



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE AT WILL

FHWA -591
(202) 426-0648

When regular commuter trains to Manhattan didn't run for two days during the national railroad strike last month, all was not lost for many northern New Jersey residents -- they simply switched to express buses using the I-495 exclusive bus lane between the New Jersey Turnpike and the Lincoln Tunnel.

During the rail strike, an average of 573 buses, carrying 25,800 passengers, used the exclusive lane during the 8 a.m. to 9 a.m. peak hour, as compared with the 1971 first quarter daily average of 471 buses carrying 21,200 passengers.

During each morning's total operating period over the two-day strike, an average of 1,038 buses, transporting 47,800 commuters, traveled the exclusive lane, compared to normal morning usage of 794 buses carrying 33,400 passengers.

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The exclusive bus lane functioned efficiently even with the greatly increased volume of traffic. There were no bus lane stoppages, and buses moved freely through the lane at all time.

"This points up graphically the great potential exclusive bus lanes have for moving large masses of people quickly and efficiently, in urban areas," said Federal Highway Administrator F. C. Turner. "In this particular case, the increased usage of the bus lane also demonstrated in addition to the contribution it is regularly making daily -- the value that it has in absorbing many additional passengers when another form of transportation breaks down."

The I-495 exclusive bus lane, launched December 18, 1970, was provided \$500,000 funding by the Federal Highway Administration under an agreement with the Tri-State Transportation Commission. Also participating in the demonstration project are the Port of New York Authority, the New Jersey Department of Transportation, the New Jersey Turnpike Authority, and several police agencies.

The exclusive lane for eastbound buses actually is one of the three westbound lanes of I-495. During the hours it is in use, it is separated from the other westbound lanes by bright yellow plastic traffic posts which are placed every 40 feet in holes in the pavement. Electronic signals and manual signs also are used to delineate the opposing flow of traffic. During nonrush-hours, the exclusive bus lane functions as a regular westbound lane for all types of vehicular traffic.

According to an interim report by the Tri-State Transportation Commission, the experimental program has so far been extremely successful. Some of the findings to date include the following:

-- Bus commuters are saving up to 15 minutes daily. The monetary value of this time saving is placed at \$150 worth of time to each rider annually, or a total saving of \$3.7 million annually.

-- The additional people-moving capacity provided by the exclusive bus lane has decreased the probability that a major expansion of I-495 will soon be needed.

-- A significant "spin-off" benefit of the project has been the decreased response time for police and emergency vehicles that are now able to use the bus lane to get to traffic-stopping incidents quickly.

-- The removal of one of the westbound lanes for use as an exclusive lane for eastbound buses during morning rush hours has not adversely affected the flow of westbound traffic during that period.

-- Exclusive bus lane stoppages caused by flat tires, brake problems, engine problems and other reasons have occurred at the rate of about one per week. Stoppages are handled from any of three emergency tractor locations, and the typical stoppage lasts eight minutes.

-- Since the project was launched, there have been three minor accidents involving exclusive bus lane operations which resulted in slight property damage and one minor injury.

Commented Federal Highway Administrator Turner:

"The results to date from the I-495 exclusive bus lane project in New Jersey, along with the Shirley Highway exclusive bus lane project in Washington, D.C.'s northern Virginia suburbs, have been most encouraging. They clearly demonstrate the ability to implement this type of public transportation improvement quickly and at relatively low cost. This is a way in which needed mass transportation facilities can be provided now -- not years from now. And they can be provided in urban areas anywhere in the country.

"With the passage of the Federal Aid Highway Act of 1970 and the Urban Mass Transportation Act of 1970, both the Federal Highway Administration and the Urban Mass Transportation Administration now have the legislative tools to implement such bus mass transit projects. In continuing cooperation with UMTA, FHWA stands ready to work closely with any States and cities that are interested in developing such mass transportation facilities as exclusive bus lanes."

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FHWA-- 592
(202-426-0677)

A new highway planning technical report, "A Comparison of Motor Vehicle Accident Cost Data," has just been issued by the Department of Transportation's Federal Highway Administration.

Authored by Carla J. Heaton, an economist in FHWA's Office of Program and Policy Planning, the report stems from research into the available literature and statistical data on motor vehicle accident costs.

"Various aspects of highway construction or improvement projects, such as the determination of program objectives, the establishment of geometric design criteria, and the evaluation of program effectiveness, involve significant trade-offs between safety and such factors as operating cost, travel time, and capital cost," said Federal Highway Administrator F. C. Turner.

"Since the latter three items are rather readily quantifiable in monetary terms," he added, "it is desirable to measure the dollar value of accidents avoided. The information presented in this report is intended to aid highway administrators, engineers, economists, and planners in selecting from among the available sources of data a set of accident cost figures appropriate for their needs."

(more)

Part I of the new report contains essential definitions as well as a brief discussion of the studies which have been conducted on accident costs. In Part II, six of these studies and the National Safety Council estimates are compared with respect to study area characteristics, methodology, data sources, and the definition of accident costs. In Part III, the seven sets of cost estimates are compared and evaluated. Part IV presents applications and refinements of the cost estimates, and Part V consists of conclusions and recommendations.

Copies of "A Comparison of Motor Vehicle Accident Cost Data" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street S.W., Washington, D. C. 20591.

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FOR SUNDAY RELEASE

July 11, 1971

FHWA--594

(202-426-0677)

The Federal Highway Administration's Bureau of Motor Carrier Safety wants to determine how much fatigue impairs driver performance and leads to motor carrier accidents — with a view toward possible tightening of existing regulations.

As a first step, BMCS today awarded a \$363,391 contract to Human Factors Research, Inc. of Santa Barbara Research Park, Goleta, California, to make a study of the fatigue problem.

Cooperating with BMCS is another Department of Transportation agency, the National Highway Traffic Safety Administration, which will monitor the research work.

The study will be undertaken in two stages. The first phase — which will last three months — will establish tentative relationships between fatigue and related factors, hours of rest and service, and safety operations; and will involve preparation of a detailed program of research in these areas. The second phase — which will take eight months — will be for the development of necessary equipment, procedures, or facilities for measuring driver fatigue and associated effects; for performing the required studies, and establishing relationships between fatigue and related factors, hours of rest and service, and safety of operations.

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Commenting on the study, BMCS Director, Robert A. Kaye said:

"We are painfully aware of the increase in both single vehicle and multiple vehicle accidents in which the probable cause was a driver failure. The present Hours of Service Regulations are based on a U. S. Public Health Service study which was done more than 30 years ago. Times have changed since then; the highway environment has changed substantially and the technology of human factors has undergone a drastic change. There is a lack of data necessary to establish causative relationships among fatigue, hours of service, and safety of operation."

"Research activities must be directed toward obtaining data from actual driving experience. The contract for this study specifies actual field studies are to be conducted to define reliable operational measures of driver fatigue. We will be calling on the trucking and passenger bus industries, unions and drivers to cooperate in this effort."

Human Factors Research, Inc., is to begin the study immediately, and will make a final report to BMCS in 12 months.

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
July 16, 1971

FHWA-- 597
(202-426-0677)

The Federal Highway Administration's Bureau of Motor Carrier Safety today announced it has lifted a ban against the use of hearing aid devices by commercial vehicle drivers. The new order went into effect July 1.

The Bureau said the devices could be used to attain the minimum hearing level permitted under BMCS regulations, but specified that the device must be in operation while the driver is operating a vehicle, and that he must carry an additional power cell while on duty.

A Notice of Proposed Rule Making asking for public comment was published in the Federal Register on April 15. Numerous individuals and organizations submitted views, and all were favorable to the proposed change in the rule.

BMCS Director Robert A. Kaye said:

"Because of the technological advances in modern hearing aids, it is felt that drivers with correctable hearing loss have no greater susceptibility to accident involvement than those with normal hearing ability. Consequently, we felt there no longer was any need for the restriction, and have acted accordingly."

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RELEASE AT WILL

FHWA--595
(202-426-0677)

In planning the right-of-way for Interstate Route 95 through Georgia, Federal and State highway officials deliberated long and deeply before deciding to locate part of it on a causeway through the Marshes of Glynn, near Brunswick along the State's southern coast.

The reason: some ecologists feared that the freeway, which will run in a north-south direction along the coastal marshlands, might interrupt the tidal flow and kill a portion of the marsh.

However, highway officials finally determined that they had no choice; alternatives, such as building the road on pilings or bypassing the area completely, were either too expensive or not feasible.

At the same time, the highway authorities were in complete agreement with the ecologists that the marsh should be preserved. So, using aerial photos, maps and personal observations, they attacked the problem.

It was determined that the tidal flow from the sea follows major flow channels, such as streams, into the marsh. The flow moves into smaller streams and channels, then spills over into the marsh. When the tide recedes, the water returns to the sea by the same route.

(more)

Armed with this knowledge, the State Highway Department of Georgia has now made plans to build I-95 through the marsh with provisions for appropriate bridges and culverts wherever tidal flow intersects with the highway route. The plans have been reviewed and approved by the U. S. Geological Survey, the Army Corps of Engineers, the United States Environmental Protection Agency, the U. S. Bureau of Sports Fisheries and Wildlife, and the Georgia Water Quality Control Board.

To be absolutely certain, however, the Department went even further: a team of engineers recently followed the planned route of I-95 through the marsh to ensure that every stream, rivulet, or potential path of tidal flow is provided for by a bridge or culvert.

In addition, the highway department plans to take every reasonable precaution during dredging for roadbed materials to ensure that pollution of the marsh doesn't occur. This will include the assignment of a highway department supervisor to each project for the sole purpose of preventing pollution.

As a result of these precautions, highway officials are confident that no area of the marsh will become totally damaged or unproductive from the construction of I-95, and that the marsh as a whole will be unaffected.

"This is an outstanding example of the great emphasis highway officials place on preserving the ecology -- and the great lengths to which they will go to do so," said Federal Highway Administrator F. C. Turner. "We are always anxious to work closely with concerned citizens' groups on all environmental matters, and I am personally delighted that these safeguards have been taken to protect the Marshes of Glynn -- while at the same time providing Georgia and the Nation with one of the new Interstate System routes which are so vitally needed. In so doing, however, it must be clearly understood that substantial additional costs are generated, which we are approving in the assumption that the general public wishes to have both good transportation and marshland protection and is willing to pay the costs for both."

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RELEASE AT WILL

FHWA -- 599
(202)-426-0677

Cactus -- that prickly plant found in the western part of the United States -- could not possibly be of any concern to a highway department -- right?

Wrong.

It was of great concern to highway officials in Arizona when they were planning construction of a divided stretch of State Route 87 in Tonto National Forest, between Phoenix and Payson. Checking over the right-of-way line, they found that there was an abundance of desert cacti and flora in the path of the new road.

Of course they could have simply bull-dozed a clearing through the cacti and flora and gone on with the job of building the road. But that is not what they did.

Instead, under the direction of George Turner, Arizona Highway Department landscaper, plans were made to preserve to the fullest extent possible the ocotillos, saguaros and other cacti. In all, 498 ocotillo plants, 154 saguaro cacti -- some up to 30 feet tall -- and countless smaller varieties were saved by relocating them up to 40 feet beyond the highway right-of-way. Many of the giant saguaros were 150 to 200 years old.

(more)

The plants were removed with their root systems intact, and were immediately replanted in a previously prepared location. A fungicide was applied to protect root systems, and jet streams of water -- in some cases as much as 300 gallons -- were pumped in to compact the earth around the roots.

Many of the cacti that were transplanted weighed between two and three tons each.

The operation has been proclaimed a rousing success, with less than one per cent of the transplanted cacti having failed to survive the move.

"This is an excellent example," said Federal Administrator F.C. Turner, "of the very real concern highway engineers have for preserving the environment and our natural heritage. While building the new roads that are so vitally needed by this Nation, highway officials are expending great amounts of time, effort and money to prevent damage to the environment or the ecology. I am personally delighted that it was possible to preserve this cacti and flora in Arizona -- and now motorists traveling over this new road will be able to enjoy viewing it from close up."

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FHWA-- 593
(202-426-0677)

A new brochure, "Safety Rest Area Development," which illustrates some of the outstanding rest areas constructed or proposed on the Nation's Federal-aid highway systems, has just been published by the Federal Highway Administration.

Prepared by the Landscape Branch, Scenic Enhancement Division of FHWA's Office of Right-of-Way and Environment, the 28-page publication was designed as a stimulus to those responsible for the site selection, design, development, and maintenance of rest areas.

The brochure is liberally illustrated with photographs -- many in color -- submitted by various States to show new and imaginative rest area developments.

Subjects covered include site selection, design, site development, scenic qualities, historic aspects, information buildings, information panels, multiple use, buildings, rest room interior, shelters, picnic tables, plantings, utilities, fencing, consideration for the handicapped, and borrow pit lakes.

Copies of "Safety Rest Area Development" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street S.W., Washington, D. C. 20591.



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FOR RELEASE TUESDAY P.M.
July 27, 1971

FHWA--600
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety announced the award of a \$40,800 contract to Richardson, Bellows, Henry and Co., of Washington, D. C., for development and validation of a written examination for interstate commercial vehicle drivers on the Motor Carrier Safety Regulations.

Dr. Robert A. Kaye, the Bureau's Director, stated that commercial vehicle drivers will be required to take a written test showing their familiarity with the Federal Motor Carrier Safety Regulations.

However, guidelines published by the Equal Employment Opportunity Commission on August 1, 1970, require that written examinations of this type be validated to show that performance on the examination has a direct relationship to the on-the-job ability and skill and that the tests do not discriminate unfairly against any group. Richardson, Bellows, Henry and Co., will develop a written examination selecting questions and answers from the Motor Carrier Safety Regulations which have relevancy to the truck and bus driving functions.

The examination will be tested on a representative sample composed of candidate drivers having different racial, geographical, and educational compositions. The results of the validation will be documented and procedures for the administration of the examination by employers not trained in testing procedures will be established.

The contract is to be completed in 8 1/2 months.

The examination will be tested on a representative sample composed of candidate drivers having different racial, geographical, and educational compositions. The results of the validation will be documented and procedures for the administration of the examination by employers not trained in testing procedures will be established.

The contract is to be completed in 8 1/2 months.

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FOR RELEASE WEDNESDAY P.M.
August 11, 1971

FHWA-- 596
(202-426-0677)

The value of seat belts in preventing or minimizing injuries to drivers of commercial vehicles is emphasized in a new report, "Crash/Injury-Ejection Study of Commercial Vehicle Accidents in 1969," just released by the Federal Highway Administration's Bureau of Motor Carrier Safety.

The report contains a statistical review of 459 reports submitted to BMCS in 1969 concerning accidents in which motor carrier drivers and/or relief drivers were killed or seriously injured.

All motor carriers, except private carriers, operating in interstate or foreign commerce are required to report vehicle accidents which result in a fatality, personal injury or \$250 or more property damage to the Bureau of Motor Carrier Safety. During 1969, 50,657 reports were received.

The new report makes clear that the use of seat belts in commercial vehicles definitely can decrease serious injury or death to drivers.

BMCS Director Robert A. Kaye said: "Motor carriers should use this data and urge their drivers to wear seat belts. This data may also be useful to motor carrier manufacturers and suppliers in their research and development programs. The Bureau of Motor Carrier Safety makes use of statistical data extracted from accident reports in determining the necessity of new safety regulations or changes in existing regulations."

Copies of the report can be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20591.



DEPARTMENT OF TRANSPORTATION

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FOR RELEASE THURSDAY P.M.
August 12, 1971

FHWA --598 (202-426-0677)

HIGHWAY CONSTRUCTION PRICE INDEX FOR 2ND QUARTER 1971

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the second quarter of 1971 increased 7.5 percent above the previous quarter, to 133.4 percent of the 1967 average.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments. This is the fourth issue of the index based on the year 1967. The previous base period was 1957-59.

The increase of 7.5 percent follows a 4.7 percent decrease for the previous quarter. The composite price index for the second quarter of 1971 is 10.0 percent above that for the second quarter of 1970.

The increase in the second quarter 1971 composite index above that of the previous quarter reflects increases of 12.4 percent for excavation and 10.4 percent for structural steel.

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> |
|-----------------------------|------------------------|------------------------------|
| 3rd quarter, 1969 | 115.1 | + 4.1 |
| 4th quarter, 1969 | 116.6 | + 1.3 |
| 1st quarter, 1970 | 116.4 | - 0.2 |
| 2nd quarter, 1970 | 121.3 | + 4.3 |
| 3rd quarter, 1970 | 134.0 | +10.4 |
| 4th quarter, 1970 | 130.2 | - 2.8 |
| 1st quarter, 1971 | 124.1 | - 4.7 |
| 2nd quarter, 1971 | 133.4 | + 7.5 |

The price levels of the component items of the index in the second quarter of 1971, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

| | Price Index 1967=100 | | | Percentage change this quarter from-- | |
|---------------------------------|---------------------------|--------------------------|---------------------------|--|---------------------------|
| | Second quarter 1971 | First quarter 1971 | Second quarter 1970 | First quarter 1971 | Second quarter 1970 |
| Excavation | 132.5 | 117.9 | 116.3 | +12.4 | +14.0 |
| Surfacing: | | | | | |
| Portland cement concrete . | 126.9 | 124.3 | 122.8 | + 2.1 | + 3.3 |
| Bituminous concrete . . . | 133.3 | 127.5 | 122.1 | + 4.6 | + 9.2 |
| Composite surfacing . . . | 130.0 | 125.8 | 122.4 | + 3.3 | + 6.2 |
| Structures: | | | | | |
| Reinforcing steel | 137.5 | 131.5 | 123.5 | + 4.5 | +11.3 |
| Structural steel | 148.6 | 134.6 | 130.7 | +10.4 | +13.6 |
| Structural concrete | 131.5 | 126.7 | 124.9 | + 3.8 | + 5.3 |
| Composite structures | 137.6 | 129.9 | 126.4 | + 6.0 | + 8.9 |
| Composite price index | 133.4 | 124.1 | 121.3 | + 7.5 | +10.0 |

The U.S. average contract unit prices for the index items during the first and second quarters of 1971 are:

| | Unit | 1st Qtr. 1971 | 2nd Qtr. 1971 |
|------------------|---------|---------------|---------------|
| Excavation | Cu. Yd. | \$.64 | \$.72 |
| PCC surface | Sq. Yd. | 5.50 | 5.62 |
| Bit. conc. surf. | Ton | 8.24 | 8.62 |
| Str. reinf. | Lb. | .172 | .180 |
| Str. steel | Lb. | .332 | .367 |
| Str. concrete | Cu. Yd. | 89.05 | 92.46 |

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FOR RELEASE THURSDAY AM
August 12, 1971

FHWA - 602
(202) 426-0648

Secretary of Transportation John A. Volpe today announced the initial list of obsolete State bridges to be replaced under provisions of the Federal-Aid Highway Act of 1970.

Federal funds will pay for 75 percent of the replacement costs.

The special bridge replacement program authorized by the 1970 Act as a highway safety measure calls for all bridges located on any of the Federal-aid systems to be inventoried, classified as to serviceability, safety and essentiality for public use, and assigned priorities for replacement.

The bridges announced today for initial replacement received top priority.

There are 563,000 highway bridges in the United States, but only 236,000 of them are on Federal-aid systems.

A total two-year authorization of \$250 million for the Federal share was provided in the 1970 Act to launch the bridge replacement program.

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The bridges for which approval is being given at this time will cost about \$150 million to complete, with funding from fiscal year 1972 and 1973 monies.

In announcing the bridges selected for replacement, Secretary Volpe commented:

"This bridge replacement program--a very important safety effort for our Nation as a whole--is intended to be a continuing one. The next priority group will be selected for replacement during fiscal year 1973. I cannot over-emphasize the importance and necessity of this in our continuing effort to improve every facet of highway safety."

The bridges to be replaced during fiscal 1972 are:

| | |
|-----------------------------|--|
| <u>Alabama:</u> | Bayou La Batre Bridge on State Route 188; |
| <u>Arizona:</u> | Agua Fria Bridge on U.S. 80; |
| <u>Arkansas:</u> | St. Francis River Floodway Bridge on 63; |
| <u>California:</u> | Mattole River Bridge at Capetown; |
| <u>Colorado:</u> | D & SL Railroad Bridge on State Highway 265, Adams County, North of Denver; |
| <u>Delaware:</u> | Christina River Bridge at Third Street, Wilmington; |
| <u>Florida:</u> | Bridges Nos. 63 & 31 on the Campbell Causeway over Tampa Bay; |
| <u>Georgia:</u> | Flint River Bridge on U.S. 27; |
| <u>Hawaii:</u> | Hanalei River Bridge on Route 56; |
| <u>Idaho:</u> | Perrine Bridge on U.S. 93 over the Snake River; |
| <u>Illinois:</u> | Willow Springs Road over Chicago Sanitary and Ship Canal; |
| <u>Indiana:</u> | Wabash River Bridge on U.S. 136; |
| <u>Iowa & Nebraska:</u> | Missouri River Bridge at Sioux City on U.S. Highway 20; |
| <u>Kansas:</u> | Arkansas River Bridge on U.S. 281; |
| <u>Louisiana:</u> | Bogue Chitto River Bridge on State Route 21; |
| <u>Massachusetts:</u> | Merrimack River Bridge No. N-11-11-S-2-3 on U.S. 1; |
| <u>Michigan:</u> | Saginaw River Bridge, Center Street in Saginaw; |
| <u>Minnesota:</u> | Minnesota River Bridge on Trunk Highway 36; |
| <u>Mississippi:</u> | Leaf River Bridge on State Route 29; |
| <u>Missouri:</u> | Meremac River Bridge on Route W; |
| <u>Montana:</u> | Missouri River Bridge on Montana Highway 10; |

Nevada: Nixon Bridge No. B-377, Truckee River at Nixon;
New Hampshire: Winnisquam Lake Bridge on U. S. Highway 3;
New Mexico: Rio Grande River Bridge on State Route 346;
New York: Western Gateway Bridge on State Highway 5 over
the Mohawk River;
North Carolina: N. E. Cape Fear River Bridge on U.S. Highway 117;
North Dakota: Lewis and Clark Bridge on U.S. 85 over the Missouri
River;
Ohio: Bridge No. CUY 422-0396 on U.S. 422 over Penn
Central Yards, at Cleveland;
Oklahoma: CRI & P Railroad Bridge on U.S. 62;
Oregon: Snake River Bridge at Adrian;
Pennsylvania: East Brady Bridge on U.S. Highway 68;
Rhode Island: Pawcatuck River Bridge on Shannock Road;
South Carolina: Black River Bridge on State Route 51;
South Dakota: Cliff Avenue Bridge on the Big Sioux River at
Sioux Falls;
Texas: Queen Isabella Causeway, Port Isabel;
Utah: North Temple Viaduct on U.S. 40 over D&RGW and UP
Railroads;
Virginia: Marshall Street Viaduct, Richmond;
Washington: Pasco-Kennewick Intercity Bridge;
West Virginia: Belpre Bridge over the Ohio River on U.S. Highway 50;
Wisconsin & Iowa: Prairie du Chien Bridge on U.S. 18 over the Mississippi
River;
Wyoming: North Platte River on Route 1302 at Natrona;
Puerto Rico: Cialitos River Bridge on Route 149.

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**DEPARTMENT OF
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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 12, 1971

FHWA - 603
(202) 426-0648

The Department of Transportation has proposed amendments to the Motor Carrier Safety Regulations which would require all fifth wheels, kingpins, tow-bars and the coupling devices for towing full trailers to be marked with their maximum gross load rating.

The proposed amendments stem from an Advance Notice of Proposed Rule Making, issued in the Federal Highway Administration's Docket No. MC-9 on January 17, 1969, which dealt with a broad range of proposals for rule making in the area of connections between towed vehicles and towing vehicles.

Bureau of Motor Carrier Safety Director Robert A. Kaye said:

" The major change proposed is the marking of coupling devices with the manufacturer's maximum gross load rating of the device. The certification will serve three purposes: (1) that the towing device, in normal operation, can tow any weight that does not exceed the rated maximum gross load, (2) it will provide users with information upon which they can base their choice of towing devices, and (3) it will help insure that adequate towing devices will be used on combination vehicles used on public highways."

Interested persons are invited to submit written data, views, or arguments on the proposal on or before October 15, 1971. Comments should be submitted in three copies to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.



DEPARTMENT OF TRANSPORTATION

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FOR RELEASE MONDAY A.M.
August 16, 1971

FHWA--601 (202-426-0677)

QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, JUNE 30, 1971

Over 32,026 miles of the 42,500-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,143 miles, Secretary of Transportation John A. Volpe announced today.

Information as of June 30, 1971, compiled by DOT's Federal Highway Administration, showed that with traffic now moving on 75 percent of the 42,500-mile system, only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 30,027 a year ago and 31,900 as of March 31, 1971, the date of the last survey, to 32,026 as of June 30. Thus mileage open to traffic was increased by 1,999 miles during the past 12 months, including 126 miles in the quarter ending June 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 32,026 miles of the Interstate System now in use by motorists, 26,856 miles meet the standards of adequacy for future traffic and 2,864 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 2,306 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, 4,143 miles were under construction as of June 30, and engineering or right-of-way acquisition was in progress on another 4,699 miles. Thus, some form of work was underway or completed on 40,868 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 \$4,044 billion for fiscal year 1972 was announced on December 31, 1970. The preliminary scheduling and actual construction of Interstate routes are the responsibility of the States, subject to review by the Federal Highway Administration.

The status of the Interstate System as of June 30, 1971, 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. 26,856

Improved to standards adequate for present traffic but additional improvement needed to meet full standards:

With Interstate funds. 2,864

Toll facilities 2,306

Total mileage improved and open to traffic. 32,026

Mileage under construction. 4,143

Preliminary engineering or right-of-way acquisition underway. 4,699

Total mileage improved or work underway 40,868

Some \$44.76 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 \$32.58 billion, of which \$26.82 billion was for construction and \$5.76 billion for engineering and right-of-way acquisition. As of June 30, 1971, work estimated to cost \$12.18 billion was underway or authorized, including \$8.46 billion of construction, and \$3.72 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1,425 billion was apportioned for fiscal year 1972, has also shown considerable accomplishment, with \$30.71 billion worth of work involving 263,330 miles of construction contracts completed or underway.

Construction contracts involving 247,813 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$23.25 billion; and contracts involving 15,517 miles at a cost of \$4.67 billion were underway on June 30. In addition, \$1.85 billion of engineering and right-of-way acquisition work had been completed and \$938 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 \$1.330 billion of tax revenue income during the three months ended June 30, about 69 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.111 billion. The status of the Trust Fund is shown in table IV.



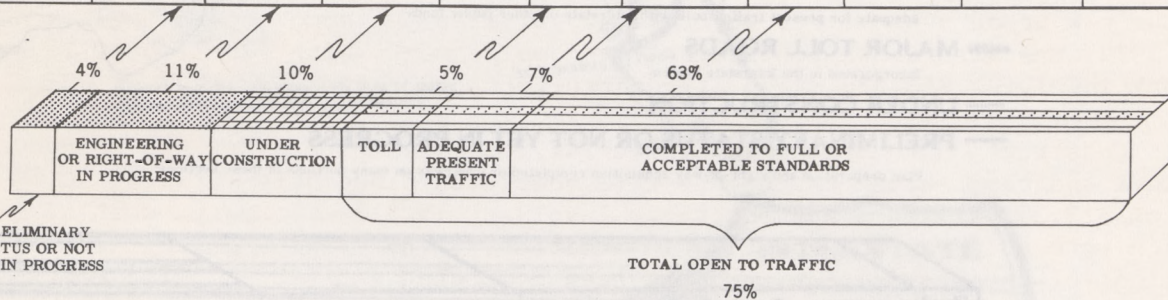
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1971

TABLE I

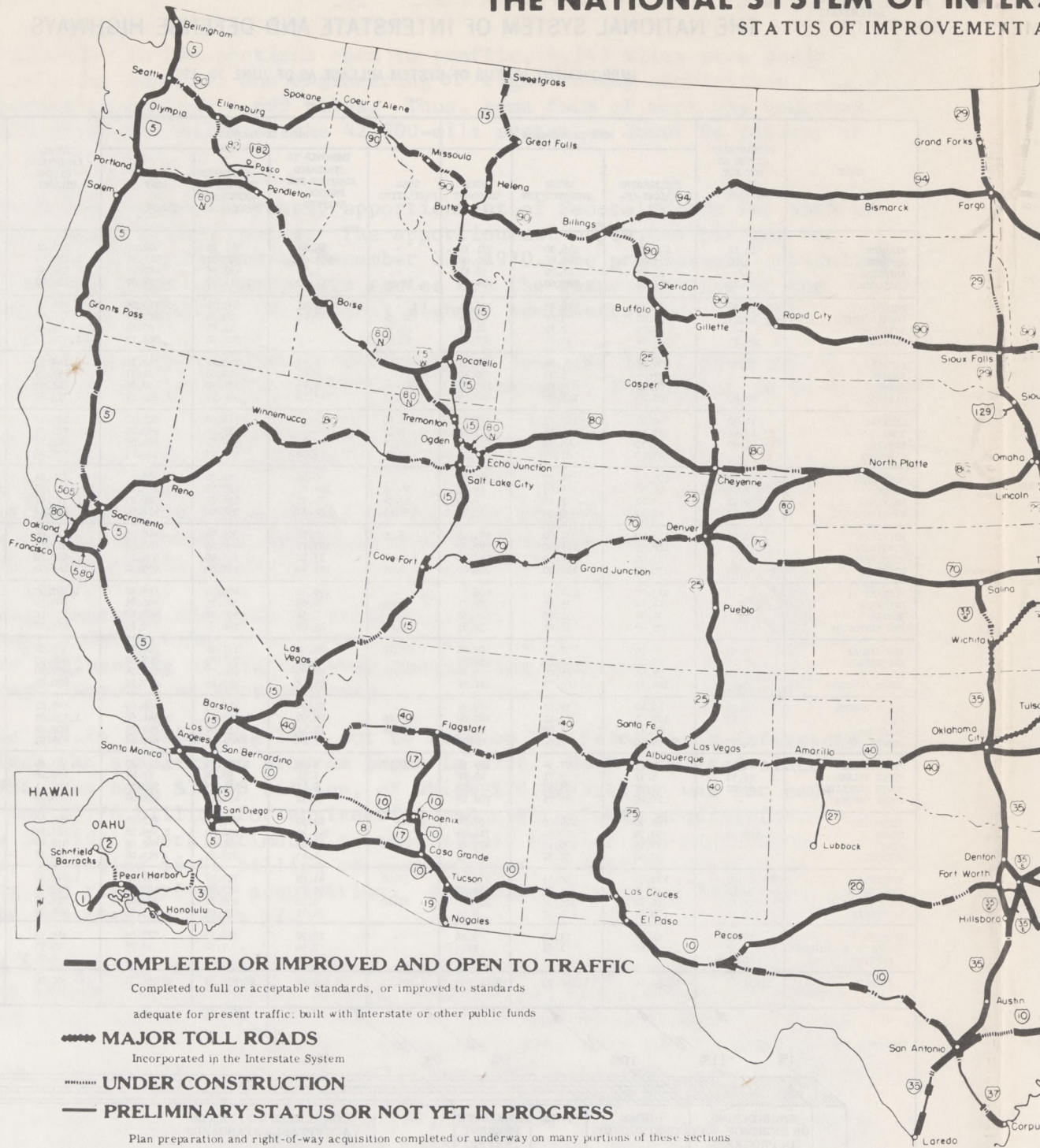
| STATE | PRELIMINARY STATUS OR NOT YET IN PROGRESS ^{1/} | WORK IN PROGRESS | | | OPEN TO TRAFFIC | | | | TOTAL DESIGNATED SYSTEM MILEAGE | STATE |
|----------------------|---|-----------------------------|--------------------|----------------|-----------------|--|---|-----------------------|---------------------------------|----------------------|
| | | ENGINEERING OR RIGHT-OF-WAY | UNDER CONSTRUCTION | TOTAL UNDERWAY | TOLL FACILITIES | IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC | COMPLETED TO FULL OR ACCEPTABLE STANDARDS | TOTAL OPEN TO TRAFFIC | | |
| ALABAMA | 18.70 | 125.31 | 146.00 | 271.31 | - | 66.80 | 541.20 | 608.00 | 898.01 | ALABAMA |
| ARIZONA | 1.00 | 115.22 | 144.86 | 260.08 | - | 183.64 | 727.87 | 911.51 | 1,172.59 | ARIZONA |
| ARKANSAS | - | 11.71 | 46.70 | 58.41 | - | 5.37 | 462.56 | 467.93 | 526.34 | ARKANSAS |
| CALIFORNIA | 27.70 | 205.70 | 268.60 | 474.30 | 10.20 | 257.00 | 1,511.60 | 1,778.80 | 2,280.80 ^{2/} | CALIFORNIA |
| COLORADO | 120.08 | 58.33 | 78.38 | 136.71 | - | 81.92 | 637.74 | 719.66 | 976.45 | COLORADO |
| CONNECTICUT | 40.21 | 27.09 | 9.67 | 36.76 | 12.31 | 48.46 | 209.24 | 270.01 | 346.98 | CONNECTICUT |
| DELAWARE | - | 3.75 | 7.72 | 11.47 | - | - | 14.84 | 29.14 | 40.61 | DELAWARE |
| FLORIDA | 229.11 | 217.02 | 90.05 | 307.07 | 56.45 | - | 806.70 | 863.15 | 1,399.33 ^{3/} | FLORIDA |
| GEORGIA | 38.70 | 202.97 | 165.54 | 368.51 | - | 2.32 | 740.40 | 742.72 | 1,149.93 | GEORGIA |
| HAWAII | - | 22.44 | 8.04 | 30.48 | - | 2.69 | 19.08 | 21.77 | 52.25 | HAWAII |
| IDAHO | - | 86.32 | 34.55 | 120.67 | - | 125.46 | 365.50 | 490.96 | 611.63 | IDAHO |
| ILLINOIS | 83.82 | 180.29 | 166.00 | 346.29 | 155.38 | 147.16 | 990.57 | 1,293.11 | 1,723.22 | ILLINOIS |
| INDIANA | 14.30 | 60.85 | 152.77 | 213.62 | 156.90 | - | 744.60 | 901.50 | 1,129.42 | INDIANA |
| IOWA | 48.42 | 39.52 | 104.18 | 143.70 | 3.57 | - | 585.66 | 589.23 | 781.35 | IOWA |
| KANSAS | 21.60 | 56.70 | 49.35 | 106.05 | 187.70 | 1.75 | 504.60 | 694.05 | 821.70 | KANSAS |
| KENTUCKY | - | 93.50 | 61.03 | 154.53 | 39.20 | 16.80 | 527.43 | 563.43 | 737.96 | KENTUCKY |
| LOUISIANA | 40.91 | 105.48 | 184.79 | 290.27 | - | 0.86 | 386.00 | 386.00 | 718.04 | LOUISIANA |
| MAINE | 2.06 | 24.60 | 9.63 | 34.23 | 54.48 | 104.21 | 117.59 | 276.28 | 312.57 | MAINE |
| MARYLAND | 22.91 | 7.11 | 1.58 | 8.69 | 53.04 | 74.55 | 198.62 | 326.21 | 357.81 | MARYLAND |
| MASSACHUSETTS | 21.57 | 26.41 | 9.34 | 35.75 | 134.41 | 24.33 | 254.06 | 412.80 | 470.12 | MASSACHUSETTS |
| MICHIGAN | 41.00 | 113.99 | 71.60 | 185.59 | 5.39 | 42.96 | 899.74 | 948.09 | 1,174.68 | MICHIGAN |
| MINNESOTA | 21.32 | 168.35 | 124.40 | 292.75 | - | 107.77 | 492.29 | 600.06 | 914.13 | MINNESOTA |
| MISSISSIPPI | - | 33.60 | 114.50 | 148.10 | - | 17.10 | 517.00 | 534.10 | 682.20 | MISSISSIPPI |
| MISSOURI | 27.60 | 132.00 | 128.00 | 260.00 | 0.30 | 121.40 | 737.60 | 859.30 | 1,146.90 | MISSOURI |
| MONTANA | - | 273.70 | 214.63 | 488.33 | - | 290.31 | 409.31 | 699.62 | 1,187.95 | MONTANA |
| NEBRASKA | - | 44.64 | 35.10 | 79.74 | 0.22 | 12.88 | 387.75 | 400.85 | 480.59 | NEBRASKA |
| NEVADA | - | 94.83 | 31.85 | 126.68 | - | 5.34 | 402.54 | 407.88 | 534.56 | NEVADA |
| NEW HAMPSHIRE | - | 25.42 | 12.21 | 37.63 | 21.02 | 15.02 | 140.61 | 176.65 | 214.28 | NEW HAMPSHIRE |
| NEW JERSEY | 18.90 | 84.90 | 77.30 | 162.20 | 45.70 | 25.70 | 131.50 | 202.90 | 384.00 ^{4/} | NEW JERSEY |
| NEW MEXICO | 32.16 | 89.08 | 49.89 | 138.97 | - | 60.01 | 767.79 | 827.80 | 998.93 | NEW MEXICO |
| NEW YORK | 135.62 | 35.65 | 24.09 | 59.74 | 490.38 | 60.89 | 600.77 | 1,152.04 | 1,347.40 | NEW YORK |
| NORTH CAROLINA | 50.03 | 144.45 | 106.77 | 251.22 | - | 15.37 | 522.19 | 537.56 | 838.61 | NORTH CAROLINA |
| NORTH DAKOTA | 22.20 | 40.40 | 39.52 | 79.92 | - | 51.94 | 416.75 | 468.69 | 570.81 | NORTH DAKOTA |
| OHIO | 8.73 | 107.51 | 73.11 | 180.62 | 206.20 | 64.60 | 1,073.86 | 1,344.66 | 1,534.01 | OHIO |
| OKLAHOMA | - | 26.43 | 39.88 | 66.31 | 174.04 | 17.11 | 551.88 | 743.03 | 809.34 | OKLAHOMA |
| OREGON | 24.73 | 54.90 | 12.62 | 67.52 | - | 111.16 | 531.52 | 642.68 | 734.93 | OREGON |
| PENNSYLVANIA | 41.43 | 71.77 | 87.54 | 159.31 | 360.18 | 8.35 | 1,004.67 | 1,373.20 | 1,573.94 | PENNSYLVANIA |
| RHODE ISLAND | 26.59 | 6.51 | 3.71 | 10.22 | - | 5.11 | 58.36 | 63.47 | 100.28 | RHODE ISLAND |
| SOUTH CAROLINA | 63.02 | 7.97 | 163.58 | 171.55 | - | 8.17 | 514.37 | 522.54 | 757.11 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | 116.42 | 85.71 | 202.13 | - | 37.58 | 439.25 | 476.83 | 678.96 | SOUTH DAKOTA |
| TENNESSEE | - | 162.90 | 124.80 | 287.70 | - | 72.30 | 685.40 | 757.70 | 1,045.40 | TENNESSEE |
| TEXAS | 106.94 | 398.59 | 312.44 | 711.03 | - | 246.30 | 2,102.82 | 2,349.12 | 3,167.09 | TEXAS |
| UTAH | - | 337.55 | 136.17 | 473.72 | - | 71.23 | 391.46 | 462.69 | 936.41 | UTAH |
| VERMONT | - | 50.96 | 56.34 | 107.30 | - | 4.43 | 208.65 | 213.08 | 320.38 | VERMONT |
| VIRGINIA | 10.82 | 178.83 | 90.43 | 269.26 | 37.60 | 41.65 | 713.57 | 792.82 | 1,072.90 | VIRGINIA |
| WASHINGTON | 82.62 | 86.54 | 31.03 | 117.57 | - | 159.71 | 403.33 | 563.04 | 763.23 | WASHINGTON |
| WEST VIRGINIA | 17.69 | 70.83 | 125.97 | 196.80 | 87.10 | 0.30 | 209.61 | 297.01 | 511.50 | WEST VIRGINIA |
| WISCONSIN | 110.50 | 0.67 | 1.92 | 2.59 | - | 24.71 | 431.05 | 455.76 | 568.85 | WISCONSIN |
| WYOMING | 49.27 | 61.97 | 27.23 | 89.20 | - | 18.98 | 756.28 | 775.26 | 913.73 | WYOMING |
| DISTRICT OF COLUMBIA | 9.36 | 7.62 | 1.81 | 9.43 | - | 2.92 | 7.84 | 10.76 | 29.55 | DISTRICT OF COLUMBIA |
| PENDING | 0.04 ^{5/} | - | - | - | - | - | - | - | 0.04 ^{5/} | PENDING |
| TOTAL | 1,631.66 | 4,699.10 | 4,142.93 | 8,842.03 | 2,306.07 | 2,864.62 | 26,855.62 | 32,026.31 | 42,500.00 | TOTAL |



^{1/} Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
^{2/} 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.
^{3/} Excludes 44.4 miles chargeable to the Howard-Cramer Act, I-75E St. Petersburg-Tampa Bypass which was added to the system under that Act.
^{4/} Excludes 28.00 miles chargeable to the Howard-Cramer Act of the total 35.00 mile Trenton-Asbury Park Spur (I-95) which was added to the system under that Act.
^{5/} Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT

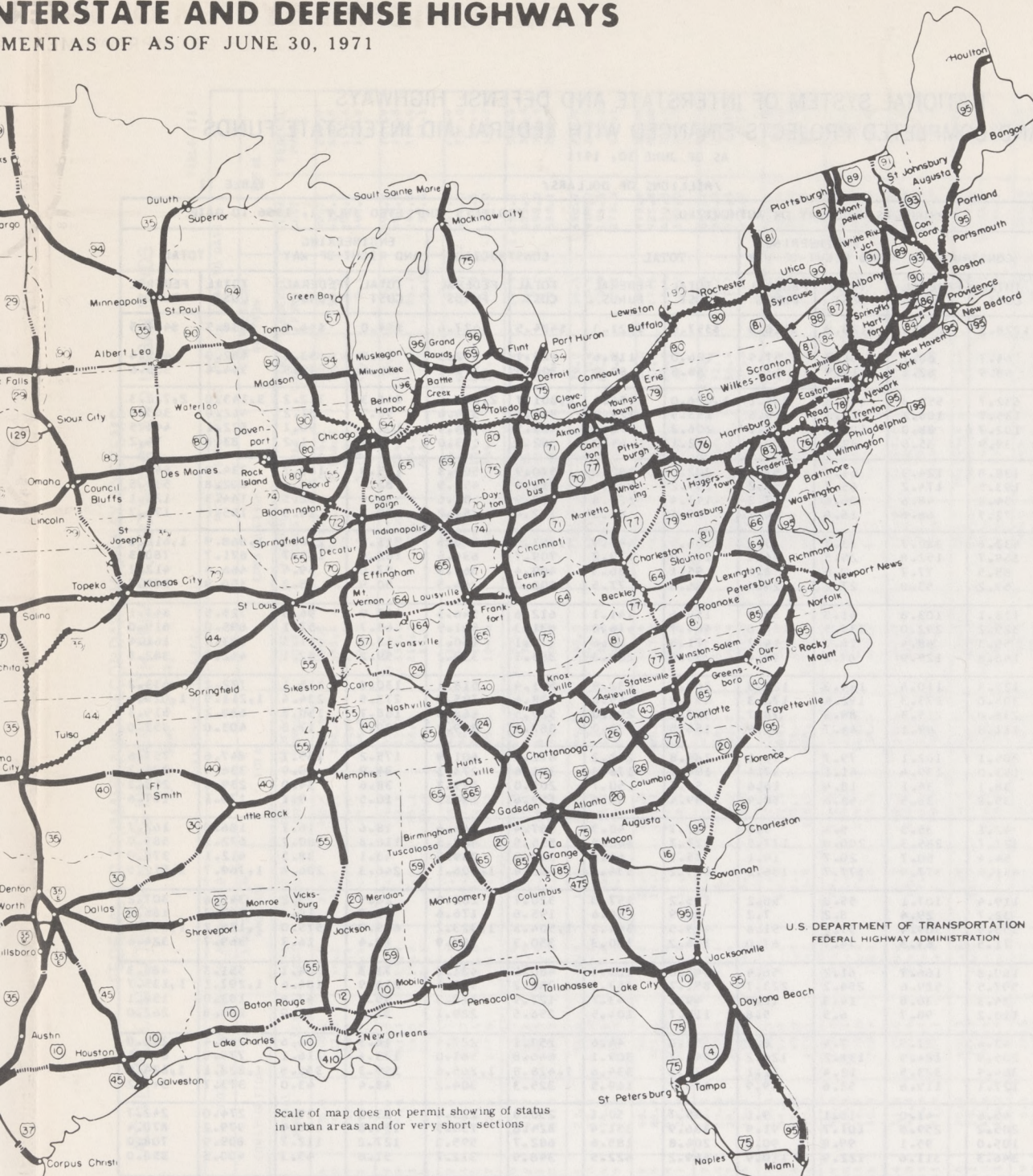


- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**
Completed to full or acceptable standards, or improved to standards adequate for present traffic; built with Interstate or other public funds
- MAJOR TOLL ROADS**
Incorporated in the Interstate System
- UNDER CONSTRUCTION**
- PRELIMINARY STATUS OR NOT YET 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 | |
|---|--|--------------------|--|
| 1,632 Miles | 4,699 Miles | 4,143 Miles | |

INTERSTATE AND DEFENSE HIGHWAYS

AS OF JUNE 30, 1971



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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Open to Traffic

32,026 Miles

36,169 Miles

INTERSTATE

TOTAL
42,500
MILES

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

AS OF JUNE 30, 1971

/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 | \$228.2 | \$205.3 | \$128.8 | \$116.0 | \$357.0 | \$321.3 | \$484.5 | \$427.6 | \$54.0 | \$46.9 | \$538.5 | \$474.5 |
| ALASKA | | | | | | | | | | | | |
| ARIZONA | 64.7 | 60.7 | 61.3 | 57.9 | 126.0 | 118.6 | 425.1 | 392.3 | 56.9 | 53.1 | 482.0 | 445.4 |
| ARKANSAS | 68.9 | 62.1 | 19.9 | 17.9 | 88.8 | 80.0 | 308.8 | 275.1 | 35.6 | 30.5 | 344.4 | 305.6 |
| CALIFORNIA | 632.7 | 559.3 | 443.3 | 395.1 | 1,076.0 | 954.4 | 2,301.7 | 2,010.1 | 841.3 | 712.2 | 3,143.0 | 2,722.3 |
| COLORADO | 135.7 | 108.2 | 18.2 | 16.6 | 153.9 | 124.8 | 353.3 | 314.6 | 58.7 | 51.2 | 412.0 | 365.8 |
| CONNECTICUT | 102.7 | 88.0 | 103.6 | 91.1 | 206.3 | 179.1 | 420.5 | 354.4 | 101.6 | 90.1 | 522.1 | 444.5 |
| DELAWARE | 39.9 | 35.9 | 32.2 | 28.1 | 72.1 | 64.0 | 82.4 | 73.0 | 1.4 | 1.2 | 83.8 | 74.2 |
| FLORIDA | 138.3 | 124.3 | 64.2 | 57.9 | 202.5 | 182.2 | 570.9 | 500.3 | 163.9 | 140.7 | 734.8 | 641.0 |
| GEORGIA | 193.5 | 174.2 | 65.7 | 59.2 | 259.2 | 233.4 | 519.9 | 459.9 | 82.9 | 73.6 | 602.8 | 533.5 |
| HAWAII | 54.8 | 48.6 | 86.6 | 77.2 | 141.4 | 125.8 | 107.9 | 93.6 | 36.4 | 32.5 | 144.3 | 126.1 |
| IDAHO | 72.7 | 66.6 | 15.4 | 14.2 | 88.1 | 80.8 | 172.4 | 157.2 | 22.7 | 19.5 | 195.1 | 176.7 |
| ILLINOIS | 432.8 | 380.7 | 73.7 | 65.2 | 506.5 | 445.9 | 1,557.6 | 1,346.5 | 311.3 | 270.3 | 1,868.9 | 1,616.8 |
| INDIANA | 169.7 | 152.8 | 29.3 | 26.4 | 199.0 | 179.2 | 709.7 | 634.6 | 162.0 | 145.7 | 871.7 | 780.3 |
| IOWA | 85.5 | 77.7 | 9.6 | 8.6 | 95.1 | 86.3 | 409.4 | 362.8 | 57.0 | 49.4 | 466.4 | 412.2 |
| KANSAS | 59.2 | 53.0 | 27.2 | 24.5 | 86.4 | 77.5 | 300.0 | 264.5 | 50.9 | 45.2 | 350.9 | 309.7 |
| KENTUCKY | 118.1 | 103.8 | 41.5 | 37.3 | 159.6 | 141.1 | 612.6 | 546.5 | 112.9 | 96.6 | 725.5 | 643.1 |
| LOUISIANA | 325.2 | 292.0 | 139.5 | 124.8 | 464.7 | 416.8 | 631.3 | 561.9 | 63.7 | 57.1 | 695.0 | 619.0 |
| MAINE | 55.3 | 48.4 | 16.0 | 14.2 | 71.3 | 62.6 | 170.1 | 150.1 | 13.1 | 11.3 | 183.2 | 161.4 |
| MARYLAND | 148.8 | 129.9 | 87.1 | 78.4 | 235.9 | 208.3 | 383.1 | 330.2 | 59.2 | 52.1 | 442.3 | 382.3 |
| MASSACHUSETTS | 125.3 | 110.6 | 144.3 | 122.3 | 269.6 | 232.9 | 591.4 | 518.1 | 130.8 | 115.1 | 722.2 | 633.2 |
| MICHIGAN | 305.0 | 273.3 | 192.4 | 172.3 | 497.4 | 445.6 | 938.4 | 795.2 | 273.5 | 234.4 | 1,211.9 | 1,029.6 |
| MINNESOTA | 238.0 | 215.3 | 89.8 | 78.7 | 327.8 | 294.0 | 520.5 | 468.6 | 168.7 | 150.7 | 689.2 | 619.3 |
| MISSISSIPPI | 111.8 | 99.1 | 44.7 | 39.9 | 156.5 | 139.0 | 382.1 | 339.2 | 20.9 | 17.8 | 403.0 | 357.0 |
| MISSOURI | 205.1 | 182.1 | 79.7 | 71.1 | 284.8 | 253.2 | 672.4 | 601.9 | 175.2 | 155.7 | 847.6 | 757.6 |
| MONTANA | 153.0 | 139.4 | 41.1 | 37.4 | 194.1 | 176.8 | 301.6 | 273.3 | 34.9 | 30.9 | 336.5 | 304.2 |
| NEBRASKA | 38.1 | 34.1 | 18.4 | 16.6 | 56.5 | 50.7 | 201.0 | 179.3 | 38.6 | 34.0 | 239.6 | 213.3 |
| NEVADA | 35.8 | 33.5 | 53.6 | 50.9 | 89.4 | 84.4 | 159.6 | 148.5 | 10.5 | 9.1 | 170.1 | 157.6 |
| NEW HAMPSHIRE | 42.1 | 35.3 | 5.6 | 5.0 | 47.7 | 40.3 | 167.4 | 146.6 | 18.6 | 16.1 | 186.0 | 162.7 |
| NEW JERSEY | 327.7 | 285.3 | 200.0 | 177.5 | 527.7 | 462.8 | 555.5 | 488.3 | 116.8 | 100.7 | 672.3 | 589.0 |
| NEW MEXICO | 54.4 | 50.7 | 20.7 | 19.1 | 75.1 | 69.8 | 369.0 | 339.5 | 43.1 | 38.5 | 412.1 | 378.0 |
| NEW YORK | 451.5 | 377.9 | 177.7 | 156.2 | 629.2 | 534.1 | 1,523.4 | 1,306.1 | 246.3 | 206.4 | 1,769.7 | 1,512.5 |
| NORTH CAROLINA | 119.4 | 107.1 | 55.8 | 50.2 | 175.2 | 157.3 | 320.7 | 282.0 | 28.9 | 25.2 | 349.6 | 307.2 |
| NORTH DAKOTA | 32.7 | 29.4 | 8.2 | 7.2 | 40.9 | 36.6 | 195.6 | 176.6 | 11.7 | 10.2 | 207.3 | 186.8 |
| OHIO | 355.9 | 309.4 | 57.6 | 51.8 | 413.5 | 361.2 | 1,504.3 | 1,323.2 | 649.9 | 575.0 | 2,154.2 | 1,898.2 |
| OKLAHOMA | 71.5 | 63.3 | 74.7 | 67.0 | 146.2 | 130.3 | 350.3 | 307.9 | 19.4 | 16.7 | 369.7 | 324.6 |
| OREGON | 180.8 | 166.7 | 61.2 | 56.4 | 242.0 | 223.1 | 480.0 | 421.2 | 71.3 | 64.1 | 551.3 | 485.3 |
| PENNSYLVANIA | 597.5 | 529.6 | 254.2 | 223.7 | 851.7 | 753.3 | 1,080.2 | 951.1 | 216.9 | 184.6 | 1,297.1 | 1,135.7 |
| RHODE ISLAND | 34.3 | 30.8 | 14.8 | 12.9 | 49.1 | 43.7 | 127.9 | 110.3 | 55.1 | 47.8 | 183.0 | 158.1 |
| SOUTH CAROLINA | 110.2 | 98.7 | 6.5 | 5.8 | 116.7 | 104.5 | 256.5 | 229.1 | 37.3 | 32.9 | 293.8 | 262.0 |
| SOUTH DAKOTA | 43.6 | 37.9 | 7.4 | 6.7 | 51.0 | 44.6 | 253.1 | 227.4 | 16.3 | 14.6 | 269.4 | 242.0 |
| TENNESSEE | 205.9 | 184.9 | 138.2 | 124.2 | 344.1 | 309.1 | 646.8 | 581.0 | 133.1 | 116.1 | 779.9 | 697.1 |
| TEXAS | 364.9 | 323.5 | 12.4 | 11.1 | 377.3 | 334.6 | 1,428.8 | 1,265.6 | 399.3 | 358.8 | 1,828.1 | 1,624.4 |
| UTAH | 127.1 | 119.6 | 52.6 | 49.9 | 179.7 | 169.5 | 325.3 | 304.2 | 48.4 | 43.0 | 373.7 | 347.2 |
| VERMONT | 45.6 | 41.0 | 10.1 | 9.1 | 55.7 | 50.1 | 250.8 | 223.4 | 23.2 | 19.3 | 274.0 | 242.7 |
| VIRGINIA | 285.2 | 259.5 | 101.7 | 91.9 | 386.9 | 351.4 | 824.6 | 733.5 | 154.6 | 136.9 | 979.2 | 870.4 |
| WASHINGTON | 105.0 | 95.1 | 99.8 | 90.5 | 204.8 | 185.6 | 682.7 | 595.3 | 127.2 | 112.7 | 809.9 | 708.0 |
| WEST VIRGINIA | 346.3 | 311.6 | 122.9 | 110.9 | 469.2 | 422.5 | 348.9 | 312.7 | 51.6 | 45.3 | 400.5 | 358.0 |
| WISCONSIN | 40.4 | 35.8 | 19.9 | 17.9 | 60.3 | 53.7 | 356.9 | 318.3 | 79.0 | 68.4 | 435.9 | 386.7 |
| WYOMING | 25.7 | 23.2 | 8.1 | 7.3 | 33.8 | 30.5 | 327.8 | 301.6 | 18.8 | 16.6 | 346.6 | 318.2 |
| DIST. OF COL. | 158.1 | 127.8 | 82.3 | 73.7 | 240.4 | 201.5 | 157.9 | 140.3 | 48.0 | 42.1 | 205.9 | 182.4 |
| PUERTO RICO | | | | | | | | | | | | |
| TOTAL | 8,464.6 | 7,503.0 | 3,719.3 | 3,325.7 | 12,183.9 | 10,828.7 | 26,822.9 | 23,664.5 | 5,753.1 | 5,019.3 | 32,576.0 | 28,683.8 |

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

AS OF JUNE 30, 1971

/MILLIONS OF DOLLARS/

TABLE III

| STATE | PROJECTS UNDERWAY OR AUTHORIZED | | | | | | | PROJECTS COMPLETED JULY 1, 1956 TO DATE | | | | | | |
|----------------|---------------------------------|---------------|----------|---------------------|---------------|------------|---------------|---|---------------|-----------|---------------------|---------------|------------|---------------|
| | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | |
| | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | \$66.4 | \$35.0 | \$198.1 | \$26.2 | \$13.2 | \$92.6 | \$48.2 | \$462.0 | 231.5 | 7,556.1 | 39.8 | 19.4 | 502.7 | 250.9 |
| ALASKA | 80.9 | 74.4 | 403.8 | 34.2 | 32.0 | 115.1 | 106.4 | 355.6 | 327.3 | 2,666.7 | 57.0 | 53.2 | 412.6 | 380.5 |
| ARIZONA | 31.9 | 23.1 | 106.6 | 1.1 | .8 | 33.0 | 23.9 | 254.2 | 174.6 | 1,969.3 | 4.5 | 3.0 | 258.7 | 177.6 |
| ARKANSAS | 80.5 | 39.4 | 463.9 | 18.6 | 9.3 | 99.1 | 48.7 | 330.3 | 164.5 | 5,233.6 | 19.4 | 9.3 | 349.7 | 173.8 |
| CALIFORNIA | 239.7 | 147.6 | 275.8 | 11.9 | 7.9 | 251.6 | 155.5 | 1,481.2 | 782.5 | 3,709.9 | 9.5 | 5.4 | 1,490.7 | 787.9 |
| COLORADO | 48.9 | 25.8 | 161.7 | 13.7 | 7.9 | 62.6 | 33.7 | 339.6 | 184.0 | 3,714.3 | 50.9 | 27.8 | 390.5 | 211.8 |
| CONNECTICUT | 49.3 | 25.4 | 14.5 | 15.8 | 7.8 | 65.1 | 33.2 | 210.2 | 102.3 | 261.1 | 29.8 | 14.7 | 240.0 | 117.0 |
| DELAWARE | 20.3 | 10.6 | 31.7 | 10.5 | 5.7 | 30.8 | 16.3 | 89.3 | 44.1 | 518.2 | 7.8 | 4.0 | 97.1 | 48.1 |
| FLORIDA | 70.7 | 35.8 | 158.7 | 14.1 | 7.2 | 84.8 | 43.0 | 536.6 | 251.5 | 3,567.4 | 6.4 | 3.1 | 543.0 | 254.6 |
| GEORGIA | 110.3 | 56.1 | 451.7 | 47.6 | 23.9 | 157.9 | 80.0 | 507.4 | 251.0 | 5,847.6 | 56.6 | 28.0 | 564.0 | 279.0 |
| HAWAII | 37.5 | 18.2 | 21.4 | 13.8 | 7.1 | 51.3 | 25.3 | 74.3 | 36.6 | 154.2 | 19.5 | 9.8 | 93.8 | 46.4 |
| IDAHO | 44.7 | 32.9 | 277.4 | 9.5 | 6.1 | 54.2 | 39.0 | 164.6 | 105.5 | 2,364.0 | 17.2 | 9.7 | 181.8 | 115.2 |
| ILLINOIS | 241.9 | 121.3 | 751.3 | 14.4 | 7.1 | 256.3 | 128.4 | 1,102.6 | 563.6 | 8,113.2 | 49.1 | 23.9 | 1,151.7 | 587.5 |
| INDIANA | 83.2 | 41.7 | 107.6 | 21.9 | 11.2 | 105.1 | 52.9 | 579.4 | 297.0 | 3,510.1 | 76.2 | 36.3 | 655.6 | 333.3 |
| IOWA | 114.1 | 58.7 | 1,456.5 | 4.5 | 2.9 | 118.6 | 61.6 | 483.8 | 249.1 | 11,674.0 | 14.2 | 7.2 | 498.0 | 256.3 |
| KANSAS | 66.0 | 33.0 | 569.3 | 4.9 | 2.5 | 70.9 | 35.5 | 500.9 | 249.6 | 13,682.2 | 37.2 | 18.6 | 538.1 | 268.2 |
| KENTUCKY | 56.7 | 27.6 | 84.6 | 32.3 | 16.6 | 89.0 | 44.2 | 360.5 | 180.3 | 2,425.3 | 70.2 | 36.4 | 430.7 | 214.7 |
| LOUISIANA | 86.0 | 42.8 | 172.3 | 21.2 | 10.5 | 107.2 | 53.3 | 392.8 | 191.9 | 2,852.6 | 21.4 | 10.6 | 414.2 | 202.5 |
| MAINE | 29.4 | 14.0 | 75.6 | 7.1 | 3.5 | 36.5 | 17.5 | 171.4 | 84.3 | 991.6 | 23.2 | 10.9 | 194.6 | 95.2 |
| MARYLAND | 44.5 | 22.7 | 96.9 | 22.4 | 11.4 | 66.9 | 34.1 | 267.3 | 131.0 | 1,470.9 | 6.2 | 3.1 | 273.5 | 134.1 |
| MASSACHUSETTS | 91.8 | 48.5 | 80.1 | 52.8 | 26.9 | 144.6 | 75.4 | 379.4 | 185.7 | 464.4 | 96.0 | 28.3 | 475.4 | 210.0 |
| MICHIGAN | 161.6 | 86.7 | 621.6 | 37.1 | 19.0 | 198.7 | 105.7 | 867.9 | 418.2 | 9,417.4 | 57.9 | 27.6 | 925.8 | 445.8 |
| MINNESOTA | 138.4 | 65.5 | 934.6 | .9 | .5 | 139.3 | 66.0 | 607.3 | 305.3 | 15,909.5 | 23.0 | 11.6 | 630.3 | 316.9 |
| MISSISSIPPI | 58.7 | 27.8 | 515.9 | 23.8 | 12.0 | 82.5 | 39.8 | 364.6 | 178.3 | 7,876.7 | 30.4 | 15.2 | 395.0 | 193.5 |
| MISSOURI | 126.7 | 63.5 | 260.7 | 64.8 | 33.8 | 191.5 | 97.3 | 559.3 | 284.7 | 9,944.3 | 103.4 | 49.4 | 662.7 | 331.1 |
| MONTANA | 29.8 | 19.6 | 209.0 | 14.1 | 8.7 | 43.9 | 28.3 | 312.6 | 187.7 | 4,743.5 | 32.7 | 18.2 | 345.3 | 205.9 |
| NEBRASKA | 56.7 | 28.5 | 621.7 | 4.5 | 2.2 | 61.2 | 30.7 | 394.8 | 201.9 | 8,270.6 | 36.5 | 17.7 | 431.3 | 219.6 |
| NEVADA | 17.6 | 16.4 | 88.9 | 9.3 | 8.3 | 26.9 | 24.7 | 131.0 | 112.5 | 1,855.9 | 15.0 | 12.4 | 146.0 | 124.9 |
| NEW HAMPSHIRE | 20.9 | 10.3 | 38.3 | 1.3 | .4 | 22.2 | 10.7 | 121.6 | 59.8 | 460.6 | 4.3 | 2.1 | 125.9 | 61.9 |
| NEW JERSEY | 126.3 | 58.8 | 57.7 | 96.4 | 45.8 | 222.7 | 104.6 | 362.7 | 175.3 | 531.4 | 44.6 | 22.3 | 407.3 | 197.6 |
| NEW MEXICO | 16.8 | 11.0 | 90.9 | 8.9 | 5.8 | 25.7 | 16.8 | 248.2 | 162.4 | 2,560.0 | 21.0 | 12.4 | 269.2 | 174.8 |
| NEW YORK | 409.2 | 180.9 | 139.1 | 7.7 | 3.8 | 416.9 | 184.7 | 1,780.9 | 828.0 | 3,558.8 | 27.6 | 13.3 | 1,808.5 | 841.3 |
| NORTH CAROLINA | 113.9 | 56.3 | 240.5 | 56.9 | 28.3 | 170.8 | 84.6 | 486.1 | 241.7 | 4,956.5 | 76.0 | 37.6 | 562.1 | 279.3 |
| NORTH DAKOTA | 36.6 | 19.8 | 1,152.1 | 3.0 | 1.6 | 39.6 | 21.4 | 276.0 | 140.5 | 14,688.3 | 16.1 | 8.3 | 292.1 | 148.8 |
| OHIO | 226.3 | 111.7 | 179.6 | 3.2 | 1.6 | 229.5 | 113.3 | 912.8 | 470.0 | 2,854.3 | 139.5 | 68.5 | 1,052.3 | 538.5 |
| OKLAHOMA | 63.6 | 30.9 | 218.5 | 10.3 | 5.0 | 73.9 | 35.9 | 488.7 | 242.9 | 6,573.6 | 14.6 | 7.0 | 503.3 | 249.9 |
| OREGON | 70.4 | 33.4 | 73.0 | 9.8 | 6.2 | 80.2 | 39.6 | 287.7 | 174.8 | 2,188.6 | 21.9 | 12.7 | 309.6 | 187.5 |
| PENNSYLVANIA | 396.8 | 191.7 | 244.6 | 30.9 | 15.5 | 427.7 | 207.2 | 935.0 | 459.3 | 2,124.4 | 100.3 | 43.4 | 1,035.3 | 502.7 |
| RHODE ISLAND | 17.5 | 8.5 | 11.1 | 15.5 | 7.8 | 33.0 | 16.3 | 108.2 | 53.4 | 254.8 | 30.9 | 14.9 | 139.1 | 68.3 |
| SOUTH CAROLINA | 86.1 | 41.8 | 837.1 | 3.4 | 1.8 | 89.5 | 43.6 | 284.5 | 143.2 | 7,454.9 | 21.0 | 10.6 | 305.5 | 153.8 |
| SOUTH DAKOTA | 37.0 | 20.7 | 482.7 | 1.5 | .8 | 38.5 | 21.5 | 294.1 | 160.7 | 10,014.2 | 5.1 | 2.9 | 299.2 | 163.8 |
| TENNESSEE | 60.1 | 29.8 | 355.7 | 33.0 | 16.5 | 93.1 | 46.3 | 463.2 | 232.1 | 7,600.4 | 53.8 | 25.3 | 517.0 | 257.4 |
| TEXAS | 281.5 | 147.8 | 1,057.6 | 1.1 | .6 | 282.6 | 148.4 | 1,529.1 | 783.9 | 19,942.2 | 5.0 | 2.7 | 1,534.1 | 786.6 |
| UTAH | 20.3 | 15.8 | 96.9 | 6.6 | 5.1 | 26.9 | 20.9 | 165.2 | 118.0 | 1,690.7 | 15.9 | 10.8 | 181.1 | 128.8 |
| VERMONT | 15.9 | 8.1 | 26.8 | 3.0 | 1.5 | 18.9 | 9.6 | 99.9 | 49.8 | 540.9 | 14.5 | 6.6 | 114.4 | 56.4 |
| VIRGINIA | 102.9 | 50.9 | 205.9 | 9.2 | 4.6 | 112.1 | 55.5 | 505.5 | 244.9 | 3,964.6 | 53.2 | 25.5 | 558.7 | 270.4 |
| WASHINGTON | 67.6 | 33.5 | 206.8 | 13.1 | 6.9 | 80.7 | 40.4 | 397.6 | 200.8 | 4,033.3 | 19.4 | 10.0 | 417.0 | 210.8 |
| WEST VIRGINIA | 58.3 | 29.3 | 38.7 | 24.4 | 12.6 | 82.7 | 41.9 | 200.5 | 100.7 | 1,120.5 | 42.8 | 21.4 | 243.3 | 122.1 |
| WISCONSIN | 72.0 | 35.3 | 358.1 | 37.2 | 18.6 | 109.2 | 53.9 | 558.3 | 277.5 | 6,950.6 | 57.4 | 28.4 | 615.7 | 305.9 |
| WYOMING | 17.6 | 13.2 | 138.7 | 4.3 | 3.2 | 21.9 | 16.4 | 193.4 | 128.1 | 2,567.7 | 9.1 | 6.1 | 202.5 | 134.2 |
| DIST. OF COL. | 16.4 | 11.6 | 6.0 | 2.2 | 1.7 | 18.6 | 13.3 | 109.6 | 60.5 | 89.8 | 12.9 | 6.2 | 122.5 | 66.7 |
| PUERTO RICO | 58.5 | 28.3 | 48.9 | 1.9 | 1.0 | 60.4 | 29.3 | 160.8 | 72.7 | 326.9 | 30.3 | 12.5 | 191.1 | 85.2 |
| TOTAL | 4,677.0 | 2,422.3 | 15,517.3 | 937.8 | 503.0 | 5,614.8 | 2,925.3 | 23,251.3 | 12,057.6 | 247,812.4 | 1,848.3 | 920.5 | 25,099.6 | 12,978.1 |

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

| | THREE MONTHS ENDED <u>JUNE 30, 1971</u> | FISCAL YEAR 7-1-70 TO <u>6-30-71</u> |
|---|---|--|
| Balance at beginning of period | <u>1/</u> \$3,335,974 | \$2,611,611 |
| Income: | | |
| Tax revenue: | | |
| Motor-fuel taxes (net after refunds) . . . | 918,997 | 3,962,357 |
| Less motorboat fuel revenue <u>2/</u> | <u>4,100</u> | <u>28,000</u> |
| Net for highways | 914,897 | 3,934,357 |
| Trucks, buses, and trailers | 189,966 | 692,459 |
| Tires, tubes, and tread rubber | 159,714 | 629,747 |
| Vehicle use | 32,828 | 148,029 |
| Parts and accessories, trucks and buses . | 20,452 | 85,074 |
| Lubricating oil (net after refunds) . . . | <u>12,558</u> | <u>51,889</u> |
| Total excise revenues | 1,330,415 | 5,541,555 |
| Interest earned | <u>96,411</u> | <u>183,878</u> |
| Total Income | 1,426,826 | 5,725,433 |
| Disbursements: | | |
| For highways | 1,111,091 | <u>1/</u> 4,685,335 |
| Interest on advances from General Fund . . . | - | - |
| Total Disbursements | <u>1,111,091</u> | <u>4,685,335</u> |
| Balance at end of period | \$3,651,709 | \$3,651,709 |

1/ Revised.

2/ 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, 1977) 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. 20590

FOR RELEASE WEDNESDAY A.M.
August 18, 1971

FHWA - 604
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety wants all commercial motor vehicles originally built in conformance with Federal Motor Vehicle Safety Standards to remain that way during their operating lives.

It has proposed an amendment to the Motor Carrier Safety Regulations which would prohibit a vehicle user from altering it so that the vehicle no longer performs, or no longer is equipped, in the manner required by the standards.

BMCS Director Robert A. Kaye said:

"It seems obvious that the interest of motor vehicle safety requires a vehicle manufactured in compliance with Federal standards to remain in that condition to the maximum extent practicable while in use. Removal, destruction or impairment of the effectiveness of any item required by the standards tends to lower the vehicle's safety performance capability and, therefore, defeats the objective of requiring them in the first place."

Interested persons are invited to comment on the proposal on or before October 15, 1971. Comments should be submitted in three copies to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
August 25, 1971

FHWA - 590
(202) 426-0648

A nationwide program for calibrating equipment used to measure the skid characteristics of highway pavements is being launched by the Department of Transportation's Federal Highway Administration.

Under an arrangement between the National Bureau of Standards (NBS) and the Federal Highway Administration, NBS will develop procedures for calibrating test vehicles used to measure the "skid-prone" characteristics of pavements. Eventually NBS will develop a "first-order," or basic national reference standard for skid measurement devices for a number of local area centers, each of which will in turn provide skid measurement calibration services for nearby States.

In addition, under a \$150,000 contract between FHWA and the Texas Transportation Institute (TTI), TTI will develop a calibration procedure and a "second order," or supplementary reference standard. It is expected that in 1972, the TTI center will be able to calibrate neighboring States' equipment for measuring pavement skid resistance. This center will be a prototype for skid test centers serving other geographic areas.

NBS expects to provide its basic calibration and standardization services to the regional centers by 1972. In addition, NBS will develop criteria for design of new measurement systems which will significantly improve the ability of highway engineers to measure the skid resistance of pavements on the Nation's highways.

In setting up this skid resistance equipment calibration program, FHWA is carrying out its responsibility under National Highway Safety Standard No. 12 to promote adoption of standards for pavement design, construction, and maintenance with provision for high skid resistance qualities.

For further information, please contact S. Metalitz, (202) 426-0265.

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58974

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY P.M.

August 30, 1971

FHWA-- 605

(202) 425-0677

Guidelines have been issued by the U. S. Department of Transportation's Federal Highway Administration for implementing a program aimed at demonstrating that areas with a potential for economic growth can be aided by highways.

The program was created by the Federal-Aid Highway Act of 1970 to show that highways can play an important role in revitalizing and diversifying the economies of rural areas and smaller communities with populations under 100,000.

Other objectives of the program are to demonstrate that highways can help enhance and disperse industrial growth, and can aid in checking or reversing the current migration of people to larger but more congested metropolitan areas.

Secretary of Transportation John A. Volpe has sent letters to Governors of all States inviting them to participate in the voluntary program.

The 1970 Act authorized the appropriation of \$50 million for each of the fiscal years 1972 and 1973 to help finance the Federal share of the cost of projects which must be on the Federal-aid primary system. These funds are in addition to regular Federal-aid primary funds that can be used. As a result, the Federal contribution to the demonstration program will be about 70 percent of the cost, rather than the normal 50 percent. Engineering and economic studies for planning are eligible for 100 percent Federal financing.

(more)

Federal Highway Administrator F. C. Turner today hailed the demonstration program as a unique opportunity for improving the quality of life in rural areas and small towns. He pointed out there are many centers in the United States which have the potential for economic development but are stymied because they lack adequate highway transportation.

"We already know generally that good highway transportation is a catalyst spurring economic development," said Mr. Turner. "What we are trying to learn is whether we can use this knowledge to influence growth in desirable patterns in desirable locations."

He urged Governors who will take part in the program to recommend projects which can be finished in a comparatively short time.

"For a demonstration program to be meaningful," he said, "it must be completed within the shortest time possible." He suggested that projects which involve unusually complex and expensive construction be avoided.

Criteria for the selection of growth centers have been developed by the Federal Highway Administration in consultation with the Department of Commerce, the Appalachian and other regional commissions, and State highway departments.

Each Governor has been asked to recommend growth centers he believes could benefit from development highway projects. Each recommendation must be accompanied by his suggestion as to how a highway might assist in developing the potential of the area.

The guidelines list in detail the factors that must be considered, and the procedures that should be followed in the selection and approval of economic growth center highways.

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57355

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
August 31, 1971

FHWA - 606
(202) 426-0677

The Federal Highway Administration has issued amendments to the fuel system safety requirements in the Motor Carrier Safety Regulations.

The principal changes include additional requirements for diesel fuel tanks, somewhat more stringent requirements for some liquid fuel tanks, and updated references to industry standards.

The new rules will permit the use of crossover lines on diesel fuel systems. However, the lines can only be a certain distance below the tank and must be protected. Fuel systems utilizing liquified petroleum gas for fuel will have to comply with more up-to-date industry standards. Also, fuel systems providing fuel for the propulsion of a vehicle will have to meet the requirements of one section of the referenced standard, while the fuel systems of auxiliary equipment must meet the provisions of another section.

Dr. Robert A. Kaye, Director of FHWA's Bureau of Motor Carrier Safety, said:

"Because of indications in our accident data which tend to show that fuel system failures are a factor in the severity of commercial vehicle collisions, we are convinced that more stringent safety requirements for all types of commercial vehicle fuel systems are warranted."

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57358



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE AT WILL

FHWA-- 593
(202-426-0677)

A new brochure, "Safety Rest Area Development," which illustrates some of the outstanding rest areas constructed or proposed on the Nation's Federal-aid highway systems, has just been published by the Federal Highway Administration.

Prepared by the Landscape Branch, Scenic Enhancement Division of FHWA's Office of Right-of-Way and Environment, the 28-page publication was designed as a stimulus to those responsible for the site selection, design, development, and maintenance of rest areas.

The brochure is liberally illustrated with photographs -- many in color -- submitted by various States to show new and imaginative rest area developments.

Subjects covered include site selection, design, site development, scenic qualities, historic aspects, information buildings, information panels, multiple use, buildings, rest room interior, shelters, picnic tables, plantings, utilities, fencing, consideration for the handicapped, and borrow pit lakes.

Copies of "Safety Rest Area Development" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street S.W., Washington, D. C. 20591.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.
August 31, 1971

FHWA - 606
(202) 426-0677

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"Because of indications in our accident data which tend to show that fuel system failures are a factor in the severity of commercial vehicle collisions, we are convinced that more stringent safety requirements for all types of commercial vehicle fuel systems are warranted."

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57358



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
September 2, 1971

FHWA--607 (202-426-0677)

Secretary of Transportation John A. Volpe announced today that \$1.436 billion in Federal and State funds was obligated through June 30, 1971, for development highways and local access roads in the 13-State Appalachia Region.

The Federal share was \$779 million.

As of the end of June, 1,288 miles of highways and roads were completed or under construction, an increase of 81 miles since the March 31, 1971 quarterly report. Of the total, 705 miles were completed and 583 miles were under construction. Engineering and right-of-way acquisition were underway on 968 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, are given in table 1 for Appalachian development highways and in table 2 for local access roads.

As shown in table 1, 476 miles of the 2,521 miles of development highways being considered for improvement were completed and open to traffic. An additional 22 miles were also completed but not yet open to traffic, and 401 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 860 miles, centerline locations were approved on 236 miles, and route location studies were underway or completed on 442 miles. Work has not yet been started on the remaining 84 miles.

Table 2 shows that of the 585 miles of local access roads approved as of June 30, 207 miles were completed, and 182 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 108 miles, centerline locations were approved on 28 miles, and route location studies were underway or completed on 39 miles. No work was started on the remaining 21 miles of approved access roads.

The Appalachian Regional Development Act authorized \$840 million in Federal funds for a 6-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.

The Act was further amended on November 25, 1969, by authorizing \$175 million for the fiscal year ending June 30, 1970; \$175 million for the fiscal year ending June 30, 1971; \$175 million for the fiscal year ending June 30, 1972; and \$170 million for fiscal year ending 1973—a total increase of \$695 million. A total of \$1.165 billion has now been authorized for the Appalachian highway program.

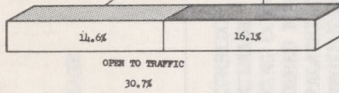
This work is being done by the Appalachian States through the Appalachian Regional Commission and in cooperation with the Federal Highway Administration. The Commission consists of Governors of the 13 States and a Federal Cochairman appointed by the President. Its primary purpose is to conduct a coordinated 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 Federal Highway Administration 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 Federal Highway Administration.

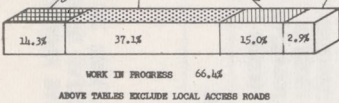
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1971

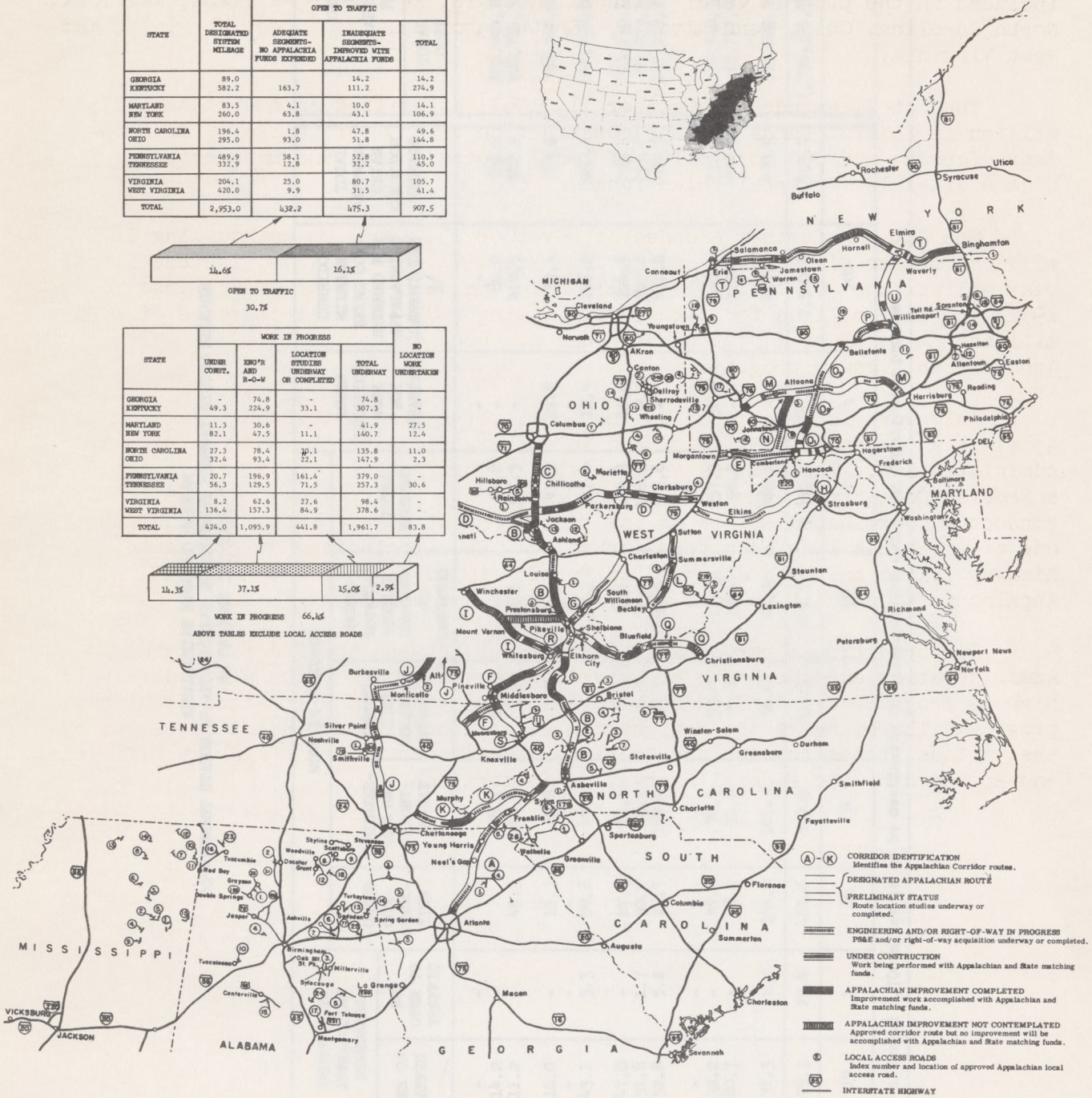
| STATE | TOTAL DESIGNATED SYSTEM MILEAGE | OPEN TO TRAFFIC | | TOTAL |
|----------------|---------------------------------|--|--|--------------|
| | | ADEQUATE SEGMENTS-NO APPALACHIA FUNDS EXPENDED | INADEQUATE SEGMENTS-IMPROVED WITH APPALACHIA FUNDS | |
| GEORGIA | 89.0 | | 14.2 | 14.2 |
| KENTUCKY | 582.2 | 163.7 | 111.2 | 274.9 |
| MARYLAND | 83.5 | 4.1 | 10.0 | 14.1 |
| NEW YORK | 260.0 | 63.8 | 43.1 | 106.9 |
| NORTH CAROLINA | 196.4 | 1.8 | 47.8 | 49.6 |
| OHIO | 295.0 | 93.0 | 51.8 | 144.8 |
| PENNSYLVANIA | 489.9 | 58.1 | 52.8 | 110.9 |
| TENNESSEE | 332.9 | 12.8 | 32.2 | 45.0 |
| VIRGINIA | 204.1 | 25.0 | 80.7 | 105.7 |
| WEST VIRGINIA | 420.0 | 9.9 | 31.5 | 41.4 |
| TOTAL | 2,953.0 | 432.2 | 475.3 | 907.5 |



| STATE | WORK IN PROGRESS | | | | NO LOCATION WORK UNDERTAKEN |
|----------------|------------------|-----------------|--|----------------|-----------------------------|
| | UNDER CONST. | ENG'G AND R-O-W | LOCATION STUDIES UNDERWAY OR COMPLETED | TOTAL UNDERWAY | |
| GEORGIA | - | 74.8 | - | 74.8 | - |
| KENTUCKY | 49.3 | 224.9 | 33.1 | 307.3 | - |
| MARYLAND | 11.3 | 30.6 | - | 41.9 | 27.5 |
| NEW YORK | 82.1 | 47.5 | 11.1 | 140.7 | 12.4 |
| NORTH CAROLINA | 27.3 | 78.4 | 30.1 | 135.8 | 11.0 |
| OHIO | 32.4 | 83.4 | 21.1 | 147.9 | 2.3 |
| PENNSYLVANIA | 20.7 | 196.9 | 161.4 | 379.0 | - |
| TENNESSEE | 56.3 | 129.5 | 71.5 | 257.3 | 30.6 |
| VIRGINIA | 8.2 | 62.6 | 27.6 | 98.4 | - |
| WEST VIRGINIA | 136.4 | 157.3 | 84.9 | 378.6 | - |
| TOTAL | 424.0 | 1,095.9 | 441.8 | 1,961.7 | 83.8 |



ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF JUNE 30, 1971

Table 1

| STATE | IMPROVED TO APPALACHIAN STANDARDS | | WORK IN PROGRESS | | | | | ROUTE LOCATION WORK NOT STARTED | CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT ^{1/} | TOTAL APPALACHIAN CORRIDOR MILEAGE | FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM | |
|--------------------------------------|-----------------------------------|---------------------|--------------------|------------------------------|-------------------------------|--|----------------|---------------------------------|---|------------------------------------|---|---------------|
| | OPEN TO TRAFFIC | NOT OPEN TO TRAFFIC | UNDER CONSTRUCTION | ENGINEERING AND RIGHT-OF-WAY | CENTER-LINE LOCATION APPROVED | ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED | TOTAL UNDERWAY | | | | TOTAL COST | FEDERAL FUNDS |
| | | | | | | | | | | | | |
| Alabama | - | - | - | - | - | - | - | - | - | - | - | - |
| Georgia | 14.2 | - | - | 28.7 | 46.1 | - | 74.8 | - | 89.0 | 89.0 | \$20,994,784 | \$11,691,844 |
| Kentucky | 111.2 | - | 49.3 | 218.7 | 6.2 | 33.1 | 307.3 | - | 418.5 | 582.2 | 208,784,336 | 131,657,384 |
| Maryland | 10.0 | - | 11.3 | 27.6 | 3.0 | - | 41.9 | 27.5 | 79.4 | 83.5 | 56,548,965 | 29,787,610 |
| Mississippi | - | - | - | - | - | - | - | - | - | - | - | - |
| New York | 43.1 | 3.3 | 78.8 | 47.5 | - | 11.1 | 137.4 | 12.4 | 196.2 | 260.0 | 247,498,287 | 104,158,000 |
| North Carolina | 47.8 | - | 27.3 | 71.1 | 7.3 | 30.1 | 135.8 | 11.0 | 194.6 | 196.4 | 69,140,711 | 37,872,892 |
| Ohio | 51.8 | 1.7 | 30.7 | 86.9 | 6.5 | 22.1 | 146.2 | 2.3 | 202.0 | 295.0 | 82,223,552 | 44,906,965 |
| Pennsylvania | 52.8 | 5.2 | 15.5 | 169.8 | 27.1 | 161.4 | 373.8 | - | 431.8 | 489.9 | 147,203,389 | 71,520,861 |
| South Carolina | - | - | - | - | - | - | - | - | - | - | - | - |
| Tennessee | 32.2 | - | 56.3 | 76.5 | 53.0 | 71.5 | 257.3 | 30.6 | 320.1 | 332.9 | 76,240,372 | 47,314,900 |
| Virginia | 80.7 | - | 8.2 | 31.8 | 30.8 | 27.6 | 98.4 | - | 179.1 | 204.1 | 78,717,885 | 46,307,343 |
| West Virginia | 31.5 | 12.2 | 124.2 | 101.3 | 56.0 | 84.9 | 366.4 | - | 410.1 | 420.0 | 369,039,509 | 206,105,361 |
| Total | 475.3 | 22.4 | 401.6 | 859.9 | 236.0 | 441.8 | 1,939.3 | 83.8 | 2,520.8 | 2,953.0 | 1,356,391,790 | 731,323,160 |
| Percent of Total Under Consideration | 19 | 1 | 16 | 34 | 9 | 18 | 77 | 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 JUNE 30, 1971

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 | 93.5 | 39.7 | 20.9 | 2.9 | - | 63.5 | - | 157.0 | \$19,229,905 | \$12,596,644 |
| Georgia | 2.0 | 7.3 | - | - | 9.5 | 16.8 | - | 18.8 | 3,272,678 | 1,649,935 |
| Kentucky | 2.1 | - | 28.0 | - | - | 28.0 | - | 30.1 | 1,501,862 | 881,092 |
| Maryland | 2.5 | 0.8 | 0.4 | - | - | 1.2 | - | 3.7 | 1,389,003 | 742,252 |
| Mississippi | 17.0 | 60.1 | - | - | - | 60.1 | - | 77.1 | 9,221,488 | 5,702,755 |
| New York | 1.9 | - | - | - | - | - | - | 1.9 | 508,932 | 238,748 |
| North Carolina | 3.8 | 4.4 | 5.6 | - | 5.0 | 15.0 | - | 18.8 | 2,299,530 | 1,249,909 |
| Ohio | 21.5 | 5.0 | 6.5 | - | - | 11.5 | - | 33.0 | 5,419,117 | 2,056,540 |
| Pennsylvania | 9.5 | 4.1 | 25.6 | 14.3 | 0.9 | 44.9 | 21.2 | 75.6 | 11,166,344 | 5,189,203 |
| South Carolina | 17.1 | 25.8 | 16.2 | 6.4 | 19.9 | 68.3 | - | 85.4 | 9,359,784 | 6,473,628 |
| Tennessee | 13.2 | 27.8 | - | 4.8 | - | 32.6 | - | 45.8 | 6,700,002 | 4,690,000 |
| Virginia | 9.6 | 4.1 | 3.5 | - | - | 7.6 | - | 17.2 | 4,518,856 | 2,627,314 |
| West Virginia | 13.5 | 3.0 | 0.8 | - | 3.1 | 6.9 | - | 20.4 | 5,243,124 | 3,407,035 |
| Total | 207.2 | 182.1 | 107.5 | 28.4 | 38.4 | 356.4 | 21.2 | 584.8 | 79,830,625 | 47,505,055 |
| Percent of Total Mileage | 35 | 31 | 18 | 5 | 7 | 61 | 4 | 100 | | |



**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY A.M.
September 4, 1971

FHWA - 608
(202) 426-0677

Eighty-odd years ago, the League of American Wheelmen, an organization of bicyclists, launched the first national "better roads" movement. The campaign not only resulted in improved highways but also led to the creation of the Office of Road Inquiry in the U. S. Department of Agriculture--predecessor to the old Bureau of Public Roads and the present day Federal Highway Administration.

Now the wheel has turned full cycle, and the Federal Highway Administration is planning to help provide more facilities for recreational bicycling.

Federal Highway Administrator F. C. Turner has instructed FHWA field offices to give consideration to including bicycling and hiking trails in highway rights-of-way where feasible.

In his notice to field offices, Mr. Turner said:

"There are times when in the planning of a highway it is possible to include in the necessary right-of-way a walking or bicycle trail that would be of significant benefit to the community. This is especially true when the trail along the highway serves as a connecting link between a larger system of trails running through the community.

-more-

"In view of this, we feel that trails proposed within highway rights-of-way should be given favorable consideration when an important public need will be served and where conditions are appropriate. This policy is in accord with recent statements by Secretary of Transportation John A. Volpe and myself urging the development of trails for hiking, bicycling, and equestrian use."

It will be required by FHWA that all plans submitted for such trails give full consideration to safety and esthetic values. Along major arteries physical separation of the trail from the highway will be required, and in some instances protective fences may be installed.

While the acquisition of additional land solely for the purpose of providing such recreational trails will not ordinarily be permitted with highway funds, it is expected that in many instances sufficient land already will be available in the existing right-of-way and this can be utilized for trail purposes.

"This is one more example," said Mr. Turner, "of the many 'fringe benefits' that the highway program can provide our citizens. In addition to providing the transportation links that the Nation needs so vitally, highways also are helping to improve our quality of life. We are always delighted when, as a by-product of a new highway, we can also provide a community with new or improved recreational facilities."

#

57404

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY A.M.
September 11, 1971

FHWA—609
(202-426-0677)

A total of 2,160 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during the first 6 months of 1971, involving a total cost of approximately \$2.0 billion, the U. S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate decreases of 10 percent in the number of contracts and 15 percent in the total dollar amount of contracts, as compared with the same period for 1970.

The contracts awarded in the first half of 1971 averaged about 931,100, with the median size about 233,000. They varied from less than \$25,000 to just over \$36 million, with a good distribution throughout the entire range.

Fourteen percent of the contracts awarded were for amounts less than \$50,000 and 28 percent were below \$100,000. Contracts for amounts less than \$500,00 comprised 67 percent of contracts awarded and 11 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 Federal Highway Administration 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 user taxes levied on the highway users.

(over)

Summary by Size of Contract

First Half - 1971

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 | 292 | 13.52 | 7,631,900 | 0.38 |
| 50,000 - 99,999 | 320 | 14.82 | 23,720,100 | 1.18 |
| 100,000 - 249,999 | 528 | 24.44 | 87,232,400 | 4.34 |
| 250,000 - 499,999 | 312 | 14.44 | 109,987,400 | 5.47 |
| 500,000 - 999,999 | 223 | 10.32 | 159,363,100 | 7.92 |
| 1,000,000 - 2,999,999 | 289 | 13.38 | 510,486,700 | 25.38 |
| 3,000,000 - 4,999,999 | 111 | 5.14 | 430,105,000 | 21.39 |
| 5,000,000 and over | <u>85</u> | <u>3.94</u> | <u>682,657,300</u> | <u>33.94</u> |
| Totals | 2160 | 100.00 | 2,011,183,900 | 100.00 |

57533

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY P.M.
September 13, 1971

FHWA - 610
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has requested information to assist it in establishing the necessary criteria for the safe performance of plastic fuel tanks.

During a recent rulemaking proceeding dealing with fuel systems, a manufacturer of thermoplastic fuel tanks requested that the regulations permit the use of his products. The manufacturer also requested that safety standards be established applicable to thermoplastic fuel tanks.

BMCS Director Robert A. Kaye said he believes that properly designed, manufactured, and installed plastic tanks can be used safely. "However," he said, "the increased use of plastic tanks may require that specific rules be adopted to govern their design manufacture and installation." BMCS is inviting comments on criteria necessary to assure performance at a level of safety at least equal to that attained by other types of tanks that conform to the Motor Carrier Safety Regulations. Information about the relative merits of various types of thermoplastic and thermosetting plastic tanks manufactured by various processes, as well as the specific and general safety advantage and disadvantage of these tanks, is also invited.

Comments are due on or before November 30, 1971, and should be submitted in three copies to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

#

57439



**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
September 14, 1971

FHWA - 611
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has requested comments and views to assist it in establishing an apprenticeship program for commercial drivers who are less than 21 years of age.

Purpose is to establish conditions under which such persons can be permitted to drive a commercial vehicle under close supervision for the purpose of training them to become journeymen drivers.

The Bureau of Motor Carrier Safety is seeking information on criteria which should be adopted to determine whether an apprenticeship program is satisfactory. Comments are particularly invited concerning such factors as minimum age, pre-employment screening, classroom training, simulated driving, on-the-road training, qualification of instructors, testing methods of apprentices, licensing or approval of training programs, motor carrier training programs, and conditions of approval and revoking approval of training programs.

Comments should be submitted in three copies by December 10, 1971, to the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

57440



DEPARTMENT OF
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
September 15, 1971

FHWA- 612
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has issued a series of questions and answers relative to the qualification of commercial motor vehicle drivers.

Since January 1, 1971, when the revised driver qualification regulations in Part 391 of the Motor Carrier Safety Regulations became effective, the Bureau has responded to various requests for interpretations of particular provisions of those rules, some of which were of general interest. The format chosen is a series of hypothetical questions and their answers.

BMCS Director Robert A. Kaye said, "The purpose of this is to provide general guidance as to the Bureau's approach to frequently-raised interpretive questions."

Copies are available from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

#

57441



DEPARTMENT OF
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
September 15, 1971

FHWA -614
(202) 426-0677

A new brochure which illustrates how highways and road-sides flanking them can be beautiful as well as utilitarian has just been released by the Department of Transportation's Federal Highway Administration.

A compilation of the prize-winning entries in DOT's third annual "Highway and Its Environment" contest, the color brochure shows how ecological as well as engineering factors are considered in the design and construction of a modern highway.

Federal Highway Administrator F. C. Turner cited highways in the booklet as "outstanding examples of how highways can make positive contributions to both rural and urban environments, and still meet the needs of a modern Nation."

"The developers of these highways have done a superb job of blending the roads into the natural environment of their areas," he said.

Entries are now being received for the fourth annual contest, which is open to all State and local government agencies, civic and professional organizations, and elements of private industry which acted in 1971 to protect, preserve or enhance the highway environment.

-more-

Deadline for entering the 1971 competition is September 30. Awards will be made in 11 categories ranging from highway esthetics to the preservation of historic sites. Rules for entering the contest can be obtained from the Office of Environmental Policy, Scenic Enhancement Division, Federal Highway Administration, U. S. Department of Transportation, Washington, D. C. 20590.

Copies of the "The Highway and Its Environment" booklet with the pictures of the 1971 winners, may be obtained by writing to the same address.

#

57448

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
September 16, 1971

FHWA - 613
(202) 426-0677

Motor vehicle registrations in the United States are expected to climb to a new high of 112,010,000 in 1971, the Department of Transportation's Federal Highway Administration announced today.

The estimate exceeds by 3,603,000 the 108,407,000 vehicles registered in the U.S. in 1970, and includes increases in every State.

Passenger car registrations are expected to reach 92,082,000 by year end, a 3.1 percent increase over 1970, while trucks and buses should total 19,928,000 a 4.2 percent gain over 1970.

California leads in registrations with 12.3 million, followed by 6.9 million in both New York and Texas, and 6.2 million in Ohio. Illinois and Pennsylvania each are expected to have more than five million registrations, and in both Florida and Michigan registrations will exceed four million. New Jersey is alone in the three million registration class, but those with two million include Alabama, Georgia, Indiana, Massachusetts, Minnesota, Missouri, North Carolina, Tennessee, Virginia, Washington and Wisconsin. There will be 14 additional States with registrations of more than one million.

The nine leading States, each of which will have more than three million registrations, account for 56.6 million motor vehicles or 50.5 percent of the national total. These States have more vehicles than were registered in the entire United States in 1953.

The rate of growth in motorcycle registrations is a little lower than in 1970, but the expected increment of 478,700 will be very close to that for last year. These totals include all motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1970 registrations is shown on the reverse side of this page.

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ESTIMATE OF 1971 MOTOR-VEHICLE REGISTRATIONS¹

TABLE ES-V
AUGUST 1971

| STATE | AUTOMOBILES | | | TRUCKS AND BUSES | | | TOTAL MOTOR VEHICLES | | | MOTORCYCLES | | STATE |
|----------------|--------------------|-------------------|-------------------------------------|--------------------|-------------------|-------------------------------------|----------------------|-------------------|-------------------------------------|--------------------|-------------------|----------------|
| | REGISTERED 1970 | ESTIMATED 1971 | PERCENT INCREASE 1971 1970 | REGISTERED 1970 | ESTIMATED 1971 | PERCENT INCREASE 1971 1970 | REGISTERED 1970 | ESTIMATED 1971 | PERCENT INCREASE 1971 1970 | REGISTERED 1970 | ESTIMATED 1971 | |
| Alabama | 1,559,097 | 1,636,000 | 4.9 | 406,835 | 427,000 | 5.0 | 1,965,932 | 2,063,000 | 4.9 | 43,062 | 48,800 | Alabama |
| Alaska | 94,453 | 98,000 | 3.8 | 44,306 | 48,000 | 8.3 | 138,759 | 146,000 | 5.2 | 8,535 | 10,000 | Alaska |
| Arizona | 828,766 | 876,000 | 5.7 | 264,546 | 282,000 | 6.6 | 1,093,312 | 1,158,000 | 5.9 | 34,335 | 40,800 | Arizona |
| Arkansas | 728,355 | 745,000 | 2.3 | 314,981 | 325,000 | 3.2 | 1,043,336 | 1,070,000 | 2.6 | 22,030 | 25,500 | Arkansas |
| California | 9,883,790 | 10,204,000 | 3.2 | 2,017,106 | 2,096,000 | 3.9 | 11,900,896 | 12,300,000 | 3.4 | 567,840 | 644,000 | California |
| Colorado | 1,099,568 | 1,150,000 | 4.6 | 342,910 | 359,000 | 4.7 | 1,442,478 | 1,509,000 | 4.6 | 44,744 | 54,700 | Colorado |
| Connecticut | 1,534,804 | 1,561,000 | 1.7 | 197,805 | 206,000 | 4.1 | 1,732,609 | 1,767,000 | 2.0 | 29,540 | 35,400 | Connecticut |
| Delaware | 263,137 | 272,000 | 3.4 | 49,205 | 52,000 | 5.7 | 312,342 | 324,000 | 3.7 | 4,861 | 5,900 | Delaware |
| Florida | 3,556,410 | 3,730,000 | 4.9 | 563,953 | 594,000 | 5.3 | 4,120,363 | 4,324,000 | 4.9 | 98,688 | 120,100 | Florida |
| Georgia | 2,064,569 | 2,201,000 | 6.6 | 519,473 | 547,000 | 5.3 | 2,584,042 | 2,748,000 | 6.3 | 52,180 | 63,600 | Georgia |
| Hawaii | 358,457 | 375,000 | 4.6 | 46,984 | 49,000 | 4.3 | 405,441 | 424,000 | 4.6 | 10,834 | 12,800 | Hawaii |
| Idaho | 330,446 | 337,000 | 2.0 | 143,427 | 148,000 | 3.2 | 473,873 | 485,000 | 2.3 | 26,876 | 29,800 | Idaho |
| Illinois | 4,559,069 | 4,700,000 | 3.1 | 678,807 | 700,000 | 3.1 | 5,237,876 | 5,400,000 | 3.1 | 116,947 | 131,400 | Illinois |
| Indiana | 2,299,611 | 2,350,000 | 2.2 | 515,777 | 528,000 | 2.4 | 2,815,388 | 2,878,000 | 2.2 | 71,205 | 79,800 | Indiana |
| Iowa | 1,387,707 | 1,412,000 | 1.8 | 402,354 | 419,000 | 4.1 | 1,790,061 | 1,831,000 | 2.3 | 60,835 | 73,400 | Iowa |
| Kansas | 1,126,811 | 1,151,000 | 2.1 | 420,832 | 437,000 | 3.8 | 1,547,643 | 1,588,000 | 2.6 | 53,847 | 67,900 | Kansas |
| Kentucky | 1,374,340 | 1,394,000 | 1.4 | 388,177 | 404,000 | 4.1 | 1,762,517 | 1,798,000 | 2.0 | 26,334 | 30,000 | Kentucky |
| Louisiana | 1,367,071 | 1,390,000 | 1.7 | 375,280 | 390,000 | 3.9 | 1,742,351 | 1,780,000 | 2.2 | 30,190 | 36,300 | Louisiana |
| Maine | 406,650 | 419,000 | 3.0 | 108,842 | 113,000 | 3.8 | 515,492 | 532,000 | 3.2 | 9,973 | 12,700 | Maine |
| Maryland | 1,625,938 | 1,681,000 | 3.4 | 245,896 | 258,000 | 4.9 | 1,871,834 | 1,939,000 | 3.6 | 27,060 | 32,100 | Maryland |
| Massachusetts | 2,311,948 | 2,403,000 | 3.9 | 262,890 | 274,000 | 4.2 | 2,574,838 | 2,677,000 | 4.0 | 44,918 | 54,400 | Massachusetts |
| Michigan | 3,918,113 | 3,996,000 | 2.0 | 651,206 | 685,000 | 5.2 | 4,569,319 | 4,681,000 | 2.4 | 160,387 | 187,200 | Michigan |
| Minnesota | 1,754,029 | 1,783,000 | 1.7 | 452,595 | 469,000 | 3.6 | 2,206,624 | 2,252,000 | 2.1 | 72,447 | 89,400 | Minnesota |
| Mississippi | 818,965 | 836,000 | 2.1 | 298,346 | 309,000 | 3.6 | 1,117,311 | 1,145,000 | 2.5 | 16,662 | 18,000 | Mississippi |
| Missouri | 1,888,454 | 1,951,000 | 3.3 | 519,233 | 544,000 | 4.8 | 2,407,687 | 2,495,000 | 3.6 | 50,234 | 57,700 | Missouri |
| Montana | 312,691 | 323,000 | 3.3 | 172,299 | 180,000 | 4.5 | 484,990 | 503,000 | 3.7 | 24,765 | 29,900 | Montana |
| Nebraska | 710,933 | 729,000 | 2.5 | 263,225 | 271,000 | 3.0 | 974,158 | 1,000,000 | 2.7 | 32,853 | 37,800 | Nebraska |
| Nevada | 265,948 | 281,000 | 5.7 | 88,642 | 94,000 | 6.0 | 354,590 | 375,000 | 5.8 | 18,480 | 21,200 | Nevada |
| New Hampshire | 303,591 | 319,000 | 5.1 | 58,120 | 60,000 | 3.2 | 361,711 | 379,000 | 4.8 | 9,537 | 13,000 | New Hampshire |
| New Jersey | 3,216,691 | 3,285,000 | 2.1 | 368,946 | 380,000 | 3.0 | 3,585,637 | 3,665,000 | 2.2 | 47,637 | 61,200 | New Jersey |
| New Mexico | 455,730 | 469,000 | 2.9 | 181,641 | 193,000 | 6.3 | 637,371 | 662,000 | 3.9 | 21,839 | 25,100 | New Mexico |
| New York | 6,000,468 | 6,177,000 | 2.9 | 717,558 | 734,000 | 2.3 | 6,718,026 | 6,911,000 | 2.9 | 86,306 | 94,900 | New York |
| North Carolina | 2,226,905 | 2,339,000 | 5.0 | 598,896 | 628,000 | 4.9 | 2,825,801 | 2,967,000 | 5.0 | 47,841 | 60,500 | North Carolina |
| North Dakota | 267,978 | 274,000 | 2.2 | 160,103 | 164,000 | 2.4 | 428,081 | 438,000 | 2.3 | 11,327 | 13,600 | North Dakota |
| Ohio | 5,305,381 | 5,491,000 | 3.5 | 669,875 | 700,000 | 4.5 | 5,975,256 | 6,191,000 | 3.6 | 129,230 | 150,600 | Ohio |
| Oklahoma | 1,215,063 | 1,261,000 | 3.8 | 497,459 | 521,000 | 4.7 | 1,712,522 | 1,782,000 | 4.1 | 56,249 | 72,400 | Oklahoma |
| Oregon | 1,116,202 | 1,147,000 | 2.8 | 253,031 | 262,000 | 3.5 | 1,369,233 | 1,409,000 | 2.9 | 59,035 | 67,800 | Oregon |
| Pennsylvania | 5,058,682 | 5,209,000 | 3.0 | 759,871 | 786,000 | 3.4 | 5,818,553 | 5,995,000 | 3.0 | 115,356 | 130,400 | Pennsylvania |
| Rhode Island | 433,262 | 450,000 | 3.9 | 55,015 | 57,000 | 3.6 | 488,277 | 507,000 | 3.8 | 10,903 | 13,400 | Rhode Island |
| South Carolina | 1,101,308 | 1,135,000 | 3.1 | 258,503 | 272,000 | 5.2 | 1,359,811 | 1,407,000 | 3.5 | 17,303 | 19,800 | South Carolina |
| South Dakota | 291,154 | 297,000 | 2.0 | 135,243 | 140,000 | 3.5 | 426,397 | 437,000 | 2.5 | 11,995 | 13,800 | South Dakota |
| Tennessee | 1,638,268 | 1,683,000 | 2.7 | 411,724 | 433,000 | 5.2 | 2,049,992 | 2,116,000 | 3.2 | 45,450 | 57,300 | Tennessee |
| Texas | 5,127,921 | 5,292,000 | 3.2 | 1,565,359 | 1,636,000 | 4.5 | 6,693,280 | 6,928,000 | 3.5 | 144,624 | 169,900 | Texas |
| Utah | 480,455 | 491,000 | 2.2 | 145,415 | 153,000 | 5.2 | 625,870 | 644,000 | 2.9 | 29,065 | 36,800 | Utah |
| Vermont | 189,720 | 192,000 | 1.2 | 39,076 | 41,000 | 4.9 | 228,796 | 233,000 | 1.8 | 7,259 | 8,800 | Vermont |
| Virginia | 1,894,532 | 1,958,000 | 3.4 | 368,189 | 388,000 | 5.4 | 2,262,721 | 2,346,000 | 3.7 | 32,566 | 38,500 | Virginia |
| Washington | 1,618,603 | 1,642,000 | 1.4 | 483,358 | 507,000 | 4.9 | 2,101,961 | 2,149,000 | 2.2 | 62,284 | 76,300 | Washington |
| West Virginia | 684,000 | 704,000 | 2.9 | 176,154 | 181,000 | 2.8 | 860,154 | 885,000 | 2.9 | 39,191 | 41,600 | West Virginia |
| Wisconsin | 1,829,491 | 1,880,000 | 2.8 | 358,972 | 370,000 | 3.1 | 2,188,463 | 2,250,000 | 2.8 | 54,454 | 59,700 | Wisconsin |
| Wyoming | 157,770 | 165,000 | 4.6 | 88,891 | 93,000 | 4.6 | 246,661 | 258,000 | 4.6 | 10,550 | 12,800 | Wyoming |
| Dist. of Col. | 236,559 | 238,000 | 0.6 | 20,111 | 21,000 | 4.4 | 256,670 | 259,000 | 0.9 | 4,067 | 4,600 | Dist. of Col. |
| Total | 89,279,864 | 92,082,000 | 3.1 | 19,127,442 | 19,928,000 | 4.2 | 108,407,306 | 112,010,000 | 3.3 | 2,814,730 | 3,293,400 | Total |

¹/ Numbers for 1971 were rounded to nearest "000" and percentages to nearest tenth of one percent in this tabulation. These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1971 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles, except those owned by the military services. Registrations shown for 1970 are from table MV-1, 1970.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
September 29, 1971

FHWA -615
(202) 426-0648

Federal Highway Administrator F. C. Turner today announced the appointment of Emmett H. Karrer as the first Director of the new National Highway Institute.

Since 1946, Mr. Karrer has served as Professor of Civil Engineering at Ohio State University. He began his Government career in 1928 as an engineer-trainee with the U. S. Geological Survey, transferring in 1929 to the U. S. Bureau of Public Roads, where he remained until 1946.

(Establishment of the National Highway Institute was authorized by the Federal-Aid Highway Act of 1970.

The Institute, Mr. Turner said, will be responsible for developing and administering, in cooperation with the State highway departments, educational and training programs for the Federal Highway Administration and State and local highway department employees engaged or to be engaged in Federal-aid highway work.)

"Creation of the new Institute within the Federal Highway Administration will provide training in such subjects as highway planning, environmental factors, acquisition of rights-of-way, engineering, construction, maintenance, contract administration, and inspection," he added.

-more-

A native of Ohio, Mr. Karrer is a graduate of Ohio State University in Columbus, Ohio. He is the past chairman of the Executive Committee, Highway Division, American Society of Civil Engineers; past president of the Education Division, American Road Builders Association; past chairman of the American Society for Engineering Education-Associated General Contractors' Joint Committee on Construction Education. He also has been Director of the Annual Ohio Highway Engineering Conference for 25 years, Director of the Ohio Contractors' Educational Program for 12 years, Advisor to over 300 international students in transportation at Ohio State University, and Consultant for the International Road Federation on its inventory of highway research and development in 23 countries.

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57568

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.
October 4, 1971

FHWA - 616
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has issued amendments to the Motor Carrier Safety Regulations that are designed to reduce hazards caused by cargoes shifting in transit on commercial vehicles.

The revisions to Sections 392.9 and 292.85, dealing with safe loading of motor vehicles and protection against shifting or falling cargo, were in response to problems which are critical in the case of vehicles transporting metal articles, but which also are present in many other commodity movements.

BMCS Director Robert A. Kaye said the new regulations will place a responsibility on commercial drivers to ascertain that their vehicles are properly loaded. Also, whenever possible, drivers will be required to check the cargo securing devices at every change of duty status, to ensure that they are properly secured.

The amendments contain specific requirements for the strength of the cargo securing devices. In this regard, tie-down assemblies must have, in the aggregate, a breaking strength equal to one and a half times the weight of the article being secured. The tie-down assemblies as a unit must be marked with the maximum breaking strength, in addition to having the manufacturer's distinctive mark or symbol displayed at least every five linear feet. Also, specific requirements are set forth for front-end structures of vehicles. This requirement is to preclude articles from penetrating the front-end of a vehicle when a deceleration technically described as **20** feet per second per second is sustained.

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57590



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
October 8, 1971

FHWA--617 (202-426-0677)
DISPOSITION OF RECEIPTS FROM STATE
HIGHWAY-USER TAXES FOR 1970 LISTED

The Department of Transportation reported today that the States disbursed \$9.8 billion in highway-user taxes in 1970. Of this, \$6.3 billion went for State highway purposes, \$2.5 billion for local roads and streets, and \$1.0 billion for nonhighway purposes.

The data were compiled by the Federal Highway Administration.

Federal Highway Administrator Francis C. Turner said the \$8.8 billion for highways was 6.0 percent more than in 1969.

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 net collections (after refunds) from State road-user taxes in 1970 amounted to \$10.3 billion. After deducting the cost of collection and administration of the highway-user imposts, \$9.8 billion was available for distribution.

Of the \$6.3 billion devoted to State highway purposes, \$5.0 billion went for capital outlay, maintenance, and administration of the State highway systems; \$628 million was for highway safety activities and law enforcement; and \$664 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 \$2.5 billion applied to these purposes in 1970, grants-in-aid totaled \$2.3 billion.

(more)

State highway-user revenues amounting to \$964 million were used for nonhighway purposes in 1970. Most States make no nonhighway allocations, or the amounts are insignificant. In 30 States, road-user taxes assigned for nonhighway purposes aggregating \$141 million were offset by appropriations for highways in like amount out of State general funds.

The disposition of highway-user revenues in 1970 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>1968</u> | <u>1969</u> | <u>1970</u> |
|--|--------------|--------------|--------------|
| Revenues | | | |
| Motor-fuel taxes..... | \$5,395 | \$5,938 | \$6,406 |
| Motor-vehicle registration fees and allied imposts..... | <u>2,820</u> | <u>3,140</u> | <u>3,401</u> |
| Total | 8,215 | 9,078 | 9,807 |
| Allocations: | | | |
| For State-administered highways.. | \$5,216 | \$5,895 | \$6,317 |
| For local roads and streets: | | | |
| Grants-in-aid..... | 1,904 | 2,088 | 2,271 |
| State expenditures..... | <u>306</u> | <u>255</u> | <u>255</u> |
| Subtotal, local roads and streets..... | 2,210 | 2,343 | 2,526 |
| For nonhighway purposes..... | <u>789</u> | <u>840</u> | <u>964</u> |
| Total | 8,215 | 9,078 | 9,807 |

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS—1970

TABLE DF
SEPTEMBER 1971

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

| STATE | RECEIPTS AVAILABLE FOR DISTRIBUTION 1/ | FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES | NET FUNDS DISTRIBUTED | FOR STATE-ADMINISTERED HIGHWAYS | | | | FOR LOCAL ROADS AND STREETS 2/ | | | FOR NONHIGHWAY PURPOSES 4/ | | | | STATE |
|-----------------|--|--|-----------------------|---|------------------------------------|---|------------------|--------------------------------|-------------------|------------------|----------------------------|---------------------------|--|----------------|-----------------|
| | | | | CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION | HIGHWAY LAW ENFORCEMENT AND SAFETY | SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS | TOTAL | COUNTY AND TOWNSHIP ROADS 3/ | MUNICIPAL STREETS | TOTAL | STATE GENERAL PURPOSES | LOCAL GENERAL PURPOSES 5/ | OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 6/ | TOTAL | |
| Alabama | 157,409 | 6,672 | 150,737 | 54,461 | 5,692 | 21,118 | 81,271 | 58,009 | 11,457 | 69,466 | - | - | (2,037) | - | Alabama |
| Alaska 7/ | 14,399 | 1,213 | 13,186 | 13,031 | - | - | 13,031 | 155 | - | 155 | - | - | - | - | Alaska 7/ |
| Arizona | 96,706 | 6,177 | 90,529 | 54,343 | 10,458 | 301 | 65,102 | 11,243 | 11,243 | 25,427 | - | - | (442) | - | Arizona |
| Arkansas | 109,221 | 2,122 | 107,099 | 67,785 | 5,031 | 2,860 | 75,676 | 14,610 | 14,610 | 29,220 | 2,203 | - | - | 2,203 | Arkansas |
| California | 1,211,078 | 66,156 | 1,144,922 | 456,575 | 130,715 | - | 587,290 | 179,815 | 150,769 | 330,584 | 12,404 | 214,644 | (25,568) | 8/ 227,048 | California |
| Colorado | 108,180 | 9,747 | 98,433 | 54,910 | 7,886 | 2,109 | 64,905 | 23,809 | 9,516 | 33,325 | 6 | - | - | 203 | Colorado |
| Connecticut | 190,750 | 9,788 | 180,962 | 59,615 | 11,220 | 54,249 | 125,084 | 5,013 | 9,311 | 14,324 | 1,554 | - | - | 1,554 | Connecticut |
| Delaware 7/ | 31,385 | 1,785 | 29,600 | 10,359 | 2,052 | 15,189 | 27,600 | - | 2,000 | 2,000 | - | - | - | - | Delaware 7/ |
| Florida | 372,671 | 13,247 | 359,424 | 189,730 | 10,169 | 16,886 | 216,785 | 20,574 | 3,050 | 23,624 | 116,250 | 2,765 | (12,391) | 119,015 | Florida |
| Georgia | 199,349 | 6,077 | 193,272 | 99,989 | 13,265 | 10,318 | 123,572 | 45,931 | 10,264 | 56,195 | 13,505 | - | (326) | 13,505 | Georgia |
| Hawaii | 24,736 | 7,203 | 17,533 | 17,533 | 326 | 5,248 | 12,777 | 10,666 | - | 10,666 | 1,024 | - | - | 1,293 | Hawaii |
| Idaho | 44,479 | 2,028 | 42,451 | 26,445 | 3,060 | - | 29,505 | 11,004 | 1,942 | 12,946 | - | - | - | - | Idaho |
| Illinois | 572,383 | 40,270 | 532,113 | 257,190 | 34,501 | - | 291,691 | 139,070 | 94,777 | 233,847 | 6,575 | - | - | 6,575 | Illinois |
| Indiana | 284,404 | 12,186 | 272,218 | 136,438 | 14,945 | - | 151,383 | 77,648 | 41,374 | 119,022 | 1,813 | - | - | 1,813 | Indiana |
| Iowa | 188,880 | 4,690 | 184,190 | 86,461 | 6,513 | - | 92,974 | 26,016 | 6,922 | 32,938 | - | - | (6,997) | - | Iowa |
| Kansas | 120,902 | 5,934 | 114,968 | 76,307 | 8,519 | - | 84,826 | 14,242 | 13,568 | 27,810 | 2,332 | - | - | 2,332 | Kansas |
| Kentucky | 177,470 | 5,425 | 172,045 | 111,749 | 1,886 | 34,822 | 148,457 | 23,588 | - | 23,588 | - | - | (64) | - | Kentucky |
| Louisiana | 151,858 | 6,233 | 145,625 | 92,835 | 3,364 | 20,649 | 116,848 | 20,964 | 7,813 | 28,777 | - | - | (1,728) | - | Louisiana |
| Maine | 52,796 | 2,287 | 50,509 | 38,771 | 3,643 | 5,142 | 47,556 | 2,363 | 590 | 2,953 | 10,949 | - | (299) | 10,949 | Maine |
| Maryland | 224,814 | 9,349 | 215,465 | 81,386 | 22,273 | 27,288 | 130,947 | 33,873 | 39,696 | 73,569 | - | - | (630) | - | Maryland |
| Massachusetts | 189,459 | 14,332 | 175,127 | 79,307 | 13,687 | 44,846 | 137,840 | 27,376 | 9,911 | 37,287 | - | - | (13,098) | - | Massachusetts |
| Michigan | 416,744 | 21,998 | 394,746 | 142,442 | 4,578 | 45,257 | 192,277 | 127,872 | 74,487 | 202,469 | - | - | (865) | - | Michigan |
| Minnesota | 190,013 | 7,725 | 182,288 | 92,908 | 12,712 | 10,556 | 116,176 | 53,413 | 18,792 | 72,205 | 1,907 | - | (24) | 1,907 | Minnesota |
| Mississippi | 111,814 | 6,088 | 105,726 | 54,827 | 6,447 | 10,586 | 71,860 | 32,503 | 1,363 | 33,866 | - | - | - | - | Mississippi |
| Missouri | 199,588 | 8,403 | 191,095 | 151,911 | 15,727 | - | 167,638 | 5,864 | 17,593 | 23,457 | - | - | (1,562) | - | Missouri |
| Montana | 44,681 | 2,558 | 42,123 | 32,645 | 2,130 | - | 34,775 | 5,096 | 2,252 | 7,348 | - | - | (2,020) | - | Montana |
| Nebraska | 93,968 | 1,951 | 92,017 | 45,593 | 2,042 | 2,795 | 50,430 | 23,065 | 18,522 | 41,587 | - | - | - | - | Nebraska |
| Nevada | 30,893 | 2,829 | 28,064 | 20,673 | 2,934 | - | 23,607 | 2,869 | 1,588 | 4,457 | - | - | - | - | Nevada |
| New Hampshire | 38,335 | 1,476 | 36,859 | 26,235 | 2,995 | 4,664 | 33,894 | 1,519 | 1,446 | 2,965 | - | - | - | - | New Hampshire |
| New Jersey 7/ | 344,323 | 14,322 | 330,001 | 43,214 | 26,369 | 4,608 | 74,191 | 14,979 | 11,436 | 26,415 | 229,395 | - | - | 229,395 | New Jersey 7/ |
| New Mexico | 61,972 | 3,604 | 58,368 | 38,360 | 5,564 | 1,845 | 45,769 | 4,956 | 3,214 | 8,170 | 4,429 | - | (9,185) | 4,429 | New Mexico |
| New York 7/ | 650,959 | 34,874 | 616,085 | 351,099 | 43,136 | 86,929 | 481,164 | 79,350 | 55,571 | 134,921 | - | - | - | - | New York 7/ |
| North Carolina | 307,388 | 11,694 | 295,694 | 234,196 | 24,172 | 25,417 | 283,785 | - | 11,909 | 11,909 | - | - | (82) | 996 | North Carolina |
| North Dakota | 37,280 | 958 | 36,322 | 20,869 | 1,836 | - | 22,705 | 9,213 | 3,408 | 12,621 | 996 | - | - | 996 | North Dakota |
| Ohio | 493,822 | 22,164 | 471,658 | 177,946 | 15,108 | 82,166 | 275,220 | 135,767 | 57,320 | 193,087 | 3,351 | - | (3,515) | 3,351 | Ohio |
| Oklahoma | 163,534 | 6,634 | 156,900 | 60,793 | 8,019 | 3,249 | 72,061 | 46,569 | 6,833 | 53,402 | - | - | (17,053) | 31,437 | Oklahoma |
| Oregon | 120,140 | 7,702 | 112,438 | 61,044 | 8,329 | 564 | 69,937 | 21,766 | 13,230 | 34,996 | 7,505 | - | (6,322) | 7,505 | Oregon |
| Pennsylvania | 517,658 | 18,282 | 499,376 | 340,499 | 39,134 | 49,478 | 429,111 | 43,616 | 26,649 | 70,265 | - | - | - | - | Pennsylvania |
| Rhode Island 7/ | 42,576 | 1,784 | 40,792 | 937 | 1,955 | 10,718 | 13,610 | 87 | 354 | 441 | 26,741 | - | - | 26,741 | Rhode Island 7/ |
| South Carolina | 112,609 | 4,582 | 108,027 | 83,942 | 8,848 | - | 92,790 | 12,233 | - | 12,233 | 739 | - | (601) | 3,004 | South Carolina |
| South Dakota | 40,629 | 1,749 | 38,880 | 26,670 | 2,165 | - | 28,835 | 8,365 | 1,680 | 10,045 | - | - | - | - | South Dakota |
| Tennessee | 219,871 | 6,508 | 213,363 | 77,775 | 8,789 | 13,324 | 99,888 | 51,809 | 24,391 | 76,200 | - | 519 | (13,361) | 37,275 | Tennessee |
| Texas | 615,452 | 23,120 | 592,332 | 359,920 | 28,410 | - | 388,330 | 39,628 | 30 | 39,658 | 164,344 | - | (15,082) | 164,344 | Texas |
| Utah | 48,464 | 2,892 | 45,572 | 31,432 | 4,782 | - | 36,214 | 5,438 | 3,469 | 8,907 | 451 | - | (78) | 451 | Utah |
| Vermont | 33,712 | 654 | 33,058 | 13,243 | 3,797 | 8,061 | 25,101 | 6,458 | 558 | 7,016 | - | - | - | 941 | Vermont |
| Virginia | 249,379 | 13,805 | 236,174 | 211,946 | 5,303 | - | 217,249 | 2,092 | 16,833 | 18,925 | - | - | - | - | Virginia |
| Washington | 252,157 | 13,408 | 238,749 | 78,106 | 18,339 | 18,338 | 114,783 | 41,018 | 31,723 | 72,741 | 42,499 | 8,726 | (2,501) | 8/ 51,225 | Washington |
| West Virginia | 95,929 | 2,744 | 93,185 | 70,126 | 1,117 | - | 93,185 | - | - | - | - | - | (293) | - | West Virginia |
| Wisconsin | 207,360 | 12,160 | 195,200 | 103,030 | 12,438 | 2,392 | 117,860 | 42,265 | 25,317 | 67,582 | - | 9,758 | (379) | 8/ 9,758 | Wisconsin |
| Wyoming | 29,520 | 1,816 | 27,704 | 17,798 | 1,527 | - | 19,325 | 5,961 | 2,418 | 8,379 | - | - | (141) | 5,146 | Wyoming |
| Dist. of Col. | 30,741 | 1,609 | 29,132 | - | - | - | - | - | 23,986 | 23,986 | 5,146 | - | - | 5,146 | Dist. of Col. |
| Total | 10,293,440 | 485,901 | 9,807,539 | 5,025,069 | 627,907 | 663,914 | 6,316,890 | 1,611,975 | 914,279 | 2,526,254 | 685,011 | 279,384 | (140,998) | 964,395 | Total |

1/ This table summarizes the receipts from motor-fuel taxes, and from motor-vehicle fees and special imposts on motor carriers, which are recorded separately in tables MF3 and MV3 respectively. Amounts in this column exclude adjustments for undistributed balances, funds in transit, etc.

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

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

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

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

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

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

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

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS—1970

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-3
SEPTEMBER 1971

| STATE | NET TOTAL RECEIPTS OF CALENDAR YEAR 1/ | ADJUSTMENTS DUE TO UNDIS-TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC. | RECEIPTS AVAILABLE FOR DISTRIBUTION | FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES 2/ | NET FUNDS DISTRIBUTED 3/ | FOR STATE-ADMINISTERED HIGHWAYS | | | | FOR LOCAL ROADS AND STREETS 4/ | | | FOR NONHIGHWAY PURPOSES 6/ | | | |
|-----------------|---|--|-------------------------------------|--|-----------------------------|---|------------------------------------|---|------------------|-----------------------------------|-------------------|----------------|-------------------------------|------------------------------|---|----------------|
| | | | | | | CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION | HIGHWAY LAW ENFORCEMENT AND SAFETY | SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS | TOTAL | COUNTY AND TOWNSHIP ROADS 2/ | MUNICIPAL STREETS | TOTAL | STATE GENERAL PURPOSES | LOCAL GENERAL PURPOSES 7/ | OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/ | TOTAL |
| Alabama | 39,008 | 494 | 39,502 | 5,255 | 34,247 | 16,730 | 1,810 | 7,237 | 25,777 | 4,380 | 4,090 | 8,470 | - | - | (1,625) | - |
| Alaska 9/ | 6,006 | -41 | 5,965 | 4,772 | 4,772 | 4,716 | - | - | 4,716 | 56 | - | 56 | - | - | - | - |
| Arizona | 29,632 | -418 | 29,214 | 5,123 | 24,091 | 20,226 | 3,564 | 301 | 24,091 | - | - | - | - | - | - | - |
| Arkansas | 32,234 | -9 | 32,225 | 948 | 31,277 | 17,951 | 3,894 | 757 | 22,602 | 3,869 | 3,869 | 7,738 | 937 | - | - | 937 |
| California | 527,807 | 31,543 | 559,350 | 63,769 | 495,581 | 111,719 | 130,715 | = | 242,434 | 11,631 | 14,468 | 26,099 | 12,404 | 214,644 | (25,568) | 10/ 227,048 |
| Colorado | 32,570 | 360 | 32,930 | 3,226 | 29,704 | 29,704 | 15,437 | 2,425 | 18,443 | 7,266 | 3,792 | 11,058 | 6 | 197 | - | 203 |
| Connecticut | 47,469 | 72 | 47,541 | 9,377 | 38,164 | 6,032 | 2,216 | 26,913 | 35,161 | 507 | 942 | 1,449 | 1,554 | - | - | 1,554 |
| Delaware 2/ | 12,778 | - | 12,778 | 1,732 | 11,046 | 3,865 | 766 | - | 10,299 | - | 747 | 747 | - | - | - | - |
| Florida | 136,259 | -100 | 136,159 | 11,626 | 124,533 | 4,027 | 9,208 | = | 13,235 | 178 | 26 | 204 | 108,329 | 2,765 | (12,391) | 111,094 |
| Georgia | 38,987 | - | 38,987 | 5,240 | 33,747 | 12,166 | 11,846 | 1,255 | 25,267 | 5,588 | 1,249 | 6,837 | 1,643 | - | - | 1,643 |
| Hawaii | 11,726 | - | 11,726 | (2/) | 11,726 | - | - | - | 10,562 | 10,562 | - | 10,562 | 140 | 1,024 | - | 1,164 |
| Idaho | 14,343 | 2,754 | 17,097 | 1,905 | 15,192 | 9,449 | 1,093 | - | 10,542 | 3,952 | 698 | 4,650 | - | - | - | - |
| Illinois | 258,701 | -13,130 | 245,571 | 39,755 | 205,816 | 138,356 | 34,501 | - | 172,857 | 24,225 | 2,767 | 26,992 | 5,967 | - | - | 5,967 |
| Indiana | 76,441 | 2,262 | 78,703 | 11,885 | 66,818 | 33,012 | 4,548 | - | 19,951 | 9,307 | 37,560 | 29,258 | - | - | - | - |
| Iowa | 86,870 | -477 | 86,393 | 3,776 | 82,617 | 35,602 | 6,071 | - | 41,673 | 29,400 | 11,544 | 40,944 | - | - | (6,957) | - |
| Kansas | 36,855 | 282 | 37,137 | 5,504 | 31,633 | 26,218 | 3,696 | - | 29,914 | 1,079 | 276 | 1,355 | 364 | - | (84) | 364 |
| Kentucky | 69,886 | - | 69,886 | 4,893 | 64,993 | 39,915 | 1,589 | 12,437 | 53,941 | 11,052 | - | 11,052 | - | - | (64) | - |
| Louisiana | 31,045 | -32 | 31,013 | 5,335 | 25,678 | 14,503 | 3,163 | 3,266 | 20,932 | 3,636 | 1,110 | 4,746 | - | - | - | - |
| Maine | 14,984 | 140 | 15,124 | 655 | 14,469 | 11,106 | 1,044 | 1,473 | 13,623 | 677 | 169 | 846 | - | - | (1) | - |
| Maryland | 109,727 | -105 | 109,622 | 7,956 | 101,666 | 36,073 | 22,273 | 3,889 | 62,235 | 13,480 | 15,002 | 28,482 | 10,949 | - | (299) | 10,949 |
| Massachusetts | 51,726 | 61 | 51,787 | 13,689 | 38,098 | 24,005 | 4,585 | - | 28,590 | 6,509 | 2,999 | 9,508 | - | - | (1,484) | - |
| Michigan | 144,500 | - | 144,500 | 20,450 | 124,050 | 43,818 | 4,027 | 13,922 | 61,767 | 39,370 | 22,913 | 62,283 | - | - | (13,083) | - |
| Minnesota | 70,972 | 1,652 | 72,624 | 7,187 | 65,437 | 31,184 | 4,266 | 3,543 | 38,993 | 18,451 | 6,358 | 24,809 | 1,635 | - | (865) | 1,635 |
| Mississippi | 22,593 | 134 | 23,037 | 4,078 | 18,959 | 2,057 | 5,335 | - | 7,392 | 11,567 | - | 11,567 | - | - | (24) | - |
| Missouri | 74,376 | 6,935 | 81,311 | 3,832 | 77,479 | 70,210 | 7,269 | - | 77,479 | - | - | - | - | - | - | - |
| Montana | 14,530 | - | 14,530 | 2,199 | 12,331 | 6,051 | 1,932 | - | 7,983 | 3,896 | 452 | 4,348 | - | - | (1,545) | - |
| Nebraska | 26,929 | 629 | 27,558 | 1,936 | 25,622 | 12,706 | 1,658 | 557 | 14,921 | 5,972 | 4,729 | 10,701 | - | - | (2,020) | - |
| Nevada | 10,790 | -122 | 10,668 | 2,523 | 8,145 | 6,818 | 1,327 | - | 8,145 | - | - | - | - | - | - | - |
| New Hampshire | 14,934 | -23 | 14,911 | 1,391 | 13,520 | 9,395 | 1,393 | 1,670 | 12,458 | 544 | - | 1,062 | - | - | - | - |
| New Jersey 9/ | 134,360 | 1,562 | 135,922 | 13,503 | 122,419 | 16,594 | 9,901 | - | 26,495 | 5,489 | 4,294 | 9,783 | 86,141 | - | - | 86,141 |
| New Mexico | 19,055 | -755 | 18,300 | 2,832 | 15,468 | 5,503 | 3,766 | - | 9,269 | 4,956 | 1,243 | 6,199 | - | - | (6,597) | - |
| New York 2/ | 262,753 | - | 262,753 | 34,199 | 228,554 | 121,349 | 21,380 | 30,045 | 172,774 | 40,406 | 15,374 | 55,780 | - | - | - | - |
| North Carolina | 79,538 | -14 | 79,524 | 6,172 | 73,352 | 64,279 | 9,073 | - | 73,352 | - | - | - | - | - | - | - |
| North Dakota | 17,618 | -36 | 17,582 | 808 | 16,774 | 9,632 | 848 | - | 10,480 | 3,972 | 1,469 | 5,441 | 853 | - | (82) | 853 |
| Ohio | 170,823 | 2,278 | 173,101 | 21,209 | 151,892 | 3,013 | 3,546 | 28,635 | 35,194 | 90,785 | 22,562 | 113,347 | 3,351 | - | (3,515) | 3,351 |
| Oklahoma | 70,130 | -20 | 70,110 | 5,660 | 64,450 | 8,212 | 8,019 | - | 16,231 | 12,546 | 4,236 | 16,782 | - | 31,437 | (15,154) | 31,437 |
| Oregon | 49,963 | -951 | 49,012 | 7,551 | 41,461 | 21,806 | 4,271 | 202 | 26,279 | 7,775 | 4,726 | 12,501 | 2,681 | - | (2,756) | 2,681 |
| Pennsylvania | 167,048 | 4,376 | 171,424 | 17,085 | 154,339 | 122,468 | 14,075 | 17,796 | 154,339 | - | - | - | - | - | - | - |
| Rhode Island 9/ | 14,375 | -11 | 14,364 | 1,615 | 12,749 | 540 | 599 | 3,283 | 4,422 | 27 | 108 | 135 | 8,192 | - | - | 8,192 |
| South Carolina | 18,665 | -33 | 18,632 | 4,115 | 14,517 | 11,547 | 2,685 | - | 14,232 | - | - | - | 285 | - | - | 285 |
| South Dakota | 16,599 | -14 | 16,585 | 1,311 | 15,274 | 8,140 | 691 | - | 8,831 | 5,415 | 1,028 | 6,443 | - | - | - | - |
| Tennessee | 65,198 | 98 | 65,296 | 6,103 | 59,193 | 26,765 | 8,789 | 7,000 | 42,554 | 5,245 | 1,395 | 6,640 | 9,480 | 519 | (12,956) | 9,999 |
| Texas | 297,188 | -2,946 | 294,242 | 20,505 | 273,737 | 143,268 | 13,958 | - | 157,226 | 32,327 | 12 | 32,339 | 84,172 | - | (15,082) | 84,172 |
| Utah | 11,106 | -383 | 10,723 | 2,389 | 8,334 | 5,139 | 1,937 | - | 6,576 | 889 | 567 | 1,456 | - | - | (78) | 302 |
| Vermont | 16,829 | 13 | 16,842 | 617 | 16,225 | 6,500 | 1,864 | 3,956 | 12,320 | 3,169 | 274 | 3,443 | 462 | - | - | 462 |
| Virginia | 95,235 | -17 | 95,218 | 12,709 | 82,509 | 6,538 | 2,592 | - | 77,130 | 5,379 | 5,379 | 5,379 | - | - | - | - |
| Washington | 108,663 | 1,390 | 110,053 | 12,801 | 97,252 | 26,057 | 18,339 | 4,94 | 44,890 | 1,082 | - | 1,137 | 42,499 | 8,726 | (2,501) | 10/ 51,225 |
| West Virginia | 40,733 | 21 | 40,754 | 38,335 | 28,485 | 938 | 8,912 | - | 38,335 | - | - | - | - | - | (293) | - |
| Wisconsin | 74,750 | -2,361 | 72,389 | 11,068 | 61,321 | 28,803 | 10,329 | 666 | 39,798 | 11,762 | 7,045 | 18,807 | - | 2,716 | (106) | 10/ 2,716 |
| Wyoming | 10,186 | -56 | 10,130 | 1,761 | 8,369 | 7,537 | 713 | - | 8,250 | 119 | - | 8,598 | - | - | (141) | 5,146 |
| Dist. of Col. | 14,421 | -113 | 14,308 | 564 | 13,744 | - | - | - | - | - | - | - | 5,146 | - | - | 5,146 |
| Total | 3,800,224 | 34,889 | 3,835,113 | 433,434 | 3,401,679 | 1,503,522 | 414,027 | 184,458 | 2,102,007 | 463,762 | 186,390 | 650,152 | 382,061 | 267,459 | (125,271) | 649,520 |

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

2/ Collection expenses in many States include service charges deducted by county and local collectors.

Amounts shown in some States include pro-rata costs of administering motor-fuel tax laws. Amount for Hawaii not reported.

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

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

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

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

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

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

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

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

10/ 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.

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS--

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE MF-3
SEPTEMBER 1971

| STATE | NET TOTAL RECEIPTS OF CALENDAR YEAR 1/ | ADJUST- MENTS DUE TO UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC. | RECEIPTS AVAILABLE FOR DISTRIB- UTION | FOR COLLEC- TING MOTOR- FUEL TAXES AND FEES 2/ | NET FUNDS DISTRIB- UTED 3/ | FOR STATE-ADMINISTERED HIGHWAYS | | | | FOR LOCAL ROADS AND STREETS 4/ | | | FOR NONHIGHWAY PURPOSES 6/ | | | |
|-----------------|--|---|---|--|--|--|---|--|-----------|--|----------------------|-----------|------------------------------|------------------------------------|--|---------|
| | | | | | | CAPITAL OUTLAY, MAINTEN- ANCE AND ADMINIS- TRATION | HIGHWAY LAW ENFORCE- MENT AND SAFETY | SERVICE OF OBLIGA- TIONS 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 (NOW ADDI- TIVE) 8/ | TOTAL |
| Alabama | 117,067 | 840 | 117,907 | 1,417 | 116,490 | 37,731 | 3,882 | 13,881 | 55,494 | 53,629 | 7,367 | 60,996 | - | - | (412) | - |
| Alaska 9/ | 7,960 | 474 | 8,434 | 20 | 8,414 | 8,315 | - | - | 8,315 | 99 | - | 99 | - | - | - | - |
| Arizona | 67,861 | -369 | 67,492 | 1,054 | 66,438 | 34,117 | 6,894 | - | 41,011 | 14,184 | 11,243 | 25,427 | - | - | - | - |
| Arkansas | 76,996 | - | 76,996 | 1,174 | 75,822 | 49,834 | 1,137 | 2,103 | 53,074 | 10,741 | 10,741 | 21,482 | 1,266 | - | (442) | 1,266 |
| California | 653,619 | -1,891 | 651,728 | 2,387 | 649,341 | 344,856 | - | - | 344,856 | 168,184 | 136,301 | 304,485 | - | - | - | - |
| Colorado | 75,250 | - | 75,250 | 6,521 | 68,729 | 39,473 | 5,461 | 1,528 | 46,462 | 16,543 | 5,704 | 22,267 | - | - | - | - |
| Connecticut | 103,579 | -370 | 103,209 | 411 | 102,798 | 53,583 | 9,004 | - | 89,923 | 4,506 | 8,369 | 12,875 | - | - | - | - |
| Delaware 9/ | 18,607 | - | 18,607 | 53 | 18,554 | 6,494 | 1,286 | - | 17,301 | - | 1,253 | 1,253 | - | - | - | - |
| Florida | 236,798 | -286 | 236,512 | 1,621 | 234,891 | 185,703 | 961 | 16,886 | 203,550 | 20,396 | 3,024 | 23,420 | 7,921 | - | - | 7,921 |
| Georgia | 160,362 | - | 160,362 | 837 | 159,525 | 87,823 | 1,419 | 9,063 | 98,305 | 40,343 | 9,015 | 49,358 | 11,862 | - | - | 11,862 |
| Hawaii | 12,934 | 76 | 13,010 | (2/) | 13,010 | 7,203 | 326 | 5,248 | 12,777 | 104 | - | 104 | 129 | - | (326) | 129 |
| Idaho | 27,590 | -208 | 27,382 | 123 | 27,259 | 16,996 | 1,967 | - | 18,963 | 7,052 | 1,244 | 8,296 | - | - | - | - |
| Illinois | 327,090 | -278 | 326,812 | 515 | 326,297 | 118,834 | - | - | 118,834 | 114,845 | 92,010 | 206,855 | 608 | - | - | 608 |
| Indiana | 204,848 | 853 | 205,701 | 301 | 205,400 | 103,426 | 10,397 | - | 113,823 | 57,697 | 32,067 | 89,764 | 1,813 | - | - | 1,813 |
| Iowa | 104,797 | -2,310 | 102,487 | 914 | 101,573 | 50,859 | 442 | - | 51,301 | 35,800 | 14,472 | 50,272 | - | - | - | - |
| Kansas | 83,591 | 174 | 83,765 | 430 | 83,335 | 50,089 | 4,823 | - | 54,912 | 13,163 | 13,292 | 26,455 | 1,968 | - | (309) | 1,968 |
| Kentucky | 107,584 | - | 107,584 | 532 | 107,052 | 71,834 | 297 | 22,385 | 94,516 | 12,536 | - | 12,536 | - | - | - | - |
| Louisiana | 122,764 | -1,919 | 120,845 | 898 | 119,947 | 78,332 | 201 | 17,383 | 95,916 | 17,328 | 6,703 | 24,031 | - | - | - | - |
| Maine | 38,225 | =553 | 37,672 | 1,632 | 36,040 | 27,665 | 2,599 | 3,669 | 33,933 | 1,686 | 421 | 2,107 | - | - | (1,728) | - |
| Maryland | 115,191 | 1 | 115,192 | 1,393 | 113,799 | 45,313 | - | 23,399 | 68,712 | 20,393 | 24,694 | 45,087 | - | - | - | - |
| Massachusetts | 138,729 | -1,057 | 137,672 | 643 | 137,029 | 55,302 | 9,102 | 44,846 | 109,250 | 20,867 | 6,912 | 27,779 | - | - | (3,146) | - |
| Michigan | 272,221 | 23 | 272,244 | 1,548 | 270,696 | 98,604 | 551 | - | 31,823 | 130,510 | 88,612 | 140,186 | - | - | (15) | - |
| Minnesota | 124,687 | 702 | 125,389 | 538 | 124,851 | 61,724 | 8,446 | - | 7,013 | 34,962 | 12,434 | 47,396 | 272 | - | - | 272 |
| Mississippi | 88,728 | 49 | 88,777 | 2,010 | 86,767 | 52,770 | 1,112 | - | 64,468 | 20,936 | 1,363 | 22,299 | - | - | - | - |
| Missouri | 118,277 | - | 118,277 | 4,661 | 113,616 | 81,701 | 8,458 | - | 90,159 | 5,864 | 17,593 | 23,457 | - | - | - | - |
| Montana | 30,152 | -1 | 30,151 | 359 | 29,792 | 26,594 | 198 | - | 26,792 | 1,200 | 1,800 | 3,000 | - | - | (17) | - |
| Nebraska | 66,150 | 260 | 66,410 | 15 | 66,395 | 32,887 | 384 | 2,238 | 35,509 | 17,093 | 13,793 | 30,886 | - | - | - | - |
| Nevada | 20,446 | -221 | 20,225 | 306 | 19,919 | 13,855 | 1,607 | - | 15,462 | 2,869 | 1,588 | 4,457 | - | - | - | - |
| New Hampshire | 24,441 | -1,017 | 23,424 | 85 | 23,339 | 16,840 | 1,602 | 2,994 | 21,436 | 975 | 928 | 1,903 | - | - | - | - |
| New Jersey 9/ | 208,401 | - | 208,401 | 819 | 207,582 | 26,620 | 16,468 | 4,608 | 47,696 | 9,490 | 7,142 | 16,632 | 143,254 | - | - | 143,254 |
| New Mexico | 43,591 | 81 | 43,672 | 772 | 42,900 | 61,724 | 1,798 | - | 36,500 | 3,500 | 1,971 | 1,971 | - | 4,429 | (2,588) | 4,429 |
| New York 9/ | 380,204 | 8,002 | 388,206 | 675 | 387,531 | 229,910 | 21,756 | 56,884 | 308,390 | 38,944 | 40,197 | 79,141 | - | - | - | - |
| North Carolina | 227,865 | -1 | 227,864 | 5,522 | 222,342 | 169,917 | 15,099 | 25,417 | 210,433 | - | 11,909 | 11,909 | - | - | - | - |
| North Dakota | 21,581 | -1,883 | 19,698 | 150 | 19,548 | 11,237 | 988 | - | 12,225 | 5,241 | 1,939 | 7,180 | 143 | - | - | 143 |
| Ohio | 330,071 | -9,350 | 320,721 | 955 | 319,766 | 174,933 | 11,562 | 53,531 | 240,026 | 44,982 | 34,758 | 79,740 | - | - | - | - |
| Oklahoma | 93,554 | -130 | 93,424 | 974 | 92,450 | 52,581 | - | 3,249 | 55,830 | 34,023 | 2,597 | 36,620 | - | - | (1,899) | - |
| Oregon | 71,164 | -36 | 71,128 | 151 | 70,977 | 39,238 | 4,058 | 362 | 43,658 | 13,991 | 8,504 | 22,495 | 4,824 | - | (3,566) | 4,824 |
| Pennsylvania | 352,892 | -6,658 | 346,234 | 1,197 | 345,037 | 218,031 | 25,059 | 31,682 | 274,772 | 43,616 | 26,649 | 70,265 | - | - | - | - |
| Rhode Island 9/ | 28,211 | 1 | 28,212 | 169 | 28,043 | 397 | 1,356 | 7,435 | 9,188 | 60 | 246 | 306 | 18,549 | - | - | 18,549 |
| South Carolina | 93,977 | - | 93,977 | 467 | 93,510 | 72,395 | 6,163 | - | 78,558 | 12,233 | - | 12,233 | 454 | - | (601) | 2,719 |
| South Dakota | 24,352 | -308 | 24,044 | 438 | 23,606 | 18,530 | 1,474 | - | 20,004 | 2,950 | 652 | 3,602 | - | - | - | - |
| Tennessee | 155,038 | -463 | 154,575 | 405 | 154,170 | 51,010 | - | 6,324 | 57,334 | 4,564 | 22,996 | 69,560 | 27,276 | - | (405) | 27,276 |
| Texas | 321,292 | -82 | 321,210 | 2,615 | 318,595 | 216,652 | 14,452 | - | 231,104 | 7,301 | 18 | 7,319 | 80,172 | - | - | 80,172 |
| Utah | 37,500 | 241 | 37,741 | 503 | 37,238 | 26,293 | 3,345 | - | 29,638 | 4,549 | 2,902 | 7,451 | - | - | - | 149 |
| Vermont | 16,870 | - | 16,870 | 37 | 16,833 | 6,743 | 1,933 | 4,105 | 12,781 | 3,289 | 284 | 3,573 | 479 | - | - | 479 |
| Virginia | 155,040 | =279 | 154,761 | 1,096 | 153,665 | 137,408 | 2,711 | - | 140,119 | 2,092 | 11,454 | 13,546 | - | - | - | - |
| Washington | 142,098 | 6 | 142,104 | 607 | 141,497 | 52,049 | - | 17,844 | 69,893 | 39,936 | 31,668 | 71,604 | - | - | - | - |
| West Virginia | 57,896 | -2,721 | 55,175 | 325 | 54,850 | 41,641 | 179 | 13,030 | 54,850 | - | - | - | - | - | - | - |
| Wisconsin | 134,971 | - | 134,971 | 1,092 | 133,879 | 74,227 | 2,109 | 1,726 | 78,062 | 30,503 | 18,272 | 48,775 | - | 10/ 7,042 | (273) | 7,042 |
| Wyoming | 19,338 | 52 | 19,390 | 55 | 19,335 | 10,261 | 814 | - | 11,075 | 5,842 | 3,418 | 8,260 | - | - | - | - |
| Dist. of Col. | 16,601 | -168 | 16,433 | 1,045 | 15,388 | - | - | - | - | 15,388 | - | 15,388 | - | - | - | - |
| Total | 6,479,051 | -20,724 | 6,458,327 | 52,467 | 6,405,860 | 3,521,547 | 213,880 | 479,456 | 4,214,883 | 1,148,213 | 727,889 | 1,876,102 | 302,950 | 11,925 | (15,727) | 314,875 |

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. Amount for Hawaii not reported.

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**

Library Room 2200

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
October 15, 1971

FHWA - 618
(202) 426-0667

The Federal Highway Administration's Bureau of Motor Carrier Safety has denied petitions requesting a regulation which would make the installation of hand valves mandatory on truck tractors.

A hand valve is a control that permits the driver of a truck or truck tractor towing a trailer or semitrailer to activate the brakes on the towed vehicle without activating the truck or truck tractor's brakes. The present rules permit -- but do not require -- a supplementary control (hand valve) in addition to a mechanism that enables the driver to apply both the tractor and trailer brakes simultaneously.

BMCS Director Robert A. Kaye said:

"The availability of a hand valve has both advantages and disadvantages. There is no consensus among knowledgeable persons as to whether mandatory installation of hand valves on tractor-trailer combinations would result in improved safety, or would instead lead to an increase in the number and severity of accidents. Therefore, we do not believe there is an adequate justification for initiating rulemaking proceedings with a view to requiring hand valves on commercial vehicles."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.

October 22, 1971

FHWA--619 (202-426-0677)

Receipts and expenditures for highways by State highway departments and related agencies each totaled \$16.5 billion in calendar year 1970, the Department of Transportation's Federal Highway Administration reported today.

The \$16.5 billion total receipts included \$1.3 billion in borrowed funds and \$4.7 billion in Federal aid.

Federal Highway Administrator F. C. Turner said the \$4.7 billion Federal aid to the States accounted for 51 percent of the \$9.3 billion of total capital expenditures for highways by the States. Some \$4 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The \$16.5 billion of State receipts for highways in 1970 was an increase of 8.4 percent over 1969. Of the \$16.5 billion total receipts, State road-user taxes provided \$8.8 billion or 53 percent. Federal-aid funds, derived from Federal road-user taxes, comprised \$4.7 billion of the total receipts, or 28 percent. Of the remainder, \$834 million came from tolls, \$1.3 billion from proceeds of highway construction bonds, and \$867 million from other sources.

Expenditures for current highway purposes totaled \$15.8 billion in 1970, 11.6 percent higher than in 1969. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$9.3 billion, of which \$4 billion was for projects on the Interstate System and \$4.3 billion for work on other Federal-aid systems.

(more)

Maintenance expenditures were \$2.0 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$2.1 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$2.4 billion.

Retirement of highway bonds during 1970 took \$735 million, bringing total disbursements to \$16.5 billion. The \$16 million deficit of funds was drawn from highway fund reserves.

The \$8.3 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 1968, 1969, and 1970 follows:

| | (Billions of dollars) | | |
|--------------------------------------|-----------------------|-------------|-------------|
| | <u>1968</u> | <u>1969</u> | <u>1970</u> |
| Receipts: | | | |
| State highway-user tax revenue..... | \$7.4 | \$8.2 | \$8.8 |
| Federal funds..... | 4.4 | 4.2 | 4.7 |
| Other..... | <u>1.4</u> | <u>1.5</u> | <u>1.7</u> |
| Total current income..... | 13.2 | 13.9 | 15.2 |
| Construction bonds..... | <u>1.4</u> | <u>1.3</u> | <u>1.3</u> |
| Total receipts..... | <u>14.6</u> | <u>15.2</u> | <u>16.5</u> |
| Disbursements: | | | |
| Capital outlay: | | | |
| Interstate System..... | 4.0 | 3.7 | 4.0 |
| Other Federal-aid systems..... | 3.7 | 3.9 | 4.3 |
| Other roads and streets..... | 0.7 | 0.7 | 1.0 |
| Subtotal..... | <u>8.4</u> | <u>8.3</u> | <u>9.3</u> |
| Maintenance..... | 1.6 | 1.7 | 2.0 |
| Administration and enforcement..... | 1.2 | 1.4 | 1.5 |
| Interest on debt..... | 0.5 | 0.5 | 0.6 |
| Grants-in-aid to local governments.. | <u>1.9</u> | <u>2.2</u> | <u>2.4</u> |
| Total current expenditures..... | 13.6 | 14.1 | 15.8 |
| Debt retirement..... | 0.6 | 0.7 | 0.7 |
| Total disbursements..... | <u>14.2</u> | <u>14.8</u> | <u>16.5</u> |

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration. These and tables for 1970 on motor vehicles, motor fuel, and mileage will appear in the Administration's annual publication HIGHWAY STATISTICS, to be printed later this year.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS--SUMMARY--1970¹

TABLE SF-21
SEPTEMBER 1971

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

| STATE | RECEIPTS | | | | | | | | | | DISBURSEMENTS | | | | | | | | | | | |
|----------------|---------------------------------------|-------------------------------|--|----------------------|--------------------------------|----------------|----------------------------------|---------------------|----------------|---------------------|---------------------------|-------------------------|---------|----------------------------------|-----------------------------------|---------------|------------------------------------|--------------------------------|-----------------------|---------------------|-----------|---------|
| | STATE HIGHWAY USER TAX REVENUES 2/ | ROAD AND CROSSING TOLLS 3/ | OTHER STATE IMPOSTS, GENERAL FUND REVENUES | MISCELLANEOUS INCOME | FEDERAL FUNDS | | TRANSFERS FROM LOCAL GOVERNMENTS | BOND PROCEEDS 4/ | TOTAL RECEIPTS | CAPITAL OUTLAY | | | | MAINTENANCE AND TRAFFIC SERVICES | ADMINISTRATION AND HIGHWAY POLICE | BOND INTEREST | GRANTS-IN-AID TO LOCAL GOVERNMENTS | SUBTOTAL, CURRENT EXPENDITURES | BOND RETIREMENT 4/ | TOTAL DISBURSEMENTS | | |
| | | | | | FEDERAL HIGHWAY ADMINISTRATION | OTHER AGENCIES | | | | FEDERAL-AID SYSTEMS | | | TOTAL | | | | | | | | | |
| | | | | | | | | | | INTER-STATE | OTHER FEDERAL-AID SYSTEMS | OTHER ROADS AND STREETS | | | | | | | | | | |
| Alabama | 150,737 | - | 745 | 1,078 | 90,717 | 113 | 2,985 | 90,284 | 336,659 | 83,961 | 66,142 | 150,103 | 8,564 | 188,667 | 33,663 | 16,680 | 10,889 | 2,768 | 57,305 | 277,204 | 12,802 | 290,006 |
| Alaska | 13,186 | 6,095 | 13,797 | 68 | 59,145 | 811 | 101 | 7,319 | 100,522 | 100,522 | 62,454 | 62,454 | 1,456 | 63,910 | 16,372 | 13,813 | 811 | 97,674 | 1,648 | 99,322 | 1,648 | 99,322 |
| Arizona | 90,529 | - | 706 | 1,615 | 69,876 | 402 | 1,464 | 2,008 | 164,985 | 63,802 | 36,730 | 100,532 | - | 100,532 | 14,555 | 17,045 | 109 | 25,707 | 157,948 | 200 | 158,148 | |
| Arkansas | 104,896 | 414 | 418 | 1,615 | 37,616 | 8,832 | 444 | - | 154,235 | 24,311 | 48,826 | 73,137 | 755 | 73,892 | 20,011 | 13,989 | 673 | 29,266 | 137,831 | 6,791 | 144,622 | |
| California | 917,874 | 21,504 | - | 28,595 | 502,922 | 7,767 | 17,885 | - | 1,496,547 | 518,597 | 341,430 | 860,027 | 34,489 | 894,516 | 92,955 | 187,546 | 6,523 | 334,533 | 1,516,073 | 10,425 | 1,526,498 | |
| Colorado | 98,230 | - | 939 | 1,010 | 66,713 | 2,412 | - | - | 169,304 | 62,039 | 38,448 | 100,487 | 352 | 100,839 | 18,460 | 13,991 | 332 | 37,220 | 170,842 | 5,660 | 176,502 | |
| Connecticut | 139,408 | 33,984 | - | 16,781 | 66,499 | 32 | - | 25,068 | 281,772 | 69,842 | 69,842 | 97,836 | 17,856 | 115,692 | 37,406 | 45,058 | 29,596 | 14,351 | 242,103 | 50,669 | 292,772 | |
| Delaware | 29,600 | 16,348 | 1,713 | 3,470 | 8,679 | - | - | 25,812 | 10,967 | 10,967 | 10,251 | 21,818 | 9,457 | 31,275 | 10,273 | 8,326 | 9,823 | 2,131 | 61,828 | 10,364 | 72,192 | |
| Florida | 240,409 | 39,918 | - | 26,256 | 74,061 | - | 143 | - | 380,787 | 86,253 | 149,203 | 235,456 | 48,153 | 283,609 | 46,693 | 28,763 | 24,613 | 22,190 | 405,868 | 19,122 | 424,990 | |
| Georgia | 179,767 | - | - | 6,860 | 69,909 | 141 | 229 | - | 256,906 | 80,308 | 61,018 | 141,326 | 52,339 | 193,665 | 30,241 | 24,918 | 9,100 | 9,804 | 267,728 | 10,065 | 277,793 | |
| Hawaii | 23,443 | - | 589 | 135 | 35,657 | - | - | 13,000 | 72,832 | 34,309 | 14,666 | 49,475 | 104 | 49,579 | 5,516 | 3,382 | 2,263 | 10,698 | 71,438 | 2,985 | 74,423 | |
| Idaho | 42,451 | - | 150 | 424 | 40,072 | 2,493 | 959 | - | 86,549 | 21,554 | 24,557 | 46,111 | - | 46,111 | 9,876 | 9,249 | - | 15,452 | 80,688 | - | 80,688 | |
| Illinois | 525,538 | 56,882 | - | 5,982 | 175,511 | 18 | 10,254 | - | 774,185 | 169,413 | 109,833 | 279,246 | 156,231 | 435,477 | 89,264 | 63,701 | 13,354 | 259,926 | 861,722 | 27,383 | 889,105 | |
| Indiana | 270,405 | - | - | 8,813 | 402,203 | 1,924 | 1,252 | - | 402,203 | 84,212 | 71,796 | 156,008 | 140 | 156,148 | 45,779 | 19,501 | 116,633 | 372,501 | 7,047 | 379,548 | | |
| Iowa | 184,190 | 114 | 31,203 | 11,130 | 66,892 | 92 | 538 | 76 | 294,235 | 58,642 | 96,753 | 155,395 | 2,054 | 157,449 | 28,265 | 18,574 | 5,256 | 23,004 | 170,770 | 6,575 | 177,345 | |
| Kansas | 112,636 | 13,984 | - | 2,880 | 56,427 | 1,009 | - | - | 186,933 | 39,150 | 54,152 | 93,302 | 436 | 93,738 | 32,198 | - | - | - | 124,936 | - | - | 124,936 |
| Kentucky | 172,045 | 14,256 | 10,064 | 15,595 | 69,086 | 42 | 182 | 80,195 | 361,435 | 62,582 | 66,198 | 128,780 | 52,090 | 180,810 | 59,773 | 32,305 | 29,299 | 4,507 | 306,664 | 19,705 | 326,369 | |
| Louisiana | 145,625 | 572 | 45,715 | 2,300 | 92,463 | 478 | 375 | 55,045 | 342,735 | 97,114 | 73,456 | 170,570 | 28,839 | 199,469 | 34,892 | 32,712 | 23,565 | 304,105 | 14,699 | 318,804 | | |
| Maine | 50,509 | 10,758 | 674 | 2,552 | 25,423 | - | 2,334 | 15,302 | 107,552 | 21,401 | 19,982 | 41,383 | 5,911 | 47,294 | 25,485 | 8,871 | 3,823 | 2,699 | 88,172 | 10,067 | 98,239 | |
| Maryland | 204,516 | 33,917 | - | 19,452 | 76,605 | 4,196 | - | 4,675 | 343,361 | 67,564 | 111,520 | 179,084 | 2,732 | 181,816 | 28,159 | 39,469 | 23,775 | 72,638 | 345,857 | 42,193 | 388,050 | |
| Massachusetts | 175,127 | 44,945 | 4,854 | 7,127 | 79,256 | 1,331 | - | 30,048 | 342,688 | 115,979 | 46,963 | 162,942 | 8,234 | 171,176 | 42,864 | 44,050 | 31,999 | 30,099 | 320,188 | 47,445 | 367,633 | |
| Michigan | 394,746 | 4,734 | 22,968 | 6,921 | 132,765 | 57 | 6,530 | - | 568,721 | 131,616 | 92,797 | 224,373 | 5,288 | 229,661 | 42,141 | 204,097 | 536,827 | 33,445 | 260,272 | | | |
| Minnesota | 188,381 | - | 8,904 | 8,904 | 368,852 | 72 | 400 | 62,179 | 368,788 | 96,025 | 83,824 | 179,849 | 2,937 | 182,786 | 26,193 | 21,327 | 2,534 | 59,801 | 292,641 | 4,465 | 297,106 | |
| Mississippi | 105,726 | - | 23,167 | 1,477 | 69,324 | 684 | 659 | 22,779 | 223,816 | 47,172 | 73,978 | 121,150 | 6,127 | 127,277 | 12,831 | 16,265 | 4,574 | 35,647 | 196,594 | 8,016 | 204,610 | |
| Missouri | 151,095 | 1,851 | 7,075 | 54 | 110,386 | 310 | 688 | - | 311,459 | 82,523 | 134,289 | 216,812 | 2,036 | 218,848 | 57,055 | 36,029 | 208 | 23,657 | 335,797 | 1,482 | 337,279 | |
| Montana | 42,123 | - | 6,783 | 189 | 71,996 | 3,484 | - | - | 118,465 | 64,113 | 27,200 | 91,313 | 385 | 91,698 | 9,782 | 9,018 | 10,759 | 121,257 | - | - | 121,257 | |
| Nebraska | 92,017 | - | 144,066 | 2,211 | 37,541 | 13 | 3,301 | - | 375,465 | 29,425 | 53,126 | 82,551 | 955 | 83,506 | 13,133 | 13,812 | 1,273 | 41,486 | 1,000 | - | 1,000 | |
| Nevada | 28,064 | - | 10 | 434 | 29,902 | 36 | - | - | 58,446 | 16,138 | 20,387 | 36,525 | 875 | 37,400 | 8,953 | 7,707 | - | 4,588 | 58,648 | - | - | 58,648 |
| New Hampshire | 36,859 | 6,238 | 117 | 683 | 21,968 | 16 | 1,843 | 6,527 | 74,551 | 18,030 | 18,428 | 36,458 | 3,972 | 40,430 | 17,512 | 10,025 | 1,531 | 501 | 69,999 | 5,523 | 75,522 | |
| New Jersey | 100,606 | 119,265 | - | 30,459 | 134,962 | 940 | 940 | 93,179 | 479,411 | 203,243 | 43,791 | 247,034 | 90,173 | 337,207 | 54,701 | 59,282 | 56,905 | 21,522 | 529,617 | 72,027 | 601,644 | |
| New Mexico | 53,939 | - | 1,152 | 56,775 | 1,267 | 2,621 | 165 | - | 56,775 | 114,897 | 62,750 | 70,067 | 5,316 | 75,383 | 20,321 | 9,740 | 115 | 8,598 | 114,157 | 1,500 | 115,657 | |
| New York | 616,085 | 165,050 | 130,764 | 27,115 | 265,537 | - | - | 191,154 | 1,395,705 | 209,674 | 433,482 | 643,156 | 61,189 | 704,345 | 157,352 | 93,347 | 74,051 | 132,984 | 1,162,079 | 74,343 | 1,236,422 | |
| North Carolina | 295,694 | 240 | 248 | 15,225 | 71,735 | - | 1,872 | - | 385,014 | 20,154 | 87,245 | 107,399 | 102,480 | 209,879 | 93,648 | 48,484 | 11,991 | 375,216 | 21,000 | - | 396,216 | |
| North Dakota | 35,326 | - | 1,510 | 119 | 34,914 | 37 | 3,535 | - | 75,441 | 21,959 | 25,646 | 47,605 | 613 | 48,218 | 5,776 | 13,653 | 74,937 | 74,937 | - | - | 74,937 | |
| Ohio | 468,307 | 32,334 | 11,177 | 11,177 | 203,449 | 251 | 16,360 | 175,092 | 906,970 | 160,723 | 247,405 | 408,128 | 7,702 | 415,830 | 71,684 | 26,689 | 179,019 | 746,893 | 84,894 | 831,787 | | |
| Oklahoma | 125,463 | 15,553 | 4,888 | 8,107 | 65,582 | 5,792 | 3,741 | - | 229,126 | 47,183 | 58,694 | 105,837 | 14,546 | 120,383 | 26,584 | 18,236 | 15,047 | 54,993 | 235,243 | 1,466 | 236,709 | |
| Oregon | 104,933 | 772 | - | 3,413 | 76,525 | 18,580 | 3,024 | 15,003 | 222,250 | 69,511 | 41,255 | 110,766 | 2,659 | 113,425 | 22,320 | 17,378 | 1,005 | 51,552 | 205,680 | 5,200 | 210,880 | |
| Pennsylvania | 499,376 | 93,700 | 690 | 22,091 | 217,828 | 672 | 5,021 | 1,150,595 | 1,501,217 | 1,150,595 | 313,691 | 475,251 | 162,836 | 638,051 | 198,097 | 81,239 | 44,522 | 1,033,045 | 40,890 | 1,073,935 | | |
| Rhode Island | 14,051 | 2,327 | - | 482 | 21,283 | - | - | 21,557 | 59,700 | 17,136 | 11,389 | 28,525 | 236 | 28,761 | 7,957 | 3,705 | 7,019 | 387 | 47,829 | 6,475 | 54,304 | |
| South Carolina | 105,023 | - | 1,036 | 43,582 | 45 | 239 | - | - | 149,925 | 34,141 | 47,838 | 81,979 | 9,942 | 91,921 | 33,950 | 17,430 | 42 | 12,443 | 155,786 | 990 | 156,776 | |
| South Dakota | 38,880 | - | 4,901 | 263 | 33,739 | 98 | 1,516 | - | 79,397 | 25,190 | 28,895 | 54,085 | 596 | 54,681 | 7,872 | 9,280 | - | 9,445 | 81,278 | - | 81,278 | |
| Tennessee | 176,088 | - | 1,624 | 1,584 | 114,056 | 228 | 1,397 | - | 294,577 | 89,073 | 80,964 | 170,037 | 13,745 | 183,782 | 26,432 | 23,343 | 4,324 | 57,621 | 295,502 | 9,000 | 304,502 | |
| Texas | 427,988 | 11,045 | 2,866 | 10,366 | 298,409 | 1,267 | 2,706 | - | 167,928 | 318,905 | 486,833 | 23,770 | 510,603 | 97,662 | 74,501 | 2,442 | 40,129 | 725,337 | 4,645 | 729,982 | | |
| Utah | 45,121 | - | 1,190 | 64,405 | 3,249 | 391 | - | - | 114,356 | 74,810 | 84,632 | 3,381 | 88,013 | 9,968 | 10,701 | - | 5,358 | 114,040 | - | - | 114,040 | |
| Vermont | 32,117 | - | - | 61 | 35,194 | - | 67,372 | - | 31,259 | 15,688 | 46,947 | 3,105 | 50,052 | 10,695 | 7,373 | 3,676 | 3,911 | 75,707 | 4,385 | - | 80,092 | |
| Virginia | 236,174 | 38,939 | 14,796 | 5,002 | 139,499 | 68 | 4,524 | - | 439,002 | 111,803 | 152,435 | 264,238 | 12,354 | 276,592 | 78,410 | 39,076 | 14,216 | 428,306 | 14,216 | 442,522 | | |
| Washington | 187,524 | 20,505 | 6,485 | 108,889 | 8,153 | 2,182 | 2,182 | 25,165 | 358,903 | 77,250 | 95,359 | 172,609 | 7,500 | 180,109 | 39,296 | 35,514 | 10,585 | 90,069 | 355,593 | 15, | | |



DEPARTMENT OF TRANSPORTATION

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NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.
November 2, 1971

FHWA - 621
(202) 426-0648

Secretary of Transportation John A. Volpe announced today he has approved 34 economic growth centers recommended by Governors of 16 States in a demonstration program designed to show that areas with a potential for growth can be aided by highway improvements.

The program was created by the Federal-Aid Highway Act of 1970, which provides additional funding for improvement of roads on the Federal-aid primary system to serve the selected growth centers.

Secretary Volpe said he is hopeful the program will prove that highways can play a dominant role in revitalizing and diversifying the economies of rural areas and smaller communities with populations of less than 100,000.

"We hope this demonstration program will show that highway investments can help in checking or slowing down the present migration of people to larger and more congested areas," said the Secretary.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

"One of the reasons young people leave smaller communities is the lack of job opportunities," the Secretary added. "Highway improvements create such opportunities by making job centers accessible to small-community workers."

Last July, Secretary Volpe invited each Governor in the Nation to recommend not more than three growth centers in his State which meet criteria developed for the centers. More than two-thirds of the Governors have already responded by submitting projects in order of priority.

The States and the areas approved follow:

Alabama - Dothan, Jasper, and Jackson.

Alaska - Juneau, Fairbanks, and Palmer.

Colorado - Durango, Steamboat Springs - Craig, and Gunnison - Montrose.

Georgia - Douglas, Carrollton, and Dalton.

Illinois - Mount Vernon, Harrisburg, and Carbondale.

Iowa - Centerville, and Webster City.

Michigan - Marquette, Big Rapids, and Gaylord.

Montana - Big Sky.

New Hampshire - Berlin, Claremont - Newport, and Keene.

New York - Ithaca - Cortland.

North Carolina - Wilmington, New Bern, and Rocky Mount.

Tennessee - Oneida.

Vermont - Burlington

Virginia - Richlander - Tazewell, and Wise.

Washington - Walla Walla County.

Wyoming - Casper.

Secretary Volpe said recommendations by other Governors are being reviewed, and additional growth centers will be approved within the next few weeks.

The 1970 Act which created the program authorized the appropriation of \$50 million for each of fiscal years 1972 and 1973 to help finance the Federal share of the cost of projects. The additional funds make it possible to increase the Federal share of the cost of the demonstration projects from the normal 50 percent to about 70 percent.

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DEPARTMENT OF TRANSPORTATION

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NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.
November 5, 1971

FHWA-622
(202-426-0677)

STATE HIGHWAY-USER TAX REVENUE ESTIMATE FOR 1971

The Department of Transportation's Federal Highway Administration estimated today that the States will collect nearly \$10.9 billion of revenue from State road-user taxes in 1971. This is 5.8 percent greater than the \$10.3 billion collected in 1970. These figures do not include tolls, which are set aside and do not go into the regular State road-user tax funds.

State motor-fuel taxes will account for approximately \$6.9 billion or about 63 percent of the 1971 State road-user revenues, up \$405 million from 1970. Eight States have increased their gasoline tax rates in 1971.

A table showing the State road-user tax estimate for 1971 is shown on the back of this sheet.

(over)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

ESTIMATE OF STATE HIGHWAY-USER TAX RECEIPTS—1971¹

(In thousands of dollars)

TABLE ES-R
OCTOBER 1971

| STATE | MOTOR FUEL | | | MOTOR VEHICLES AND MOTOR CARRIERS | | | | | TOTAL HIGHWAY USER TAXES |
|----------------|------------------------------|-------------------------|-----------|--|---|---------------------------------|--------------------------------|-----------|-----------------------------------|
| | NET GALLONAGE RECEIPTS | OTHER RECEIPTS 2/ | TOTAL | MOTOR VEHICLE REGISTRATION FEES | OTHER MOTOR VEHICLE FEES 3/ | MOTOR CARRIER TAXES 4/ | MISCEL- LANEOUS RECEIPTS | TOTAL | |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) |
| Alabama | 122,532 | 834 | 123,366 | 33,200 | 7,359 | 299 | 110 | 40,968 | 164,334 |
| Alaska | 8,000 | 7 | 8,007 | 5,336 | 630 | 98 | 335 | 6,399 | 14,406 |
| Arizona | 72,581 | 80 | 72,661 | 16,467 | 3,726 | 9,750 | 1,950 | 31,893 | 104,554 |
| Arkansas | 79,737 | 530 | 80,267 | 28,307 | 4,152 | 425 | 930 | 33,814 | 114,081 |
| California | 685,194 | 18 | 685,212 | 481,436 | 13,782 | 29,960 | 24,400 | 549,578 | 1,234,790 |
| Colorado | 79,107 | 130 | 79,237 | 17,092 | 3,821 | 11,575 | 1,890 | 34,378 | 113,615 |
| Connecticut | 116,505 | 656 | 117,161 | 33,230 | 8,824 | 2,274 | 4,950 | 49,278 | 166,439 |
| Delaware | 20,263 | 3 | 20,266 | 9,280 | 1,613 | - | 2,275 | 13,168 | 33,434 |
| Florida | 265,744 | 4,346 | 270,090 | 117,266 | 18,789 | 2,840 | 4,750 | 143,645 | 413,735 |
| Georgia | 184,513 | 420 | 184,933 | 34,099 | 4,366 | 860 | 2,290 | 41,615 | 226,548 |
| Hawaii | 13,479 | - | 13,479 | 11,391 | 499 | 79 | 355 | 12,324 | 25,803 |
| Idaho | 28,022 | 134 | 28,156 | 6,000 | 2,003 | 5,310 | 1,900 | 15,213 | 43,369 |
| Illinois | 342,332 | - | 342,332 | 228,893 | 24,083 | 1,150 | 12,900 | 267,026 | 609,358 |
| Indiana | 216,859 | 1,953 | 218,812 | 56,380 | 17,646 | 685 | 7,880 | 82,591 | 301,403 |
| Iowa | 107,721 | 119 | 107,840 | 76,441 | 7,570 | 295 | 6,200 | 90,506 | 198,346 |
| Kansas | 87,908 | 160 | 88,068 | 30,732 | 3,820 | 1,291 | 2,440 | 38,283 | 126,351 |
| Kentucky | 112,228 | - | 112,228 | 29,037 | 41,784 | 615 | 1,270 | 72,706 | 184,934 |
| Louisiana | 126,340 | 522 | 126,862 | 14,157 | 6,679 | 54 | 3,740 | 24,630 | 151,492 |
| Maine | 42,940 | 7 | 42,947 | 12,412 | 586 | 374 | 810 | 14,182 | 57,129 |
| Maryland | 121,733 | 263 | 121,996 | 55,101 | 55,645 | - | 2,850 | 113,596 | 235,592 |
| Massachusetts | 153,450 | 101 | 153,551 | 38,052 | 15,579 | 438 | 2,820 | 56,889 | 210,440 |
| Michigan | 286,354 | 86 | 286,440 | 127,149 | 15,859 | 1,633 | 6,700 | 151,341 | 437,781 |
| Minnesota | 130,588 | 480 | 131,068 | 66,311 | 3,634 | 365 | 2,630 | 72,940 | 204,008 |
| Mississippi | 91,876 | 70 | 91,946 | 18,914 | 5,467 | 117 | 1,325 | 25,823 | 117,769 |
| Missouri | 124,488 | 244 | 124,732 | 66,861 | 5,141 | 1,060 | 4,940 | 78,002 | 202,734 |
| Montana | 31,921 | 270 | 32,191 | 10,299 | 1,529 | 792 | 2,350 | 14,970 | 47,161 |
| Nebraska | 69,819 | 13 | 69,832 | 23,058 | 2,843 | 122 | 1,790 | 27,813 | 97,645 |
| Nevada | 21,422 | 184 | 21,606 | 5,336 | 1,228 | 4,335 | 545 | 11,444 | 33,050 |
| New Hampshire | 29,244 | 40 | 29,284 | 11,704 | 1,770 | 252 | 1,210 | 14,936 | 44,220 |
| New Jersey | 218,338 | 78 | 218,416 | 99,630 | 27,494 | 1,205 | 9,310 | 137,639 | 356,055 |
| New Mexico | 45,032 | 466 | 45,498 | 16,473 | 1,696 | 1,715 | 2,500 | 22,384 | 67,882 |
| New York | 406,996 | 37 | 407,033 | 206,722 | 18,079 | 26,830 | 16,880 | 268,511 | 675,544 |
| North Carolina | 233,184 | 6,869 | 240,053 | 74,814 | 5,374 | - | 3,790 | 83,978 | 324,031 |
| North Dakota | 21,885 | 227 | 22,112 | 15,528 | 908 | 362 | 1,420 | 18,218 | 40,330 |
| Ohio | 346,019 | - | 346,019 | 117,729 | 23,822 | 33,795 | 5,250 | 180,596 | 526,615 |
| Oklahoma | 96,411 | 1,232 | 97,643 | 62,526 | 8,905 | 475 | 1,525 | 73,431 | 171,074 |
| Oregon | 74,462 | 15 | 74,477 | 20,869 | 3,867 | 25,310 | 1,530 | 51,576 | 126,053 |
| Pennsylvania | 380,006 | 527 | 380,533 | 145,720 | 19,012 | - | 7,690 | 172,422 | 552,955 |
| Rhode Island | 29,565 | 1 | 29,566 | 11,840 | 2,367 | 586 | 645 | 15,438 | 45,004 |
| South Carolina | 95,185 | 3,416 | 98,601 | 13,278 | 1,009 | 602 | 4,750 | 19,639 | 118,240 |
| South Dakota | 25,014 | 92 | 25,106 | 12,268 | 653 | 3,166 | 1,040 | 17,127 | 42,233 |
| Tennessee | 145,117 | 20,482 | 165,599 | 57,130 | 8,902 | 550 | 1,430 | 68,012 | 233,611 |
| Texas | 335,833 | 60 | 335,893 | 188,389 | 141,350 | 731 | 12,400 | 342,870 | 678,763 |
| Utah | 38,941 | 35 | 38,976 | 7,022 | 1,132 | 1,360 | 2,340 | 11,854 | 50,830 |
| Vermont | 18,905 | - | 18,905 | 10,995 | 5,483 | 405 | 530 | 17,413 | 36,318 |
| Virginia | 164,242 | 28 | 164,270 | 51,223 | 14,376 | 1,331 | 33,200 | 100,130 | 264,400 |
| Washington | 145,264 | 15 | 145,279 | 95,173 | 12,173 | 1,479 | 3,650 | 112,475 | 257,754 |
| West Virginia | 65,775 | 214 | 65,989 | 24,324 | 15,639 | 392 | 1,810 | 42,165 | 108,154 |
| Wisconsin | 140,042 | 695 | 140,737 | 66,227 | 6,630 | 825 | 3,830 | 77,512 | 218,249 |
| Wyoming | 20,264 | 3 | 20,267 | 2,722 | 513 | 5,775 | 1,910 | 10,920 | 31,187 |
| Dist. of Col. | 18,058 | 12 | 18,070 | 10,922 | 2,168 | 360 | 1,390 | 14,860 | 32,930 |
| Total | 6,837,438 | 46,174 | 6,883,612 | 2,975,465 | 601,979 | 184,322 | 227,355 | 3,989,121 | 10,872,733 |

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption and motor-vehicle registrations for the early months of 1971, and information available on current trends, motor-fuel production, motor-vehicle production and other factors.

2/ Includes distributors and dealers licenses, inspection fees, and fines and penalties.

3/ Includes operators and chauffeurs permit fees, certificate of title fees, fines and penalties, estimated service charges, and local collections.

4/ Includes gross receipts taxes; mileage, ton-mile, and passenger-mile taxes; special license fees and franchise taxes; and certificate or permit fees.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
November 11, 1971

FHWA - 620
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety today announced that a revised issue of the Federal Motor Carrier Safety Regulations, containing amendments through July 1, 1971, is now available.

The purpose of the new publication is to provide motor carriers operating in interstate or foreign commerce all applicable motor carrier safety regulations in one publication. Included are sections on general data; qualification of drivers; driving of motor vehicles; parts and accessories necessary for safe operation; recording and reporting of accidents; hours of service of drivers; inspection and maintenance; transportation of hazardous materials; and driving and parking rules.

BMCS Director Robert A. Kaye said that the revised edition has an improved format, which features three-holed punched paper capable of placement in a 9 x 6 three-ring, loose-leaf binder. This will allow for page by page replacement or insert as regulations are revised or new regulations are issued. Future regulations will be published in this fashion making maintenance of the regulations easier than in the past.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

Copies of the new edition, at 65 cents each, may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. Amendments to the publication are available from the Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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ADMINISTRATION

FIRST CLASS





DEPARTMENT OF
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
November 12, 1971

FHWA--623
(202-426-0677)

Motor-fuel consumption in the United States is expected to reach 101 billion gallons in 1971, a 5 percent increase over 1970, the U.S. Department of Transportation announced today. Reports from States and other sources on motor-fuel consumption form the basis for the 1971 estimate, prepared by the Federal Highway Administration.

The highway use portion of the above figure is expected to be 97.1 billion gallons, including 89.8 billion gallons of gasoline and 7.3 billion gallons of special fuels such as diesel and butane.

The nonhighway uses of motor fuel, totaling 4 billion gallons in 1971, include farming, aviation, boating, etc.

The highway use of motor fuel in 1971 is expected to be 5.2 percent more than in 1970, compared with a 4.8 percent increase in 1970 over 1969.

California is expected to lead the States in highway motor-fuel consumption in 1971 with 9.9 billion gallons. Texas and New York are next, with 6.6 and 5.8 billion gallons, respectively. These are followed by Ohio, Illinois, Pennsylvania, and Michigan with more than 4 billion gallons each, and Florida and New Jersey with over 3 billion gallons each. These 9 States will account for 49 percent of the total consumption. Eight other States will use more than 2 billion gallons each of motor fuel on the highways in 1971.

A table showing the estimated motor-fuel consumption for 1971 by States is shown on the back of this sheet.

(over)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

ESTIMATE OF MOTOR-FUEL USE—1971^{1/}

(In thousands of gallons)

TABLE ES-F
OCTOBER 1971

| STATE | HIGHWAY USE | | | | | NONHIGHWAY USE OF GASOLINE | TOTAL USE | |
|----------------|-------------------|------------------|-------------------|-----------------------------------|------------------------------------|----------------------------------|--------------------|-----------------------------------|
| | GASOLINE | SPECIAL FUELS | TOTAL | PERCENT CHANGE 1971 1970 | GALLONS PER MOTOR VEHICLE | | AMOUNT | PERCENT CHANGE 1971 1970 |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) |
| Alabama | 1,607,984 | 140,395 | 1,748,379 | 5.6 | 847 | 42,259 | 1,790,638 | 5.5 |
| Alaska | 96,090 | 7,791 | 103,881 | 4.5 | 712 | 28,904 | 132,785 | 1.0 |
| Arizona | 944,476 | 104,942 | 1,049,418 | 7.5 | 906 | 39,755 | 1,089,173 | 7.4 |
| Arkansas | 957,819 | 101,481 | 1,059,300 | 4.1 | 990 | 33,889 | 1,093,189 | 4.1 |
| California | 9,258,893 | 642,607 | 9,901,500 | 4.8 | 805 | 248,679 | 10,150,179 | 4.8 |
| Colorado | 1,105,339 | 73,250 | 1,178,589 | 5.3 | 781 | 61,248 | 1,239,837 | 5.1 |
| Connecticut | 1,242,463 | 82,124 | 1,324,587 | 4.7 | 750 | 25,104 | 1,349,691 | 4.6 |
| Delaware | 268,498 | 12,917 | 281,415 | 3.9 | 869 | 5,743 | 287,158 | 3.6 |
| Florida | 3,354,184 | 200,483 | 3,554,667 | 7.3 | 822 | 160,128 | 3,714,795 | 7.2 |
| Georgia | 2,404,170 | 252,959 | 2,657,129 | 7.2 | 967 | 48,705 | 2,705,834 | 7.1 |
| Hawaii | 241,370 | 9,274 | 250,644 | 4.8 | 591 | 11,733 | 262,377 | 4.6 |
| Idaho | 386,895 | 26,911 | 413,806 | 2.8 | 853 | 33,552 | 447,358 | 2.0 |
| Illinois | 4,418,873 | 347,466 | 4,766,339 | 4.8 | 883 | 315,046 | 5,081,385 | 4.7 |
| Indiana | 2,418,935 | 286,385 | 2,705,320 | 3.0 | 940 | 140,887 | 2,846,207 | 3.2 |
| Iowa | 1,358,175 | 147,062 | 1,505,237 | 8.2 | 822 | 259,905 | 1,765,142 | 7.2 |
| Kansas | 1,141,618 | 104,962 | 1,246,580 | 5.4 | 785 | 141,961 | 1,388,541 | 5.0 |
| Kentucky | 1,454,312 | 118,938 | 1,573,250 | 4.8 | 875 | 32,927 | 1,606,177 | 4.6 |
| Louisiana | 1,478,853 | 105,631 | 1,584,484 | 3.5 | 890 | 49,173 | 1,633,657 | 3.3 |
| Maine | 479,542 | 30,935 | 510,477 | 5.8 | 960 | 12,338 | 522,815 | 5.5 |
| Maryland | 1,636,877 | 92,706 | 1,729,583 | 5.9 | 892 | 25,804 | 1,755,387 | 5.7 |
| Massachusetts | 2,158,992 | 106,678 | 2,265,670 | 4.2 | 846 | 25,987 | 2,291,657 | 4.2 |
| Michigan | 4,096,792 | 209,728 | 4,306,520 | 5.1 | 920 | 218,561 | 4,525,081 | 5.3 |
| Minnesota | 1,768,783 | 134,157 | 1,902,940 | 5.1 | 845 | 188,892 | 2,091,832 | 4.9 |
| Mississippi | 1,036,785 | 92,023 | 1,128,808 | 4.0 | 986 | 30,966 | 1,159,774 | 3.8 |
| Missouri | 2,347,629 | 207,752 | 2,555,381 | 5.6 | 1,024 | 143,300 | 2,698,681 | 5.3 |
| Montana | 375,767 | 63,368 | 439,135 | 6.9 | 873 | 40,270 | 479,405 | 6.4 |
| Nebraska | 756,875 | 77,607 | 834,482 | 5.7 | 834 | 67,368 | 901,850 | 5.1 |
| Nevada | 315,536 | 40,198 | 355,734 | 5.5 | 949 | 16,567 | 372,301 | 5.4 |
| New Hampshire | 363,473 | 13,550 | 377,023 | 7.5 | 995 | 5,913 | 382,936 | 7.4 |
| New Jersey | 2,885,470 | 247,165 | 3,132,635 | 5.5 | 855 | 64,910 | 3,197,545 | 5.4 |
| New Mexico | 566,649 | 85,421 | 652,070 | 5.0 | 985 | 15,898 | 667,968 | 4.9 |
| New York | 5,560,069 | 279,726 | 5,839,795 | 5.5 | 845 | 243,325 | 6,083,120 | 5.4 |
| North Carolina | 2,458,675 | 192,188 | 2,650,863 | 6.4 | 893 | 67,971 | 2,718,834 | 6.2 |
| North Dakota | 270,692 | 37,262 | 307,954 | 2.5 | 703 | 105,241 | 413,195 | 1.1 |
| Ohio | 4,560,312 | 429,634 | 4,989,946 | 4.9 | 806 | 140,576 | 5,130,522 | 4.7 |
| Oklahoma | 1,392,391 | 125,532 | 1,517,923 | 4.6 | 852 | 48,723 | 1,566,646 | 4.3 |
| Oregon | 1,048,994 | 116,425 | 1,165,419 | 4.8 | 827 | 61,338 | 1,226,757 | 4.8 |
| Pennsylvania | 4,294,270 | 462,343 | 4,756,613 | 4.5 | 793 | 178,657 | 4,935,270 | 4.3 |
| Rhode Island | 348,892 | 19,060 | 367,952 | 4.5 | 726 | 8,162 | 376,114 | 4.5 |
| South Carolina | 1,241,699 | 101,986 | 1,343,685 | 5.3 | 955 | 37,570 | 1,381,255 | 5.2 |
| South Dakota | 330,662 | 32,048 | 362,710 | 3.1 | 830 | 96,649 | 459,359 | 1.8 |
| Tennessee | 1,847,445 | 185,171 | 2,032,616 | 7.5 | 961 | 42,182 | 2,074,798 | 7.3 |
| Texas | 6,158,044 | 488,523 | 6,646,567 | 5.6 | 959 | 159,256 | 6,805,823 | 5.3 |
| Utah | 516,199 | 53,741 | 569,940 | 4.2 | 885 | 23,748 | 593,688 | 3.8 |
| Vermont | 216,281 | 12,525 | 228,806 | 3.5 | 982 | 5,818 | 234,624 | 3.4 |
| Virginia | 2,128,854 | 205,416 | 2,334,270 | 6.0 | 995 | 53,486 | 2,387,756 | 5.8 |
| Washington | 1,508,944 | 101,799 | 1,610,743 | 2.5 | 750 | 57,902 | 1,668,645 | 2.4 |
| West Virginia | 676,818 | 86,052 | 762,870 | 3.2 | 862 | 10,048 | 772,918 | 3.0 |
| Wisconsin | 1,868,517 | 136,114 | 2,004,631 | 4.2 | 891 | 132,274 | 2,136,905 | 4.1 |
| Wyoming | 230,942 | 42,686 | 273,628 | 4.8 | 1,061 | 35,556 | 309,184 | 4.7 |
| Dist. of Col. | 240,880 | 15,375 | 256,255 | 1.8 | 989 | 3,375 | 259,630 | 1.8 |
| Total | 89,827,697 | 7,290,472 | 97,118,169 | 5.2 | 867 | 4,048,229 | 101,166,398 | 5.0 |

^{1/} These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1971, and information available on current trends, motor-fuel production, and other factors.



DEPARTMENT OF
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE ON RECEIPT

FHWA - 627
(202) 426-0648

Extensive changes in highway and street traffic signs and pavement markings during the next few years will affect every American motorist and pedestrian.

The United States is moving toward an international-type system of traffic control devices, which emphasizes pictures and symbolic signs more than written messages.

Explained Federal Highway Administrator F. C. Turner:

"While symbolic signs are not entirely new -- curve and cross-road symbols have been in use for some time -- symbols have several advantages over word messages. They provide almost instant communication with the driver, since they can be understood at a glance without having to be read. Another important advantage, in view of the growth of international travel, is that they overcome language barriers. Familiarity with the symbolic signs will help Americans traveling abroad, as well as foreign visitors to the United States."

-more-



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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Mr. Turner noted that while the United States is moving toward more of the international-type signs, European nations have agreed to adopt the familiar U. S. red and white "stop" sign.

Under study since 1964, the new signs, pavement markings and traffic signals are recommended in the Federal Highway Administration's recently issued, "Manual on Uniform Traffic Control Devices."

They were decided upon after a thorough review by the American Association of State Highway Officials, the National League of Cities, the National Association of Counties, the Institute of Traffic Engineers, the National Committee on Uniform Traffic Laws and Ordinances, and the Department of Transportation's Federal Highway Administration. Under provisions of the Highway Safety Act of 1966, the Manual serves as a national standard applicable to all roads and streets in the United States.

Not all signs will be changed. The large number which have proven effective in the past or which contain messages difficult to symbolize will remain in use.

The change will be gradual. States and local communities have until 1973 to implement pavement marking requirements, until 1975 for signs, and until 1977 for signals. As the new symbol signs are introduced, companion word messages also will be used until the public becomes accustomed to them.

Under the signing system, colors will have important significance. Red indicates stop or a prohibition; green shows movement permitted or gives directional guidance; blue is for signs leading to motorist services; yellow indicates a general warning; black on white is used for regulatory signs such as those for speed limits; orange conveys construction and maintenance warnings; and brown is for public recreation and scenic guidance.

The shapes of signs also are significant. Diamond shaped signs signify a warning; rectangular signs with the longer dimension vertical provide a traffic regulation; and rectangular signs with the longer dimension horizontal contain guidance information. An octagon always means stop; an inverted triangle means yield; a pennant means no passing; and a pentagon shows the presence of a school.

In pavement markings, yellow will be used much more than in the past. Yellow lines will delineate a separation of traffic flow in opposing directions. The center line on two-way roadways will be dashed yellow to differentiate from the dashed white lines used on multilane one-way roadways. This will warn drivers who leave one-way roadways that traffic will be opposing them to the left of the yellow line. Other uses of yellow will include occasional left edge-lines on divided roadways where traffic cannot pull entirely off the roadway, and for the marking of obstructions and islands which must be passed on the right.

Copies of the Manual on Uniform Traffic Control Devices -- at \$3.50 each -- may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

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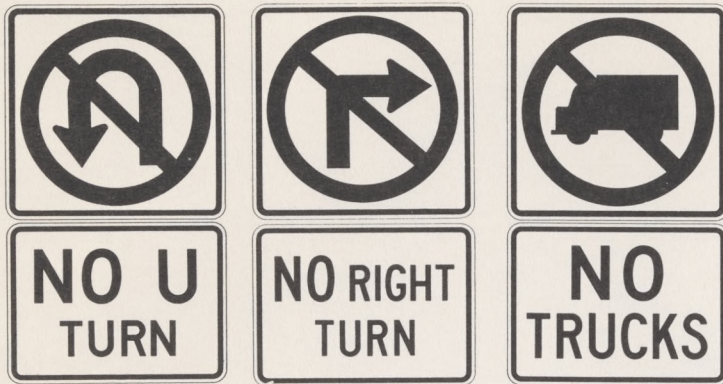
(SEE SEPARATE SHEET OF SYMBOLS)

111271

57382

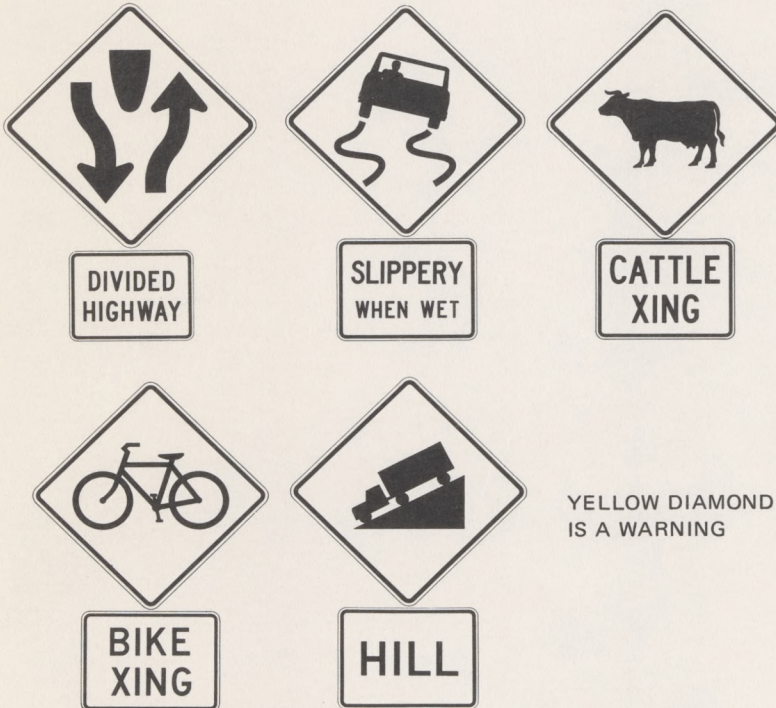
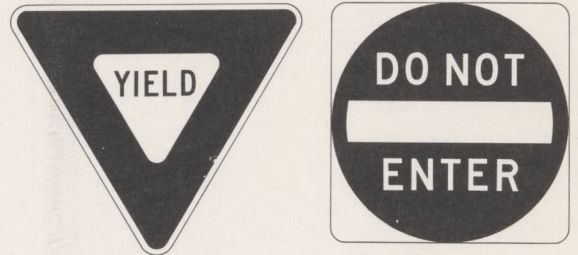


A RED CIRCLE WITH A DIAGONAL SLASH INDICATES PROHIBITED MOVEMENT

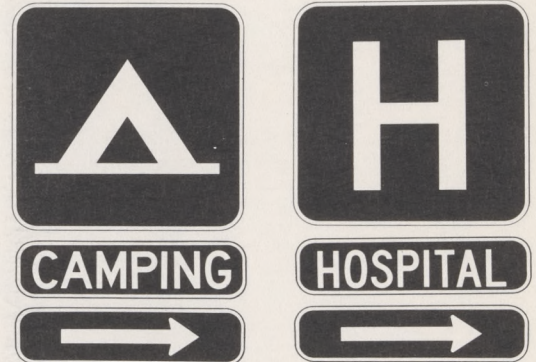


SOME EXAMPLES OF THE NEW LOOK IN TRAFFIC SIGNS

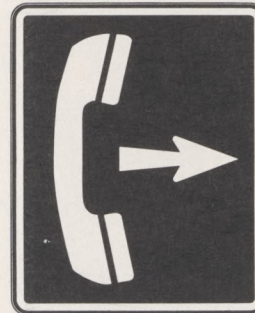
OTHER RED AND WHITE SIGNS



YELLOW DIAMOND IS A WARNING



WHITE ON BLUE INDICATES MOTORISTS SERVICES



WHITE ON GREEN GIVES DIRECTION OR GUIDANCE



YELLOW PENTAGON MEANS A SCHOOL AREA



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE ON RECEIPT

FHWA--626 (202-426-0677)

Over 32,392 miles of the 42,500-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,115 miles, Secretary of Transportation John A. Volpe announced today.

Information as of September 30, 1971, compiled by the Department of Transportation's Federal Highway Administration, showed that with traffic now moving on 76 percent of the 42,500-mile system, only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 30,595 a year ago and 32,026 as of June 30, 1971, the date of the last survey, to 32,392 as of September 30. Thus mileage open to traffic was increased by 1,797 miles during the past 12 months, including 366 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 32,392 miles of the Interstate System now in use by motorists, 27,239 miles meet the standards of adequacy for future traffic and 2,848 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 2,305 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.

(over)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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In addition to the sections open to traffic, 4,115 miles were under construction as of September 30, and engineering or right-of-way acquisition was in progress on another 4,386 miles. Thus, some form of work was underway or completed on 40,893 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 \$4.044 billion for fiscal year 1972 was announced on December 31, 1970. The preliminary scheduling and actual construction of Interstate routes are the responsibility of the States, subject to review by the Federal Highway Administration.

The status of the Interstate System as of September 30, 1971, 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 | 27,239 |
| Improved to standards adequate for present traffic but additional improvement needed to meet full standards: | |
| With Interstate funds | 2,848 |
| Toll facilities | <u>2,305</u> |
| Total mileage improved and open to traffic | 32,392 |
| Mileage under construction | 4,115 |
| Preliminary engineering or right-of-way acquisition underway | <u>4,386</u> |
| Total mileage improved or work underway | 40,893 |

Some \$45.39 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 \$33.34 billion, of which \$27.52 billion was for construction and \$5.82 billion for engineering and right-of-way acquisition. As of September 30, 1971, work estimated to cost \$12.05 billion was underway or authorized, including \$8.28 billion of construction, and \$3.77 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1.425 billion was apportioned for fiscal year 1972, has also shown considerable accomplishment, with \$31.15 billion worth of work involving 264,797 miles of construction contracts completed or underway.

Construction contracts involving 250,471 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$23.74 billion; and contracts involving 14,326 miles at a cost of \$4.58 billion were underway on September 30. In addition \$1.88 billion of engineering and right-of-way acquisition work had been completed and \$952 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 \$1.465 billion of tax revenue income during the three months ended September 30, about 72 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.402 billion. The status of the Trust Fund is shown in table IV.



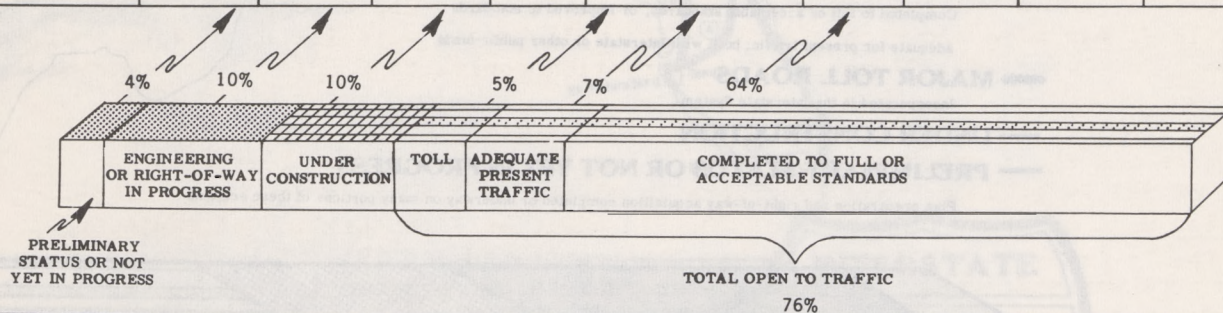
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1971

TABLE I

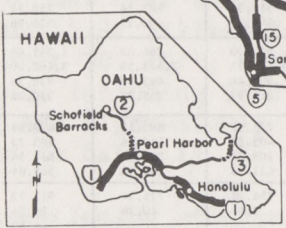
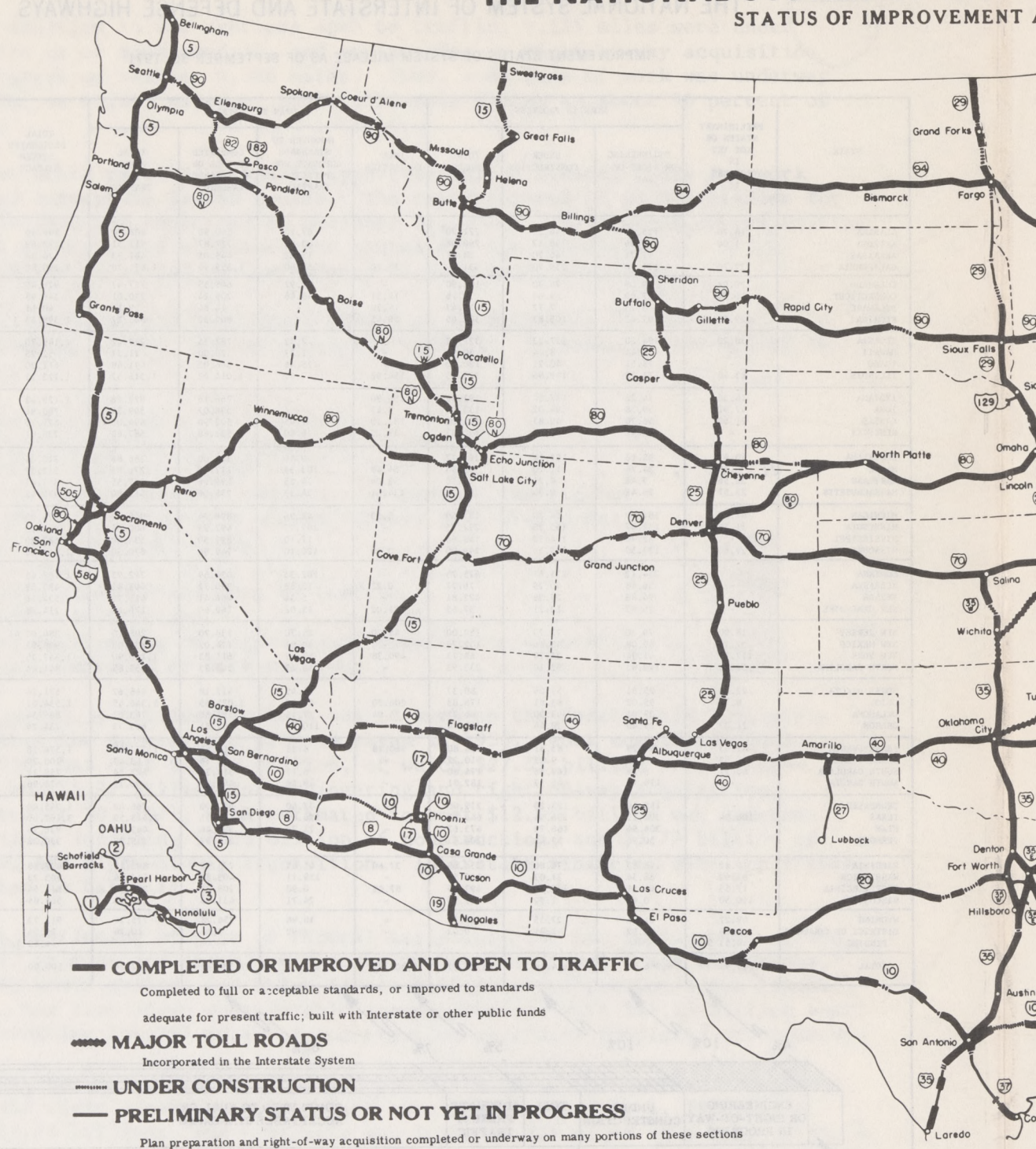
| STATE | PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/ | WORK IN PROGRESS | | | OPEN TO TRAFFIC | | | | TOTAL DESIGNATED SYSTEM MILEAGE | STATE |
|----------------------|--|-----------------------------|--------------------|-----------------|-----------------|--|---|-----------------------|---------------------------------|----------------------|
| | | ENGINEERING OR RIGHT-OF-WAY | UNDER CONSTRUCTION | TOTAL UNDERWAY | TOLL FACILITIES | IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC | COMPLETED TO FULL OR ACCEPTABLE STANDARDS | TOTAL OPEN TO TRAFFIC | | |
| ALABAMA | 18.70 | 125.20 | 146.50 | 271.70 | - | 67.10 | 540.90 | 608.00 | 898.40 | ALABAMA |
| ARIZONA | 1.00 | 101.96 | 158.12 | 260.08 | - | 183.64 | 727.87 | 911.51 | 1,172.59 | ARIZONA |
| ARKANSAS | - | 11.71 | 46.70 | 58.41 | - | 19.92 | 448.01 | 467.93 | 526.34 | ARKANSAS |
| CALIFORNIA | 27.70 | 171.70 | 259.70 | 431.40 | 10.20 | 251.60 | 1,559.90 | 1,821.70 | 2,280.80 2/ | CALIFORNIA |
| COLORADO | 120.08 | 49.08 | 79.82 | 128.90 | - | 81.92 | 645.55 | 727.47 | 976.45 | COLORADO |
| CONNECTICUT | 40.21 | 27.09 | 9.67 | 36.76 | 12.31 | 48.46 | 209.24 | 270.01 | 346.98 | CONNECTICUT |
| DELAWARE | - | 3.75 | 7.72 | 11.47 | 14.30 | - | 14.84 | 29.14 | 40.61 | DELAWARE |
| FLORIDA | 229.11 | 197.62 | 105.83 | 303.45 | 56.45 | = | 809.32 | 865.77 | 1,398.33 3/ | FLORIDA |
| GEORGIA | 38.70 | 194.20 | 127.33 | 321.53 | - | 2.32 | 787.15 | 789.47 | 1,149.70 | GEORGIA |
| HAWAII | - | 22.44 | 8.04 | 30.48 | - | 1.77 | 20.00 | 21.77 | 52.25 | HAWAII |
| IDAHO | - | 78.51 | 42.21 | 120.72 | - | 125.46 | 366.02 | 491.48 | 612.20 | IDAHO |
| ILLINOIS | 83.40 | 173.29 | 149.96 | 323.25 | 154.92 | 147.62 | 1,014.03 | 1,316.57 | 1,723.22 | ILLINOIS |
| INDIANA | 14.30 | 54.22 | 137.84 | 192.06 | 156.90 | - | 766.16 | 923.06 | 1,129.42 | INDIANA |
| IOWA | 47.92 | 39.78 | 94.02 | 133.80 | 3.17 | - | 596.07 | 599.24 | 780.96 | IOWA |
| KANSAS | 21.60 | 56.20 | 49.85 | 106.05 | 187.70 | 2.45 | 503.90 | 694.05 | 821.70 | KANSAS |
| KENTUCKY | - | 92.49 | 57.84 | 150.33 | 39.20 | 16.80 | 531.68 | 587.68 | 738.01 | KENTUCKY |
| LOUISIANA | 40.91 | 98.16 | 192.11 | 290.27 | - | 0.86 | 386.00 | 386.86 | 718.04 | LOUISIANA |
| MAINE | 0.35 | 24.74 | 11.20 | 35.94 | 54.48 | 103.96 | 117.59 | 276.03 | 312.32 | MAINE |
| MARYLAND | 26.56 | 3.46 | 0.24 | 3.70 | 53.04 | 74.55 | 199.96 | 327.55 | 357.81 | MARYLAND |
| MASSACHUSETTS | 21.57 | 26.41 | 9.34 | 35.75 | 134.41 | 24.33 | 254.06 | 412.80 | 470.12 | MASSACHUSETTS |
| MICHIGAN | 41.00 | 101.49 | 84.10 | 185.59 | 5.39 | 42.96 | 899.74 | 948.09 | 1,174.68 | MICHIGAN |
| MINNESOTA | 21.32 | 137.47 | 155.28 | 292.75 | - | 107.77 | 492.29 | 600.06 | 914.13 | MINNESOTA |
| MISSISSIPPI | - | 33.90 | 114.70 | 148.60 | - | 17.10 | 517.50 | 534.60 | 683.20 | MISSISSIPPI |
| MISSOURI | 27.60 | 129.50 | 119.50 | 249.00 | 0.30 | 120.10 | 749.90 | 870.30 | 1,146.90 | MISSOURI |
| MONTANA | - | 254.12 | 221.61 | 475.73 | - | 282.33 | 430.59 | 712.92 | 1,188.65 | MONTANA |
| NEBRASKA | - | 36.48 | 40.29 | 76.77 | 0.22 | 12.88 | 390.72 | 403.82 | 480.59 | NEBRASKA |
| NEVADA | - | 94.83 | 27.98 | 122.81 | - | 5.34 | 406.41 | 411.75 | 534.56 | NEVADA |
| NEW HAMPSHIRE | - | 25.42 | 12.21 | 37.63 | 21.02 | 15.02 | 140.61 | 176.65 | 214.28 | NEW HAMPSHIRE |
| NEW JERSEY | 18.90 | 79.30 | 77.70 | 157.00 | 45.70 | 25.70 | 136.70 | 208.10 | 384.00 4/ | NEW JERSEY |
| NEW MEXICO | 32.16 | 89.08 | 43.66 | 132.74 | - | 60.01 | 774.02 | 834.03 | 998.93 | NEW MEXICO |
| NEW YORK | 117.72 | 41.94 | 26.79 | 68.73 | 490.38 | 58.69 | 611.83 | 1,160.90 | 1,347.35 | NEW YORK |
| NORTH CAROLINA | 52.86 | 140.83 | 92.10 | 232.93 | - | 10.62 | 545.23 | 555.85 | 841.64 | NORTH CAROLINA |
| NORTH DAKOTA | 22.20 | 25.31 | 55.06 | 80.37 | - | 51.49 | 417.18 | 468.67 | 571.24 | NORTH DAKOTA |
| OHIO | 8.73 | 95.02 | 83.81 | 178.83 | 206.20 | 64.60 | 1,075.65 | 1,346.45 | 1,534.01 | OHIO |
| OKLAHOMA | - | 23.01 | 43.30 | 66.31 | 174.04 | 17.11 | 551.88 | 743.03 | 809.34 | OKLAHOMA |
| OREGON | 21.07 | 29.40 | 20.44 | 49.84 | - | 110.52 | 552.81 | 663.33 | 734.24 | OREGON |
| PENNSYLVANIA | 41.43 | 71.29 | 83.51 | 154.80 | 360.18 | 8.35 | 1,009.42 | 1,377.95 | 1,574.18 | PENNSYLVANIA |
| RHODE ISLAND | 26.59 | 0.40 | 9.82 | 10.22 | - | 5.11 | 58.36 | 63.47 | 100.28 | RHODE ISLAND |
| SOUTH CAROLINA | 60.77 | 5.24 | 169.56 | 174.80 | - | 8.17 | 514.37 | 522.54 | 758.11 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | 116.42 | 66.39 | 182.81 | - | 49.28 | 446.87 | 496.15 | 678.96 | SOUTH DAKOTA |
| TENNESSEE | - | 155.80 | 123.20 | 279.00 | - | 77.40 | 689.00 | 766.40 | 1,045.40 | TENNESSEE |
| TEXAS | 106.94 | 390.11 | 256.54 | 646.65 | - | 224.89 | 2,188.61 | 2,413.50 | 3,167.09 | TEXAS |
| UTAH | - | 306.94 | 166.73 | 473.67 | - | 71.23 | 391.46 | 462.69 | 936.36 | UTAH |
| VERMONT | - | 50.96 | 53.45 | 104.41 | - | - | 215.97 | 215.97 | 320.38 | VERMONT |
| VIRGINIA | 10.82 | 178.83 | 78.06 | 256.89 | 37.60 | 41.65 | 725.92 | 805.17 | 1,072.88 | VIRGINIA |
| WASHINGTON | 82.62 | 86.54 | 31.03 | 117.57 | - | 159.71 | 403.33 | 563.04 | 763.23 | WASHINGTON |
| WEST VIRGINIA | 17.55 | 64.51 | 132.54 | 197.05 | 87.02 | 0.90 | 209.02 | 296.94 | 511.54 | WEST VIRGINIA |
| WISCONSIN | 110.50 | 0.67 | 1.92 | 2.59 | - | 24.71 | 431.05 | 455.76 | 568.85 | WISCONSIN |
| WYOMING | 49.27 | 61.85 | 27.35 | 89.20 | - | 18.98 | 756.28 | 775.26 | 913.73 | WYOMING |
| DISTRICT OF COLUMBIA | 9.36 | 7.62 | 1.81 | 9.43 | - | 2.92 | 7.84 | 10.76 | 29.55 | DISTRICT OF COLUMBIA |
| PENDING | -4.53 5/ | - | - | - | - | - | - | - | -4.53 5/ | PENDING |
| TOTAL | 1,606.99 | 4,386.29 | 4,114.48 | 8,500.77 | 2,305.13 | 2,848.30 | 27,238.81 | 32,392.24 | 42,500.00 | TOTAL |



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
 2/ 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.
 3/ Excludes 44.40 miles chargeable to the Howard-Cramer Act, I-75E St. Petersburg-Tampa Bypass which was added to the system under that Act.
 4/ Excludes 28.00 miles chargeable to the Howard-Cramer Act of the total 35.00 miles Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
 5/ 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



| Preliminary Status or Not Yet in Progress | Engineering and Right-of-Way in Progress | Under Construction |
|---|--|--------------------|
| 1,607 Miles | 4,386 Miles | 4,115 Miles |

INTERSTATE AND DEFENSE HIGHWAYS

AS OF SEPTEMBER 30, 1971



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Open to Traffic
32,392 Miles

INTERSTATE
TOTAL
42,500
MILES

36,507 Miles

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

AS OF SEPTEMBER 30, 1971

/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 | \$218.9 | \$196.9 | \$136.3 | \$122.6 | \$355.2 | \$319.5 | \$499.8 | \$440.9 | \$53.9 | \$46.6 | \$553.7 | \$487.5 |
| ALASKA | | | | | | | | | | | | |
| ARIZONA | 68.8 | 64.7 | 64.2 | 60.8 | 133.0 | 125.5 | 431.8 | 398.4 | 57.2 | 53.3 | 489.0 | 451.7 |
| ARKANSAS | 68.5 | 61.7 | 20.3 | 18.2 | 88.8 | 79.9 | 313.0 | 278.8 | 35.5 | 30.5 | 348.5 | 309.3 |
| CALIFORNIA | 614.7 | 542.3 | 482.6 | 429.3 | 1,097.3 | 971.6 | 2,352.8 | 2,051.6 | 846.3 | 715.5 | 3,199.1 | 2,767.1 |
| COLORADO | 129.5 | 107.8 | 18.7 | 17.1 | 148.2 | 124.9 | 365.7 | 325.7 | 58.8 | 51.3 | 424.5 | 377.0 |
| CONNECTICUT | 103.9 | 89.1 | 100.8 | 88.6 | 204.7 | 177.7 | 421.3 | 354.7 | 101.6 | 90.1 | 522.9 | 444.8 |
| DELAWARE | 40.2 | 36.1 | 32.2 | 28.1 | 72.4 | 64.2 | 82.7 | 73.4 | 1.4 | 1.2 | 84.1 | 74.6 |
| FLORIDA | 142.2 | 127.9 | 64.3 | 58.0 | 206.5 | 185.9 | 583.0 | 511.1 | 164.1 | 140.9 | 747.1 | 652.0 |
| GEORGIA | 179.8 | 161.8 | 66.1 | 59.5 | 245.9 | 221.3 | 549.0 | 486.1 | 82.9 | 73.6 | 631.9 | 559.7 |
| HAWAII | 49.3 | 43.6 | 73.4 | 65.2 | 122.7 | 108.8 | 111.2 | 96.5 | 49.1 | 44.0 | 160.3 | 140.5 |
| IDAHO | 76.5 | 70.2 | 15.7 | 14.5 | 92.2 | 84.7 | 172.4 | 157.2 | 22.7 | 19.5 | 195.1 | 176.7 |
| ILLINOIS | 453.8 | 398.9 | 79.1 | 70.0 | 532.9 | 468.9 | 1,585.4 | 1,370.2 | 312.6 | 271.4 | 1,898.0 | 1,641.6 |
| INDIANA | 162.8 | 146.6 | 30.3 | 27.3 | 193.1 | 173.9 | 727.2 | 650.4 | 162.0 | 145.8 | 889.2 | 796.2 |
| IOWA | 70.7 | 64.4 | 12.2 | 10.9 | 82.9 | 75.3 | 425.7 | 377.3 | 58.5 | 49.7 | 484.2 | 427.0 |
| KANSAS | 59.1 | 53.0 | 26.7 | 24.1 | 85.8 | 77.1 | 306.2 | 269.6 | 51.5 | 45.8 | 357.7 | 315.4 |
| KENTUCKY | 137.3 | 120.7 | 41.2 | 37.0 | 178.5 | 157.7 | 609.8 | 544.0 | 112.9 | 96.6 | 722.7 | 640.6 |
| LOUISIANA | 299.9 | 269.4 | 139.9 | 125.2 | 439.8 | 394.6 | 681.2 | 608.7 | 63.7 | 57.1 | 744.9 | 665.8 |
| MAINE | 52.2 | 45.8 | 16.0 | 14.3 | 68.2 | 60.1 | 174.1 | 153.5 | 13.1 | 11.3 | 187.2 | 164.8 |
| MARYLAND | 148.7 | 129.9 | 89.1 | 80.2 | 237.8 | 210.1 | 404.9 | 348.8 | 58.9 | 51.5 | 463.8 | 400.3 |
| MASSACHUSETTS | 100.2 | 88.3 | 144.6 | 129.6 | 244.8 | 217.9 | 617.4 | 541.0 | 130.8 | 115.1 | 748.2 | 656.1 |
| MICHIGAN | 309.7 | 277.2 | 198.4 | 177.7 | 508.1 | 454.9 | 967.1 | 820.0 | 273.2 | 233.7 | 1,240.3 | 1,053.7 |
| MINNESOTA | 214.1 | 193.5 | 90.2 | 79.0 | 304.3 | 272.5 | 553.2 | 498.2 | 168.8 | 150.8 | 722.0 | 649.0 |
| MISSISSIPPI | 103.9 | 92.1 | 44.8 | 40.0 | 148.7 | 132.1 | 389.8 | 345.9 | 20.9 | 17.8 | 410.7 | 363.7 |
| MISSOURI | 198.4 | 176.2 | 79.5 | 70.9 | 277.9 | 247.1 | 686.2 | 614.0 | 174.6 | 155.1 | 860.8 | 769.1 |
| MONTANA | 145.3 | 132.4 | 42.7 | 38.8 | 188.0 | 171.2 | 315.1 | 285.6 | 35.3 | 31.3 | 350.4 | 316.9 |
| NEBRASKA | 30.0 | 26.9 | 7.9 | 7.1 | 37.9 | 34.0 | 209.2 | 186.6 | 49.5 | 43.9 | 258.7 | 230.5 |
| NEVADA | 32.5 | 30.4 | 54.6 | 51.9 | 87.1 | 82.3 | 167.3 | 155.4 | 10.5 | 9.1 | 177.8 | 164.5 |
| NEW HAMPSHIRE | 37.4 | 31.1 | 6.4 | 5.7 | 43.8 | 36.8 | 174.2 | 152.6 | 18.6 | 16.1 | 192.8 | 168.7 |
| NEW JERSEY | 335.8 | 291.9 | 201.4 | 178.8 | 537.2 | 470.7 | 566.4 | 498.0 | 116.8 | 100.8 | 683.2 | 598.8 |
| NEW MEXICO | 53.2 | 49.6 | 21.5 | 19.8 | 74.7 | 69.4 | 377.8 | 347.6 | 42.7 | 38.1 | 420.5 | 385.7 |
| NEW YORK | 442.0 | 370.1 | 177.7 | 156.1 | 619.7 | 526.2 | 1,546.5 | 1,325.9 | 246.9 | 207.0 | 1,793.4 | 1,532.9 |
| NORTH CAROLINA | 108.7 | 97.6 | 61.3 | 55.1 | 170.0 | 152.7 | 336.9 | 294.2 | 29.5 | 25.7 | 366.4 | 319.9 |
| NORTH DAKOTA | 23.9 | 21.6 | 7.2 | 6.4 | 31.1 | 28.0 | 209.6 | 189.3 | 13.0 | 11.4 | 222.6 | 200.7 |
| OHIO | 375.0 | 326.1 | 40.4 | 36.4 | 415.4 | 362.5 | 1,520.6 | 1,337.4 | 673.9 | 596.7 | 2,194.5 | 1,934.1 |
| OKLAHOMA | 70.5 | 62.6 | 74.7 | 67.1 | 145.2 | 129.7 | 354.2 | 311.2 | 19.5 | 16.8 | 373.7 | 328.0 |
| OREGON | 189.8 | 175.1 | 70.5 | 65.0 | 260.3 | 240.1 | 482.6 | 423.6 | 71.4 | 64.1 | 554.0 | 487.7 |
| PENNSYLVANIA | 584.8 | 518.1 | 264.6 | 230.5 | 849.4 | 748.6 | 1,091.1 | 960.7 | 217.9 | 184.9 | 1,309.0 | 1,145.6 |
| RHODE ISLAND | 33.9 | 30.4 | 14.9 | 13.1 | 48.8 | 43.5 | 128.7 | 110.9 | 55.1 | 47.9 | 183.8 | 158.8 |
| SOUTH CAROLINA | 114.5 | 102.6 | 6.7 | 6.0 | 121.2 | 108.6 | 257.8 | 230.3 | 37.1 | 32.8 | 294.9 | 263.1 |
| SOUTH DAKOTA | 38.6 | 35.1 | 6.3 | 5.7 | 44.9 | 40.8 | 261.1 | 234.6 | 17.6 | 15.7 | 278.7 | 250.3 |
| TENNESSEE | 196.8 | 176.8 | 139.8 | 125.6 | 336.6 | 302.4 | 662.8 | 595.3 | 132.3 | 115.4 | 795.1 | 710.7 |
| TEXAS | 324.5 | 287.7 | 10.7 | 9.7 | 335.2 | 297.4 | 1,476.6 | 1,307.9 | 406.6 | 365.3 | 1,883.2 | 1,673.2 |
| UTAH | 127.9 | 120.4 | 46.9 | 44.4 | 174.8 | 164.8 | 334.4 | 312.5 | 55.6 | 49.6 | 390.0 | 362.1 |
| VERMONT | 28.9 | 26.0 | 10.1 | 9.1 | 39.0 | 35.1 | 268.0 | 238.9 | 23.2 | 19.3 | 291.2 | 258.2 |
| VIRGINIA | 275.1 | 250.4 | 102.0 | 92.1 | 377.1 | 342.5 | 864.6 | 769.3 | 151.1 | 133.7 | 1,015.7 | 903.0 |
| WASHINGTON | 123.7 | 112.1 | 100.9 | 91.6 | 224.6 | 203.7 | 685.5 | 597.1 | 127.9 | 113.3 | 813.4 | 710.4 |
| WEST VIRGINIA | 364.4 | 327.9 | 125.7 | 113.4 | 490.1 | 441.3 | 356.0 | 319.1 | 51.6 | 45.3 | 407.6 | 364.4 |
| WISCONSIN | 39.2 | 34.7 | 20.2 | 18.2 | 59.4 | 52.9 | 357.7 | 318.9 | 79.0 | 68.4 | 436.7 | 387.3 |
| WYOMING | 24.1 | 21.6 | 8.8 | 8.0 | 32.9 | 29.6 | 335.4 | 308.2 | 18.9 | 16.6 | 354.3 | 324.8 |
| DIST. OF COL. | 152.0 | 122.5 | 82.5 | 73.9 | 234.5 | 196.4 | 164.3 | 145.9 | 47.9 | 42.0 | 212.2 | 187.9 |
| PUERTO RICO | | | | | | | | | | | | |
| TOTAL | 8,275.6 | 7,340.0 | 3,772.9 | 3,377.5 | 12,048.5 | 10,717.5 | 27,515.5 | 24,273.3 | 5,824.6 | 5,079.4 | 33,340.1 | 29,352.7 |

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

AS OF SEPTEMBER 30, 1971

/MILLIONS OF DOLLARS/

TABLE III

| STATE | PROJECTS UNDERWAY OR AUTHORIZED | | | | | | PROJECTS COMPLETED JULY 1, 1956 TO DATE | | | | | | | |
|----------------|---------------------------------|---------------|----------|---------------------|---------------|------------|---|--------------|---------------|-----------|---------------------|---------------|------------|---------------|
| | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | |
| | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | \$60.4 | \$32.0 | 195.5 | \$24.2 | \$12.1 | \$84.6 | \$44.1 | \$471.5 | 235.7 | 7,575.7 | 43.7 | 21.2 | 515.2 | 256.9 |
| ALASKA | 69.9 | 63.9 | 322.8 | 33.3 | 31.1 | 103.2 | 95.0 | 375.6 | 345.8 | 2,815.7 | 58.9 | 55.1 | 434.5 | 400.9 |
| ARIZONA | 30.0 | 21.2 | 93.1 | 1.1 | .8 | 31.1 | 22.0 | 260.2 | 178.7 | 1,993.9 | 4.5 | 3.0 | 264.7 | 181.7 |
| ARKANSAS | 81.0 | 39.7 | 472.5 | 19.0 | 9.6 | 100.0 | 49.3 | 335.4 | 167.0 | 5,253.9 | 19.7 | 9.5 | 355.1 | 176.5 |
| CALIFORNIA | 223.2 | 137.9 | 274.3 | 12.8 | 8.6 | 236.0 | 146.5 | 1,507.2 | 799.5 | 3,730.5 | 10.1 | 5.7 | 1,517.3 | 805.2 |
| COLORADO | 36.9 | 19.1 | 81.3 | 14.2 | 8.2 | 51.1 | 27.3 | 354.8 | 192.6 | 3,806.4 | 52.3 | 28.6 | 407.1 | 221.2 |
| CONNECTICUT | 49.4 | 25.4 | 14.5 | 15.9 | 7.8 | 65.3 | 33.2 | 210.2 | 102.1 | 261.1 | 36.3 | 14.8 | 246.5 | 116.9 |
| DELAWARE | 20.1 | 10.5 | 31.6 | 10.5 | 5.7 | 30.6 | 16.2 | 89.4 | 44.2 | 518.2 | 7.8 | 4.0 | 97.2 | 48.2 |
| FLORIDA | 79.8 | 40.3 | 181.2 | 14.0 | 7.2 | 93.8 | 47.5 | 562.5 | 254.0 | 3,572.5 | 6.6 | 3.2 | 549.1 | 257.2 |
| GEORGIA | 116.9 | 59.4 | 486.8 | 49.5 | 24.8 | 166.4 | 84.2 | 511.2 | 252.8 | 5,858.9 | 56.8 | 28.1 | 568.0 | 280.9 |
| HAWAII | 34.4 | 16.7 | 21.2 | 14.3 | 7.3 | 48.7 | 24.0 | 36.9 | 36.9 | 154.3 | 19.7 | 9.9 | 94.7 | 46.8 |
| IDAHO | 47.6 | 34.7 | 287.1 | 9.3 | 5.9 | 56.9 | 40.6 | 165.7 | 106.1 | 2,364.0 | 17.3 | 9.8 | 183.0 | 115.9 |
| ILLINOIS | 232.9 | 117.9 | 720.3 | 16.7 | 8.4 | 249.6 | 126.3 | 1,130.4 | 577.6 | 8,203.2 | 48.7 | 23.7 | 1,179.1 | 601.3 |
| INDIANA | 78.3 | 39.2 | 99.4 | 20.1 | 10.3 | 98.4 | 49.5 | 587.3 | 300.9 | 3,519.9 | 77.3 | 36.9 | 664.6 | 337.8 |
| IOWA | 100.4 | 51.7 | 1,239.6 | 5.3 | 3.3 | 105.7 | 55.0 | 503.5 | 259.0 | 11,924.7 | 14.3 | 7.3 | 517.8 | 266.3 |
| KANSAS | 52.5 | 26.3 | 490.6 | 6.4 | 3.2 | 58.9 | 29.5 | 518.5 | 258.2 | 13,071.7 | 37.3 | 18.7 | 555.8 | 276.9 |
| KENTUCKY | 53.1 | 25.8 | 70.6 | 31.0 | 15.9 | 84.1 | 41.7 | 364.5 | 182.4 | 2,435.9 | 70.7 | 34.6 | 435.2 | 217.0 |
| LOUISIANA | 81.5 | 40.5 | 170.9 | 24.2 | 12.0 | 105.7 | 52.5 | 398.2 | 194.6 | 2,854.6 | 21.4 | 10.6 | 419.6 | 205.2 |
| MAINE | 24.3 | 11.6 | 63.4 | 7.3 | 3.6 | 31.6 | 15.2 | 175.9 | 86.5 | 1,002.4 | 23.4 | 11.0 | 199.3 | 97.5 |
| MARYLAND | 45.6 | 23.4 | 80.7 | 22.7 | 11.5 | 68.3 | 34.9 | 277.7 | 136.0 | 1,494.0 | 6.2 | 3.1 | 283.9 | 139.1 |
| MASSACHUSETTS | 87.8 | 46.5 | 58.3 | 55.6 | 27.8 | 143.4 | 74.3 | 387.0 | 189.5 | 488.9 | 96.0 | 24.3 | 483.0 | 213.8 |
| MICHIGAN | 147.1 | 79.0 | 558.6 | 37.5 | 19.2 | 184.6 | 98.2 | 890.9 | 430.3 | 9,494.1 | 57.9 | 27.6 | 948.8 | 457.9 |
| MINNESOTA | 139.6 | 66.1 | 935.9 | .9 | .5 | 140.5 | 66.6 | 615.7 | 309.4 | 15,969.0 | 23.1 | 11.7 | 638.8 | 321.1 |
| MISSISSIPPI | 54.6 | 25.9 | 473.6 | 23.9 | 12.1 | 78.5 | 38.0 | 373.4 | 182.4 | 7,946.0 | 30.9 | 15.5 | 404.3 | 197.9 |
| MISSOURI | 124.5 | 62.6 | 248.4 | 72.3 | 37.9 | 196.8 | 100.5 | 576.6 | 293.2 | 9,987.8 | 104.1 | 49.7 | 680.7 | 342.9 |
| MONTANA | 31.2 | 20.5 | 211.9 | 14.6 | 9.1 | 45.8 | 29.6 | 317.2 | 190.7 | 4,784.7 | 33.5 | 18.7 | 350.7 | 209.4 |
| NEBRASKA | 60.9 | 30.5 | 616.4 | 4.5 | 2.2 | 65.4 | 32.7 | 404.2 | 206.5 | 8,362.5 | 37.0 | 17.9 | 441.2 | 224.4 |
| NEVADA | 15.2 | 14.3 | 66.2 | 10.0 | 8.9 | 25.2 | 23.2 | 133.2 | 114.5 | 1,878.5 | 15.0 | 12.4 | 148.2 | 126.9 |
| NEW HAMPSHIRE | 19.7 | 9.8 | 34.2 | 1.2 | .3 | 20.9 | 10.1 | 125.4 | 61.6 | 466.1 | 4.3 | 2.1 | 129.7 | 63.7 |
| NEW JERSEY | 132.5 | 61.5 | 58.6 | 98.8 | 47.0 | 231.3 | 108.5 | 372.0 | 179.9 | 541.9 | 45.1 | 22.6 | 417.1 | 202.5 |
| NEW MEXICO | 16.6 | 10.7 | 62.8 | 8.8 | 5.8 | 25.4 | 16.5 | 252.6 | 165.4 | 2,594.4 | 21.6 | 12.8 | 274.2 | 178.2 |
| NEW YORK | 423.0 | 187.2 | 131.7 | 8.3 | 4.1 | 431.3 | 191.3 | 1,794.9 | 834.8 | 3,570.4 | 27.6 | 13.3 | 1,822.5 | 848.1 |
| NORTH CAROLINA | 129.1 | 63.9 | 244.2 | 55.5 | 27.6 | 184.6 | 91.5 | 490.0 | 243.5 | 4,973.3 | 77.7 | 38.4 | 567.7 | 281.9 |
| NORTH DAKOTA | 31.6 | 16.7 | 993.3 | 3.0 | 1.6 | 34.6 | 18.3 | 283.7 | 145.1 | 14,938.2 | 16.5 | 8.5 | 300.2 | 153.6 |
| OHIO | 194.1 | 95.9 | 131.1 | 1.7 | .9 | 195.8 | 96.8 | 943.2 | 484.3 | 2,903.6 | 141.1 | 69.3 | 1,084.3 | 553.6 |
| OKLAHOMA | 66.2 | 33.2 | 238.6 | 10.5 | 5.1 | 76.7 | 38.3 | 501.8 | 248.3 | 6,624.2 | 14.5 | 6.9 | 516.3 | 255.2 |
| OREGON | 66.9 | 31.2 | 66.3 | 10.8 | 6.9 | 77.7 | 38.1 | 293.1 | 178.2 | 2,198.4 | 21.9 | 12.7 | 315.0 | 190.9 |
| PENNSYLVANIA | 421.0 | 201.5 | 241.5 | 31.0 | 15.5 | 452.0 | 217.0 | 942.4 | 463.0 | 2,131.7 | 101.5 | 46.0 | 1,043.9 | 507.0 |
| RHODE ISLAND | 14.7 | 7.1 | 9.9 | 15.6 | 7.9 | 30.3 | 15.0 | 108.8 | 53.7 | 256.0 | 30.9 | 14.9 | 139.7 | 68.6 |
| SOUTH CAROLINA | 90.1 | 44.1 | 798.1 | .6 | .3 | 90.7 | 44.4 | 287.6 | 144.7 | 7,542.1 | 24.0 | 12.2 | 311.6 | 156.9 |
| SOUTH DAKOTA | 33.2 | 18.6 | 376.5 | 1.5 | .8 | 34.7 | 19.4 | 302.2 | 165.0 | 10,217.2 | 5.0 | 2.8 | 307.2 | 167.8 |
| TENNESSEE | 60.4 | 30.2 | 294.1 | 33.8 | 16.9 | 94.2 | 47.1 | 471.5 | 236.0 | 7,693.7 | 54.2 | 25.5 | 525.7 | 261.5 |
| TEXAS | 290.7 | 151.7 | 1,004.9 | 1.2 | .6 | 291.9 | 152.3 | 1,579.8 | 810.5 | 20,258.6 | 5.0 | 2.7 | 1,584.8 | 813.2 |
| UTAH | 21.5 | 16.8 | 114.6 | 7.0 | 5.4 | 28.5 | 22.2 | 165.4 | 118.2 | 1,691.0 | 16.2 | 11.0 | 181.6 | 129.2 |
| VERMONT | 6.1 | 3.2 | 15.0 | 3.2 | 1.6 | 9.3 | 4.8 | 110.0 | 54.9 | 553.3 | 14.5 | 6.6 | 124.5 | 61.5 |
| VIRGINIA | 104.8 | 51.8 | 199.5 | 9.2 | 4.6 | 114.0 | 56.4 | 508.0 | 246.1 | 3,976.9 | 53.2 | 25.5 | 561.2 | 271.6 |
| WASHINGTON | 68.5 | 35.4 | 229.2 | 11.3 | 6.0 | 79.8 | 41.4 | 402.4 | 203.2 | 4,051.2 | 19.3 | 10.0 | 421.7 | 213.2 |
| WEST VIRGINIA | 54.0 | 27.1 | 35.6 | 25.2 | 13.2 | 79.2 | 40.3 | 205.5 | 103.2 | 1,123.5 | 42.6 | 21.3 | 248.1 | 124.5 |
| WISCONSIN | 69.2 | 33.8 | 316.5 | 34.0 | 17.0 | 103.2 | 50.8 | 568.8 | 282.9 | 7,015.5 | 60.6 | 30.0 | 629.4 | 312.9 |
| WYOMING | 14.9 | 11.1 | 110.9 | 4.2 | 3.1 | 19.1 | 14.2 | 198.0 | 131.8 | 2,604.3 | 9.4 | 6.3 | 207.4 | 138.1 |
| DIST. OF COL. | 16.7 | 11.8 | 5.7 | 2.5 | 1.9 | 19.2 | 13.7 | 111.1 | 61.3 | 93.1 | 13.1 | 6.4 | 124.2 | 67.7 |
| PUERTO RICO | 56.3 | 27.2 | 47.0 | 1.9 | 1.0 | 58.2 | 28.2 | 162.9 | 73.8 | 328.7 | 30.4 | 12.5 | 193.3 | 86.3 |
| TOTAL | 4,581.1 | 2,364.2 | 14,326.3 | 951.9 | 510.3 | 5,533.0 | 2,874.5 | 23,733.9 | 12,316.4 | 250,470.4 | 1,880.7 | 934.5 | 25,614.6 | 13,250.9 |

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV
THREE MONTHS
ENDED
SEPTEMBER 30, 1971

| | |
|---|-------------|
| Balance at beginning of period | \$3,651,696 |
| Income: | |
| Tax revenue: | |
| Motor-fuel taxes (net after refunds) | 1,070,952 |
| Less motorboat fuel revenue <u>1/</u> | 16,300 |
| Net for highways | 1,054,652 |
| Trucks, buses, and trailers | 154,054 |
| Tires, tubes, and tread rubber | 139,637 |
| Vehicle use | 74,175 |
| Parts and accessories, trucks and buses | 20,976 |
| Lubricating oil (net after refunds) | 21,811 |
| Total excise revenues | 1,465,305 |
| Interest earned | 9,721 |
| Total Income | 1,475,026 |
| Disbursements: | |
| For highways | 1,401,994 |
| Interest on advances from General Fund | - |
| Total Disbursements | 1,401,994 |
| Balance at end of period | \$3,724,728 |

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, 1977) 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

TAD-492

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE ON RECEIPT

FHWA--626 (202-426-0677)

Over 32,392 miles of the 42,500-mile National System of Interstate and Defense Highways are now open to traffic and construction is underway on another 4,115 miles, Secretary of Transportation John A. Volpe announced today.

Information as of September 30, 1971, compiled by the Department of Transportation's Federal Highway Administration, showed that with traffic now moving on 76 percent of the 42,500-mile system, only 4 percent has not been advanced beyond the preliminary status.

The total mileage in use by passenger and commercial vehicles rose from 30,595 a year ago and 32,026 as of June 30, 1971, the date of the last survey, to 32,392 as of September 30. Thus mileage open to traffic was increased by 1,797 miles during the past 12 months, including 366 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 32,392 miles of the Interstate System now in use by motorists, 27,239 miles meet the standards of adequacy for future traffic and 2,848 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 2,305 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.

(over)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

In addition to the sections open to traffic, 4,115 miles were under construction as of September 30, and engineering or right-of-way acquisition was in progress on another 4,386 miles. Thus, some form of work was underway or completed on 40,893 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 \$4.044 billion for fiscal year 1972 was announced on December 31, 1970. The preliminary scheduling and actual construction of Interstate routes are the responsibility of the States, subject to review by the Federal Highway Administration.

The status of the Interstate System as of September 30, 1971, 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 | 27,239 |
| Improved to standards adequate for present traffic but additional improvement needed to meet full standards: | |
| With Interstate funds | 2,848 |
| Toll facilities | <u>2,305</u> |
| Total mileage improved and open to traffic | 32,392 |
| Mileage under construction | 4,115 |
| Preliminary engineering or right-of-way acquisition underway | <u>4,386</u> |
| Total mileage improved or work underway | 40,893 |

Some \$45.39 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 \$33.34 billion, of which \$27.52 billion was for construction and \$5.82 billion for engineering and right-of-way acquisition. As of September 30, 1971, work estimated to cost \$12.05 billion was underway or authorized, including \$8.28 billion of construction, and \$3.77 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1.425 billion was apportioned for fiscal year 1972, has also shown considerable accomplishment, with \$31.15 billion worth of work involving 264,797 miles of construction contracts completed or underway.

Construction contracts involving 250,471 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$23.74 billion; and contracts involving 14,326 miles at a cost of \$4.58 billion were underway on September 30. In addition \$1.88 billion of engineering and right-of-way acquisition work had been completed and \$952 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 \$1.465 billion of tax revenue income during the three months ended September 30, about 72 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.402 billion. The status of the Trust Fund is shown in table IV.



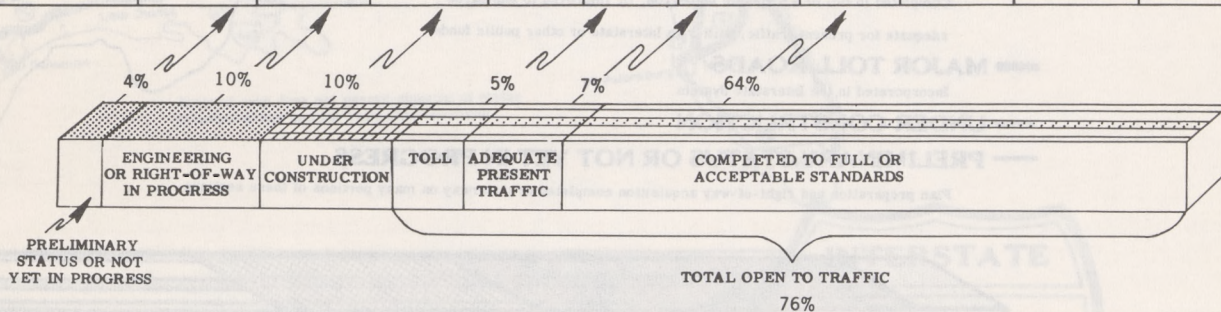
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1971

TABLE I

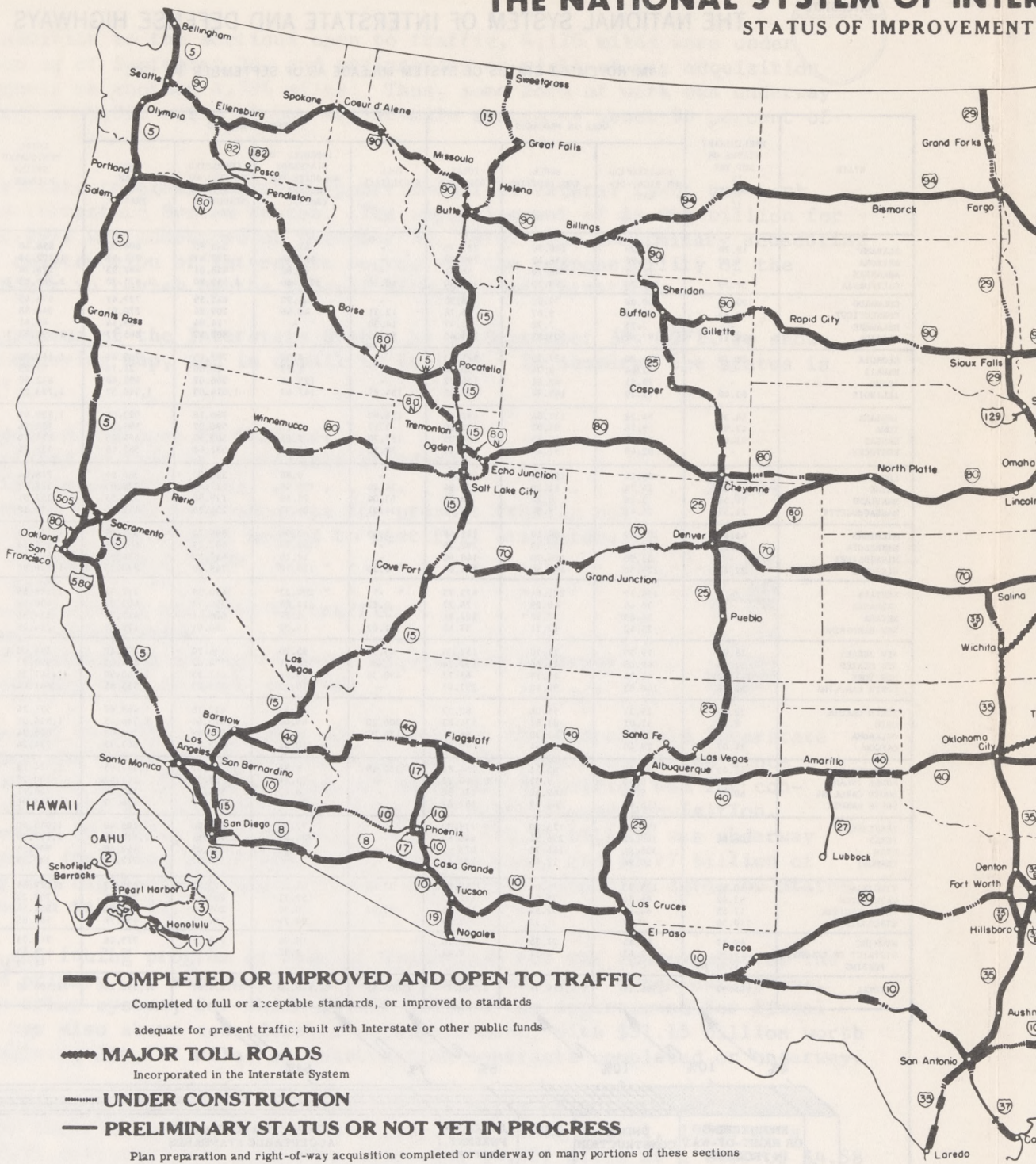
| STATE | PRELIMINARY STATUS OR NOT YET IN PROGRESS ^{1/} | WORK IN PROGRESS | | | OPEN TO TRAFFIC | | | | TOTAL DESIGNATED SYSTEM MILEAGE | STATE |
|----------------------|---|-----------------------------|--------------------|-----------------|-----------------|--|---|-----------------------|---------------------------------|----------------------|
| | | ENGINEERING OR RIGHT-OF-WAY | UNDER CONSTRUCTION | TOTAL UNDERWAY | TOLL FACILITIES | IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC | COMPLETED TO FULL OR ACCEPTABLE STANDARDS | TOTAL OPEN TO TRAFFIC | | |
| ALABAMA | 18.70 | 125.20 | 146.50 | 271.70 | - | 67.10 | 540.90 | 608.00 | 898.40 | ALABAMA |
| ARIZONA | 1.00 | 101.96 | 158.12 | 260.08 | - | 183.64 | 727.87 | 911.51 | 1,172.59 | ARIZONA |
| ARKANSAS | - | 11.71 | 46.70 | 58.41 | - | 19.92 | 448.01 | 467.93 | 526.34 | ARKANSAS |
| CALIFORNIA | 27.70 | 171.70 | 259.70 | 431.40 | 10.20 | 251.60 | 1,559.90 | 1,821.70 | 2,280.80 ^{2/} | CALIFORNIA |
| COLORADO | 120.08 | 49.08 | 79.82 | 128.90 | - | 81.92 | 645.55 | 727.47 | 976.45 | COLORADO |
| CONNECTICUT | 40.21 | 27.09 | 9.67 | 36.76 | 12.31 | 48.46 | 209.24 | 270.01 | 346.98 | CONNECTICUT |
| DELAWARE | - | 3.75 | 7.72 | 11.47 | 14.30 | - | 14.84 | 29.14 | 40.61 | DELAWARE |
| FLORIDA | 229.11 | 197.62 | 105.83 | 303.45 | 56.45 | - | 809.32 | 865.77 | 1,398.33 ^{3/} | FLORIDA |
| GEORGIA | 38.70 | 194.20 | 127.33 | 321.53 | - | 2.32 | 787.15 | 789.47 | 1,149.70 | GEORGIA |
| HAWAII | - | 22.44 | 8.04 | 30.48 | - | 1.77 | 20.00 | 21.77 | 52.25 | HAWAII |
| IDAHO | - | 78.51 | 42.21 | 120.72 | - | 125.46 | 366.02 | 491.48 | 612.20 | IDAHO |
| ILLINOIS | 83.40 | 173.29 | 149.96 | 323.25 | 154.92 | 147.62 | 1,014.03 | 1,316.57 | 1,723.22 | ILLINOIS |
| INDIANA | 14.30 | 54.22 | 137.84 | 192.06 | 156.90 | - | 766.16 | 923.06 | 1,129.42 | INDIANA |
| IOWA | 47.92 | 39.78 | 94.02 | 133.80 | 3.17 | - | 596.07 | 599.24 | 780.96 | IOWA |
| KANSAS | 21.60 | 56.20 | 49.85 | 106.05 | 187.70 | 2.45 | 503.90 | 694.05 | 821.70 | KANSAS |
| KENTUCKY | - | 92.49 | 57.84 | 150.33 | 39.20 | 16.80 | 531.68 | 587.68 | 738.01 | KENTUCKY |
| LOUISIANA | 40.91 | 98.16 | 192.11 | 290.27 | - | 0.86 | 386.00 | 386.86 | 718.04 | LOUISIANA |
| MAINE | 0.35 | 24.74 | 11.20 | 35.94 | 54.48 | 103.96 | 117.59 | 276.03 | 312.32 | MAINE |
| MARYLAND | 26.56 | 3.46 | 0.24 | 3.70 | 53.04 | 74.55 | 199.96 | 327.55 | 357.81 | MARYLAND |
| MASSACHUSETTS | 21.57 | 26.41 | 9.34 | 35.75 | 134.41 | 24.33 | 254.06 | 412.80 | 470.12 | MASSACHUSETTS |
| MICHIGAN | 41.00 | 101.49 | 84.10 | 185.59 | 5.39 | 42.96 | 899.74 | 948.09 | 1,174.68 | MICHIGAN |
| MINNESOTA | 21.32 | 137.47 | 155.28 | 292.75 | - | 107.77 | 492.29 | 600.06 | 914.13 | MINNESOTA |
| MISSISSIPPI | - | 33.90 | 114.70 | 148.60 | - | 17.10 | 517.50 | 534.60 | 683.20 | MISSISSIPPI |
| MISSOURI | 27.60 | 129.50 | 119.50 | 249.00 | 0.30 | 120.10 | 749.90 | 870.30 | 1,146.90 | MISSOURI |
| MONTANA | - | 254.12 | 221.61 | 475.73 | - | 282.33 | 430.59 | 712.92 | 1,188.65 | MONTANA |
| NEBRASKA | - | 36.48 | 40.29 | 76.77 | 0.22 | 12.88 | 390.72 | 403.82 | 480.59 | NEBRASKA |
| NEVADA | - | 94.83 | 27.98 | 122.81 | - | 5.34 | 406.41 | 411.75 | 534.56 | NEVADA |
| NEW HAMPSHIRE | - | 25.42 | 12.21 | 37.63 | 21.02 | 15.02 | 140.61 | 176.65 | 214.28 | NEW HAMPSHIRE |
| NEW JERSEY | 18.90 | 79.30 | 77.70 | 157.00 | 45.70 | 25.70 | 136.70 | 208.10 | 384.00 ^{4/} | NEW JERSEY |
| NEW MEXICO | 32.16 | 89.08 | 43.66 | 132.74 | - | 60.01 | 774.02 | 834.03 | 998.93 | NEW MEXICO |
| NEW YORK | 117.72 | 41.94 | 26.79 | 68.73 | 490.38 | 58.69 | 611.83 | 1,160.90 | 1,347.35 | NEW YORK |
| NORTH CAROLINA | 52.86 | 140.83 | 92.10 | 232.93 | - | 10.62 | 545.23 | 555.85 | 841.64 | NORTH CAROLINA |
| NORTH DAKOTA | 22.20 | 25.31 | 55.06 | 80.37 | - | 51.49 | 417.18 | 468.67 | 571.24 | NORTH DAKOTA |
| OHIO | 8.73 | 95.02 | 83.81 | 178.83 | 206.20 | 64.60 | 1,075.65 | 1,346.45 | 1,534.01 | OHIO |
| OKLAHOMA | - | 23.01 | 43.30 | 66.31 | 174.04 | 17.11 | 551.88 | 734.03 | 809.34 | OKLAHOMA |
| OREGON | 21.07 | 29.40 | 20.44 | 49.84 | - | 110.52 | 552.81 | 663.33 | 734.24 | OREGON |
| PENNSYLVANIA | 41.43 | 71.29 | 83.51 | 154.80 | 360.18 | 8.35 | 1,009.42 | 1,377.95 | 1,574.18 | PENNSYLVANIA |
| RHODE ISLAND | 26.59 | 0.60 | 9.82 | 10.22 | - | 5.11 | 58.36 | 63.47 | 100.28 | RHODE ISLAND |
| SOUTH CAROLINA | 60.77 | 5.24 | 169.56 | 174.80 | - | 8.17 | 514.37 | 522.54 | 758.11 | SOUTH CAROLINA |
| SOUTH DAKOTA | - | 116.42 | 66.39 | 182.81 | - | 49.28 | 446.87 | 496.15 | 678.96 | SOUTH DAKOTA |
| TENNESSEE | - | 155.80 | 123.20 | 279.00 | - | 77.40 | 689.00 | 766.40 | 1,045.40 | TENNESSEE |
| TEXAS | 106.94 | 390.11 | 256.54 | 646.65 | - | 224.89 | 2,188.61 | 2,413.50 | 3,167.09 | TEXAS |
| UTAH | - | 306.94 | 166.73 | 473.67 | - | 71.23 | 391.46 | 462.69 | 936.36 | UTAH |
| VERMONT | - | 50.96 | 53.45 | 104.41 | - | - | 215.97 | 215.97 | 320.38 | VERMONT |
| VIRGINIA | 10.82 | 178.83 | 78.06 | 256.89 | 37.60 | 41.65 | 725.92 | 805.17 | 1,072.88 | VIRGINIA |
| WASHINGTON | 82.62 | 86.54 | 31.03 | 117.57 | - | 159.71 | 403.33 | 563.04 | 763.23 | WASHINGTON |
| WEST VIRGINIA | 17.55 | 64.51 | 132.54 | 197.05 | 87.02 | 0.90 | 209.02 | 296.94 | 511.54 | WEST VIRGINIA |
| WISCONSIN | 110.50 | 0.67 | 1.92 | 2.59 | - | 24.71 | 431.05 | 455.76 | 568.85 | WISCONSIN |
| WYOMING | 49.27 | 61.85 | 27.35 | 89.20 | - | 18.98 | 756.28 | 775.26 | 913.73 | WYOMING |
| DISTRICT OF COLUMBIA | 9.36 | 7.62 | 1.81 | 9.43 | - | 2.92 | 10.76 | 10.76 | 29.55 | DISTRICT OF COLUMBIA |
| PENDING | -4.53 ^{5/} | - | - | - | - | - | - | - | -4.53 ^{5/} | PENDING |
| TOTAL | 1,606.99 | 4,386.29 | 4,114.48 | 8,500.77 | 2,305.13 | 2,848.30 | 27,238.81 | 32,392.24 | 42,500.00 | TOTAL |



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
 2/ 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.
 3/ Excludes 44.40 miles chargeable to the Howard-Cramer Act, I-75E St. Petersburg-Tampa Bypass which was added to the system under that Act.
 4/ Excludes 28.00 miles chargeable to the Howard-Cramer Act of the total 35.00 miles Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
 5/ 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 AND STATE HIGHWAYS

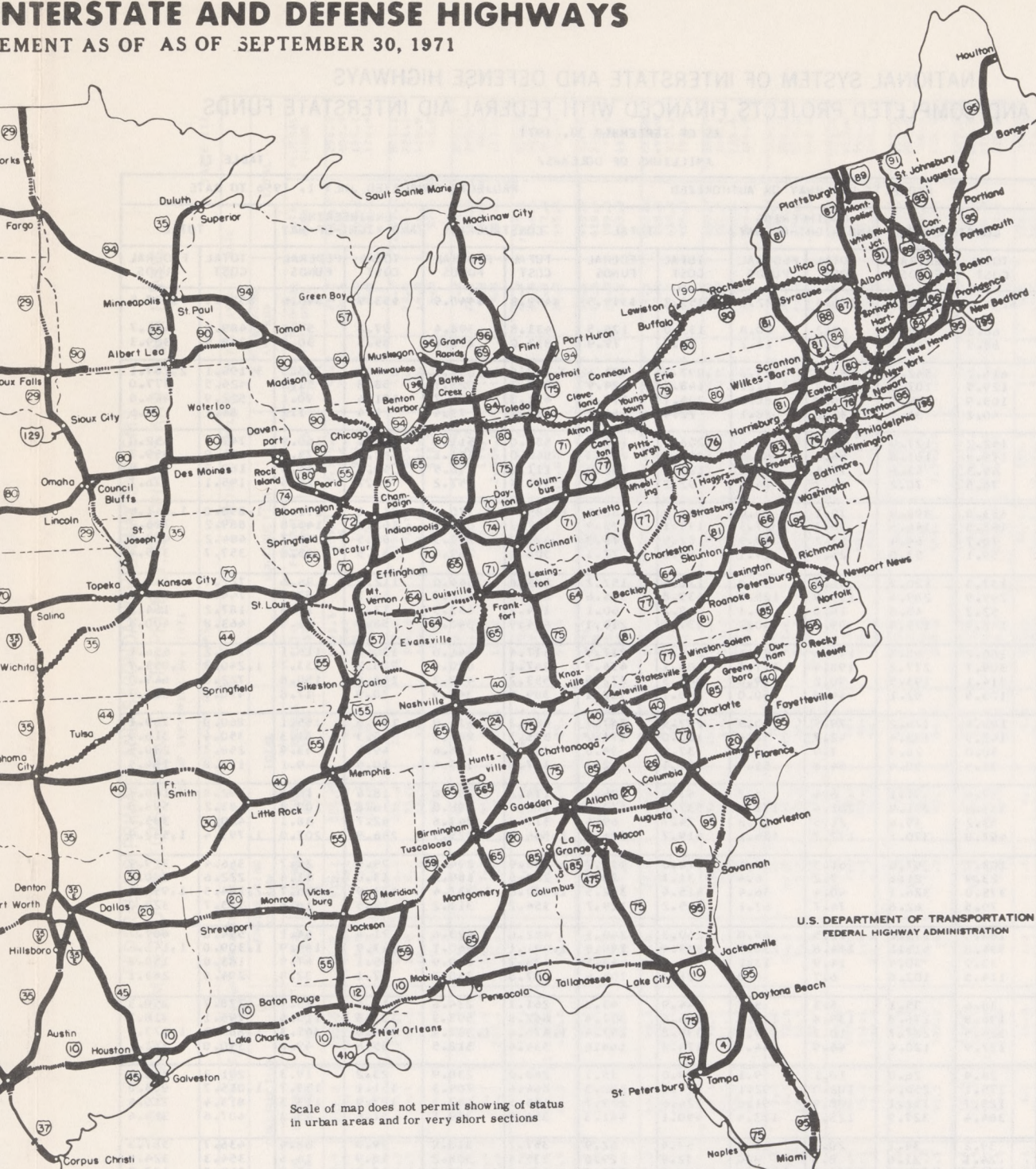
STATUS OF IMPROVEMENT



| Preliminary Status or Not Yet in Progress | Engineering and Right-of-Way in Progress | Under Construction |
|---|--|--------------------|
| 1,607 Miles | 4,386 Miles | 4,115 Miles |

INTERSTATE AND DEFENSE HIGHWAYS

AS OF SEPTEMBER 30, 1971



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Open to Traffic
32,392 Miles

36,507 Miles

INTERSTATE

TOTAL

42,500

MILES

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

AS OF SEPTEMBER 30, 1971

/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 | \$218.9 | \$196.9 | \$136.3 | \$122.6 | \$355.2 | \$319.5 | \$499.8 | \$440.9 | \$53.9 | \$46.6 | \$553.7 | \$487.5 |
| ALASKA | | | | | | | | | | | | |
| ARIZONA | 68.8 | 64.7 | 64.2 | 60.8 | 133.0 | 125.5 | 431.8 | 398.4 | 57.2 | 53.3 | 489.0 | 451.7 |
| ARKANSAS | 68.5 | 61.7 | 20.3 | 18.2 | 88.8 | 79.9 | 313.0 | 278.8 | 35.5 | 30.5 | 348.5 | 309.3 |
| CALIFORNIA | 614.7 | 542.3 | 482.6 | 429.3 | 1,097.3 | 971.6 | 2,352.8 | 2,051.6 | 846.3 | 715.5 | 3,199.1 | 2,767.1 |
| COLORADO | 129.5 | 107.8 | 18.7 | 17.1 | 148.2 | 124.9 | 365.7 | 325.7 | 58.8 | 51.3 | 424.5 | 377.0 |
| CONNECTICUT | 103.9 | 89.1 | 100.8 | 88.6 | 204.7 | 177.7 | 421.3 | 354.7 | 101.6 | 90.1 | 522.9 | 444.8 |
| DELAWARE | 40.2 | 36.1 | 32.2 | 28.1 | 72.4 | 64.2 | 82.7 | 73.4 | 1.4 | 1.2 | 84.1 | 74.6 |
| FLORIDA | 142.2 | 127.9 | 64.3 | 58.0 | 206.5 | 185.9 | 583.0 | 511.1 | 164.1 | 140.9 | 747.1 | 652.0 |
| GEORGIA | 179.8 | 161.8 | 66.1 | 59.5 | 245.9 | 221.3 | 549.0 | 486.1 | 82.9 | 73.6 | 631.9 | 559.7 |
| HAWAII | 49.3 | 43.6 | 73.4 | 65.2 | 122.7 | 108.8 | 111.2 | 96.5 | 49.1 | 44.0 | 160.3 | 140.5 |
| IDAHO | 76.5 | 70.2 | 15.7 | 14.5 | 92.2 | 84.7 | 172.4 | 157.2 | 22.7 | 19.5 | 195.1 | 176.7 |
| ILLINOIS | 453.8 | 398.9 | 79.1 | 70.0 | 532.9 | 468.9 | 1,585.4 | 1,370.2 | 312.6 | 271.4 | 1,898.0 | 1,641.6 |
| INDIANA | 162.8 | 146.6 | 30.3 | 27.3 | 193.1 | 173.9 | 727.2 | 650.4 | 162.0 | 145.8 | 889.2 | 796.2 |
| IOWA | 70.7 | 64.4 | 12.2 | 10.9 | 82.9 | 75.3 | 425.7 | 377.3 | 58.5 | 49.7 | 484.2 | 427.0 |
| KANSAS | 59.1 | 53.0 | 26.7 | 24.1 | 85.8 | 77.1 | 306.2 | 269.6 | 51.5 | 45.8 | 357.7 | 315.4 |
| KENTUCKY | 137.3 | 120.7 | 41.2 | 37.0 | 178.5 | 157.7 | 609.8 | 544.0 | 112.9 | 96.6 | 722.7 | 640.6 |
| LOUISIANA | 299.9 | 269.4 | 139.9 | 125.2 | 439.8 | 394.6 | 681.2 | 608.7 | 63.7 | 57.1 | 744.9 | 665.8 |
| MAINE | 52.2 | 45.8 | 16.0 | 14.3 | 68.2 | 60.1 | 174.1 | 153.5 | 13.1 | 11.3 | 187.2 | 164.8 |
| MARYLAND | 148.7 | 129.9 | 89.1 | 80.2 | 237.8 | 210.1 | 404.9 | 348.8 | 58.9 | 51.5 | 463.8 | 400.3 |
| MASSACHUSETTS | 100.2 | 88.3 | 144.6 | 129.6 | 244.8 | 217.9 | 617.4 | 541.0 | 130.8 | 115.1 | 748.2 | 656.1 |
| MICHIGAN | 309.7 | 277.2 | 198.4 | 177.7 | 508.1 | 454.9 | 967.1 | 820.0 | 273.2 | 233.7 | 1,240.3 | 1,053.7 |
| MINNESOTA | 214.1 | 193.5 | 90.2 | 79.0 | 304.3 | 272.5 | 553.2 | 498.2 | 168.8 | 150.8 | 722.0 | 649.0 |
| MISSISSIPPI | 103.9 | 92.1 | 44.8 | 40.0 | 148.7 | 132.1 | 389.8 | 345.9 | 20.9 | 17.8 | 410.7 | 363.7 |
| MISSOURI | 198.4 | 176.2 | 79.5 | 70.9 | 277.9 | 247.1 | 686.2 | 614.0 | 174.6 | 155.1 | 860.8 | 769.1 |
| MONTANA | 145.3 | 132.4 | 42.7 | 38.8 | 188.0 | 171.2 | 315.1 | 285.6 | 35.3 | 31.3 | 350.4 | 316.9 |
| NEBRASKA | 30.0 | 26.9 | 7.9 | 7.1 | 37.9 | 34.0 | 209.2 | 186.6 | 49.5 | 43.9 | 258.7 | 230.5 |
| NEVADA | 32.5 | 30.4 | 54.6 | 51.9 | 87.1 | 82.3 | 167.3 | 155.4 | 10.5 | 9.1 | 177.8 | 164.5 |
| NEW HAMPSHIRE | 37.4 | 31.1 | 6.4 | 5.7 | 43.8 | 36.8 | 174.2 | 152.6 | 18.6 | 16.1 | 192.8 | 168.7 |
| NEW JERSEY | 335.8 | 291.9 | 201.4 | 178.8 | 537.2 | 470.7 | 566.4 | 498.0 | 116.8 | 100.8 | 683.2 | 598.8 |
| NEW MEXICO | 53.2 | 49.6 | 21.5 | 19.8 | 74.7 | 69.4 | 377.8 | 347.6 | 42.7 | 38.1 | 420.5 | 385.7 |
| NEW YORK | 442.0 | 370.1 | 177.7 | 156.1 | 619.7 | 526.2 | 1,546.5 | 1,325.9 | 246.9 | 207.0 | 1,793.4 | 1,532.9 |
| NORTH CAROLINA | 108.7 | 97.6 | 61.3 | 55.1 | 170.0 | 152.7 | 336.9 | 294.2 | 29.5 | 25.7 | 366.4 | 319.9 |
| NORTH DAKOTA | 23.9 | 21.6 | 7.2 | 6.4 | 31.1 | 28.0 | 209.6 | 189.3 | 13.0 | 11.4 | 222.6 | 200.7 |
| OHIO | 375.0 | 326.1 | 40.4 | 36.4 | 415.4 | 362.5 | 1,520.6 | 1,337.4 | 673.9 | 596.7 | 2,194.5 | 1,934.1 |
| OKLAHOMA | 70.5 | 62.6 | 74.7 | 67.1 | 145.2 | 129.7 | 354.2 | 311.2 | 19.5 | 16.8 | 373.7 | 328.0 |
| OREGON | 189.3 | 175.1 | 70.5 | 65.0 | 260.3 | 240.1 | 482.6 | 423.6 | 71.4 | 64.1 | 554.0 | 487.7 |
| PENNSYLVANIA | 584.8 | 518.1 | 264.6 | 230.5 | 849.4 | 748.6 | 1,091.1 | 960.7 | 217.9 | 184.9 | 1,309.0 | 1,145.6 |
| RHODE ISLAND | 33.9 | 30.4 | 14.9 | 13.1 | 48.8 | 43.5 | 128.7 | 110.9 | 55.1 | 47.9 | 183.8 | 158.8 |
| SOUTH CAROLINA | 114.5 | 102.6 | 6.7 | 6.0 | 121.2 | 108.6 | 257.8 | 230.3 | 37.1 | 32.8 | 294.9 | 263.1 |
| SOUTH DAKOTA | 38.6 | 35.1 | 6.3 | 5.7 | 44.9 | 40.8 | 261.1 | 234.6 | 17.6 | 15.7 | 278.7 | 250.3 |
| TENNESSEE | 196.8 | 176.8 | 139.8 | 125.6 | 336.6 | 302.4 | 662.8 | 595.3 | 132.3 | 115.4 | 795.1 | 710.7 |
| TEXAS | 324.5 | 287.7 | 10.7 | 9.7 | 335.2 | 297.4 | 1,476.6 | 1,307.9 | 406.6 | 365.3 | 1,883.2 | 1,673.2 |
| UTAH | 127.9 | 120.4 | 46.9 | 44.4 | 174.8 | 164.8 | 334.4 | 312.5 | 55.6 | 49.6 | 390.0 | 362.1 |
| VERMONT | 28.9 | 26.0 | 10.1 | 9.1 | 39.0 | 35.1 | 268.0 | 238.9 | 23.2 | 19.3 | 291.2 | 258.2 |
| VIRGINIA | 275.1 | 250.4 | 102.0 | 92.1 | 377.1 | 342.5 | 864.6 | 769.3 | 151.1 | 133.7 | 1,015.7 | 903.0 |
| WASHINGTON | 123.7 | 112.1 | 100.9 | 91.6 | 224.6 | 203.7 | 685.5 | 597.1 | 127.9 | 113.3 | 813.4 | 710.4 |
| WEST VIRGINIA | 364.4 | 327.9 | 125.7 | 113.4 | 490.1 | 441.3 | 356.0 | 319.1 | 51.6 | 45.3 | 407.6 | 364.4 |
| WISCONSIN | 39.2 | 34.7 | 20.2 | 18.2 | 59.4 | 52.9 | 357.7 | 318.9 | 79.0 | 68.4 | 436.7 | 387.3 |
| WYOMING | 24.1 | 21.6 | 8.8 | 8.0 | 32.9 | 29.6 | 335.4 | 308.2 | 18.9 | 16.6 | 354.3 | 324.8 |
| DIST. OF COL. | 152.0 | 122.5 | 82.5 | 73.9 | 234.5 | 196.4 | 164.3 | 145.9 | 47.9 | 42.0 | 212.2 | 187.9 |
| PUERTO RICO | | | | | | | | | | | | |
| TOTAL | 8,275.6 | 7,340.0 | 3,772.9 | 3,377.5 | 12,048.5 | 10,717.5 | 27,515.5 | 24,273.3 | 5,824.6 | 5,079.4 | 33,340.1 | 29,352.7 |

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

AS OF SEPTEMBER 30, 1971

/MILLIONS OF DOLLARS/

TABLE III

| STATE | PROJECTS UNDERWAY OR AUTHORIZED | | | | | | | PROJECTS COMPLETED JULY 1, 1956 TO DATE | | | | | | |
|----------------|---------------------------------|---------------|----------|---------------------|---------------|------------|---------------|---|---------------|-----------|---------------------|---------------|------------|---------------|
| | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | | CONSTRUCTION | | | ENGINEERING AND ROW | | TOTAL | |
| | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS | MILES | TOTAL COST | FEDERAL FUNDS | TOTAL COST | FEDERAL FUNDS |
| ALABAMA | \$60.4 | \$32.0 | 195.5 | \$24.2 | \$12.1 | \$84.6 | \$44.1 | \$471.5 | 235.7 | 7,575.7 | 43.7 | 21.2 | 515.2 | 256.9 |
| ALASKA | 69.9 | 63.9 | 322.8 | 33.3 | 31.1 | 103.2 | 95.0 | 375.6 | 345.8 | 2,815.7 | 58.9 | 55.1 | 434.5 | 400.9 |
| ARIZONA | 30.0 | 21.2 | 93.1 | 1.1 | .8 | 31.1 | 22.0 | 260.2 | 178.7 | 1,993.9 | 4.5 | 3.0 | 264.7 | 181.7 |
| ARKANSAS | 81.0 | 39.7 | 472.5 | 19.0 | 9.6 | 100.0 | 49.3 | 335.4 | 167.0 | 5,253.9 | 19.7 | 9.5 | 355.1 | 176.5 |
| CALIFORNIA | 223.2 | 137.9 | 274.3 | 12.8 | 8.6 | 236.0 | 146.5 | 1,507.2 | 799.5 | 3,730.5 | 10.1 | 5.7 | 1,517.3 | 805.2 |
| COLORADO | 36.9 | 19.1 | 81.3 | 14.2 | 8.2 | 51.1 | 27.3 | 354.8 | 192.6 | 3,806.4 | 52.3 | 28.6 | 407.1 | 221.2 |
| CONNECTICUT | 49.4 | 25.4 | 14.5 | 15.9 | 7.8 | 65.3 | 33.2 | 210.2 | 102.1 | 261.1 | 36.3 | 14.8 | 246.5 | 116.9 |
| DELAWARE | 20.1 | 10.5 | 31.6 | 10.5 | 5.7 | 30.6 | 16.2 | 89.4 | 44.2 | 518.2 | 7.8 | 4.0 | 97.2 | 48.2 |
| FLORIDA | 79.8 | 40.3 | 181.2 | 14.0 | 7.2 | 93.8 | 47.5 | 542.5 | 254.0 | 3,572.5 | 6.6 | 3.2 | 549.1 | 257.2 |
| GEORGIA | 116.9 | 59.4 | 486.8 | 49.5 | 24.8 | 166.4 | 84.2 | 511.2 | 252.8 | 5,858.9 | 56.8 | 28.1 | 568.0 | 280.9 |
| HAWAII | 34.4 | 16.7 | 21.2 | 14.3 | 7.3 | 48.7 | 24.0 | 75.0 | 36.9 | 154.3 | 19.7 | 9.9 | 94.7 | 46.8 |
| IDAHO | 47.6 | 34.7 | 287.1 | 9.3 | 5.9 | 56.9 | 40.6 | 165.7 | 106.1 | 2,364.0 | 17.3 | 9.8 | 183.0 | 115.9 |
| ILLINOIS | 232.9 | 117.9 | 720.3 | 16.7 | 8.4 | 249.6 | 126.3 | 1,130.4 | 577.6 | 8,203.2 | 48.7 | 23.7 | 1,179.1 | 601.3 |
| INDIANA | 78.3 | 39.2 | 99.4 | 20.1 | 10.3 | 98.4 | 49.5 | 587.3 | 300.9 | 3,519.9 | 77.3 | 36.9 | 664.6 | 337.8 |
| IOWA | 100.4 | 51.7 | 1,239.6 | 5.3 | 3.3 | 105.7 | 55.0 | 503.5 | 259.0 | 11,924.7 | 14.3 | 7.3 | 517.8 | 266.3 |
| KANSAS | 52.5 | 26.3 | 490.6 | 6.4 | 3.2 | 58.9 | 29.5 | 518.5 | 258.2 | 13,871.7 | 37.3 | 18.7 | 555.8 | 276.9 |
| KENTUCKY | 53.1 | 25.8 | 70.6 | 31.0 | 15.9 | 84.1 | 41.7 | 364.5 | 182.4 | 2,435.9 | 70.7 | 34.6 | 435.2 | 217.0 |
| LOUISIANA | 81.5 | 40.5 | 170.9 | 24.2 | 12.0 | 105.7 | 52.5 | 398.2 | 194.6 | 2,854.6 | 21.4 | 10.6 | 419.6 | 205.2 |
| MAINE | 24.3 | 11.6 | 63.4 | 7.3 | 3.6 | 31.6 | 15.2 | 175.9 | 86.5 | 1,002.4 | 23.4 | 11.0 | 199.3 | 97.5 |
| MARYLAND | 45.6 | 23.4 | 80.7 | 22.7 | 11.5 | 68.3 | 34.9 | 277.7 | 136.0 | 1,494.0 | 6.2 | 3.1 | 283.9 | 139.1 |
| MASSACHUSETTS | 87.8 | 46.5 | 58.3 | 55.6 | 27.8 | 143.4 | 74.3 | 387.0 | 189.5 | 488.9 | 96.0 | 24.3 | 483.0 | 213.8 |
| MICHIGAN | 147.1 | 79.0 | 58.6 | 37.5 | 19.2 | 184.6 | 98.2 | 890.9 | 430.3 | 9,494.1 | 57.9 | 27.6 | 948.8 | 457.9 |
| MINNESOTA | 139.6 | 66.1 | 935.9 | .9 | .5 | 140.5 | 66.6 | 615.7 | 309.4 | 15,969.0 | 23.1 | 11.7 | 638.8 | 321.1 |
| MISSISSIPPI | 54.6 | 25.9 | 473.6 | 23.9 | 12.1 | 78.5 | 38.0 | 373.4 | 182.4 | 7,946.0 | 30.9 | 15.5 | 404.3 | 197.9 |
| MISSOURI | 124.5 | 62.6 | 248.4 | 72.3 | 37.9 | 196.8 | 100.5 | 576.6 | 293.2 | 9,987.8 | 104.1 | 49.7 | 680.7 | 342.9 |
| MONTANA | 31.2 | 20.5 | 211.9 | 14.6 | 9.1 | 45.8 | 29.6 | 317.2 | 190.7 | 4,784.7 | 33.5 | 18.7 | 350.7 | 209.4 |
| NEBRASKA | 60.9 | 30.5 | 616.4 | 4.5 | 2.2 | 65.4 | 32.7 | 404.2 | 206.5 | 8,362.5 | 37.0 | 17.9 | 441.2 | 224.4 |
| NEVADA | 15.2 | 14.3 | 66.2 | 10.0 | 8.9 | 25.2 | 23.2 | 133.2 | 114.5 | 1,878.5 | 15.0 | 12.4 | 148.2 | 126.9 |
| NEW HAMPSHIRE | 19.7 | 9.8 | 34.2 | 1.2 | .3 | 20.9 | 10.1 | 125.4 | 61.6 | 466.1 | 4.3 | 2.1 | 129.7 | 63.7 |
| NEW JERSEY | 132.5 | 61.5 | 58.6 | 98.8 | 47.0 | 231.3 | 108.5 | 372.0 | 179.9 | 541.9 | 45.1 | 22.6 | 417.1 | 202.5 |
| NEW MEXICO | 16.6 | 10.7 | 62.8 | 8.8 | 5.8 | 25.4 | 16.5 | 252.6 | 165.4 | 2,594.4 | 21.6 | 12.8 | 274.2 | 178.2 |
| NEW YORK | 423.0 | 187.2 | 131.7 | 8.3 | 4.1 | 431.3 | 191.3 | 1,794.9 | 834.8 | 3,570.4 | 27.6 | 13.3 | 1,822.5 | 848.1 |
| NORTH CAROLINA | 129.1 | 63.9 | 244.2 | 55.5 | 27.6 | 184.6 | 91.5 | 490.0 | 243.5 | 4,973.3 | 77.7 | 38.4 | 567.7 | 281.9 |
| NORTH DAKOTA | 31.6 | 16.7 | 993.3 | 3.0 | 1.6 | 34.6 | 18.3 | 283.7 | 145.1 | 14,938.2 | 16.5 | 8.5 | 300.2 | 153.6 |
| OHIO | 194.1 | 95.9 | 131.1 | 1.7 | .9 | 195.8 | 96.8 | 943.2 | 484.3 | 2,903.6 | 141.1 | 69.3 | 1,084.3 | 553.6 |
| OKLAHOMA | 66.2 | 33.2 | 238.6 | 10.5 | 5.1 | 76.7 | 38.3 | 501.8 | 248.3 | 6,624.2 | 14.5 | 6.9 | 516.3 | 255.2 |
| OREGON | 66.9 | 31.2 | 66.3 | 10.8 | 6.9 | 77.7 | 38.1 | 293.1 | 178.2 | 2,198.4 | 21.9 | 12.7 | 315.0 | 190.9 |
| PENNSYLVANIA | 421.0 | 201.5 | 241.5 | 31.0 | 15.5 | 452.0 | 217.0 | 942.4 | 463.0 | 2,131.7 | 101.5 | 44.0 | 1,043.9 | 507.0 |
| RHODE ISLAND | 14.7 | 7.1 | 9.9 | 15.6 | 7.9 | 30.3 | 15.0 | 108.8 | 53.7 | 256.0 | 30.9 | 14.9 | 139.7 | 68.6 |
| SOUTH CAROLINA | 90.1 | 44.1 | 798.1 | .6 | .3 | 90.7 | 44.4 | 287.6 | 144.7 | 7,542.1 | 24.0 | 12.2 | 311.6 | 156.9 |
| SOUTH DAKOTA | 33.2 | 18.6 | 376.5 | 1.5 | .8 | 34.7 | 19.4 | 302.2 | 165.0 | 10,217.2 | 5.0 | 2.8 | 307.2 | 167.8 |
| TENNESSEE | 60.4 | 30.2 | 294.1 | 33.8 | 16.9 | 94.2 | 47.1 | 471.5 | 236.0 | 7,693.7 | 54.2 | 25.5 | 525.7 | 261.5 |
| TEXAS | 290.7 | 151.7 | 1,004.9 | 1.2 | .6 | 291.9 | 152.3 | 1,579.8 | 810.5 | 20,258.6 | 5.0 | 2.7 | 1,584.8 | 813.2 |
| UTAH | 21.5 | 16.8 | 114.6 | 7.0 | 5.4 | 28.5 | 22.2 | 165.4 | 118.2 | 1,691.0 | 16.2 | 11.0 | 181.6 | 129.2 |
| VERMONT | 6.1 | 3.2 | 15.0 | 3.2 | 1.6 | 9.3 | 4.8 | 110.0 | 54.9 | 553.3 | 14.5 | 6.6 | 124.5 | 61.5 |
| VIRGINIA | 104.8 | 51.8 | 199.5 | 9.2 | 4.6 | 114.0 | 56.4 | 508.0 | 246.1 | 3,976.9 | 53.2 | 25.5 | 561.2 | 271.6 |
| WASHINGTON | 68.5 | 35.4 | 229.2 | 11.3 | 6.0 | 79.8 | 41.4 | 402.4 | 203.2 | 4,051.2 | 19.3 | 10.0 | 421.7 | 213.2 |
| WEST VIRGINIA | 54.0 | 27.1 | 35.6 | 25.2 | 13.2 | 79.2 | 40.3 | 205.5 | 103.2 | 1,123.5 | 42.6 | 21.3 | 248.1 | 124.5 |
| WISCONSIN | 69.2 | 33.8 | 316.5 | 34.0 | 17.0 | 103.2 | 50.8 | 568.8 | 282.9 | 7,015.5 | 60.6 | 30.0 | 629.4 | 312.9 |
| WYOMING | 14.9 | 11.1 | 110.9 | 4.2 | 3.1 | 19.1 | 14.2 | 198.0 | 131.8 | 2,604.3 | 9.4 | 6.3 | 207.4 | 138.1 |
| DIST. OF COL. | 16.7 | 11.8 | 5.7 | 2.5 | 1.9 | 19.2 | 13.7 | 111.1 | 61.3 | 93.1 | 13.1 | 6.4 | 124.2 | 67.7 |
| PUERTO RICO | 56.3 | 27.2 | 47.0 | 1.9 | 1.0 | 58.2 | 28.2 | 162.9 | 73.8 | 328.7 | 30.4 | 12.5 | 193.3 | 86.3 |
| TOTAL | 4,581.1 | 2,364.2 | 14,326.3 | 951.9 | 510.3 | 5,533.0 | 2,874.5 | 23,733.9 | 12,316.4 | 250,470.4 | 1,880.7 | 934.5 | 25,614.6 | 13,250.9 |

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV
THREE MONTHS
ENDED
SEPTEMBER 30, 1971

| | |
|---|------------------|
| Balance at beginning of period | \$3,651,696 |
| Income: | |
| Tax revenue: | |
| Motor-fuel taxes (net after refunds) | 1,070,952 |
| Less motorboat fuel revenue <u>1/</u> | 16,300 |
| Net for highways | <u>1,054,652</u> |
| Trucks, buses, and trailers | 154,054 |
| Tires, tubes, and tread rubber | 139,637 |
| Vehicle use | 74,175 |
| Parts and accessories, trucks and buses | 20,976 |
| Lubricating oil (net after refunds) | <u>21,811</u> |
| Total excise revenues | 1,465,305 |
| Interest earned | <u>9,721</u> |
| Total Income | 1,475,026 |
| Disbursements: | |
| For highways | 1,401,994 |
| Interest on advances from General Fund | - |
| Total Disbursements | <u>1,401,994</u> |
| Balance at end of period | \$3,724,728 |

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, 1977) 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

FEDERAL HIGHWAY ADMINISTRATION

TAD-493

NEWS

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
November 17, 1971

FHWA-- 630
(202-426-0677)

Cooperative agreements, providing for the mutual exchange of information to facilitate enforcement and administration of State and Federal Motor Carrier Safety Regulations, are now in effect between the Department of Transportation and all 50 States and the District of Columbia.

Such agreements were authorized by Congress in 1967 under Public Law 89-170.

In the Department of Transportation, the Federal Highway Administration's Bureau of Motor Carrier Safety has the responsibility for enforcing and administering the Federal Motor Carrier Safety Regulations, which apply to trucks and buses engaged in interstate and foreign commerce.

Federal Highway Administrator F. C. Turner said that in some instances, agreements have been signed with more than one agency within a State, and as a result there are a total of 67 State and Federal cooperative agreements.

"These agreements do much to promote State and Federal safety investigatory cooperation, and are extremely beneficial in attainment of our common goal, which is to reduce the death and accident toll on the Nation's highways," Mr. Turner said.

###

57929



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
November 18, 1971

FHWA - 628
(202) 426-0648

Federal Highway Administrator F. C. Turner announced today that the preliminary estimate of travel for 1971 (based on information for the first 6 months of the year) is 1,170 billion vehicle miles, a 4.4 percent increase over the 1,121 billion reported for 1970.

Additional travel and related information for the Nation for 1970 are shown on the accompanying table VM-1 by road class and vehicle type. These data are based on estimates prepared annually by the State highway departments. The summary of State estimates of travel by administrative highway system is shown on table VM-2.

Ten States reported 1970 travel in excess of 30 billion annual vehicle miles. These 10 States accounted for almost 53 percent of all the travel in the Nation. California with more than 10 percent of the total led the way at 117.0 billion, followed by New York with 68.6 billion; Texas, 68.0 billion; Pennsylvania, 56.7 billion; Ohio 56.0 billion; Illinois, 55.3 billion; Michigan, 53.1 billion; Florida, 41.8 billion; New Jersey, 39.9 billion; and Indiana, 32.6 billion.

Twenty States, including the 10 listed above, reported travel exceeding 20 billion annual vehicle miles. These 20 States accounted for approximately three-fourths of the Nation's travel.

-more-



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

Main rural roads served 36.8 percent of the 1970 travel with 17 percent of the Nation's total of 3.7 million miles of roads and streets. Urban streets accounted for 51.5 percent of the total travel, although they represent only 15 percent of the total mileage. Local rural roads accounted for 11.7 percent of the travel on approximately 68 percent of the mileage.

The Interstate System, including both completed Interstate highways and traveled-way sections, accounted for about 1 percent of the total mileage of roads and streets and carried 18.7 percent of the travel. The traveled-way consists of those roads and streets presently carrying traffic which will be served by the Interstate System when completed. The Federal-aid primary system including Interstate represented about 7 percent of the mileage and carried 48.5 percent of the travel. All Federal-aid systems combined, which includes 24 percent of the mileage, carried 66 percent of the travel.

Passenger cars represented 80 percent of the vehicles and accounted for over 79 percent of the travel; motorcycles, 2.5 percent of all vehicles and about 1 percent of all travel; trucks and truck combinations, 17 percent of all vehicles and 19 percent of all travel; similar figures for buses were less than one-half of 1 percent.

In the area of vehicle performance, annual miles per vehicle rose from 9,969 in 1969 to 10,076 in 1970, a sharp rise when compared to the trend. Gallons of fuel consumed per vehicle continued to rise, going from 821 in 1969 to 830 in 1970. Miles traveled per gallon of fuel consumed, which began dropping in 1967 after several years of relative stability, dropped only slightly, going from 12.15 in 1969 to 12.14 in 1970.

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ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA--1970

Source: Program Management Division
Office of Highway Planning, FHWA

Table VM-1
October 1971

| Item | Passenger vehicles | | | | | | Cargo vehicles | | | All motor vehicles | |
|---|-----------------------------|--------------------------|---------------------------------|------------|--------|-----------|------------------------|--------------------|--------------|--------------------|------------|
| | Personal passenger vehicles | | | Buses | | | All passenger vehicles | Single-unit trucks | Combinations | | All trucks |
| | Passenger cars <u>2/</u> | Motorcycles <u>2/</u> | All personal passenger vehicles | Commercial | School | All buses | | | | | |
| Motor vehicle travel: (million vehicle miles) | | | | | | | | | | | |
| Main rural roads | | | 307,047 | 939 | 784 | 1,723 | 308,770 | 76,949 | 26,874 | 103,823 | 412,593 |
| Local rural roads | | | 99,402 | 194 | 902 | 1,096 | 100,498 | 28,671 | 1,570 | 30,241 | 130,739 |
| All rural roads | | | 406,449 | 1,133 | 1,686 | 2,819 | 409,268 | 105,620 | 28,444 | 134,064 | 543,332 |
| Urban streets | | | 494,543 | 1,810 | 414 | 2,224 | 496,767 | 68,823 | 11,783 | 80,606 | 577,373 |
| Total travel | 890,844 | 10,148 | 900,992 | 2,943 | 2,100 | 5,043 | 906,035 | 174,443 | 40,227 | 214,670 | 1,120,705 |
| Number of vehicles registered (thousands) | 89,280 | 2,815 | 92,095 | 90.3 | 288.7 | 379.0 | 92,474 | 17,788 | 960 | 18,748 | 111,222 |
| Average miles traveled per vehicle | 9,978 | 3,605 | 9,783 | 32,591 | 7,274 | 13,306 | 9,798 | 9,807 | 41,903 | 11,450 | 10,076 |
| Fuel consumed (million gallons) | 65,649 | 135 | 65,784 | 644 | 300 | 944 | 66,728 | 17,237 | 8,363 | 25,600 | 92,328 |
| Average fuel consumption per vehicle (gallons) | 735 | 48 | 714 | 7,132 | 1,039 | 2,491 | 722 | 969 | 8,711 | 1,365 | 830 |
| Average miles traveled per gallon of fuel consumed | 13.57 | 75.00 | 13.70 | 4.57 | 7.00 | 5.34 | 13.58 | 10.12 | 4.81 | 8.39 | 12.14 |

1/ For the 50 States and District of Columbia.

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

Vehicle miles of travel in 1970 on all roads and streets, free and toll, by State and highway system, reported by State highway departments

U.S. Department of Transportation
Federal Highway Administration

(Millions)

Table VM-2
September 1971

| Division | State | Federal-aid highway system | | | | | | | | | | | | | Not on Federal-aid systems | | | | | | | | | | | |
|------------------------|----------------|----------------------------|--------------------|-------------|------------------|--------------------|-------------|----------------------|---------------|----------|----------|----------------|----------------|----------------|----------------------------|-------------------------|-------------------------|-------------------|-------------------|---------------------------------|-------------|---------------------------|-----------------|-------------------------------|---------|----------|
| | | 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 | Sub-total rural | Sub-total urban and municipal | Total | |
| | | Final 01 | Traveled-way 1/ 31 | Total rural | Final 02 | Traveled-way 1/ 32 | Total urban | | Rural 03 | Urban 04 | Total 05 | State rural 06 | State urban 07 | Local rural 08 | Local urban 09 | | | | | | | | | | | Total 10 |
| New England | Connecticut | 665 | 250 | 915 | 2,236 | 461 | 2,697 | 3,612 | 1,202 | 1,832 | 3,034 | 960 | 869 | 6 | 47 | 1,882 | 3,083 | 5,445 | 8,528 | 277 | 1,986 | 283 | 5,372 | 3,643 | 12,803 | 16,446 |
| | Maine | 498 | 181 | 679 | 72 | 77 | 1,499 | 878 | 1,499 | 487 | 1,986 | 942 | 152 | - | 1,094 | 3,120 | 788 | 3,908 | 997 | 339 | 404 | 460 | 4,521 | 1,587 | 6,108 | |
| | Massachusetts | 1,332 | 134 | 1,466 | 1,800 | 1,194 | 2,994 | 4,460 | 3,075 | 3,244 | 6,319 | 645 | 626 | 1,257 | 1,667 | 4,193 | 6,433 | 8,531 | 14,974 | 156 | 1,488 | 568 | 8,886 | 7,167 | 18,905 | 26,072 |
| | New Hampshire | 531 | 46 | 577 | 138 | 58 | 196 | 773 | 1,240 | 336 | 1,576 | 836 | 157 | 4 | 2 | 999 | 2,657 | 691 | 3,348 | 171 | 220 | 139 | 558 | 2,967 | 1,469 | 4,436 |
| | Rhode Island | 134 | 18 | 152 | 718 | 62 | 780 | 932 | 214 | 1,231 | 1,445 | 217 | 435 | 16 | 203 | 871 | 1,599 | 2,649 | 3,248 | 69 | 107 | 88 | 1,090 | 756 | 3,846 | 4,602 |
| | Vermont | 366 | 92 | 458 | 44 | 39 | 83 | 942 | 840 | 183 | 1,023 | 436 | 11 | 147 | 10 | 604 | 1,881 | 287 | 2,168 | 68 | 3 | 211 | 237 | 2,60 | 527 | 2,687 |
| | Total | 3,526 | 721 | 4,247 | 5,008 | 1,891 | 6,899 | 11,146 | 8,070 | 7,313 | 15,383 | 4,036 | 2,250 | 1,430 | 1,929 | 9,645 | 17,783 | 18,391 | 36,174 | 1,738 | 4,143 | 1,693 | 16,603 | 21,214 | 39,137 | 60,351 |
| Middle Atlantic | New Jersey | 603 | 251 | 854 | 1,835 | 1,520 | 3,355 | 4,209 | 3,207 | 6,032 | 9,239 | 40 | 108 | 1,759 | 2,956 | 4,863 | 5,860 | 12,451 | 18,311 | 1,819 | 2,437 | 4,508 | 12,817 | 12,187 | 27,705 | 39,892 |
| | New York | 3,073 | 148 | 3,221 | 7,781 | 771 | 8,552 | 11,773 | 8,171 | 15,217 | 23,388 | 1,711 | 1,039 | 2,966 | 1,404 | 7,120 | 16,069 | 26,212 | 42,281 | 21 | 31 | 7,617 | 18,642 | 23,707 | 44,885 | 68,592 |
| | Pennsylvania | 5,473 | 307 | 5,780 | 2,483 | 714 | 3,197 | 8,977 | 8,560 | 6,453 | 15,013 | 5,856 | 3,776 | 49 | 107 | 9,778 | 20,245 | 13,533 | 33,778 | 3,415 | 4,590 | 4,054 | 10,840 | 27,714 | 28,963 | 56,677 |
| | Total | 9,149 | 706 | 9,855 | 12,099 | 3,005 | 15,104 | 24,959 | 19,938 | 27,702 | 47,640 | 7,607 | 4,923 | 4,774 | 4,467 | 21,771 | 42,174 | 52,196 | 94,370 | 5,255 | 7,058 | 16,179 | 42,299 | 63,608 | 101,553 | 165,161 |
| South Atlantic (North) | Delaware | 81 | - | 81 | 388 | 65 | 453 | 534 | 1,043 | 679 | 1,722 | 318 | 197 | - | 515 | 1,442 | 1,329 | 2,771 | - | - | 92 | 95 | 1,534 | 1,424 | 2,958 | |
| | Dist. of Col. | - | - | - | 231 | 169 | 400 | 400 | - | 1,066 | 1,066 | - | - | - | 506 | 506 | 1,972 | 1,972 | - | - | - | 849 | - | 2,821 | | |
| | Maryland | 1,082 | 40 | 1,122 | 2,539 | 611 | 3,150 | 4,272 | 2,880 | 2,844 | 5,724 | 1,623 | 1,368 | 481 | 463 | 3,935 | 6,106 | 7,825 | 13,931 | 655 | 93 | 3,255 | 2,558 | 10,016 | 10,476 | 20,492 |
| | Virginia | 3,476 | 674 | 4,150 | 1,028 | 416 | 1,444 | 5,594 | 5,425 | 3,359 | 8,784 | 3,528 | 868 | 2,242 | 575 | 7,213 | 15,345 | 6,246 | 21,591 | 123 | 560 | 2,157 | 3,988 | 17,625 | 10,794 | 28,419 |
| | West Virginia | 611 | 430 | 1,041 | 115 | 192 | 307 | 1,348 | 1,708 | 754 | 2,462 | 1,387 | 218 | 1,085 | 39 | 2,729 | 5,221 | 1,318 | 6,539 | 8 | 30 | 376 | 1,448 | 5,605 | 2,796 | 8,401 |
| Total | 5,250 | 1,144 | 6,394 | 4,301 | 1,453 | 5,754 | 12,148 | 11,056 | 8,702 | 19,758 | 6,856 | 2,651 | 3,808 | 1,583 | 14,898 | 28,114 | 18,690 | 46,804 | 786 | 683 | 5,880 | 8,938 | 34,780 | 28,311 | 63,091 | |
| South Atlantic (South) | Florida | 2,409 | 1,287 | 3,696 | 1,879 | 1,081 | 2,960 | 6,656 | 5,352 | 4,238 | 9,590 | 4,994 | 3,387 | 383 | 102 | 8,866 | 14,425 | 10,687 | 25,112 | 1,092 | 1,800 | 10,859 | 18,435 | 23,364 | 41,781 | |
| | Georgia | 2,678 | 1,004 | 3,682 | 2,157 | 193 | 2,350 | 6,032 | 6,558 | 2,406 | 8,964 | 2,870 | 581 | 1,415 | 521 | 5,867 | 14,525 | 5,858 | 20,383 | 148 | 345 | 2,918 | 16,566 | 12,966 | 29,530 | |
| | North Carolina | 1,835 | 1,088 | 2,923 | 583 | 436 | 1,019 | 3,942 | 5,022 | 2,369 | 7,391 | 10,213 | 2,740 | 4 | 212 | 13,169 | 18,162 | 6,340 | 24,502 | 1,884 | 623 | 33 | 2,582 | 20,079 | 9,545 | 29,624 |
| | South Carolina | 1,195 | 541 | 1,736 | 605 | 146 | 751 | 2,487 | 5,005 | 2,120 | 7,125 | 3,062 | 1,120 | 173 | 9 | 4,364 | 9,976 | 4,000 | 13,976 | 383 | 455 | 465 | 10,814 | 5,745 | 16,559 | |
| | Total | 8,117 | 3,920 | 12,037 | 5,224 | 1,856 | 7,080 | 19,117 | 21,937 | 11,133 | 33,070 | 21,139 | 7,828 | 1,975 | 844 | 31,786 | 57,088 | 26,885 | 83,973 | 3,507 | 4,048 | 5,299 | 20,667 | 65,894 | 51,600 | 117,494 |
| East North Central | Illinois | 3,026 | 1,206 | 4,232 | 4,994 | 580 | 5,574 | 9,806 | 8,043 | 9,141 | 17,184 | 1,018 | 807 | 1,982 | 817 | 4,624 | 15,275 | 16,339 | 31,614 | 1,393 | 3,563 | 2,862 | 15,881 | 19,530 | 35,783 | 55,313 |
| | Indiana | 2,673 | 1,162 | 3,835 | 1,800 | 319 | 2,119 | 5,954 | 8,902 | 2,606 | 11,508 | 3,753 | 683 | 1,592 | 215 | 5,623 | 12,305 | 5,623 | 23,705 | 196 | 173 | 1,483 | 7,021 | 19,761 | 12,817 | 32,578 |
| | Michigan | 3,598 | 298 | 3,896 | 4,188 | 1,754 | 5,942 | 9,838 | 7,329 | 7,797 | 15,126 | 1,860 | 590 | 7,228 | 1,589 | 11,267 | 20,313 | 15,918 | 36,231 | 21 | 69 | 4,854 | 13,936 | 23,188 | 29,923 | 53,114 |
| | Ohio | 5,526 | 55 | 5,581 | 6,095 | 976 | 7,071 | 12,652 | 8,395 | 6,522 | 14,917 | 4,393 | 1,906 | 2,307 | 2,392 | 10,998 | 20,676 | 17,891 | 38,567 | 109 | 412 | 2,754 | 12,172 | 25,539 | 30,975 | 64,511 |
| | Wisconsin | 1,916 | 141 | 2,057 | 847 | 234 | 1,081 | 3,138 | 5,938 | 2,863 | 8,801 | 2,502 | 692 | 1,753 | 1,079 | 6,026 | 12,250 | 5,715 | 17,965 | 135 | 73 | 1,780 | 4,610 | 14,165 | 10,398 | 24,563 |
| | Total | 16,739 | 2,862 | 19,601 | 17,924 | 3,863 | 21,787 | 41,388 | 38,607 | 28,929 | 67,536 | 33,562 | 4,678 | 14,862 | 6,092 | 39,158 | 86,596 | 61,486 | 148,082 | 1,854 | 4,290 | 13,733 | 53,620 | 102,183 | 119,396 | 221,579 |
| West North Central | Iowa | 2,104 | 205 | 2,309 | 470 | 41 | 511 | 2,820 | 6,254 | 1,795 | 8,049 | - | - | 2,310 | 325 | 2,635 | 10,873 | 2,631 | 13,504 | 112 | 74 | 1,130 | 3,407 | 12,115 | 6,112 | 18,227 |
| | Kansas | 1,145 | 151 | 1,296 | 542 | 60 | 402 | 1,898 | 3,864 | 1,262 | 5,126 | 578 | 27 | 1,428 | 469 | 2,502 | 7,146 | 2,360 | 9,526 | 73 | 69 | 1,339 | 2,559 | 8,378 | 4,988 | 13,366 |
| | Minnesota | 764 | 428 | 1,190 | 1,676 | 503 | 2,179 | 3,369 | 4,850 | 2,945 | 7,795 | 1,095 | 88 | 3,849 | 188 | 5,120 | 10,984 | 5,400 | 16,384 | 36 | 93 | 1,650 | 4,217 | 12,670 | 9,710 | 22,380 |
| | Missouri | 1,676 | 746 | 2,424 | 2,418 | 182 | 2,606 | 5,024 | 5,958 | 2,406 | 8,364 | 2,643 | 726 | 20 | 46 | 3,435 | 11,045 | 5,778 | 16,823 | 181 | 665 | 1,848 | 6,268 | 13,074 | 12,711 | 25,785 |
| | Nebraska | 978 | 99 | 1,077 | 233 | 9 | 242 | 1,319 | 3,122 | 781 | 3,903 | 675 | 33 | 669 | 101 | 1,478 | 5,543 | 1,157 | 6,700 | 4 | - | 914 | 1,982 | 6,461 | 3,139 | 9,600 |
| | North Dakota | 472 | 79 | 551 | 16 | 4 | 20 | 571 | 1,190 | 220 | 1,410 | 220 | 8 | 465 | 16 | 709 | 2,426 | 2,690 | 1 | 2 | 687 | 40 | 3,114 | 732 | 3,850 | |
| | South Dakota | 622 | 172 | 794 | 25 | 14 | 39 | 833 | 1,656 | 246 | 1,902 | 248 | 38 | 448 | 34 | 768 | 3,146 | 357 | 3,503 | 22 | 5 | 589 | 570 | 3,757 | 932 | 4,689 |
| Total | 7,761 | 1,880 | 9,641 | 5,380 | 813 | 6,193 | 15,834 | 26,894 | 9,655 | 36,549 | 5,458 | 920 | 9,189 | 1,179 | 16,747 | 51,183 | 17,947 | 69,130 | 429 | 908 | 7,957 | 19,473 | 59,569 | 38,328 | 97,897 | |
| East South Central | Alabama | 1,095 | 961 | 2,056 | 348 | 940 | 1,288 | 3,344 | 4,726 | 2,100 | 6,826 | 1,533 | 308 | 961 | 177 | 2,979 | 9,276 | 3,873 | 13,149 | 48 | 19 | 905 | 3,450 | 10,229 | 7,342 | 17,571 |
| | Kentucky | 2,180 | 270 | 2,450 | 855 | 219 | 1,074 | 3,524 | 4,617 | 1,718 | 6,335 | 3,850 | 561 | 235 | 63 | 4,709 | 11,152 | 3,416 | 14,568 | 1,275 | 770 | 1,140 | 2,207 | 13,567 | 6,393 | 19,960 |
| | Mississippi | 1,038 | 235 | 1,273 | 299 | 378 | 677 | 1,950 | 4,065 | 778 | 4,843 | 924 | 126 | 1,215 | 203 | 2,468 | 7,477 | 1,784 | 9,261 | 13 | 20 | 645 | 1,688 | 8,135 | 3,492 | 11,627 |
| | Tennessee | 2,164 | 836 | 3,000 | 1,349 | 551 | 1,900 | 4,900 | 4,925 | 2,687 | 7,612 | 1,015 | 242 | 684 | 103 | 2,044 | 9,624 | 4,932 | 14,556 | 53 | 7 | 1,870 | 4,233 | 11,547 | 9,172 | 20,719 |
| Total | 6,477 | 2,302 | 8,779 | 2,851 | 2,088 | 4,939 | 13,718 | 18,333 | 7,283 | 25,616 | 7,322 | 1,237 | 3,095 | 546 | 12,200 | 37,529 | 14,005 | 51,534 | 1,389 | 816 | 4,560 | 11,578 | 43,478 | 26,399 | 69,877 | |
| West South Central | Arkansas | 1,133 | 119 | 1,252 | 360 | 11 | 371 | 1,623 | 2,943 | 1,166 | 4,109 | 2,376 | 400 | 284 | 76 | 3,136 | 6,855 | 2,013 | 8,868 | 53 | 83 | 813 | 1,468 | 7,721 | 3,564 | 11,285 |
| | Louisiana | 849 | 976 | 1,825 | 762 | 297 | 1,059 | 2,884 | 2,823 | 1,662 | 4,485 | 3,668 | 672 | 13 | 1 | 4,354 | 8,329 | 3,39 | | | | | | | | |



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
November 19, 1971

FHWA--629 (202-426-0677)

Secretary of Transportation John A. Volpe announced today that \$1.447 billion in Federal and State funds were obligated through September 30, 1971, for development highways and local access roads in the 13-State Appalachia Region.

The Federal share was \$787 million.

As of the end of September, 1,320 miles of highways and roads were completed or under construction, an increase of 32 miles since the June 30, 1971 quarterly report. Of the total, 750 miles were completed and 570 miles were under construction. Engineering and right-of-way acquisition were underway on 924 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, are given in table 1 for Appalachian development highways and in table 2 for local access roads.

As shown in table 1, 508 miles of the 2,514 miles of development highways being considered for improvement were completed and open to traffic. An additional 9 miles were also completed but not yet open to traffic, and 407 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 856 miles, centerline locations were approved on 212 miles, and route location studies were underway or completed on 441 miles. Work has not yet been started on the remaining 82 miles.

Table 2 shows that of the 542 miles of local access roads approved as of September 30, 234 miles were completed, and 163 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 68 miles, centerline locations were approved on 24 miles, and route location studies were underway or completed on 38 miles. No work was started on the remaining 16 miles of approved access roads.

- more -



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The Appalachian Regional Development Act and subsequent amendments including the 1971 Act amendment now authorizes a total of \$2.090 billion for the construction of 2,700 miles of development highways and 1,600 miles of local access roads. This provides for yearly authorizations of \$175 million for each of the fiscal years of 1971 and 1972; \$180 million for each of the fiscal years of 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; and \$180 million for fiscal year 1978. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

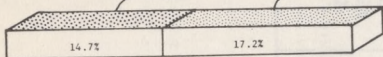
This work is being done by the Appalachian States through the Appalachian Regional Commission and in cooperation with the Federal Highway Administration. The Commission consists of Governors of the 13 States and a Federal Cochairman appointed by the President. Its primary purpose is to conduct a coordinated 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 Federal Highway Administration 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 Federal Highway Administration.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

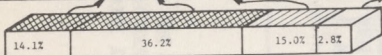
STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1971

| STATE | TOTAL DESIGNATED SYSTEM MILEAGE | OPEN TO TRAFFIC | | TOTAL |
|----------------|---------------------------------|--|--|--------------|
| | | ADEQUATE SEGMENTS - NO APPALACHIA FUNDS EXPENDED | INADEQUATE SEGMENTS - IMPROVED WITH APPALACHIA FUNDS | |
| GEORGIA | 89.0 | - | 14.2 | 14.2 |
| KENTUCKY | 582.2 | 163.7 | 107.9 | 271.6 |
| MARYLAND | 83.5 | 4.1 | 10.0 | 14.1 |
| NEW YORK | 260.0 | 63.8 | 49.2 | 113.0 |
| NORTH CAROLINA | 196.4 | 1.8 | 47.8 | 49.6 |
| OHIO | 295.6 | 94.9 | 51.3 | 146.2 |
| PENNSYLVANIA | 490.2 | 58.1 | 52.8 | 110.9 |
| TENNESSEE | 333.2 | 10.5 | 31.8 | 42.3 |
| VIRGINIA | 200.1 | 26.5 | 84.1 | 110.6 |
| WEST VIRGINIA | 417.5 | 9.9 | 58.6 | 68.5 |
| TOTAL | 2,947.7 | 433.3 | 507.7 | 941.0 |



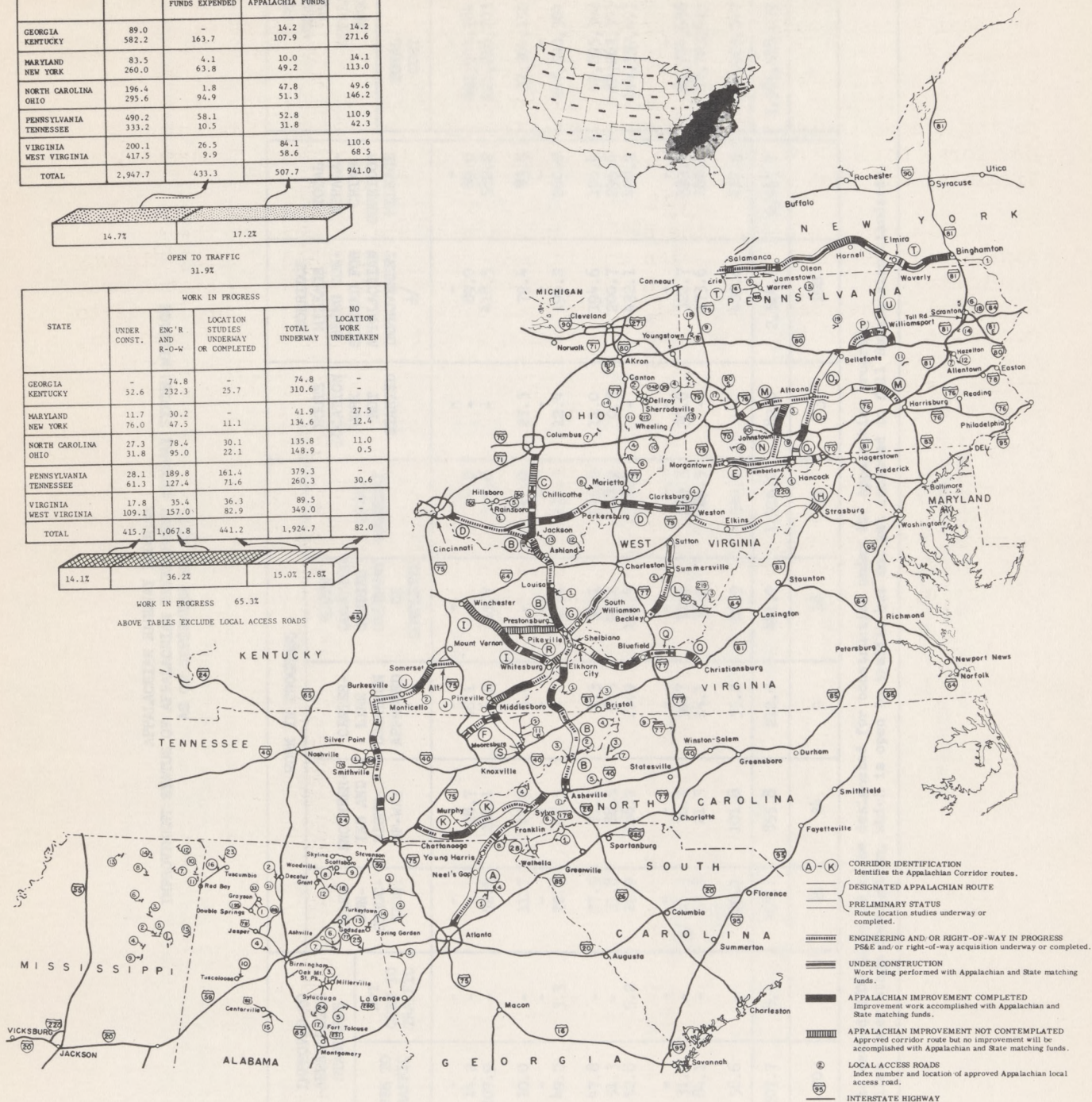
OPEN TO TRAFFIC
31.9%

| STATE | WORK IN PROGRESS | | | | NO LOCATION WORK UNDERTAKEN |
|----------------|------------------|-----------------|--|----------------|-----------------------------|
| | UNDER CONST. | ENG'R AND R-O-W | LOCATION STUDIES UNDERWAY OR COMPLETED | TOTAL UNDERWAY | |
| GEORGIA | - | 74.8 | - | 74.8 | - |
| KENTUCKY | 52.6 | 232.3 | 25.7 | 310.6 | - |
| MARYLAND | 11.7 | 30.2 | - | 41.9 | 27.5 |
| NEW YORK | 76.0 | 47.5 | 11.1 | 134.6 | 12.4 |
| NORTH CAROLINA | 27.3 | 78.4 | 30.1 | 135.8 | 11.0 |
| OHIO | 31.8 | 95.0 | 22.1 | 148.9 | 0.5 |
| PENNSYLVANIA | 28.1 | 189.8 | 161.4 | 379.3 | - |
| TENNESSEE | 61.3 | 127.4 | 71.6 | 260.3 | 30.6 |
| VIRGINIA | 17.8 | 35.4 | 36.3 | 89.5 | - |
| WEST VIRGINIA | 109.1 | 157.0 | 82.9 | 349.0 | - |
| TOTAL | 415.7 | 1,067.8 | 441.2 | 1,924.7 | 82.0 |



WORK IN PROGRESS 65.3%

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



- (A-K) CORRIDOR IDENTIFICATION
Identifies the Appalachian Corridor routes.
- DESIGNATED APPALACHIAN ROUTE
- PRELIMINARY STATUS
Route location studies underway or completed.
- ENGINEERING AND/OR RIGHT-OF-WAY IN PROGRESS
P&E and/or right-of-way acquisition underway or completed.
- UNDER CONSTRUCTION
Work being performed with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT COMPLETED
Improvement work accomplished with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT NOT CONTEMPLATED
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.
- LOCAL ACCESS ROADS
Index number and location of approved Appalachian local access road.
- INTERSTATE HIGHWAY

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF SEPTEMBER 30, 1971

Table 1

| STATE | IMPROVED TO APPALACHIAN STANDARDS | | WORK IN PROGRESS | | | | | ROUTE LOCATION WORK NOT STARTED | CORRIDOR MILEAGE BEING CONSIDERED FOR APPALACHIAN IMPROVEMENT <u>1/</u> | TOTAL APPALACHIAN CORRIDOR MILEAGE | FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM | |
|--------------------------------------|-----------------------------------|---------------------|--------------------|------------------------------|-------------------------------|--|----------------|---------------------------------|--|------------------------------------|---|---------------|
| | OPEN TO TRAFFIC | NOT OPEN TO TRAFFIC | UNDER CONSTRUCTION | ENGINEERING AND RIGHT-OF-WAY | CENTER-LINE LOCATION APPROVED | ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED | TOTAL UNDERWAY | | | | TOTAL COST | FEDERAL FUNDS |
| | | | | | | | | | | | | |
| Alabama | - | - | - | - | - | - | - | - | - | - | - | - |
| Georgia | 14.2 | - | - | 28.7 | 46.1 | - | 74.8 | - | 89.0 | 89.0 | \$21,944,784 | \$12,346,344 |
| Kentucky | 107.9 | - | 52.6 | 226.1 | 6.2 | 25.7 | 310.6 | - | 418.5 | 582.2 | 211,216,703 | 133,279,399 |
| Maryland | 10.0 | - | 11.7 | 27.2 | 3.0 | - | 41.9 | 27.5 | 79.4 | 83.5 | 57,264,152 | 30,268,572 |
| Mississippi | - | - | - | - | - | - | - | - | - | - | - | - |
| New York | 49.2 | 3.3 | 72.7 | 47.5 | - | 11.1 | 131.3 | 12.4 | 196.2 | 260.0 | 247,540,304 | 104,158,000 |
| North Carolina | 47.8 | - | 27.3 | 71.1 | 7.3 | 30.1 | 135.8 | 11.0 | 194.6 | 196.4 | 69,295,348 | 37,951,744 |
| Ohio | 51.3 | - | 31.8 | 88.5 | 6.5 | 22.1 | 148.9 | 0.5 | 200.7 | 295.6 | 82,263,395 | 44,930,465 |
| Pennsylvania | 52.8 | 5.2 | 22.9 | 166.9 | 22.9 | 161.4 | 374.1 | - | 432.1 | 490.2 | 144,559,693 | 70,291,105 |
| South Carolina | - | - | - | - | - | - | - | - | - | - | - | - |
| Tennessee | 31.8 | - | <u>2/</u> 61.3 | 76.7 | 50.7 | 71.6 | 260.3 | 30.6 | 322.7 | 333.2 | 83,784,688 | 52,543,749 |
| Virginia | 84.1 | - | 17.8 | 21.3 | 14.1 | 36.3 | 89.5 | - | 173.6 | 200.1 | 78,723,625 | 46,309,213 |
| West Virginia | 58.6 | - | 109.1 | 101.8 | 55.2 | 82.9 | 349.0 | - | 407.6 | 417.5 | 368,925,547 | 206,371,097 |
| Total | 507.7 | 8.5 | 407.2 | 855.8 | 212.0 | 441.2 | 1,916.2 | 82.0 | 2,514.4 | 2,947.7 | 1,365,518,239 | 738,449,688 |
| Percent of Total Under Consideration | 20 | - | 16 | 34 | 9 | 18 | 77 | 3 | 100 | | | |

1/ From which not to exceed 2700 miles is to be designated for construction under the Appalachian program.

2/ Includes 29.3 miles under stage construction, which is open to traffic but not yet improved to full Appalachian standards.

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF SEPTEMBER 30, 1971

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 | 109.5 | 23.7 | 20.9 | 2.9 | - | 47.5 | - | 157.0 | \$19,365,405 | \$12,806,644 |
| Georgia | 2.0 | 7.3 | - | - | 9.5 | 16.8 | - | 18.8 | 3,774,805 | 1,710,835 |
| Kentucky <u>1/</u> | 2.1 | 1.6 | 0.5 | - | - | 2.1 | - | 4.2 | 1,376,862 | 793,592 |
| Maryland | 2.5 | 0.8 | 0.4 | - | - | 1.2 | - | 3.7 | 1,455,607 | 786,565 |
| Mississippi | 17.0 | 60.0 | - | - | - | 60.0 | - | 77.0 | 9,496,038 | 5,893,645 |
| New York | 1.9 | - | - | - | - | - | - | 1.9 | 508,932 | 238,748 |
| North Carolina | 3.8 | 4.4 | 5.6 | - | 5.0 | 15.0 | - | 18.8 | 2,299,530 | 1,249,909 |
| Ohio | 21.5 | 5.0 | 9.1 | - | - | 14.1 | - | 35.6 | 5,592,657 | 2,139,070 |
| Pennsylvania | 9.8 | 4.1 | 25.3 | 18.6 | - | 48.0 | 15.7 | 73.5 | 11,158,953 | 5,201,517 |
| South Carolina <u>2/</u> | 27.1 | 21.1 | - | - | 19.9 | 41.0 | - | 68.1 | 9,359,784 | 6,473,628 |
| Tennessee | 13.2 | <u>3/</u> 23.8 | 6.3 | 2.3 | - | 32.4 | - | 45.6 | 6,700,002 | 4,690,000 |
| Virginia | 9.6 | 7.6 | - | - | - | 7.6 | - | 17.2 | 4,313,522 | 2,710,000 |
| West Virginia | 13.9 | 3.6 | - | - | 3.1 | 6.7 | - | 20.6 | 5,805,694 | 3,707,035 |
| Total | 233.9 | 163.0 | 68.1 | 23.8 | 37.5 | 292.4 | 15.7 | 542.0 | 81,207,791 | 48,401,188 |
| Percent of Total Mileage | 43 | 30 | 13 | 4 | 7 | 54 | 3 | 100 | | |

1/ Since the last quarterly report, 25.9 miles were removed from the system.

2/ Reduced from mileage previously reported due to adjustments in project mileage and changes in financing.

3/ Includes 18.4 miles under stage construction, which is open to traffic but not yet improved to full Appalachian standards.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.

November 26, 1971

FHWA --624

(202-426-0677)

HIGHWAY CONSTRUCTION PRICE
INDEX FOR 3rd QUARTER 1971

The Department of Transportation's Federal Highway Administration today announced that highway construction costs in the third quarter of 1971 increased 1.6 percent over the previous quarter, in contrast to a 7.5 percent jump for the second quarter.

According to the Federal Highway Administration, the composite price index for the third quarter of 1971 is only 1.1 percent above that for the third quarter of 1970. The index, based on a 1967 average, rose from 133.4 in the second quarter of 1971 to 135.5 in the third quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments. This is the fifth issue of the index based on the year 1967. The previous base period was 1957-59.

The increase in the third quarter 1971 composite index above that of the previous quarter reflects increases of 23.0 percent for portland cement concrete surfacing and 10.3 percent for structural concrete. These were counterbalanced to a large extent by decreases of 7.9 percent for excavation and 7.6 percent for structural steel.

(more)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

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

| | Price Index | Percentage Change |
|-----------------------------|----------------|----------------------|
| 4th quarter, 1969 | 116.6 | + 1.3 |
| 1st quarter, 1970 | 116.4 | - 0.2 |
| 2nd quarter, 1970 | 121.3 | + 4.3 |
| 3rd quarter, 1970 | 134.0 | +10.4 |
| 4th quarter, 1970 | 130.2 | - 2.8 |
| 1st quarter, 1971 | 124.1 | - 4.7 |
| 2nd quarter, 1971 | 133.4 | + 7.5 |
| 3rd quarter, 1971 | 135.5 | + 1.6 |

The price levels of the component items of the index in the third quarter of 1971, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

| | Price Index 1967=100 | | | Percentage change this quarter from-- | |
|------------------------------------|--------------------------|---------------------------|--------------------------|--|--------------------------|
| | Third quarter 1971 | Second quarter 1971 | Third quarter 1970 | Second quarter 1971 | Third quarter 1970 |
| Excavation | 122.0 | 132.5 | 128.8 | - 7.9 | - 5.3 |
| Surfacing: | | | | | |
| Portland cement concrete | 156.1 | 126.9 | 135.1 | +23.0 | +15.5 |
| Bituminous concrete | 137.9 | 133.3 | 131.7 | + 3.5 | + 4.7 |
| Composite surfacing | 147.3 | 130.0 | 133.4 | +13.3 | +10.4 |
| Structures: | | | | | |
| Reinforcing steel | 135.0 | 137.5 | 130.4 | - 1.8 | + 3.5 |
| Structural steel | 137.3 | 148.6 | 142.0 | - 7.6 | - 3.3 |
| Structural concrete | 145.1 | 131.5 | 143.4 | +10.3 | + 1.2 |
| Composite structures | 141.0 | 137.6 | 140.8 | + 2.5 | + 0.2 |
| Composite price index | 135.5 | 133.4 | 134.0 | + 1.6 | + 1.1 |

The U. S. average contract unit prices for the index items during the second and third quarters of 1971 are:

| | Unit | 2nd Qtr. 1971 | 3rd Qtr. 1971 |
|------------------|---------|---------------|---------------|
| Excavation | Cu. Yd. | \$.72 | \$.66 |
| PCC surface | Sq. Yd. | 5.62 | 6.91 |
| Bit. conc. surf. | Ton | 8.62 | 8.92 |
| Str. reinf. | Lb. | .180 | .177 |
| Str. steel | Lb. | .367 | .339 |
| Str. concrete | Cu. Yd. | 92.46 | 101.98 |



DEPARTMENT OF TRANSPORTATION

NEWS

TAD-493

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.

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FHWA--631 (202-426-0677)

Federal, State and local governments will have \$21.8 billion available for highway purposes during calendar year 1972, according to the latest estimate released today by the Department of Transportation's Federal Highway Administration.

The 1972 estimate, compiled by the Federal Highway Administration, indicates that receipts for highways by all units of governments are expected to reach \$22.1 billion supplemented by \$2.1 billion from bond sales, making a total of \$24.2 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require about \$2.4 billion of the total receipts, leaving \$21.8 billion available for highway improvements, administration and maintenance.

According to Federal Highway Administrator Francis C. Turner, the 1972 total receipts will be \$63 million less than the \$24.3 billion total receipts in 1971, which included \$3.2 billion from bonds. The \$3.2 billion of estimated bond receipts in 1971 will be the largest amount ever sold in one year for highways, which accounts for the decrease in total receipts in 1972.

Revenues to the Federal Highway Trust Fund, obtained wholly from Federal excise taxes on highway users, are expected to exceed \$5.7 billion or about 26 percent of all current income in 1972 (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 \$11.1 billion or 50 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 76 percent of the 1972 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 are estimated at approximately \$4.8 billion for 1971 and \$5.2 billion for 1972.

(more)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The States will transfer about \$2.6 billion of highway-user taxes in 1972 to local governments—over 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 \$15.7 billion of highway funds in 1972, about 67 percent of the total. County and township governments as a group, and municipalities will handle in excess of \$3.2 billion and \$3.8 billion respectively.

Highway disbursements in 1972 are expected to reach \$21.9 billion, plus \$1.5 billion for retirement of bonds. Capital outlay (expenditures for right-of-way, engineering, and construction) will amount to \$12.5 billion or 57 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 \$5.6 billion or 26 percent of the total. Capital outlay will be more than 5 percent higher and maintenance will be about 8 percent higher in 1972 than in 1971.

Capital outlay on municipal streets and highways, including extensions of State systems, will amount to \$4.6 billion, over one-third of all capital outlay for highways in 1972.

Highway construction expenditures (excluding right-of-way and engineering costs) are expected to reach \$9.9 billion in 1972, as compared with \$9.5 billion in 1971, and will constitute 79 percent of the total of 1972 capital outlay. Right-of-way will account for over \$1.4 billion or 12 percent; preliminary and construction engineering for \$1.1 billion or 9 percent.

The Interstate Highway System will take 34 percent of the total capital outlay in 1972, and another 37 percent will be spent on the other Federal-aid highway systems. The \$8.9 billion that constitute this combined 71 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 1970 was \$19.0 billion. This was increased by \$1,881 million in 1971 and is expected to be additionally increased by \$614 million in 1972, with the total outstanding debt reaching \$21.5 billion at the end of 1972. Highway obligations of the States will account for \$16.2 billion of this total, those of county and township governments for \$1.7 billion, and those of municipalities for \$3.6 billion. Of the total debt, \$8.0 billion and \$13.5 billion will be obligations for toll and toll-free facilities, respectively.

Actual amounts for 1969, estimates for 1970 and 1971 and forecasts for 1972 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, 1969-1972¹

(In millions of dollars)

TABLE HF-11
NOVEMBER 1971

| 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 | | | | | | | | | | | |
| | 1969 | | | | | | | | 1970 | | | | | | | | |
| Imposts on highway users: ^{2/} | | | | | | | | | | | | | | | | | |
| Motor-fuel and vehicle taxes | 5,120 | - | - | 5,120 | 8,248 | 42 | 91 | 13,501 | 5,295 | - | - | - | 5,295 | 8,853 | 43 | 95 | 14,286 |
| Tolls | - | - | - | - | 773 | 21 | 89 | 883 | - | - | - | - | 834 | 21 | 92 | 947 | |
| Parking fees | - | - | - | - | 1 | 1 | 40 | 42 | - | - | - | - | 1 | 1 | 39 | 41 | |
| Subtotal | 5,120 | - | - | 5,120 | 9,022 | 64 | 220 | 14,426 | 5,295 | - | - | - | 5,295 | 9,688 | 65 | 226 | 15,274 |
| Other taxes and fees: | | | | | | | | | | | | | | | | | |
| Property taxes and assessments | - | - | - | - | - | 695 | 613 | 1,308 | - | - | - | - | - | 700 | 625 | 1,325 | |
| General fund appropriations | - | 262 | 217 | 479 | 154 | 374 | 892 | 1,899 | - | 315 | 271 | 586 | 250 | 390 | 910 | 2,136 | |
| Other taxes and fees | - | - | 12 | 12 | 120 | 14 | 50 | 196 | - | - | 13 | 13 | 146 | 15 | 52 | 226 | |
| Subtotal | - | 262 | 229 | 491 | 274 | 1,083 | 1,555 | 3,403 | - | 315 | 284 | 599 | 396 | 1,105 | 1,587 | 3,687 | |
| Investment income and other receipts | 78 | 8 | 75 | 161 | 294 | 94 | 157 | 706 | 152 | 10 | 69 | 231 | 331 | 95 | 145 | 802 | |
| Total current income | 5,198 | 270 | 304 | 5,772 | 9,590 | 1,241 | 1,932 | 18,535 | 5,447 | 325 | 353 | 6,125 | 10,415 | 1,265 | 1,958 | 19,763 | |
| Bond issue proceeds (par value) ^{3/} | - | - | - | - | 1,351 | 175 | 365 | 1,891 | - | - | - | - | 1,305 | 200 | 385 | 1,890 | |
| Grand total receipts | 5,198 | 270 | 304 | 5,772 | 10,941 | 1,416 | 2,297 | 20,426 | 5,447 | 325 | 353 | 6,125 | 11,720 | 1,465 | 2,343 | 21,653 | |
| Intergovernmental payments: | | | | | | | | | | | | | | | | | |
| Federal Government: | | | | | | | | | | | | | | | | | |
| Highway Trust Fund | -3,911 | - | - | -3,911 | +3,911 | - | - | - | -4,405 | - | - | -4,405 | +4,405 | - | - | - | |
| All other funds | - | -200 | -93 | -293 | +230 | +53 | +10 | - | - | -252 | -93 | -345 | +272 | +56 | +17 | - | |
| State agencies: | | | | | | | | | | | | | | | | | |
| Highway-user impostos | - | - | - | - | -2,102 | +1,325 | +777 | - | - | - | - | - | -2,316 | +1,432 | +884 | - | |
| All other funds | - | - | - | - | -90 | +51 | +39 | - | - | - | - | - | -107 | +55 | +52 | - | |
| Counties and townships | - | - | - | - | +57 | -123 | +66 | - | - | - | - | - | +60 | -120 | +60 | - | |
| Municipalities | - | -200 | - | - | +77 | +6 | -83 | - | - | - | - | - | +50 | +3 | -53 | - | |
| Subtotal | -3,911 | -200 | -93 | -4,204 | +2,083 | +1,312 | +809 | - | -4,405 | -252 | -93 | -4,750 | +2,364 | +1,426 | +960 | - | |
| Funds drawn from (+) or placed in (-) reserves | -1,217 | +3 | -1 | -1,215 | -394 | -64 | +21 | -1,652 | -954 | +10 | - | -944 | +16 | -18 | +66 | -880 | |
| Total funds available | 70 | 73 | 210 | 353 | 12,630 | 2,664 | 3,127 | 18,774 | 88 | 83 | 260 | 431 | 14,100 | 2,873 | 3,369 | 20,773 | |
| | 1971 (PRELIMINARY) | | | | | | | | 1972 (FORECAST) | | | | | | | | |
| Imposts on highway users: ^{2/} | | | | | | | | | | | | | | | | | |
| Motor-fuel and vehicle taxes | 5,664 | - | - | 5,664 | 9,366 | 50 | 99 | 15,179 | 5,777 | - | - | 5,777 | 9,874 | 51 | 103 | 15,805 | |
| Tolls | - | - | - | - | 893 | 21 | 95 | 1,009 | - | - | - | 945 | 21 | 98 | 1,064 | | |
| Parking fees | - | - | - | - | 1 | 1 | 38 | 40 | - | - | - | 1 | 1 | 37 | 39 | | |
| Subtotal | 5,664 | - | - | 5,664 | 10,260 | 72 | 232 | 16,228 | 5,777 | - | - | 5,777 | 10,820 | 73 | 238 | 16,908 | |
| Other taxes and fees: | | | | | | | | | | | | | | | | | |
| Property taxes and assessments | - | - | - | - | - | 770 | 700 | 1,470 | - | - | - | - | - | 825 | 750 | 1,575 | |
| General fund appropriations | - | 318 | 295 | 613 | 223 | 434 | 964 | 2,234 | - | 343 | 317 | 660 | 248 | 494 | 1,031 | 2,433 | |
| Other taxes and fees | - | - | 12 | 12 | 154 | 17 | 54 | 237 | - | - | 12 | 12 | 163 | 19 | 56 | 250 | |
| Subtotal | - | 318 | 307 | 625 | 377 | 1,221 | 1,718 | 3,941 | - | 343 | 329 | 672 | 411 | 1,338 | 1,837 | 4,258 | |
| Investment income and other receipts | 207 | 9 | 69 | 285 | 370 | 97 | 150 | 902 | 250 | 8 | 55 | 313 | 400 | 99 | 160 | 972 | |
| Total current income | 5,871 | 327 | 376 | 6,574 | 11,007 | 1,390 | 2,100 | 21,071 | 6,027 | 351 | 384 | 6,762 | 11,631 | 1,510 | 2,235 | 22,138 | |
| Bond issue proceeds (par value) ^{3/} | - | - | - | - | 2,629 | 200 | 400 | 3,229 | - | - | - | - | 1,484 | 200 | 415 | 2,099 | |
| Grand total receipts | 5,871 | 327 | 376 | 6,574 | 13,636 | 1,590 | 2,500 | 24,300 | 6,027 | 351 | 384 | 6,762 | 13,115 | 1,710 | 2,650 | 24,237 | |
| Intergovernmental payments: | | | | | | | | | | | | | | | | | |
| Federal Government: | | | | | | | | | | | | | | | | | |
| Highway Trust Fund | -4,482 | - | - | -4,482 | +4,479 | +1 | +2 | - | -4,786 | - | - | -4,786 | +4,775 | +4 | +7 | - | |
| All other funds | - | -251 | -89 | -340 | +273 | +53 | +14 | - | - | -300 | -82 | -382 | +330 | +42 | +10 | - | |
| State agencies: | | | | | | | | | | | | | | | | | |
| Highway-user impostos | - | - | - | - | -2,439 | +1,516 | +923 | - | - | - | - | - | -2,585 | +1,600 | +985 | - | |
| All other funds | - | - | - | - | +98 | +50 | +48 | - | - | - | - | - | -126 | +60 | +66 | - | |
| Counties and townships | - | - | - | - | +61 | +55 | - | - | - | - | - | - | +62 | -117 | +55 | - | |
| Municipalities | - | - | - | - | +53 | +3 | -56 | - | - | - | - | - | +54 | +3 | -57 | - | |
| Subtotal | -4,482 | -251 | -89 | -4,822 | +2,329 | +1,507 | +986 | - | -4,786 | -300 | -82 | -5,168 | +2,510 | +1,592 | +1,066 | - | |
| Funds drawn from (+) or placed in (-) reserves | -1,268 | - | - | -1,268 | -1,196 | -20 | +123 | -2,361 | -1,018 | - | - | -1,018 | +79 | -21 | +138 | -822 | |
| Total funds available | 121 | 76 | 287 | 484 | 14,769 | 3,077 | 3,609 | 21,939 | 223 | 51 | 302 | 576 | 15,704 | 3,281 | 3,854 | 23,415 | |

^{1/} Federal and State data are generally for calendar year; local data for fiscal years ending in various months of the calendar year. Data for 1969 are final; those for later years are subject to future adjustments.
^{2/} Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds

and collection expenses. Parking fees are amounts in excess of parking costs considered available for highways.
^{3/} Proceeds of short-term notes and refunding issues are excluded. Premium and discounts on sale of bonds are included with "Investment income and other receipts."

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1969-1972¹

(In millions of dollars)

TABLE HF-12
NOVEMBER 1971

| 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 | | | | | | | | | | |
| | 1969 | | | | | | | | 1970 | | | | | | | |
| Capital outlay: | | | | | | | | | | | | | | | | |
| On rural State-administered highways | - | - | - | - | 5,431 | 16 | - | 5,447 | - | - | - | - | 5,886 | 18 | - | 5,904 |
| On municipal extensions of State highways | - | - | - | - | 2,445 | - | 32 | 2,477 | - | - | - | - | 2,980 | - | 32 | 3,012 |
| On local rural roads | - | - | - | - | 304 | 786 | - | 1,090 | - | - | - | - | 341 | 830 | - | 1,171 |
| On local municipal roads and streets | - | - | - | - | 114 | 44 | 985 | 1,143 | - | - | - | - | 120 | 42 | 1,048 | 1,210 |
| Not classified by system | 2/ 6 | 44 | 166 | 216 | - | - | - | 216 | 2/ 7 | 41 | 211 | 259 | - | - | - | 259 |
| Subtotal | 2/ 6 | 44 | 166 | 216 | 8,294 | 846 | 1,017 | 10,373 | 2/ 7 | 41 | 211 | 259 | 9,327 | 890 | 1,080 | 11,556 |
| Maintenance and traffic services: | | | | | | | | | | | | | | | | |
| On rural State-administered highways | - | - | - | - | 1,490 | 5 | - | 1,495 | - | - | - | - | 1,654 | 7 | - | 1,661 |
| On municipal extensions of State highways | - | - | - | - | 233 | - | 26 | 259 | - | - | - | - | 274 | - | 30 | 304 |
| On local rural roads | - | - | - | - | 21 | 1,348 | - | 1,369 | - | - | - | - | 23 | 1,469 | - | 1,492 |
| On local municipal roads and streets | - | - | - | - | 15 | 39 | 1,110 | 1,164 | - | - | - | - | 16 | 54 | 1,220 | 1,290 |
| Not classified by system | - | 2 | 42 | 44 | - | - | - | 44 | - | 202 | 48 | 50 | - | - | - | 50 |
| Subtotal | - | 2 | 42 | 44 | 1,759 | 1,392 | 1,136 | 4,331 | - | 202 | 48 | 50 | 1,967 | 1,530 | 1,250 | 4,797 |
| Administration and research ^{3/} | 64 | 27 | 2 | 93 | 681 | 186 | 150 | 1,110 | 81 | 40 | 1 | 122 | 719 | 205 | 160 | 1,206 |
| Highway law enforcement and safety | - | - | - | - | 703 | 32 | 374 | 1,109 | - | - | - | - | 800 | 34 | 400 | 1,234 |
| Interest on debt | - | - | - | - | 488 | 62 | 131 | 681 | - | - | - | - | 505 | 64 | 140 | 709 |
| Total current disbursements | 70 | 73 | 210 | 353 | 11,925 | 2,518 | 2,808 | 17,604 | 88 | 83 | 260 | 431 | 13,318 | 2,723 | 3,030 | 19,502 |
| Debt retirement (par value) ^{4/} | - | - | - | - | 705 | 146 | 319 | 1,170 | - | - | - | - | 782 | 150 | 339 | 1,271 |
| Grand total disbursements | 70 | 73 | 210 | 353 | 12,630 | 2,664 | 3,127 | 18,774 | 88 | 83 | 260 | 431 | 14,100 | 2,873 | 3,369 | 20,773 |
| | 1971 (PRELIMINARY) | | | | | | | | 1972 (FORECAST) | | | | | | | |
| Capital outlay: | | | | | | | | | | | | | | | | |
| On rural State-administered highways | - | - | - | - | 6,009 | 18 | - | 6,027 | - | - | - | - | 6,306 | 18 | - | 6,324 |
| On municipal extensions of State highways | - | - | - | - | 3,096 | - | 30 | 3,126 | - | - | - | - | 3,248 | - | 30 | 3,278 |
| On local rural roads | - | - | - | - | 325 | 870 | - | 1,195 | - | - | - | - | 350 | 910 | - | 1,260 |
| On local municipal roads and streets | - | - | - | - | 125 | 42 | 1,110 | 1,277 | - | - | - | - | 130 | 42 | 1,170 | 1,342 |
| Not classified by system | 2/ 27 | 38 | 231 | 296 | - | - | - | 296 | 2/ 60 | 25 | 252 | 337 | - | - | - | 337 |
| Subtotal | 2/ 27 | 38 | 231 | 296 | 9,555 | 930 | 1,140 | 11,921 | 2/ 60 | 25 | 252 | 337 | 10,034 | 970 | 1,200 | 12,541 |
| Maintenance and traffic services: | | | | | | | | | | | | | | | | |
| On rural State-administered highways | - | - | - | - | 1,798 | 8 | - | 1,806 | - | - | - | - | 1,925 | 9 | - | 1,934 |
| On municipal extensions of State highways | - | - | - | - | 305 | - | 35 | 340 | - | - | - | - | 326 | - | 40 | 366 |
| On local rural roads | - | - | - | - | 24 | 1,602 | - | 1,626 | - | - | - | - | 25 | 1,735 | - | 1,760 |
| On local municipal roads and streets | - | - | - | - | 17 | 55 | 1,330 | 1,402 | - | - | - | - | 18 | 56 | 1,445 | 1,519 |
| Not classified by system | - | - | 54 | 56 | - | - | - | 56 | - | 210 | 48 | 50 | - | - | - | 50 |
| Subtotal | - | - | 54 | 56 | 2,144 | 1,665 | 1,365 | 5,230 | - | 210 | 48 | 50 | 2,294 | 1,800 | 1,485 | 5,629 |
| Administration and research ^{3/} | 94 | 36 | 2 | 132 | 759 | 225 | 170 | 1,286 | 163 | 24 | 2 | 189 | 794 | 245 | 180 | 1,408 |
| Highway law enforcement and safety | - | - | - | - | 893 | 36 | 425 | 1,354 | - | - | - | - | 976 | 38 | 450 | 1,464 |
| Interest on debt | - | - | - | - | 584 | 66 | 150 | 800 | - | - | - | - | 660 | 68 | 160 | 888 |
| Total current disbursements | 121 | 76 | 287 | 484 | 13,935 | 2,922 | 3,250 | 20,591 | 223 | 51 | 302 | 576 | 14,758 | 3,121 | 3,475 | 21,930 |
| Debt retirement (par value) ^{4/} | - | - | - | - | 834 | 155 | 359 | 1,348 | - | - | - | - | 946 | 160 | 379 | 1,485 |
| Grand total disbursements | 121 | 76 | 287 | 484 | 14,769 | 3,077 | 3,609 | 21,939 | 223 | 51 | 302 | 576 | 15,704 | 3,281 | 3,854 | 23,415 |

^{1/} Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1969 are final; those for later years are subject to future adjustment.

^{2/} Includes payments to Puerto Rico of \$5 million in 1969; \$5 million and \$1 million in 1970; \$8 million in 1971; and \$10 million in 1972.

^{3/} Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.

^{4/} Redemption premiums and discounts are included with interest payments. Redemption of short-term notes, or by refunding, is excluded.

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1969-1972¹

BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

TABLE HF-21
NOVEMBER 1971

| EXPENDING AGENCIES | FEDERAL-AID SYSTEM | | | | | | | | 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>1969</u> | | | | | | | | | | | | | | | | | | | | | |
| State Highway Departments | 525 | 352 | 2,606 | 3,483 | 547 | 422 | 2,878 | 3,847 | 52 | 57 | 339 | 448 | - | 6 | 134 | 140 | 1,124 | 837 | 5,957 | 7,918 | |
| State Toll Facilities | 11 | 15 | 213 | 239 | - | - | 19 | 19 | 9 | 15 | 94 | 118 | - | - | - | - | 20 | 30 | 326 | 376 | |
| Local Toll Facilities | - | - | 20 | 20 | - | - | 2 | 2 | - | - | - | - | - | - | 14 | 14 | - | - | 36 | 36 | |
| Counties and Townships | - | - | - | - | 22 | 4 | 98 | 124 | - | - | - | - | 43 | 33 | 632 | 708 | 65 | 37 | 730 | 832 | |
| Municipalities | - | - | - | - | 11 | 2 | 40 | 53 | - | - | - | - | 63 | 51 | 828 | 942 | 74 | 53 | 868 | 995 | |
| Federal Government | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 202 | 211 | - | 9 | 202 | 211 | |
| Total | <u>536</u> | <u>367</u> | <u>2,839</u> | <u>3,742</u> | <u>580</u> | <u>428</u> | <u>3,037</u> | <u>4,045</u> | <u>61</u> | <u>72</u> | <u>433</u> | <u>566</u> | <u>106</u> | <u>99</u> | <u>1,810</u> | <u>2,015</u> | <u>1,283</u> | <u>966</u> | <u>8,119</u> | <u>10,368</u> | |
| <u>1970</u> | | | | | | | | | | | | | | | | | | | | | |
| State Highway Departments | 552 | 377 | 2,892 | 3,821 | 520 | 439 | 3,347 | 4,306 | 81 | 83 | 561 | 725 | - | 13 | 149 | 162 | 1,153 | 912 | 6,949 | 9,014 | |
| State Toll Facilities | 9 | 9 | 185 | 203 | - | 10 | 55 | 65 | 9 | 2 | 33 | 44 | - | - | - | - | 18 | 21 | 273 | 312 | |
| Local Toll Facilities | - | - | 11 | 11 | - | - | 3 | 3 | - | - | - | - | - | - | 2 | 2 | - | - | 16 | 16 | |
| Counties and Townships | - | - | - | - | 22 | 4 | 103 | 129 | - | - | - | - | 48 | 32 | 679 | 759 | 70 | 36 | 782 | 888 | |
| Municipalities | - | - | - | - | 11 | 2 | 50 | 63 | - | - | - | - | 69 | 51 | 883 | 1,003 | 80 | 53 | 933 | 1,066 | |
| Federal Government | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 243 | 253 | - | 10 | 243 | 253 | |
| Total | <u>561</u> | <u>386</u> | <u>3,088</u> | <u>4,035</u> | <u>553</u> | <u>455</u> | <u>3,558</u> | <u>4,566</u> | <u>90</u> | <u>85</u> | <u>594</u> | <u>769</u> | <u>117</u> | <u>106</u> | <u>1,956</u> | <u>2,179</u> | <u>1,321</u> | <u>1,032</u> | <u>9,196</u> | <u>11,549</u> | |
| <u>1971</u> | | | | | | | | | | | | | | | | | | | | | |
| State Highway Departments | 490 | 384 | 2,954 | 3,828 | 544 | 444 | 3,284 | 4,272 | 78 | 125 | 666 | 869 | - | 14 | 189 | 203 | 1,112 | 967 | 7,093 | 9,172 | |
| State Toll Facilities | 6 | 7 | 144 | 157 | - | 5 | 46 | 51 | 16 | 20 | 139 | 175 | - | - | - | - | 22 | 32 | 329 | 383 | |
| Local Toll Facilities | - | - | 10 | 10 | - | - | 3 | 3 | - | - | - | - | - | - | 2 | 2 | - | - | 15 | 15 | |
| Counties and Townships | - | - | - | - | 22 | 5 | 106 | 133 | - | - | - | - | 50 | 33 | 712 | 795 | 72 | 38 | 818 | 928 | |
| Municipalities | - | - | - | - | 10 | 2 | 50 | 62 | - | - | - | - | 73 | 54 | 938 | 1,065 | 83 | 56 | 988 | 1,127 | |
| Federal Government | - | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 276 | 288 | - | 12 | 276 | 288 | |
| Total | <u>496</u> | <u>391</u> | <u>3,108</u> | <u>3,995</u> | <u>576</u> | <u>456</u> | <u>3,489</u> | <u>4,521</u> | <u>94</u> | <u>145</u> | <u>805</u> | <u>1,044</u> | <u>123</u> | <u>113</u> | <u>2,117</u> | <u>2,353</u> | <u>1,289</u> | <u>1,105</u> | <u>9,519</u> | <u>11,913</u> | |
| <u>1972</u> | | | | | | | | | | | | | | | | | | | | | |
| State Highway Departments | 552 | 408 | 3,110 | 4,070 | 615 | 460 | 3,373 | 4,448 | 88 | 117 | 636 | 841 | - | 16 | 225 | 241 | 1,255 | 1,001 | 7,344 | 9,600 | |
| State Toll Facilities | 4 | 7 | 128 | 139 | - | 4 | 28 | 32 | 20 | 23 | 220 | 263 | - | - | - | - | 24 | 34 | 376 | 434 | |
| Local Toll Facilities | - | - | 10 | 10 | - | - | 3 | 3 | - | - | - | - | - | - | 2 | 2 | - | - | 15 | 15 | |
| Counties and Townships | - | - | - | - | 22 | 5 | 110 | 137 | - | - | - | - | - | 56 | 34 | 741 | 831 | 78 | 39 | 851 | 968 |
| Municipalities | - | - | - | - | 10 | 2 | 51 | 63 | - | - | - | - | - | 77 | 57 | 990 | 1,124 | 87 | 59 | 1,041 | 1,187 |
| Federal Government | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 314 | 327 | - | 13 | 314 | 327 | |
| Total | <u>556</u> | <u>415</u> | <u>3,248</u> | <u>4,219</u> | <u>647</u> | <u>471</u> | <u>3,565</u> | <u>4,683</u> | <u>108</u> | <u>140</u> | <u>856</u> | <u>1,104</u> | <u>133</u> | <u>120</u> | <u>2,272</u> | <u>2,525</u> | <u>1,444</u> | <u>1,146</u> | <u>9,941</u> | <u>12,531</u> | |

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



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
December 3, 1971

FHWA--632
(202) 426-0648

Secretary of Transportation John A. Volpe today announced that he has approved 29 new economic growth centers recommended by Governors in 13 States. These newly approved growth centers are in addition to the initial designation of 34 centers in 16 States which the Secretary announced on November 2, 1971.

Designation of these economic growth centers is part of a demonstration program created by the Federal-Aid Highway Act of 1970, which is designed to show that areas with a potential for economic growth can be substantially aided by highway improvements. The Act authorized 50 million dollars for each of Fiscal Years 1972 and 1973 to help finance the Federal share of the cost of the projects. These funds will make it possible for the Federal share of the construction, reconstruction, or improvements to such Economic Growth Center Development Highways to range as high as 70 percent, rather than the usual 50 percent.

Secretary Volpe said he believes the demonstration programs in the 63 centers approved so far "will not only play a vital role in revitalizing and diversifying the economies of communities and rural areas with populations of less than 100,000, but can also substantially assist in enhancing and dispersing industrial growth and checking or slowing down the current trend toward migration of people to the large, congested metropolitan areas."

The growth areas designated by Secretary Volpe are based on recommendations by the Governors. Each Governor was invited by the Secretary last July to recommend not more than three growth centers in his State which would meet criteria developed for the centers.

(more)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The 29 approved areas announced today include:

Arizona - Show Low

Arkansas - Searcy and Fayetteville-Springdale

California - Santa Rosa, Santa Cruz, and Lake Isabella

Delaware - Dover

Minnesota - Little Falls, Hutchinson, and Iron Range Urban
Complex

Mississippi - Golden Triangle, Louisville, and Aberdeen-Amory

Missouri - Poplar Bluff

Nebraska - Scotts Bluff - Gering, Norfolk, and Grand Island-
Kearney-Hastings

Oregon - Coos Bay and Ontario

South Dakota - Brookings and Yankton

Texas - Killeen and Sherman

Utah - Logan, Price and Moab

Wisconsin - Eau Clair, Stevens Point, and Wausau

The Secretary also announced that the remaining recommendations for economic growth centers would be reviewed during the first part of December and announced shortly thereafter. "It is my hope," said the Secretary, "to have at least one active demonstration project in each of the 50 States."

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DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 22, 1971

FHWA - 634
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has revoked a requirement that drivers of explosives-carrying vehicles must be given and carry with them a summary of State laws and regulations governing the transportation of explosives.

BMCS Director Robert A. Kaye said, "Contrary to our initial assumption, there is no convenient single document listing the various State and local laws pertaining to the transportation of explosives. Neither is there any agency -- State, Federal or private -- which keeps up to date on changes in those rules. The rules themselves display wide variations, and many are difficult to locate, because of the multiplicity of jurisdictions."

He pointed out that there is a trend toward adoption by the States of the Department of Transportation's Hazardous Materials Regulations for application to intrastate transportation of hazardous materials. As a result, BMCS believes that further study should be given to the feasibility of providing a manual that could be carried by drivers of vehicles transporting explosives, and which would serve as a handy reference to pertinent safety laws.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
December 22, 1971

FHWA - 635
(202) 426-0648

The Department of Transportation today announced that drivers of farm-related trucks will be permanently exempted from certain portions of the revised Driver Qualification Regulations, which became effective January 1, 1971.

The application of the stringent new qualification rules to drivers used in agriculture had become a controversial matter, involving both safety and agricultural interests. During the past several months, the Federal Highway Administration's Bureau of Motor Carrier Safety has studied the problem extensively and consulted with the Department of Agriculture, Members of Congress, and farm group representatives. Following further review of all comments received from interested parties, BMCS has decided to grant immediate and permanent relief by way of partial exemption for drivers used in general farm work.

BMCS Director Robert A. Kaye said:

"The seasonal and intermittent nature of interstate farm operations; the general short range of the majority of farm trips; and the lower incidence of exposure of farm vehicles to highway collision risks has convinced us of the need for revision of the existing commercial vehicle driver quali-

-more-



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

fication regulations insofar as they applied to drivers of vehicles controlled and operated by farmers. "

The action taken by the Bureau, which will become effective January 1, 1972, will eliminate two of the most controversial problems. It will extend needed relief to drivers of lightweight farm vehicles and to 18 year old drivers of heavier units operated within 150 miles of the farm.

The revision provides that:

*Farm vehicle drivers operating trucks weighing 10,000 pounds or less are totally exempt from the driver qualification rules.

*Farm vehicle drivers operating straight trucks weighing in excess of 10,000 pounds, within 150 miles of their farms, are totally exempt from the driver qualification rules.

*Farm vehicle drivers 18 years or older, operating a tractor-trailer unit within 150 miles of the farm, are exempt, except they must be physically qualified but need not be physically examined and certified until January 1, 1973.

*Drivers employed by custom operators are granted total exemption while transporting custom harvesting machinery to or from a farm, and while transporting the custom harvested crops to storage or market.

*Beekeepers transporting bees during seasonal movements are exempted from the Driver Qualification Regulations.

In addition to the farmer exemption, BMCS has reduced the minimum age limit from 21 to 18 for drivers operating any commercial vehicles weighing 10,000 pounds or less and who are otherwise qualified, without geographic location.

58207

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DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
December 22, 1971

FHWA--636
(202) 426-6048

Secretary of Transportation John A. Volpe today announced that he has approved 16 economic growth centers recommended by the Governors of 8 States and the Commonwealth of Puerto Rico.

Designation of the economic growth centers is part of a demonstration program created by the Federal-Aid Highway Act of 1970, and designed to show that areas with a potential for economic growth can be substantially aided by highway improvements on the Federal-aid Primary System.

With today's announcement Secretary Volpe has approved a total of 79 growth centers in 37 States and Puerto Rico.

The 1970 Act authorized 50 million dollars for each of Fiscal Years 1972 and 1973 to help finance the Federal share of the cost of the projects. These funds will make it possible for the Federal share of the construction, reconstruction, or improvements of Economic Growth Center Development Highways to range as high as 70 percent, rather than the usual 50 percent.

The growth areas designated by Secretary Volpe are based on recommendations by the Governors. Each Governor was invited by the Secretary last July to recommend not more than three growth centers in his State which would meet criteria developed for the centers.

Secretary Volpe portrayed the program as an "innovative effort to demonstrate that highways can play a major role in revitalizing and diversifying the economies of rural areas and smaller communities with populations of less than 100,000."

(more)



U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The Secretary stressed the fact that "these highways should help to alleviate unemployment problems in the selected communities by providing the type of low-cost, efficient transportation needed to attract job producing businesses and industries."

A further pay-off that would hopefully accompany this program, according to the Secretary, would be the checking or slowing down of the present migration of people from the demonstration cities to the larger congested cities.

The States and approved areas follow:

Florida - Freeport-Blountstown-Panama City

Idaho - Lewiston, Coeur d'Alene, Idaho Falls Area

Indiana - Elkhart-Goshen, Columbus

Kansas - Garden City, Lawrence, Hutchinson

Maine - Bangor-Brewer

Maryland - Hagerstown

North Dakota - Bismarck

Puerto Rico - Guayama, Aguadilla, San German

South Carolina - Florence - Kingstree.

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