DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY P.M.
January 7, 1972

FHWA - 2-72
(202) 426-0648

Of the approximately 563,500 highway bridges in the United States, about 88,900 are considered critically deficient. And an estimated 24,000 of these deficient bridges are on the Federal-aid Highway Systems. In all, there are 236,000 bridges on the Federal-aid Systems.

This was disclosed in the Federal Highway Administration's first annual report to Congress on its special national bridge replacement program. The annual reports were required by the Federal-Aid Highway Act of 1970, which authorized the bridge replacement program.

This year, 50 bridges in 49 States and Puerto Rico, considered to be among the most hazardous of the critically deficient bridges, were approved by FHWA for replacement. These approvals committed about half of the two-year authorizations of $250 million, and provided, for the most part, one project for each State.

The report pointed out that implementation of the special bridge replacement program is still in its interim stages, since the inventory and classification of all significantly important bridges known to be unsafe, which the States wish to have considered for replacement funding under the program, will not be completed until July 1, 1972.

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According to the report, all of the States, the District of Columbia, and Puerto Rico have complied substantially with the interim instructions and have submitted lists of their most critically deficient bridges.

States with the greatest numbers of critically deficient Federal-aid System bridges include Tennessee (2,655), Ohio (2,409), Michigan (1,851), Iowa (1,638), Mississippi (1,502), Georgia (1,429), Wisconsin (1,419), Nebraska (1,328), and Missouri (1,114).

States with the fewest numbers of critically deficient bridges on Federal-aid Systems are Montana (5), Delaware (12), Rhode Island (15), Alaska (16), and California (23).

The report also disclosed that of the total 563,500 bridges in the United States, more than 400,000 of them were built prior to 1935.

The deficient bridges have been classified in three groupings. The first includes a group of deficient long span bridges where, should a failure occur, a large number of lives could be endangered. The second includes bridges which do not have adequate load-carrying capacity for the traffic using them. Although these bridges may be reasonably sound structurally, and capable of carrying light traffic, the traffic using them may be predominantly heavy, thus overstressing the structural members. The third category includes bridges having narrow widths, inadequate vertical clearances, and poor approach geometrics.

Federal Highway Administrator F. C. Turner said of the report:

"I think it is obvious from the facts that have so far been developed that this national bridge replacement program is extremely vital to the cause of highway safety. We intend to pursue it vigorously.

"Because of the brief period of time since the enactment of the authorizing legislation for this program, this initial report is of necessity a statement of the early actions taken. Subsequent reports, however, will provide a more definitive statement of accomplishment and some recommendations regarding a future and continuing bridge replacement program."

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58289

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
January 10, 1972

FHWA - 1-72
(202) 426-0648

The Department of Transportation's Federal Highway Administration today announced the 1971 first place winners in its Fourth Annual Awards Competition, "The Highway and Its Environment." They include eight State highway departments, a city parking authority, an electronics manufacturer's headquarters office, and an oil company service station.

The annual contest, inaugurated in 1967 under the title of "The Highway Beauty Awards Competition," is designed to demonstrate and encourage the compatibility of highways and the environment, and to give recognition to State and local governments, civic and professional groups, and private industries which have made significant contributions toward this goal.

The 1971 competition attracted 626 entries from 43 States and the District of Columbia, Federal Highway Administrator F. C. Turner commented:

-more-

"This large number of entries from all over the United States clearly indicates the deep and abiding interest of public and private highway-oriented agencies and associations in the improvement, preservation and enhancement of our natural environment. This is -- and always has been -- the objective of the Federal Highway Administration, and we welcome the interest and support of all groups."

The California Department of Public Works won first place in three categories; the Kentucky Department of Highways in two categories, and the Arizona Highway Department; the Hawaii Department of Transportation; the Vermont Department of Highways; the Miami (Fla.) Department of Off-Street Parking; the Shell Oil Company in White Plains, N. Y.; and Sanders Associates, Inc., of South Nashua, N. H., each won first place in their respective categories.

The first place winners and locations of the prize projects in the contest's 11 categories follow:

1. Highway in its rural setting and environment - California Division of Highways, District 10; Red Lake Grade on Highway 88 near the Summit of Kit Carson Pass.

2. Highway in its urban setting and environment - Hawaii Department of Transportation; Punchbowl retaining walls on slope of ancient volcanic crater overlooking downtown Honolulu.

3. Bridge, ramp, overpass, interchange area, tunnel approach, etc. - California Department of Public Works, District 4; E. A. Doran Bridge over San Mateo Creek in San Mateo County, Junipero Serra Freeway, Interstate Route 280.

4. Safety rest area with sanitary and other facilities - Arizona Highway Department; Sunset Point rest area adjacent to Interstate Route 17 north of Black Canyon City in Yavapai County.

5. Highway-oriented enterprise, industrial and office building, hotel, motel, etc. - Sanders Associates, Inc., Headquarters Building on F. E. Everett Turnpike Extension, South Nashua, Hillsborough County. Entered by the New Hampshire Department of Public Works and Highways.

6. Multiple use of highway right-of-way - Department of Off-Street Parking, City of Miami, Fla., municipal parking lot under Interstate Route 95 Expressway in Miami.

7. Preservation of wildlife or natural areas - Kentucky Department of Highways; alteration of proposed location of Kentucky State Route 10 in Lewis County to assure preservation of the largest pin oak tree in the State.

8. Preservation of historic sites - Kentucky Department of Highways; Interstate Route 64 tunnel which preserved the scenic beauty of Louisville's Seneca Park area and the landmark Cochran Hill.

9. Outstanding example of landscape treatment along roadsides and interchanges - Arastradero Road under crossing of Junipero Serra Freeway (Interstate Route 280) in Los Altos Hills.

10. Screening or disposal of used automobiles —Vermont Department of Highways; before and after views of the location in Lamoille County where 1,100 junked vehicles were crushed and removed in August, 1971.

11. Outstanding motorist service station - Shell Oil Company; Elm and Park Shell Service Station on Elm and Park Streets, New Canaan, Conn.

Second and third place awards for each of the categories were also selected.

The State of California led the way in the competition with a total of seven awards; Florida and Wisconsin each had three awards; and Hawaii, Kentucky and the District of Columbia followed with two awards apiece. Fourteen other States also submitted winning entries.

Judges for the contest were Daniel J. Hanson, Deputy Executive Vice President, American Road Builders' Association; Mrs. Maxwell W. Steel, President, National Council of State Garden Clubs; Roger W. Powers, Director of Field Services, Keep America Beautiful, Inc.; Douglas C. Smith, Architect Highway Users Federation; Lawrence N. Stevens, Executive Director, Citizens' Advisory Committee on Environmental Quality; Raymond L. Freeman, Deputy Director for Field Operations, National Park Service, U.S. Department of Interior; Orme Lewis, Jr., Deputy Assistant Secretary for Public Lands Management, U.S. Department of Interior; and Edward H. Stone, Chief Landscape Architect, U.S. Forest Service, U.S. Department of Agriculture.

# # #

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY P.M.
January 12, 1972

FHWA -22-72
(202) 426-0648

In an attempt to make highway signs more effective, researchers of the Department of Transportation's Federal Highway Administration currently are testing diagrammatic signs at more than 20 locations around the Nation.

Diagrammatic signs are large, simplified maps which tell the driver, as he approaches an intersection, how the intersecting highways and ramps are laid out, so that he can quickly determine which lanes and ramps to follow to continue toward his destination. Signs of this type have been used for some time in several European countries.

One difficulty with such signs, however, has been that they often have more information than motorists are able to assimilate while they drive at high speed. The signs now being tested are specially designed to make it easier for motorists to take in the message without having to slow down. Researchers hope that this will improve traffic flow at interchanges and reduce the number of accidents.

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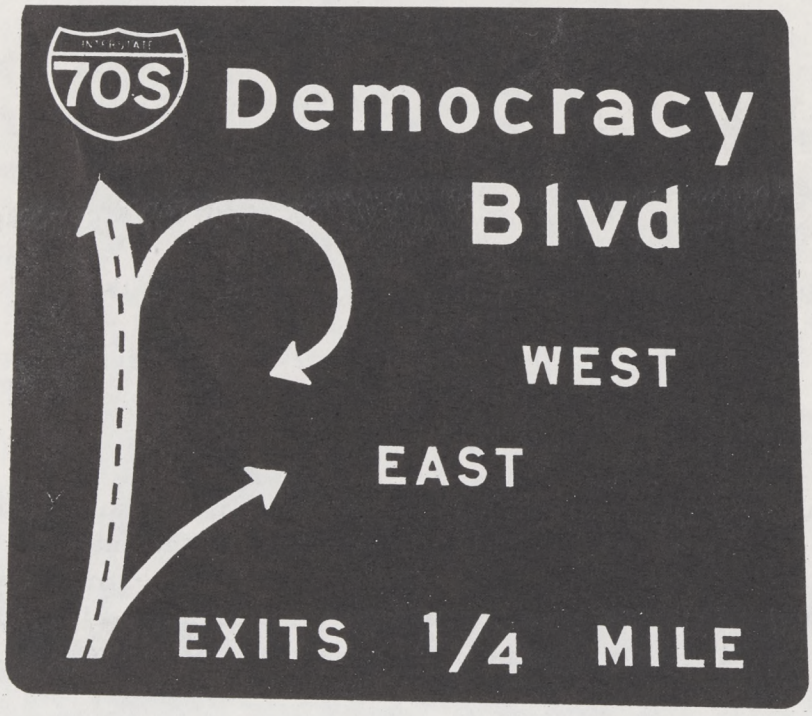
The new signs have most recently been installed in several locations along the Capital Beltway (I-495) in the metropolitan Washington, D. C., area.

Preliminary results from the present sign testing and other FHWA studies indicate that while motorists at some types of interchanges benefit from the use of diagrams, other types of interchanges are better served with conventional Interstate signs. The program is aimed at developing a basis for determining at what types of interchanges the diagrammatic signs could best be used.



Typical diagrammatic sign (as located on Capital Beltway, I-495, in Washington, D.C., area).

58301

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
January 24, 1972

FHWA-- 24-72
(202) 426-0677

Federal Highway Administrator F. C. Turner has issued a final ruling denying a petition to eliminate or reduce the 60 cent passenger car toll charge on the Chester Bridge at Chester, Illinois.

In so doing, he upheld an earlier finding by a Federal hearing examiner who heard the case.

The case arose out of a contention by Vernon Bruckerhoff, who represents a district across the Mississippi River from Chester in the Missouri House of Representatives, and the Missouri State Highway Commission that the toll was not just and reasonable. They contended that part of the toll revenues were diverted from maintenance, repair, operation, and amortization of the bridge debt to general municipal purposes in violation of a Federal statute which prohibits the use of toll revenues for non-bridge purposes.

However, Mr. Turner ruled that in his review of the case he found that the toll revenues "are used for reasonable costs attributable to owning, operating, maintaining, repairing, and managing the bridge and its approaches."

The authority to rule on bridge toll disputes stems from a series of statutes, the first of which was enacted in 1906. In those statutes, the Secretary of the Army was named as the arbiter. In 1967, Congress transferred the power to the Department of Transportation, and the Secretary of Transportation delegated it to the Federal Highway Administration.

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58349

DEPARTMENT OF TRANSPORTATION
NEWS
FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
January 26, 1972

FHWA - 25-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety is considering revising the Motor Carrier Safety Regulations pertaining to accident recording and reporting.

The proposed new rules will apply to all carriers engaged in interstate or foreign commerce, including private carriers. The rules would increase the minimum amount of property damage in a reportable accident from the present $250 to $1,000, provide a more comprehensive definition of the term "reportable accident," require more detailed telephone notice of fatal accidents, delete the requirement for annual reports by private carriers, and revise the accident report forms.

Dr. Robert A. Kaye, Director of the Bureau of Motor Carrier Safety, in issuing the proposed rules stated that, "the requiring of private carriers of property to file accident reports is a major new departure from the present rules. The safety regulations have not required private carriers to file accident reports. However, the Bureau of Motor Carrier Safety is concerned because the data base upon which much of its activity is based consists solely of accident reports from the for-hire motor carriers. Therefore, we propose to shed more light on the safety environment by extending the accident reporting requirements to private carriers."

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Dr. Kaye further stated that the proposal would delete the requirement of filing accident reports on property damage in the $250 to $1,000 range. At the present time, the $250 filing limit is relatively insignificant in terms of safety analysis of the accidents filed.

Dr. Kaye said the regulatory program of the Bureau needs vital information from these accident reports. The current form has become obsolete and revision is necessary to meet anticipated future Bureau activities, he added.

Copies of the proposed new accident report form are available for inspection by any interested person at the Bureau's Washington Headquarters or at its field offices located in major cities.

Interested persons are invited to give their views by filing comments in triplicate with the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D. C. 20590, by April 14, 1972.

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58393

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 P.M.
January 29, 1972

FHWA--27-72
(202) 426-0677

In a report just submitted to Congress, the Department of Transportation's Federal Highway Administration estimates the total cost of building the 42,500-mile Interstate Highway System at $76.3 billion.

This represents an increase of $6.4 billion over the estimate of $69.9 billion submitted in 1970.

The report attributes the increase to several factors. Inflation accounts for $3,825 million of the increase. New legislation and policies which give increased emphasis to social, economic and environmental impact considerations, increased relocation assistance payments and additional assistance to mass transit account for $730 million of the additional cost.

Additional construction items to improve traffic safety and service such as upgraded roadway design and safety features, added interchanges, grade separations and lanes, add $1,300 million to the total, while higher preliminary engineering and right-of-way costs add $285 million.

At the same time, adjustments in the system resulted in a net reduction of $235 million, so that the overall increase due to the foregoing factors is $5,905 million.

The cost estimate is required by Congress to determine the amounts of Federal-aid funds to be apportioned to the States to complete the Interstate System. Federal-aid funds pay 90 percent of the cost. The Federal share, which is set at $68,260 million in the 1972 estimate, is financed entirely by Federal taxes on highway users, principally the motor fuel tax.

(more)

Approximately 76 percent of the Interstate System is now open to traffic and another 20 percent is under construction or engineering development. When completed, this coast-to-coast network of controlled-access freeways is expected to carry more than 20 percent of all motor vehicle traffic in the United States. It will reduce annual highway fatalities by at least 8,000, injuries by a quarter of a million, and produce operating savings and benefits in excess of $10 billion a year.

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58412

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 FRIDAY P.M.
February 4, 1972

FHWA--26--72
(202) 426-0677

Secretary of Transportation John A. Volpe announced today that he has approved 12 economic growth centers recommended by the Governors of 7 States. Including previously designated growth centers, a total of 91 centers in 44 States and the Commonwealth of Puerto Rico have now been approved.

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

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. The Federal share of the construction, reconstruction or improvements for the Economic Growth Center Development Highways can range up to 70 percent of total costs, rather than being limited to the standard 50 percent requirement for the typical Federal-aid Primary System roadway.

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)

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."

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

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

The 12 areas approved today follow:

Hawaii - Princeville

Kentucky - Corbin-Barbourville, Campbellsville-Lebanon

Massachusetts - Pittsfield-North Adams, Plymouth

Missouri - Jefferson City, Sedalia

New Mexico - Shiprock, Santa Fe

Washington - Chelan County

West Virginia - Huntington, Parkersburg.

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58477

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

Official Business

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
February 17, 1972

FHWA 28-72
(202) 426-0677

Secretary of Transportation John A. Volpe announced today the scheduling of an International Vehicle and Highway Safety Conference to be held in conjunction with the United States International Transportation Exposition (TRANSPO 72) next spring.

The Conference will be sponsored jointly by the Department's Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA) and National Transportation Safety Board (NTSB). It will be held at the Sheraton Park Hotel in Washington, D.C., May 30 through June 2, 1972.

Secretary Volpe said the scheduling of the conference is in compliance with the Nixon Administration's program for fostering international cooperation in the field of highway and vehicle safety. He said experts from both government and industry in many countries will participate in panel presentations and discussions in which there will be an exchange of information on needs and priorities for increased safety on world highways.

The International Vehicle and Highway Safety Conference is one of six transportation-oriented conferences scheduled during TRANSPO 72 under an overall title of International Congress of Transportation Conferences. The Society of Automotive Engineers (SAE) will handle administrative matters for all of the conferences.

FHWA Administrator Francis C. Turner and NHTSA Administrator Douglas W. Toms will serve as General Co-Chairmen of the safety conference. NTSB Chairman John H. Reed will serve as Program Committee Chairman.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
February 19, 1972

FHWA--30-72
(202-426-0677)

The Department of Transportation's Federal Highway Administration today announced that highway construction costs in the fourth quarter of 1971 dropped 1.5 percent below the previous quarter, in contrast to a 1.6 percent rise for the third quarter.

According to the Federal Highway Administration, the composite price index for the fourth quarter of 1971 is 2.5 percent above that for the fourth quarter of 1970. The index, based on a 1967 average, dropped from 135.5 in the third quarter of 1971 to 133.5 in the fourth 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 sixth issue of the index based on the year 1967. The previous base period was 1957-59.

The decrease in the fourth quarter 1971 composite index below that of the previous quarter reflects decreases of 8.7 percent for portland cement concrete surfacing and 7.6 percent for bituminous concrete surfacing. These were counterbalanced to some extent by an increase of 6.2 percent for structural steel.

(more)

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
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
4th quarter, 1971	133.5	- 1.5

The price levels of the component items of the index in the fourth 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--	
	Fourth quarter 1971	Third quarter 1971	Fourth quarter 1970	Third quarter 1971	Fourth quarter 1970
Excavation	124.0	122.0	126.4	+ 1.7	- 1.9
Surfacing:					
Portland cement concrete	142.5	156.1	126.2	- 8.7	+12.9
Bituminous concrete	127.5	137.9	126.2	- 7.6	+ 1.0
Composite surfacing	135.2	147.3	126.2	- 8.2	+ 7.2
Structures:					
Reinforcing steel	136.5	135.0	131.2	+ 1.1	+ 4.1
Structural steel	145.8	137.3	149.7	+ 6.2	- 2.6
Structural concrete	144.2	145.1	134.8	- 0.6	+ 7.0
Composite structures	143.3	141.0	138.5	+ 1.6	+ 3.5
Composite price index	133.5	135.5	130.2	- 1.5	+ 2.5

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

	Unit	3rd Qtr. 1971	4th Qtr. 1971
Excavation	Cu. Yd.	$ .66	$ .67
PCC surface	Sq. Yd.	6.91	6.31
Bit. conc. surf.	Ton	8.92	8.24
Str. reinf.	Lb.	.177	.179
Str. steel	Lb.	.339	.360
Str. concrete	Cu. Yd.	101.98	101.38

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
NEWS
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
February 19, 1972

FHWA - 31-72
(202) 426-0677

As a whole, people relocated due to a Federal-aid highway project, which requires the taking of their property, are displaced to a better environment and enjoy a better standard of living as a direct result of the benefits provided by the Federal-Aid Highway Act of 1968 and the Uniform Relocation Assistance Act of 1970.

This is one of the facts reported in the Department of Transportation's 1972 Annual Report on Highway Relocation Assistance, submitted to Congress by Secretary of Transportation John A. Volpe.

The relocation assistance program is administered by the Department's Federal Highway Administration and is carried out by the various State highway departments. It provides that in addition to the fair market value of their property, persons who are forced to move may receive additional payments up to $15,000 to enable them to acquire comparable "DSS"--decent, safe, and sanitary--replacement housing. Monetary benefits are available to those who rent housing and who must relocate. Payments are also made to cover moving costs of individuals, businesses, and farm occupants who must move.

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Commenting on the report, Secretary Volpe said:

"I am proud that during the time I have headed the Department of Transportation the Federal Highway Administration has been able to point to a solid record of achievement in this most important social area of relocation assistance. I am proud, too, that the highway program led the way in providing humane treatment of those people who must move to make way for a new highway project, and that the relocation assistance provisions in the Federal-Aid Highway Act of 1968 led to the Uniform Relocation Assistance Act of 1970. We are going to continue to make certain that when people must be displaced by any DOT program, not only will they receive adequate compensation, but decent, safe and sanitary replacement housing will be available for them to move into."

The new report discloses that for the period of October 1, 1970, through June 30, 1971, relocation on Federal-aid highway projects involved the displacement of 14,872 dwelling units having 41,431 occupants; 2,275 businesses; 273 farms; and 84 non-profit organizations. About 82 percent of the persons relocated were white, and about 68 percent of the housing displaced represents housing in the middle to upper value range.

Moving cost payments made during the period involved 15,009 dwelling units with 41,141 individuals, who received $3,880,000 in the aggregate. The average moving cost payment was $258. Comparable payments for farms amounted to $212,000 and averaged $777 each. Businesses were paid $5,477,000, the average payment being $2,407.

The number of replacement housing payments, or additives to the fair market value, for "DSS"--decent, safe and sanitary--replacement housing continued to be substantial, the report disclosed. Some 5,059 owner-occupants received almost $13.5 million in such payments, an average of $2,686 each. Rental replacement housing payments totaled $6,892,000, an average of $989 for each unit. Costs incidental to the transfer of property averaged $116 per housing relocation; $47 per farm; and $669 per business relocated.

The total of all relocation assistance payments during the period was $31,418,237.

# # #

58641

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR WEDNESDAY RELEASE
February 23, 1972

FHWA-32-72 (202-426-0677)

Secretary of Transportation John A. Volpe announced today that $1.498 billion in Federal and State funds were obligated through December 31, 1971, for development highways and local access roads in the 13-State Appalachia Region.

The Federal share was $813 million.

As of the end of December, 1,338 miles of highways and roads were completed or under construction, an increase of 18 miles since the September 30, 1971 quarterly report. Of the total, 792 miles were completed and 546 miles were under construction. Engineering and right-of-way acquisition were underway on 917 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, 533 miles of the 2,515 miles of development highways being considered for improvement were completed and open to traffic. An additional 10 miles were also completed but not yet open to traffic. In addition, 70 miles under stage construction were open to traffic. Total miles completed and/or open to traffic amounts to 613 miles leaving 327 miles under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 847 miles, centerline locations were approved on 203 miles, and route location studies were underway or completed on 443 miles. Work has not yet been started on the remaining 82 miles.

Table 2 shows that of the 544 miles of local access roads approved as of December 31, 249 miles were completed, and 149 miles were under construction. Preliminary engineering and right-of-way acquisition were underway or completed on 70 miles, centerline locations were approved on 25 miles, and route location studies were underway or completed on 35 miles. No work was started on the remaining 16 miles of approved access roads.

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.

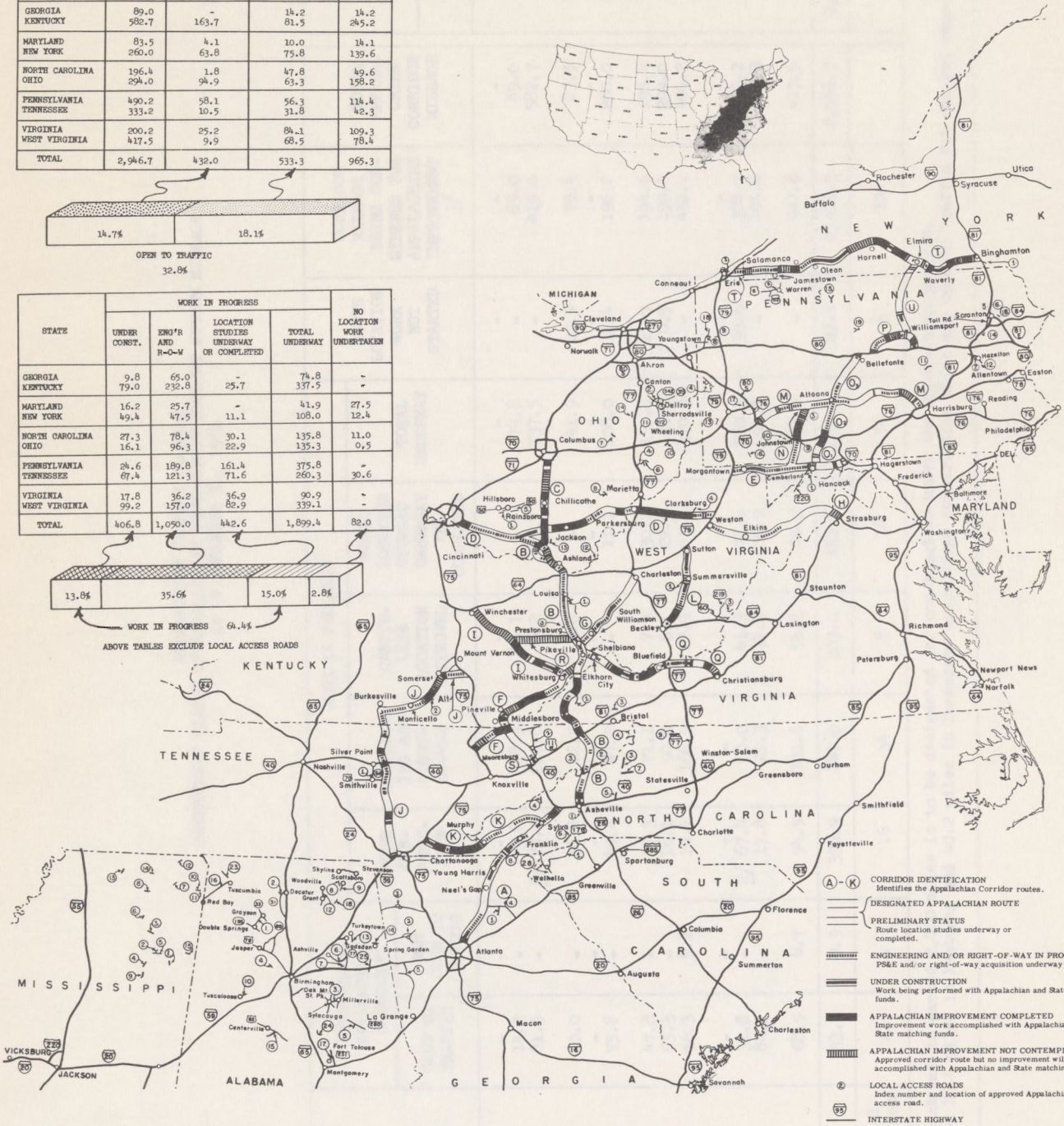
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1971

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	OPEN TO TRAFFIC		
		ADEQUATE SEGMENTS- NO APPALACHIA FUNDS EXPENDED	INADEQUATE SEGMENTS- IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	-	14.2	14.2
KENTUCKY	582.7	163.7	81.5	245.2
MARYLAND	83.5	4.1	10.0	14.1
NEW YORK	260.0	63.8	75.8	139.6
NORTH CAROLINA	196.4	1.8	47.8	49.6
OHIO	294.0	94.9	63.3	158.2
PENNSYLVANIA	490.2	58.1	56.3	114.4
TENNESSEE	333.2	10.5	31.8	42.3
VIRGINIA	200.2	25.2	84.1	109.3
WEST VIRGINIA	417.5	9.9	68.5	78.4
TOTAL	2,946.7	432.0	533.3	965.3

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	ENG'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	9.8	65.0	-	74.8	-
KENTUCKY	79.0	232.8	25.7	337.5	"
MARYLAND	16.2	25.7	-	41.9	27.5
NEW YORK	49.4	47.5	11.1	108.0	12.4
NORTH CAROLINA	27.3	78.4	30.1	135.8	11.0
OHIO	16.1	96.3	22.9	135.3	0.5
PENNSYLVANIA	24.6	189.8	161.4	375.8	-
TENNESSEE	87.4	121.3	71.6	260.3	30.6
VIRGINIA	17.8	36.2	36.9	90.9	-
WEST VIRGINIA	99.2	157.0	82.9	339.1	-
TOTAL	406.8	1,050.0	442.6	1,899.4	82.0

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF DECEMBER 31, 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	CENTERLINE LOCATION APPROVED	ROUTE LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY				TOTAL COST	FEDERAL FUNDS
Alabama	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	14.2	-	9.8	18.9	46.1	-	74.8	-	89.0	89.0	$37,692,181	$18,293,896
Kentucky	81.5	-	2/ 79.0	226.6	6.2	25.7	337.5	-	419.0	582.7	214,071,988	135,278,099
Maryland	10.0	-	16.2	22.7	3.0	-	41.9	27.5	79.4	83.5	70,065,076	36,742,153
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-
New York	75.8	-	49.4	47.5	-	11.1	108.0	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	69,327,255	37,969,424
Ohio	63.3	-	16.1	90.2	6.1	22.9	135.3	0.5	199.1	294.0	83,363,856	45,661,387
Pennsylvania	56.3	5.2	19.4	166.9	22.9	161.4	370.6	-	432.1	490.2	155,361,509	75,650,410
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	31.8	-	2/ 67.4	80.0	41.3	71.6	260.3	30.6	322.7	333.2	90,180,173	56,009,014
Virginia	84.1	-	17.8	21.3	14.9	36.9	90.9	-	175.0	200.2	79,022,485	46,309,212
West Virginia	68.5	4.7	94.5	101.8	55.2	82.9	334.4	-	407.6	417.5	368,952,128	207,384,352
Total	533.3	9.9	396.9	847.0	203.0	442.6	1,889.5	82.0	2,514.7	2,946.7	1,415,576,955	763,455,947
Percent to Total Under Consideration	21	-	16	34	8	18	76	3	100			

1/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.
2/ Includes 29.4 miles in Kentucky and 40.2 miles in Tennessee under stage construction which are open to traffic but not yet improved to full Appalachian standards.

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF DECEMBER 31, 1971

TABLE 2

STATE	APPALACHIAN IMPROVEMENT COMPLETED	WORK IN PROGRESS					ROUTE LOCATION WORK NOT STARTED	TOTAL MILEAGE	FUNDS OBLIGATED UNDER APPALACHIAN PROGRAM	
		UNDER CONSTRUCTION	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	3,775,803	1,710,835
Kentucky	2.1	1.6	1.1	-	-	2.7	-	4.8	1,993,083	1,224,946
Maryland	2.5	0.8	0.4	-	-	1.2	-	3.7	1,455,607	786,565
Mississippi	31.2	45.8	-	-	-	45.8	-	77.0	9,496,038	5,893,645
New York	1.9	-	-	-	-	-	-	1.9	583,932	291,248
North Carolina	3.8	4.4	5.6	-	5.0	15.0	-	18.8	2,312,030	1,258,659
Ohio	22.3	5.0	8.8	-	-	13.8	-	36.1	5,584,757	2,139,070
Pennsylvania	9.8	4.0	25.3	19.9	-	49.2	15.7	74.7	11,075,320	5,200,321
South Carolina	27.2	21.1	-	-	19.9	41.0	-	68.2	9,494,144	6,625,878
Tennessee	13.2	1/ 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	3.8	1.4	-	1.2	6.4	-	20.3	6,086,134	4,029,716
Total	249.0	148.9	69.8	25.1	35.6	279.4	15.7	544.1	82,235,777	49,367,527
Percent of Total Mileage	46	27	13	5	6	51	3	100		

1/ Includes 18.4 miles open to traffic but not yet improved to full appalachian standards.

58642

58699
10,400

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY P.M.
March 2, 1972

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A controlled check by Federal inspectors of commercial interstate trucks and buses in highway use revealed that 17 percent of the vehicles were in unsafe operating condition, and they were ordered out of service until the mechanical deficiencies were corrected.

This fact is disclosed in a just-issued report by the Federal Highway Administration's Bureau of Motor Carrier Safety, "Report of Controlled Sampling Survey from Roadside Inspections on Units of Property Motor Carriers."

The controlled sampling procedure was developed and tested by BMCS in 1970 to evaluate allegations of institutional bias in the reports of routine roadside inspections conducted on commercial interstate vehicles by the BMCS field staff. The survey was conducted to obtain a realistic appraisal of the state of compliance of the Nation's interstate fleet with Federal safety regulations.

"In addition to providing a measure of the percentage of interstate trucks and buses that might be in unsafe operating condition at any given time," said BMCS Director Robert A. Kaye, "this controlled sampling

-more-

also proved that our normal random inspection procedure is generally just as effective.

"The controlled sampling, which required more time so that vehicles could be scientifically selected for inspection, produced fewer inspections per man day than is the case under the Bureau's random selection procedure. At the same time, though, the percentage of defects discovered did not drastically change, reinforcing the position that random selection is generally as effective and accurate for compliance purposes as is controlled sampling."

The percentage of vehicles ordered out of service as a result of safety checks during random inspection activity was about 24 percent of those inspected during an equivalent time period as compared to the controlled sampling, which resulted in 17 percent of the vehicles tested being ordered out of service.

The results from the controlled sample are tabulated in the report and compared with the Bureau's 1970 general inspection of motor carriers' units while in operation on the highways. 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.

58699

# # #

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, DECEMBER 31, 1971

With traffic now moving on 77 percent of the 42,500-mile Interstate System, the largest construction program the world has ever known is now heading into the home stretch, Secretary of Transportation John A. Volpe said today.

"In just a few years now, this magnificent System of the safest and best engineered highways in history will be completed," the Secretary said. "Even now we have 32,988 miles open and in use -- and our Nation is reaping vast safety, economic and social benefits as a result."

Secretary Volpe noted that information as of December 31,1971, compiled by the Department of Transportation's Federal Highway Administration, showed that 1,445 miles of Interstate freeways have been opened during the past year.

At the present time, only 4 percent of all Interstate System mileage has not progressed beyond the preliminary status.

Of the Interstate mileage now in use, 27,903 miles are completely adequate for future traffic demands, and 2,780 miles, while fully capable of handling present needs, will have to be improved to meet ultimate standards. The additional 2,305 miles that are in operation are toll roads, bridges and tunnels which were incorporated into the System as provided by law.

Commenting on the fact that some of the mileage now open still needs to be improved to final standards, Secretary Volpe said:

"Congress requires that our highway projects be planned to accommodate the anticipated traffic needs of 20 years into the future. This is especially important with our Interstate System, for it is this Nation's key highway network, serving both civilian and defense needs. When it is completed in the near future it will carry more than 20 percent of all the traffic in this country."

All Federal funds for the Interstate System program, together with the Federal-Aid Primary and Secondary Systems, come from Federal excise taxes levied on highway users and channeled through the Highway Trust Fund.

In addition to the sections open to traffic, 3,862 miles were under construction as of December 31, and engineering or right-of-way acquisition was in progress on another 4,098 miles. Thus, some form of work was underway or completed on 40,948 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 1973 was announced on October 20, 1971. 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 December 31, 1971, is shown on the accompanying map, and in detail in table I. In summary, the status is as follows:

Mileage improved and open to traffic:	
Completed to full or acceptable standards:	
With Interstate funds	27,903
Improved to standards adequate for present traffic but additional improvement needed to meet full standards:	
With Interstate funds	2,780
Toll facilities	2,305
Total mileage improved and open to traffic	32,988
Mileage under construction	3,862
Preliminary engineering or right-of-way acquisition underway	4,098
Total mileage improved or work underway	40,948

Some $47.19 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 $34.18 billion, of which $28.32 billion was for construction and $5.86 billion for engineering and right-of-way acquisition. As of December 31, 1971, work estimated to cost $13.01 billion was underway or authorized, including $9.02 billion of construction, and $3.99 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 1973, has also shown considerable accomplishment, with $31.97 billion worth of work involving 267,422 miles of construction contracts completed or underway.

Construction contracts involving 253,308 miles of primary and secondary highways and their urban extensions have been completed since July 1, 1956, at a cost of $24.31 billion; and contracts involving 14,114 miles at a cost of $4.75 billion were underway on December 31. In addition, $1.90 billion of engineering and right-of-way acquisition work had been completed and $1.01 billion 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.

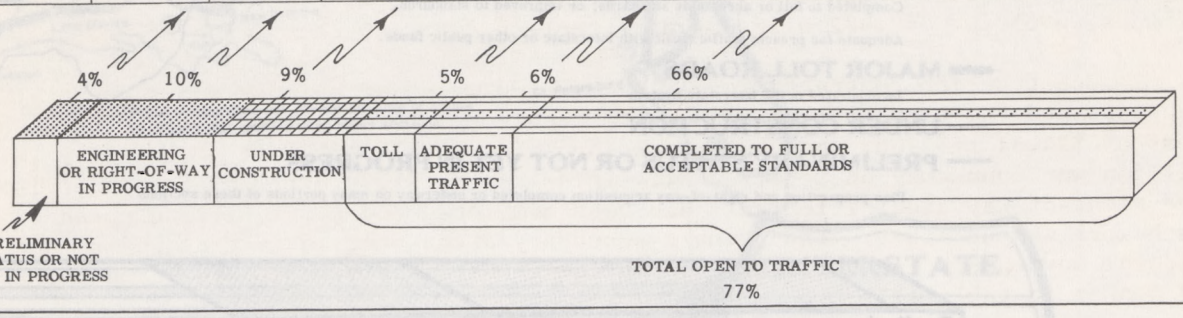
The Highway Trust Fund, source of Federal funds for the Federal-aid highway program received $1.424 billion of tax revenue income during the three months ended December 31, about 69 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.474 billion. The 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 DECEMBER 31, 1971

TABLE I

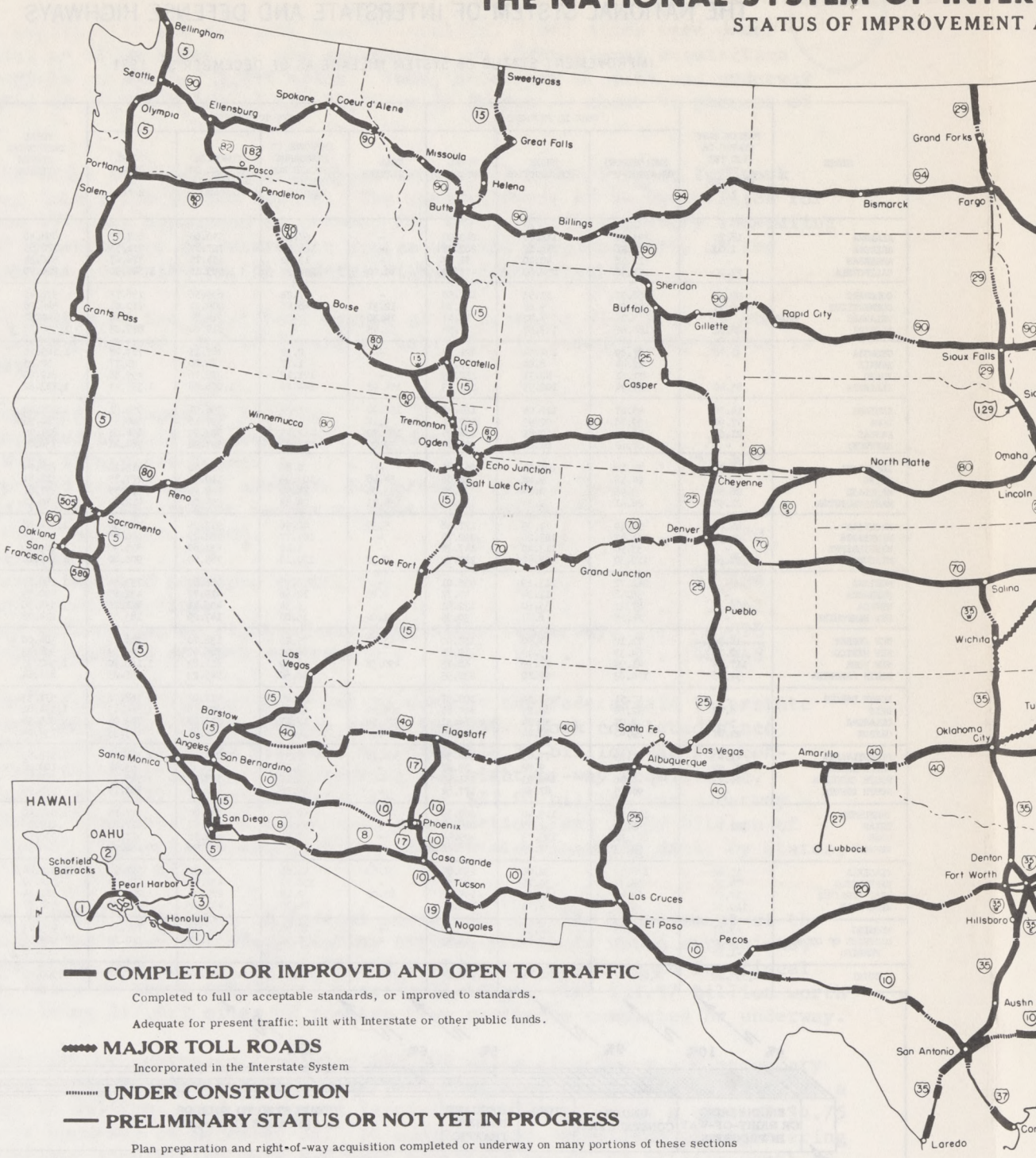
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	125.20	116.80	242.00	-	67.10	570.60	637.70	898.40	ALABAMA
ARIZONA	1.00	101.96	158.12	260.08	-	183.64	727.87	911.51	1,172.59	ARIZONA
ARKANSAS	-	11.57	40.10	51.67	-	19.92	454.75	474.67	526.34	ARKANSAS
CALIFORNIA	27.70	154.90	252.80	407.70	10.20	250.20	1,585.10	1,845.50	2,280.90 2/	CALIFORNIA
COLORADO	99.18	68.57	51.93	120.50	-	57.21	699.56	756.77	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	208.01	180.67	133.87	314.54	56.45	-	819.28	875.73	1,398.28 3/	FLORIDA
GEORGIA	38.70	187.09	134.44	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	-	71.61	40.71	112.32	-	121.12	378.76	499.88	612.20	IDAHO
ILLINOIS	83.40	139.34	102.99	242.33	154.92	144.29	1,098.28	1,397.49	1,723.22	ILLINOIS
INDIANA	14.30	45.27	116.04	161.31	156.90	-	796.91	953.81	1,129.42	INDIANA
IOWA	47.92	39.78	92.93	132.71	3.17	-	597.16	600.33	780.96	IOWA
KANSAS	21.60	56.20	49.85	106.05	187.70	2.45	503.90	694.05	821.70	KANSAS
KENTUCKY	-	67.62	84.22	151.84	39.20	17.03	527.98	584.21	736.05	KENTUCKY
LOUISIANA	40.91	71.14	192.71	263.85	-	0.86	412.42	413.28	718.04	LOUISIANA
MAINE	-	24.58	9.48	34.06	54.48	103.96	119.31	277.75	311.81	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	99.49	71.89	171.38	5.39	42.96	913.95	962.30	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	113.40	147.30	-	4.10	531.80	535.90	683.20	MISSISSIPPI
MISSOURI	27.60	119.30	93.40	212.70	0.30	120.10	785.40	905.80	1,146.10	MISSOURI
MONTANA	-	241.72	213.29	455.01	-	276.77	456.87	733.64	1,188.65	MONTANA
NEBRASKA	-	36.48	11.24	47.72	0.22	12.88	419.77	432.87	480.59	NEBRASKA
NEVADA	-	87.21	35.60	122.81	-	5.34	406.41	411.75	534.56	NEVADA
NEW HAMPSHIRE	-	24.28	6.67	30.95	21.02	15.02	147.29	183.33	214.28	NEW HAMPSHIRE
NEW JERSEY	18.90	71.10	85.90	157.00	45.70	25.70	136.70	208.10	384.00 4/	NEW JERSEY
NEW MEXICO	32.16	64.35	55.49	119.84	-	60.01	786.92	846.93	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	-	47.51	55.06	102.57	-	51.49	417.27	468.76	571.33	NORTH DAKOTA
OHIO	8.73	92.60	68.25	160.85	206.20	61.65	1,096.58	1,364.43	1,534.01	OHIO
OKLAHOMA	-	8.07	58.24	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	77.05	148.34	360.18	8.35	1,015.55	1,384.08	1,573.85	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	5.06	146.93	151.99	-	8.17	537.18	545.35	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	90.19	87.62	177.81	-	49.28	451.87	501.15	678.96	SOUTH DAKOTA
TENNESSEE	-	148.90	119.40	268.30	-	69.30	707.80	777.10	1,045.40	TENNESSEE
TEXAS	121.74	365.54	252.55	618.09	-	223.06	2,204.67	2,427.73	3,167.56	TEXAS
UTAH	-	283.71	125.73	409.44	-	67.56	459.78	527.34	936.78	UTAH
VERMONT	-	50.53	37.89	88.42	-	-	231.96	231.96	320.38	VERMONT
VIRGINIA	10.82	178.83	52.06	230.89	37.60	41.65	751.92	831.17	1,072.88	VIRGINIA
WASHINGTON	74.70	66.37	30.13	96.50	-	158.79	432.91	591.70	762.90	WASHINGTON
WEST VIRGINIA	17.55	62.46	133.30	195.76	87.02	2.19	209.02	298.23	511.54	WEST VIRGINIA
WISCONSIN	110.50	0.87	1.73	2.40	-	24.90	431.07	455.97	568.87	WISCONSIN
WYOMING	49.27	61.85	11.35	73.20	-	18.98	772.28	791.26	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	-1.65 5/								-1.65 5/	PENDING
TOTAL	1,552.20	4,097.72	3,862.41	7,960.13	2,305.13	2,780.20	27,902.34	32,987.67	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 28.20 miles chargeable to the Howard-Cramer Act of the total 35.20 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 INTER

STATUS OF IMPROVEMENT A



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards.

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

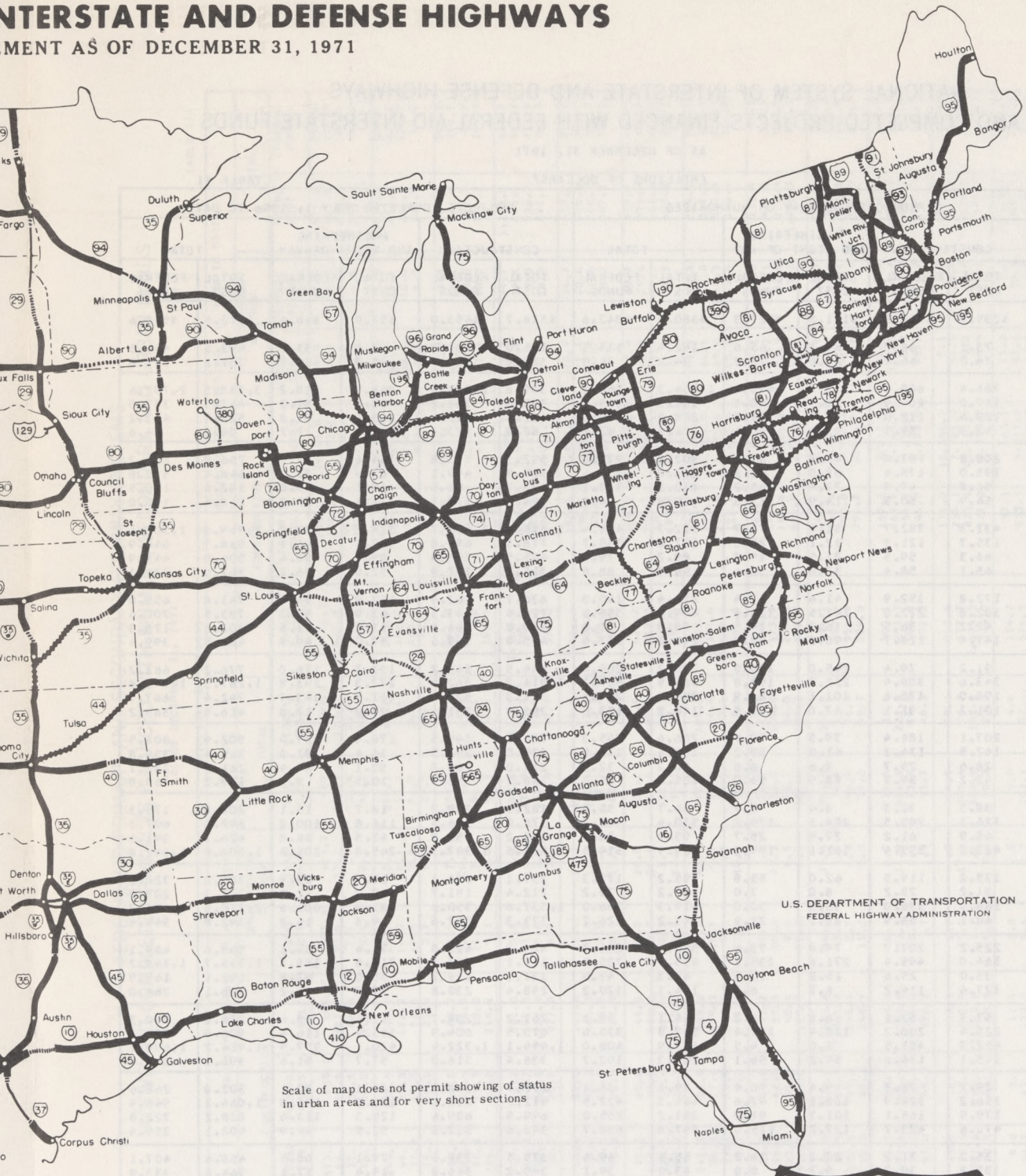
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction
1,552 Miles	4,098 Miles	3,862 Miles

NTERSTATE AND DEFENSE HIGHWAYS

MENT AS OF DECEMBER 31, 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

INTERSTATE

TOTAL

42,500

MILES

Open to Traffic

32,988 Miles

36,850 Miles

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

AS OF DECEMBER 31, 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	$239.4	$215.3	$141.5	$127.3	$380.9	$342.6	$518.7	$458.0	$53.9	$46.6	$572.6	$504.6
ALASKA												
ARIZONA	73.1	68.7	69.3	65.6	142.4	134.3	436.0	401.2	57.5	53.6	493.5	454.8
ARKANSAS	74.0	66.7	20.2	18.2	94.2	84.9	315.4	280.9	35.8	30.7	351.2	311.6
CALIFORNIA	766.4	680.6	537.9	479.5	1,304.3	1,160.1	2,389.8	2,079.4	848.7	718.2	3,238.5	2,797.6
COLORADO	117.0	104.9	20.3	18.5	137.3	123.4	388.6	346.2	58.9	51.3	447.5	397.5
CONNECTICUT	129.6	112.0	99.2	87.2	228.8	199.2	422.8	355.4	103.9	91.8	526.7	447.2
DELAWARE	43.9	39.5	32.2	28.1	76.1	67.6	82.8	73.4	1.4	1.2	84.2	74.6
FLORIDA	208.8	187.8	93.7	83.2	302.5	271.0	592.3	518.8	164.6	141.4	756.9	660.2
GEORGIA	195.0	175.4	68.0	61.2	263.0	236.6	563.5	499.1	82.9	73.7	646.4	572.8
HAWAII	56.8	49.9	73.4	65.2	130.2	115.1	133.7	96.5	49.1	44.0	182.8	140.5
IDAHO	54.9	50.5	14.9	13.8	69.8	64.3	194.8	177.7	23.6	20.3	218.4	198.0
ILLINOIS	431.3	382.7	81.0	71.7	512.3	454.4	1,655.6	1,430.7	314.3	272.7	1,969.9	1,703.4
INDIANA	135.7	121.7	32.1	29.0	167.8	150.7	776.5	694.8	162.4	146.1	938.9	840.9
IOWA	66.3	59.5	21.9	19.7	88.2	79.2	445.5	394.5	59.4	50.4	504.9	444.9
KANSAS	65.1	58.4	33.8	30.4	98.9	88.8	315.6	277.9	52.0	46.2	367.6	324.1
KENTUCKY	172.8	152.9	41.6	37.4	214.4	190.3	630.7	562.4	112.9	96.6	743.6	659.0
LOUISIANA	302.8	272.0	141.5	126.6	444.3	398.6	719.6	643.3	63.9	57.3	783.5	700.6
MAINE	42.2	36.5	16.3	14.5	58.5	51.0	189.0	166.8	13.3	11.5	202.3	178.3
MARYLAND	147.4	128.7	98.8	88.9	246.2	217.6	405.5	349.6	57.0	49.8	462.5	399.4
MASSACHUSETTS	91.2	79.4	145.0	130.0	236.2	209.4	644.5	565.2	131.7	116.0	776.2	681.2
MICHIGAN	343.6	308.4	222.3	198.8	565.9	507.2	1,014.2	862.0	273.3	233.8	1,287.5	1,095.8
MINNESOTA	198.0	178.6	101.1	88.9	299.1	267.5	581.3	523.8	161.1	143.9	742.4	667.7
MISSISSIPPI	101.2	91.1	47.0	41.9	148.2	133.0	395.9	351.4	20.9	17.8	416.8	369.2
MISSOURI	207.1	184.4	79.5	70.9	286.6	255.3	726.1	649.5	176.8	157.0	902.9	806.5
MONTANA	147.5	134.3	41.9	38.2	189.4	172.5	329.0	298.5	36.4	32.3	365.4	330.8
NEBRASKA	28.6	25.7	7.6	6.8	36.2	32.5	211.0	188.3	50.1	44.4	261.1	232.7
NEVADA	42.2	39.3	58.9	56.0	101.1	95.3	168.7	156.7	10.5	9.1	179.2	165.8
NEW HAMPSHIRE	38.3	32.3	6.4	5.7	44.7	38.0	182.1	159.2	18.7	16.1	200.8	175.3
NEW JERSEY	326.3	283.5	204.1	179.2	530.4	462.7	576.0	506.5	116.8	100.8	692.8	607.3
NEW MEXICO	65.9	61.2	27.9	25.7	93.8	86.9	383.2	352.8	43.5	38.8	426.7	391.6
NEW YORK	423.8	355.4	181.1	159.1	604.9	514.5	1,561.5	1,337.5	245.3	205.3	1,806.8	1,542.8
NORTH CAROLINA	133.2	119.5	62.0	55.8	195.2	175.3	337.1	294.3	29.7	25.9	366.8	320.2
NORTH DAKOTA	31.2	28.2	8.0	7.0	39.2	35.2	212.4	191.7	12.9	11.3	225.3	203.0
OHIO	386.0	336.0	33.3	30.0	419.3	366.0	1,537.6	1,350.6	683.3	605.6	2,220.9	1,956.2
OKLAHOMA	60.1	53.9	81.1	72.8	141.2	126.7	373.3	327.6	19.5	16.8	392.8	344.4
OREGON	225.2	207.7	79.8	73.6	305.0	281.3	484.2	425.0	71.4	64.1	555.6	489.1
PENNSYLVANIA	564.0	499.4	271.8	235.7	835.8	735.1	1,117.1	983.9	218.6	185.3	1,335.7	1,169.2
RHODE ISLAND	33.0	29.6	15.3	13.4	48.3	43.0	137.1	118.1	55.0	47.8	192.1	165.9
SOUTH CAROLINA	127.4	114.2	6.7	6.0	134.1	120.2	258.4	230.8	37.7	33.2	296.1	264.0
SOUTH DAKOTA	57.3	52.1	6.8	6.2	64.1	58.3	261.2	234.7	17.6	15.6	278.8	250.3
TENNESSEE	229.4	206.2	138.4	124.4	367.8	330.6	673.5	604.9	133.4	116.4	806.9	721.3
TEXAS	452.9	403.5	5.0	4.5	457.9	408.0	1,494.1	1,322.4	420.1	377.5	1,914.2	1,699.9
UTAH	145.1	136.6	59.2	56.1	204.3	192.7	338.4	316.0	57.7	51.6	396.1	367.6
VERMONT	29.7	26.7	9.4	8.4	39.1	35.1	278.7	248.5	24.1	20.1	302.8	268.6
VIRGINIA	356.2	324.9	108.1	97.6	464.3	422.5	912.7	812.4	151.5	134.0	1,064.2	946.4
WASHINGTON	179.9	163.1	101.3	91.9	281.2	255.0	699.9	609.4	128.3	113.4	828.2	722.8
WEST VIRGINIA	470.6	423.7	127.2	115.0	597.8	538.7	348.6	312.5	53.5	46.9	402.1	359.4
WISCONSIN	35.2	31.2	20.2	18.2	55.4	49.4	379.5	338.6	79.1	68.5	458.6	407.1
WYOMING	33.3	30.3	9.7	8.8	43.0	39.1	345.2	316.8	19.4	17.1	364.6	333.9
DIST. OF COL.	139.5	111.3	82.5	73.9	222.0	185.2	176.6	157.5	47.9	41.9	224.5	199.4
PUERTO RICO												
TOTAL	9,025.5	8,035.4	3,986.0	3,566.4	13,011.5	11,601.8	28,315.4	24,953.8	5,861.3	5,112.0	34,176.7	30,065.8

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

AS OF DECEMBER 31, 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	$72.5	$39.2	195.6	$27.3	$13.7	$99.8	$52.9	$476.1	238.0	7,605.0	45.0	21.8	521.1	259.8
ALASKA	83.7	75.8	387.7	39.8	37.2	123.5	113.0	401.9	370.0	2,952.1	60.0	56.0	461.9	426.0
ARIZONA	37.3	26.5	88.8	1.1	.9	38.4	27.4	266.2	182.8	2,022.6	4.5	3.0	270.7	185.8
ARKANSAS	74.7	36.5	412.9	20.4	10.2	95.1	46.7	351.8	175.1	5,335.2	19.8	9.5	371.6	184.6
CALIFORNIA	243.4	152.5	295.7	15.7	10.6	259.1	163.1	1,528.7	814.0	3,751.4	10.3	5.7	1,539.0	819.7
COLORADO	44.1	23.3	112.5	14.0	8.1	58.1	31.4	362.8	197.1	3,838.1	53.1	29.1	415.9	226.2
CONNECTICUT	37.8	19.0	11.0	15.9	7.8	53.7	26.8	228.1	111.7	266.9	36.6	15.0	264.7	126.7
DELAWARE	19.2	10.1	26.9	8.7	4.7	27.9	14.8	91.2	45.0	523.3	9.7	4.9	100.9	49.9
FLORIDA	89.4	45.8	188.7	15.5	7.9	104.9	53.7	562.8	262.8	3,608.2	6.7	3.3	569.5	266.1
GEORGIA	122.8	62.4	494.5	52.6	26.4	175.4	88.8	526.2	260.3	5,901.8	57.5	28.4	583.7	288.7
HAWAII	32.3	15.7	15.2	14.5	7.4	46.8	23.1	77.0	37.9	160.3	19.7	9.9	96.7	47.8
IDAHO	35.2	26.2	214.1	9.3	6.0	44.5	32.2	180.4	116.7	2,450.0	17.8	10.2	198.2	126.9
ILLINOIS	224.0	113.2	601.0	16.6	8.6	240.6	121.8	1,160.3	592.5	8,346.7	51.7	24.7	1,212.0	617.2
INDIANA	86.3	43.2	101.5	21.6	11.1	107.9	54.3	598.7	306.6	3,542.8	77.8	37.1	676.5	343.7
IOWA	98.0	50.8	1,122.9	5.0	3.1	103.0	53.9	519.3	266.8	12,147.0	14.4	7.3	533.7	274.1
KANSAS	58.0	29.3	527.5	6.8	3.4	64.8	32.7	534.0	265.5	14,021.7	37.5	18.8	571.5	284.3
KENTUCKY	76.8	37.8	102.6	31.4	16.1	108.2	53.9	366.8	183.5	2,439.1	70.9	34.7	437.7	218.2
LOUISIANA	79.2	39.2	166.8	25.9	12.9	105.1	52.1	405.4	198.1	2,868.5	21.4	10.6	426.8	208.7
MAINE	23.2	11.2	64.2	8.0	4.0	31.2	15.2	184.6	90.4	1,026.3	23.5	11.0	208.1	101.4
MARYLAND	53.8	26.1	83.9	26.5	13.5	80.3	39.6	281.4	138.0	1,498.8	6.3	3.2	287.7	141.2
MASSACHUSETTS	75.2	39.4	44.5	55.8	28.0	131.0	67.4	421.8	207.7	509.0	97.9	25.2	519.7	232.9
MICHIGAN	147.7	79.5	508.2	39.7	20.5	187.4	100.0	913.1	442.7	9,657.9	57.9	27.6	971.0	470.3
MINNESOTA	129.1	61.4	811.9	2.0	1.1	131.1	62.5	638.3	320.5	16,125.2	23.1	11.7	661.4	332.2
MISSISSIPPI	69.2	33.2	512.2	23.9	12.1	93.1	45.3	377.9	184.6	7,983.6	31.0	15.5	408.9	200.1
MISSOURI	141.1	64.9	288.8	76.8	40.3	217.9	105.2	603.4	306.6	10,034.0	105.7	50.8	709.1	357.4
MONTANA	26.3	17.2	159.3	14.7	9.2	41.0	26.4	327.4	197.5	4,879.7	34.1	19.0	361.5	216.5
NEBRASKA	59.7	29.9	629.5	5.3	2.2	65.0	32.1	415.5	212.0	8,475.8	37.0	18.3	452.5	230.3
NEVADA	8.8	8.2	51.0	11.4	10.4	20.2	18.6	141.4	122.4	1,896.0	15.0	12.4	156.4	134.8
NEW HAMPSHIRE	21.7	10.8	31.2	1.1	.3	22.8	11.1	128.3	63.1	474.6	4.1	2.0	132.4	65.1
NEW JERSEY	135.0	62.8	80.3	99.0	47.1	234.0	109.9	373.0	180.4	543.7	46.2	23.1	419.2	203.5
NEW MEXICO	23.9	15.5	90.5	9.8	6.5	33.7	22.0	254.5	166.6	2,609.6	21.9	12.9	276.4	179.5
NEW YORK	416.3	186.8	115.7	12.8	6.4	429.1	193.2	1,818.7	844.9	3,592.2	27.6	13.3	1,846.3	858.2
NORTH CAROLINA	149.5	74.1	289.8	56.0	27.9	205.5	102.0	494.1	245.5	4,974.6	77.8	38.5	571.9	284.0
NORTH DAKOTA	31.4	16.6	1,041.8	3.1	1.7	34.5	18.3	290.4	148.6	15,200.2	16.5	8.6	306.9	157.2
OHIO	192.7	95.0	135.6	2.7	1.3	195.4	96.3	958.9	492.0	2,919.1	142.2	69.8	1,101.1	561.8
OKLAHOMA	80.0	40.2	298.3	11.2	5.5	91.2	45.7	509.0	251.8	6,654.4	14.5	6.9	523.5	258.7
OREGON	63.9	29.7	69.0	10.5	6.7	74.4	36.4	300.1	182.2	2,212.7	22.4	13.0	322.5	195.2
PENNSYLVANIA	427.6	204.9	242.5	33.8	16.9	461.4	221.8	953.7	468.6	2,145.0	103.0	44.7	1,056.7	513.3
RHODE ISLAND	17.1	8.3	12.1	16.7	8.6	33.8	16.9	108.8	53.7	256.0	30.9	14.9	139.7	68.6
SOUTH CAROLINA	93.0	45.9	780.8	.7	.4	93.7	46.3	291.8	146.7	7,623.0	24.0	12.2	315.8	158.9
SOUTH DAKOTA	33.4	18.5	388.3	1.5	.8	34.9	19.3	312.6	171.0	10,340.1	5.1	2.8	317.7	173.8
TENNESSEE	73.5	36.8	291.9	34.9	17.4	108.4	54.2	477.7	239.1	7,761.9	54.5	25.6	532.2	264.7
TEXAS	307.6	160.2	1,047.8	1.2	.6	308.8	160.8	1,605.3	823.8	20,417.7	5.2	2.8	1,610.5	826.6
UTAH	20.9	16.0	88.8	9.3	7.2	30.2	23.2	169.0	121.0	1,723.7	16.4	11.1	185.4	132.1
VERMONT	6.0	3.1	12.1	3.0	1.5	9.0	4.6	114.2	57.1	563.1	15.2	7.0	129.4	64.1
VIRGINIA	94.3	47.7	177.0	9.4	4.7	103.7	52.4	526.5	255.1	4,011.6	52.6	25.1	579.1	280.2
WASHINGTON	100.4	57.0	267.5	11.8	6.4	112.2	63.4	409.2	206.9	4,088.1	19.3	10.0	428.5	216.9
WEST VIRGINIA	58.0	29.5	34.8	26.9	14.1	84.9	43.6	207.9	104.4	1,126.0	42.6	21.3	250.5	125.7
WISCONSIN	69.5	34.3	258.3	34.3	17.1	103.8	51.4	585.6	291.1	7,124.6	60.1	29.7	645.7	320.8
WYOMING	15.2	11.3	86.6	3.8	2.9	19.0	14.2	202.0	134.9	2,655.4	9.9	6.6	211.9	141.5
DIST. OF COL.	17.0	12.0	8.7	2.2	1.7	19.2	13.7	112.3	61.5	93.8	13.1	6.3	125.4	67.8
PUERTO RICO	54.8	26.4	45.5	2.2	1.1	57.0	27.5	163.7	74.2	329.5	30.5	12.4	194.2	86.6
TOTAL	4,751.7	2,460.5	14,114.1	1,004.2	542.1	5,755.9	3,002.6	24,309.6	12,631.2	253,307.7	1,901.2	945.4	26,210.8	13,576.6

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1971	FISCAL YEAR 7-1-71 TO 12-31-71
Balance at beginning of period	$3,724,728	$3,651,696
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . . .	993,759	2,064,711
Less motorboat fuel revenue 1/	5,600	21,900
Net for highways	988,159	2,042,811
Trucks, buses, and trailers	193,910	347,964
Tires, tubes, and tread rubber	177,266	316,903
Vehicle use	17,032	91,207
Parts and accessories, trucks and buses. .	25,807	46,783
Lubricating oil (net after refunds) . . .	21,639	43,450
Total excise revenues	1,423,813	2,889,118
Interest earned	88,054	97,775
Total Income	1,511,867	2,986,893
Disbursements:		
For highways	1,472,573	2,874,567
National Highway Traffic Safety Adm.	1,597	1,597
Interest on advances from General Fund . . .	-	-
Total Disbursements	1,474,170	2,876,164
Balance at end of period	$3,762,425	$3,762,425

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 (10,000 pounds gross weight and over), 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 SATURDAY
April 1, 1972

FHWA - 34-72
(202) 426-0648

A total of 4,652 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during 1971, involving a total cost of approximately $4.7 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate an increase of 0.4 percent in the number of contracts and a 4.9 percent decrease in the total dollar amount of contracts, as compared with 1970.

The contracts awarded in 1971 averaged about $1,012,400, with the median size about $237,200. They varied from less than $25,000 to nearly $48 million, with a good distribution throughout the entire range.

Sixteen percent of the contracts awarded were for amounts less than $50,000 and 29 percent were below $100,000. Contracts for amounts less than $500,000 comprised 66 percent of contracts awarded and 10 percent of the total dollar amount.

In the Federal-aid program the States select and design the projects to be built, award the contracts, and supervise the construction, subject to 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.

Summary by Size of Contract

Calendar Year 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	739	15.89	19,456,300	0.41
50,000 - 99,999	629	13.52	46,124,500	0.98
100,000 - 249,999	1,047	22.51	173,441,900	3.68
250,000 - 499,999	674	14.49	239,236,500	5.08
500,000 - 999,999	517	11.11	370,608,300	7.87
1,000,000 - 2,999,999	604	12.98	1,059,828,300	22.50
3,000,000 - 4,999,999	224	4.81	879,614,000	18.68
5,000,000 and over	218	4.69	1,921,255,800	40.80
Total	4,652	100.00	4,709,565,600	100.00

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DEPARTMENT OF TRANSPORTATION
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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
April 4, 1972

FHWA - 35-72
(202) 426-0648

Developments in mass transportation and highway programs are reported in a new publication of the Department of Transportation.

"Highway and Urban Mass Transportation" is a joint publication of the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA). In the lead article of the spring 1972 issue, Secretary of Transportation John A. Volpe says that the Department has reached a turning point in its drive to establish a foundation for an efficient and balanced transportation system. He cites progress in the various transportation modes including the inception of intermodal planning.

UMTA Administrator Carlos C. Villarreal and FHWA Administrator F. C. Turner both discuss mass transportation in separate articles. Other articles give the status of the coordinated programs of the Department to assist and improve mass transportation in urban areas.

Another story on the transportation planning underway in the Boston metropolitan region explains how this planning is being used for total community development and improvement. Topics of some of the other articles are: Bus Rapid Transit Recommended for Milwaukee; Community Benefits in Omaha Interstate 480 Planning; 1971 Highway Awards; Public Views Change Highway Locations; Motor Carriers Important to Highway Safety.

The spring 1972 issue of this new publication may be obtained from the Superintendent of Documents, U. S. Government Printing Office Washington, D. C. 20402. Price is 55 cents.

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TAD-493

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
April 7, 1972

FHWA - 36-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has issued a new report describing mechanical failures or vehicle defects that contributed to motor carrier accidents during 1970.

The report, "1970 Analysis of Motor Carrier Accidents Involving Vehicle Defects or Mechanical Failures," concerns all motor carriers other than private carriers operating in interstate or foreign commerce. Such truck and bus companies are required to report accidents that result in a fatality, personal injury, or $250 or more property damage.

The Bureau of Motor Carrier Safety received 52,770 accident reports in 1970, of which 2,333 reports (4.4 percent) indicated that a vehicle defect or a mechanical failure was a causative factor. Property carriers accounted for 2,287 of the accidents in this area, which resulted in 48 fatalities, 862 injuries, and $7,604,739 property damage. Passenger carriers were responsible for the other 46 accidents, which caused two fatalities, 100 injuries, and $159,371 property damages.

The report discloses that faulty brake systems were the largest contributor to accidents caused by mechanical failure. There were 25 (54.3 percent) passenger carrier accidents involving faulty brake systems, resulting in $30,455 property damage, and 553 (24.2 percent) property carrier accidents, resulting in $1,090,340 property damage. These figures

-more-

do not include 634 rollaway accidents which also may have involved brake failures. There were 382 (16.7 percent) accidents resulting from tire failure, resulting in $2,520,188 property damage for property carriers.

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

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FOR RELEASE TUESDAY P.M.
April 18, 1972

FHWA- 37-72
(202) 426-0648

The Federal Highway Administration today announced a new approach for its research and development program aimed at creating a safer and more efficient highway system, which is better integrated with other transportation modes and is more compatible with the Nation's socioeconomic goals.

The approach is in line with the renewed emphasis that President Nixon placed on transportation research and development in his State of the Union Message this year.

"Among other things," said Federal Highway Administrator F. C. Turner, "it is hoped that this imaginative and dynamic program will develop better means of controlling highway noise, reducing air pollution, controlling erosion caused by highway construction, eliminating or reducing traffic congestion, and making our highways even safer."

Details of the program -- "Federally Coordinated Program of Research and Development in Highway Transportation" -- were unveiled at a meeting in Albany, N. Y. today of Federal and State highway officials. It is the first of several regional meetings at which FHWA officials will present the program.

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Attending the meeting which will continue through tomorrow, are officials of the Federal Highway Administration's Washington headquarters' office; representatives of FHWA's Region One office in Delmar, N. Y.; and State highway officials and FHWA Division Engineers from New York, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.

FHWA officials noted that the experience gained in the construction and operation of highway systems, occurrences of such disasters as floods and earthquakes, increased highway user demands, environmental impact of planned and existing highways on the local community, and the requirements of new legislations have all posed serious problems which require new solutions. The purpose of the federally coordinated program will be to arrive at those solutions.

The program is founded on FHWA's concept that the most productive and efficient method of achieving desired goals is to coordinate and complement the research efforts of others.

"In short," explained Federal Highway Administrator Turner, "the principal aim of this program is to utilize the talents and capabilities of FHWA field offices, State highway departments, universities and private research organizations, as appropriate, in the search for solutions, and to develop new techniques that will resolve the problems that confront us."

"At the same time," he added, "I would emphasize that any organization, public or private, having the funds, the ability and resources to pursue a particular area of investigation outlined within the federally coordinated program will receive our full endorsement. FHWA has not carved out or laid claim to specific areas of research and development. The research and development needs far exceed the available resources, and any contribution to the FCP will be most welcome and fully recognized."

Mr. Turner also stressed the importance attached to the participation of State highway departments in the new program.

"State highway departments have a unique pool of talent and expertise in certain fields that cannot be found or duplicated elsewhere," he said. "Obviously, most new design concepts and theories cannot be recommended for wide scale implementation until they are actually tested and evaluated under real-life conditions. And since virtually all highways are under State and local jurisdiction, and a great wealth of operational experience is available through these sources, their cooperation and participation is absolutely essential to the latter stages of most new technological development."

Specific reviews will be made periodically by FHWA to determine which categories and projects are progressing satisfactorily as a result of support from other sources. FHWA funds will be used to support only those highway priority research projects where adequate resources and interest are not available from other sources.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
May 2, 1972

FHWA -41-72
(202) 426-0648

Secretary of Transportation John A. Volpe announced today the award of a $31,000 contract to the Michigan Area Coalition to conduct a 17-week study for establishing a clearinghouse to provide minority contractors with the necessary information and expertise to bid and effectively perform highway construction contracts.

The purpose of the study, funded by the Department's Federal Highway Administration, using its research monies is to better determine the effectiveness of the clearinghouse concept, and whether minority-owned contractors would be better served as a result of it.

In making this determination the study will also include an in-depth investigation of the problems confronting minority-owned contractors interested in or having the potential to do highway contracts in the State of Michigan.

In announcing the award, Secretary Volpe said:

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"I began my career as a minority businessman; I know prejudice. I know what it means to be outside. MAC will serve as another vehicle to break through the barriers of prejudice, tradition and custom. The MAC concept is another step in making available to minorities the opportunity to enter the mainstream of American life."

"President Nixon has made it clear to all members of his Cabinet that he expects us to assume our share of obligation to the cause of minorities," the Secretary added.

Secretary Volpe noted that the MAC concept may eventually be expanded to apply on a regional, multi-State and/or national basis.

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59156

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

Official Business

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
May 3, 1972

FHWA - 38-72
(202) 426-0648

A new pamphlet explaining in chart form specific exemptions granted drivers of certain farm and farm-related vehicles from provisions of the Federal Motor Carrier Safety Regulations, was released today by the Federal Highway Administration's Bureau of Motor Carrier Safety.

The pamphlet, "Important--Operators of Farm Vehicles," lists the conditions under which the farm exemptions apply.

The exemptions were ordered by BMCS last December 17.

The Department of Transportation, in cooperation with the U. S. Department of Agriculture, has made arrangements for distribution of the pamphlet to the affected farm population. The initial distribution of more than 80,000 copies will be handled throughout the country by the Extension Service of the Agriculture Department and various farm groups. Single copies may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D. C. 20590.

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59153

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY P.M.
May 4, 1972

FHWA--42-72
(202-426-0677)

How much does it cost to own and operate an automobile?

Most American motorists -- though they spent more than $20 billion last year for new automobiles -- don't really know.

However, according to a new, revised edition of a Federal Highway Administration publication, "Cost of Operating an Automobile," it will cost the owner of a standard size 1972 automobile $13,552.95 to operate and maintain it over the 10 years of its anticipated life -- or 13.55 cents per mile.

It will cost the owner of a 1972 compact car $10,807.60 -- or 10.81 cents a mile -- over the 10-year, 100,000 mile period, while the owner of a 1972 subcompact model will pay out $9,444.03 or 9.4 cents a mile.

The cars selected for study were operated from a home in the Baltimore, Maryland, suburbs.

"Cost of Operating an Autmobile" is authored by L. L. Liston, Chief of the Vehicles and Fuels Branch of the Federal Highway Administration's Highway Statistics Division, and C. L. Gauthier, FHWA economist.

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According to the authors, "the purchase price is only the first step in a long line of costs that must be paid in moving and maintaining the car during its approximate 100,000-mile, 10-year trip from the assembly line to the junkyard. During this period, the standard size car owner will pay $2,787 for some 7,350 gallons of gasoline. He will pay $2,147 to keep the vehicle maintained and in repair, $1,350 to insure it, and over $1,800 for garaging, parking and tolls. His State and Federal automotive tax bill, most of which goes to support the roads he drives on, will amount to $1,319 -- about 9.7 percent of total costs."

The authors point out that the Federal and State tax component of the automobile costs varied by less than one percentage point during the 20-year period 1950-1970 (10.9 percent in 1950 to 11.4 percent in 1970).

Costs shown in the new publication are not taken from records of specific vehicles nor are the amounts of usage, fuel consumption rates, or any other factors necessarily presented as averages. The vehicle and operation cost factors were, however, carefully selected as to probability.

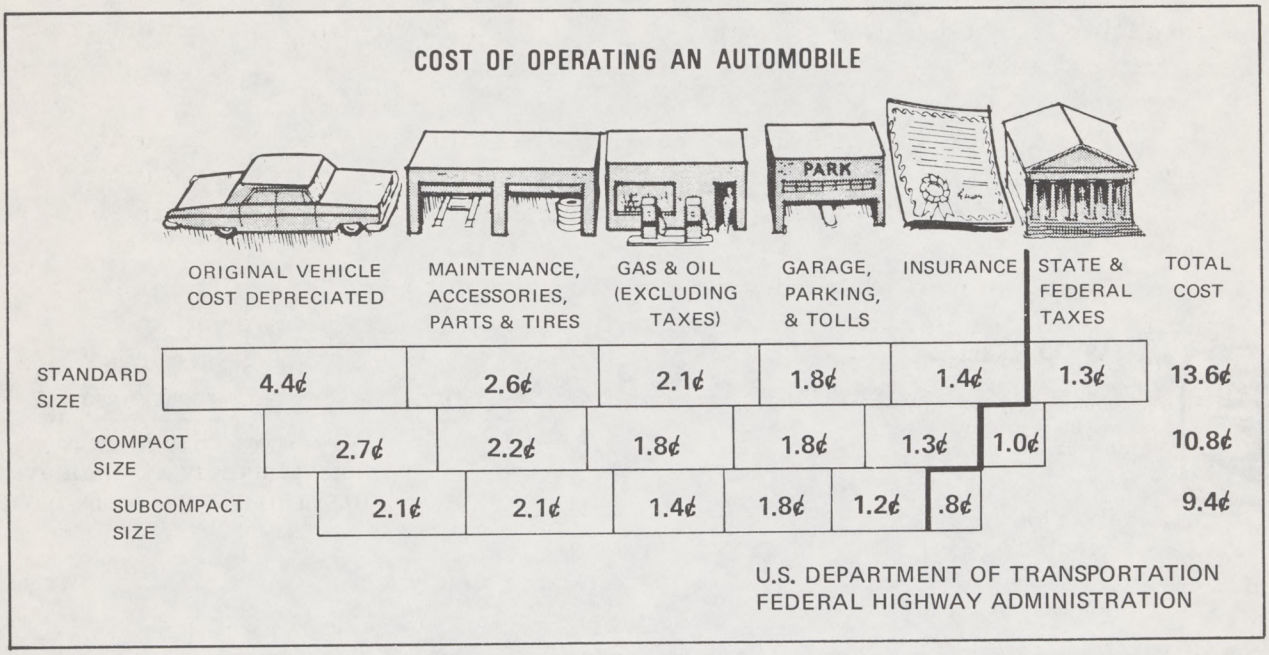
Some of the interesting facts disclosed in "Cost of Operating an Automobile" include:

-- Nationwide sales records of the 1971 model standard size car and the compact showed that 70 percent or more had power steering, over 90 percent had automatic transmissions, and 90 percent had radios. In addition, more than 80 percent of the standard size cars had air conditioning. For the subcompacts the number with power steering was negligible, 45 to 50 percent had automatic transmissions, and over 80 percent had radios.

-- Depreciation is by far the greatest single cost of owning and operating an automobile, and in the great majority of cases the age of the car is more important than its mileage in determining its resale or trade-in value.

-- The first year depreciation is fairly high and results in a relatively high 16 cents per mile for total costs of ownership and operation for the standard size car in suburban use. The comparable first year for the compact is 11.2 cents per mile, and for the subcompact, 7.8 cents per mile.

-- The "annual trader" always has a new car but depreciation for a standard size automobile over a 10-year period costs him about $12,260 (10 times the first year depreciation). The "two-year trader" pays $10,630 in depreciation (five times the depreciation for the first two years).



-- Over the 10-year period, the cars each will wear out the original five tires and require 11 additional replacements.

"Cost of Operating an Automobile" was issued previously in 1970, 1967, and 1950. However, those editions considered only the costs of a standard size car, and the data on the compacts and subcompacts is presented for the first time in this edition.

Copies of "Cost of Operating an Automobile" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.

59180

DEPARTMENT OF TRANSPORTATION | NEWS
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY AM
May 15, 1972

FHWA--43-72
(202-426-0677)

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the first quarter of 1972 increased 1.5 percent above the previous quarter, to 135.5 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.

The increase of 1.5 percent follows a 1.5 percent decrease for the previous quarter. The composite price index for the first quarter of 1972 is 9.2 percent above that for the first quarter of 1971.

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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
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
4th quarter, 1971	133.5	- 1.5
1st quarter, 1972	135.5	+ 1.5

The price levels of the component items of the index in the first quarter of 1972, 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---	
	First quarter 1972	Fourth quarter 1971	First quarter 1971	Fourth quarter 1971	First quarter 1971
Excavation	132.4	124.0	117.9	+ 6.8	+12.3
Surfacing:					
Portland cement concrete	137.2	142.5	124.3	- 3.8	+10.4
Bituminous concrete	132.0	127.5	127.5	+ 3.6	+ 3.6
Composite surfacing	134.7	135.2	125.8	- 0.4	+ 7.0
Structures:					
Reinforcing steel	141.3	136.5	131.5	+ 3.5	+ 7.4
Structural steel	145.0	145.8	134.6	- 0.5	+ 7.7
Structural concrete	136.8	144.2	126.7	- 5.1	+ 8.0
Composite structures	140.0	143.3	129.9	- 2.3	+ 7.8
Composite price index	135.5	133.5	124.1	+ 1.5	+ 9.2

The U.S. average contract unit prices for the index items during the fourth quarter of 1971 and the first quarter of 1972 are:

	Unit	4th Qtr. 1971	1st Qtr. 1972
Excavation	Cu. Yd.	$ .67	$ .72
PCC surface	Sq. Yd.	6.31	6.07
Bit. conc. surf.	Ton	8.24	8.53
Str. reinf.	Lb.	.179	.185
Str. steel	Lb.	.360	.358
Str. concrete	Cu. Yd.	101.38	96.16

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 19, 1972

FHWA - 46--72
(202) 426-0648

Energy-absorbing crash barriers are proving to be highly effective life savers on the Nation's highways, Federal Highway Administrator F. C. Turner said today.

Mr. Turner said data being gathered by the State highway departments show conclusively that the relatively inexpensive barriers are performing as intended: They are preventing deaths and injuries by providing a shield against rigid roadside objects.

"These barriers," said Turner, "provide an effective and immediate means for supplementing the intensified highway safety program ordered by President Nixon."

He cited as typical the experience in the Portland, Oregon area where 17 barriers already have been installed and more are on the way. Although the buffers have been struck 45 times, not one life has been lost. Without the protective barriers, it is believed that 11 persons would have been killed.

"Judging from the damage to some of the devices after they were

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struck, it was obvious that motorists would have been seriously hurt or killed had not the barriers absorbed high-speed collision forces," Mr. Turner said. "Similar results are being reported in State after State all over the Nation."

The barriers, known technically as impact attenuators, are placed in front of immovable objects which cannot be eliminated from the roadside. They protect motorists against such hazards as bridge and overpass piers, massive overhead sign supports, and the areas around exit ramps on elevated structures.

Of the 17 devices in the Portland area, 15 are clusters of water-filled plastic cylinders and two are clusters of metal drums known as "Texas barrels" because they were developed at the Texas Transportation Institute.

The hollow plastic cylinders contain openings through which water in the cell can be expelled. When hit, it compresses and ejects the water under pressure, dissipating the impact energy. The metal drum attenuator consists of a series of 55-gallon barrels which collapse and absorb energy when struck, minimizing damage to vehicle and occupants.

In 33 of the 45 accidents that have occurred since the first attenuator was installed in Portland 23 months ago, the vehicles were driveable. Many of the motorists drove away without reporting the crash. Minor injuries were suffered in six of the accidents.

Costs of the Oregon installations averaged $10,500 for each plastic cylinder barrier, and the cost to make repairs after they had been hit averaged $260.

It is estimated that for every dollar spent on the energy-absorbing barriers, the highway user realizes $28 in benefits due to lower property damage, injury and death costs.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
May 24, 1972

FHWA - 40-72
(202) 426-0648

The vital role that highway transportation plays in the overall transportation scheme of things in the United States will be depicted in the Federal Highway Administration exhibit at TRANSPO 72, the United States International Transportation Exposition.

TRANSPO 72, the largest total transportation exposition in history, will be open to the public from Saturday, May 27, through Sunday, June 4, at Dulles International Airport, near Washington, D. C.

Through the use of animated charts, audio-visuals, photo montages, slides and other graphics, the FHWA exhibit will highlight such facts as:

-- Highway transportation represents 17 percent of the United States gross national product.

-- More than 13 million people are employed in highway transportation industries.

-- 89 percent of all intercity travel is by highway.

-- 21 percent of all intercity movement of goods is by truck.

-- 98 percent of all person-trips in urban areas is by highway vehicle.

-- Virtually all movement of goods in urban areas is by truck.

-more-

The exhibit will show how highway transportation is essential in coordinating all other travel modes -- air, rail and water.

Topical problems of the Nation's urban areas, including traffic congestion and air pollution, will be examined, and the role highways can play in providing solutions will be explored, especially in the area of mass transit through exclusive bus lanes and other measures.

An entire area of the exhibit will be devoted to the theme, "Highways Are For People." Included will be a depiction of the economic benefits in the way of time, money and lives saved that accrue from an improved highway system. How industries and businesses are stimulated by the Interstate System will be shown.

The impact of highway transportation on the booming recreation market will be shown, along with an animated map depicting how much farther vacationers can travel today to reach their favorite vacation spots because of the Interstate System freeways than they could in prior years.

An illustrated chart that should be of interest to all automobile owners will break down the various elements of costs in operating a car on a per-mile basis.

Other subjects in the exhibit will include highway safety improvements, use of waste materials in highway construction, relocation assistance provided those who must move from their homes or places of business to make way for a new road, and examples of highway joint development and multiple use.

"We think that this exhibit will be both informative and interesting," said Federal Highway Administrator F. C. Turner. "It should clarify for the average person the role of the Federal Highway Administration in the overall Department of Transportation, and, hopefully, it will also make him more aware of the multitude of benefits he derives daily from our Federal-State highway system. We want this exhibit to be enjoyable as well as educational, so it has been designed to be non technical in nature and it is intended for the general public."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY P.M.
May 31, 1972

FHWA--44--72 (202) 426-0677
QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1972

American motorists who take to the highways for vacation trips this year will have 1,472 more miles of Interstate System freeways on which to travel than they did a year ago, Secretary of Transportation John A. Volpe announced today.

He said that 79 percent of the 42,500-mile Interstate System is now open to traffic.

Information compiled by the Department of Transportation's Federal Highway Administration as of March 31, 1972, shows 33,372 miles now in use, with construction underway on another 3,735 miles.

"Our modern Interstate freeways -- the finest and safest highways the world has ever known -- have vastly expanded vacation horizons for our citizens," Secretary Volpe said. "They enable us all to travel farther, and more safely, in the same amount of vacation time, and they have opened up new and previously inaccessible recreational areas for our enjoyment. This is in accordance with President Nixon's mandate to upgrade all of our transportation facilities to meet the needs of our times."

As currently designated, the system consists of 34,485 miles of rural and 8,015 miles of urban highways. As of this report, 27,064 miles or 78.5 percent of the rural mileage, and 6,308 miles or 78.7 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 31,900 a year ago and 32,988 as of December 31, 1971, the date of the last survey, to 33,372 as of March 31.

In addition to the sections open to traffic, 3,735 miles were under construction as of March 31; engineering or right-of-way acquisition prior to construction was in progress on another 3,935 miles; and route location approval was pending on 509 additional miles for which public hearings had been held.

Thus, some form of work was underway or completed on 41,551 miles of the 42,500-mile system - about 98 percent of the total. Only 949 miles or 2 percent had not been advanced to the point where location public hearings have been held.

(more)

The Interstate System will be the Nation's key highway network, serving both civilian and defense needs, and carrying about 25 percent of all traffic. The States have received an apportionment of $4,044 billion for fiscal year 1973 for work on Interstate routes.

The status of the Interstate System as of March 31, 1972, is shown on the accompanying map, and in detail in table I. In summary, the status follows: 1/

	Urban		Rural		Total	
	Miles	Percent	Miles	Percent	Miles	Percent
1. Improved and open to traffic 2/	6,308	79	27,064	79	33,372	79
2. Under construction	600	7	3,135	9	3,735	9
3. Location approved-construction not started	785	10	3,150	9	3,935	9
4. Public hearing held-approval pending	107	1	402	1	509	1
5. No location action taken	215	3	734	2	949	2
Total	8,015	100	34,485	100	42,500	100

1/ Items 3, 4 and 5 correspond to first two columns in table on opposite page, "Preliminary Status or Not Yet in Progress," and "Engineering or Right-of-Way."
2/ Includes 2,305 miles of toll roads.

Some $47.67 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 $34.95 billion, of which $28.91 billion was for construction and $6.04 billion for engineering and right-of-way acquisition. As of March 31, 1972, work estimated to cost $12.72 billion was underway or authorized, including $8.78 billion of construction, and $3.94 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 1973, has also shown considerable accomplishment, with $32.44 billion worth of work involving 269,225 miles of construction contracts completed or underway.

Construction contracts involving 255,204 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $24.68 billion; and contracts involving 14,021 miles at a cost of $4.81 billion were underway on March 31. In addition, $1.96 billion of engineering and right-of-way acquisition work had been completed and $ .99 billion 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.

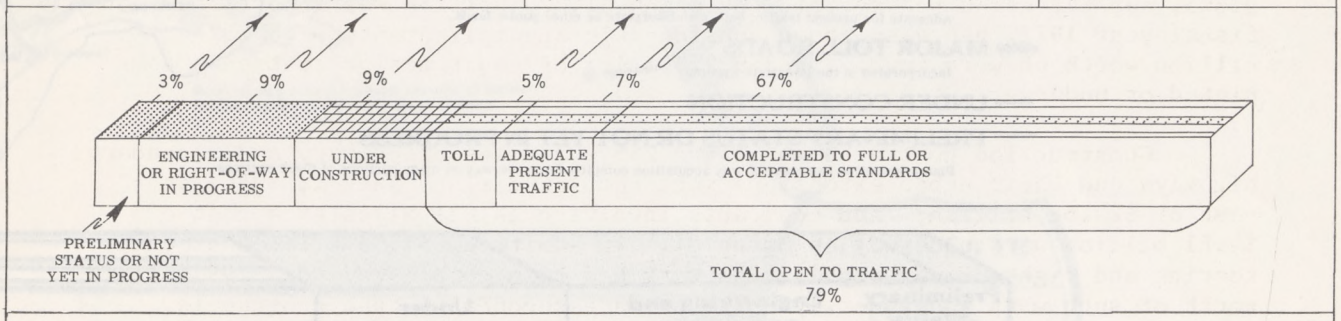
The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received $1.179 billion of tax revenue income during the three months ended March 31, about 79 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $895.5 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1972

TABLE I

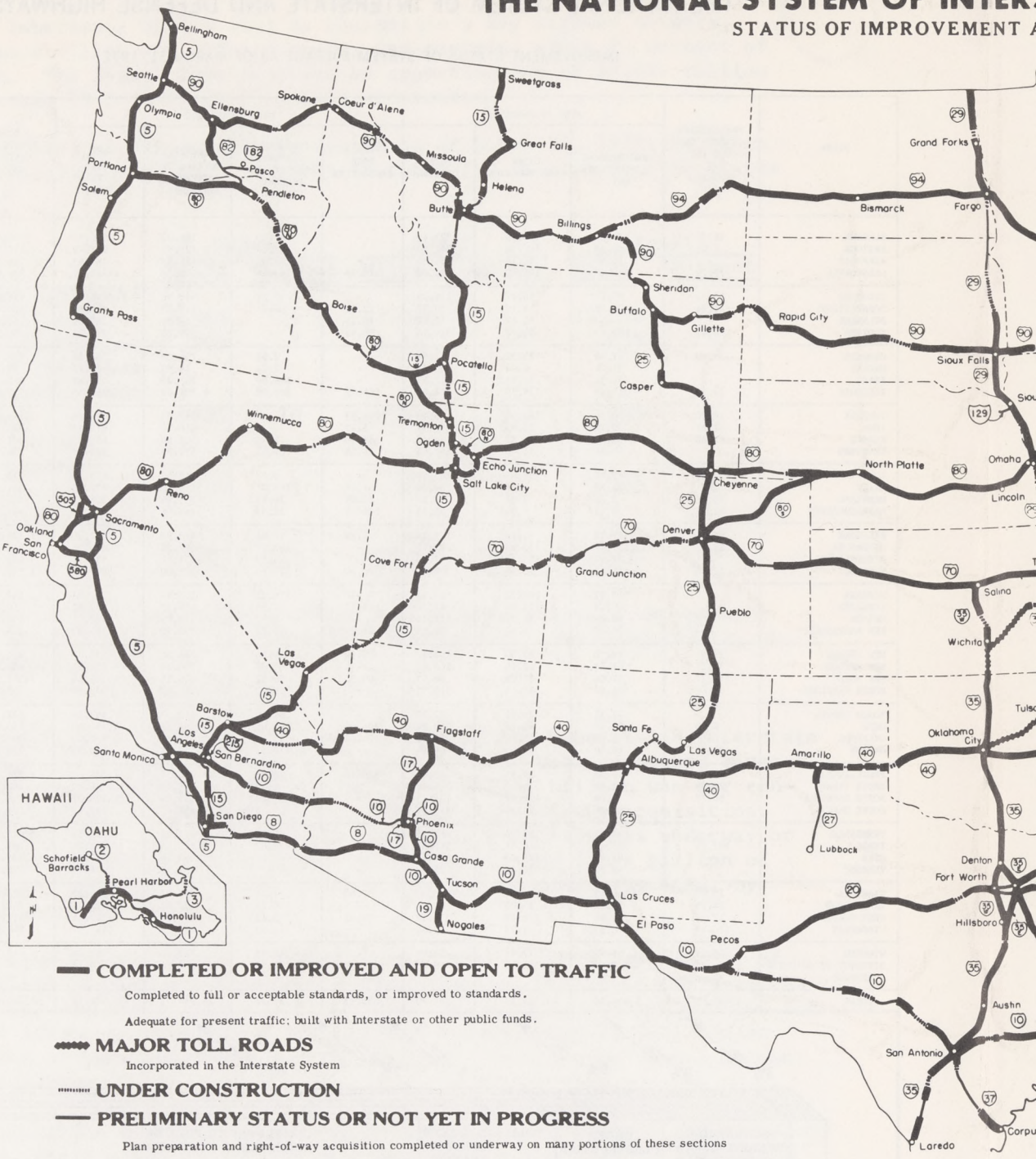
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	120.30	103.30	223.60	-	67.10	589.00	656.10	898.40	ALABAMA
ARIZONA	1.00	101.96	146.14	248.10	"	183.64	739.85	923.49	1,172.59	ARIZONA
ARKANSAS	-	11.57	40.10	51.67	"	18.85	455.82	474.67	526.34	ARKANSAS
CALIFORNIA	27.70	142.40	151.60	294.00	10.20	243.30	1,705.70	1,959.20	2,280.90 2/	CALIFORNIA
COLORADO	85.33	79.22	55.13	134.35	-	57.21	699.56	756.77	976.45	COLORADO
CONNECTICUT	40.21	24.78	6.19	30.97	12.31	48.46	215.03	275.80	346.98	CONNECTICUT
DELAWARE	'-	-	11.47	11.47	14.30	"	14.84	29.14	40.61	DELAWARE
FLORIDA	198.41	189.87	134.27	324.14	56.45	"	819.28	875.73	1,398.28 3/	FLORIDA
GEORGIA	38.70	187.09	125.32	312.41	"	2.32	796.27	798.59	1,149.70	GEORGIA
HAWAII	-	21.74	8.74	30.48	-	2.24	19.53	21.77	52.25	HAWAII
IDAHO	-	59.51	52.81	112.32	-	118.09	381.79	499.88	612.20	IDAHO
ILLINOIS	17.70	218.18	129.30	347.48	154.92	102.92	1,104.01	1,361.85	1,727.03	ILLINOIS
INDIANA	14.30	38.09	122.04	160.13	156.90	"	798.09	954.99	1,129.42	INDIANA
IOWA	47.92	39.78	79.93	119.71	3.17	"	610.16	613.33	780.96	IOWA
KANSAS	21.60	56.20	49.85	106.05	187.70	2.45	503.90	694.05	821.70	KANSAS
KENTUCKY	"	60.56	91.28	151.84	39.20	17.03	527.98	584.21	736.05	KENTUCKY
LOUISIANA	40.91	63.85	200.00	263.85	"	0.86	412.42	413.28	718.04	LOUISIANA
MAINE	-	24.58	9.48	34.06	54.48	103.41	119.86	277.75	311.81	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	77.22	94.16	171.38	5.39	42.96	913.95	962.30	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	113.40	147.30	"	4.10	531.80	535.90	683.20	MISSISSIPPI
MISSOURI	27.00	111.40	98.30	209.70	0.30	120.10	789.00	909.40	1,146.10	MISSOURI
MONTANA	-	217.22	191.22	408.44	"	276.77	503.44	780.21	1,188.65	MONTANA
NEBRASKA	"	36.48	11.24	47.72	0.22	12.88	419.77	432.87	480.59	NEBRASKA
NEVADA	"	79.60	31.51	111.11	-	4.92	418.53	423.45	534.56	NEVADA
NEW HAMPSHIRE	"	24.28	6.67	30.95	21.02	15.02	147.29	183.33	214.28	NEW HAMPSHIRE
NEW JERSEY	18.90	69.20	82.90	152.10	45.70	19.20	148.50	213.40	384.40 4/	NEW JERSEY
NEW MEXICO	32.16	61.33	47.19	108.52	"	67.89	790.36	858.25	998.93	NEW MEXICO
NEW YORK	117.72	37.04	27.93	64.97	490.38	56.12	618.16	1,164.66	1,347.35	NEW YORK
NORTH CAROLINA	52.86	128.51	87.44	215.95	"	10.62	562.22	572.84	841.65	NORTH CAROLINA
NORTH DAKOTA	-	47.51	29.86	77.37	"	51.49	442.47	493.96	571.33	NORTH DAKOTA
OHIO	8.80	92.49	68.25	160.74	206.20	61.65	1,096.58	1,364.43	1,533.97	OHIO
OKLAHOMA	-	8.07	58.24	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	59.52	89.42	148.94	360.18	8.35	1,015.55	1,384.08	1,574.45	PENNSYLVANIA
RHODE ISLAND	26.59	0.40	6.49	6.89	' "	8.44	58.36	66.80	100.28	RHODE ISLAND
SOUTH CAROLINA	60.77	5.06	126.07	131.13	"	8.17	558.04	566.21	758.11	SOUTH CAROLINA
SOUTH DAKOTA	"	83.26	94.55	177.81	"	49.28	451.87	501.15	678.96	SOUTH DAKOTA
TENNESSEE	"	148.90	115.95	264.85	-	69.30	711.25	780.55	1,045.40	TENNESSEE
TEXAS	121.74	309.11	240.25	549.36	- -	223.07	2,273.14	2,496.21	3,167.31	TEXAS
UTAH	"	283.71	125.73	409.44	"	67.56	459.78	527.34	936.78	UTAH
VERMONT	"	49.81	38.61	88.42	"	"	231.96	231.96	320.38	VERMONT
VIRGINIA	10.82	166.67	64.22	230.89	37.60	41.65	751.92	831.17	1,072.88	VIRGINIA
WASHINGTON	74.70	58.92	35.84	94.76	-	160.53	432.91	593.44	762.90	WASHINGTON
WEST VIRGINIA	17.55	44.84	126.28	171.12	87.02	2.19	233.90	323.11	511.78	WEST VIRGINIA
WISCONSIN	110.50	0.67	1.73	2.40	"	24.90	431.07	455.97	568.87	WISCONSIN
WYOMING	49.27	55.44	17.62	73.06	-	18.98	772.28	791.26	913.59	WYOMING
DISTRICT OF COLUMBIA	9.36	7.62	1.81	9.43	-	2.92	7.84	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-6.28 5/								-6.28 5/	PENDING
TOTAL	1,457.89	3,934.60	3,735.13	7,669.73	2,305.13	2,731.22	28,336.03	33,372.38	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 27.30 miles chargeable to the Howard-Cramer Act of the total 34.30 mile 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 INTERS

STATUS OF IMPROVEMENT A



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards.

Adequate for present traffic: built with Interstate or other public funds.

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

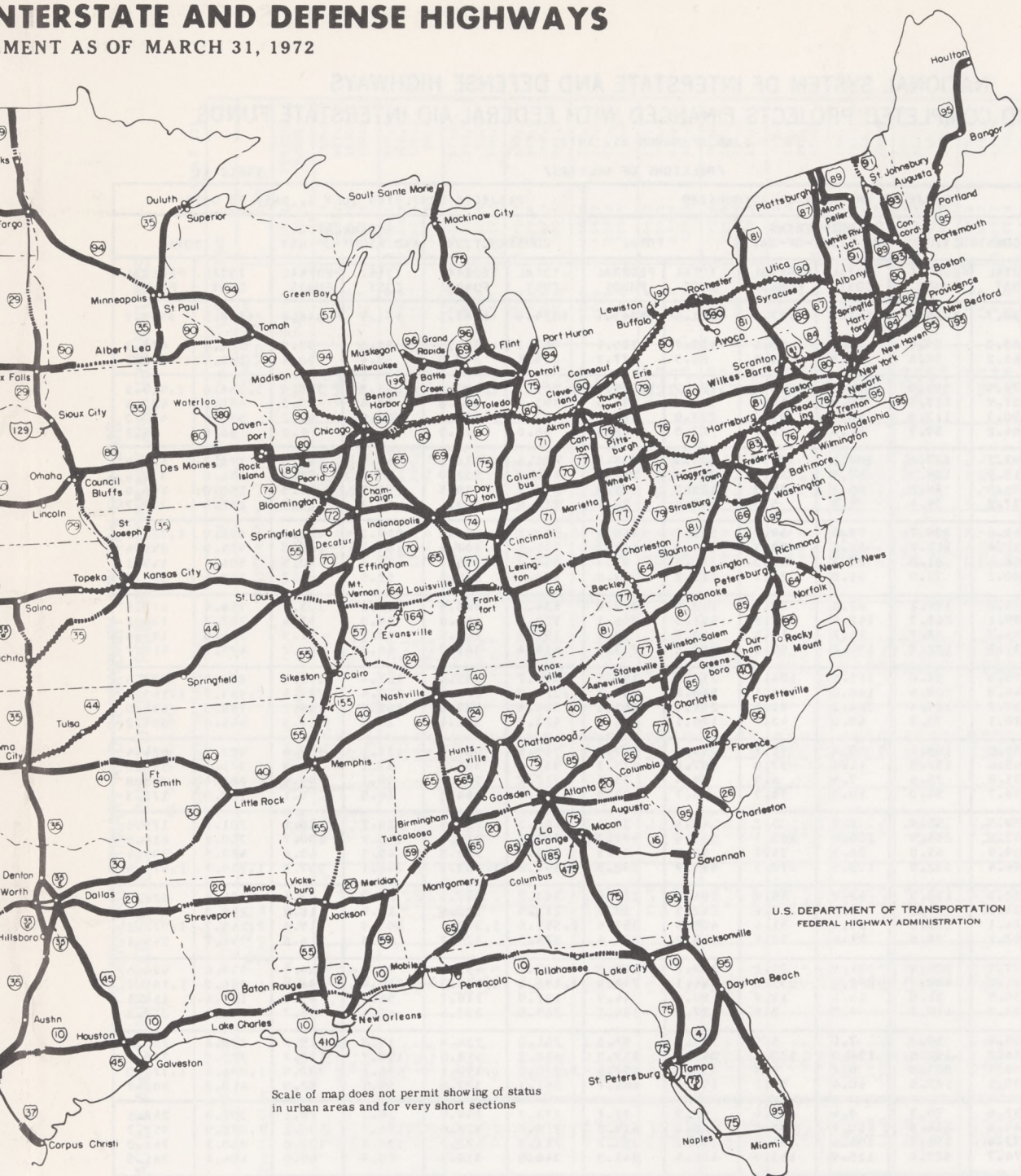
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,458 Miles	3,935 Miles	3,735 Miles	

NTERSTATE AND DEFENSE HIGHWAYS

MENT AS OF MARCH 31, 1972



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

INTERSTATE

TOTAL

42,500

MILES

Open to Traffic

33,372 Miles

37,107 Miles

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

AS OF MARCH 31, 1972

/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	$239.7	$215.5	$141.8	$127.6	$381.5	$343.1	$524.4	$463.1	$53.9	$46.6	$578.3	$509.7
ALASKA												
ARIZONA	63.3	59.5	70.4	66.5	133.7	126.1	460.2	423.5	57.6	53.8	517.8	477.3
ARKANSAS	66.2	59.6	20.3	18.3	86.5	77.9	328.1	292.3	35.4	30.4	363.5	322.7
CALIFORNIA	674.9	595.9	548.3	489.0	1,223.2	1,084.9	2,509.1	2,187.8	857.5	725.5	3,366.6	2,913.3
COLORADO	127.9	113.5	20.8	19.0	148.7	132.5	393.7	350.6	57.4	50.0	451.1	400.6
CONNECTICUT	130.3	112.8	96.7	85.0	227.0	197.8	423.5	355.8	106.9	94.2	530.4	450.0
DELAWARE	44.2	39.7	32.8	28.7	77.0	68.4	84.6	75.0	1.4	1.2	86.0	76.2
FLORIDA	197.7	177.8	107.6	95.7	305.3	273.5	611.6	536.0	165.1	141.8	776.7	677.8
GEORGIA	219.9	184.9	69.5	52.5	289.4	247.4	568.0	502.9	83.0	73.7	651.0	576.6
HAWAII	56.3	49.5	66.7	59.3	123.0	108.8	133.7	96.5	56.3	50.3	190.0	146.8
IDAHO	37.2	34.4	5.4	5.0	42.6	39.4	218.6	199.4	33.3	29.3	251.9	228.7
ILLINOIS	449.6	399.7	78.3	69.3	527.9	469.0	1,673.7	1,446.6	319.2	276.9	1,992.9	1,723.5
INDIANA	122.4	110.2	31.5	28.5	153.9	138.7	790.6	707.5	163.3	146.9	953.9	854.4
IOWA	68.4	61.5	22.3	20.0	90.7	81.5	447.0	395.7	59.4	50.4	506.4	446.1
KANSAS	80.2	71.9	31.0	27.9	111.2	99.8	316.0	278.3	52.5	46.7	368.5	325.0
KENTUCKY	179.8	159.2	32.6	29.2	212.4	188.4	634.2	565.5	122.2	105.0	756.4	670.5
LOUISIANA	299.1	268.7	142.4	127.4	441.5	396.1	723.7	646.8	64.0	57.4	787.7	704.2
MAINE	44.7	38.7	16.2	14.4	60.9	53.1	192.3	169.5	13.7	11.9	206.0	181.4
MARYLAND	139.9	122.8	100.2	90.2	240.1	213.0	419.4	361.0	56.3	49.2	475.7	410.2
MASSACHUSETTS	99.8	87.0	115.5	104.0	215.3	191.0	644.7	565.6	161.4	142.0	806.1	707.6
MICHIGAN	344.8	309.6	166.0	148.1	510.8	457.7	1,028.3	874.3	335.4	289.6	1,363.7	1,163.9
MINNESOTA	187.7	169.3	104.2	91.7	291.9	261.0	596.8	537.8	161.5	144.2	758.3	682.0
MISSISSIPPI	78.1	70.3	48.0	42.9	126.1	113.2	423.7	376.4	20.9	17.8	444.6	394.2
MISSOURI	189.0	168.1	80.4	71.7	269.4	239.8	745.6	667.0	177.1	157.4	922.7	824.4
MONTANA	145.6	132.5	41.5	37.8	187.1	170.3	336.4	305.1	37.1	32.9	373.5	338.0
NEBRASKA	31.8	28.6	7.6	6.9	39.4	35.5	212.2	189.4	50.1	44.4	262.3	233.8
NEVADA	36.7	34.0	59.0	56.0	95.7	90.0	176.5	164.2	10.5	9.1	187.0	173.3
NEW HAMPSHIRE	39.5	33.4	5.8	5.2	45.3	38.6	182.3	159.5	18.7	16.1	201.0	175.6
NEW JERSEY	332.6	288.9	208.8	183.4	541.4	472.3	584.1	513.8	116.7	100.7	700.8	614.5
NEW MEXICO	69.9	65.0	26.3	24.3	96.2	89.3	383.2	352.8	45.3	40.6	428.5	393.4
NEW YORK	396.4	332.0	193.5	170.3	589.9	502.3	1,591.6	1,363.1	248.1	207.8	1,839.7	1,570.9
NORTH CAROLINA	132.1	118.5	62.7	55.9	194.8	174.4	340.2	297.1	31.2	27.1	371.4	324.2
NORTH DAKOTA	34.5	31.2	8.0	7.1	42.5	38.3	213.4	192.8	12.9	11.3	226.3	203.9
OHIO	374.1	326.0	34.9	31.4	409.0	357.4	1,551.8	1,362.7	693.9	615.4	2,245.7	1,978.1
OKLAHOMA	62.1	55.6	81.1	72.8	143.2	128.4	375.2	329.3	19.5	16.8	394.7	346.1
OREGON	227.7	209.9	81.5	75.1	309.2	285.0	492.1	432.3	71.5	64.3	563.6	496.6
PENNSYLVANIA	551.2	487.7	292.9	255.1	844.1	742.8	1,136.1	1,001.0	219.9	186.2	1,356.0	1,187.2
RHODE ISLAND	34.5	31.0	16.1	13.9	50.6	44.9	137.9	118.7	54.5	47.4	192.4	166.1
SOUTH CAROLINA	123.3	110.5	4.0	3.5	127.3	114.1	265.8	237.6	40.4	35.7	306.2	273.3
SOUTH DAKOTA	55.9	50.8	7.1	6.5	63.0	57.3	261.0	234.4	17.8	15.8	278.8	250.2
TENNESSEE	214.2	192.6	134.0	120.4	348.2	313.0	688.2	618.0	137.7	120.2	825.9	738.2
TEXAS	398.5	353.8	4.2	3.8	402.7	357.6	1,570.5	1,390.1	426.1	382.9	1,996.6	1,773.0
UTAH	135.5	127.5	60.4	57.2	195.9	184.7	351.1	327.8	59.1	52.9	410.2	380.7
VERMONT	32.6	29.3	9.4	8.4	42.0	37.7	278.7	248.5	24.1	20.1	302.8	268.5
VIRGINIA	344.6	314.5	110.7	100.0	455.3	414.5	919.8	818.6	151.7	134.1	1,071.5	952.7
WASHINGTON	172.4	156.3	104.6	94.9	277.0	251.2	713.7	622.2	136.4	120.8	850.1	743.0
WEST VIRGINIA	474.7	427.4	125.9	113.9	600.5	541.3	348.6	312.5	55.8	49.0	404.4	361.5
WISCONSIN	39.2	34.8	20.3	18.2	59.5	53.0	382.3	341.0	79.8	69.1	462.1	410.1
WYOMING	34.7	31.6	9.4	8.5	44.1	40.1	346.0	317.5	20.0	17.6	366.0	335.1
DIST. OF COL.	140.0	112.0	82.6	73.9	222.6	185.9	177.9	158.5	48.0	41.9	225.9	200.4
PUERTO RICO												
TOTAL	8,775.7	7,795.3	3,941.0	3,526.4	12,716.7	11,321.7	28,908.1	25,483.5	6,041.2	5,272.5	34,949.3	30,756.0

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

AS OF MARCH 31, 1972

/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	$76.0	$40.1	189.1	$29.5	$14.9	$105.5	$55.0	$487.6	244.8	7,650.7	47.3	23.0	534.9	267.8
ALASKA	88.6	79.8	382.2	40.0	37.4	128.6	117.2	402.3	370.4	2,952.3	60.9	55.8	463.2	427.2
ARIZONA	37.5	26.9	94.4	1.2	.9	38.7	27.8	270.4	184.9	2,035.4	4.5	3.0	274.9	187.9
ARKANSAS	69.9	34.7	361.2	19.1	9.6	89.0	44.3	358.2	178.4	5,385.0	21.2	10.2	379.4	188.6
CALIFORNIA	285.1	177.9	353.4	17.9	11.3	303.0	189.2	1,542.7	827.1	3,778.2	11.4	6.4	1,554.1	833.5
COLORADO	43.9	23.1	107.6	14.8	8.6	58.7	31.7	367.1	199.5	3,843.5	53.7	29.4	420.8	228.9
CONNECTICUT	40.6	20.4	10.7	15.1	7.9	56.7	28.3	230.9	113.0	269.0	36.6	15.0	267.5	128.0
DELAWARE	20.7	11.0	24.2	8.7	4.7	29.4	15.7	92.1	45.5	527.1	9.7	4.9	101.8	50.4
FLORIDA	88.7	46.4	166.9	17.0	8.8	105.7	55.2	574.2	268.3	3,634.5	6.8	3.4	581.0	271.7
GEORGIA	125.6	64.1	494.6	52.7	26.4	178.3	90.5	528.8	261.3	5,905.6	58.0	28.7	586.8	290.0
HAWAII	34.1	16.9	15.4	13.4	6.7	47.5	23.6	79.4	39.2	168.8	23.0	11.6	102.4	50.8
IDAHO	26.6	20.0	148.3	4.0	2.7	30.6	22.7	189.7	123.6	2,501.6	22.5	13.1	212.2	136.7
ILLINOIS	208.4	105.5	520.6	16.4	8.5	224.8	114.0	1,200.8	614.1	8,487.3	52.9	25.2	1,253.7	639.3
INDIANA	106.7	53.7	133.2	24.4	12.6	131.1	66.3	600.2	307.4	3,545.1	79.2	37.8	679.4	345.2
IOWA	93.4	48.3	1,115.8	4.8	2.9	98.2	51.2	530.3	272.3	12,274.3	16.7	8.6	547.0	280.9
KANSAS	56.5	28.5	533.1	7.0	3.6	63.5	32.1	537.1	266.7	14,043.1	38.3	19.1	575.4	285.8
KENTUCKY	68.2	33.4	88.8	32.6	16.7	100.8	50.1	372.4	186.7	2,452.1	72.9	35.8	445.3	222.5
LOUISIANA	74.4	36.8	146.2	27.9	13.9	102.3	50.7	413.3	202.0	2,889.4	21.4	10.5	434.7	212.6
MAINE	24.8	12.3	63.8	9.0	4.7	33.8	17.0	185.5	90.8	1,029.6	23.7	11.1	209.2	101.9
MARYLAND	54.9	26.7	82.0	27.0	13.8	81.9	40.5	282.9	138.7	1,501.0	6.3	3.2	289.2	141.9
MASSACHUSETTS	79.4	40.7	40.4	43.7	21.9	123.1	62.6	431.5	213.3	517.3	112.7	32.6	544.2	245.9
MICHIGAN	150.2	81.1	581.5	31.5	16.4	181.7	97.5	927.9	450.8	9,768.8	66.9	32.1	994.8	482.9
MINNESOTA	126.2	60.0	734.6	2.5	1.3	128.7	61.3	650.8	326.5	16,368.2	23.1	11.7	673.9	338.2
MISSISSIPPI	60.3	28.8	463.9	24.1	12.2	84.4	41.0	391.1	190.7	8,117.8	31.5	15.8	422.6	206.5
MISSOURI	119.6	59.9	289.2	78.2	41.0	197.8	100.9	623.8	316.8	10,059.9	107.0	51.4	730.8	368.2
MONTANA	31.1	20.4	187.9	14.5	9.2	45.5	29.6	329.7	199.0	4,887.7	35.2	19.6	364.9	218.5
NEBRASKA	58.0	29.1	639.4	5.5	2.4	63.5	31.5	422.9	215.8	8,565.4	37.1	18.4	460.0	234.2
NEVADA	9.9	9.2	58.0	11.3	10.3	21.2	19.5	141.9	122.9	1,899.0	15.3	12.7	157.2	135.6
NEW HAMPSHIRE	23.0	11.5	36.6	.5	.2	23.5	11.7	128.3	63.1	474.6	4.7	2.2	133.0	65.3
NEW JERSEY	133.1	61.8	57.6	99.7	47.5	232.8	109.3	373.0	180.4	543.7	46.2	23.1	419.2	203.5
NEW MEXICO	24.4	15.7	98.0	9.9	6.5	34.3	22.2	255.8	167.4	2,612.4	22.1	13.1	277.9	180.5
NEW YORK	368.4	166.2	95.2	9.6	4.8	378.0	171.0	1,851.9	860.7	3,605.2	29.3	14.1	1,881.2	874.8
NORTH CAROLINA	150.9	76.0	285.4	49.3	24.5	200.2	100.5	510.1	252.9	5,001.5	83.5	41.3	593.6	294.2
NORTH DAKOTA	29.6	15.0	947.8	3.4	1.7	33.3	16.7	297.3	152.3	15,444.5	16.7	8.7	314.0	161.0
OHIO	199.4	98.0	144.3	2.8	1.4	202.2	99.4	964.7	494.7	2,920.3	143.8	70.5	1,108.5	565.2
OKLAHOMA	85.9	43.0	327.6	12.0	5.9	97.9	48.9	516.2	255.4	6,681.0	14.5	6.9	530.7	262.3
OREGON	54.4	23.8	58.6	10.7	6.8	65.1	30.6	313.7	190.8	2,224.7	22.4	13.0	336.1	203.8
PENNSYLVANIA	436.0	209.0	237.0	34.9	17.4	470.9	226.4	962.1	472.7	2,157.6	103.4	44.8	1,065.5	517.5
RHODE ISLAND	16.6	8.0	10.4	15.8	8.6	33.4	16.6	110.3	54.4	257.8	30.9	14.9	141.2	69.3
SOUTH CAROLINA	97.2	47.1	721.9	1.5	.8	98.7	47.9	300.3	150.9	7,708.3	24.0	12.2	324.3	163.1
SOUTH DAKOTA	43.2	23.9	564.2	1.5	.8	44.7	24.7	313.1	171.2	10,340.1	5.1	2.9	318.2	174.1
TENNESSEE	78.1	39.1	336.9	35.4	17.7	113.5	56.8	481.0	240.7	7,813.8	55.1	25.9	536.1	266.6
TEXAS	362.4	190.1	1,083.3	1.2	.6	363.6	190.7	1,629.7	836.0	20,571.5	5.4	2.9	1,635.1	838.9
UTAH	22.2	16.9	87.9	9.4	7.3	31.6	24.2	171.4	122.8	1,741.5	16.5	11.3	187.9	134.1
VERMONT	4.5	2.3	7.7	3.5	1.7	8.0	4.0	115.5	57.8	567.5	15.2	7.0	130.7	64.8
VIRGINIA	100.7	52.3	185.0	9.4	4.7	110.1	57.0	530.5	256.9	4,023.7	52.6	25.1	583.1	282.0
WASHINGTON	97.9	55.6	267.9	12.2	6.6	110.1	62.2	411.6	208.3	4,100.1	19.3	10.0	430.9	218.3
WEST VIRGINIA	60.9	30.9	36.8	28.6	15.2	89.5	46.1	207.9	104.4	1,126.0	42.7	21.3	250.6	125.7
WISCONSIN	66.2	33.1	268.7	34.8	17.4	101.0	50.5	592.2	294.6	7,144.8	59.3	29.6	651.5	324.2
WYOMING	15.4	11.5	81.2	4.2	3.2	19.6	14.7	202.6	135.4	2,661.5	10.1	6.8	212.7	142.2
DIST. OF COL.	17.2	12.2	9.3	2.3	1.8	19.5	14.0	113.2	61.9	94.9	13.2	6.4	126.4	68.3
PUERTO RICO	56.1	27.1	45.8	2.5	1.3	58.6	28.4	164.6	74.6	329.5	30.5	12.4	195.1	87.0
TOTAL	4,803.0	2,505.5	14,021.6	991.1	535.9	5,794.1	3,041.4	24,682.8	12,830.8	255,203.7	1,962.5	977.3	26,645.3	13,808.1

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED MARCH 31, 1972	FISCAL YEAR 7-1-71 TO 3-31-72
Balance at beginning of period	$3,762,425	$3,651,696
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) . . .	937,633	3,002,344
Less motorboat fuel revenue 1/	1,900	23,800
Net for highways	935,733	2,978,544
Trucks, buses, and trailers	2/ 2,896	350,860
Tires, tubes, and tread rubber	180,454	497,357
Vehicle use	30,911	122,118
Parts and accessories, trucks and buses. .	19,083	65,866
Lubricating oil (net after refunds) . . .	10,025	53,475
Total excise revenues	1,179,102	4,068,220
Interest earned	4,782	102,557
Total Income	1,183,884	4,170,777
Disbursements:		
For highways	885,753	3,760,320
National Highway Traffic Safety Adm.	8,139	9,736
Trust Fund share other highway programs. . .	1,627	1,627
Total Disbursements	895,519	3,771,683
Balance at end of period	$4,050,790	$4,050,790
Liability for unpaid obligations (3/31/72)	7,477,019	
Balance less liability for unpaid obligation	-3,426,229	

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

2/ Three month revenues of $133,072,797 less initial refunds of $130,177,102 on light trucks, trailers and local transit buses.

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, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:
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 TUESDAY P.M.
May 31, 1972

FHWA--45-72
(202-426-0677)

Secretary of Transportation John A. Volpe announced today that $1.584 billion in Federal and State funds were obligated through March 31, 1972, for development highways and local access roads in the 13-State Appalachia Region. The Federal share was $858 million.

As of the end of March, 1,410 miles of highways and access roads were completed or under construction, an increase of 72 miles since the December 31, 1971 quarterly report. Of the total, 840 miles were completed and 570 miles were under construction. Engineering and right-of-way acquisition were underway on 710 miles. Design had been approved or hearings held on 79 miles.

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

As shown in table 1, a total of 650 miles or 25 percent of the 2,556 miles of highways being considered for construction were improved and serving traffic. Of this, 557 miles were completed to Appalachian standards, while 93 miles were improved under stage construction. An additiona 15 miles were completed but not yet open to traffic for a total of 665 miles completed and/or open to traffic. At the end of March a total of 427 miles were in construction status with contracts underway on 335 miles. Preliminary engineering and right-of-way acquisitions were underway or completed on 645 miles. Designs had been approved for 51 miles and the design hearing stage completed on an additional 25 miles. Centerline location had been approved on 318 miles, the location hearing stage completed for an additional 66 miles, and route location studies and preparations for location hearings were underway for 390 miles. Work had not yet been started on the remaining 62 miles.

Table 2 shows that of the 577 miles of local access roads approved as of March 31, 292 miles were improved and serving traffic, including 268 completed and 24 miles under stage construction. There were 143 miles in construction status with active contracts on 78 miles. Preliminary engineering studies and right-of-way acquisitions were underway or completed for 65 miles and design approved on an additional 3 miles. Centerline locations were approved for 34 miles and location studies underway or completed on 38 miles. No work has started on 26 miles.

(more)

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 MARCH 31, 1972

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	ADEQUATE APPALACHIA DESIGN STANDARD MILEAGE		
		ADEQUATE SEGMENTS NO APPALACHIA FUNDS EXPENDED	SEGMENTS IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	89.0	2.6	14.2	16.8
KENTUCKY	583.1	162.0	89.7	251.7
MARYLAND	85.6	3.0	3.6	6.6
NEW YORK	260.0	27.0	75.8	102.8
NORTH CAROLINA	196.4	1.8	51.3	53.1
OHIO	292.4	94.8	63.3	158.1
PENNSYLVANIA	469.7	33.4	78.2	111.6
TENNESSEE	332.2	10.5	31.8	42.3
VIRGINIA	200.2	25.2	84.1	109.3
WEST VIRGINIA	417.5	9.9	79.7	89.6
TOTAL	2,926.1	370.2	571.7	941.9

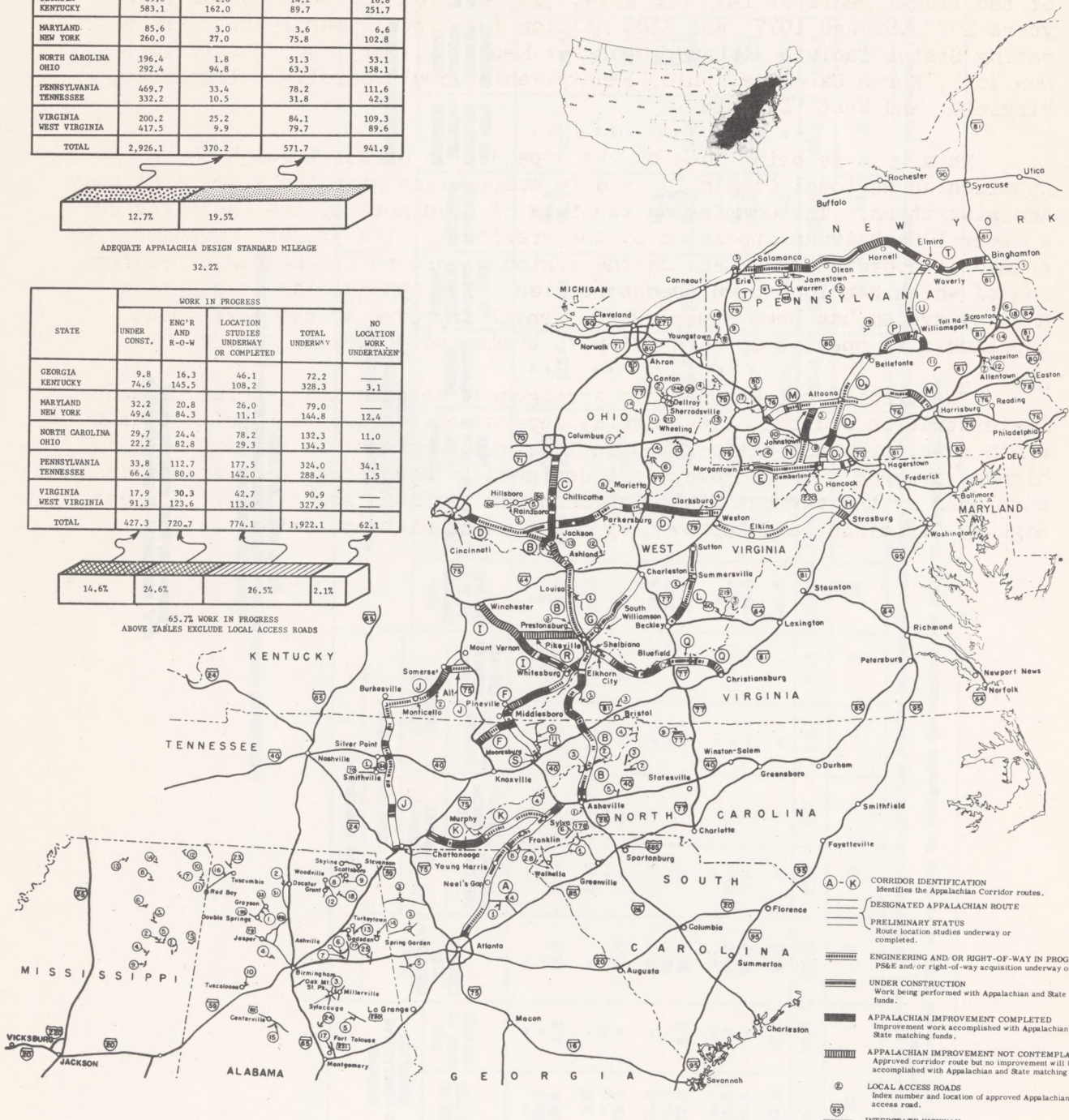
ADEQUATE APPALACHIA DESIGN STANDARD MILEAGE

32.2%

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	ENG'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA	9.8	16.3	46.1	72.2	___
KENTUCKY	74.6	145.5	108.2	328.3	3.1
MARYLAND	32.2	20.8	26.0	79.0	___
NEW YORK	49.4	84.3	11.1	144.8	12.4
NORTH CAROLINA	29.7	24.4	78.2	132.3	11.0
OHIO	22.2	82.8	29.3	134.3	___
PENNSYLVANIA	33.8	112.7	177.5	324.0	34.1
TENNESSEE	66.4	80.0	142.0	288.4	1.5
VIRGINIA	17.9	30.3	42.7	90.9	___
WEST VIRGINIA	91.3	123.6	113.0	327.9	___
TOTAL	427.3	720.7	774.1	1,922.1	62.1

65.7% WORK IN PROGRESS

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



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

DESIGNATED APPALACHIAN ROUTE

PRELIMINARY STATUS
Route location studies underway or completed.

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

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

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

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

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

(95) INTERSTATE HIGHWAY

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF MARCH 31, 1972

TABLE 1

STATE	IMPROVED TO APPALACHIAN STANDARDS		UNDER CONSTRUCTION					PS & E PREPARATION AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED					DESIGNATED MILEAGE				PARTICIPATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
				STAGE CONSTRUCTION 1/														
				NO CONTRACT UNDERWAY		CONTRACT UNDERWAY												
	OPEN TO TRAFFIC	NOT OPEN TO TRAFFIC	FINAL CONSTRUCTION UNDERWAY	SERVING TRAFFIC	NOT SERVING TRAFFIC	SERVING TRAFFIC	NOT SERVING TRAFFIC	CONCURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	14.2	-	-	-	-	-	9.8	5.6	-	10.7	-	-	46.1	-	-	-	86.4	89.0
Kentucky	88.4	1.3	35.6	29.4	-	6.9	2.7	94.7	10.2	25.0	5.5	10.1	72.7	10.1	25.4	3.1	421.1	583.1
Maryland	3.6	-	-	12.0	-	0.1	20.1	20.8	-	-	-	-	-	-	26.0	-	82.6	85.6
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	75.8	-	18.7	-	6.7	-	24.0	31.8	-	52.5	-	-	-	-	11.1	12.4	233.0	260.0
North Carolina	51.3	-	20.5	4.3	-	-	4.9	24.4	-	-	-	-	48.1	-	30.1	11.0	194.6	196.4
Ohio	63.3	-	22.2	-	-	-	-	17.3	-	65.0	0.5	-	6.3	-	23.0	-	197.6	292.4
Pennsylvania	72.9	5.3	33.8	-	-	-	-	42.5	-	12.8	45.2	12.2	80.7	14.0	82.8	34.1	436.3	469.7
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	31.8	-	11.0	40.2	-	-	15.2	12.2	-	67.8	-	-	41.3	20.8	79.9	1.5	321.7	332.2
Virginia	84.1	-	17.9	-	-	-	-	29.6	0.7	-	-	-	18.0	21.4	3.3	-	175.0	200.2
West Virginia	71.5	8.2	91.3	-	-	-	-	120.8	-	-	-	2.8	4.3	-	108.7	-	407.6	417.5
Total	556.9	14.8	251.0	85.9	6.7	7.0	76.7	399.7	10.9	233.8	51.2	25.1	317.5	66.3	390.3	62.1	2,555.9	2,926.1
Percent to Total Under Consideration	22	1	10	3	-	-	3	16	-	9	2	1	13	3	15	2	100	

1/ Stage construction provides for construction which may provide substantial improvement in traffic service, but where construction to provide for final completion to full standards is not yet underway.

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

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF MARCH 31, 1972

TABLE 2

STATE	IMPROVED TO APPALACHIAN STANDARDS AND OPEN TO TRAFFIC	WORK UNDERWAY								ROUTE LOCATIONS NOT STARTED	TOTAL MILEAGE
		UNDER CONSTRUCTION 1/			ENGINEERING AND ROW	DESIGN APPROVED	LOCATION APPROVED	ROUTE STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY		
		SERVING TRAFFIC	UNDER CONTRACT	TOTAL							
Alabama	109.5	-	15.2	23.7	20.9	-	2.9	15.8	63.3	10.0	182.8
Georgia	2.0	-	7.3	7.3	-	-	-	9.5	16.8	-	18.8
Kentucky	2.1	-	2.0	2.0	0.7	-	1.6	-	4.3	-	6.4
Maryland	3.3	-	-	-	1.8	-	-	-	1.8	-	5.1
Mississippi	38.8	-	-	38.2	-	-	-	-	38.2	-	77.0
New York	1.9	-	-	-	-	-	-	4.0	4.0	-	5.9
North Carolina	3.8	-	5.0	5.0	5.6	-	-	4.5	15.1	-	18.9
Ohio	24.7	-	2.9	2.9	2.1	2.8	-	3.1	10.9	-	35.6
Pennsylvania	13.1	-	12.7	12.7	15.6	-	17.8	-	46.1	15.7	74.9
South Carolina	31.9	5.3	16.4	16.4	11.0	-	8.9	-	36.3	-	68.2
Tennessee	13.2	18.4	5.4	23.8	6.3	-	2.3	-	32.4	-	45.6
Virginia	9.6	-	7.6	7.6	-	-	-	-	7.6	-	17.2
West Virginia	13.9	-	3.8	3.8	1.4	-	-	1.2	6.4	-	20.3
Total	267.8	23.7	78.3	143.4	65.4	2.8	33.5	38.1	283.2	25.7	576.7
Percent to Total Under Consideration	46	(4)	(14)	25	11	-	6	7	49	5	100

1/ The under construction category includes stage construction where sections may be improved for traffic service, but where the final contract to achieve full standards is not yet underway. Therefore entries in the total column are not necessarily equal to the sum of entries in the other two columns.

APPALACHIAN FUNDS OBLIGATED

STATE	DEVELOPMENT HIGHWAYS		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	-	-	$19,665,905	$13,005,794	$19,665,905	$13,005,794
Georgia	$37,343,452	$19,682,363	3,776,921	1,710,835	41,120,373	21,393,198
Kentucky	219,126,498	138,371,633	2,208,832	1,375,970	221,335,330	139,747,603
Maryland	81,617,947	42,681,008	1,827,921	1,047,185	83,445,868	43,728,193
Mississippi	-	-	9,709,508	6,040,827	9,709,508	6,040,827
New York	247,540,304	104,158,000	599,517	302,158	248,139,821	104,460,158
North Carolina	77,736,969	42,154,697	2,545,810	1,418,600	80,282,779	43,573,297
Ohio	91,877,756	49,923,452	5,584,757	2,139,070	97,462,513	52,062,522
Pennsylvania	196,342,245	95,907,366	11,695,578	5,559,611	208,037,823	101,466,977
South Carolina	-	-	10,146,144	7,082,278	10,146,144	7,082,278
Tennessee	90,172,054	56,128,960	6,700,002	4,690,000	96,872,056	60,818,960
Virginia	79,043,948	46,324,237	4,313,522	2,710,000	83,357,470	49,034,237
West Virginia	378,131,918	212,123,617	5,979,964	3,958,845	384,111,882	216,082,462
Total	1,498,933,091	807,455,333	84,754,381	51,041,173	1,583,687,472	858,496,506

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
June 12, 1972

FHWA - 48-72
(202) 426-0648

The first of 42 bridges given top priority in a program aimed at replacing unsafe structures on Federal-aid highway systems is now open to traffic, Secretary of Transportation John A. Volpe announced today.

The bridge carrying State Route 346 across the Rio Grande River near the town of Bosque in New Mexico replaced an old wooden one that was destroyed by fire in May, 1971.

Prior to the fire, an inspection had revealed the bridge, built in 1928, was critically deficient and should be replaced. Because of the fire, vehicles were forced to make a 20-mile detour to cross the river, posing a severe economic hardship for nearby communities. As a result, replacement of the bridge was assigned the highest priority.

Cost of the new bridge, which is 540 feet long, was $260,000, with the Department of Transportation's Federal Highway Administration furnishing 75 percent and the State of New Mexico 25 percent.

-more-

The replacement program was created by the Federal-Aid Highway Act of 1970 which provided for a two-year authorization of $250 million as the Federal share. It called for all bridges on Federal-aid systems to be inventoried, classified as to serviceability, safety and essentiality for public use, and assigned priorities for replacement.

Of the 563,000 bridges in the United States, 236,000 are on Federal-aid systems. The next priority group will be selected in Fiscal 1973 for replacement.

59427

# # #

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

Official Business

PENALTY FOR PRIVATE USE, $300

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 16, 1972

FHWA - 54-72
(202) 426-0648

Secretary of Transportation John A. Volpe today announced that $4.4 billion in Federal-aid highway funds for Fiscal Year 1973 will be available to the States for obligation on July 1.

In a departure from the normal custon, the funds are being released on an annual, rather than a quarterly, basis.

"The funds are being released in this manner," said Secretary Volpe, "in order that national goals set for the Federal-aid highway program by President Nixon may be achieved. It is in line with the President's repeated emphasis on improving the Nation's total transportation capacity as rapidly as possible within necessary fiscal restraints.

He added:

"This action provides maximum flexibility to each State to plan and schedule its Federal-aid highway projects as appropriate for the State. I believe this will provide for more orderly execution of each State's highway program and will avoid sudden changes in the obligation amounts such as have occurred in some years."

-more-

Federal Highway Administrator F. C. Turner added a word of caution to the States.

"In making this allocation on an annual rather than a quarterly basis," he said, "it is emphasized that no State will receive for obligation during 1973 more than its indicated share of the $4.4 billion of obligation authority. Consequently, it is imperative that there be careful planning of each State's obligations, so that an orderly program covering the entire Fiscal Year will evolve in each State."

The accompanying table shows by individual States the amounts of obligation authority available separately for Interstate System funds, urban area funds, and other funds. The $645 million available for urban area fund obligations includes $200 million for TOPICS (Traffic Operations Program to Increase Capacity and Safety) obligations only and $445 million for obligation of urban "C" funds, Urban System funds, and additional obligations of TOPICS funds. Similarly, the "all other" category can be utilized for obligations in urban areas.

A total of $2.8 billion in Interstate System funds will be available during Fiscal 1973.

# # #

Distribution of $4.4 billion of obligation authority for
Fiscal Year 1973

Effective July 1, 1972

(Thousands of Dollars)

State	Authority available for obligation of - Interstate Funds	Urban Area Funds TOPICS	Urban "C", Urban System, additional TOPICS	Sub-Total	All Other Funds 1/	Total
Alabama	$51,667	$2,598	$5,461	$8,059	$14,736	$74,462
Alaska	-	172	263	435	36,094	36,529
Arizona	51,501	1,878	4,220	6,098	10,540	68,139
Arkansas	13,844	1,174	2,235	3,409	10,926	28,179
California	207,721	24,596	56,422	81,018	33,414	322,153
Colorado	45,521	2,316	5,200	7,516	12,494	65,531
Connecticut	72,240	3,166	7,291	10,457	6,757	89,454
Delaware	13,844	535	1,227	1,762	3,569	19,175
Florida	70,579	7,161	15,763	22,924	14,852	108,355
Georgia	51,723	3,511	7,557	11,068	17,741	80,532
Hawaii	35,248	831	1,786	2,617	3,956	41,821
Idaho	13,844	433	760	1,193	7,972	23,009
Illinois	185,764	12,367	28,081	40,448	26,046	252,258
Indiana	39,041	4,423	9,550	13,973	15,919	68,933
Iowa	34,057	2,020	4,067	6,087	16,218	56,362
Kansas	29,074	1,856	3,750	5,606	15,505	50,185
Kentucky	38,903	2,162	4,609	6,771	12,897	58,571
Louisiana	83,620	3,123	6,759	9,882	12,271	105,773
Maine	13,844	596	1,109	1,705	5,411	20,960
Maryland	91,013	4,107	9,294	13,401	8,286	112,700
Massachusetts	97,105	6,485	14,967	21,452	9,049	127,606
Michigan	103,750	8,756	19,980	28,736	22,253	154,739
Minnesota	49,923	3,295	7,251	10,546	18,537	79,006
Mississippi	23,286	1,210	2,220	3,430	12,034	38,750
Missouri	56,208	4,309	9,589	13,898	19,365	89,471
Montana	31,842	438	833	1,271	13,145	46,258
Nebraska	13,844	1,187	2,499	3,686	12,339	29,869
Nevada	13,844	528	1,200	1,728	7,924	23,496
New Hampshire	13,844	542	1,030	1,572	3,567	18,983
New Jersey	72,212	8,709	20,399	29,108	9,034	110,354
New Mexico	24,975	906	1,729	2,635	10,561	38,171
New York	195,372	21,154	48,970	70,124	29,262	294,758
North Carolina	47,791	2,887	5,824	8,711	19,122	75,624
North Dakota	13,844	368	624	992	9,225	24,061
Ohio	88,134	10,804	24,256	35,060	23,074	146,268
Oklahoma	20,185	2,231	4,631	6,862	13,958	41,005
Oregon	61,442	1,802	3,902	5,704	11,868	79,014
Pennsylvania	136,810	11,147	25,107	36,254	26,485	199,549
Rhode Island	28,935	1,131	2,598	3,729	3,854	36,518
South Carolina	19,908	1,523	3,083	4,606	10,044	34,558
South Dakota	13,844	346	616	962	9,746	24,552
Tennessee	33,088	3,002	6,321	9,323	15,192	57,603
Texas	110,423	11,791	26,083	37,874	41,695	189,992
Utah	38,183	1,125	2,576	3,701	7,597	49,481
Vermont	14,620	176	267	443	3,571	18,634
Virginia	71,354	3,940	8,816	12,756	15,038	99,148
Washington	82,291	3,269	7,179	10,448	12,415	105,154
West Virginia	84,368	842	1,684	2,526	8,589	95,483
Wisconsin	25,308	3,809	8,231	12,040	16,600	53,948
Wyoming	19,936	231	351	582	7,950	28,468
Dist. of Col.	50,283	1,049	2,486	3,535	4,222	58,040
Puerto Rico		1,983	4,294	6,277	4,081	10,358
Reserve 2/	-	-	-	-	238,000	238,000
TOTAL	2,800,000	200,000	445,000	645,000	955,000	4,400,000

1/ Primary, secondary, Rural, HPR, economic growth center and additional urban area funds.
2/ Miscellaneous accounts and administration.

59556

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
June 20, 1972

FHWA-- 51-72
(202) 426-0677

Changes in the glazing and window construction requirements of the intercity commercial vehicles subject to Federal Motor Carrier Safety Regulations were announced today by the Federal Highway Administration's Bureau of Motor Carrier Safety.

A Notice of Proposed Rule Making was issued in August, 1970, requesting comments on revision of Sections 393.61 and 393.63 of the Motor Carrier Safety Regulations to modify window requirements for trucks and buses. Comments filed in response to the Notice were considered in the issuance of the final rule.

In issuing the amended rules, BMCS Director Robert A. Kaye said that "several comments pointed out that there was no demonstrated need to increase truck cab side window minimum size since a person in a truck had ready access to two doors for emergency egress. The comments are well founded and the proposed amendment concerning the size of windows in trucks and truck tractors has been deleted from the final issuance."

The effective date of the amended requirements is July 1, 1973.

As in the past, the glazing and window construction requirements are generally applicable to commercial motor vehicles operating in line haul service, but are also applicable to those school buses operated for-hire in interstate commerce.

Copies of the glazing and window construction requirements may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D. C. 20590.

# # # #

59516

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY P.M.
June 21, 1972

FHWA - 50-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety is considering a redefinition of the 12-hour adverse driving condition rule of the Motor Carrier Safety Regulations, so that it will apply only to unforeseen adverse driving conditions.

Under present rules, a driver may drive as much as two hours beyond the regular 10 hour driving limitation when he encounters snow, sleet, fog or other abnormal conditions, if his run could have been completed under normal conditions.

The proposed revision, which has been requested by PROD (Professional Drivers), a consumer advocate organization, is contained in a Notice of Proposed Rule Making, Docket No. MC-38, Notice No. 72-6, that has been published in the Federal Register.

BMCS Director Robert A. Kaye explained that, "The present rule makes no express distinction between anticipated and unanticipated adverse driving conditions; thus the extra two hour adverse driving time allowance can be misused, with attendant danger to the public. The proposed revision would make it completely clear that the extra

-more-

driving time is allowable only when the adverse conditions could not be anticipated."

Interested persons are invited to give their views or comments on the proposal, which should be submitted in triplicate to the Director, Bureau of Motor Carrier Safety, Washington, D. C. 20590, on or before September 8, 1972.

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59515

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

Official Business

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
June 24, 1972

FHWA - 52-72
(202) 426-0648

Inspectors for the Federal Highway Administration's Bureau of Motor Carrier Safety ruled 3,689 interstate trucks or combinations out of service because of serious safety defects during a six-month period last year.

Movement of the mechanically unsafe vehicles was not permitted until the defects had been corrected.

This was disclosed in a new BMCS report on the results of roadside truck inspections conducted during the first half of 1971. The 3,689 figure represented 24.2 percent of all trucks inspected during that period.

The report points out that this was a slight increase over the 24 percent recorded for 1970, but "viewed as a step in a three and a half year upward trend, it takes its place as an integral part of a disquieting pattern."

BMCS Director Robert A. Kaye emphasized that, "It is the motor carriers who are responsible for safety in their operations. They must continually inspect their equipment for roadworthiness, as well as for compliance with applicable regulations. This report should be both a reminder of their responsibility, and a guide in planning programs for discharging that responsibility."

-more-

The report recalls that in the 1970 report, "attention was directed to the fact that in each of the three years, 1968--1969--1970, more than one-third of the out-of-service defects found had been in the service brake application systems of power units, and that this finding defines an area in which concentrated effort by motor carriers to improve their inspection and maintenance performance would surely yield a high return on safety efforts invested."

The report concluded that the six-month 1971 road check results showed a disturbing trend toward serious safety defects in motor carriers, along with a failure of routine maintenance to identify and correct the defects before they become critical.

59545

# # #

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FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
June 24, 1972

FHWA--53-72
(202-426-0677)

Nearly 113 million motor vehicles were registered in the United States during the 1971 calendar year, the U.S. Department of Transportation reported today. The totals released by the Federal Highway Administration show 112,922,354 motor-vehicle registrations--a gain of 4,546,931 over 1970.

The 1971 registration total includes 92,752,515 automobiles, 397,627 buses, and 19,772,212 trucks. The percentage increases over 1970 are 3.9 for automobiles, 5.3 for buses, and 5.4 for trucks.

The buses shown are estimates of the numbers in operation, rather than registrations, to eliminate multiple counting resulting from buses being registered in more than one State.

California registered 12.3 million motor vehicles in 1971, followed by Texas with 6,984,269, and New York with 6,890,844. Ohio and Pennsylvania each registered 6.0 million motor vehicles, Illinois 5.4 million, Michigan 4.7 million, and Florida 4.5 million. There were an additional 26 States with more than a million motor vehicles registered.

Motorcycles and trailers are not included in the above figures. Most States combine motorcycles, motor scooters, and motorized bicycles into one registration group, and the 1971 total of these registrations was 3,343,884. State laws governing trailer registration vary greatly and undergo frequent changes. The Federal Highway Administration reports that there were 10,167,720 trailers registered, but because of the laws that exempt some kinds of trailers, it considers the total to be of limited significance.

The 1971 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

(over)

STATE MOTOR-VEHICLE REGISTRATIONS—1971[1]

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

TABLE MV-1
JUNE 1972

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1970-1971			PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/	TOTAL	TOTAL 1970 REGISTRATIONS	INCREASE OR DECREASE 1971	PERCENTAGE CHANGE		
Alabama	1,650,059	6,507	1,656,566	1,888	5,961	7,849	410,965	17,591	428,556	2,062,912	30,059	2,092,971	1,965,932	127,039	6.5	51,497	437
Alaska	100,182	1,542	101,724	573	32	605	44,313	4,013	48,326	145,068	5,587	150,655	138,759	11,896	8.6	9,639	-
Arizona	885,312	7,481	892,793	594	1,788	2,382	276,750	13,047	289,797	1,162,656	22,316	1,184,972	1,093,312	91,660	8.4	42,545	341
Arkansas	746,916	4,452	751,368	662	3,727	4,389	313,061	6,555	319,616	1,060,639	14,734	1,075,373	1,043,336	32,037	3.1	23,760	35
California	10,160,065	68,181	10,228,246	12,137	9,055	21,192	1,965,923	108,812	2,074,735	12,138,125	186,048	12,324,173	11,900,896	423,277	3.6	608,000	6,637
Colorado	1,170,133	7,239	1,177,372	1,074	2,728	3,802	349,535	16,889	366,424	1,520,742	26,856	1,547,598	1,442,478	105,120	7.3	56,799	208
Connecticut	1,618,641	7,961	1,626,602	6,205	521	6,726	143,197	14,486	157,683	1,768,043	22,968	1,791,011	6/ 1,732,609	58,402	3.4	42,754	271
Delaware	261,437	2,642	264,079	1,199	87	1,286	48,626	2,521	51,147	311,262	5,250	316,512	312,342	4,170	1.3	5,934	36
Florida	3,898,517	19,370	3,917,887	3,013	5,119	8,132	568,594	39,687	608,281	4,470,124	64,176	4,534,300	4,120,363	413,937	10.0	120,612	1,408
Georgia	2,188,286	5,787	2,194,073	3,005	7,489	10,494	526,717	21,620	548,337	2,718,008	34,896	2,752,904	2,584,042	168,862	6.5	65,701	287
Hawaii	372,248	3,246	375,494	1,068	72	1,140	46,195	3,390	49,585	419,511	6,708	426,219	405,441	20,778	5.1	9,907	126
Idaho	350,572	3,227	353,799	675	1,535	2,210	144,279	8,915	153,194	495,526	13,677	509,203	473,873	35,330	7.5	31,927	100
Illinois 7/	4,645,555	20,975	4,666,530	13,233	4,953	18,186	667,164	31,378	698,542	5,325,952	57,306	5,383,258	5,237,876	145,382	2.8	133,698	499
Indiana 7/	2,332,943	7,082	2,340,025	7,068	3,597	10,665	535,486	16,346	551,832	2,875,497	27,025	2,902,522	6/ 2,827,991	84,531	3.0	88,606	314
Iowa	1,416,726	6,729	1,423,455	1,360	6,280	7,640	391,024	19,561	410,585	1,809,110	32,570	1,841,680	1,790,061	51,619	2.9	78,902	163
Kansas	1,148,870	6,376	1,155,246	1,246	3,684	4,930	423,435	15,498	438,933	1,573,551	25,558	1,599,109	1,547,643	51,466	3.3	73,756	769
Kentucky	1,440,060	4,887	1,444,947	1,693	5,834	7,527	394,104	13,409	407,513	1,835,857	24,130	1,859,987	1,762,517	97,470	5.5	29,451	146
Louisiana	1,425,736	9,082	1,434,818	8,269	2,639	10,908	373,240	13,319	386,559	1,807,245	25,040	1,832,285	1,742,351	89,934	5.2	33,843	192
Maine	429,745	2,086	431,831	756	1,020	1,776	99,687	3,521	103,208	530,188	6,627	536,815	6/ 510,001	26,814	5.3	12,665	18
Maryland	1,724,060	7,327	1,731,387	7,024	1,681	8,705	249,806	13,078	262,884	1,980,890	22,086	2,002,976	1,871,834	131,142	7.0	34,604	151
Massachusetts	2,420,871	10,629	2,431,500	7,072	426	7,498	238,200	22,595	260,795	2,666,143	33,650	2,699,793	2,574,838	124,955	4.9	52,707	-
Michigan	4,028,821	23,397	4,052,218	5,508	8,005	13,513	635,352	38,556	673,908	4,669,681	69,958	4,739,639	4,569,319	170,320	3.7	192,884	1,100
Minnesota	1,807,964	6,930	1,814,894	4,822	6,949	11,771	448,979	17,834	466,813	2,261,765	31,713	2,293,478	2,206,624	86,854	3.9	89,045	181
Mississippi	863,595	1,706	865,301	2,585	5,765	8,350	290,986	11,199	302,185	1,157,166	18,670	1,175,836	1,117,311	58,525	5.2	20,341	10
Missouri	1,943,855	5,634	1,949,489	4,256	4,973	9,229	525,287	13,945	539,232	2,473,398	24,552	2,497,950	2,407,687	90,263	3.7	67,704	51
Montana	326,003	2,023	328,026	964	713	1,677	173,595	7,398	180,993	500,562	10,134	510,696	484,990	25,706	5.3	29,892	66
Nebraska	743,144	4,088	747,232	1,055	2,220	3,275	272,540	9,646	282,186	1,016,739	15,954	1,032,693	974,158	58,535	6.0	38,411	69
Nevada	274,608	3,907	278,515	234	638	872	85,079	8,264	93,343	359,921	12,809	372,730	354,590	18,140	5.1	19,085	221
New Hampshire	312,303	1,696	313,999	983	163	1,146	55,047	5,244	60,291	368,333	7,103	375,436	361,711	13,725	3.8	12,673	-
New Jersey	3,337,181	20,685	3,357,866	8,316	2,904	11,220	325,865	42,357	368,222	3,671,362	65,946	3,737,308	3,585,637	151,671	4.2	56,221	1,131
New Mexico	460,313	5,244	465,557	2,475	432	2,907	183,576	9,089	192,665	646,364	14,765	661,129	637,371	23,758	3.7	27,356	81
New York	6,129,741	33,219	6,162,960	17,447	12,880	30,327	641,191	56,366	697,557	6,788,379	102,465	6,890,844	6,718,026	172,818	2.6	77,014	728
North Carolina	2,345,210	19,288	2,364,498	8,072	13,341	21,413	568,527	47,082	615,609	2,921,809	79,711	3,001,520	2,825,801	175,719	6.2	59,930	438
North Dakota	275,927	2,082	278,009	607	1,236	1,843	158,488	5,726	164,214	435,022	9,044	444,066	428,081	15,985	3.7	13,278	40
Ohio	5,327,998	16,161	5,344,159	6,973	11,721	18,694	650,245	30,011	680,256	5,985,216	57,893	6,043,109	6/ 5,973,901	69,208	1.2	151,634	454
Oklahoma	1,260,788	4,679	1,265,467	1,570	5,270	6,840	499,506	17,670	517,176	1,761,864	27,619	1,789,483	1,712,522	76,961	4.5	71,038	133
Oregon	1,155,844	9,761	1,165,605	2,805	3,906	6,711	242,391	17,025	259,416	1,401,040	30,692	1,431,732	1,369,233	62,499	4.6	69,400	369
Pennsylvania	5,194,721	19,357	5,214,078	17,828	2,664	20,492	733,030	43,658	776,688	5,945,579	65,679	6,011,258	5,818,553	192,705	3.3	146,710	685
Rhode Island	449,156	2,311	451,467	880	110	990	53,210	3,380	56,590	503,246	5,801	509,047	488,277	20,770	4.3	12,821	410
South Carolina	1,113,609	5,591	1,119,200	2,053	6,473	8,526	242,585	12,654	255,239	1,358,247	24,718	1,382,965	1,359,811	23,154	1.7	18,923	130
South Dakota	298,068	1,628	299,696	538	1,274	1,812	132,445	7,736	140,181	431,051	10,638	441,689	426,397	15,292	3.6	13,865	32
Tennessee	1,696,431	7,325	1,703,756	2,681	4,846	7,527	404,291	20,061	424,352	2,103,403	32,232	2,135,635	2,049,992	85,643	4.2	57,533	165
Texas	5,307,630	27,862	5,335,492	13,663	10,256	23,919	1,553,187	71,671	1,624,858	6,874,480	109,789	6,984,269	6,693,280	290,989	4.3	184,630	1,553
Utah	508,605	4,967	513,572	358	926	1,284	188,130	8,281	196,411	697,093	14,174	711,267	6/ 664,404	46,863	7.1	37,684	98
Vermont	192,813	1,104	193,917	424	438	862	40,027	2,347	42,374	233,264	3,889	237,153	228,796	8,357	3.7	8,991	-
Virginia	1,992,226	21,201	2,013,427	2,257	7,068	9,325	367,045	20,419	387,464	2,361,528	48,688	2,410,216	2,262,721	147,495	6.5	40,757	227
Washington	1,643,151	12,952	1,656,103	3,235	6,194	9,429	473,057	24,528	497,585	2,119,443	43,674	2,163,117	2,101,961	61,156	2.9	74,092	611
West Virginia	619,330	4,203	623,533	708	2,085	2,793	192,502	7,326	199,828	812,540	13,614	826,154	6/ 800,933	25,221	3.1	46,917	67
Wisconsin	1,863,544	7,946	1,871,490	6,166	2,871	9,037	326,932	22,715	349,647	2,196,642	33,532	2,230,174	6/ 2,181,510	48,664	2.2	59,696	426
Wyoming	162,721	1,245	163,966	1,009	676	1,685	86,962	4,724	91,686	250,692	6,645	257,337	246,661	10,676	4.3	12,449	29
Dist. of Col.	232,272	8/ 7,009	239,281	1,841	275	2,116	14,687	4,024	18,711	248,800	11,308	260,108	256,670	3,438	1.3	3,505	455
Total	92,254,506	498,009	92,752,515	202,127	195,500	397,627	18,775,045	997,167	19,772,212	111,231,678	1,690,676	112,922,354	108,375,423	4,546,931	4.2	3,321,786	22,098

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

2/ Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

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

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

5/ The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 4,687; New Hampshire, 3,481; New Jersey, 7,358; New York, 16,375; and Rhode Island, 1,535.

6/ Additional information required the revision of the 1970 data for Connecticut, Indiana, Maine, Ohio, Utah, West Virginia, and Wisconsin.

7/ Final motor-vehicle registration data for 1971 were unavailable at the time of publication. The figures shown are estimates made by the States.

8/ Includes 4,000 automobiles of the Diplomatic Corps.

89547

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY P.M.
June 29, 1972

FHWA--47--72
(202) 426-0648

The Department of Transportation has awarded a $564,000 contract to the National Urban League to provide support for trainees enrolled in on-the-job highway construction programs, Secretary of Transportation John A. Volpe announced today.

Trainees in this program are learning construction skills as a result of a provision in the 1970 Federal-aid Highway Act.

The Urban League contract conforms with President Nixon's program to increase job opportunities for minorities residing in America.

"This contract is a noteworthy step in this Nation's movement toward equal opportunity in the field of highway construction," Secretary Volpe said. "I find this personally gratifying because I have spent many years in the construction industry and I am pleased to see this program paving a smoother way for more Americans."

Awarded by the Department of Transportation's Federal Highway Administration, this contract will bring the total received this year by the National Urban League from the Department to $1,158,713.

Administered over a 12-month period in the States of California, Indiana, Oregon, and Illinois, this program will:

1. Ensure greater participation of unemployed, underemployed and disadvantaged individuals in existing and future on-the-job training programs launched by State contractors under the Federal-aid highway programs.

2. Provide effective recruiting, screening and counselling for the trainees to ensure a high retention rate once they have been placed in on-the-job training programs.

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3. Establish a cooperative mechanism for the exchange of information between contractors, unions, State agencies and trainees that should facilitate continuity, completion of training and promote the full utilization of training program graduates in the highway construction industry.

Secretary Volpe noted that this program was established to help fill the need for 50,000 additional skilled workers in the highway construction industry through 1976.

The Secretary recalled a statement by President Nixon in which the President said:

"We can fulfill the American dream only when each person has a fair chance to fulfill his own dreams in educational opportunity, in equal employment opportunity, in housing and business ventures. America cannot be at its best as it approaches its 200th birthday unless all Americans have the opportunity to be at their best."

"To help make this dream a reality, the Department of Transportation has awarded contracts to minority-owned firms in FY-1971 totalling $3,400,000. This figure will be substantially increased in FY-1972," Secretary Volpe said.

The contract was concluded at signing ceremonies on June 29. Vernon Jordan, newly appointed Executive Director of the League, replacing the late Whitney Young, signed the contract on behalf of the National Urban League. Francis C. Turner, Federal Highway Administrator and Secretary Volpe signed on behalf of the Department.

59481

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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 FRIDAY A.M.
June 30, 1972

FHWA - 49-72
(202) 426-0648

The fifth annual contest to identify and recognize State and local government agencies, civic organizations, and business enterprises for steps taken to preserve or improve the highway environment was announced today by Secretary of Transportation John A. Volpe.

The competition, sponsored by the U. S. Department of Transportation, was inaugurated to stimulate interest in the Nation's highway beauty program. The earlier contests demonstrated that utilitarian highways and areas through which they pass can be esthetically attractive when deliberate efforts are made to protect or enhance the roadway and the roadside.

"This contest should prove again that highway builders are concerned with ecology and environment," said Federal Highway Administrator F. C. Turner, whose agency administers the beauty program for the Department of Transportation. "It should offer indisputable evidence that roads can be built to have a beneficial impact on the environment, and at the same time contribute substantially to meeting the country's transportation needs."

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Awards for Excellence will be presented by Secretary Volpe in 10 categories ranging from outstanding sections of highway to outstanding motorist service station. First, second and third place awards will be given in each classification. The list of categories follows:

Subject I - Outstanding section of highway in its rural environment

Subject II - Outstanding section of highway in its urban environment

Subject III - Outstanding bridge, overpass, tunnel approach, interchange structures, or other highway structural feature

Subject IV - Outstanding safety rest areas with sanitary and other facilities of benefit to highway users, and may include information centers or sign plazas

Subject V - Outstanding example of highway-oriented private enterprises which preserve or enhance the environment, such as hotels, motels and offices or industrial buildings

Subject VI - Outstanding example of multiple use of highway right-of-way in urban or rural areas (parks, schools, parking lots, recreation and camping facilities, and parks or buildings under or over highways, etc.)

Subject VII - Outstanding example of the preservation of wildlife or natural areas

Subject VIII - Outstanding example of the preservation of historic sites

Subject IX - Outstanding example of landscape treatment along roadsides and interchanges

Subject X - Outstanding example of motorist service station

Contestants must submit colored photographs 8 x 10 inches or larger which should be accompanied by identifying and descriptive text.

The deadline for submitting entries to the Federal Highway Administration is September 30, 1972. Winners will be selected by a panel of environmental experts to be appointed by Secretary Volpe.

Detailed information on entry requirements may be obtained from the Office of Environmental Policy, Scenic Enhancement Division, Federal Highway Administration, U. S. Department of Transportation, Washington, D.C. 20590.

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59450