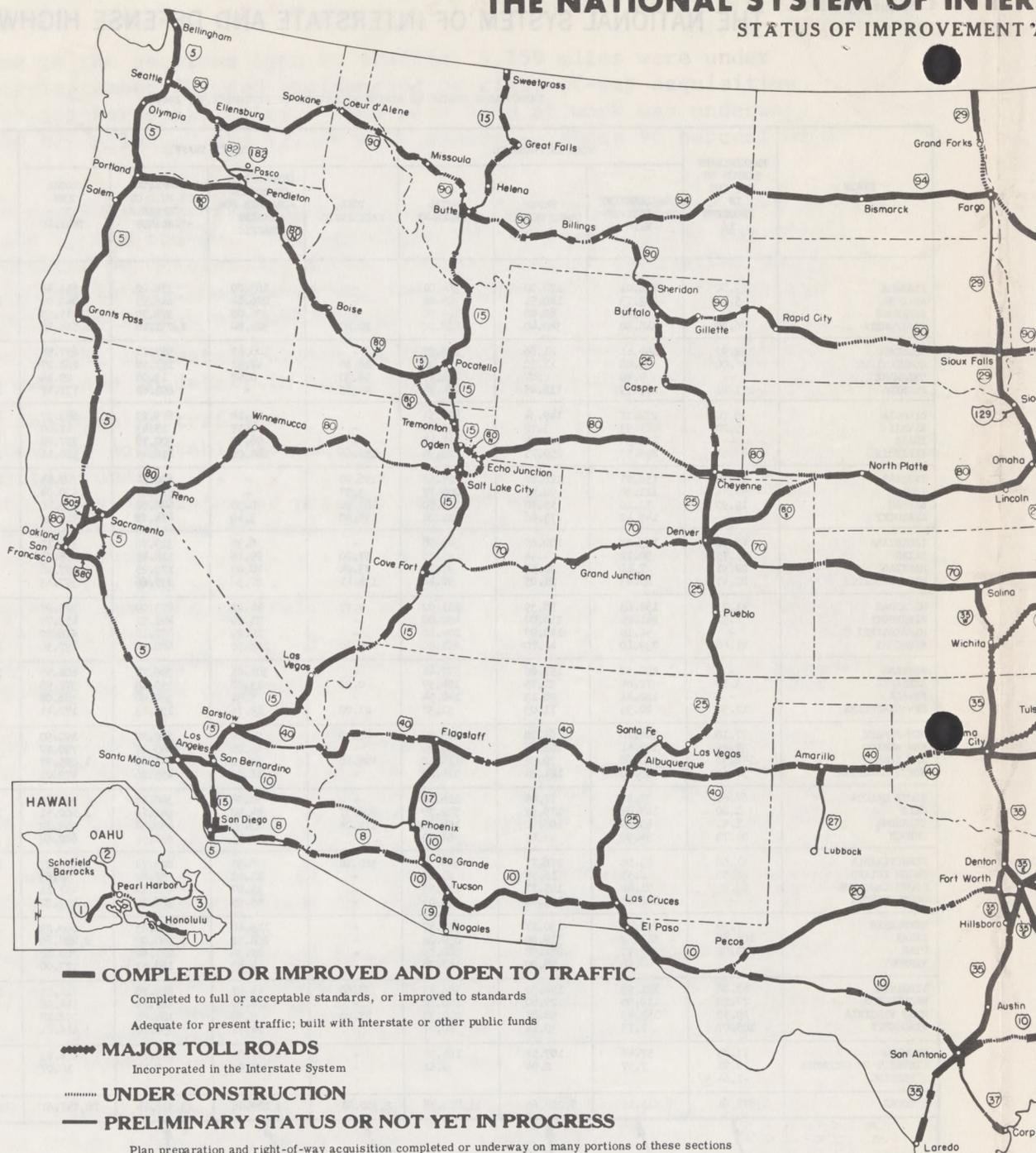
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS <sup>1/</sup>	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	19.80	186.01	178.00	364.01	-	163.20	350.20	513.40	897.21	ALABAMA
ARIZONA	5.90	143.73	180.51	324.24	-	226.04	615.99	842.03	1,172.17	ARIZONA
ARKANSAS	-	22.00	82.00	104.00	-	36.00	379.55	415.55	519.55	ARKANSAS
CALIFORNIA	26.30	348.40	340.40	688.80	10.20	324.80	1,231.10	1,566.10	2,281.20 <sup>2/</sup>	CALIFORNIA
COLORADO	132.92	104.61	81.66	186.27	-	100.49	557.08	657.57	976.76	COLORADO
CONNECTICUT	52.00	23.08	11.20	34.28	16.40	47.37	197.50	261.27	347.55	CONNECTICUT
DELAWARE	-	9.40	2.07	11.47	14.30	0.92	13.92	29.14	40.61	DELAWARE
FLORIDA	271.21	287.79	116.45	404.24	44.85	-	692.62	737.47	1,412.92	FLORIDA
GEORGIA	38.70	278.17	149.34	427.51	-	4.14	679.23	683.37	1,149.58	GEORGIA
HAWAII	9.20	21.93	3.72	25.65	-	1.57	15.43	17.00	51.85	HAWAII
IDAHO	-	113.34	101.14	214.48	-	96.30	300.78	397.08	611.56	IDAHO
ILLINOIS	83.82	259.53	259.75	519.28	155.66	148.05	816.45	1,120.16	1,723.26	ILLINOIS
INDIANA	14.30	150.91	176.77	327.68	156.90	-	630.54	787.44	1,129.42	INDIANA
IOWA	57.54	111.30	92.47	203.77	3.57	-	516.47	520.04	781.35	IOWA
KANSAS	19.90	72.10	55.70	127.80	185.90	0.30	486.90	673.10	820.80	KANSAS
KENTUCKY	-	145.42	75.86	221.28	39.20	3.40	474.72	517.32	738.60	KENTUCKY
LOUISIANA	48.90	163.33	180.65	343.98	-	6.35	319.76	326.11	718.99	LOUISIANA
MAINE	1.75	30.72	4.44	35.16	57.70	99.16	118.45	275.31	312.22	MAINE
MARYLAND	22.91	7.16	30.56	37.72	53.04	70.89	173.25	297.18	357.81	MARYLAND
MASSACHUSETTS	21.47	29.43	21.05	50.48	134.41	27.36	235.66	397.43	469.38	MASSACHUSETTS
MICHIGAN	41.33	152.63	58.39	211.02	4.77	44.41	873.09	922.27	1,174.62	MICHIGAN
MINNESOTA	8.31	241.29	210.80	452.09	-	31.24	422.51	453.75	914.15	MINNESOTA
MISSISSIPPI	-	52.10	149.90	202.00	-	19.20	457.10	476.30	678.30	MISSISSIPPI
MISSOURI	27.60	239.10	42.70	281.80	0.30	156.90	680.30	837.50	1,146.90	MISSOURI
MONTANA	-	420.32	157.09	577.41	-	301.84	306.75	608.59	1,186.00	MONTANA
NEBRASKA	3.10	72.84	31.75	104.59	0.22	13.58	359.18	372.98	480.67	NEBRASKA
NEVADA	-	120.41	28.13	148.54	-	5.34	380.68	386.02	534.56	NEVADA
NEW HAMPSHIRE	11.30	20.35	11.03	31.38	21.02	14.76	136.63	172.41	215.09	NEW HAMPSHIRE
NEW JERSEY	27.10	104.10	61.10	165.20	46.30	26.40	120.20	192.90	385.20 <sup>3/</sup>	NEW JERSEY
NEW MEXICO	37.49	138.41	101.68	240.09	-	61.05	659.67	720.72	998.30	NEW MEXICO
NEW YORK	142.37	38.60	118.12	156.72	492.28	61.11	541.88	1,095.27	1,355.76	NEW YORK
NORTH CAROLINA	51.61	193.98	121.21	315.19	-	16.75	455.26	472.01	838.81	NORTH CAROLINA
NORTH DAKOTA	62.60	38.83	77.28	116.11	-	51.94	340.16	392.10	570.81	NORTH DAKOTA
OHIO	8.80	145.87	176.92	322.79	206.37	54.98	941.16	1,202.51	1,534.10	OHIO
OKLAHOMA	1.41	49.29	108.92	158.21	174.04	23.30	452.38	649.72	809.34	OKLAHOMA
OREGON	24.73	54.90	12.62	67.52	-	111.16	531.52	642.68	734.93	OREGON
PENNSYLVANIA	41.66	83.99	276.17	360.16	360.18	8.35	804.74	1,173.27	1,575.09	PENNSYLVANIA
RHODE ISLAND	26.50	6.51	16.55	23.06	-	13.81	36.82	50.63	100.19	RHODE ISLAND
SOUTH CAROLINA	63.02	91.42	145.11	236.53	-	15.97	441.14	457.11	756.66	SOUTH CAROLINA
SOUTH DAKOTA	-	142.85	103.01	245.86	-	45.05	388.32	433.37	679.23	SOUTH DAKOTA
TENNESSEE	7.50	238.20	130.17	368.37	-	119.40	549.83	669.23	1,045.10	TENNESSEE
TEXAS	106.84	511.53	319.29	830.82	-	268.51	1,960.09	2,228.60	3,166.26	TEXAS
UTAH	50.82	347.77	234.98	582.75	-	22.36	277.82	300.18	933.75	UTAH
VERMONT	-	88.48	58.90	147.38	-	4.43	168.57	173.00	320.38	VERMONT
VIRGINIA	13.02	191.93	154.30	346.23	37.60	44.87	629.78	712.25	1,071.50	VIRGINIA
WASHINGTON	78.19	110.90	29.80	140.70	-	178.99	365.29	544.28	763.17	WASHINGTON
WEST VIRGINIA	29.52	143.43	68.87	212.30	87.20	0.30	184.68	272.18	514.00	WEST VIRGINIA
WISCONSIN	105.07	1.73	39.14	40.87	-	24.71	392.10	416.81	562.75	WISCONSIN
WYOMING	73.83	57.46	107.52	164.98	-	29.09	645.74	674.83	913.64	WYOMING
DISTRICT OF COLUMBIA	9.91	7.57	2.04	9.61	-	2.92	7.15	10.07	29.59	DISTRICT OF COLUMBIA
PENDING	-1.64 <sup>4/</sup>	-	-	-	-	-	-	-	-1.64 <sup>4/</sup>	PENDING
TOTAL	1,878.61	6,615.15	5,258.63	11,873.78	2,302.41	3,129.06	23,316.14	28,747.61	42,500.00	TOTAL



<sup>1/</sup> Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.  
<sup>2/</sup> Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.  
<sup>3/</sup> Excludes 27.40 miles chargeable to the Howard-Cramer Act of the total 34.40 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.  
<sup>4/</sup> The "minus" mileage reserve, temporarily indicated; results from recent system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

# THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

## STATUS OF IMPROVEMENT



**— COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**

Completed to full or acceptable standards, or improved to standards

Adequate for present traffic; built with Interstate or other public funds

**----- MAJOR TOLL ROADS**

Incorporated in the Interstate System

**..... UNDER CONSTRUCTION**

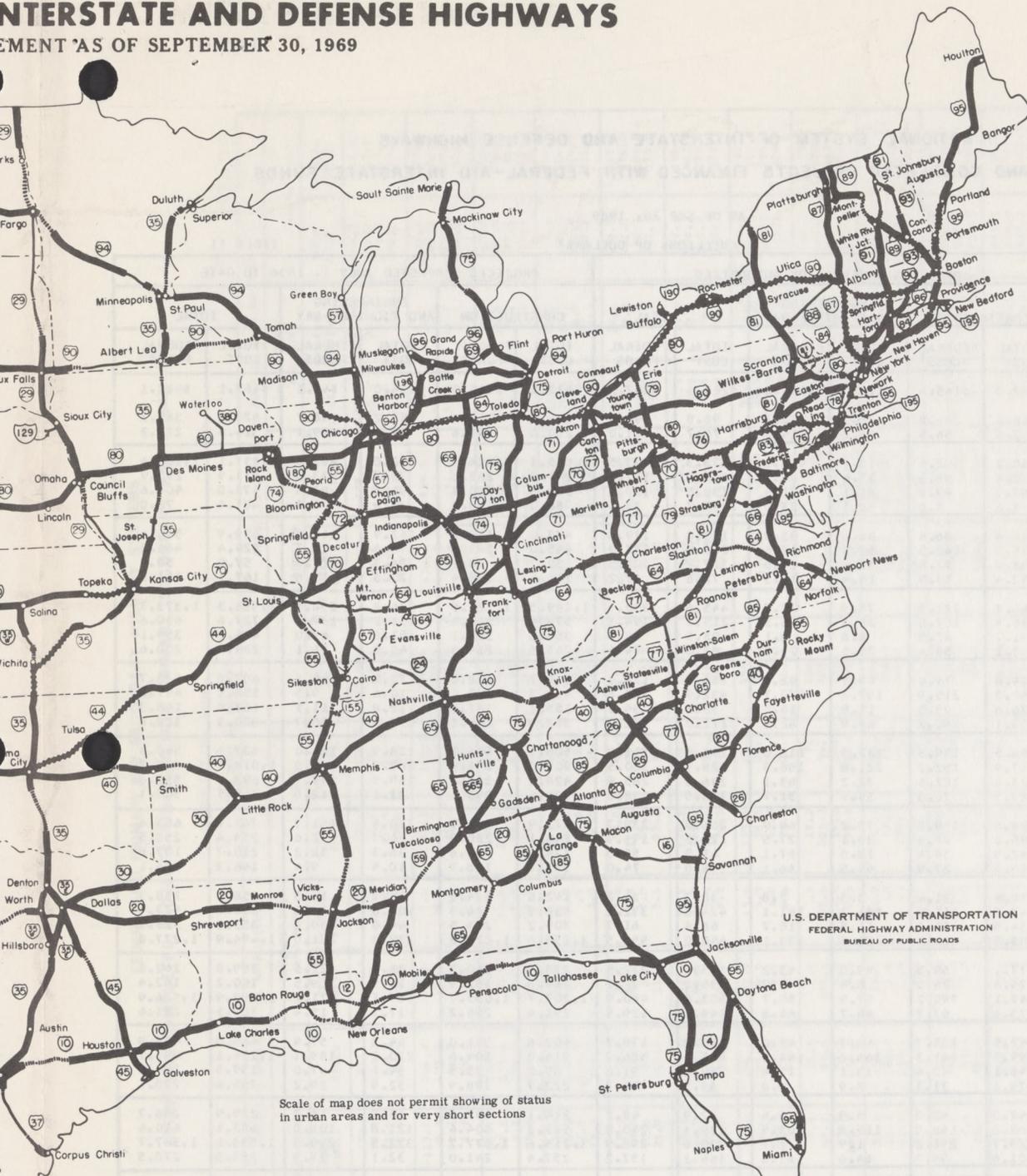
**— PRELIMINARY STATUS OR NOT YET IN PROGRESS**

Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction
1,878 Miles	6,615 Miles	5,259 Miles

# INTERSTATE AND DEFENSE HIGHWAYS

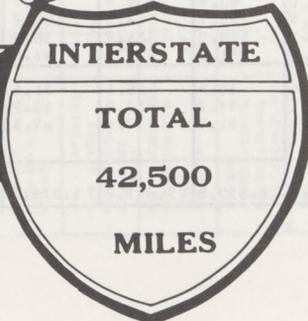
STATEMENT AS OF SEPTEMBER 30, 1969



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

Open to Traffic  
28,748 Miles

34,007 Miles



**NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS**  
**ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS**

AS OF SEP 30, 1969

/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	\$162.0	\$145.6	\$118.4	\$106.6	\$280.4	\$252.2	\$413.1	\$365.0	\$54.0	\$47.1	\$467.1	\$412.1
ALASKA												
ARIZONA	68.6	64.8	28.2	26.7	96.8	91.5	368.0	340.6	52.2	48.7	420.2	389.3
ARKANSAS	62.5	56.4		16.2	78.7	71.0	280.0	249.6	34.6	29.7	314.6	279.3
CALIFORNIA	660.2	592.4	513.1	441.1	1,173.3	1,033.5	1,845.1	1,614.4	592.0	492.0	2,437.1	2,106.4
COLORADO	110.4	96.3	33.6	30.7	144.0	127.0	295.2	262.6	38.7	33.3	333.9	295.9
CONNECTICUT	57.7	48.8	81.1	71.4	138.8	120.2	380.5	320.7	94.5	83.9	475.0	404.6
DELAWARE	5.6	5.0	32.1	28.0	37.7	33.0	80.0	70.9	1.4	1.1	81.4	72.0
FLORIDA	96.4	86.4	36.6	33.0	133.0	119.4	477.0	419.8	162.9	140.8	639.9	560.6
GEORGIA	155.9	140.3	52.9	47.6	208.8	187.9	445.0	393.5	79.4	70.7	524.4	464.2
HAWAII	83.8	72.8		29.5	117.2	102.3	32.7	28.7	24.3	21.8	57.0	50.5
IDAHO	58.4	53.9	14.4	13.3	72.8	67.2	146.5	133.4	20.6	17.6	167.1	151.0
ILLINOIS	366.7	321.8	78.9	70.7	445.6	392.5	1,299.5	1,122.5	286.8	250.8	1,586.3	1,373.3
INDIANA	186.4	167.8	29.3	26.3	215.7	194.1	574.4	512.8	153.2	137.8	727.6	650.6
IOWA	91.7	82.5	6.8	6.1	98.5	88.6	350.5	312.1	53.8	47.0	404.3	359.1
KANSAS	60.1	53.4	23.5	21.2	83.6	74.6	243.5	214.5	40.8	36.1	284.3	250.6
KENTUCKY	84.6	75.4	69.7	62.6	154.3	138.0	535.7	478.5	72.1	60.2	607.8	538.7
LOUISIANA	240.2	215.9	192.7	172.7	432.9	388.6	548.3	487.5	10.6	9.5	558.9	497.0
MAINE	26.6	23.5	11.9	10.6	38.5	34.1	155.1	137.2	12.8	11.1	167.9	148.3
MARYLAND	103.1	90.2	68.9	62.0	172.0	152.2	312.9	268.1	57.4	50.7	370.3	318.8
MASSACHUSETTS	158.5	139.8	132.9	112.0	291.4	251.8	508.7	446.3	128.9	114.0	637.6	560.3
MICHIGAN	207.9	182.2	221.0	198.3	428.9	380.5	809.0	691.4	209.7	178.8	1,018.7	870.2
MINNESOTA	223.8	202.8	72.2	63.1	296.0	265.9	428.2	384.7	165.5	147.9	593.7	532.6
MISSISSIPPI	87.5	76.3	35.5	31.7	123.0	108.0	324.4	290.1	21.1	18.0	345.5	308.1
MISSOURI	188.6	168.8	78.2	69.9	266.8	238.7	571.9	511.7	170.8	151.7	742.7	663.4
MONTANA	96.5	88.4	30.1	27.5	126.6	115.9	243.1	220.9	36.3	32.6	279.4	253.5
NEBRASKA	42.9	38.4	19.0	17.1	61.9	55.5	174.4	155.6	36.3	32.2	210.7	187.8
NEVADA	29.5	27.9	48.5	46.1	78.0	74.0	135.8	126.7	10.5	9.4	146.3	136.1
NEW HAMPSHIRE	35.4	31.4	3.3	2.8	38.7	34.2	142.6	124.8	15.7	13.5	158.3	138.3
NEW JERSEY	243.5	211.0	181.3	161.1	424.8	372.1	436.7	386.8	100.0	86.6	536.7	473.4
NEW MEXICO	54.9	51.0	11.5	10.7	66.4	61.7	309.2	284.5	44.0	39.2	353.2	323.7
NEW YORK	488.5	426.4	151.5	133.1	640.0	559.5	1,255.6	1,076.8	239.3	201.0	1,494.9	1,277.8
NORTH CAROLINA	77.1	69.3	48.0	43.2	125.1	112.5	273.9	240.3	25.9	22.5	299.8	262.8
NORTH DAKOTA	29.4	26.5	6.4	5.7	35.8	32.2	169.3	152.9	10.9	9.5	180.2	162.4
OHIO	445.1	390.2	57.9	50.7	503.0	440.9	1,203.7	1,055.7	587.2	521.2	1,790.9	1,576.9
OKLAHOMA	75.6	67.7	68.7	61.8	144.3	129.5	291.4	256.2	17.7	15.4	309.1	271.6
OREGON	148.5	135.7	46.7	43.0	195.2	178.7	402.6	351.0	64.3	57.9	466.9	408.9
PENNSYLVANIA	499.5	441.3	165.6	144.9	665.1	586.2	914.0	804.6	220.1	189.1	1,134.1	993.7
RHODE ISLAND	46.1	40.4	13.1	11.4	59.2	51.8	85.2	73.5	54.1	47.0	139.3	120.5
SOUTH CAROLINA	79.6	71.3	8.9	8.0	88.5	79.3	222.7	198.9	32.9	29.2	255.6	228.1
SOUTH DAKOTA	47.0	42.8	5.9	5.4	52.9	48.2	214.1	192.5	15.8	14.2	229.9	206.7
TENNESSEE	163.6	146.9	115.8	103.9	279.4	250.8	561.3	504.4	121.8	106.0	683.1	610.4
TEXAS	328.7	291.2	1.9	1.7	330.6	292.9	1,215.6	1,077.7	322.5	290.0	1,538.1	1,367.7
UTAH	101.6	95.9	64.6	61.3	166.2	157.2	257.4	241.0	32.1	29.5	289.5	270.5
VERMONT	45.1	40.5	9.9	8.9	55.0	49.4	204.1	181.7	22.5	18.9	226.6	200.6
VIRGINIA	247.9	223.7	118.5	106.8	366.4	330.5	695.9	619.0	124.5	110.6	820.4	729.6
WASHINGTON	125.7	113.9	83.8	76.0	209.5	189.9	516.7	450.0	113.4	100.2	630.1	550.2
WEST VIRGINIA	224.1	201.5	101.3	91.4	325.4	292.9	267.7	239.5	45.7	39.9	313.4	279.4
WISCONSIN	11.6	10.4	25.1	21.4	36.7	31.8	332.2	295.9	62.5	54.8	394.7	350.7
WYOMING	33.7	31.2	10.9	10.2	44.6	41.4	290.0	266.9	12.9	11.6	302.9	278.5
DIST. OF COL.	104.2	81.7	77.6	69.3	181.8	151.0	136.0	119.6	47.1	41.3	183.1	160.9
PUERTO RICO												
<b>TOTAL</b>	<b>7,372.6</b>	<b>6,559.6</b>	<b>3,458.0</b>	<b>3,073.0</b>	<b>10,830.6</b>	<b>9,632.6</b>	<b>22,376.3</b>	<b>19,754.1</b>	<b>4,954.2</b>	<b>4,323.6</b>	<b>27,330.5</b>	<b>24,077.7</b>

**FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS**  
**ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS**

AS OF SEP 30, 1969

(MILLIONS OF DOLLARS)

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE <sup>1</sup>						
	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	\$58.1	\$30.1	331.7	\$19.4	\$9.7	\$77.5	\$39.8	\$416.4	208.8	7,285.4	38.3	18.8	454.7	227.6
ALASKA	43.6	40.8	163.2	36.2	34.2	79.8	75.0	308.9	286.6	2,443.5	33.3	31.3	342.2	317.9
ARIZONA	19.9	13.6	58.3	.5	.4	20.4	14.0	224.5	156.1	1,867.7	4.5	3.0	229.0	159.1
ARKANSAS	64.7	30.5	395.5	14.7	7.4	79.4	37.9	290.6	146.8	4,984.9	18.4	8.9	309.0	155.7
CALIFORNIA	227.5	123.2	284.7	4.8	2.8	232.3	126.0	1,289.8	676.6	3,434.5	7.7	4.5	1,297.5	681.1
COLORADO	16.7	9.7	105.9	15.0	8.6	31.7	18.3	309.0	166.8	3,523.6	40.0	21.6	349.0	188.4
CONNECTICUT	35.0	18.2	16.2	.4	.2	35.4	18.4	195.9	95.4	251.0	30.6	14.7	226.5	110.1
DELAWARE	16.0	8.9	44.8	9.5	5.0	25.5	13.9	78.5	38.3	475.6	6.6	3.3	85.1	41.6
FLORIDA	104.9	52.7	257.5	9.6	4.9	114.5	57.6	456.2	212.4	3,385.8	7.4	3.6	463.6	216.0
GEORGIA	112.3	57.8	585.6	33.1	16.6	145.4	74.4	441.2	218.1	5,460.1	54.1	26.8	495.3	244.9
HAWAII	17.5	8.7	27.7	10.0	5.2	27.5	13.9	62.1	30.6	135.2	16.5	8.2	78.6	38.8
IDAHO	41.6	28.8	288.3	10.9	6.9	52.5	35.7	142.0	90.4	2,187.7	14.1	7.8	156.1	98.2
ILLINOIS	177.8	89.9	594.4	15.4	7.7	193.2	97.6	968.4	496.4	7,598.3	45.2	22.3	1,013.6	518.7
INDIANA	93.5	46.6	163.6	12.7	6.3	106.2	52.9	495.9	255.2	3,374.9	70.1	33.3	566.0	288.5
IOWA	83.6	42.5	1,258.2	1.4	.9	85.0	43.4	432.9	223.4	10,846.2	13.0	6.5	445.9	229.9
KANSAS	66.5	33.3	735.3	6.0	3.0	72.5	36.3	428.9	214.8	12,903.7	33.9	17.0	462.8	231.8
KENTUCKY	54.3	26.4	96.4	33.7	17.0	88.0	43.4	315.8	159.1	2,345.6	54.4	26.6	370.2	185.7
LOUISIANA	68.6	35.1	144.8	33.0	16.5	101.6	51.6	351.4	170.5	2,767.7	11.0	5.5	362.4	176.0
MAINE	21.5	10.6	57.8	33.9	2.0	25.4	12.6	151.8	75.4	945.7	20.3	9.5	172.1	84.9
MARYLAND	52.1	25.7	118.1	11.1	5.6	63.2	31.3	236.5	117.1	1,424.8	5.6	2.8	242.1	119.9
MASSACHUSETTS	79.5	41.1	63.4	37.3	18.8	116.8	59.9	332.3	162.8	428.1	95.3	23.9	427.6	186.7
MICHIGAN	122.8	64.0	461.6	46.4	23.3	169.2	87.3	770.4	370.1	9,025.3	38.8	18.2	809.2	388.3
MINNESOTA	111.9	52.7	1,171.8	2.7	1.4	114.6	54.1	524.8	266.3	14,636.8	20.4	10.4	545.2	276.7
MISSISSIPPI	51.8	25.0	485.1	18.7	9.5	70.5	34.5	323.8	158.9	7,450.0	28.9	14.5	352.7	173.4
MISSOURI	107.9	56.4	290.1	27.9	15.4	135.8	69.8	494.7	252.1	9,730.7	99.5	47.8	594.2	299.9
MONTANA	28.4	18.0	191.4	9.9	5.9	38.3	23.9	285.3	170.8	4,569.8	30.5	17.0	315.8	187.8
NEBRASKA	40.1	21.5	458.9	5.8	3.0	45.9	24.5	350.2	179.6	7,807.6	32.0	15.8	382.2	195.4
NEVADA	18.9	16.3	61.4	9.5	8.6	28.4	24.9	110.5	94.4	1,792.7	12.6	10.3	123.1	104.7
NEW HAMPSHIRE	15.8	7.4	21.3	1.4	.3	17.2	7.7	104.3	51.6	438.3	4.0	1.9	108.3	53.5
NEW JERSEY	96.6	42.3	57.6	109.1	52.4	205.7	94.7	305.8	152.1	501.6	35.7	17.9	341.5	170.0
NEW MEXICO	14.2	9.9	98.6	5.0	3.4	19.2	13.3	218.7	142.5	2,395.5	18.4	10.7	237.1	153.2
NEW YORK	335.1	145.7	216.0	4.5	2.3	339.6	148.0	1,597.6	744.2	3,394.7	25.0	12.0	1,622.6	756.2
NORTH CAROLINA	103.5	51.2	220.0	63.7	31.8	167.2	83.0	439.7	219.3	4,861.2	65.2	32.3	504.9	251.6
NORTH DAKOTA	25.4	12.7	1,180.6	1.6	.9	27.0	13.6	246.7	125.6	13,385.3	13.9	7.1	260.6	132.7
OHIO	197.5	97.1	239.1	1.8	.9	199.3	98.0	796.1	414.3	2,683.7	128.8	63.9	924.9	478.2
OKLAHOMA	68.5	32.6	413.6	8.6	4.3	77.1	36.9	428.2	213.7	6,145.4	14.5	6.9	442.7	220.6
OREGON	24.5	15.5	42.9	4.6	2.9	29.1	18.4	273.7	156.8	2,139.1	22.1	13.0	295.8	169.8
PENNSYLVANIA	335.0	161.8	251.6	37.3	18.7	372.3	180.5	831.0	409.5	2,012.2	93.7	43.4	924.7	452.9
RHODE ISLAND	15.2	7.4	19.4	7.3	3.6	22.5	11.0	96.0	47.4	239.4	30.4	15.0	126.4	62.4
SOUTH CAROLINA	61.1	29.0	738.4	.1	.1	61.2	29.1	263.3	132.9	7,084.4	21.1	10.6	284.4	143.5
SOUTH DAKOTA	20.8	12.0	397.2	2.2	1.2	23.0	13.2	267.4	146.9	9,474.3	3.7	2.1	271.1	149.0
TENNESSEE	51.3	24.9	314.9	18.1	9.1	69.4	34.0	413.4	208.0	7,139.1	51.4	24.1	464.8	232.1
TEXAS	257.1	132.9	1,069.0	.2	.1	257.3	133.0	1,333.3	686.3	18,809.8	4.8	2.6	1,338.1	688.9
UTAH	22.5	17.0	135.4	9.2	7.1	31.7	24.1	144.5	102.6	1,547.7	10.0	6.6	154.5	109.2
VERMONT	14.3	7.1	20.5	2.8	1.4	17.1	8.5	89.7	44.8	516.1	12.8	5.8	102.5	50.6
VIRGINIA	79.4	40.4	187.1	7.9	3.9	87.3	44.3	435.3	211.7	3,784.0	49.4	23.6	484.7	235.3
WASHINGTON	31.6	18.2	171.6	11.9	6.3	43.5	24.5	363.5	177.9	3,833.6	18.7	9.7	382.2	187.6
WEST VIRGINIA	63.3	31.9	49.2	21.9	11.3	85.2	43.2	164.3	82.3	1,096.1	41.4	20.7	205.7	103.0
WISCONSIN	76.8	37.7	378.4	28.8	14.4	105.6	52.1	481.1	239.6	6,565.7	54.2	26.7	535.3	266.3
WYOMING	19.1	13.6	167.3	3.9	2.7	23.0	16.3	166.0	108.8	2,334.8	6.9	4.5	172.9	113.3
DIST. OF COL.	21.3	11.7	10.8	2.2	1.6	23.5	13.3	97.4	52.3	79.3	12.6	5.9	110.0	58.2
PUERTO RICO	38.8	19.0	38.7	2.1	1.1	40.9	20.1	142.8	64.1	310.8	27.5	11.1	170.3	75.2
TOTAL	3,925.8	2,005.4	15,350.8	796.0	428.4	4,721.8	2,433.8	20,488.7	10,629.2	233,855.1	1,649.0	811.9	22,137.7	11,441.1

# STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

THREE MONTHS  
ENDED

SEPTEMBER 30, 1969

Balance at beginning of period . . . . . (Revised)	\$1,520,827
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds) . . . . .	977,079
Less motorboat fuel revenue <u>1/</u> . . . . .	18,800
Net for highways . . . . .	958,279
Trucks, buses, and trailers . . . . .	165,990
Tires, tubes, and tread rubber . . . . .	153,123
Vehicle use . . . . .	61,342
Parts and accessories, trucks and buses . . . . .	16,167
Lubricating oil (net after refunds) . . . . .	33,451
Total excise revenues . . . . .	1,388,352
Interest earned . . . . .	8,560
Total Income . . . . .	1,396,912
Disbursements:	
For highways . . . . .	1,098,361
Interest on advances from General Fund . . . . .	-
Total Disbursements . . . . .	1,098,361
Balance at end of period . . . . .	1,819,378

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.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY  
November 20, 1969

FHWA--382 (202-962-8411)  
WIDER APPLICATION OF BREAKAWAY  
SIGNS SEEN AS RESULT OF TESTS

The breakaway sign technique, which has been so successful, it has been made mandatory for new signs erected along high speed Federal-aid highways, may be in for wider application.

Federal Highway Administrator F. C. Turner said the breakaway concept may also be applied to those giant sign bridges which span all the way across an Interstate Highway and are mounted on extra heavy steel supports.

"Crash tests of breakaway posts on these larger signs recently were conducted by Texas A&M's Texas Transportation Institute," Mr. Turner said, "and the results were very encouraging."

The heavy post reacted much like those on the smaller, standard-sized highway signs. A test car, equipped with a driver dummy, smacked into the heavier support at 25 miles an hour and suffered only minor damage.

The big support broke away and swung out of the path of the vehicle, just as on the smaller signs, and the remaining posts continued to support the big bridge-type sign span.

Mr. Turner said the crash test indicated that seat-belted passengers in the auto would have escaped injury. He said the support that broke away was barely scratched and was immediately re-usable. The sign bridge is supported by four steel posts, each of which weighs 1,500 pounds.

The test on the heavy posts is part of a continuing research program carried out by TTI at College Station, Texas, under sponsorship of the Federal Highway Administration's Bureau of Public Roads and 22 State highway departments. Tests at higher speeds are planned for the bridge-type signs. This program developed the breakaway sign concept which led the Federal Highway Administration to ban installation of fixed supports along high speed highways.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--383

FOR IMMEDIATE RELEASE

(202) 962-8411

FHWA GETS RECORD  
FORFEITURE

The Department of Transportation's Federal Highway Administration has announced what is believed to be the largest civil forfeiture settlement ever received as a result of enforcement actions under the Motor Carrier Safety Regulations.

Commercial Carriers, Inc. of Romulus, Michigan has agreed to a settlement of \$10,500 to satisfy a claim by the FHWA's Bureau of Motor Carrier Safety that the company permitted its drivers to falsify their daily logs by failing to show all the hours they were on duty. The practice circumvented the maximum hours of service prescribed by the Motor Carrier Safety Regulations. Hours of service regulations are designed to protect highway users from the danger of large vehicles being driven by fatigued drivers.

Commerical Carriers, Inc. is a common carrier engaged in the transportation of automobiles and trucks throughout the central and western parts of the country. Charges that the company was permitting falsification of the drivers' daily logs were filed after an investigation of the firm's Oakland, California terminal.

In addition to the forfeiture, the carrier agreed to a consent order providing for procedures that should prevent future such violations.

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11/21/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--384

(202) 962-8411

FOR RELEASE FRIDAY,  
NOVEMBER 21, 1969

FHWA TO SEEK TO IMPROVE  
VEHICLE HOOD LATCHES

The Department of Transportation wants to improve the effectiveness of a Federal vehicle safety standard dealing with hood latches on passenger cars, trucks, and buses.

Under consideration are requirements designed to minimize the chance of vehicle hoods penetrating the windshield in a collision.

Federal Highway Administrator F. C. Turner has issued an Advance Notice of Proposed Rule Making which seeks comments and information on proposals to strengthen the existing standard by requiring two separately mounted hood latches. This would also reduce the possibility of hoods accidentally opening and obstructing the driver's vision.

The existing standard requires both a primary and secondary hood latch system or latch position, but they may be mounted together. Also under consideration is a requirement for separately mounted latch systems in which a hood would close automatically under its own weight if inadvertently left open.

The notice has a proposed effective date of January 1, 1972, and all interested persons should submit comments, data, and information on the proposals by close of business February 10, 1970.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA—385

(202) 962-8411

PROCEEDINGS BEGUN  
FOR VIOLATIONS OF  
SAFETY REGULATIONS

FOR IMMEDIATE RELEASE

The Federal Highway Administration has instituted a proceeding into the safety practices of Associated Transport, Inc. and its subsidiary, Scherer Freight Lines, Inc., both of New York City.

The Government wants to determine if the two corporations are in compliance with the Motor Carrier Safety Regulations and the Hazardous Materials Regulations.

FHWA Administrator F. C. Turner has directed the two carriers to answer charges that they have violated Federal regulations more than 5,000 times in the last three years.

He cited such violations as operating motor vehicles so equipped as to be unsafe, permitting drivers to remain on duty for excessive hours, and permitting drivers to file false logs.

Associated Transport, Inc. is one of the largest common carriers of property by motor vehicle in the United States. With principal offices in New York City, it operates 80 branch terminals and utilizes 692 trucks, 2,156 truck tractors, and 3,951 trailers.

The proceeding, based on information developed by the Bureau of Motor Carrier Safety, seeks an order compelling the two carriers to utilize safety personnel and institute safety procedures that would ensure compliance with Federal regulations.

11/21/69

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--381 (202-962-8411)

FOR RELEASE SUNDAY

November 23, 1969

SUMMER HIGHWAY JOBS FOR GHETTO  
YOUTHS REACH NEW HIGH IN 1969

The 1969 Summer Youth Opportunity Campaign of the Department of Transportation's Federal Highway Administration recorded an impressive 127.4 percent increase over 1968 in the number of disadvantaged youths hired to work on the Federal-State highway program.

The sizable gain came in response to an appeal by Secretary of Transportation John A. Volpe that every effort be made to increase the number of summer jobs made available to ghetto area youths.

Now in its fourth year, the Federal Highway Administration program is designed to obtain summer employment for youths with both private contractors and State highway departments.

A total of 44,596 youths were hired across the Nation last summer, a 45 percent increase over the 30,573 hired in 1968. Of these, 27,260 were disadvantaged youths -- accounting for 64.08 percent of the total. (The over-all total includes college students and others not considered disadvantaged.)

Federal Highway Administrator F. C. Turner commented that the 1969 results "show what men of good will working together can accomplish." He added: "The Federal Highway Administration and the Bureau of Public Roads, working with the State highway departments and the entire road construction industry, provided gainful employment to many thousands of disadvantaged youth in this year's Summer Youth Opportunity Program."

Mr. Turner paid special tribute to the "cooperation and leadership" of the Associated General Contractors of America, Inc., and the American Road Builders Association in making the program a success.

The District of Columbia ranked first in providing jobs to the disadvantaged, hiring 4,700 ghetto youths; Illinois was second, with 2,151; Texas came in third with 1,845; and Ohio, 1,603, and Kansas, 1,548, completed the top five.

The largest single increase in the hiring of minority groups this past summer was with Negroes; jobs among them climbed 894 over the previous year.

(more)

The Summer Youth Opportunity Program runs from the end of May until the middle of September -- a period when unemployment rates are especially high among disadvantaged youth, when the highway construction program is at a peak, and when many regular workers take vacations.

The program offers a wide range of jobs to the youths -- from work right at the construction site to clerical-type assignments.

In most instances the youths were hired as laborers, and despite the short period of employment during the summer, this experience enabled them to learn about job opportunities that exist in the highway construction field.

Among the developments in the past summer's program were:

\* The New Mexico State Highway Commission assigned youths to materials and testing jobs, photogrammetry, bridge design, and special services.

\* In Wyoming, various unions waived initiation fees as inducement to youths who wanted to work in highway construction.

\* In Tennessee, disadvantaged youths worked on landscaping and maintaining the trees and shrubs planted along the highway. They received training and close supervision in tree-trimming, mulching, planting, fertilizing and pest control.

\* New Jersey carried on an aggressive recruitment campaign in the ghetto area of Newark and Trenton. For most of the youths recruited, it was the first job they had ever held.

In addition to the direct cooperation of the Associated General Contractors of America and the American Road Builders Association, the Federal Highway Administration contacted directly 300 contractors holding FHWA contracts to seek their cooperation prior to the start of this year's program.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY  
November 28, 1969

FHWA -- 386  
Phone: (202) 962-8411

Secretary of Transportation John A. Volpe announced today that \$864 million in Federal and State funds was obligated through September 30, 1969, for development highways and local access roads in the 13-state Appalachia Region.

The Federal share was \$487 million.

As of the end of September, 884 miles of highways and roads were completed or under construction, an increase of 51 miles since the June 30, 1969 quarterly report. Of the total, 274 miles were completed and 610 miles were under construction. Engineering and right-of-way acquisition were underway on 1,229 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

The status of development and the funds obligated for the Appalachian Highway Program, compiled by the Federal Highway Administration's Bureau of Public Roads, are given in Table 1 for Appalachian development highways and in Table 2 for local access roads.

As shown in Table 1, 167 miles of the 2,557 miles of development highways being considered for improvement were completed and 463 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 1,096 miles, centerline locations were approved on 140 miles, and route location studies were underway or completed on 607 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 499 miles of local access roads approved as of September 30, 107 miles were completed, and 147 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 133 miles, centerline locations were approved on 11 miles, and route location studies were underway or completed on 5 miles. No work was started on the remaining 96 miles of approved access roads.

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

The Act as amended on October 11, 1967 authorized an additional \$175 million in Federal funds for the construction of 350 more miles of development highways and 600 more miles of local access roads, and Mississippi became eligible for Appalachian funds.

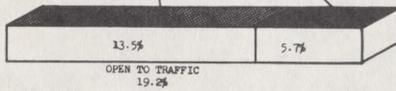
This work is being done by the Appalachian States through the Appalachian Regional Commission and in cooperation with the Bureau of Public Roads. The Commission consists of Governors of the 13 States and a Federal Co-chairman appointed by the President. Its primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been transportation. The Appalachian development highway system has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

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

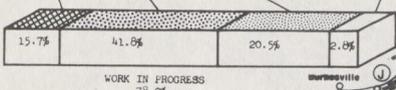
# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1969

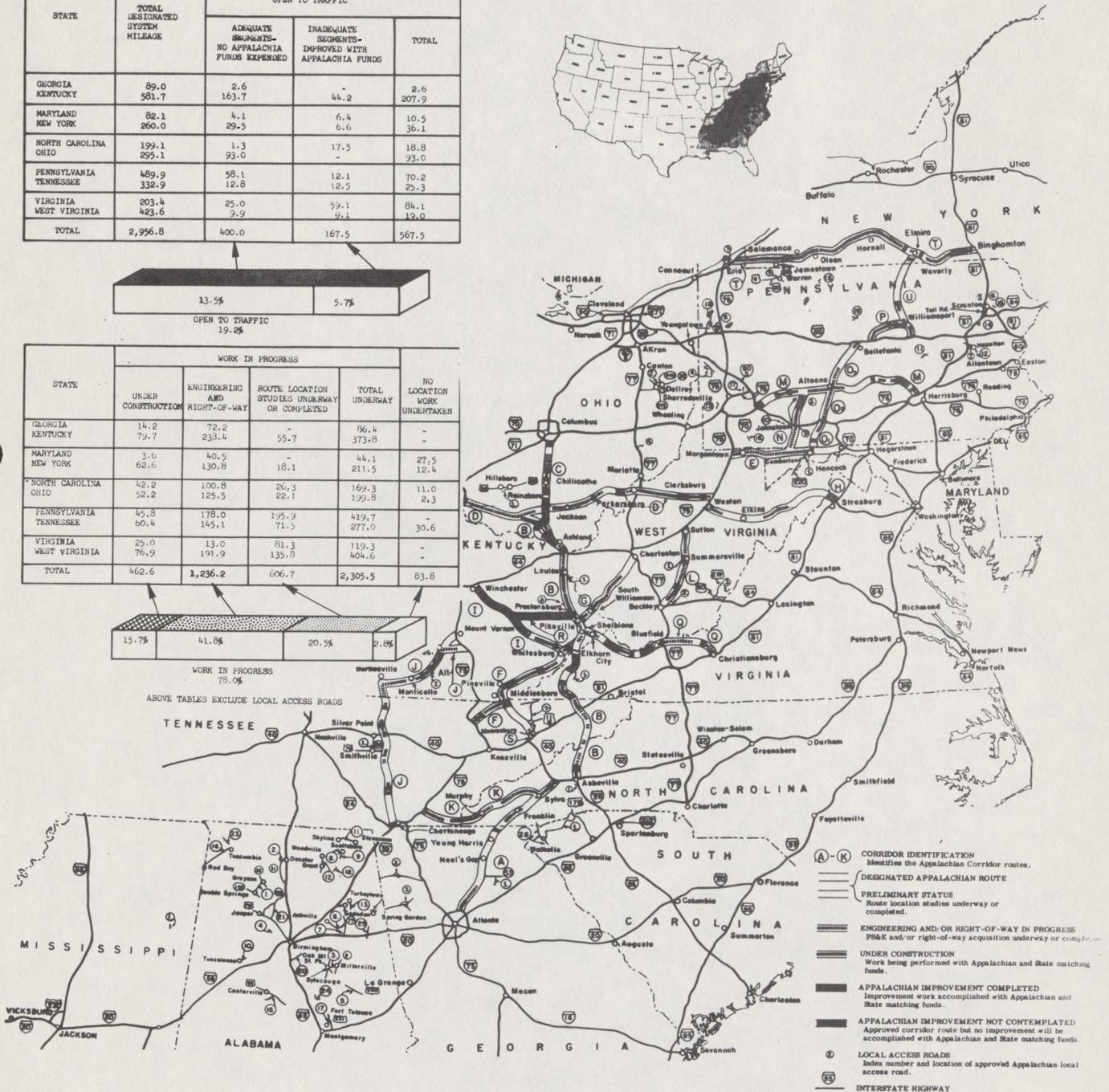
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	-	2.6
KENTUCKY	581.7	163.7	44.2	207.9
MARYLAND	82.1	4.1	6.4	10.5
NEW YORK	260.0	29.5	6.6	36.1
NORTH CAROLINA	199.1	1.3	17.5	18.8
OHIO	295.1	93.0	-	93.0
PENNSYLVANIA	489.9	58.1	12.1	70.2
TENNESSEE	332.9	12.8	12.5	25.3
VIRGINIA	203.4	25.0	59.1	84.1
WEST VIRGINIA	423.6	3.9	9.1	13.0
<b>TOTAL</b>	<b>2,956.8</b>	<b>400.0</b>	<b>167.5</b>	<b>567.5</b>



STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONSTRUCTION	ENGINEERING AND RIGHT-OF-WAY	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	14.2	72.2	-	86.4	-
KENTUCKY	79.7	233.4	55.7	373.8	-
MARYLAND	3.4	40.5	-	44.1	27.5
NEW YORK	62.6	130.8	18.1	211.5	12.4
NORTH CAROLINA	42.2	100.8	26.3	169.3	11.0
OHIO	52.2	125.5	22.1	199.8	2.3
PENNSYLVANIA	45.8	178.0	195.9	419.7	-
TENNESSEE	60.4	145.1	71.5	277.0	30.6
VIRGINIA	25.0	13.0	81.3	119.3	-
WEST VIRGINIA	76.9	191.9	135.8	404.6	-
<b>TOTAL</b>	<b>462.6</b>	<b>1,236.2</b>	<b>606.7</b>	<b>2,305.5</b>	<b>83.8</b>



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



APPALACHIAN HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE  
AS OF SEPTEMBER 30, 1969

TABLE 1

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	CORRIDOR MILEAGE BEING CON- SIDERED FOR APPALACHIAN IMPROVEMENT <u>1/</u>	TOTAL APPALACHIAN CORRIDOR MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CON- STRUCTION	ENGINEERING AND RIGHT- OF-WAY	CENTER- LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				TOTAL CCST	FEDERAL FUNDS
Alabama	-	-	-	-	-	-	-	-	-	-	-
Georgia	-	14.2	15.4	56.8	-	86.4	-	86.4	89.0	\$18,804,960	\$10,308,230
Kentucky	44.2	79.7	232.2	6.2	55.7	373.8	-	418.0	581.7	123,982,761	82,520,893
Maryland	6.4	3.6	37.5	3.0	-	44.1	27.5	78.0	82.1	22,920,229	12,833,702
Mississippi	-	-	-	-	-	-	-	-	-	-	-
New York	6.6	62.6	130.8	-	18.1	211.5	12.4	230.5	260.0	149,863,623	66,349,000
North Carolina	17.5	42.2	91.9	8.9	26.3	169.3	11.0	197.8	199.1	45,410,210	26,702,754
Ohio	-	52.2	119.0	6.5	22.1	199.8	2.3	202.1	295.1	46,319,166	26,710,742
Pennsylvania	12.1	45.8	178.0	-	195.9	419.7	-	431.8	489.9	107,480,063	53,350,399
South Carolina	-	-	-	-	-	-	-	-	-	-	-
Tennessee	12.5	60.4	93.0	52.1	71.5	277.0	30.6	320.1	332.9	57,646,879	35,606,181
Virginia	59.1	25.0	13.0	-	81.3	119.3	-	178.4	203.4	63,370,244	38,581,286
West Virginia	9.1	76.9	185.0	6.9	135.8	404.6	-	413.7	423.6	178,435,098	103,469,333
Total	167.5	462.6	1,095.8	140.4	606.7	2,305.5	83.8	2,556.8	2,956.8	814,233,133	456,432,520
Percent of Total Under Consideration	7	18	43	5	24	90	3	100			

1/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE  
AS OF SEPTEMBER 30, 1969

TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CON- STRUCTION	ENGINEERING AND RIGHT- OF-WAY	CENTER- LINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY			TOTAL COST	FEDERAL FUNDS
Alabama	69.0	46.9	45.8	-	2.4	95.1	25.5	189.6	\$15,568,774	\$10,187,059
Georgia	2.0	-	9.9	-	-	9.9	-	11.9	271,497	176,576
Kentucky	0.4	8.7	18.9	-	-	27.6	-	28.0	1,207,876	677,142
Maryland	1.0	1.5	-	0.4	-	1.9	-	2.9	870,242	384,100
Mississippi	-	-	-	-	-	-	36.9	36.9	3,372,288	2,164,460
New York	1.9	-	-	-	-	-	-	1.9	525,000	238,748
North Carolina	0.2	2.5	10.5	-	0.6	13.6	-	13.8	1,212,455	827,401
Ohio	13.4	8.1	5.0	-	-	13.1	-	26.5	4,220,111	1,629,991
Pennsylvania	3.5	3.2	11.1	5.6	0.9	20.8	27.1	51.4	5,655,324	2,713,632
South Carolina	-	44.1	16.2	-	-	60.3	6.4	66.7	9,289,654	6,433,000
Tennessee	2.0	23.0	16.0	4.8	-	43.8	-	45.8	5,189,938	3,632,954
Virginia	1.3	8.3	-	-	-	8.3	-	9.6	966,188	646,175
West Virginia	12.0	1.3	-	-	1.0	2.3	-	14.3	1,143,944	671,155
<b>Total</b>	<b>106.7</b>	<b>147.6</b>	<b>133.4</b>	<b>10.8</b>	<b>4.9</b>	<b>296.7</b>	<b>95.9</b>	<b>499.3</b>	<b>49,493,291</b>	<b>30,382,393</b>
Percent of Total Mileage	21	30	27	2	1	60	19	100		



# DEPARTMENT OF TRANSPORTATION

*Mr. Kruse*

# NEWS

*from - 3216-C*  
*possey*

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY  
November 30, 1969

FHWA--389 (202-962-8411)

U.S. ROADS AND STREETS  
TOTAL 3.7 MILLION MILES

Roads and streets in the United States, under the jurisdiction of all levels of government, totaled nearly 3.68 million miles in 1968, the U.S. Department of Transportation announced today. The data were compiled by the Department's Bureau of Public Roads from information supplied by the States.

According to Federal Highway Administrator Francis C. Turner, the 3,684,085-mile total includes 532,038 miles of municipal roads and streets, and 3,152,047 miles of roads in rural areas. The municipal mileage comprises 14 percent, and the rural mileage 86 percent, of the U.S. total.

About 814,000 miles of all roads and streets in the U.S., or 22 percent of the total, are unsurfaced; 1.30 million miles or 35 percent of the total have surfaces of granular material, gravel, crushed stone, or slag; 1.57 million miles, accounting for 43 percent of the total, have surfaces ranging from bituminous surface treatment to bituminous and portland-cement concrete. This last group includes the surfaces which the public generally thinks of as "paved," although some of the lowest types, if old and not well maintained, may appear to be gravel roads.

Nearly 479,000 miles of roads and streets, or 13 percent of the U.S. total, are on the State primary systems; and an additional 292,382 miles, 8 percent of the total, are also under State control. Roads and streets under local control amount to 2.74 million miles, or 74 percent of the total. Over 175,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 5 percent of the total U.S. mileage.

(more)

The road and street mileage in the U.S. has grown but little in extent in recent years. Although construction of highways on new location continues, most construction is for the resurfacing, widening, elimination of hazards, and other improvements of existing roads and streets. The total U.S. mileage for any one year does not reflect only those changes resulting from construction, but is the net result of all changes resulting from construction, reconstruction, and abandonments. A comparison of rural, municipal, and total mileage for the years 1956-68 follows:

<u>Year</u>	<u>Rural Mileage</u> (1,000 miles)	<u>Municipal Mileage</u> (1,000 miles)	<u>Total Mileage</u> (1,000 miles)
1956	3,051	379	3,430
1957	3,065	389	3,454
1958	3,074	405	3,479
1959	3,087	416	3,503
1960	3,108	430	3,538
1961	3,127	446	3,573
1962	3,145	455	3,600
1963	3,145	475	3,620
1964	3,153	491	3,644
1965	3,183	507	3,690
1966	3,188	510	3,698
1967	3,184	521	3,705
1968	3,152	532	3,684

The accompanying tables M-1 and M-3 report mileage for 1968, by States, classified by system (M-1) and by type of surface (M-3). Table M-2 summarizes these data for the U.S. as a whole.

In the United States, the Federal Government has jurisdiction only of roads in National Forests, Parks, etc. The Federal-aid systems, on which Federal funds (obtained from Federal highway-user taxes) are used for construction through the cooperative Federal-State Federal-aid programs, are parts of the road systems under the jurisdiction and control of the State and local governments, which have sole responsibility for their operation and maintenance. The Federal-aid systems comprise 24 percent of the total road and street mileage. The distribution of the Federal-aid system mileage among the State and local systems is shown in the accompanying table M-21.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1968

## CLASSIFIED BY SYSTEM

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

TABLE M-1  
OCTOBER 1969

STATE	RURAL MILEAGE								MUNICIPAL MILEAGE					TOTAL RURAL AND MUNICIPAL MILEAGE	STATE		
	UNDER STATE CONTROL				UNDER LOCAL CONTROL				UNDER FEDERAL CONTROL 1/	TOTAL RURAL ROADS	UNDER STATE CONTROL					UNDER LOCAL CONTROL LOCAL CITY STREETS 2/	TOTAL MUNICIPAL MILEAGE
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 5/	TOTAL			EXTEN-SIONS OF STATE PRIMARY SYSTEM	EXTEN-SIONS STATE SECONDARY ROADS 3/	TOTAL				
Alabama	8,560	10,489	864	19,913	46,799	-	-	46,799	-	66,712	1,385	65	1,450	9,935	11,385	78,097	Alabama
Alaska	3,313	-	997	4,310	186	-	-	1,329	537	6,324	154	-	154	372	526	6,850	Alaska
Arizona	5,183	-	-	5,183	17,529	-	-	17,529	12,668	39,380	295	-	295	5,387	41,062	80,442	Arizona
Arkansas	12,935	-	-	12,935	51,238	-	-	51,238	55,609	70,419	1,404	-	1,404	7,016	8,420	78,839	Arkansas
California	12,282	-	1,219	13,501	70,821	-	-	70,821	31,042	115,364	2,115	-	2,115	40,680	42,795	158,159	California
Colorado	8,222	-	-	8,222	66,745	-	-	66,745	51	75,018	499	-	499	6,000	6,499	81,517	Colorado
Connecticut	328	994	191	1,513	-	3,800	-	3,800	-	5,313	896	1,394	2,290	10,513	12,803	18,116	Connecticut
Delaware	435	3,011	-	3,446	-	-	-	-	-	3,446	201	725	926	475	1,401	4,847	Delaware
Florida	9,902	6,362	266	16,530	48,607	-	-	48,607	1,052	66,189	1,732	534	2,266	17,434	19,700	85,889	Florida
Georgia	15,532	-	109	15,641	68,231	-	-	68,231	340	84,212	1,975	-	1,975	12,054	14,029	98,241	Georgia
Hawaii	462	421	-	883	1,525	-	-	1,525	91	2,499	55	16	71	872	943	3,442	Hawaii
Idaho	4,629	-	50	4,679	16,160	-	10,531	26,691	20,571	51,941	300	-	300	2,517	2,817	54,758	Idaho
Illinois	13,092	-	48	13,140	16,267	73,201	-	89,468	-	102,608	3,345	-	3,345	23,466	26,811	129,419	Illinois
Indiana	10,013	-	157	10,170	68,146	-	-	68,146	-	78,316	1,155	-	1,155	11,479	12,634	90,950	Indiana
Iowa	8,961	-	203	9,164	90,490	-	-	90,490	6	99,660	1,213	-	1,213	11,476	12,689	112,349	Iowa
Kansas	9,753	-	233	9,986	113,308	-	-	113,308	-	123,294	665	-	665	9,446	10,111	133,405	Kansas
Kentucky	23,621	-	135	23,756	40,668	-	-	40,668	436	64,860	1,060	-	1,060	3,989	5,049	69,909	Kentucky
Louisiana	3,827	10,373	32	14,232	27,373	-	-	27,373	286	41,891	752	788	1,540	9,302	10,842	52,733	Louisiana
Maine	3,476	7,224	254	10,954	-	7,845	-	7,845	160	18,959	401	384	785	1,567	2,352	21,311	Maine
Maryland	1,863	2,868	189	4,920	15,182	-	1,575	16,757	143	21,820	157	161	338	3,727	4,065	25,885	Maryland
Massachusetts	792	-	306	1,098	-	6,365	-	6,365	29	7,492	1,896	-	1,896	18,417	20,313	27,805	Massachusetts
Michigan	7,952	-	-	7,952	87,071	-	-	87,071	2	95,025	1,263	-	1,263	17,882	19,145	114,170	Michigan
Minnesota	10,155	-	1,348	11,503	42,610	54,775	-	97,385	1,842	110,730	1,874	-	1,874	14,495	16,369	127,099	Minnesota
Mississippi	9,762	-	-	9,762	49,356	-	-	49,356	530	59,648	910	-	910	5,546	6,456	66,104	Mississippi
Missouri	7,084	22,932	1	30,017	69,142	-	-	69,142	652	99,811	709	981	1,690	13,095	14,785	114,596	Missouri
Montana	5,919	5,744	19	11,682	51,518	-	-	51,518	10,979	74,179	188	81	269	1,989	2,258	76,437	Montana
Nebraska	9,204	-	253	9,457	68,220	18,978	-	87,198	562	97,217	453	-	453	5,794	6,247	103,464	Nebraska
Nevada	2,067	4,166	-	6,233	39,562	-	-	39,562	1	45,796	84	99	183	1,583	1,766	47,562	Nevada
New Hampshire	1,246	1,755	45	3,046	-	6,849	-	6,849	77	9,972	730	582	1,312	3,385	4,697	14,669	New Hampshire
New Jersey	952	-	839	1,791	-	6,544	15	6,544	5	13,112	1,058	-	1,058	15,352	16,410	31,522	New Jersey
New Mexico	11,569	-	12	11,581	45,695	-	-	45,695	5,194	62,430	843	-	843	3,177	4,020	66,450	New Mexico
New York	12,447	-	1,303	13,750	19,563	52,130	-	71,693	35	85,478	1,130	-	1,130	15,719	16,849	102,327	New York
North Carolina	11,712	58,269	38	70,019	-	-	-	-	1,818	71,837	1,522	1,945	3,467	9,725	13,192	85,029	North Carolina
North Dakota	6,454	-	22	6,476	17,570	78,842	-	96,412	1,279	104,167	258	-	258	2,812	3,070	107,237	North Dakota
Ohio	15,859	-	817	16,676	29,697	38,810	-	68,507	-	85,183	2,988	-	2,988	20,189	23,177	108,360	Ohio
Oklahoma	10,793	-	510	11,303	82,708	-	-	82,708	30	94,041	1,122	-	1,122	12,158	13,280	107,321	Oklahoma
Oregon	4,418	2,543	1,934	8,895	27,897	-	7,083	34,980	40,901	84,776	387	182	569	5,465	6,034	90,810	Oregon
Pennsylvania	13,058	25,221	5,788	44,067	641	45,661	-	46,302	217	90,586	2,777	2,782	5,559	17,766	23,325	113,911	Pennsylvania
Rhode Island	275	-	229	504	-	495	-	495	-	999	747	-	747	3,457	4,204	5,203	Rhode Island
South Carolina	8,540	21,839	151	30,530	21,897	-	-	21,897	517	52,944	978	3,469	4,447	2,129	6,576	59,520	South Carolina
South Dakota	8,272	-	334	8,606	20,362	50,773	-	71,135	1,659	81,400	253	-	253	2,680	2,933	84,333	South Dakota
Tennessee	7,957	-	343	8,300	59,020	-	28	59,048	-	68,542	1,401	-	1,401	7,674	9,075	77,617	Tennessee
Texas	59,825	-	38	59,863	136,018	-	-	136,018	898	196,779	5,947	-	5,947	37,404	43,351	240,130	Texas
Utah	5,220	-	-	5,220	20,663	-	-	20,663	8,867	34,750	692	-	692	3,598	4,290	39,040	Utah
Vermont	2,264	-	127	2,391	-	10,751	-	10,751	131	13,273	201	-	201	734	935	14,208	Vermont
Virginia	7,998	41,469	-	49,467	787	-	-	787	2,075	52,329	1,310	662	1,972	6,127	8,099	60,428	Virginia
Washington	6,211	-	5,153	11,364	39,522	-	-	39,522	13,002	63,888	638	-	638	9,429	10,067	73,955	Washington
West Virginia	4,764	26,273	299	31,336	-	-	-	-	964	32,300	513	177	690	2,860	3,550	35,850	West Virginia
Wisconsin	10,172	-	526	10,698	18,751	58,522	-	77,273	76	88,047	1,688	-	1,688	11,994	13,682	101,729	Wisconsin
Wyoming 6/ Dist. of Col.	5,615	-	-	5,615	16,058	-	-	16,058	12,478	20,958	145	-	145	1,102	1,247	40,338	Wyoming 6/ Dist. of Col.
Total	424,945	251,953	25,382	702,280	1,730,282	514,341	29,872	2,274,495	175,272	3,152,047	54,464	15,047	69,511	462,527	532,038	3,684,085	Total

1/ Mileage in Federal parks, forests, and reservations that are not a part of the State highway system.

2/ Includes all roads, streets, and public ways not under State control in: Municipalities; delimited unincorporated places having an estimated population of 1,000 or more; areas which comprise the unincorporated fringe around cities of 50,000 population or greater, defined as urbanized areas by the Bureau of Census in the latest enumeration or as determined by the State highway departments.

3/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia, 10 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada;

mileage designated as farm-to-market in Louisiana; and the State-aid system in Maine.

4/ Includes mileage of State park, forest, institutional, toll and other roads that are not a part of the State or local highway system.

5/ Includes mileage in Special Highway Districts and mileage not identified by Administrative authority.

6/ Wyoming deleted 45,894 miles of primitive roads and trails in 1968.

7/ Includes 76 miles of streets in Federal parks.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1968

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

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

TABLE M-2  
OCTOBER 1969

SYSTEM	NONSURFACED MILEAGE <sup>1/</sup>			SURFACED MILEAGE <sup>2/</sup>					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
<u>Rural Mileage:</u>									
Under State control:									
State primary systems	618	3,222	3,840	13,909	127,568	235,281	44,347	421,105	424,945
Secondary roads under State control:									
State secondary systems <sup>3/</sup>	2,689	867	3,556	10,198	62,155	35,437	1,718	109,508	113,064
County roads under State control <sup>4/</sup>	10,467	6,823	17,290	48,774	53,569	18,848	408	121,599	138,889
Subtotal	13,774	10,912	24,686	72,881	243,292	289,566	46,473	652,212	676,898
State parks, forests, and reservations, etc. <sup>5/</sup>	2,356	7,768	10,124	7,573	2,649	3,073	1,963	15,258	25,382
Total	16,130	18,680	34,810	80,454	245,941	292,639	48,436	667,470	702,280
Under local control:									
County roads	236,557	261,198	497,755	815,962	296,577	110,185	9,803	1,232,527	1,730,282
Town and township roads	60,401	59,271	119,672	276,350	81,602	34,617	2,100	394,669	514,341
Other local roads	8,267	5,197	6/ 13,464	12,296	3,394	589	129	16,408	6/ 29,872
Total	305,225	325,666	630,891	1,104,608	381,573	145,391	12,032	1,643,604	2,274,495
Under Federal control:									
National parks, forests, reservations, etc. <sup>5/</sup>	67,391	57,100	124,491	40,332	4,078	6,306	65	50,781	175,272
<b>Total Rural Mileage</b>	388,746	401,446	790,192	1,225,394	631,592	444,336	60,533	2,361,855	3,152,047
<u>Municipal Mileage:</u>									
Under State control:									
Extensions of State primary systems	13	64	77	142	5,777	36,567	11,901	54,387	54,464
Extensions of secondary roads under State control <sup>3/ 4/</sup>	185	44	229	272	7,400	6,119	1,027	14,818	15,047
Total	198	108	306	414	13,177	42,686	12,928	69,205	69,511
Under local control:									
Local city streets	6,690	17,014	23,704	70,349	191,085	132,790	44,599	438,823	462,527
<b>Total Municipal Mileage</b>	6,888	17,122	24,010	70,763	204,262	175,476	57,527	508,028	532,038
<b>TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES</b>	395,634	418,568	814,202	1,296,157	835,854	619,812	118,060	2,869,883	3,684,085
<sup>1/</sup> Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads. <sup>2/</sup> Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1, and H-1. <sup>3/</sup> Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine. <sup>4/</sup> Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada. <sup>5/</sup> State and national park, forest, reservation, toll, and other roads that are not a part of the State system. <sup>6/</sup> Wyoming deleted 45,894 miles of primitive roads and trails in 1968.									

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1968

## CLASSIFIED BY TYPE OF SURFACE<sup>1</sup>

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

TABLE M-3  
OCTOBER 1969

STATE	RURAL MILEAGE							MUNICIPAL MILEAGE					TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE IN THE UNITED STATES	STATE		
	NON-SURFACED MILEAGE <sup>2/</sup>	SURFACED MILEAGE <sup>3/</sup>					TOTAL RURAL MILEAGE	NON-SURFACED MILEAGE <sup>2/</sup>	SURFACED MILEAGE <sup>3/</sup>								TOTAL MUNICIPAL MILEAGE	
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J						TOTAL SURFACED MILEAGE
Alabama	6,816	24,272	29,256	6,031	337	59,896	66,712	-	2,802	7,364	1,158	61	11,385	11,385	6,816	71,281	78,097	Alabama
Alaska	3,409	1,325	1,371	219	-	2,915	6,324	226	37	220	37	6	300	526	3,635	3,215	6,850	Alaska
Arizona	20,429	4,800	5,059	4,963	129	14,951	35,380	535	316	3,844	854	133	5,147	5,682	20,964	20,098	41,062	Arizona
Arkansas	20,713	36,192	7,336	5,561	617	49,706	70,419	419	2,060	3,196	2,072	673	8,001	8,420	21,132	57,707	78,839	Arkansas
California	39,520	18,854	32,659	22,350	1,981	75,844	115,364	2,959	3,607	19,020	14,764	3,345	40,736	42,795	41,579	116,580	158,159	California
Colorado	33,098	28,136	257	13,040	487	41,920	75,018	408	1,120	43	4,837	91	6,091	6,499	33,506	48,011	81,517	Colorado
Connecticut	88	626	3,587	830	182	5,225	5,313	62	420	7,594	3,951	776	12,741	12,803	150	17,966	18,116	Connecticut
Delaware	8	436	2,028	741	233	3,438	3,446	10	102	352	785	152	1,391	1,401	18	4,829	4,847	Delaware
Florida	24,638	9,419	16,696	14,917	519	41,551	66,189	2,485	1,408	5,724	8,946	1,137	17,215	19,700	27,123	58,766	85,889	Florida
Georgia	29,540	18,956	19,215	15,751	750	54,672	84,212	2,086	1,089	4,504	5,570	780	11,943	14,029	31,626	66,615	98,241	Georgia
Hawaii	167	307	2,327	1,620	8	2,332	2,499	-	3	147	775	18	943	943	167	3,275	3,442	Hawaii
Idaho	24,387	16,032	7,943	3,526	53	27,554	51,941	48	824	1,645	292	8	2,769	2,817	24,435	30,323	54,758	Idaho
Illinois	6,769	64,709	18,129	7,099	5,902	95,839	102,608	31	2,120	12,793	7,743	4,124	26,780	26,811	6,800	122,619	129,419	Illinois
Indiana	4,124	40,249	22,809	8,655	2,479	74,192	78,316	886	811	7,123	2,027	11,748	12,634	10,940	5,010	12,634	90,950	Indiana
Iowa	6,960	73,382	1,622	11,722	5,974	92,700	99,660	251	2,016	3,601	746	6,075	12,438	12,689	7,211	105,138	112,349	Iowa
Kansas	36,413	66,599	14,639	4,448	1,195	86,881	123,294	298	2,368	3,238	2,126	2,081	9,813	10,111	36,711	96,694	133,405	Kansas
Kentucky	12,981	24,331	11,356	15,189	1,003	51,879	64,860	152	856	1,579	1,767	695	4,897	5,049	13,133	56,776	69,909	Kentucky
Louisiana	5,082	17,761	-	17,794	1,254	36,809	41,891	220	2,024	-	6,597	2,001	10,622	10,842	5,302	47,431	52,733	Louisiana
Maine	1,666	4,586	10,112	2,551	44	17,293	18,959	18	110	1,595	605	24	2,334	2,352	1,684	19,627	21,311	Maine
Maryland	55	4,062	5,079	11,456	1,168	21,765	21,820	13	132	463	2,657	800	4,052	4,065	68	25,817	25,885	Maryland
Massachusetts	846	1,299	3,629	1,698	20	6,646	7,492	720	1,719	8,473	9,125	276	19,593	20,313	1,566	26,239	27,805	Massachusetts
Michigan	18,257	39,120	30,036	4,475	3,137	76,768	95,025	391	2,044	7,604	4,617	4,489	18,754	19,145	1,648	95,522	114,170	Michigan
Minnesota	12,366	72,387	9,386	14,059	2,532	98,364	110,730	483	4,277	7,668	2,752	1,189	15,886	16,369	12,849	114,250	127,099	Minnesota
Mississippi	2,611	36,055	16,507	2,446	2,029	57,037	59,648	88	1,403	4,019	335	611	6,368	6,456	2,699	63,405	66,104	Mississippi
Missouri	7,512	60,195	25,738	2,969	3,397	92,299	99,811	524	3,287	5,187	3,156	2,631	14,261	14,785	8,036	106,560	114,596	Missouri
Montana	35,895	28,332	3,231	6,637	84	38,284	44,179	178	530	264	1,252	34	2,080	2,258	36,073	40,364	76,437	Montana
Nebraska	31,774	54,406	7,833	1,696	1,962	65,443	97,217	280	2,059	720	1,239	1,919	5,967	6,247	32,054	71,410	103,464	Nebraska
Nevada	32,430	7,776	1,492	4,096	2	13,366	45,796	200	163	921	475	7	1,566	1,766	32,630	14,932	47,562	Nevada
New Hampshire	2,173	2,215	5,052	450	82	7,799	9,972	489	582	2,980	534	112	4,208	4,697	2,662	12,007	14,669	New Hampshire
New Jersey	296	1,899	7,602	3,939	1,376	14,816	15,122	488	1,817	9,656	3,194	1,255	15,922	16,410	784	30,738	31,522	New Jersey
New Mexico	46,270	6,704	3,655	5,656	145	16,160	62,430	743	743	472	1,997	65	3,277	4,020	47,013	19,437	66,450	New Mexico
New York	9,306	16,928	28,619	26,240	4,385	76,172	85,478	1,006	1,541	6,539	7,477	286	15,843	16,849	10,312	102,327	102,327	New York
North Carolina	7,329	19,133	23,582	20,803	990	64,508	71,837	876	1,583	879	9,585	269	12,316	13,192	8,205	76,824	85,029	North Carolina
North Dakota	39,802	56,389	2,826	4,650	500	64,365	104,167	217	1,333	490	820	210	2,853	3,070	40,019	67,218	107,237	North Dakota
Ohio	1,695	23,820	16,024	41,480	2,164	83,488	85,183	76	1,808	6,318	10,598	4,377	23,101	23,177	1,771	106,589	108,360	Ohio
Oklahoma	28,502	45,994	12,702	4,604	2,239	65,539	94,041	1,254	3,247	1,290	6,939	550	12,026	13,280	29,756	77,565	107,321	Oklahoma
Oregon	33,776	31,456	6,423	12,820	301	51,000	84,776	168	885	1,214	3,527	240	5,866	6,034	33,944	56,866	90,810	Oregon
Pennsylvania	18,691	20,550	22,632	25,279	3,434	71,895	90,586	1,292	2,072	11,581	5,612	2,768	22,033	23,325	19,983	95,928	113,911	Pennsylvania
Rhode Island	62	346	350	200	41	937	999	167	235	2,055	1,606	141	4,037	4,204	229	4,974	5,203	Rhode Island
South Carolina	20,054	471	28,862	3,064	493	32,890	52,944	768	3	5,047	664	94	5,808	6,576	20,822	38,696	59,520	South Carolina
South Dakota	25,842	43,843	5,507	5,389	819	55,558	81,400	126	1,123	1,352	144	188	2,807	2,933	25,968	58,365	84,333	South Dakota
Tennessee	2,037	34,418	22,436	9,406	245	66,505	68,542	185	1,265	4,758	2,465	402	8,890	9,075	2,222	75,395	77,617	Tennessee
Texas	65,579	56,697	55,980	16,943	1,580	131,200	196,779	2,119	7,921	19,334	9,127	4,850	41,232	43,351	67,698	172,432	240,130	Texas
Utah	17,027	9,477	3,690	4,489	67	17,723	34,750	94	850	2,469	826	51	4,196	4,290	17,121	21,919	39,040	Utah
Vermont	1,986	7,017	2,791	1,462	17	11,287	13,273	5	126	555	219	30	930	935	1,991	12,217	14,208	Vermont
Virginia	1,263	17,391	24,688	8,588	399	51,066	52,329	3	45	866	6,987	198	8,096	8,099	1,266	59,162	60,428	Virginia
Washington	12,477	25,903	19,104	5,339	1,065	51,411	63,888	569	1,566	2,486	3,431	2,015	9,498	10,067	13,046	60,909	73,955	Washington
West Virginia	9,429	9,750	4,327	8,244	550	22,871	32,300	57	624	1,650	481	738	3,493	3,550	9,486	26,364	35,850	West Virginia
Wisconsin	5,478	31,467	25,400	23,357	2,345	82,569	88,047	121	1,362	3,696	5,957	2,546	13,561	13,682	5,599	96,130	101,729	Wisconsin
Wyoming <sup>4/</sup>	22,564	8,922	1,938	5,583	84	16,527	39,091	105	295	662	165	20	1,142	1,247	22,669	17,669	40,338	Wyoming <sup>4/</sup>
Dist. of Col.	-	-	-	-	-	-	-	11	11	181	692	199	1,072	1,083	11	1,083	1,083	Dist. of Col.
<b>Total</b>	<b>790,192</b>	<b>1,225,394</b>	<b>631,592</b>	<b>444,336</b>	<b>60,533</b>	<b>2,361,855</b>	<b>3,152,047</b>	<b>24,010</b>	<b>70,763</b>	<b>204,262</b>	<b>175,476</b>	<b>57,527</b>	<b>508,028</b>	<b>532,038</b>	<b>814,202</b>	<b>2,869,883</b>	<b>3,684,085</b>	<b>Total</b>

<sup>1/</sup> For more detail of surface types by systems, see the SM table series and table OM.

<sup>2/</sup> Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads.

<sup>3/</sup> Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base

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

<sup>4/</sup> Wyoming deleted 45,894 miles of primitive roads and trails in 1968.

# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1968

## CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

Compiled for end of calendar year  
from reports of State authorities

TABLE M-21  
OCTOBER 1969

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS						NOT ON FEDERAL-AID SYSTEMS	TOTAL	
				TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM <sup>1/</sup>			TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM					TOTAL FEDERAL- AID SYSTEMS
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL			
State primary highway system:												
Rural	31,038	1,514	32,552	204,618	6,231	210,849	182,783	2,106	184,889	395,738	29,207	424,945
Municipal 5,000 and over	318	5,019	5,337	1,674	20,557	22,231	564	5,622	6,186	28,417	3,816	32,233
Municipal under 5,000	1,207	396	1,603	11,911	864	12,775	7,960	228	8,188	20,963	1,268	22,231
Subtotal	32,563	6,929	39,492	218,203	27,652	245,855	191,307	7,956	199,263	445,118	34,291	479,409
State secondary highway system:												
Rural	64	11	75	1,736	107	1,843	69,380	720	70,100	71,943	41,121	113,064
Municipal 5,000 and over	6	60	66	102	557	659	543	1,521	2,064	2,723	4,259	6,982
Municipal under 5,000	1	-	1	109	13	122	1,723	42	1,765	1,887	2,734	4,621
Subtotal	71	71	142	1,947	677	2,624	71,646	2,283	73,929	76,553	48,114	124,667
County roads under State control:												
Rural	50	-	50	147	4	151	43,675	151	43,826	43,977	94,912	138,889
Municipal 5,000 and over	=	6	6	=	58	58	-	445	445	503	1,017	1,520
Municipal under 5,000	1	=	1	4	-	4	623	1	624	628	1,296	1,924
Subtotal	51	6	57	151	62	213	44,298	597	44,895	45,108	97,225	142,333
Total State highways	32,685	7,006	39,691	220,301	28,391	248,692	307,251	10,836	318,087	566,779	179,630	746,409
County roads	3	1	4	563	392	955	286,006	4,957	290,963	291,918	1,438,364	1,730,282
Town, township and other local <sup>4/</sup>	7	1	8	78	8	86	5,581	34	5,615	5,701	538,512	<sup>4/</sup> 544,213
City streets <sup>2/</sup>	=	158	158	115	1,414	1,529	6,891	8,697	15,588	17,117	445,410	462,527
Roads not overlapping State, county, or other local systems:												
State park, forest, and reservation roads	190	16	206	218	257	475	15	14	29	504	21,768	22,272
National park, forest, and reservation roads	-	-	-	245	24	269	136	1	137	406	174,866	175,272
Toll facilities	1,589	476	2,065	1,635	495	2,130	5	-	5	2,135	975	3,110
<b>TOTAL EXISTING MILEAGE <sup>3/</sup></b>	<b>34,474</b>	<b>7,658</b>	<b>42,132</b>	<b>223,155</b>	<b>30,981</b>	<b>254,136</b>	<b>605,885</b>	<b>24,539</b>	<b>630,424</b>	<b>884,560</b>	<b>2,799,525</b>	<b>3,684,085</b>

<sup>1/</sup> Mileage of Interstate System included.

<sup>2/</sup> Municipal extensions of county, town, and township roads included.

<sup>3/</sup> Does not include mileage in Puerto Rico.

<sup>4/</sup> Wyoming deleted 45,894 miles of primitive roads and trails in 1968.



**DEPARTMENT OF  
TRANSPORTATION**

*Mr. Kruser*  
**NEWS**  
*Room -3216-C*  
*Rossif*

**FEDERAL HIGHWAY ADMINISTRATION**

**WASHINGTON, D. C. 20591**

FHWA--387

FOR IMMEDIATE RELEASE

(202) 962-8411

FHWA SENDS INQUIRY LETTERS TO  
FOUR AUTO TIRE MANUFACTURERS

Four automobile tire manufacturers have been requested to provide the Federal Government with information and data regarding the manufacture of some of their tires, with a notification that they may be in violation of the Federal tire safety standards.

The Department of Transportation's Federal Highway Administrator, F. C. Turner, announced today that letters have been sent to the Mansfield Tire and Rubber Co., the Armstrong Rubber Co., the Dunlop Tire and Rubber Corp., and the Firestone Tire and Rubber Co. The letters say that the National Highway Safety Bureau's compliance testing program has produced test results which give the Bureau good reason to believe that the companies are in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The companies are given 30 days to submit information, data, and arguments relevant to the imposition of civil penalties for the violations. In addition, three of the four -- Mansfield, Dunlop, and Armstrong -- are requested to submit, not later than 15 days from receipt of the letters, additional information concerning production data, summaries of test results, and individual test reports. The three firms are also requested to attend meetings with FHWA officials to discuss initiation of recall campaigns.

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The Mansfield Tire and Rubber Co. is being cited for failure of its "Premium" line passenger car tire, size 8.85/9.00 x 15 to pass the endurance test established by Federal Motor Vehicle Safety Standard 109. Nine of 50 such tires tested failed the endurance test.

The Armstrong Rubber Co. is being cited for its Premium Coronet passenger car tire, size 7.35 x 14. Sixteen of 62 such tires tested failed to pass the high speed performance test.

The Dunlop Tire and Rubber Corp. is cited for failure of its French-produced CT 6.50 x 13 tires to pass both endurance and strength tests. Nine of 48 such tires tested failed the endurance test, and 30 of 56 failed the strength test.

The Firestone Tire and Rubber Co. was asked to provide information and data relevant to a possible civil penalty. The test failures involved concerned primarily the standard's physical dimension requirements. In most cases, such failures are not considered particularly hazardous. Four company lines and sizes are involved. They are the Deluxe Champion sizes 6.50 x 13 and 6.95 x 14; the Wide Oval SS sizes F70 x 14 and H70 x 15.

The action brought to seven the number of tire firms notified by FHWA that tests indicated non-compliance with government safety standards of some of their products. Letters similar in content previously had been sent to General Tire and Rubber Company, Mohawk Rubber Company, and Uniroyal, Inc. The cases involving General and Mohawk have been closed through payment of a settlement to the United States Government.

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12-1-69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FHWA--390  
(202) 962-8411

FOR IMMEDIATE RELEASE

The Federal Highway Administration said today that no effective date has been set for proposed revisions of Motor Carrier Safety Regulations dealing with qualifications of interstate truck and bus drivers.

Kenneth L. Pierson, Acting Director of the FHWA's Bureau of Motor Carrier Safety, said an apparent misunderstanding has developed within the motor carrier industry concerning the effective date.

A Notice of Proposed Rule Making was published in the Federal Register last June 7 with a closing date for views and comments by September 6. The closing date was extended to October 6.

"Due to the tremendous number of responses to the proposal, and the extensive staff work required to assimilate this data, an effective or completion date cannot be established at this time," Pierson said.

He added that the publication of any final amendment will include sufficient time to allow for compliance. "Until such time, the present driver qualifications will remain unchanged," Pierson said.

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The proposed revisions contained in the Notice represent major changes in four categories:

1. Requirements for thorough examination of a prospective driver's background, driving and accident record, driver's experience, and knowledge of the regulations.
2. Tightening of physical standards and more frequent examinations.
3. Criteria for removal from service of those drivers who become a threat to the safety of the motoring public.
4. Broader coverage dealing with narcotics, amphetamines, and other drugs, and the use and possession of alcoholic beverages.

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12/4/69



# DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

*Mr. Kruse*  
**NEWS**

*fm-3216-c - Nassif*

FOR RELEASE FRIDAY A.M.  
December 5, 1969

FHWA--392  
(202) 962-8411

Secretary of Transportation John A. Volpe today hailed "a new era of consumer automotive information" as automobile manufacturers began complying with new regulations issued by the Department's Federal Highway Administration.

The Secretary announced that consumer information and data concerning new model cars will be opened to the public beginning today. "This is in direct response," said the Secretary, "to President Nixon's announced policy of an open administration -- particularly as this relates to consumer information. It is also in line with my own very strong feelings concerning open information within the Department of Transportation."

The regulations issued by the FHWA last May require that beginning January 1, 1970 automobile manufacturers must make available to the public information and data concerning the safety performance of their cars in three specific areas -- Stopping Ability, Acceleration and Passing, and Tire Reserve Load. In addition to providing the information to new car purchasers in the form of a booklet, or as part of the owner's manual, the manufacturers must also make the information available in dealer showrooms for prospective buyers.

The regulation also requires that manufacturers provide the same information and data to the FHWA's National Highway Safety Bureau on December 2. The Bureau has been preparing for weeks

for the task of handling this mass of data so that it can be made available to the public as soon as possible.

Federal Highway Administrator F. C. Turner pointed out that this regulation will, for the first time in history, provide prospective car buyers with a basis for comparing the safety performance of new cars offered on the market. He said "the material being made available starting today is just a beginning. It will become more and more valuable to consumers as requirements for information on additional performance areas are issued. A number of additional performance categories are under consideration by the Bureau for the months ahead."

The Acting Director of the National Highway Safety Bureau, Dr. Robert Brenner, said the Bureau is already planning to publish the consumer information data in a single volume, which it hopes to have available before the end of January. This publication will provide consumers, for the first time, with one book in which they can compare the performance capabilities of the entire range of auto makes and models sold in the United States.

The information now required includes specific data on Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Load. Stopping Distance includes the distance required to bring a vehicle to a complete stop without skidding from a speed of 60 miles an hour. Figures must be given for both a lightly loaded and a fully loaded vehicle, and under conditions of partial brake system failure.

Acceleration and Passing Ability is expressed in terms of time in seconds and distance in feet it takes a vehicle to perform a routine passing maneuver both at moderate and high speeds.

Tire Reserve Load is an indication of the safety margin of tires, expressed as the percentage difference between the load the tire is rated to carry and the load it actually carries in a fully-loaded vehicle.

The open files of information as it has been received from the manufacturers are available for examination on the fourth floor of the Donohoe Bldg., 6th and D Streets S. W., Washington, D. C.

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## CONSUMER INFORMATION

MANUFACTURERS REPORTS....DECEMBER 5, 1969

1. All information included in "open file" is provided as received from each auto manufacturer. It is without addition or deletion.
2. The Bureau recognizes and, in turn, points out to you that:
  - Considerable differences exist in the formats used and in the groupings of models, body-styles and equipment which each manufacturer has chosen to provide;
  - Hence, detailed make-model comparisons, especially between products of different manufacturers, are difficult. Caution is advised in drawing such comparisons.
3. All listed performance characteristics are minimum, in the sense that each manufacturer has been required to furnish that level of performance in three "areas" - which his vehicles will equal or exceed.
4. On January 1 and thereafter, each manufacturer is required to provide, in his showrooms, for prospective buyers, the same information he has furnished in these reports. In addition, he must furnish to actual buyers, of new cars completed after January 1, the performance data applicable to the automobile purchased. It is also required that the information he provides under these regulations must be up-to-date, including all changes necessary in order to reflect vehicle-modifications as made.
5. It is the Bureau's intention to assemble a comprehensive, single-volume publication in which the U.S. consumer will find a listing of all new-car makes and models sold in this country. According to our present, TENTATIVE schedule, this publication will become available sometime in late January, with up-dated editions due at regular intervals thereafter.

Listed below are the salient features of each performance "area" covered in the 'open file' manufacturer-reports, as of this date.

Vehicle stopping distance. This information is divided into three types. The first is the distance in which a vehicle can stop from 60 miles per hour, measured from the point at which the brakes are first applied, with the brake system working properly. Note that this figure does not include the distance the vehicle travels while a driver is reacting to a situation and getting his foot onto the brake pedal == a figure often included in descriptions of how long it "takes to stop" from given speeds. The distance given is for stopping without locking the wheels (which may cause the vehicle to swerve out of control in some situations), on a level surface without wind. Two figures are provided: one for the vehicle loaded to its recommended maximum capacity, and the other for the vehicle carrying only 300 pounds (roughly the weight of two average persons).

The second type of stopping distance figure reflects the fact that Safety Standard No. 105 requires all passenger cars to have a "dual" braking system, with part of the system continuing to operate even if pressure is lost in the remainder. The performance figure is for a passenger car with such a partial failure of the service brake system.

The third type of figure represents the stopping distance of cars equipped with power brakes, with a failure of the power unit.

In all cases the stopping distance is given under the condition that the brake pedal pressure does not exceed 150 pounds.

Acceleration and passing ability. These figures represent the time in seconds and the distance in feet required to pass a vehicle such as a truck that is 55 feet long, in two different situations. The first assumes that the truck and the passing vehicle, in separate lanes, are initially traveling at 20 miles per hour, with the passing vehicle 40 feet behind. The passing vehicle (that is, the one for which the figures are being provided) then accelerates to a maximum of 35 miles per hour. The times and distances are measured to the point where the passing vehicle is 40 feet beyond the truck. The second set of figures, for a "high-speed pass," represent basically the same maneuver, except that the passing vehicle starts out 100 feet behind, its (and the truck's) initial speed is 50 miles per hour, it accelerates to a maximum of 80 miles per hour (or its maximum speed if incapable of reaching that figure), and the end of the measurement is the point where it is 100 feet beyond the truck.

The performance figures presume that an air conditioner (or heater if there is no air conditioner), headlamps and windshield wipers are operating. The figures are computed, under the regulation, on the basis of a test-track measurement of the vehicle's acceleration.

Tire reserve load. The figure is the percentage by which the "rated load" of a tire (specified in Standard No. 109) exceeds the actual load placed on the tire by the vehicle when it is loaded to its maximum recommended capacity. Thus, a tire with a load rating of 1500 pounds, used on a car that places a 900-pound load on the tire when loaded to capacity, would have a reserve load capacity of

$$\frac{1500 - 900}{1500} \times 100 = 40\%$$

The tires on the most heavily loaded axle are used as a basis for the computation.



# DEPARTMENT OF TRANSPORTATION

*Mr. Kruser*

# NEWS

*3216-C - Kossuf*

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE  
December 7, 1969

FHWA--391 (202-962-8411)

HIGHWAY RECEIPTS AND  
DISBURSEMENTS, 1967-70

Federal, State and local governments will have approximately \$19.0 billion available for highway purposes during calendar year 1970, according to the latest estimate released today by the Department of Transportation's Federal Highway Administration.

The 1970 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 \$18.4 billion supplemented by \$2.5 billion from bond sales, making a total of \$20.9 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require \$1.9 billion of the total receipts, leaving \$19.0 billion available for highway improvements, administration and maintenance.

According to Federal Highway Administrator Francis C. Turner, the 1970 total receipts will be \$1.5 billion more than the \$19.4 billion total receipts in 1969, which included \$1.9 billion from bonds.

Revenues to the Federal Highway Trust Fund, obtained wholly from Federal excise taxes on highway users, are expected to exceed \$4.9 billion or about 27 percent of all current income in 1970 (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 \$9.6 billion or 52 percent of current income. Although not all road-user taxes are used for highways, the amounts of these taxes that are used for highways will account for 79 percent of the 1970 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.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States could reach \$5.3 billion in 1970. However, the amounts reported by the States, and used in this estimate do not appear to have made allowance for possible construction expenditure restraints. Counter-cyclical restraints would result in expenditures below these estimates.

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The States will transfer \$2.3 billion of highway-user taxes in 1970 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 \$13.8 billion of highway funds in 1970, about 70 percent of the total. County and township governments as a group, and municipalities will handle in excess of \$2.6 billion and \$3.0 billion respectively.

Highway disbursements in 1970 are expected to reach \$18.7 billion, plus \$1.2 billion for retirement of bonds. Capital outlay (expenditures for right-of-way, engineering, and construction) will amount to \$11.4 billion or 61 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 \$4.3 billion or 23 percent of the total. Capital outlay will be more than 9 percent higher and maintenance will be more than 5 percent higher in 1970 than in 1969.

Capital outlay on municipal streets and highways, including extensions of State systems, will amount to \$4.2 billion, over one-third of all capital outlay for highways in 1970.

Highway construction expenditures (excluding right-of-way and engineering costs) are expected to reach \$9.1 billion in 1970, as compared with \$8.3 billion in 1969, and will constitute 79 percent of the total of 1970 capital outlay. Right-of-way will account for \$1.3 billion or 12 percent; preliminary and construction engineering for \$986 million or 9 percent.

The Interstate Highway System will take 36 percent of the total capital outlay in 1970, and another 36 percent will be spent on the other Federal-aid highway systems. The \$8.3 billion that constitute this combined 72 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 1968 was \$17.6 billion. This was increased by \$731 million in 1969 and is expected to be additionally increased by \$1,259 million in 1970, with the total outstanding debt reaching \$19.6 billion at the end of 1970. Highway obligations of the States will account for \$14.4 billion of this total, those of county and township governments for \$1.6 billion, and those of municipalities for \$3.6 billion. Of the total debt, \$8.4 billion and \$11.2 billion will be obligations for toll and toll-free facilities, respectively.

Actual amounts for 1967, estimates for 1968 and 1969 and forecasts for 1970 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-11, HF-12, and HF-21.

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1967-1970<sup>1</sup>

(In millions of dollars)

TABLE HF-11  
NOVEMBER 1969

ITEM	COLLECTING AGENCIES								COLLECTING 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
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1967								1968							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	4,383	=	-	4,383	6,896	20	74	11,373	4,498	=	=	4,498	7,434	22	75	12,029
Tolls	=	=	=	=	652	20	82	754	=	=	=	=	716	21	83	820
Parking fees	=	=	=	=	1	1	49	51	=	=	=	=	1	1	50	51
Subtotal	4,383	-	-	4,383	7,549	41	205	12,178	4,498	-	-	4,498	8,150	44	208	12,900
Other taxes and fees:																
Property taxes and assessments	-	-	=	-	=	624	567	1,191	-	=	=	=	-	635	581	1,216
General fund appropriations	-	184	264	448	91	297	681	1,517	-	217	242	459	140	313	695	1,607
Other taxes and fees	=	=	9	9	109	9	39	166	=	=	10	10	109	10	39	168
Subtotal	-	184	273	457	200	930	1,287	2,874	=	217	252	469	249	958	1,315	2,991
Investment income and other receipts	24	9	48	81	243	79	125	528	41	6	53	100	256	83	135	574
Total current income	4,407	193	321	4,921	7,992	1,050	1,617	15,580	4,539	223	305	5,067	8,655	1,085	1,658	16,465
Bond issue proceeds (par value) <sup>3/</sup>	=	=	=	=	1,012	194	427	1,633	=	=	=	=	1,378	178	438	1,994
Grand total receipts	4,407	193	321	4,921	9,004	1,244	2,044	17,213	4,539	223	305	5,067	10,033	1,263	2,096	18,459
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-3,828	=	=	-3,828	+3,828	=	=	=	-4,225	=	=	-4,225	+4,225	=	=	=
All other funds	=	-106	-87	-193	+146	+41	+6	=	=	-147	-80	-227	+176	+44	+7	=
State agencies:																
Highway-user impost	=	=	=	=	-1,822	+1,150	+672	=	=	=	=	=	-1,873	+1,207	+666	=
All other funds	=	=	=	=	-57	+51	+36	=	=	=	=	=	+23	+52	+41	=
Counties and townships	=	=	=	=	-135	+40	+40	=	=	=	=	=	+71	-113	+42	=
Municipalities	=	=	=	=	+71	+6	-77	=	=	=	=	=	+75	+4	-79	=
Subtotal	-3,828	-106	-87	-4,021	+2,291	+1,073	+657	-	-4,225	-147	-80	-4,452	+2,581	+1,194	+677	=
Funds drawn from (+) or placed in (-) reserves	-516	-15	=	-531	+43	=	-56	-544	-247	+4	=	-243	-311	-60	-3	-617
Total funds available	63	72	234	369	11,338	2,317	2,645	16,669	67	80	225	372	12,303	2,397	2,770	17,842
	1969 (PRELIMINARY)								1970 (FORECAST)							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	4,830	-	-	4,830	8,057	24	76	12,987	4,969	-	=	4,969	8,563	26	77	13,635
Tolls	=	=	=	=	735	22	84	841	=	=	=	=	765	23	85	873
Parking fees	=	=	=	=	1	1	51	53	=	=	=	=	1	1	53	55
Subtotal	4,830	-	-	4,830	8,793	47	211	13,881	4,969	=	=	4,969	9,329	50	215	14,563
Other taxes and fees:																
Property taxes and assessments	=	=	=	=	=	643	601	1,244	=	=	=	=	=	655	621	1,276
General fund appropriations	=	277	228	505	114	329	715	1,663	=	317	259	576	127	340	735	1,778
Other taxes and fees	=	=	10	10	117	11	39	177	=	=	10	10	128	12	40	190
Subtotal	=	277	238	515	231	983	1,355	3,084	=	317	269	586	255	1,007	1,396	3,244
Investment income and other receipts	55	8	55	118	240	85	144	587	70	9	65	144	260	88	149	641
Total current income	4,885	285	293	5,463	9,264	1,115	1,710	17,552	5,039	326	334	5,699	9,844	1,145	1,760	18,448
Bond issue proceeds (par value) <sup>3/</sup>	=	=	=	=	1,234	184	450	1,868	=	=	=	=	1,802	190	465	2,457
Grand total receipts	4,885	285	293	5,463	10,498	1,299	2,160	19,420	5,039	326	334	5,699	11,646	1,335	2,225	20,905
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-3,800	=	=	-3,800	+3,800	=	=	=	-4,978	=	=	-4,978	+4,978	=	=	=
All other funds	=	-194	-78	-272	+217	+47	+8	=	=	+235	+83	-318	+248	+60	+10	=
State agencies:																
Highway user impost	=	=	=	=	-2,130	+1,374	+756	=	=	=	=	=	-2,282	+1,472	+810	=
All other funds	=	=	=	=	-97	+56	+41	=	=	=	=	=	-106	+63	+43	=
Counties and townships	=	=	=	=	-73	-119	+46	=	=	=	=	=	-476	-125	+49	=
Municipalities	=	=	=	=	+77	+4	-81	=	=	=	=	=	+78	+4	+52	=
Subtotal	-3,800	-194	-78	-4,072	+1,360	+1,362	+770	=	-4,978	+235	+83	-5,296	+2,992	+1,474	+890	=
Funds drawn from (+) or placed in (-) reserves	-1,006	=	=	-1,006	+159	-175	-16	-1,038	+42	=	=	+42	-814	-246	-22	-1,040
Total funds available	79	91	215	385	12,597	2,486	2,914	18,382	103	91	251	445	13,824	2,563	3,033	19,865

<sup>1/</sup> Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1967 are final; those for later years are subject to future adjustments.  
<sup>2/</sup> 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.  
<sup>3/</sup> 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".

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1967-1970<sup>1</sup>

(In millions of dollars)

TABLE HF-12  
NOVEMBER 1969

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
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1967								1968							
Capital outlay:																
On rural State-administered highways	-	-	-	-	4,843	12	-	4,855	-	-	-	-	5,230	13	-	5,243
On municipal extensions of State highways	-	-	-	-	2,497	7	31	2,535	-	-	-	-	2,636	4	41	2,681
On local rural roads	-	-	-	-	327	708	-	1,035	-	-	-	-	337	737	-	1,074
On local municipal roads and streets	-	-	-	-	88	33	863	984	-	-	-	-	160	36	901	1,097
Not classified by system	2/ 11	57	184	252	-	-	-	252	2/ 8	50	183	241	-	-	-	241
Subtotal	2/ 11	57	184	252	7,755	760	894	9,661	2/ 8	50	183	241	8,363	790	942	10,336
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,302	6	-	1,308	-	-	-	-	1,370	6	-	1,376
On municipal extensions of State highways	-	-	-	-	212	-	17	229	-	-	-	-	224	-	18	242
On local rural roads	-	-	-	-	19	1,165	-	1,184	-	-	-	-	18	1,196	-	1,214
On local municipal roads and streets	-	-	-	-	13	34	953	1,000	-	-	-	-	12	35	994	1,041
Not classified by system	-	2	49	51	-	-	-	51	-	2	40	42	-	-	-	42
Subtotal	-	2	49	51	1,546	1,205	970	3,772	-	2	40	42	1,624	1,237	1,012	3,915
Administration and research <sup>3/</sup>	52	13	1	66	575	142	123	906	59	28	2	89	629	145	124	987
Highway law enforcement and safety	-	-	-	-	496	23	258	777	-	-	-	-	593	24	270	887
Interest on debt	-	-	-	-	426	51	111	588	-	-	-	-	437	60	117	614
Total current disbursements	63	72	234	369	10,798	2,181	2,356	15,704	67	80	225	372	11,646	2,256	2,465	16,739
Debt retirement (par value) <sup>4/</sup>	-	-	-	-	540	136	289	965	-	-	-	-	657	141	305	1,103
Grand total disbursements	63	72	234	369	11,338	2,317	2,645	16,669	67	80	225	372	12,303	2,397	2,770	17,842
	1969 (PRELIMINARY)								1970 (FORECAST)							
Capital outlay:																
On rural State-administered highways	-	-	-	-	5,280	14	-	5,294	-	-	-	-	5,789	14	-	5,803
On municipal extensions of State highways	-	-	-	-	2,696	5	51	2,752	-	-	-	-	2,982	5	47	3,034
On local rural roads	-	-	-	-	300	768	-	1,068	-	-	-	-	345	797	-	1,142
On local municipal roads and streets	-	-	-	-	101	38	938	1,077	-	-	-	-	159	39	975	1,173
Not classified by system	2/ 9	59	177	245	-	-	-	245	2/ 10	48	210	268	-	-	-	268
Subtotal	2/ 9	59	177	245	8,377	825	989	10,436	2/ 10	48	210	268	9,275	855	1,022	11,420
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,446	7	-	1,453	-	-	-	-	1,563	7	-	1,570
On municipal extensions of State highways	-	-	-	-	235	-	19	254	-	-	-	-	254	-	20	274
On local rural roads	-	-	-	-	28	1,235	-	1,263	-	-	-	-	28	1,271	-	1,299
On local municipal roads and streets	-	-	-	-	18	36	1,038	1,092	-	-	-	-	19	37	1,080	1,136
Not classified by system	-	2	37	39	-	-	-	39	-	2	40	42	-	-	-	42
Subtotal	-	2	37	39	1,727	1,278	1,057	4,101	-	2	40	42	1,864	1,315	1,100	4,321
Administration and research <sup>3/</sup>	70	30	1	101	669	147	125	1,042	93	41	1	135	714	149	126	1,124
Highway law enforcement and safety	-	-	-	-	660	25	295	980	-	-	-	-	734	26	310	1,070
Interest on debt	-	-	-	-	498	65	123	686	-	-	-	-	534	68	130	732
Total current disbursements	79	91	215	385	11,931	2,340	2,589	17,245	103	91	251	445	13,121	2,413	2,688	18,667
Debt retirement (par value) <sup>4/</sup>	-	-	-	-	666	146	325	1,137	-	-	-	-	703	150	345	1,198
Grand total disbursements	79	91	215	385	12,597	2,486	2,914	18,382	103	91	251	445	13,824	2,563	3,033	19,865

<sup>1/</sup> Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1967 are final; those for later years are subject to future adjustment.

<sup>2/</sup> Includes payments to Puerto Rico of \$8 million in 1967; \$7 million in 1968; \$6 million in 1969 and \$7 million in 1970.

<sup>3/</sup> Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.

<sup>4/</sup> Redemption premiums and discounts are included with interest payments. Redemption of short-term notes, or by refunding, is excluded.

# ESTIMATED EXPENDITURES FOR HIGHWAYS, 1967-1970

## BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

HF-21  
NOVEMBER 1969

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS				RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL
	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL												
<u>1967</u>																				
State Highway Departments	604	372	2,700	3,676	448	325	2,429	3,202	49	72	267	388	-	1	144	145	1,101	770	5,540	7,411
State Toll Facilities	11	7	118	136	-	1	34	35	6	6	161	173	-	-	-	-	17	14	313	344
Local Toll Facilities	-	-	17	17	-	-	1	1	-	-	-	-	-	-	9	9	-	-	27	27
Counties and Townships	2	2	2	6	19	6	82	107	1	-	-	1	55	18	564	637	77	26	648	751
Municipalities	-	-	-	-	10	2	30	42	3	-	1	4	56	36	738	830	69	38	769	876
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	234	244	-	10	234	244
Total	617	381	2,837	3,835	477	334	2,576	3,387	59	78	429	566	111	65	1,689	1,865	1,264	858	7,531	9,653
<u>1968</u>																				
State Highway Departments	569	361	2,857	3,787	525	366	2,780	3,671	54	53	299	406	-	5	150	155	1,148	785	6,086	8,019
State Toll Facilities	8	6	173	187	-	-	28	28	2	8	119	129	-	-	-	-	10	14	320	344
Local Toll Facilities	-	-	28	28	-	-	1	1	-	-	-	-	-	2	22	24	-	2	51	53
Counties and Townships	-	-	-	-	19	7	83	109	1	-	-	1	59	19	577	655	79	26	660	765
Municipalities	-	-	-	-	11	2	30	43	4	-	-	4	56	38	773	867	71	40	803	914
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	224	234	-	10	224	234
Total	577	367	3,058	4,002	555	375	2,922	3,852	61	61	418	540	115	74	1,746	1,935	1,308	877	8,144	10,329
<u>1969 (Preliminary)</u>																				
State Highway Departments	498	360	2,772	3,630	487	357	2,751	3,595	47	82	469	598	-	4	155	159	1,032	803	6,147	7,982
State Toll Facilities	7	5	156	168	1	2	34	37	5	9	176	190	-	-	-	-	13	16	366	395
Local Toll Facilities	-	-	37	37	-	-	1	1	-	-	-	-	-	5	5	-	-	-	43	43
Counties and Townships	-	-	-	-	19	7	85	111	1	-	-	1	61	23	623	707	81	30	708	819
Municipalities	-	-	-	-	12	2	32	46	4	-	-	4	56	40	806	902	72	42	838	952
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	229	239	-	10	229	239
Total	505	365	2,965	3,835	519	368	2,903	3,790	57	91	645	793	117	77	1,818	2,012	1,198	901	8,331	10,430
<u>1970 (Forecast)</u>																				
State Highway Departments	528	396	3,046	3,970	586	381	2,936	3,903	55	100	568	723	-	6	212	218	1,169	883	6,762	8,814
State Toll Facilities	7	5	150	162	-	2	45	47	15	12	225	252	-	-	-	-	22	19	420	461
Local Toll Facilities	-	-	32	32	-	-	1	1	-	-	-	-	-	-	1	1	-	-	34	34
Counties and Townships	-	-	-	-	19	7	87	113	1	-	-	1	63	24	652	739	83	31	739	853
Municipalities	-	-	-	-	12	2	34	48	5	-	-	5	57	41	839	937	74	43	873	990
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	251	261	-	10	251	261
Total	535	401	3,228	4,164	617	392	3,103	4,112	76	112	793	981	120	81	1,955	2,156	1,348	986	9,079	11,413

1/ Excludes expenditures on roads in Puerto Rico, and thus differs from Table HF-12 totals.



# DEPARTMENT OF TRANSPORTATION

*Mr. Kaiser*  
**NEWS**  
*Room - 3216-C Messif*

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY,  
DECEMBER 14, 1969

FHWA--393  
(202) 962-8411

A research firm has told the Federal Government that today's rear view mirrors in automobiles are no longer adequate for today's highways.

In a study conducted for the Department of Transportation's National Highway Safety Bureau, Dunlap and Associates, Inc. of Santa Monica, California, said a survey showed widespread dissatisfaction with automotive rear vision capabilities. And the situation in commercial vehicles is worse, the report said, adding:

"An innovation is called for. Current rear view mirrors of automobiles are obsolescent."

Dunlap supports a change in concept. "What is needed is a wide-angle 90 to 100 degree over-the-top rear view system." The present Federal motor vehicle safety standard covering rear view mirrors calls for at least a 20 degree width of field.

The report points to the over-the-top, or periscope-type system as the answer to the automotive rear vision problem. An immediate goal should be the elimination of the blind spots to the left and right rear of all vehicles, Dunlap said.

"The eventual goal should be to provide the motor vehicle driver with the entire 360 degree field in an integrated, quickly available, easily understandable form."

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The company said it is not willing to recommend that such a radical change from current practice be undertaken immediately. Instead, it recommends that steps short of Federal standards be taken first to develop, test, and evaluate wide-angle rear vision systems for automobiles.

The needed new stage between research and standards-writing ought to involve the motor vehicle manufacturers and other business and professional groups with an interest in the problem, Dunlap said.

For vehicles other than cars, Dunlap said, better rear vision practice calls for major redesign of the body structure of trucks, vans, and buses so that the rear vision system does not interfere with forward vision as it does on current designs.

"The system needs to be designed into the vehicle at the outset, not bolted on afterwards," the researcher said.

In recommending ideas for a proposed new Federal standard, Dunlap specifies requirements for motor vehicles including the use of mirrors, optical systems, and other devices for presenting the driver with information about the rear field of view.

General provisions of the proposed standard would require that all automobiles be equipped with one or more rear view devices providing the driver with information about the positions and movements of vehicles to the rear in quickly obtainable, easily understandable form.

The report, entitled Motor Vehicle Rear Vision, is available from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Virginia, at \$3.00 per copy. It may be ordered under the above title and order number PB 186 228.

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# DEPARTMENT OF TRANSPORTATION

*M. N. K. K. K.*

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY,  
DECEMBER 15, 1969

FHWA--394  
(202) 962-8411

The Department of Transportation's Federal Highway Administrator, F. C. Turner announced today that the latest edition of Federal Motor Vehicle Safety Standards and Regulations is now available for purchase from the Government Printing Office.

The revised publication contains the technical, engineering versions of all Federal vehicle safety standards, plus all regulations and interpretations issued under the National Traffic and Motor Vehicle Safety Act of 1966 through September 25, 1969. Developed by the FHWA's National Highway Safety Bureau, the publication is being made available through the Government Printing Office for the first time.

The new edition is in a looseleaf format to permit insertion of additional pages as future standards, amendments, and regulations are issued. Cost of the book is \$8.00, which includes a subscription for a minimum of one year to receive automatically all changes, addenda, etc.

The book may be ordered from the U. S. Government Printing Office, Washington, D. C. 20402, under the title Federal Motor Vehicle Safety Standards and Regulations.

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**DEPARTMENT OF  
TRANSPORTATION**

*Mr. Kaiser*

**NEWS**

**FEDERAL HIGHWAY ADMINISTRATION**

**WASHINGTON, D. C. 20591**

FOR RELEASE TUESDAY  
December 16, 1969

FHWA-396  
Phone: (202) 962-8411

All work on a four-lane highway bridge across the Tennessee River near Decatur, Alabama, has been stopped until next March 1. The reason: Some 65,000 ducks and geese from the northland have settled in for the winter at Wheeler National Wildlife Refuge, and the bridge builders have put their pile drivers and jackhammers into hibernation.

The Federal Highway Administration, the U.S. Department of the Interior, and the Alabama State Highway Department agreed that no construction work would proceed in the wildlife area when the large concentration of ducks and geese settled there, and the contractor, Allied Structural Steel Company of Minnesota, made its work plans accordingly.

"This is just one of the many ways that highway planners and builders strive to protect the ecology of a region or to preserve and enhance its natural beauty," Secretary of Transportation John A. Volpe said. "It is in keeping with the Department of Transportation's goal of preserving and protecting America's natural beauty.

"Halting construction work is just one example. We have re-designed highways and structures to preserve unusual or exceptionally pretty trees," Secretary Volpe said. "We also have altered the locations, or done additional work not required by the highway itself--sometimes at considerable added expense--to leave a trout stream undisturbed, or a golf course intact, or a pretty view unmolested or to make it more attractive than before."

A \$20 million four-lane twin span is being built across the Tennessee River and through the wildlife refuge as a part of Interstate Route 65 which runs from Chicago to Mobile, Alabama, through Decatur.

Federal Highway Administrator F. C. Turner, said wildlife experts have given assurances that the traffic, once the highway is finished, will not prove bothersome to the birds. "They say, as a matter of fact," Turner added, "that the ducks and geese become so easily acclimated to traffic that they come out and graze on the grass near the highway shoulders."

"The experts were afraid, however, that the noise of building the bridge might drive the birds away for a couple of years and they might never return," Turner added, "so we decided as a part of the original contract working plan to halt all work during their winter sojourn."

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# DEPARTMENT OF TRANSPORTATION



*Mr. Kruser*  
**NEWS**

*3216-C Possing*

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY  
December 19, 1969

FHWA—397  
(202) 962-8411

Secretary of Transportation John A. Volpe today announced his approval of comprehensive highway safety programs for 28 States and the District of Columbia.

Under the Highway Safety Act of 1966, the States are responsible for carrying out highway safety programs to implement 16 Federal standards developed by the Federal Highway Administration's National Highway Safety Bureau. The Act requires each State to have a comprehensive program approved by the Secretary by the end of this calendar year.

Failure to have an approved program could result in the loss of Federal funds available for grants to States and local communities under the Act. It could also lead to loss of ten percent of the State's Federal-aid highway construction funds.

The States whose programs have been approved so far are: Arkansas, California, Delaware, District of Columbia, Idaho, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nevada, New Hampshire, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin, and Wyoming.

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Federal Highway Administrator F. C. Turner, said the initial programs submitted by the States "justify the judgement of the Congress when it enacted the highway safety legislation in 1966". When fully implemented, he said, these programs will achieve the goal of that legislation of reducing highway crashes and resulting casualties.

To gain approval of the Secretary, the comprehensive programs must outline the State's plans for legislation, funding, and administrative actions, and must demonstrate that the States are making progress toward full implementation of each of the 16 Federal standards.

Approval of a State's program is based on plans for future progress as well as on its program's current status. This is consistent with Congressional recognition that there might be wide variations among the States in the effectiveness of specific programs. It is, therefore, the demonstration of intent to improve and progress that is as essential to approval as is the current status of individual programs.

The Secretary's approval is conditional, in that the State programs will be reviewed periodically by the Bureau, and continuing approval will depend on the States' actions to remedy any deficiencies in the various fields covered by the standards.

The Acting Director of the National Highway Safety Bureau, Dr. Robert Brenner, said the Bureau is rapidly evaluating the programs submitted by the other States, and he expects further announcement of approvals soon.

Provisional approval for the State programs was cleared earlier in the year, and the Bureau has been working closely with the States in the development of and the refining of the program submissions. Dr. Brenner said, "From the programs submitted and being evaluated by our staff, several conclusions are inescapable. First, the States have made and are making progress in meeting the standards. But it is equally obvious that a massive job is still ahead before all the States will even approach conformity with all the standards, and that these programs will require a great deal more funding at both the Federal and State levels."

The 16 standards issued to date include: periodic motor vehicle inspection; motor vehicle registration; motorcycle safety; driver education; driver licensing; codes and laws; traffic courts; alcohol in relation to highway safety; traffic records; highway design, construction, and maintenance; traffic lighting and control devices; emergency medical services; police traffic services; pedestrian safety; debris hazard control and cleanup; and identification and surveillance of accident locations.

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# DEPARTMENT OF TRANSPORTATION

*Mr. Krasner*  
**NEWS**  
*Rm - 3216 - C*

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY  
December 21, 1969

FHWA--395 (202-962-8411)

Motor vehicle travel in the nation in 1969 is estimated at 1,060 billion vehicle-miles, an increase of 4.3 percent over the 1,016 billion traveled in 1968, Secretary of Transportation John A. Volpe announced today.

"The increase in miles traveled relates in an important degree to the miles added to the Interstate Highway System this year," Secretary Volpe said. "We can take some comfort from the fact that this portion of the nation's total highway system produces a relatively low ratio of accidents to miles traveled.

"But it's not enough to cite increasingly favorable accident ratios. We must intensify our efforts to reduce the total number of highway accidents and fatalities. The Federal Government provides the leadership in this effort, but, if we are to succeed, a more aggressive accident prevention program at every level of government is needed," Secretary Volpe said.

The travel and related information for 1968 and similar revised information for 1967 are shown on the accompanying table VM-1 by road system and vehicle type.

Tables VM-2 for 1967 and 1968 show travel estimates by State and administrative highway system. These estimates are prepared by the State highway departments and reported annually to the Bureau of Public Roads in "Table TA-1.--Statewide mileage, travel and nonfatal and fatal injury accidents." Data from these tables are also used to develop fatality and accident rates related to travel by highway system.

The accompanying VM-2 tables contain revisions to tables previously published for 1967 and 1968 for some States. Since the data are reported to the Bureau of Public Roads in early April of each year, they are, of necessity, based on preliminary figures for mileage, travel and accidents. Revisions are made later in the year if complete data show a need for such revisions.

Federal Highway Administrator F. C. Turner said, "Reliable travel estimates are of utmost importance to the proper planning of highway programs and in developing the highway safety programs. Extensive data on accident experience related to travel are needed to evaluate the effectiveness of measures taken to reduce accidents. We know, for example, that the Interstate System has been effective in the reduction of accidents and fatalities. In 1968 the completed portions of the Interstate System, which constituted approximately 6 tenths of one percent of the total mileage of the nation, carried more than 12 percent of the total travel. The fatality rate on this system was 2.99 per 100 million vehicle-miles while the fatality rate for the remaining mileage of roads and streets in the nation was 5.62 per 100 million vehicle miles."

For 1968, 36.3 percent of the travel was on main rural roads comprising 17 percent of the nation's total of 3.7 million miles of roads and streets; for 1967 these figures were 37.5 percent and 17 percent respectively. In both years some 50.5 percent of the travel was on urban streets which represent 14 percent of the total mileage. Local rural roads accounted for 12 percent of the travel in 1967 and 13.2 percent in 1968 on approximately 69 percent of the mileage.

Passenger cars represented 81 percent of the vehicles registered in both years and accounted for 80 percent of the travel in 1967, and 79 percent in 1968; motorcycles, 2 percent of all vehicles and less than 1 percent of all travel in both years; trucks and truck combinations,

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16 percent of all vehicles and 19 percent of all travel; similar figures for buses were less than 1 percent.

In the area of vehicle performance significant differences from previous years were noted. The annual miles traveled by the average vehicle rose from 9,698 in 1966 to 9,723 in 1967, and 9,847 in 1968. Gallons of fuel consumed per vehicle rose sharply compared to changes in recent years; going from 778 in 1966 to 786 in 1967 to 804 in 1968. Miles traveled per gallon of fuel consumed, which had remained fairly stable at 12.47 to 12.49 from 1963 through 1966, dropped to 12.38 in 1967 and 12.25 in 1968.

The decreases in miles traveled per gallon can be attributed to several causes. The proportion of new cars purchased with power steering, power brakes, and air conditioning continues to increase. Federal standards now require that all new cars sold have emission control devices. All of these devices place additional demands on the engine, thus reducing the effective power transmitted to the wheels per gallon of fuel consumed. Speed studies conducted by the State highway departments in cooperation with the Bureau of Public Roads show that average speeds of free-moving vehicles have increased an average of 1 mile per hour per year since World War II, and as speed increases, so does the amount of fuel consumed per mile traveled.

The accompanying tables 1A and 1B show the preliminary estimates of vehicle registrations, highway use of motor fuel, drivers licenses in force, and population compared to later published estimates; and the

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relationships of these items to each other and to total travel. In most cases the variations between the preliminary estimates and the published estimates were small. This is illustrated by the number of States which had estimates varying by more than 2 percent from the published figures, as follows: motor vehicle registrations, 9 States; highway use of motor fuel, 5 States; population, 9 States; and drivers licenses in force, 17 States.

Miles per registered vehicle (excluding motorcycles) ranged from a low of 7,382 in Alaska to a high of 12,376 in Wyoming. Hawaii had the lowest gallons of fuel consumed per vehicle at 573, while Wyoming was high at 1,031. Hawaii had the highest miles traveled per gallon at 14.10 and Nevada was low with 10.38. The low miles per gallon in Nevada and the high miles per vehicle figure in Wyoming should not be taken to mean that Nevada vehicles are less efficient or that the average registered vehicle in Wyoming was driven more than the average registered vehicle in any other State. The figures come simply as a result of dividing the total travel in the State by the fuel purchased in the State for highway use, and the number of registered vehicles, respectively. Much of the fuel purchased in Nevada is for vehicles from the San Francisco and southern California areas which is consumed on the return trip. A significant part of the total travel in Wyoming is done by out-of-State vehicles. Yellowstone and Grand Tetons National Parks together draw approximately 5,000,000 visitors annually. Similarly, much of the gasoline purchased in Wyoming is for out-of-State vehicles, which are not represented in the gallons per vehicle figure.

Estimated motor-vehicle travel in the United States and related data  
calendar year 1968 and revised 1967 <sup>1/</sup>

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

Table VM-1  
October 1969

Year	Item	Passenger vehicles						Cargo vehicles			All motor vehicles	
		Personal passenger vehicles			Buses			All passenger vehicles	Single-unit trucks	Combinations		All trucks
		Passenger cars <sup>2/</sup>	Motorcycles <sup>2/</sup>	All personal passenger vehicles	Commercial	School	All buses					
1968	Motor-vehicle travel:											
	(million vehicle-miles)											
1968	Main rural roads			272,906	948	734	1,682	274,588	68,969	25,276	94,245	368,833
1967				270,407	943	720	1,663	272,070	65,385	23,491	88,876	360,946
1968	Local rural roads			102,432	204	838	1,042	103,474	28,457	1,596	30,053	133,527
1967				88,821	199	798	997	89,818	24,046	1,250	25,296	115,114
1968	All rural roads			375,338	1,152	1,572	2,724	378,062	97,426	26,872	124,298	502,360
1967				359,228	1,142	1,518	2,660	361,888	89,431	24,741	114,172	476,060
1968	Urban streets			438,692	1,879	365	2,244	440,936	61,512	10,841	72,353	513,289
1967				414,975	1,882	352	2,234	417,209	58,019	10,265	68,284	485,493
1968	Total travel	805,693	8,337	814,030	3,031	1,937	4,968	818,998	158,938	37,713	196,651	1,015,649
1967		766,466	7,737	774,203	3,024	1,870	4,894	779,097	147,450	35,006	182,456	961,553
1968	Number of vehicles registered	83,693	2,100	85,793	89.6	262.2	351.8	86,145	16,124	871	16,995	103,140
1967	(thousands)	80,414	1,953	82,367	90.0	247.9	337.9	82,705	15,363	830	16,193	98,898
1968	Average miles traveled	9,627	3,970	9,488	33,828	7,387	14,122	9,507	9,857	43,299	11,571	9,847
1967	per vehicle	9,531	3,962	9,399	33,600	7,543	14,484	9,420	9,598	42,176	11,268	9,723
1968	Fuel consumed	58,413	111	58,524	655	277	932	59,456	15,674	7,808	23,482	82,938
1967	(million gallons)	55,007	103	55,110	646	264	910	56,020	14,470	7,203	21,673	77,693
1968	Average fuel consumption per	698	53	682	7,310	1,056	2,649	690	972	8,964	1,382	804
1967	vehicle (gallons)	684	53	669	7,178	1,065	2,693	677	942	8,678	1,338	786
1968	Average miles traveled per	13.79	75.00	13.91	4.63	6.99	5.33	13.77	10.14	4.83	8.37	12.25
1967	gallon of fuel consumed	13.93	75.00	14.05	4.68	7.08	5.38	13.91	10.19	4.86	8.42	12.38

<sup>1/</sup> For the 50 States and District of Columbia.

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

Division	State	Federal-aid highway system																			Not on Federal-aid systems				Sub-total urban and municipal	Total	
		Interstate rural			Interstate urban			Sub-total Interstate	Other primary			Secondary			Total Federal-aid rural	Total Federal-aid urban	Total Federal-aid	Other State rural	Other State urban and municipal	Local rural	Local urban and municipal						
		Final	Traveled-way 1/	Total rural	Final	Traveled-way 1/	Total urban		Rural	Urban	Total	State rural	State urban	Local rural								Local urban	Total				
		01	31		02	32		03	04	05	06	07	08		09	10	11	12									
New England	Connecticut	623	235	858	2,081	464	2,545	3,403	1,205	1,760	2,965	914	750	9	47	1,730	2,986	5,112	8,098	213	1,641	249	4,736	3,448	11,489	14,937	
	Maine	535	88	584	66	70	136	720	1,456	447	1,903	872	144			1,015	2,912	727	3,639	895	299	335	373	1,342	1,399	5,541	
	Massachusetts	1,350	86	1,436	6,902	802	2,492	3,928	2,607	4,467	7,074	688	538	1,090	1,345	3,601	5,761	8,842	14,603	149	900	725	6,776	6,636	15,518	23,154	
	New Hampshire	435	54	489	66	41	107	596	1,104	284	1,388	722	133			860	2,318	526	2,844	152	192	123	494	2,593	1,212	3,805	
	Rhode Island	72	107	179	549	179	728	907	207	1,174	1,381	218	414	16	203	851	620	2,519	3,139	52	126	125	915	797	3,560	4,357	
Vermont	244	185	429	35	73	108	537	791	141	932	351	6		11	514	1,717	266	1,983	46	2	202	219	1,965	487	2,452		
	Total	3,260	715	3,975	4,487	1,629	6,116	10,991	7,370	8,273	15,643	3,715	1,995	1,254	1,608	8,572	16,314	17,992	34,306	1,507	3,160	1,760	13,513	19,581	34,665	54,246	
Middle Atlantic	New Jersey	343	392	735	1,961	1,973	3,934	4,659	2,531	5,642	8,173	38	87	1,346	2,308	3,779	4,650	11,971	16,621	1,422	2,237	4,481	12,956	10,553	27,164	37,717	
	New York	2,820	193	3,013	5,937	645	5,582	9,595	8,300	12,055	20,375	1,767	1,150	2,819	1,416	7,152	20,819	37,102	43	59	7,919	17,203	23,861	38,465	62,326		
	Pennsylvania	3,821	1,041	4,862	2,085	752	2,837	7,699	8,491	6,990	15,481	6,050	3,751	5,212	4,216	9,954	19,454	13,680	33,134	3,446	4,460	4,317	11,519	27,217	29,659	56,876	
	Total	6,984	1,626	8,610	9,983	3,370	13,353	21,963	19,322	24,687	44,009	7,855	4,928	4,515	3,826	20,885	40,003	46,854	86,857	4,911	6,756	16,717	41,678	61,631	95,288	156,919	
South Atlantic (North)	Delaware	60	-	-	60	153	85	248	308	888	700	1,588	1	330	210	-	510	1,278	1,158	2,436	-	-	95	79	1,373	1,237	2,610
	Dist. of Col.	-	-	-	212	149	361	361	-	1,055	1,055	-	-	-	-	510	510	1,926	1,926	-	-	-	805	-	2,731	2,731	
	Maryland	1,025	64	1,089	2,189	554	2,743	3,832	2,967	2,376	5,343	1,577	866	452	421	3,316	6,035	12,421	668	82	3,156	2,391	9,009	8,879	18,788		
	Virginia	2,815	860	3,675	757	532	1,289	4,964	5,189	2,394	7,583	3,183	705	2,065	446	6,399	14,712	4,834	18,946	104	470	1,833	16,049	16,049	8,498	24,547	
	West Virginia	441	448	889	86	186	272	1,161	1,812	735	2,547	1,404	143	1,079	40	2,666	5,184	1,190	6,374	9	29	374	1,439	5,567	2,658	8,225	
Total	4,341	1,372	5,713	3,407	1,506	4,913	10,626	10,896	7,260	18,116	6,494	1,924	3,596	1,417	13,431	26,659	15,514	42,173	781	581	5,458	7,908	32,898	24,003	56,901		
South Atlantic (South)	Florida	1,808	803	2,611	1,300	722	2,022	4,633	5,301	3,913	9,214	4,483	2,794	240	54	7,571	12,635	8,783	21,418	1,404	1,084	2,806	16,265	18,573	34,838		
	Georgia	1,970	1,229	3,199	1,753	1,557	3,310	1,908	5,107	7,182	2,007	7,789	2,631	554	1,301	4,957	12,913	4,940	17,853	138	405	1,854	5,801	14,905	11,146	26,051	
	North Carolina	1,451	1,229	2,680	341	758	3,438	4,478	1,848	6,326	9,003	2,316	3	209	11,531	16,164	5,131	21,295	1,844	584	28	2,601	18,036	8,076	26,112		
	South Carolina	1,116	809	1,925	118	105	223	2,148	4,541	1,535	6,076	3,293	469	114	5	3,881	9,873	2,232	12,105	333	1,015	360	378	10,566	3,625	14,191	
	Total	6,345	4,070	10,415	3,588	1,323	4,911	15,326	20,102	9,303	29,405	19,410	6,133	3,956	739	27,940	51,585	21,086	72,671	3,717	3,088	4,470	17,246	59,772	41,420	101,192	
East North Central	Illinois	2,699	1,475	4,174	4,238	935	5,173	9,347	7,558	15,999	1,092	621	2,179	545	4,437	15,886	13,897	29,783	1,538	3,827	2,857	11,344	20,281	31,858	52,139		
	Indiana	2,568	778	3,346	1,021	665	1,686	5,032	6,132	2,682	8,814	2,872	648	1,899	756	6,175	14,249	5,772	20,021	115	183	1,184	6,100	15,548	27,603		
	Michigan	3,017	183	3,200	2,700	1,509	4,209	7,409	6,318	13,386	1,403	519	6,969	1,124	9,975	18,600	12,170	30,770	24	58	4,502	12,690	23,126	24,918	48,044		
	Ohio	4,200	252	4,452	4,146	1,340	5,486	9,938	7,985	6,479	14,464	4,271	1,823	2,857	2,340	10,701	18,975	15,128	35,103	107	437	4,701	12,486	29,013	29,013		
	Wisconsin	1,457	191	1,648	643	174	817	2,465	5,595	2,441	8,036	1,625	513	1,644	978	4,760	10,512	4,749	15,261	67	1,178	5,639	11,734	10,455	22,189		
Total	13,941	2,879	16,820	12,748	4,623	17,371	34,191	35,221	25,478	60,699	11,263	4,124	14,918	5,743	36,404	78,222	52,716	130,938	1,828	4,572	14,422	51,049	94,472	108,337	202,809		
West North Central	Iowa	1,484	282	1,766	356	89	445	2,211	4,785	6,188	-	-	1,537	304	1,861	8,088	2,172	10,260	92	60	904	2,523	9,084	4,755	13,839		
	Kansas	919	189	1,108	333	82	415	1,523	3,712	1,039	4,755	573	25	1,470	438	2,506	6,867	1,917	8,784	65	67	1,077	2,557	8,009	4,541	12,550	
	Minnesota	477	525	1,002	954	727	1,681	2,683	5,447	2,260	7,707	1,143	35	2,878	173	4,229	10,470	4,149	14,619	26	112	2,422	3,900	11,738	19,699		
	Missouri	2,330	918	3,248	1,779	447	2,226	5,474	5,593	2,075	7,668	2,394	417	20	38	2,869	11,255	4,756	16,011	151	670	1,852	6,107	13,958	11,533		
	Nebraska	756	121	877	82	30	112	999	641	3,689	653	33	640	81	1,407	5,228	867	6,095	4	4	1,860	934	1,860	6,226	2,727	8,953	
North Dakota	335	127	462	13	22	35	497	1,127	162	1,289	207	5	442	13	667	2,238	215	2,453	2	2	676	417	2,915	634	3,549		
South Dakota	446	290	736	22	12	34	770	1,562	220	1,782	255	30	404	29	718	2,997	313	3,270	24	7	581	428	3,562	748	4,310		
Total	6,757	2,452	9,209	3,539	1,409	4,948	14,157	25,278	7,800	33,078	5,225	545	7,391	1,096	14,257	47,103	14,399	61,492	363	918	7,326	17,792	54,792	33,099	87,891		
East South Central	Alabama	588	1,193	1,781	118	866	984	2,765	1,403	6,188	-	-	1,537	304	1,861	8,088	2,172	10,260	92	60	904	2,523	9,084	4,755	13,839		
	Kentucky	1,274	606	1,880	742	294	1,036	2,916	4,021	1,471	5,492	396	275	60	4,368	9,705	3,071	12,776	1,108	658	1,150	2,067	11,963	5,796	17,759		
	Mississippi	762	365	1,127	142	422	564	1,086	3,816	1,715	4,532	896	87	1,073	195	2,251	1,562	8,474	19	19	636	1,150	7,567	3,031	10,598		
	Tennessee	1,323	824	2,147	1,052	457	1,493	3,640	4,992	2,269	7,261	975	168	687	50	1,880	8,801	3,980	12,781	51	3	1,866	4,123	10,718	8,106	18,824	
Total	3,947	2,988	6,935	2,058	2,019	4,077	11,012	17,202	6,345	23,547	6,911	1,072	2,947	418	11,348	33,995	11,912	45,907	1,206	704	4,705	11,189	39,906	23,805	63,711		
West South Central	Arkansas	859	226	1,085	325	25	350	1,435	2,791	1,018	3,809	2,230	332	12	61	2,895	6,378	1,761	8,139	57	67	718	1,249	7,153	3,077	10,230	
	Louisiana	711	1,173	1,884	588	357	945	2,829	2,687	1,496	4,183	3,633	588	12	1	4,234	8,216	3,030	11,246	694	375	705	2,352	9,585	5,767	15,352	
	Okl																										

Vehicle-miles of travel in 1967 on all roads and streets, free and toll, by State and highway system, estimated by State highway departments

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

(Millions)

Table VM-2  
October 1969

Division	State	Federal-aid highway system															Not on Federal-aid systems				Sub-total rural	Sub-total urban and municipal	Total			
		Interstate rural			Interstate urban			Other primary			Secondary			Total Federal-aid rural	Total Federal-aid urban	Total Federal-aid	Other State rural	Other State urban and municipal	Local rural	Local urban and municipal						
		Final	Traveled-way 1/	Total rural	Final	Traveled-way 1/	Total urban	Sub-total Interstate	Rural	Urban	Total	State rural	State urban											Local rural	Local urban	Total
New England	Connecticut	541	162	703	1,821	398	2,219	2,922	1,160	1,618	2,778	864	754	7	44	1,669	2,734	4,635	7,369	218	1,623	240	4,564	3,192	10,822	14,014
	Maine	482	48	530	1,503	60	183	653	1,374	491	1,865	327	148	-	-	975	2,731	762	3,493	798	276	274	383	3,803	1,421	5,224
	Massachusetts	1,047	174	1,221	3,048	540	3,588	4,618	4,501	6,919	611	523	1,059	1,306	3	3,499	5,309	8,150	13,467	145	873	705	6,579	6,159	15,610	21,769
	New Hampshire	393	59	452	61	37	98	550	1,094	295	1,389	730	125	3	2	860	2,279	520	2,799	135	170	109	437	2,523	1,127	3,650
	Rhode Island	59	44	103	489	103	592	695	237	1,139	1,376	206	390	16	206	818	562	2,327	2,889	79	157	125	911	166	3,395	4,161
	Vermont	210	159	369	30	72	102	497	754	133	887	319	6	137	10	472	1,605	251	1,856	44	-	2	197	212	1,846	465
	<b>Total</b>	<b>2,732</b>	<b>672</b>	<b>3,404</b>	<b>3,752</b>	<b>1,210</b>	<b>4,962</b>	<b>8,356</b>	<b>7,037</b>	<b>8,177</b>	<b>15,214</b>	<b>3,557</b>	<b>1,946</b>	<b>1,222</b>	<b>1,568</b>	<b>8,293</b>	<b>15,220</b>	<b>16,653</b>	<b>31,873</b>	<b>1,419</b>	<b>3,101</b>	<b>1,650</b>	<b>13,086</b>	<b>18,289</b>	<b>32,840</b>	<b>51,129</b>
Middle Atlantic	New Jersey	325	370	695	1,849	1,861	3,710	4,405	2,385	5,320	7,705	37	83	1,269	2,177	3,566	4,396	11,290	15,676	1,340	2,111	4,227	12,219	9,953	25,620	35,573
	New York	3,020	221	3,241	5,424	6,162	9,403	8,228	11,581	19,809	1,740	1,130	1,276	1,399	7,045	15,985	20,272	36,257	42	58	7,940	16,434	23,967	36,764	60,731	
	Pennsylvania	3,613	1,171	4,784	2,205	894	3,099	7,883	7,789	5,908	13,697	5,516	3,326	46	93	8,981	18,135	12,426	30,561	3,164	4,010	3,996	10,392	25,295	26,828	52,123
		<b>Total</b>	<b>6,958</b>	<b>1,762</b>	<b>8,720</b>	<b>9,478</b>	<b>3,493</b>	<b>12,971</b>	<b>21,691</b>	<b>18,402</b>	<b>22,809</b>	<b>41,211</b>	<b>7,293</b>	<b>4,539</b>	<b>4,091</b>	<b>3,669</b>	<b>19,592</b>	<b>38,506</b>	<b>43,988</b>	<b>82,494</b>	<b>4,546</b>	<b>6,179</b>	<b>16,163</b>	<b>39,045</b>	<b>59,215</b>	<b>89,212</b>
South Atlantic (North)	Delaware	55	-	55	148	102	250	305	845	657	1,502	320	220	-	-	540	1,220	1,127	2,347	-	-	93	77	1,313	1,204	2,517
	Dist. of Col.	744	154	898	1,911	413	2,324	3,222	2,431	2,758	5,189	1,451	1,048	439	405	3,343	5,219	6,535	11,754	556	69	3,049	2,395	8,824	8,999	17,823
	Maryland	2,523	1,056	3,579	656	643	1,299	4,878	4,514	2,179	6,693	2,993	565	2,041	403	6,400	13,127	4,450	17,577	92	419	1,675	2,878	18,894	7,747	26,641
	Virginia	308	523	831	78	192	270	1,101	2,030	719	2,749	1,491	116	850	31	2,608	5,202	1,136	6,338	7	24	286	1,120	5,495	2,280	7,775
		<b>Total</b>	<b>3,630</b>	<b>1,733</b>	<b>5,363</b>	<b>2,985</b>	<b>1,505</b>	<b>4,490</b>	<b>9,853</b>	<b>9,820</b>	<b>17,158</b>	<b>6,255</b>	<b>1,953</b>	<b>3,330</b>	<b>1,331</b>	<b>12,869</b>	<b>24,768</b>	<b>15,112</b>	<b>39,880</b>	<b>655</b>	<b>512</b>	<b>5,103</b>	<b>7,249</b>	<b>30,525</b>	<b>22,873</b>	<b>53,399</b>
South Atlantic (South)	Florida	1,598	1,484	3,082	1,251	1,155	2,415	5,498	4,608	3,414	8,022	4,293	2,565	206	33	7,097	12,189	8,428	20,617	861	1,462	2,151	6,729	15,201	16,619	31,820
	Georgia	1,743	1,267	3,010	1,504	267	1,771	4,781	5,536	1,891	7,427	2,514	532	1,179	452	4,677	12,239	4,646	16,885	167	394	1,575	2,487	13,981	10,301	24,282
	North Carolina	1,311	1,052	2,373	3,500	338	3,838	3,061	4,369	1,715	6,084	8,661	2,036	3	196	10,896	15,406	4,635	20,041	1,413	602	2,781	2,487	16,846	7,724	24,570
	South Carolina	985	716	1,701	85	159	244	1,945	4,200	1,383	5,583	3,083	440	117	5	3,645	9,101	2,072	11,173	307	926	345	335	9,753	3,333	13,086
		<b>Total</b>	<b>5,637</b>	<b>4,529</b>	<b>10,166</b>	<b>3,390</b>	<b>1,929</b>	<b>5,119</b>	<b>15,285</b>	<b>18,713</b>	<b>8,403</b>	<b>27,116</b>	<b>18,551</b>	<b>5,573</b>	<b>1,505</b>	<b>686</b>	<b>26,315</b>	<b>48,935</b>	<b>19,781</b>	<b>68,716</b>	<b>2,748</b>	<b>3,384</b>	<b>4,098</b>	<b>14,812</b>	<b>55,781</b>	<b>37,977</b>
East North Central	Illinois	2,299	1,562	3,861	4,394	758	5,092	8,953	8,202	6,901	15,103	1,072	5,873	2,105	498	4,262	15,240	13,078	28,318	1,479	3,673	2,799	13,356	19,498	30,287	49,785
	Indiana	1,801	1,124	2,925	865	742	1,607	4,532	7,718	2,173	9,891	3,174	575	1,433	180	5,362	15,250	4,535	19,785	189	136	1,234	6,471	16,673	11,142	27,815
	Michigan	2,591	552	3,143	2,852	1,146	3,998	7,141	6,383	6,082	12,465	1,297	648	6,321	942	9,028	17,144	11,490	28,634	26	45	4,126	12,221	21,296	23,758	45,054
	Ohio	3,571	495	4,066	3,379	1,386	4,765	8,831	7,725	6,173	13,898	4,195	1,756	2,221	2,224	10,396	18,207	14,918	33,125	105	417	4,644	12,072	22,956	27,407	50,363
	Wisconsin	1,346	131	1,477	484	66	550	2,027	5,393	2,317	7,710	1,543	463	1,562	911	4,479	9,975	4,241	14,216	46	60	1,172	5,437	11,193	9,798	20,931
		<b>Total</b>	<b>11,608</b>	<b>3,864</b>	<b>15,472</b>	<b>11,914</b>	<b>4,098</b>	<b>16,012</b>	<b>31,434</b>	<b>35,421</b>	<b>23,646</b>	<b>59,067</b>	<b>11,281</b>	<b>3,849</b>	<b>13,642</b>	<b>4,755</b>	<b>33,527</b>	<b>75,816</b>	<b>48,262</b>	<b>124,078</b>	<b>1,845</b>	<b>4,331</b>	<b>13,955</b>	<b>49,739</b>	<b>91,616</b>	<b>102,332</b>
West North Central	Iowa	1,397	161	1,558	194	88	282	1,840	4,943	1,367	6,310	562	24	1,922	313	1,835	1,962	9,985	80	51	886	2,471	8,989	4,484	13,473	
	Kansas	822	198	1,020	312	80	392	1,412	3,650	1,002	4,652	562	24	1,435	412	2,434	6,663	1,830	8,498	65	65	1,080	2,442	7,813	4,337	12,150
	Minnesota	371	599	970	805	751	1,556	2,586	4,661	2,269	6,930	1,055	76	2,761	163	4,055	9,447	4,064	13,511	24	87	1,364	3,675	10,835	7,826	18,661
	Missouri	1,926	963	2,889	1,423	696	2,119	5,008	5,379	2,017	7,395	2,281	387	19	36	2,723	10,568	4,559	15,127	126	642	1,848	6,034	12,542	11,235	23,777
	Nebraska	675	185	860	59	46	105	965	2,852	638	3,490	636	39	15	36	1,381	4,983	853	5,836	4	-	1,002	1,865	5,989	2,718	8,707
	North Dakota	327	125	452	11	22	33	485	1,103	147	1,250	196	4	430	13	643	2,181	197	2,378	1	2	662	401	2,844	600	3,444
	South Dakota	399	271	670	20	11	31	701	1,548	208	1,756	238	28	396	25	687	2,852	292	3,144	23	7	579	390	3,454	689	4,143
	<b>Total</b>	<b>5,917</b>	<b>2,502</b>	<b>8,419</b>	<b>2,824</b>	<b>1,694</b>	<b>4,518</b>	<b>12,937</b>	<b>24,136</b>	<b>7,648</b>	<b>31,784</b>	<b>4,968</b>	<b>558</b>	<b>7,199</b>	<b>1,033</b>	<b>13,758</b>	<b>44,722</b>	<b>13,757</b>	<b>58,479</b>	<b>323</b>	<b>854</b>	<b>7,421</b>	<b>17,278</b>	<b>52,466</b>	<b>31,889</b>	<b>84,355</b>
East South Central	Alabama	495	1,095	1,590	104	778	882	2,472	4,200	1,724	5,924	1,430	277	1,360	221	3,288	8,880	3,104	11,684	40	51	875	3,300	9,495	6,455	15,950
	Kentucky	1,094	676	1,770	575	345	920	2,690	3,829	1,320	5,149	3,379	457	215	48	4,099	9,193	2,745	11,938	1,023	652	1,059	11,301	5,272	16,573	
	Mississippi	517	472	989	118	470	588	1,577	3,595	652	4,247	803	82	970	182	2,037	6,357	1,504	7,861	18	13	736	1,291	7,011	2,810	9,821
	Tennessee	1,062	989	2,051	969	668	1,637	3,688	4,848	2,052	6,910	934	169	657	47	1,807	8,490	3,915	12,405	47	4	1,804	3,911	10,341	7,830	18,171
	<b>Total</b>	<b>3,168</b>	<b>3,232</b>	<b>6,400</b>	<b>1,765</b>	<b>2,261</b>	<b>4,027</b>	<b>10,427</b>	<b>16,472</b>	<b>5,758</b>	<b>22,320</b>	<b>6,546</b>	<b>985</b>	<b>3,202</b>	<b>498</b>	<b>11,231</b>	<b>32,620</b>	<b>11</b>								

Table 1A.—Comparison of preliminary estimates of vehicle registrations and highway use of motor fuel from table TA-1 with published estimates by the Bureau of Public Roads, and relationships of these items to each other and to total travel, 1968 <sup>1/</sup>

Division	State	Vehicles registered, thousands		Annual miles per vehicle		Motor fuel, million gallons		Gallons per vehicle		Miles traveled per gallon	
		Preliminary estimate 2/ 5/	Table MV-1 3/	Preliminary estimate 2/	Based on tables MV-1 and VM-2 3/ 4/	Preliminary estimate 2/	Table MF-21 3/	Preliminary estimate 2/	Based on tables MV-1 and MF-21 3/	Preliminary estimate 2/	Based on tables MF-21 and VM-2 3/ 4/
New England	Connecticut	1,624	1,626	9,198	9,186	1,149	1,148	708	706	13.00	13.01
	Maine	480	480	11,542	11,544	443	438	923	912	12.50	12.65
	Massachusetts	2,490	2,336	9,326	9,912	1,855	1,957	745	838	12.51	11.83
	New Hampshire	355	353	10,718	10,779	300	304	845	861	12.68	12.52
	Rhode Island	447	452	9,682	9,639	325	321	723	709	13.39	13.57
	Vermont	210	207	11,677	11,845	191	191	910	925	12.84	12.84
	Total	5,606	5,454	9,676	9,946	4,263	4,359	760	799	12.72	12.44
Middle Atlantic	New Jersey	3,498	3,334	11,162	11,313	2,739	2,704	811	811	13.77	13.95
	New York	6,482	6,310	9,615	9,877	5,042	5,022	778	796	12.36	12.41
	Pennsylvania	5,587	5,547	10,172	10,253	4,238	4,279	758	771	13.42	13.29
	Total	15,567	15,191	10,080	10,330	12,019	12,005	772	790	13.06	13.07
South Atlantic (North)	Delaware	278	283	9,388	9,223	233	244	837	861	11.21	10.70
	Dist. of Col.	258	257	10,585	10,626	246	246	953	956	11.11	11.10
	Maryland	1,709	1,704	10,994	11,026	1,424	1,423	833	835	13.19	13.20
	Virginia	2,048	2,048	11,986	11,986	1,897	1,890	926	923	12.94	12.99
	West Virginia	810	805	10,155	10,217	191	191	810	819	12.54	12.48
	Total	5,103	5,097	11,150	11,164	4,458	4,462	874	875	12.76	12.75
South Atlantic (South)	Florida	3,635	3,628	9,584	9,603	2,805	2,804	772	773	12.42	12.42
	Georgia	2,338	2,324	11,142	11,210	2,140	2,142	915	922	12.18	12.16
	North Carolina	2,572	2,573	10,152	10,148	2,206	2,195	858	853	11.84	11.90
	South Carolina 5/	1,250	1,250	11,353	11,353	1,113	1,113	890	891	12.75	12.75
	Total	9,795	9,775	10,331	10,352	8,264	8,254	844	844	12.24	12.26
East North Central	Illinois	5,007	4,990	10,413	10,449	4,198	4,224	838	847	12.42	12.34
	Indiana	3,020	2,739	9,140	10,078	2,364	2,386	783	871	11.76	11.57
	Michigan	4,308	4,317	11,153	11,129	3,748	3,798	870	880	12.82	12.65
	Ohio	5,390	5,442	9,802	9,709	4,254	4,322	789	794	12.42	12.22
	Wisconsin	2,184	2,027	9,615	10,947	1,690	1,695	774	836	12.42	13.09
	Total	19,909	19,515	10,187	10,392	16,254	16,425	816	842	12.48	12.35
West North Central	Iowa	1,699	1,703	8,145	8,126	1,326	1,321	780	776	10.44	10.48
	Kansas	1,502	1,501	8,356	8,361	1,101	1,114	733	742	11.40	11.27
	Minnesota	2,082	2,086	9,558	9,539	1,623	1,615	780	774	12.26	12.32
	Missouri	2,474	2,345	10,019	10,572	2,151	2,167	869	924	11.52	11.44
	Nebraska	909	909	9,849	9,849	723	720	795	792	12.38	12.43
	North Dakota	414	414	8,572	8,572	274	272	662	658	12.95	13.05
	South Dakota	411	411	10,487	10,487	317	319	771	776	13.60	13.51
	Total	9,491	9,369	9,260	9,381	7,515	7,528	792	804	11.70	11.68
East South Central	Alabama	1,815	1,806	9,107	9,153	1,470	1,473	810	816	11.24	11.22
	Kentucky	1,685	1,691	10,522	10,502	1,335	1,335	792	790	13.28	13.30
	Mississippi	1,077	1,061	9,840	9,989	982	982	912	926	10.79	10.79
	Tennessee	1,926	1,907	9,774	9,871	1,674	1,698	869	891	11.24	11.09
	Total	6,503	6,465	9,797	9,855	5,461	5,488	840	849	11.67	11.61
West South Central	Arkansas	1,033	1,023	9,913	10,000	935	912	906	892	10.94	11.22
	Louisiana	1,663	1,662	9,224	9,237	1,391	1,398	836	841	11.03	10.98
	Oklahoma	1,609	1,610	9,975	9,968	1,286	1,289	800	800	12.48	12.45
	Texas	6,170	6,130	10,079	10,063	5,572	5,581	903	903	11.16	11.14
	Total	10,475	10,475	9,911	9,911	9,184	9,180	877	876	11.30	11.31
Mountain	Arizona	977	944	10,278	10,638	807	796	826	844	12.44	12.62
	Colorado	1,278	1,300	8,642	8,495	895	959	700	738	12.34	11.52
	Idaho	469	471	8,985	8,947	339	347	723	736	12.42	12.14
	Montana	464	463	8,944	8,963	359	367	774	793	11.56	11.31
	Nevada	314	303	9,551	9,898	291	289	927	953	10.30	10.38
	New Mexico	585	589	11,074	10,998	550	551	940	934	11.78	11.76
	Utah	624	571	8,868	9,701	443	469	709	821	12.51	11.81
	Wyoming	226	226	12,376	12,376	233	233	1,031	1,031	12.00	12.00
	Total	4,937	4,867	9,573	9,711	3,917	4,011	793	824	12.07	11.78
Pacific	California	11,125	11,123	9,534	9,536	8,506	8,535	764	767	12.42	12.43
	Oregon	1,241	1,242	9,697	9,689	988	983	796	791	12.18	12.24
	Washington	1,987	1,987	9,574	9,574	1,442	1,433	726	721	13.19	13.27
	Total	14,353	14,352	9,554	9,555	10,936	10,951	762	763	12.54	12.52
Total - All Divisions		101,739	100,560	9,946	10,062	82,271	82,663	809	822	12.30	12.24
Alaska		120	123	7,320	7,382	76	76	610	613	12.00	11.95
Hawaii		354	355	8,089	8,065	204	203	578	573	14.00	14.10
United States Total		102,213	101,038	9,937	10,052	82,551	82,942	808	821	12.30	12.25

1/ "Table TA-1.—Statewide mileage, travel and nonfatal and fatal injury accidents" is submitted to the Bureau of Public Roads by the State highway departments early in April each year, while the final Bureau of Public Roads estimates are not usually completed until midsummer.

2/ Data source: Table TA-1, 1968 for the 50 States and the District of Columbia.

3/ Data sources: Vehicle registrations, highway use of motor fuel, and drivers licenses in force from tables MV-1, MF-21, and DL-1, respectively, 1968, Highway Statistics Division, Bureau of Public Roads; population from "Current Population Reports," Series P-25, No. 414, January 28, 1969.

4/ All travel related items were calculated using State estimates of total travel as shown in table VM-2 for 1968.

5/ Excludes motorcycles.

6/ Published figures used in the preliminary estimate columns since the State did not estimate these items.

Note: Totals may not add to the same totals given in tables MV-1, MF-21, DL-1, or Current Population Reports, series P-25, No. 414, due to rounding.

Table 1B.--Comparison of preliminary estimates of population, and drivers licenses in force from table TA-1 with published estimates by the Bureau of the Census and the Bureau of Public Roads, respectively, and relationships of these items to each other and to total travel, 1968 1/2 (Because of variations in administrative procedures and extent of enforcement, the significance of the numbers of drivers licenses varies greatly among the States.)

Division	State	Population, thousands		Drivers licenses in force, thousands		Drivers licenses in force, percent population		Persons per vehicle		Drivers licenses in force, per vehicle		Annual travel per capita, miles		Travel per drivers license in force, miles	
		State estimate 2/	Census Bureau P-25, No. 414 3/	Preliminary estimate 2/	Table DL-1 3/	Preliminary estimate 2/	Based on Census and table DL-1 3/	Preliminary estimate 2/	Based on Census and table MV-1 3/	Preliminary estimate 2/	Based on tables MV-1 and DL-1 3/	Preliminary estimate 2/	Based on Census and table VM-2 3/ 4/	Preliminary estimate 2/	Based on tables VM-2 and DL-1 3/ 4/
New England	Connecticut	2,965	2,963	1,983	1,983	66.88	66.93	1.83	1.82	1.22	1.22	5,038	5,041	7,533	7,533
	Maine	982	976	491	491	50.00	50.31	2.05	2.03	1.02	1.02	5,642	5,677	11,283	11,283
	Massachusetts	5,525	5,469	2,845	2,850	51.50	52.11	2.22	2.34	1.14	1.22	4,203	4,234	8,162	8,124
	New Hampshire	704	702	413	390	58.66	55.56	1.99	1.99	1.17	1.10	5,405	5,420	9,755	9,755
	Rhode Island	914	914	480	480	53.00	52.52	2.04	2.02	1.09	1.06	4,767	4,767	9,077	9,077
	Vermont	422	425	215	224	50.94	52.71	2.01	2.05	1.02	1.08	5,811	5,769	11,405	10,946
	Total	11,512	11,449	6,427	6,418	55.83	56.06	2.05	2.10	1.15	1.18	4,712	4,738	8,440	8,452
Middle Atlantic	New Jersey	7,320	7,093	3,783	3,733	51.68	52.63	2.17	2.13	1.12	1.12	5,153	5,317	10,090	10,104
	New York	18,830	18,078	7,950	7,983	42.21	44.16	2.86	2.90	1.23	1.27	3,310	3,448	7,840	7,807
	Pennsylvania	11,800	11,728	6,074	6,076	51.47	51.81	2.11	2.11	1.09	1.10	4,820	4,850	9,364	9,361
	Total	37,950	36,899	17,807	17,792	46.92	48.22	2.44	2.43	1.14	1.17	4,135	4,253	8,812	8,820
South Atlantic (North)	Delaware	536	534	303	312	56.52	58.43	1.93	1.89	1.10	1.10	4,879	4,888	8,559	8,365
	Dist. of Col.	809	809	346	343	42.77	42.40	3.14	3.15	1.34	1.33	3,376	3,376	7,893	7,862
	Maryland	3,804	3,754	1,972	1,925	51.84	51.28	2.23	2.20	1.15	1.13	4,939	5,005	9,527	9,760
	Virginia	4,693	4,595	2,307	2,307	49.16	50.21	2.29	2.24	1.13	1.13	5,231	5,342	10,640	10,640
	West Virginia	1,802	1,802	839	828	46.55	45.95	2.22	2.24	1.04	1.03	4,574	4,564	9,764	9,934
	Total	11,644	11,434	5,767	5,715	49.53	49.72	2.28	2.26	1.13	1.12	4,887	4,950	9,867	9,956
South Atlantic (South)	Florida	6,202	6,151	3,746	3,425	60.40	55.68	1.71	1.70	1.03	0.94	5,617	5,664	9,300	10,172
	Georgia	4,584	4,568	2,279	2,279	49.71	49.89	1.96	1.97	0.97	0.98	5,683	5,703	11,431	11,431
	North Carolina	5,122	5,122	2,600	2,548	50.76	49.75	1.99	1.99	1.01	0.99	5,098	5,098	10,043	10,248
	South Carolina	2,664	2,664	1,326	1,326	49.77	49.77	2.13	2.13	1.06	1.06	5,327	5,327	10,702	10,702
	Total	18,572	18,505	9,951	9,578	53.58	51.76	1.90	1.89	1.02	0.98	5,449	5,468	10,169	10,565
East North Central	Illinois	10,999	10,991	5,966	5,972	54.24	54.34	2.20	2.20	1.19	1.20	4,740	4,744	8,739	8,731
	Indiana	5,044	5,061	3,198	2,573	63.40	50.84	1.67	1.85	1.06	0.94	5,472	5,544	8,631	10,728
	Michigan	8,733	8,733	4,956	4,572	56.90	52.32	2.03	2.02	1.15	1.06	5,505	5,498	9,675	10,508
	Ohio	10,588	10,588	5,860	5,860	55.35	55.35	1.95	1.95	1.09	1.08	5,018	4,990	9,016	9,016
	Wisconsin	4,228	4,221	2,351	2,351	55.84	55.93	1.94	2.08	1.08	1.16	4,965	5,257	8,895	9,398
	Total	39,528	39,600	22,351	21,338	56.54	53.88	1.99	2.03	1.12	1.09	5,131	5,121	9,074	9,505
West North Central	Iowa	2,758	2,774	1,597	1,598	57.90	57.61	1.73	1.63	1.06	0.94	5,018	4,989	8,666	8,660
	Kansas	2,281	2,293	1,396	1,396	61.20	60.88	1.52	1.53	0.93	0.93	5,502	5,473	8,990	8,990
	Minnesota	3,646	3,647	2,071	2,078	56.80	56.98	1.75	1.75	0.99	0.99	5,458	5,456	9,608	9,576
	Missouri	4,625	4,625	2,526	2,450	54.05	52.97	1.87	1.97	1.02	1.04	5,360	5,360	9,813	10,119
	Nebraska	1,502	1,439	886	886	58.98	61.57	1.65	1.58	0.97	0.97	5,961	6,222	10,105	10,105
	North Dakota	627	627	333	333	53.11	53.11	1.51	1.51	0.80	0.80	5,660	5,660	10,658	10,658
	South Dakota	656	656	398	398	59.15	60.67	1.60	1.60	0.94	0.94	6,570	6,570	11,108	10,829
	Total	16,095	16,061	9,197	9,139	57.14	56.90	1.70	1.71	0.97	0.98	5,461	5,472	9,556	9,617
East South Central	Alabama	3,558	3,558	1,664	1,614	46.77	45.36	1.96	1.97	0.92	0.89	4,646	4,646	10,244	10,244
	Kentucky	3,229	3,220	1,477	1,477	45.74	45.87	1.92	1.90	0.88	0.87	5,491	5,515	12,003	12,028
	Mississippi	2,344	2,344	1,005	1,010	42.88	43.09	2.18	2.21	0.93	0.95	4,521	4,521	10,493	10,493
	Tennessee	3,983	3,975	2,010	2,010	50.46	50.57	2.07	2.08	1.04	1.05	4,726	4,736	9,365	9,365
	Total	13,114	13,072	6,156	6,111	46.94	46.66	2.02	2.03	0.95	0.95	4,858	4,865	10,349	10,426
West South Central	Arkansas	1,968	1,986	1,051	1,051	53.40	52.92	1.91	1.94	1.02	1.03	5,198	5,151	9,734	9,734
	Louisiana	3,726	3,726	1,677	1,677	45.01	45.01	2.24	2.24	1.01	1.01	4,117	4,120	9,147	9,154
	Oklahoma	2,520	2,520	1,461	1,461	59.52	57.98	1.57	1.57	0.91	0.91	6,369	6,369	10,699	10,699
	Texas	11,605	10,977	5,627	5,627	48.49	51.26	1.88	1.78	1.01	0.91	5,359	5,665	11,052	11,052
	Total	19,819	19,209	9,855	9,816	49.73	51.10	1.89	1.83	0.94	0.94	5,238	5,405	10,535	10,577
Mountain	Arizona	1,700	1,663	1,079	1,004	63.47	60.37	1.74	1.76	1.10	1.06	5,907	6,038	9,307	10,002
	Colorado	2,058	2,043	1,306	1,261	63.15	61.72	1.62	1.57	0.97	0.97	5,340	5,406	8,456	8,758
	Idaho	712	703	435	473	61.01	67.28	1.52	1.49	0.80	0.80	5,919	5,994	8,999	9,999
	Montana	693	693	392	392	56.50	56.57	1.49	1.50	0.84	0.84	5,988	5,988	10,587	10,587
	Nevada	548	449	330	327	60.22	72.83	1.75	1.48	1.05	1.08	5,473	6,679	9,088	9,171
	New Mexico	1,006	1,006	540	540	53.68	53.68	1.72	1.71	0.92	0.92	6,439	6,439	11,996	11,996
	Utah	1,041	1,034	650	650	62.43	49.61	1.67	1.67	1.04	0.90	5,320	5,357	8,521	10,797
	Wyoming	315	315	216	216	68.57	68.57	1.39	1.39	0.96	0.96	8,879	8,879	12,949	12,949
	Total	8,083	7,906	4,948	4,726	61.21	59.78	1.64	1.62	1.00	0.97	5,847	5,978	9,552	10,001
	Pacific	California	19,782	19,300	11,234	11,324	56.79	58.67	1.78	1.74	1.01	1.02	5,362	5,496	9,442
Oregon		2,008	2,008	1,157	1,157	61.50	57.62	1.62	1.62	0.99	0.99	5,993	5,993	9,748	10,401
Washington		3,276	3,276	1,881	1,788	57.42	54.58	1.65	1.65	0.95	0.90	5,807	5,807	10,113	10,639
Total		25,066	24,584	14,350	14,269	57.25	58.04	1.75	1.71	1.00	0.99	5,471	5,578	9,556	9,610
Total - All Divisions		201,383	198,804	106,809	104,902	53.04	52.77	1.98	1.98	1.05	1.04	5,025	5,090	9,474	9,646
Alaska		253	274	115	115	40.35	41.97	2.30	2.23	0.93	0.93	3,186	3,314	7,896	7,896
Hawaii		778	780	379	375	48.74	48.08	2.20	2.20	1.07	1.06	3,678	3,671	7,546	7,635
United States Total		202,414	199,858	107,303	105,392	53.01	52.73	1.98	1.98	1.05	1.04	5,018	5,082	9,465	9,637

1/ "Table TA-1.--statewide mileage, travel and nonfatal and fatal injury accidents" is submitted to the Bureau of Public Roads by the State highway departments early in April each year, while the final Bureau of Public Roads estimates are not usually completed until midsummer.

2/ Data source: Table TA-1, 1968 for the 50 States and the District of Columbia.

3/ Data sources: Vehicle registrations, highway use of motor fuel, and drivers licenses in force from tables MV-1, MF-21, and DL-1, respectively, 1968, Highway Statistics Division, Bureau of Public Roads; population from "Current Population Reports," Series P-25, No. 414, January 28, 1969.

4/ All travel related items were calculated using State estimates of total travel as shown in table VM-2 for 1968.

Note: Totals may not add to the same totals given in tables MV-1, MF-21, DL-1, or Current Population Reports, Series P-25, No. 414, due to rounding.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA--398

(202) 962-8411

The Department of Transportation's Federal Highway Administrator, F. C. Turner has announced that the Fiat Motor Company has agreed to institute a recall campaign for an estimated 9,000 1969 model Fiat 850 coupes.

Mr. Turner disclosed that compliance tests on two such vehicles conducted for the FHWA's National Highway Safety Bureau in September and October showed the vehicle failed to pass Federal Vehicle Safety Standard 204 dealing with rearward displacement of the steering column. In April of this year, Fiat initiated a recall campaign for some 3,600 of its 1968 model 850 sedans for a similar non-compliance.

The Acting Director of the National Highway Safety Bureau, Dr. Robert Brenner, said the Bureau is "anxious that the company initiate the recall campaign as rapidly as circumstances permit, to lessen the chance that drivers may be injured in crashes involving these vehicles."

The Bureau is continuing its investigation into the case with a view toward possibly seeking civil penalties against the company for failure to conform to the standard.

The Standard requires that the steering column of vehicles not be displaced rearward more than five inches in a 30 mph barrier collision test.

-more-

When informed of the compliance test results, Fiat officials agreed to recall the 1969 model 850 coupes and replace the steering column assembly with a recently developed 3-segment column that the company claims will comply with the Standard.

The Fiat Company told Federal officials that because of current labor disputes and resultant production problems, the company has not yet been able to set a time for the issuance of the defect notification letters.

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12/22/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

FHWA--399

(202) 962-8411

Federal Highway Administrator F. C. Turner today announced a 90-day extension of the effective date of one section of Federal Motor Vehicle Safety Standard 114 dealing with theft protection of vehicles.

The Administrator has decided to extend the effective date of paragraph S4.4 of the Standard from January 1, 1970 to April 1, 1970, in order to give the industry sufficient time to redesign, retool, and put a new system in production which fully meets the requirements of the Federal standard.

The feature of the Standard involves the requirements for a warning to the driver who opens his car door if he has left his key in the ignition. Both General Motors and American Motors filed requests for amending this specific section. General Motors began installing such devices on some of its cars prior to the issuance of the Federal Standard, but its current system does not fully meet the requirement of that section because of manufacturing tolerances.

Administrator Turner denied General Motors' petition for amendment on the grounds that the requested change would defeat one of the prime purposes of the Standard. He recognizes, however, that the tolerance problem posed is a valid one, since General Motors is the major supplier of components for such

devices to American Motors, Chrysler, and to other auto manufacturers. Therefore, failure of the device to conform fully to the Standard affects a major part of the domestic auto industry. He has therefore granted the extension in the effective date of only the one section. Other requirements of the Standard will become effective on all passenger cars manufactured after December 31.

The Acting Director of the FHWA's National Highway Safety Bureau, Dr. Robert Brenner, said the 90-day extension is based on the expectation that the problems involved will be dealt with by the company and the industry on an urgent, high-priority basis.

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12/22/69



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE

Tuesday, December 23, 1969

FHWA--401

(202) 962-8411

Secretary of Transportation John A. Volpe today announced release of the first of what will be a series of monthly reports to the public on the Department's most recent vehicle safety compliance activities.

The report summarizes the activities of the Federal Highway Administration's National Highway Safety Bureau in checking vehicles and vehicle equipment for compliance with Federal vehicle safety standards. The first report covers compliance activities for the month of November.

Compliance testing is done by the NHTSB through independent testing laboratories. The report lists the individual tests completed by the contractors and a brief summary of the contents of each. It itemizes new investigations initiated by the Bureau, total investigations in progress, and those completed.

The report also contains information on corrective actions taken by auto manufacturers as a result of compliance testing information, any investigations referred to the Department of Justice for action, and a list of investigation files closed and released for public examination.

Secretary Volpe announced in October that the compliance test information would be routinely made public as each compliance test

report is accepted by the Bureau. The test results do not reflect the National Highway Safety Bureau's position on the test. Favorable test results should not be interpreted as necessarily establishing that the vehicle or item of equipment is in conformity with any of the relevant Federal Safety Standards; similarly, unfavorable test results should not be interpreted as establishing nonconformance with the Federal Standards.

The Bureau has been releasing on a weekly basis a backlog of some 800 reports, which had been made to the Bureau prior to the announcement of the Secretary's policy to make the information public. Some 650 of these reports have now been released and the remainder will be made available within the next few weeks.

The monthly report will continue that policy on a current basis. The reports are available from the NHTSB Documentation Center, 4th floor Donohoe Bldg, 6th & D Streets, SW, Washington, D. C. 20591.

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#### Attachments

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program -- 1969 Vehicles

Monthly Report -- November 1 to November 30, 1969

VEHICLE STANDARDS

FMVSS*	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Cases Forwarded To Dept. of Justice	Investigatory Files Released to Public
103	1	0	0	0	0	0	0
105	0	0	0	0	0	0	0
110	0	0	0	4	0	0	0
202	0	0	0	0	0	0	0
204	5	1	0	1	0	0	0
207	3	0	0	1	0	0	0
210	0	0	1	3	0	0	0
301	5	1	1	2	0	0	0

Some Investigations cover more than one Compliance Test Failure.

\* FMVSS -- Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAUCOMPLIANCE TEST PROGRAM - REPORTS ACCEPTED  
MONTHLY REPORT - NOVEMBER 1 - NOVEMBER 30, 1969

FMVSS 103

WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS

<u>MANUFACTURER</u>	<u>NHSB NO.</u>	<u>MAKE/MODEL</u>	<u>REPORT NO.</u>	<u>RESULTS</u>
General Motors	69102	Buick Special Deluxe	DTB-TR-691195	Passed

NATIONAL HIGHWAY SAFETY BUREAU  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED  
MONTHLY REPORT - November 1 to November 30, 1969  
FMVSS 204

Steering Control Rearward Displacement

<u>MANUFACTURER</u>	<u>NHSB</u>	<u>MAKE/MODEL</u>	<u>REPORT NO.</u>	<u>RESULTS</u>
American Motors	69401	Rambler two-door Sedan	DS	Passed
Chrysler Corp.	69301	Dodge Dart	DS	Passed
	69302	Chrysler 300	DS	Passed
Volkswagen	69502	Volkswagen Model 11	DIG-TR-204-1	Passed
Fiat	69503	Fiat 850 Coupe	DIG-TR-204-2	Failed*1

\*1 Steering column displacement exceeds Standard 204 limitation. Investigation in progress.

NATIONAL HIGHWAY SAFETY BUREAU  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED  
MONTHLY REPORT - November 1 to November 30, 1969

FMVSS 207

Anchorage of Seats

<u>MANUFACTURER</u>	<u>NHSB NO.</u>	<u>MAKE/MODEL</u>	<u>REPORT NO.</u>	<u>RESULTS</u>
Ford Motor	69201	Mercury Cougar	DTB-TR-691200	Passed
General Motors	69101	Chevrolet Bel-Air	DTB-TR-691199	Passed
Volkswagen	69501	Volkswagen Model 11	DTB-TR-691198	Passed

NATIONAL HIGHWAY SAFETY BUREAU  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED  
MONTHLY REPORT - November 1 to November 30, 1969

FMVSS 301

Fuel Tanks, Fuel Tank Filler Pipes, and Fuel Tank Connections

<u>MANUFACTURER</u>	<u>NHSB NO.</u>	<u>MAKE/MODEL</u>	<u>REPORT NO.</u>	<u>RESULTS</u>
American Motors	69401	Rambler two-door Sedan	DS	Passed
Chrysler Corp.	69301	Dodge Dart	DS	Passed
	69302	Chrysler 300	DS	Passed
Volkswagen	69502	Volkswagen Model 11	DIG-TR-301-1	Failed*1
Fiat	69503	Fiat 850 Coupe	DIG-TR-301-2	Passed

\*1 Fluid loss after impact exceeds Standard 301 limitation. Investigation in progress.

NATIONAL HIGHWAY SAFETY BUREAU

## Compliance Test Program

Monthly Report -- November 1 to November 30, 1969

EQUIPMENT STANDARDS

FMVSS	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Cases Forwarded To Dept. of Justice	Investigatory Files Released To Public
106	0	0	0	8	0	0	0
108	0	0	0	0	0	0	0
109	23	3	0	17	0	0	0
116	0	0	0	1	0	0	0
203	0	0	0	0	0	0	0
205	0	0	0	1	0	0	0
206	0	0	0	0	0	0	0
209	0	4	0	14	0	0	0
211	0	0	1	0	0	0	0

Some Investigations cover more than one Compliance Test Failure.

NATIONAL HIGHWAY SAFETY BUREAUCOMPLIANCE TEST PROGRAM - REPORTS ACCEPTEDMONTHLY REPORT - NOVEMBER 1 to November 30, 1969FMVSS 109New Pneumatic Tires - Passenger Cars

<u>Manufacturer</u>	<u>Brand Name</u>	<u>Tire Name</u>	<u>Size</u>	<u>Test No.</u>	<u>Results</u>
Armstrong Tire & Rubber Co.	Allstate	Guardsman	650-13	D9S2017	Passed
Armstrong Tire & Rubber Co.	Allstate	HiWay Special	659-14	D9S2015	Passed
Armstrong Tire & Rubber Co.	Allstate	Silent Guard II	735-14	D9S2014	Passed
Armstrong Tire & Rubber Co.	Allstate	Guardsman	775-14	D9S2016	Passed
Armstrong Tire & Rubber Co.	Allstate	Snow Charger	775-14	D9S2019	Passed
Armstrong Tire & Rubber Co.	Allstate	Supertred-Belted	775-14	D9S2018	Failed Endurance
Bridgestone Tire Co.(Japan)	Bridgestone	Skyway Deluxe	775=15	D9S2051	Passed
The B.F. Goodrich Co.	Co-op	Custom Safety	775-14	D9S2031	Passed
General Tire & Rubber Co.	General	Jet	650-13	D9S2001	Passed
General Tire & Rubber Co.	General	Safety Jet	735-14	D9S2006	Passed
General Tire & Rubber Co.	General	Safety Jet	775-14	D9S2003	Passed
General Tire & Rubber Co.	General	Jet Air II	775-14	D9S2005	Passed
General Tire & Rubber Co.	General	Safety Jet	650-13	D9S2008	Failed Strength
Mohawk Tire & Rubber Co.	Mohawk	Storm Trac	695-14	D9S2011	Passed
Firestone Tire & Rubber Co.	Phillips 66	Action Tread	735-14	D9S2041	Passed
Firestone Tire & Rubber Co.	Phillips 66	Action Tread	825-14	D9S2042	Passed
Uniroyal Tire Company	Uniroyal	Laredo	825-14	D9S2034	Passed
Uniroyal Tire Company	Uniroyal	Winter Patrol	855-14	D9S2023	Passed
Uniroyal Tire Company	Uniroyal	Tigerpaw	G70-14	D9S2038	Passed
Uniroyal Tire Company	Uniroyal	Snow Plow	G70-14	D9S2039	Passed
Uniroyal Tire Company	Uniroyal	Laredo	825-15	D9S2024	Passed
Uniroyal Tire Company	Uniroyal	Laredo	900-15	D9S2021	Passed
Uniroyal Tire Company	Uniroyal	Tigerpaw-Belted	F70-15	D9S2027	Failed Bead Unseat



DEPARTMENT OF  
TRANSPORTATION

NEWS

**FEDERAL HIGHWAY ADMINISTRATION**

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY  
December 28, 1969

FHWA--400  
(202) 962-8411

Secretary of Transportation John A. Volpe today urged the nation's highway builders to be alert to opportunities for turning rural road building projects into instruments of "creation and recreation."

"We've been laying great stress in this Administration on environmental control and multi-use concepts and our urban highway building programs reflect this concern," the Secretary said. "My travels around the country have taught me that even greater opportunity for improving the quality of our lives exists out in the great open spaces of rural America."

Volpe said these opportunities are pointed up most vividly by the achievements of highway builders in the construction of Interstate 94 in North Dakota and Interstate 80 in Nebraska.

He paid tribute to the farsightedness and imagination of officials of the Federal Highway Administration and the State Highway Departments of the two States "in turning what might have been ordinary road-building efforts into projects which have created a series of bonus playgrounds offering good fishing, boating and camping facilities."

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Because of Interstate 94, North Dakota now has two popular camping and fishing sites, while a third is being developed. In Nebraska, Interstate 80 is responsible for the development of over 50 State-owned lakes, stretching along 160 miles of the highway from Grand Island west to Hershey. The Nebraska bodies of water, known as the Chain of Lakes, are mostly between 10 and 20 acres in size, with some as small as six acres and as large as 46.

Both projects were successful in large part because of the cooperative effort made by a number of governmental agencies.

Already in use in North Dakota are Sweetbriar Dam and Crown Butte Dam, eight miles apart and both within a 25-mile radius of Bismarck and Mandan. The third, Camel Hump Dam, is being built in the extreme western part of the State and is expected to be open for fishing in 1971.

By changing the design of Interstate 94 and by substituting embankments for the bridges that were originally planned, the Secretary said, several bodies of water were impounded, stocked with fish, and made available for public use without charge. Sweetbriar, the larger of the two lakes in use, covers an area of 315 acres, while Crown Butte stretches over 40 acres. Camel Hump will have a 63-acre surface.

In 1969, 20,000 trout and 40,000 walleye fingerlings were stocked in Sweetbriar. Stocking began in 1965, and the first fishing was permitted in 1966. The lake is now rated as a good-to-excellent fishing location.

The North Dakota State Fish and Game Department, which manages the recreational facility, estimates that Sweetbriar accounted for 20,000 to 25,000 fisherman days, and between 800 and 1,000 camper nights in 1969. The area has been fenced with 5.25 miles of fence, and over 20,000 trees have been planted on 37.5 acres of prairie.

Building a dam at Sweetbriar to create a fishing area was first proposed in the 1930's as an anti-depression, make-work measure but nothing ever happened. Years later when construction of Interstate 94 was contemplated, interest in the dam was revived, but preliminary studies made in 1960 indicated the project was not feasible in view of the highway route location proposed at that time. However, a new location was selected in 1961, and further studies found the dam and impoundment were feasible.

In addition to the Federal Highway Administration and the State Game and Fish Department, the agencies that worked together to bring about the new recreational opportunities were the North Dakota

State Highway Department, North Dakota State Water Commission, Morton County Park Board, and the Morton County Board of County Commissioners.

Working with the Morton County Park Board, the Game and Fish Department has designed a master plan for the development of the entire Sweetbriar area. It calls for the zoning of the perimeter of the lake, with definite areas designated for picknicking, bathing beaches and boat docks. The area already has become a prime recreation spot available to the more than 50,000 persons living within 25 miles, in addition to traveling fishermen and campers.

The development of Crown Butte paralleled the Sweetbriar experience in almost every respect, and although a much smaller project than Sweetbriar, it is also proving extremely popular.

The Chain of Lakes became a reality because of the high water table along the Platte River Valley in Nebraska. The road builders needed fill material for construction of Interstate 80 and the excavations from which this material was taken became the lakes which exist today.

A long-range plan to develop the excavations into lakes, and to build wayside parks, rest areas, camping sites and other facilities for motorists was worked out cooperatively by the Federal Highway Administration, Nebraska Department of Roads, Nebraska Game and Parks Commission, the Governor and the Legislature.

Stocking of the lakes began in 1962, and today many varieties of game and fish are thriving alongside Interstate 80. Thousands of Nebraskans and out-of-State visitors are offered fishing opportunities that didn't exist eight years ago.

Secretary Volpe said North Dakota and Nebraska are excellent illustrations of how the public can derive multi-benefits from highway construction. Interstates 80 and 94 demonstrate that highways can preserve natural resources, and can create facilities that were non-existent previously, he added.

The Transportation Secretary said the multiple-use concept, which strives to use the highway program for more than better transportation, is an integral aspect of highway construction today, and is employed both in urban and rural areas. It seeks to improve the quality of life for

Americans, and is based on the premise that highways are for people and not motor vehicles, he added.

"In these days when the public is more interested than ever before in ecology and environment," Mr. Volpe said, "the highway program, as demonstrated in North Dakota and Nebraska, can play an important role in making our country a better and more attractive place in which to live."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY  
December 31, 1969

FHWA--403  
(202) 962-8411

The National Highway Safety Bureau wants assurances from tire manufacturers that so-called "farm tires" are not being sold for highway use.

Bureau officials have become increasingly concerned about the number of non-certified tires that are being shipped to distributors in rural areas, presumably for use on farm vehicles.

Farm tires do not necessarily meet standards set by the Department of Transportation and may be unsafe for highway use.

Letters detailing the Safety Bureau's concern have been sent to all domestic and foreign tire manufacturers by Dr. Robert Brenner, the Bureau's acting director. The Bureau is part of the Department of Transportation, which certifies tires for highway use.

"Although such tires have generally been marked with the legend, 'Farm Use Only' or similar language, and do not contain the Department of Transportation certification symbol, we understand that many of them are nonetheless being sold for use on passenger cars," the letter said.

"In some instances, the tire dealer or distributor has buffed off the warning legend. In other instances, the buyer has not understood that such tires marked for off-road use are not safe for highway use."

Under the National Traffic and Motor Vehicle Safety Act of 1966, the Department has issued Federal Motor Vehicle Safety Standard 109 which requires all passenger car tires to meet specific performance tests, and requires the manufacturer to certify that the tire does meet the Federal standard. This is done by molding a Department of Transportation symbol in the sidewall.

The Bureau wants tires for off the highway use to be marked by the manufacturer in a more explicit, permanent manner. "We strongly urge you to begin, as soon as possible, to mold or brand all passenger car tires which are not certified as conforming to the Federal standard with the legend 'UNSAFE FOR HIGHWAY USE' in both sidewalls directly above the usual location of the certification symbol," the letter said.

The lettering should be deep enough so that any attempt to remove them will leave a pronounced, visible scar on the sidewall. The Bureau also urged the tire companies to advise all dealers and distributors that the sale of farm tires for highway use constitutes a violation of the Act and carries penalties up to \$1,000 per violation.

Pending a review of additional steps the Bureau might take in this connection, Dr. Brenner asked the manufacturers to provide the Bureau with information concerning company policies regarding the manufacture, alteration, distribution, and sale of these tires; with their 1969 production figures on tires which are marked with such labels as NOT FOR HIGHWAY USE or FOR FARM USE ONLY; and with information "on steps you have taken or plan to take to assure that they are not sold for highway use."

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