DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY P.M.
July 10, 1972

FHWA--55-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety working in full coordination with the Postal Service, is moving to extend its safety regulatory jurisdiction to include motor carrier vehicles under contract with the United States Postal Service.

Medium and heavy commercial vehicles and their drivers will be subject to the Motor Carrier Safety Regulations, but BMCS Director Robert A. Kaye has proposed an administrative exemption from the regulations for carriers and drivers engaged exclusively in transporting mail by means of light-weight motor vehicles (10,000 lbs. gross weight or less), upon assurances from the Postal Service that it will inquire into the safety compliance of these smaller vehicles.

"With more and more mail contractors using heavy equipment (tractor semi-trailer combinations) essentially identical to the equipment used by long-haul common and contract carriers of general commodities," said Director Kaye, "the actual and potential safety hazards bear a marked similarity to the problems posed by for-hire carriers generally. Consequently, it is felt that such carriers should be under the Bureau's jurisdiction."

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He added: "Contract mail carriers tend to fall into two basic categories. One group, comprised of large concerns utilizing fleets of heavy line haul vehicles to traverse long distances , cannot be expected to have a relationship with the Postal Service which would allow a high level of surveillance over their safety of operation. This is the group in which we are interested in applying the Motor Carrier Safety Regulations. The other group is comprised of a large number of owner-operators who perform a local service, using small vehicles that are specially adapted for transporting mail, and with which the Postal Service can assure an acceptable level of compliance with Safety Regulations.

A Notice of Proposed Rule Making is being published in the Federal Register.

59625

# # #

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.
July 19, 1972

FHWA - 57-72
(202) 426-0648

The assignment of new Regional Federal Highway Administrators for five of the Federal Highway Administration's nine regions was announced today by Acting Federal Highway Administrator Ralph R. Bartelsmeyer.

They are:

William H. White for Region 1 with headquarters at Delmar, N. Y., replacing Gerald D. Love, who was transferred to another region. Mr. White had been serving as Deputy Regional Highway Administrator for Region 4, Atlanta, Ga. States in Region 1 include New York, Connecticut, New Hampshire, Rhode Island, Maine, New Jersey, Vermont, Massachusetts, and Puerto Rico.

William O. Comella for Region 3, Baltimore, Md., succeeding August Schofer, who retired. Mr. Comella had been Regional Engineer for FHWA's Eastern Federal Highway Projects Office, Arlington, Va. States in Region 3 include Maryland, Delaware, Pennsylvania, Virginia, West Virginia, along with the District of Columbia.

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Gerald D. Love for Region 5, Homewood, Illinois. Mr. Love had been Regional Federal Highway Administrator for the Albany, N. Y., Region. He succeeds Fred B. Farrell, who retired. States in Region 5 include Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.

Frank E. Hawley for Region 9, San Francisco, California, succeeding Sheridan E. Farin, who retired. Mr. Hawley had been Deputy Regional Administrator for the San Francisco Region. States in Region 9 include California, Arizona, Nevada and Hawaii.

Louis E. Lybecker for Region 10, Portland, Oregon, to succeed Ralph M. Phillips, who retired. Mr. Lybecker had been Deputy Regional Administrator for the Portland Region. States in Region 10 include Oregon, Alaska, Idaho and Washington.

All of the new assignments became effective as of July 2.

In announcing the changes, Acting Administrator Bartelsmeyer said:

"While the retirement of such outstanding Regional Administrators as Mr. Schofer, Mr. Farrell, Mr. Farin and Mr. Phillips is indeed a great loss to the Federal Highway Administration, they have certainly merited their well-earned retirements, and they have our best wishes for the future. Undoubtedly, their wise counsel will be sought often by the FHWA in the times ahead.

"At the same time, FHWA is quite fortunate to have such capable successors available, who will assure the necessary continuity of operations."

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59678

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 TUESDAY A.M.
July 25, 1972

FHWA - 59-72
(202) 426-0648

The Department of Transportation's Federal Highway Administration has awarded 12 fellowship grants worth $4,000 each for advanced study in the field of highway safety for the academic year 1972-73, Acting Federal Highway Administrator R. R. Bartelsmeyer announced today.

Authorized by the 1966 Highway Safety Act, the fellowships are being administered by FHWA's National Highway Institute in cooperation with the Office of Highway Safety. The fellowship program is designed to provide a year of specialized study to employees of State or local jurisdictions who are concerned with implementing highway safety programs.

A panel appointed by National Highway Institute Director Emmett H. Karrer, representing the highway safety interests of government and the academic community, selected the 12 recipients on the basis of their qualifications and the needs of their employing organizations. All recipients of grants have agreed to return to, or begin service in, their respective organizations for a period of not less than three years after their year of graduate study. Courses to be studied will be primarily oriented toward highway and street design; traffic engineering, including traffic control procedures and devices, safety problems and other principles of highway and street operations.

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The 12 recipients are:

Daniel W. Barnett - presently employed by the City of Los Angeles, California, Department of Traffic; will attend the University of California at Berkeley.

Mildred E. Cox - presently employed by the City of Dallas, Texas; will attend Northwestern University.

Gary L. Fox - to be employed by the Kansas State Highway Commission; will attend Kansas State University.

Robert Kritzer - presently employed by the Ohio Department of Highways; will attend Ohio State University.

Thomas Lancaster - presently employed by the Oregon State Highway Division; will attend the University of California at Berkeley.

Harvey Mathias - presently employed by the South Carolina State Highway Department; will attend Clemson University.

Richard Peterson - presently employed by the Nebraska Department of Roads; will attend Texas A&M.

Richard Potter - presently employed by the Texas Highway Department; will attend the University of Texas.

Thomas Ragland - presently employed by the Tennessee Department of Highways; will attend the University of Tennessee.

Donald Ramsey - presently employed by the City of Spokane, Washington, Traffic Department; will attend Northwestern University.

Ricardo Sanchez - presently employed by the New Mexico State Highway Department; will attend Ohio State University.

Robert F. Stevens - presently employed by the Vermont Department of Highways; will attend the University of Vermont.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
July 26, 1972----------

FHWA - 62-72
(202) 426-0648

The Department of Transportation's Federal Highway Administration is strongly urging State highway departments to expedite the movement of thousands of mobile home units to provide housing for victims of the recent Hurricane Agnes, Secretary of Transportation John A. Volpe said today.

The storms which followed Hurricane Agnes left homeless some 18,000 families along the Eastern Seaboard, and one of the principal recovery steps being taken is the transportation to the stricken areas of thousands of mobile homes.

"This emergency housing is being provided by the Department of Housing and Urban Development, and some 100 manufacturers in 35 States are involved," said Secretary Volpe. "The Department of Housing and Urban Development requested the cooperation of the Federal Highway Administration because highways must be used to move the units, all of which are overwidth (12 feet) and overlength (50 to 65 feet). Naturally, this cooperation was immediately forthcoming."

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Because of their size, mobile homes must be towed to their sites by professional drivers, and their movement is regulated by State highway departments. Special permits often are required, and some States restrict movements to certain days or hours of the week.

Secretary Volpe said that Acting Federal Highway Administrator R. R. Bartelsmeyer has written to State highway officials in all of the 35 States involved requesting their cooperation.

In part, Mr. Bartelsmeyer wrote:

"I do recommend strongly you give the effort your personal support, with one overriding objective -- to get the mobile home units quickly and safely to their destinations."

# # #

59785

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

Official Business

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
July 30, 1972

FHWA-58-72
(202) 426-0648

Georgia highway officials recently hiked into the massive, almost impenetrable woods of rural Spalding County to make certain that a 124-foot giant loblolly pine tree would continue to soar in solitary majesty in the years to come.

The huge tree has a 75-foot crown spread with a circumference of 14.8 feet and a diameter of four feet, eight inches. It is at least 100 years old. The largest tree in Georgia, it is the second largest member of its species in the world (the largest stands in Alabama).

According to one official, the tree and its neighbors probably escaped being cut for lumber over the years because they are simply too big for the sawmill.

Local citizens and the county commissioners became concerned when they learned that the proposed relocation of State Route 16, between I-75 and Griffin, Georgia, would penetrate the forest and, they feared, destroy the historic tree.

Highway officials, upon being made aware of citizens' concern, were fairly certain the highway route would miss the tree, but decided to trek into the forest to check personally.

Joined by forestry and conservation officials, they visited the site of the tree. They found it on the banks of a creek, guarded by one of the local residents -- a large black snake.

(more)

After a brief inspection, it was determined that the new road will bypass the tree and its neighbors in the largely virgin stands of pines by several hundred yards.

Reassured, the highway and conservation officials left the giant tree to reign over its vast domain for perhaps another century.

"Once again, this is gratifying assurance that highway engineers are vitally concerned with preserving, restoring and maintaining the environment," Acting Federal Highway Administrator R. R. Bartelsmeyer said. "Georgia highway officials are to be commended for their efforts in preserving this majestic tree."

NOTE TO EDITORS: Photos of tree available upon request. Phone (202) 426-0648.

59648

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.
August 9, 1972

FHWA - 62-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has proposed changes in the Motor Carrier Safety Regulations covering the qualifications of drivers of commercial interstate trucks and buses.

Amendments under consideration would:

-- Provide for a graduated scale of periods of disqualification for drivers who are convicted of certain serious criminal offenses.

-- Permit a driver who is convicted of a disqualifying offense to apply for, and receive, a hearing which can lead to mitigation or reduction of the disqualification.

-- Expand the categories of physical disqualification factors for which a waiver may be issued.

Under existing rules, a driver who is convicted of a serious criminal offense while driving is disqualified from operating a commerical motor vehicle in interstate or foreign commerce for three years.

-more-

Disqualification results from conviction or forfeiture of bond or collateral after December 31, 1970, on any of the following criminal offenses:

(1) A felony involving the use of a vehicle by that driver;

(2) a crime involving the manufacturing, knowing transportation, knowing possession, sale, or habitual use of amphetamines, a narcotic drug, a formulation of an amphetamine, or a derivative of a narcotic drug;

(3) operating a vehicle while under the influence of alcohol, an amphetamine, a narcotic drug, a formulation of an amphetamine, or a derivative of a narcotic drug; or

(4) leaving the scene of an accident if the accident resulted in personal injury or death.

"However," said BMCS Director Robert A. Kaye, "experience has indicated that it may be in the public interest to differentiate between first and second time offenders and drivers who are repeatedly convicted of serious criminal misconduct while driving."

Under the proposal, the three-year period of disqualification would be replaced by a graduated scale. A driver convicted of a disqualifying offense for the first time would be disqualified for 90 days; the second offense would impose a one-year period of disqualification; and a third offense would disqualify him for three years. As is now the case, convictions for offenses committed before January 1, 1971, would not be considered in determining whether a driver is disqualified or for how long the disqualification lasts.

Under the present regulations, there is no appeal from the three-year period of disqualification. Under the new BMCS proposal, a driver who is convicted of an offense which would disqualify him for a period of one year or more would be allowed to apply for a hearing which could lead to reduction or mitigation of the disqualification.

Driver qualification rules which became effective in January, 1971, introduced a number of medical qualification criteria which require case-by-case determination of whether commercial truck and bus drivers are

physically qualified to drive. Instead of categorically precluding drivers afflicted with certain medical conditions from driving, they provide that a driver who is so afflicted is disqualified only if his condition renders him likely to be an unsafe driver.

The existing rules also provide for the granting of a waiver to a driver who would otherwise be disqualified for loss of an extremity or disability in using it. "This procedure has worked well," said Director Kaye, "and the Bureau is considering extending the privilege of applying for a waiver to drivers who are medically disqualified on other grounds. We do not propose to broaden the waiver procedure to apply to all types of medical disqualifications. There are, in our view, some types of medical conditions that should disqualify a person afflicted with them regardless of his individual circumstances. For example, a person who lacks adequate binocular vision should not be permitted to operate a commercial motor vehicle. The same is true in the case of an individual who suffers from a medically-diagnosed case of alcoholism."

The Bureau has set October 13, 1972, as the deadline for receiving data, views or arguments on the proposal from interested persons. Written comments, in triplicate, should be sent to the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

# # #

TAD-493

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 12, 1975

FHWA 74-75
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the issuance of a Notice of Proposed Rulemaking to amend FHWA regulations relating to increases in tolls on Interstate Highway bridges.

The new rules would implement legislative authority on bridge tolls granted the FHWA by the Federal-Aid Highway Act of 1973. Two major changes to the FHWA Bridge Toll Procedural Rules would be involved:

-- Proprietors of federally regulated toll bridges would be required to give the Federal Highway Administrator 90 days advance written notice of a proposed toll increase, setting forth both the current rates and proposed increases.

-- Bridge proprietors would be required to place in escrow the incremental revenues generated in any disputed rate increase, subject to procedures approved by the Federal Highway Administrator, until the Administrator could make a determination as to the reasonableness and justification for such increases.

The purpose of the first rule would be to allow the Federal Highway Administrator an opportunity to investigate any proposed bridge toll increase before it becomes effective.

The second rule would allow the Federal Highway Administrator to safeguard monies derived from implemented toll increases so that, should a disputed rate increase be rejected, such monies would be returned to toll payers.

Inquiries and comments on the proposed regulations should be submitted to the Federal Highway Administration, Room 4226, Washington, D.C. 20590, Docket Number 75-6, Notice 1, on or before the close of business October 31, 1975.

- more -

Comments should be submitted in triplicate and refer to the docket and notice numbers (75-6, Notice 1). All written communications received by October 31, 1975, will be considered before action is taken on the proposal and will be available for examination in the docket at the above address both before and after that date.

# # #

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

Official Business

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
August 13, 1972

FHWA-64-72
(202-426-0677)

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the second quarter of 1972 decreased 1.3 percent below the previous quarter, to 133.7 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 decrease of 1.3 percent follows a 1.5 percent increase for the previous quarter. The composite price index for the second quarter of 1972 is 0.3 percent above that for the second quarter of 1971.

(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
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
2nd quarter, 1972	133.7	- 1.3

The price levels of the component items of the index in the second 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 --	
	Second quarter 1972	First quarter 1972	Second quarter 1971	First quarter 1972	Second quarter 1971
Excavation	127.5	132.4	132.5	- 3.7	- 3.8
Surfacing:					
Portland cement concrete	146.2	137.2	126.9	+ 6.6	+15.2
Bituminous concrete	140.0	132.0	133.3	+ 6.1	+ 5.0
Composite surfacing	143.2	134.7	130.0	+ 6.4	+10.2
Structures:					
Reinforcing steel	134.8	141.3	137.5	- 4.6	- 1.9
Structural steel	125.7	145.0	148.6	-13.3	-15.4
Structural concrete	135.5	136.8	131.5	- 0.9	+ 3.0
Composite structures	132.5	140.0	137.6	- 5.4	- 3.7
Composite price index	133.7	135.5	133.4	- 1.3	+ 0.3

The U.S. average contract unit prices for the index items during the first and second quarters of 1972 are:

	Unit	1st Qtr. 1972	2nd Qtr. 1972
Excavation	Cu. Yd.	$ .72	$ .69
PCC surface	Sq. Yd.	6.07	6.47
Bit. conc. surf.	Ton	8.53	9.05
Str. reinf.	Lb.	.185	.176
Str. steel	Lb.	.358	.310
Str. concrete	Cu. Yd.	96.16	95.26

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

TAD-493

FOR RELEASE THURSDAY
August 14, 1975

FHWA 75-75
(202) 426-0677

The Federal Highway Administration of the U.S. Department of Transportation said today it has developed a handy reference table (attached) for persons considering getting into carpooling and saving money. The annual cost of driving alone a distance of 10 to 25 miles to work is $646 for operators of subcompact cars to $1,868 for standard size cars.

"The automobile represents the single largest user of petroleum products; consequently, it is a major factor in the energy problem. Any solution to the energy situation as well as the problems of urban congestion and air pollution, must include reduced use of the automobiles, especially driver-only occupancy. Every driver should seriously consider joining his company's "Double-Up" carpool campaign or start a ride sharing plan on his or her own," FHWA Administrator Norbert T. Tiemann said.

By sharing a car with one person, an employee can save up to 50 percent in transportation costs. With five persons per car, employees save up to 80 percent, an annual after-tax saving of $281 to $1,390, depending on the size of the car, carpool, and distance traveled.

Additional employee benefits include: less driving, reliable transportation, a guaranteed comfortable seat, the option of selecting riders, acceptable door to door travel times, saved energy resources, reduced air pollution, and reduced congestion in parking facilities and on highways.

Carpools carry more than 20 million commuters each day, more than twice as many as buses and fixed rail systems combined. Big American corporations, such as the Minnesota Mining and Manufacturing Company, Texas Instruments, Inc., Hallmark Cards, Aerospace Corporation, Jantzen, Inc., Government Employees Insurance Co. (GEICO), and the

Boeing Company, have discovered that volunteer carpool programs increase auto occupancy between 10 and 35 percent. This kind of reduction in an entire urban area can dramatically reduce rush hour congestion. During the height of the 1973-74 energy crisis, Los Angeles reported a seven percent reduction in rush hour traffic from the preceding year, eliminating 40 percent of the city's normal traffic delays.

Nationwide, 50 million automobiles used for commuting each working day have had an average occupancy rate in the rush hour of 1.4 persons. However, 75 percent of the automobiles involved in the commuter working day carry only one person--the driver.

Simply "doubling-up" in commuting automobiles (raising the occupancy rate to 2.0 persons per car) would save more than 500,000 barrels of oil daily and remove 15 million cars from the road.

Raising the occupancy rate to 3.2 persons per car would save more than one million barrels daily.

Carpooling is an immediately available way to improve transportation productivity and reduce costs. Each two percent increase in auto occupancy nationally at rush hour would save about $1 billion annually in operating costs and capital expenditures. With about eight percent of the country's work force now using buses and fixed rail to commute to work, each two percent increase in ride sharing is equivalent to a 20 percent increase in mass transit use.

# # #

CARPOOL AND SAVE MONEY

SEE HOW MUCH CAR EXPENSE YOU CAN SAVE IN ONE YEAR BY CARPOOLING

HOME TO WORK	ITEM	SUBCOMPACT (PINTO, DATSUN, VEGA, VW, COLT)	COMPACT (NOVA, DART, MAVERICK, PACER)	STANDARD (MATADOR, CUTLASS, LTD, CAPRICE)
10 MILES	**COST OF DRIVING TO WORK ALONE**			
	GASOLINE AND OIL	$128	$176	$234
	MAINTENANCE AND REPAIR	97	109	130
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	110	143	250
	TOTAL	$646	$749	$948
	SAVINGS PER PERSON IN A:			
	2-PERSON CARPOOL	$281	$332	$427
	3-PERSON CARPOOL	361	427	553
	4-PERSON CARPOOL	402	474	617
	5-PERSON CARPOOL	425	502	654
15 MILES	**COST OF DRIVING TO WORK ALONE**			
	GASOLINE AND OIL	$193	$264	$352
	MAINTENANCE AND REPAIR	145	164	195
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	166	215	374
	TOTAL	$815	$964	$1,255
	SAVINGS PER PERSON IN A:			
	2-PERSON CARPOOL	$366	$438	$581
	3-PERSON CARPOOL	473	569	758
	4-PERSON CARPOOL	528	635	847
	5-PERSON CARPOOL	559	674	899
20 MILES	**COST OF DRIVING TO WORK ALONE**			
	GASOLINE AND OIL	$257	$352	$468
	MAINTENANCE AND REPAIR	193	218	260
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	221	286	499
	TOTAL	$982	$1,177	$1,561
	SAVINGS PER PERSON IN A:			
	2-PERSON CARPOOL	$449	$545	$734
	3-PERSON CARPOOL	585	712	963
	4-PERSON CARPOOL	654	796	1,077
	5-PERSON CARPOOL	693	845	1,145
25 MILES	**COST OF DRIVING TO WORK ALONE**			
	GASOLINE AND OIL	$321	$440	$585
	MAINTENANCE AND REPAIR	241	273	325
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	276	358	624
	TOTAL	$1,149	$1,392	$1,868
	SAVINGS PER PERSON IN A:			
	2-PERSON CARPOOL	$533	$652	$887
	3-PERSON CARPOOL	697	854	1,167
	4-PERSON CARPOOL	778	955	1,307
	5-PERSON CARPOOL	828	1,016	1,390

57634

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
August 15, 1975

FHWA 76-75
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a Notice of Proposed Rulemaking providing a 3-year period for compliance with minimum age and physical requirements for drivers of trucks carrying flammable and combustible liquids, in certain intrastate operations.

Combustible liquids with a flash point between 100°F and 200°F will be subject to the placarding requirements of the Federal Hazardous Materials Regulations effective January 1, 1976, thus making the transportation of combustible liquids also subject to the Federal Motor Carrier Safety Regulations.

Presently, drivers transporting such liquids in tank trucks in intrastate commerce for an interstate carrier are not subject to the Federal Motor Carrier Safety Regulations.

Consequently, for the first time, drivers of commercial vehicles transporting these combustible liquids must be qualified under the Federal Motor Carrier Safety Regulations.

BMCS Director Robert A. Kaye said, "the purpose of this proposed amendment is to afford those drivers who are under 21 years of age, and were legally licensed to transport combustible liquids without adherence to the minimum age and physical requirements of the FMCSR, to continue driving until they reach the age of 21. Also, those drivers who are not able to meet the minimum physical requirement will have 3 years to seek employment in other activities."

Interested persons are invited to submit their views to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590, in triplicate, on or before the close of business September 1, 1975.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
August 18, 1972

FHWA - 60
(202) 426-0648

The Department of Transportation's Federal Highway Administration today disclosed that during 1972 it expects to process approximately 950 final environmental impact-type statements relating to highway construction.

"This is a far greater number than any other individual agency of the Federal Government," said Secretary of Transportation John A. Volpe, "and it indicates the commitment the Department of Transportation has made to meeting President Nixon's mandate to take every step possible to protect the environment."

Under Federal law, each State highway department is required to consider the social and economic effects of new highways and their impact on the environment, along with considering all reasonable alternatives to the proposed highway improvements, including no highway at all. A statement assessing the environmental impact of each project is made available for public review and comment. After final review by Assistant Secretary for Environment and Urban Systems John E. Hirten it is submitted by the Federal Highway Administration to the President's Council on Environmental Quality. In addition, the law also provides that the Secretary of Transportation can approve a project which requires the use of

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publicly-owned land from a park, recreation area, wildlife and waterfowl refuge, or historic site of national, State or local significance only when (a) there is no feasible and prudent alternative and (b) if all possible planning is done to minimize any possible harm.

"These have been very effective procedures for protecting the environment," said Secretary Volpe, "but in a relatively minor number of instances, local controversies over highway routings or design have led to litigation."

Since 1966, 84 lawsuits to halt construction of Federal-aid highway projects on social or environmental grounds have been filed in courts throughout the Nation, Secretary Volpe said.

Twenty-four of the cases have been closed, and 60 remain open at the present time.

The Courts have issued injunctions in 16 of the lawsuits, halting construction on highway projects, while they have denied injunctions in 30 other cases.

U. S. District Courts have dismissed 35 suits, and ruled in favor of the plaintiffs on seven occasions.

Of the cases dismissed by District Courts, 29 have been appealed with the appellate courts upholding 12 of the decisions and reversing seven. Ten of the appeals are still pending.

Acting Federal Highway Administrator R. R. Bartelsmeyer said that where injunctions have been granted, highway construction has been substantially delayed in a number of instances, including Interstate System projects.

"However, as these figures indicate, I think our record overall has been quite good," he said. "The Federal Highway Administration is totally commited to preserving the environment."

Mr. Bartelsmeyer added that most State highway departments realize that environmental considerations are a long-term issue, and as a result "most States have placed this matter in its proper perspective and are working hard to improve their position and involvement in it."

# # #

59861

Burke

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
August 19, 1972

FHWA--56--72
(202-426-0677)

The Federal Highway Administration's Bureau of Motor Carrier Safety, working in cooperation with the National Conference of State Transportation Specialists, has developed a "Recommended Procedure for Safety Lane Type Pre-Trip Inspection of Commercial Motor Vehicles."

The New procedure was developed as part of a continuing cooperative Federal-State effort to improve the quality control of this type of safety inspection, and is intended to provide motor carriers with a safe, sequential, and time-saving inspection procedure.

BMCS Director Robert A. Kaye said: "We believe that competent pre-trip inspections need not be expensive. With minimal practical in-service training, apprentices, mechanics' helpers or other non-skilled employees can be taught to perform systematic inspections, freeing skilled mechanics to perform repairs."

Copies of a pamphlet describing the procedure may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D. C. 20590.

59946

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY
August 20, 1972

FHWA--65-72
(202) 426-0648

What can a city do when many of its streets are badly congested and many of its intersections have high accident rates -- and it doesn't have the money or the know-how to make the necessary improvements?

It can do what hundreds of cities -- large and small -- in all parts of the country have done: turn to the TOPICS program of the Department of Transportation's Federal Highway Administration. Designed to help cities of 5,000 population and up to employ traffic engineering techniques to make their streets safer and more efficient, TOPICS is an acronym for Traffic Operations Program to Increase Capacity and Safety.

Financed out of the Federal Highway Trust Fund, the program was established by Congress in the Federal-Aid Highway Act of 1968 on a 50-50 matching basis with the States to enable the use of Federal-aid funds to improve the traffic flow on city street grids at relatively modest cost.

"This program, which can increase the capacity of city streets by up to 25 percent, as well as making them much safer, is proving exceptionally worthwhile," said Secretary of Transportation John A. Volpe. "It is an effective tool in carrying out President Nixon's desire to help our urban areas solve their transportation problems.

-more-

During the four years that TOPICS has been in existence, $279.6 million in Federal funds has been obligated to finance projects estimated to cost $515.3 million. Approximately 1,440 construction projects have been authorized with TOPICS funds, with at least one in every State, the District of Columbia and Puerto Rico. Of this total, approximately 275 projects have so far been completed in 42 States and the District of Columbia.

Over the four-year span, the fiscal obligations have increased as follows: 1969, $500,000; 1970, $12.5 million; 1971, $49.2 million; 1972, $217.4 million.

Improvements that can be financed under the TOPICS program include channelization, signalization, striping, signing, installation of reversible lanes, control systems, upgrading of highway lighting, turning lanes at intersections, provisions for bus turnouts, construction of pedestrian or highway grade separations at complex intersections, and parking restrictions.

"As is evident," said Acting Federal Highway Administrator R. R. Bartelsmeyer, "the TOPICS program has been growing steadily and rapidly as more and more cities have become aware of it, and are making use of it. This is a program of modest financial scope that can provide immediate and invaluable assistance to large and small cities alike, and we urge all communities to take advantage of it."

There is no limit -- other than the Federal funds available -- on the number of TOPICS projects that can be underway nationwide at any given time.

# # #

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 SUNDAY
August 20, 1972

FHWA--63-72
(202) 426-0648

When Interstate Route 470 was being constructed as a bypass of the Wheeling, West Virginia, metropolitan area, town officials of the suburban village of Bethlehem, West Virginia, were faced with a serious relocation problem.

And the innovative way they solved it may become a method of providing replacement housing for other communities where new public works projects are being considered.

"This is most important," said Secretary of Transportation John A. Volpe, "and in line with President Nixon's policy that satisfactory replacement housing be made available before anyone has to move from his home because of a highway or other public works project."

The routing of I-470 through Bethlehem required the relocation of approximately 90 households -- but there were few replacement houses or housing sites available within the village limits. This led to the disturbing possibility that the displaced families would have to relocate outside of the village.

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For a community the size of Bethlehem -- population 2,461 -- this could represent a serious erosion of the tax base, and the cost of the community's bonded indebtedness for water and sewer systems might have to be redistributed among the remaining residents.

The Mayor of Bethlehem and other village officials went to work. They determined that a local resident, who owned 86 acres of undeveloped land in the village, would be willing to sell it for development of a housing subdivision under two conditions: the lots had to be sold at cost, and the first choice for the sites would go to families displaced by the highway project.

Next, the village officials reached an agreement with a nationally known housemoving firm, to develop the new subdivision which was named Wildwood Acres. The housemoving firm was given exclusive rights to move dwellings from the highway right-of-way into Wildwood Acres.

The moving firm provided cost estimates for property owners who were being displaced by the new highway, and those desiring to have their homes moved to Wildwood Acres were given a choice: they could contract simply for moving their homes to a new foundation and lot in the subdivision, or they could contract for a complete "turnkey" move, in which the property would be put in complete readiness for occupancy.

The Mayor of Bethlehem disclosed that of the 64 dwellings moved from the highway right-of-way, 47 were reestablished in the new Wildwood Acres, 13 were moved to other residential subdivision areas inside the village, and only four dwellings were moved to new locations outside of Bethlehem. Nineteen of the houses moved by the moving firm to Wildwood Acres were moved for speculative purposes, and in addition, four new houses have been built there.

In addition to insuring that most of the residents affected by the highway construction would continue to live there, the village received a bonus from the development of the new subdivision. The developer donated 46 acres of the tract, unsuitable for use as building lots, to the village for recreational use, and village officials successfully negotiated with the highway contractor to place one million yards of excavation to improve the physical characteristics of the site. An application for a loan has been processed with the U. S. Bureau of Outdoor Recreation to obtain additional funds with which to further develop the recreation area.

The West Virginia Department of Highways cooperated and fostered the overall venture by delaying clearance and construction activities in order to facilitate the relocation of the dwellings.

"No one likes to move because of a highway or any other public works project," commented Acting Federal Highway Administrator R. R. Bartelsmeyer, "but unfortunately this is sometimes necessary for the greater good of all. When it is necessary, the Federal Highway Administration has as its objective the most considerate and humane treatment possible for those who must move. One of the most compelling needs is the availability of comparable decent, safe and sanitary (DSS) replacement housing. What was accomplished in Bethlehem, West Virginia, was indeed an innovative approach in providing replacement housing -- one which hopefully will be of substantial benefit not only to those directly affected, but to the entire highway construction industry as well."

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NOTE TO EDITORS: Photos available upon request. Phone (202) 426-0644.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
August 21, 1972

FHWA--66--72
(202) 426-0677

Entries are being received for the fifth annual contest sponsored by the U.S. Department of Transportation to give public recognition to actions taken to preserve or improve the highway environment. The deadline for entries is September 30, 1972.

"The building of attractive highways that harmonize with the environment is consistent with the emphasis President Nixon is placing on improving the quality of American life," Secretary of Transportation John A. Volpe said.

The competition, open to local government agencies, civic organizations, and business enterprises, offers awards for excellence in 10 different categories. In addition to the first prize winner in each classification, second- and third-place awards will be presented. Winners will be selected by a panel of outstanding environmental experts to be appointed by Secretary Volpe.

Administered by the Department of Transportation's Federal Highway Administration, the contest each year attracts entries from all sections of the United States. Acting Federal Highway Administrator R.R. Bartelsmeyer said submissions in the annual competition demonstrate that highways and their environment can be made compatible so that highways not only protect but enhance the areas through which they pass.

"A modern highway must be aesthetically pleasing as well as utilitarian and functional," said Mr. Bartelsmeyer. "Extra effort and additional costs are involved but these efforts and costs now are routine in the highway program."

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The list of categories open to contestants 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 must be accompanied by a descriptive text. 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.

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 THURSDAY A.M.
August 24, 1972

FHWA - 61-72
(202) 426-0648

More than 500 lives would be saved annually -- and nearly 4,000 motor vehicle-train collisions prevented -- if at least 3,000 railroad-highway grade crossing protection installations were made annually for the next 10 years. This would be nearly three times the current rate of installation, and the cost would be about $75 million a year.

This is one of the conclusions in the second part of a landmark report on railroad-highway grade crossing safety submitted to Congress today by the Department of Transportation. The first part -- which identified the problem -- went to Congress last November.

"This report dramatically demonstrates the need for substantially increasing the number of railroad-highway grade crossing protection installations during the next decade", said Secretary of Transportation John A. Volpe, "while at the same time continuing with present on-going programs for eliminating grade crossings by building grade separation structures and relocating and consolidating railroads and highways, particularly under the Federal-aid highway program.

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"Such action would be consistent with President Nixon's determination to make all forms of transportation substantially safer for the user."

Protective installations recommended in the report are flashing red light signals and automatic gates, which are operated electronically by the railroad signal system.

In transmitting the report, Secretary Volpe said, "Safety at railroad-highway grade crossings has long been a matter of public concern. The high severity of grade crossing accidents makes it a critical safety issue. Among all transportation accidents, those at grade crossings rate second in severity only to aviation accidents. The ratio of persons killed in grade crossing accidents to the number of grade crossing accidents is over 40 times the similar ratio for all motor vehicle accidents."

"As a result of our analysis, we have concluded that the suggested level of funds concentrated on grade crossing protection and complemented by existing programs for eliminating crossings at critical locations off, as well as on, the Federal-aid highway systems, would constitute a milestone in the attack on the safety problem at grade crossings."

The report is the product of nearly two years of intensive study carried out jointly by the staffs of the Federal Highway and Railroad Administrations, with assistance from the National Highway Traffic Safety Administration, the American Association of State Highway Officials, the Association of American Railroads, the American Short Line Railroad Association, and all of the State highway departments.

The report indicates that the Nation's 223,000 public railroad--highway grade crossings are the site of 12,000 vehicle-train collisions annually, resulting in about 1,500 deaths and 7,000 injuries.

It further emphasizes that since 60 percent of the vehicle-train collisions now occur at crossings not located on the Federal-aid highway systems, a significant reduction in grade crossing accidents will require attention to those crossings off the Federal-aid systems, and active cooperation of State and local authorities.

In addition to dealing extensively with the public grade crossing problem, the report gives attention specifically to private grade crossings, to the special problems of grade crossings along high-speed rail corridors, and to the problems created by railroads in urban areas, including those at grade crossings and those of pedestrian safety. It also cites a special study now being conducted on the nationwide need for railroad relocation in urban areas.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
August 24, 1972

FHWA--67-72
(202-426-0677)

Secretary of Transportation John A. Volpe announced today that $1.802 billion in Federal and State funds were obligated through June 30, 1972, for development highways and local access roads in the 13-State Appalachia Region. The Federal share was $983 million.

As of the end of June, 1,484 miles of highways and access roads were completed or under construction, an increase of 74 miles since the March 31, 1972 quarterly report. Of the total, 791 miles were completed and 693 miles were under construction. Engineering and right-of-way acquisition were underway on 626 miles. Design had been approved or hearings held on 68 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 675 miles or 26 percent of the 2,581 miles of highways being considered for construction were improved and serving traffic. Of this, 494 miles were completed to Appalachian standards, while 181 miles were improved under stage construction. An additional 17 miles were completed but not yet open to traffic for a total of 692 miles completed and/or open to traffic. At the end of June a total of 557 miles were in construction status with contracts underway on 457 miles. Preliminary engineering and right-of-way acquisitions were underway or completed on 535 miles. Designs had been approved for 48 miles and the design hearing stage completed on an additional 20 miles. Centerline location had been approved on 311 miles, the location hearing stage completed for an additional 96 miles, and route location studies and preparations for location hearings were underway for 449 miles. Work had not yet been started on the remaining 54 miles.

Table 2 shows that of the 587 miles of local access roads approved as of June 30, 310 miles were improved and serving traffic, including 280 completed and 30 miles under stage construction. There were 136 miles in construction status with active contracts on 111 miles. Preliminary engineering studies and right-of-way acquisitions were underway or completed for 91 miles. Centerline locations were approved or hearings held for 27 miles and location studies underway or completed on 37 miles. No work has started on 16 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 FUNDS OBLIGATED

STATE	DEVELOPMENT HIGHWAYS		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	-	-	$21,484,789	$14,275,605	$21,484,789	$14,275,605
Georgia	$37,476,562	$20,170,321	3,785,487	1,710,835	41,262,049	21,881,156
Kentucky	272,198,347	169,285,289	2,871,239	1,814,302	275,069,586	171,099,591
Maryland	94,044,294	48,902,386	1,981,921	1,154,985	96,026,215	50,057,371
Mississippi	-	-	9,674,511	6,034,171	9,674,511	6,034,171
New York	269,756,603	118,028,266	987,017	573,408	270,743,620	118,601,674
North Carolina	101,159,213	54,090,881	2,573,810	1,438,200	103,733,023	55,529,081
Ohio	96,837,322	53,575,760	5,699,967	2,186,042	102,537,289	55,761,802
Pennsylvania	215,325,237	105,470,697	12,133,767	5,819,714	227,459,004	111,290,411
South Carolina	-	-	12,638,344	8,826,818	12,638,344	8,826,818
Tennessee	105,923,897	65,921,100	6,874,828	4,812,378	112,798,725	70,733,478
Virginia	85,377,838	50,352,384	4,313,522	2,710,000	89,691,360	53,062,384
West Virginia	432,637,258	241,630,278	6,068,374	4,016,245	438,705,632	245,646,523
Total	1,710,736,571	927,427,362	91,087,576	55,372,703	1,801,824,147	982,800,065

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1972

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	ADEQUATE APPALACHIA DESIGN STANDARD MILEAGE		
		ADEQUATE SEGMENTS NO APPALACHIA FUNDS EXPENDED	SEGMENTS IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA	88.0	2.3	14.2	16.5
KENTUCKY	585.2	164.7	88.7	253.4
MARYLAND	84.6	3.0	-	3.0
NEW YORK	254.3	32.2	76.4	108.6
NORTH CAROLINA	196.4	1.8	51.3	53.1
OHIO	292.4	94.8	63.3	158.1
PENNSYLVANIA	508.0	43.8	78.2	122.0
TENNESSEE	336.6	10.5	34.5	45.0
VIRGINIA	200.9	24.9	83.9	108.8
WEST VIRGINIA	422.7	9.9	21.1	31.0
TOTAL	2,969.1	387.9	511.6	899.5

13.1% | 17.2%

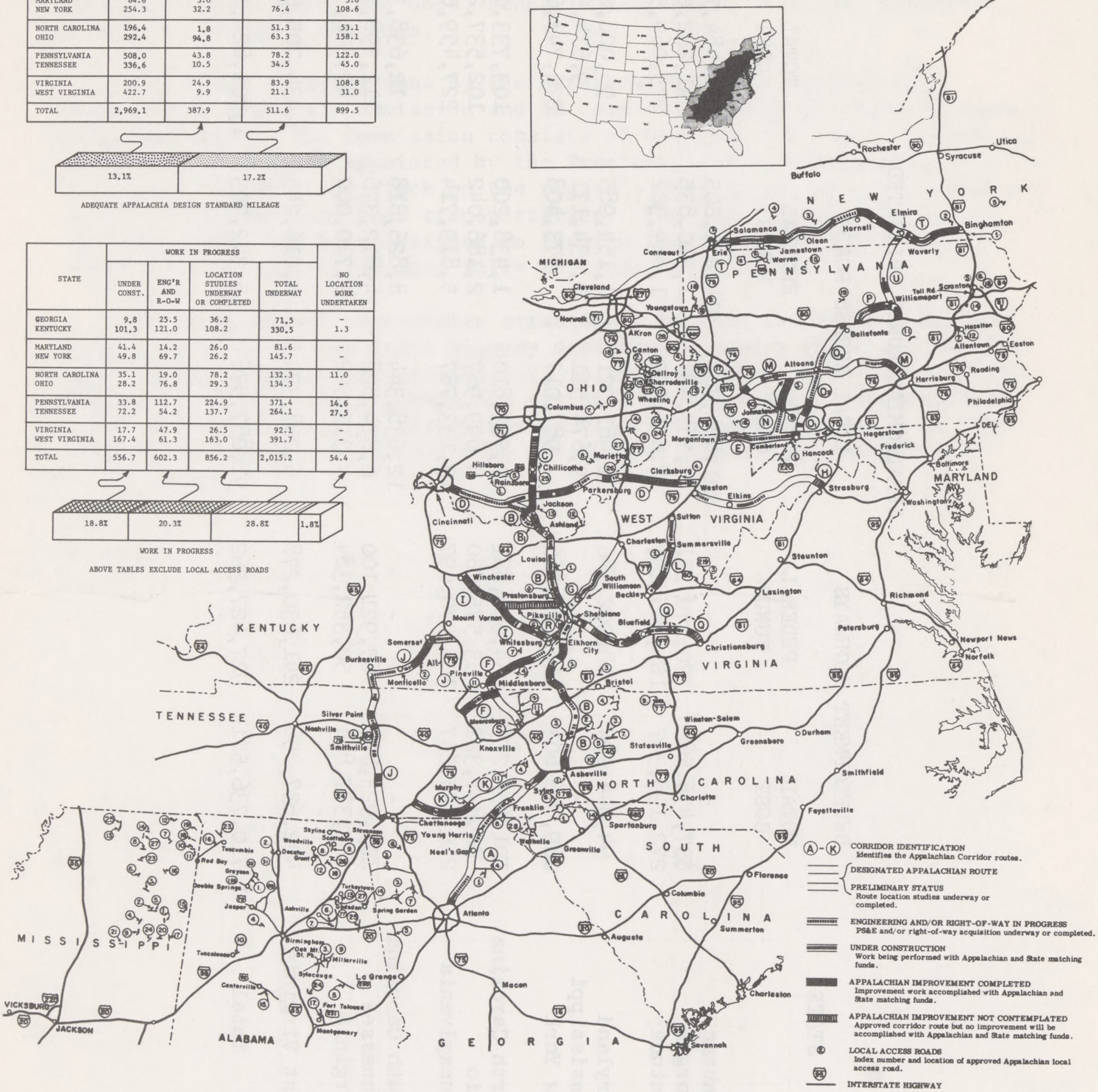
ADEQUATE APPALACHIA DESIGN STANDARD MILEAGE

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	25.5	36.2	71.5	-
KENTUCKY	101.3	121.0	108.2	330.5	1.3
MARYLAND	41.4	14.2	26.0	81.6	-
NEW YORK	49.8	69.7	26.2	145.7	-
NORTH CAROLINA	35.1	19.0	78.2	132.3	11.0
OHIO	28.2	76.8	29.3	134.3	-
PENNSYLVANIA	33.8	112.7	224.9	371.4	14.6
TENNESSEE	72.2	54.2	137.7	264.1	27.5
VIRGINIA	17.7	47.9	26.5	92.1	-
WEST VIRGINIA	167.4	61.3	163.0	391.7	-
TOTAL	556.7	602.3	856.2	2,015.2	54.4

18.8% | 20.3% | 28.8% | 1.8%

WORK IN PROGRESS

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF JUNE 30, 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	5.2	-	20.3	-	-	36.2	-	-	-	85.7	88.0
Kentucky	87.5	1.2	61.8	26.4	-	6.4	6.7	68.5	30.4	18.1	1.7	2.3	69.8	11.6	26.8	1.3	420.5	585.2
Maryland	-	-	-	15.7	-	-	25.7	14.2	-	-	-	-	-	-	26.0	-	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	76.4	"	19.5	"	8.7	"	21.6	33.1	"	36.6	-	-	1.7	13.6	10.9	-	222.1	254.3
North Carolina	51.3	"	20.5	4.3	-	-	10.3	19.0	-	-	-	-	48.1	-	30.1	11.0	194.6	196.4
Ohio	63.3	-	28.2	-	-	-	-	11.3	-	65.0	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania 3/	72.9	5.3	33.8	"	"	"	"	42.5	"	12.8	45.2	12.2	84.4	14.0	126.5	14.6	464.2	508.0
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	34.5	"	5.0	45.0	-	22.2	-	29.6	-	24.6	-	-	27.6	7.9	102.2	27.5	326.1	336.6
Virginia	83.9	"	17.7	"	"	"	"	18.7	12.1	17.1	-	-	1.0	22.4	3.1	-	176.0	200.9
West Virginia	10.4	10.7	106.3	"	"	61.1	"	56.1	-	-	-	5.2	35.7	26.5	100.8	-	412.8	422.7
Total	494.4	17.2	292.8	91.4	8.7	89.7	74.1	298.2	42.5	194.5	47.4	19.7	310.8	96.3	449.1	54.4	2,581.2	2,969.1
Percent to Total Under Consideration	19	1	11	4	-	3	3	12	2	7	2	1	12	4	17	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.
3/ Data based on March 31 reports and 1972 Appalachian Development Highway Cost Estimate.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF JUNE 30, 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	115.7	8.5	11.8	20.3	27.8	-	2/ 5.8	18.2	72.1	-	187.8
Georgia	2.0	-	9.7	9.7	-	-	-	7.0	16.7	-	18.7
Kentucky	2.1	-	3.1	3.1	0.1	-	1.5	-	4.7	-	6.8
Maryland	3.3	-	0.5	0.5	1.3	-	-	-	1.8	-	5.1
Mississippi	38.8	-	38.2	38.2	-	-	-	-	38.2	-	77.0
New York	1.9	-	-	-	4.0	-	-	-	4.0	0.4	6.3
North Carolina	8.2	-	0.6	0.6	5.6	-	-	4.5	10.7	-	18.9
Ohio	24.7	-	2.9	2.9	5.4	-	-	4.9	13.2	-	37.9
Pennsylvania 3/	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	19.9	-	-	-	36.3	-	68.2
Tennessee	13.2	16.1	5.4	21.5	9.7	-	2.4	-	33.6	-	46.8
Virginia	9.6	-	7.6	7.6	-	-	-	-	7.6	-	17.2
West Virginia	15.2	-	2.2	2.2	1.4	-	-	2.9	6.5	-	21.7
Total	279.7	29.9	111.1	135.7	90.8	-	27.5	37.5	291.5	16.1	587.3
Percent to Total Under Consideration	48	(5)	(19)	23	15	-	5	6	49	3	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.

2/ Location hearings have been afforded or held on 2.3 miles.

3/ Data based on March 31 reports. Second quarter reports not available due to flood damage emergency.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY, A.M.
August 25, 1972

FHWA--68-72
(202-426-0677)

Francis E. Dunmore, a six year career civil servant, is the newly appointed Chief of the Internal Equal Employment Opportunity Division of the Federal Highway Administration's Office of Civil Rights.

As such, his primary responsibilities are to develop, manage, direct and evaluate the internal EEO programs within the Federal Highway Administration and all of its regions.

Prior to his appointment, Mr. Dunmore served as a Senior Civil Rights Specialist with the Federal Aviation Administration's National Facilities Experimental Center at Pomona, N.J.

Frank Dunmore brings with him an impressive record of achievements from 21 1/2 years of continuous active duty in the U.S. Army.

A native of Pittsburgh, Pa., where he received his early academic training, he served with the Army in combat in the Asiatic-Pacific Campaign, participating in the invasion of Okinawa. During his 10-years as an enlisted man his duty assignments were in Korea, Japan, Vietnam and Europe, during which time he attained the grade of Sergeant First Class.

Mr. Dunmore was recommended for the Engineer Officer's Candidate School in Fort Belvoir, Va., from which he graduated in March, 1954, as a Second Lieutenant, Corp of Army Engineers. He retired from the Army on November 1, 1965, with the rank of Major. During his military career, Major Dunmore attended the University of Maryland (Europe), Monterey Peninsula College, California, and Trenton State College.

Following his military service, Mr. Dunmore was employed by the New Jersey State Highway Department as a right-of-way investigator. In September, 1966, he accepted the position of "Contingency Plans Officer"

(more)

in the Office of the Assistant Chief of Staff, G3, Headquarters U.S. Army Training Center, Fort Dix, N.J.

At the time when emphasis was being placed on equal employment opportunity and programs were being designed to expand jobs for minorities at every level of business, government and industry, Mr. Dunmore was appointed an Equal Employment Opportunity Officer for Headquarters, U.S. Army Training Center, Infantry, Fort Dix, N.J. In November, 1969, he transferred from the Department of the Army to the Department of Transportation's Federal Aviation Administration to accept the position of Civil Rights Specialist at NAFEC, where he remained until his present appointment.

Mr. Dunmore was an architect for the Equal Employment Opportunity Counselor's Course and EEO Trainer Course for the U.S. Civil Service Commission's New York Region Training Center and for the Management and Training Institute in New York City.

Mr. Dunmore served on the New Jersey Lutheran Synod President's Task Force on Justice and Social change in 1968-1969, and he is active in civic and civil rights community programs.

Mr. Dunmore is married to the former Eleanor Kiesel. They reside in Absecon, N.J., and have one 17-year-old daughter, Jonie.

# # #

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FOR RELEASE TUESDAY P.M.
August 29, 1972

FHWA--69--72
(202) 426-0677

"Swim said the mama fish, swim if you can -- and they swam and they swam right over the dam," went the lyrics of a popular novelty song of the late 30's.

In the early 70's engineers for the Department of Transportation's Federal Highway Administration are not particularly concerned with fish swimming over dams -- but they are acutely concerned with their ability to swim through highway culverts.

More specifically, FHWA engineers wanted to know the effect of culvert design and gradient on successful passage for migrating and indigenous fish species. Accordingly, they contracted for a special study of the problem by Thomas J. McClellan, Professor of Civil Engineering at Oregon State University, assisted by Gene Fiala, an FHWA regional hydraulics engineer, and the fishery biologists of the Oregon State Game Commission.

Study was made of 62 culverts that had some special consideration given to fish passage at the time they were designed and constructed. It was found that the large majority of designs are effectively performing the function of permitting fish movement.

"This illustrates President Nixon's firm commitment to conservation and environmental protection and the systematic approach the Federal Highway Administration takes toward these goals," said Acting Federal Highway Administrator R. R. Bartelsmeyer. "This is a significant study which should be of great interest to those who may be particularly concerned about this kind of problem."

(more)

State agencies may obtain free copies of the study from FHWA's Region 10 Office, 412 Mohawk Building, 222 South Morrison Street, Portland, Oregon 97204. Others may purchase copies at $3 each from the U.S. Department of Commerce, National Technical Information Service, 5285 Port Royal Road, Springfield, Va. 22151.

# # #

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
September 2, 1972

FHWA -71-72
(202) 426-0648

A complete revision of the requirements of the Motor Carrier Safety Regulations concerning the recording and reporting of accidents has been issued by the Federal Highway Administration's Bureau of Motor Carrier Safety.

The revised requirements provide:

1. Private carriers of property now must file accident reports.

2. A higher amount of property damage as the criterion for a reportable accident which does not result in death or personal injury, by increasing the minimum from $250 to $2,000.

3. A more comprehensive definition of the term "reportable accident."

4. A more detailed specification of the data which must be immediately reported by telephone when a fatal accident occurs.

5. Deletion of the requirement for annual accident reports by private carriers transporting hazardous materials.

-more-

6. A thorough revision of the Bureau of Motor Carrier Safety's accident reporting forms.

BMCS Director Robert A. Kaye emphasized that "the data gathered by the Bureau under the rules in Part 394 of the Motor Carrier Safety Regulations is the prime source of usable information; there is no other source of data available. Consequently, this revision is a particularly significant step which is intended to make a vital contribution toward achieving the Bureau's overall objectives."

One of the major changes is that for the first time private motor carriers of property are required to file accident reports. In this connection, Director Kaye said that, "To continue the exemption of private carriers, who are collectively the largest category of carriers under the Bureau's jurisdiction, would risk serious distortion of the Bureau's data base and would render the Bureau unable to discern accident trends in the private carriage sector of the industry subject to its jurisdication."

The accident report forms are being revised to facilitate the storage of information in automatic data processing systems, eliminating the need for manual scanning and coding of the contents of the reports. "This step," Kaye said, "coupled with a revision of the criteria for determining whether an accident is reportable, makes it practicable for the Bureau now to require accident reports from private carriers as well as common and contract carriers." However, the rule provides an exemption from the reporting requirements for farmers who operate motor vehicles on trips between farm and market.

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DEPARTMENT OF TRANSPORTATION | NEWS

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FOR RELEASE MONDAY
September 4, 1972

FHWA--70--72
(202) 426-0677

A total of 2,752 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during the first 6 months of 1972, involving a total cost of approximately $2.5 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate increases of 27 percent in the number of contracts and 27 percent in the total dollar amount of contracts, as compared with the same period for 1971.

The contracts awarded in the first half of 1972 averaged about $926,100, with the median size about $226,000. They varied from less than $25,000 to just over $34 million, with a good distribution throughout the entire range.

Nineteen percent of the contracts awarded were for amounts less than $50,000 and 32 percent were below $100,000. Contracts for amounts less than $500,000 comprised 68 percent of contracts awarded and 11 percent of the total dollar amount.

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

(more)

Summary by Size of Contract

First Half 1972

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	536	19.48	13,785,200	0.54
50,000 - 99,999	356	12.94	26,642,100	1.05
100,000 - 249,999	576	20.93	93,792,200	3.68
250,000 - 499,999	413	15.01	147,424,100	5.78
500,000 - 999,999	324	11.77	230,467,400	9.04
1,000,000 - 2,999,999	329	11.95	571,562,000	22.43
3,000,000 - 4,999,999	105	3.81	407,238,000	15.98
5,000,000 and over	113	4.11	1,057,611,800	41.50
Totals	2,752	100.00	2,548,522,800	100.00

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WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
September 6, 1972

FHWA- 72-72
(202) 426-0648

Dozing at the wheel is by far the most frequent cause of interstate truck and bus accidents where the physical condition of the driver is involved, according to the Federal Highway Administration's Bureau of Motor Carrier Safety.

This conclusion was reached in a BMCS study of 400 accidents -- involving 395 tractor-trailers and five buses -- where the physical condition of the driver was a causative factor.

Of the 400 drivers involved, 303 -- or 76 percent -- fell asleep at the wheel, resulting in 10 fatalities, 139 injuries, and $2,060,342 property damage. Two hundred and forty of the dozing driver accidents occurred in the a.m. hours; the same number occurred in clear, dry weather, and 58 happened in wet or cloudy weather, or snow. Two hundred and twenty-eight of the accidents were on straight roadways.

Use of alcohol was the second largest cause of accidents. Forty-five drivers -- or 11 percent -- had been drinking, resulting in one fatality, 22 injuries, and $203,900 property damage. Twenty-nine of the accidents occurred in the p.m. hours, and 20 of them after 5 p.m.

-more-

Other physical conditions found in the study were heart disease, drug usage, and blackouts.

BMCS Director Robert A. Kaye said: "These statistics help to point up certain problem areas enccuntered by the Nixon Administration in its drive for greater highway safety. Some of these accidents might well have been prevented had the motor carriers employed more effective surveillance over drivers."

Copies of the report, entitled "Physical Condition Report of Commercial Drivers Involved in Accidents for Year 1970," may be obtained 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 THURSDAY A.M.
September 7, 1972

FHWA-- 75--72
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has changed its requirements for emergency warning devices to require commercial trucks and buses to carry -- and their drivers to use -- emergency reflective triangles that meet a new Department of Transportation standard.

The new standard is Motor Vehicle Safety Standard No. 125, issued by the Department's National Highway Traffic Safety Administration in March, 1972. It sets minimum requirements for highway emergency warning devices that lack their own sources of power, and is effective on January 1, 1974.

The new BMCS rule will enable motor carriers who operate interstate trucks and buses to phase in the new triangle gradually. Triangles can be carried and used at any time before January 1, 1974, on a voluntary basis; after that date, all new vehicles must have them, and they must be installed as replacement devices on older vehicles.

The rule also requires drivers of commercial trucks and buses to place the warning devices on or near the highway when their vehicles are disabled.

According to BMCS Director Robert A. Kaye, the new regulation does not ban emergency warning devices that have self-contained power sources. "Fusees, liquid-burning emergency flares, and red electric lanterns may be very useful to supplement the triangular warning devices," he said. "Therefore we will allow them to be carried and used as supplementary warning devices."

(more)

As a result of the new requirements, after January 1, 1974, the required reflective triangles will be the only permissible type of warning devices without their own source of power, and interstate commercial motor carriers will have to phase out before then the use of all other warning devices such as red flags, red emergency reflectors, and emergency triangles that do not meet the performance standards of Motor Vehicle Safety Standard No. 125.

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FOR RELEASE SATURDAY A.M.
September 9, 1972

FHWA-- 74--72
(202) 426-0677

The second new bridge to be constructed under a special Federal-aid bridge replacement program has been opened to traffic in Wyoming over the North Platte River, east of Casper on the Cole Creek Road.

Under provisions of the Federal Aid Highway Act of 1970, Federal funds pay for 75 percent of the costs of replacing obsolete or hazardous bridges on Federal-aid highways. In all, there are 236,000 bridges on the Federal-aid systems, and some 24,000 of them are considered to have serious deficiencies.

In the first year of the program, 50 bridges in 49 States and Puerto Rico were approved for replacement by the Federal Highway Administration. The first new bridge built under the new program was in New Mexico.

The new Wyoming bridge replaces a 306-foot-long timber bridge, designed for one lane of traffic, which was built in 1923. Known as the Mystery Bridge, it collapsed in 1971. It was on a highway which serves as a school bus route and provides access to homes and ranches in the area, and also as an access route for oil well servicing equipment going from Casper to oil fields north of the North Platte River. Until the new bridge was completed, traffic was forced to detour 16 miles over unpaved roads.

Cost of the new bridge was $179,300, of which $134,475 was funded under the special Federal-aid bridge replacement program.

(NOTE TO EDITORS: Before and after photos available on request. Call (202) 426-0644.)

# # #

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WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
September 14, 1972

FHWA--78--72
(202) 426-0677

Secretary of Transportation John A. Volpe today announced that the State of Rhode Island is receiving $316,854 in Federal planning funds from four Federal agencies under the new Integrated Grant Administration Program (IGA).

Secretary Volpe said the Federal Regional Council in Boston had designated the Department of Transportation's Federal Highway Administration as the lead, or coordinating, Federal agency in administering the funds.

The funds were requested for transportation planning by the Rhode Island Department of Administration Statewide Planning Program, which is the State's central planning agency.

Reflecting President Nixon's desire for greater efficiency in Government, the Office of Management and Budget has been urging all Federal agencies to adopt the integrated grant approach on a demonstration basis. Secretary Volpe has supported cooperative funding as a step toward improved intermodal planning.

Under IGA, a State agency can make its application for Federal planning funds to one Federal agency, rather than to all the agencies that provide planning grants for a certain project. The "lead" Federal agency -- designated by the Federal Regional Council -- coordinates the grants of all the Federal agencies involved, saving the States considerable time and red tape.

(more)

Federal agencies contributing to the Rhode Island grant, with the individual amounts, are:

Federal Highway Administration, $141,459

Urban Mass Transit Administration, $31,310

Department of Housing and Urban Affairs, $125,000

Environmental Protection Agency, $19,085

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FOR RELEASE MONDAY A.M.
September 18, 1972

FHWA--79--72
(202) 426-0677

Building a jail in Baltimore, Md., or constructing a school in Frankfort, Ky., would not, at first glance, appear to be endeavors associated with the Department of Transportation's Federal Highway Administration.

But they are -- as a part of the Federal Highway Administration's relatively new Functional Replacement Program.

For some time the Department of Transportation has been concerned about the method used in measuring just compensation when a publicly owned building or facility is acquired in conjunction with highway construction. In right-of-way acquisition the fair market value concept is employed, which calls for compensation based on the depreciated value as appraised. This procedure often provided compensation to local jurisdictions which was inadequate to replace the facility which was taken; consequently, local public officials were required to provide funds to make up the difference between compensation paid and actual cost of replacement. This often resulted in increased taxation in the local area where the acquisition was involved.

Recognizing the burden sometimes caused by highway acquisition, FHWA initiated its new Functional Replacement Program, in which the local community either can be compensated on the fair market value concept, or if it elects by having the facility taken replaced, thus fully restoring the function enjoyed before the highway acquisition.

"This is fully in accord," said Secretary of Transportation John A. Volpe, "with President Nixon's policy to assist local communities in providing needed public facilities."

(more)

The Functional Replacement Program permits Federal participation in costs of acquiring an adequate substitute site if one is required, and in the construction costs of the replacement facility which duplicates the function of the acquired improvement. Requirements include that the facility must be needed by the public, must be actually replaced, and the costs to replace the facility or correct damage to it actually be incurred by the public agency.

Initiated by FHWA memorandum on March 28, 1972, to all Regional Federal Highway Administrators, the program has been enthusiastically received by local public officials and the State Highway Departments.

To date, nine right-of-way parcels have been determined eligible under the functional replacement concept. These include six schools, two park and recreation lands, and one police facility. In addition there are presently four park and recreation facilities under consideration.

In Baltimore, construction of a segment of the Jones Falls Expressway (I-83) will require the taking of the Central District Police Station. Funds will be provided by FHWA and the Maryland Department of Transportation -- on a 90-10 matching basis -- for construction of a replacement police station, which must be completed and ready for occupancy before the highway construction begins.

In Frankfort, Ky., the Frankfort County East Elementary School and approximately eight acres of land will be needed for building a new interchange for U.S. Routes 60, 460 and 421. A replacement school for the 1,155 students will be built with funds provided by FHWA and the Kentucky State Department of Highways, on a 50-50 matching basis.

Architectural plans for the new school, which employ the modern "open space concept," have been completed. After they are approved by FHWA and the State, approval will be given to proceed with the project. The school must be completed and ready for use before construction on the highway project can begin.

Other proposals that so far have been ruled eligible for the Functional Replacement Program include:

Wichita East High School, Wichita, Kansas; Barlow Elementary School, Portland, Ore.; Friendly Gables Home (Girls School), Wichita, Kansas; Public School #176, Baltimore, Md.; Carrolton Junior-Senior High School, Carrolton, Mo.; recreational lands, City of Pleasant Ridge, Mich.; and Linwood Park, Wichita, Kansas.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
September 23, 1972

FHWA--80-72
(202) 426-0677

The Federal Highway Administration has surveyed 228 of the Standard Metropolitan Statistical Areas (SMSA's) in the United States and found that they contained 65.6 percent of the 92 million automobiles registered in the Nation in 1971. This figure corresponds closely to the 65 percent of the Nation's population contained in those SMSA's.

There was an automobile for every 2.24 persons in metropolitan areas of one million population or more surveyed, while there was a car for every 2.13 persons in metropolitan areas under 200,000 population. The 200,000 to 500,000 and 500,000 to one million population metropolitan areas each had one auto for every 2.10 persons.

This information, along with comparable figures for trucks and motorcycles, is available for the first time in a new FHWA pamphlet, "Motor Vehicle Registrations by Standard Metropolitan Statistical Areas --1971." Motor-vehicle registration data are shown for 228 of the 264 SMSA's in the United States; for the four New England Metropolitan State Economic Areas, and for the four SMSA's in Puerto Rico. Information was not available for the other 36 SMSA's. State registration reports, by counties, were used as the data base, and FHWA made necessary adjustments to the data to make them agree with the calendar year registrations.

"This information should prove very useful for studying and projecting transportation conditions and needs of metropolitan areas," said Acting Federal Highway Administrator R. R. Bartelsmeyer.

(more)

The following table provides, by SMSA size, a comparison of population and automobile registrations for the SMSA's for which data could be provided:

Comparison of Population and Automobile Registrations by SMSA Group

SMSA Population Group	Number of SMSA's Included	1970 Population		1971 Automobile Registrations		
		Total for 228 SMSA's	Percent of U.S. Total Population	Number Registered 228 SMSA's	Percent of U.S. Total Registered	Persons Per Automobile
1,000,000 and over	31	76,857,237	37.8	34,284,624	37.1	2.24
500,000 to 1,000,000	30	20,415,503	10.0	9,741,948	10.6	2.10
200,000 to 500,000	76	23,011,332	11.3	10,953,603	11.9	2.10
Less than 200,000	91	11,785,198	5.8	5,542,900	6.0	2.13
Total	228	132,069,270	65.0	60,523,075	65.6	2.18

Copies of "Motor Vehicle Registrations by Standard Metropolitan Statistical Areas -- 1971" may be obtained from the Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590.

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FOR RELEASE MONDAY A.M.
September 25, 1972

FHWA— 81-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety is seeking comments on a request that reflex reflectors instead of clearance lamps be required on the front of every semitrailer or full trailer 80 inches or more in overall width, or, as an alternative, to give the carrier the choice of either one. This would parallel requirements the National Highway Traffic Safety Administration has proposed for manufacturers of new trailers.

The Truck Trailer Manufacturers Association has petitioned BMCS to replace the front clearance lamps with reflectors, contending that the lamps serve no purpose and are hazardous for many low-silhouette trailers, such as tank trailers, flatbeds, etc. Further, it states tractors manufactured today are generally the same width as the trailers they tow, and are equipped with clearance lamps that serve to warn motorists of the approach of the combination.

Interested persons are invited to submit data, views, or arguments, in triplicate, on or before October 31, 1972, to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
September 26, 1972

FHWA--76--72 (202) 426-0677

QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, JUNE 30, 1972

Secretary of Transportation John A. Volpe said today that almost 80 percent of the 42,500-mile Interstate System — the safest and best engineered highway network the world has ever known — is now open to traffic.

Information compiled by the Department of Transportation's Federal Highway Administration as of June 30, 1972, showed 33,522 miles in use, with construction underway on another 3,725 miles. Preliminary estimates for September show another 174 miles completed for a total of 33,696 miles now open.

"This continued progress toward completion of the System is especially pleasing to President Nixon, for in 1954 it was he, in his capacity then as Vice-President, who delivered to the Governors' Conference at Bolton Landing, N.Y., President Eisenhower's far-sighted proposal for launching this historic construction program," Secretary Volpe said.

"And as the first Federal Highway Administrator when the program was started in 1956, I, too, take personal satisfaction in noting the steady progress that is being made."

As currently designated, the System consists of 34,494 miles of rural and 8,014 miles of urban highways. As of this report, 27,324 miles or 79.2 percent of the rural mileage, and 6,372 miles or 79.5 percent of the urban mileage were open to traffic.

More detailed information as of June 30 also was released by the Secretary.

The total mileage in use by passenger and commercial vehicles rose from 32,026 a year ago and 33,372 as of March 31, 1972, the date of the last survey, to 33,522 as of June 30.

In addition to the sections open to traffic, 3,776 miles were under construction as of June 30; engineering or right-of-way acquisition prior to construction was in progress on another 3,778 miles; and route location approval was pending on 544 additional miles for which public hearings had been held.

Thus, some form of work was underway or completed on 41,620 miles of the 42,500-mile system - about 98 percent of the total. Only 880 miles or 2 percent had not been advanced to the point where location public hearings have been held.

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 June 30, 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/	6,334	79	27,188	79	33,522	79
2. Under construction	592	7	3,184	9	3,776	9
3. Location approved-construction not started	775	10	3,003	9	3,778	9
4. Public hearing held-approval pending	104	1	440	1	544	1
5. No location action taken	197	3	683	2	880	2
Total	8,002	100	34,498	100	42,500	100

1/ Items 3, 4 and 5 correspond to first two columns in the 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 $48.52 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 $35.16 billion, of which $29.26 billion was for construction and $5.90 billion for engineering and right-of-way acquisition. As of June 30, 1972, work estimated to cost $13.36 billion was underway or authorized, including $9.18 billion of construction, and $4.18 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 $33.20 billion worth of work involving 270,896 miles of construction contracts completed or underway.

Construction contracts involving 256,538 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $25.03 billion; and contracts involving 14,358 miles at a cost of $5.14 billion were underway on June 30. In addition, $1.98 billion of engineering and right-of-way acquisition work had been completed and $1.05 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.

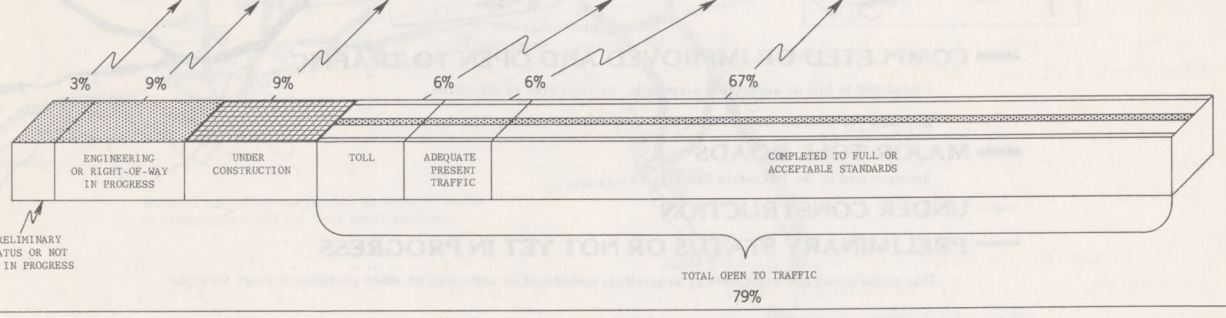
The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received $1.254 billion of tax revenue income during the three months ended June 30, about 73 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $911.8 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 JUNE 30, 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	134.40	103.30	237.70	-	56.80	585.20	642.00	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	21.58	33.15	-	4.30	488.89	493.19	526.34	ARKANSAS
CALIFORNIA	4.70	183.10	159.10	342.20	10.20	221.10	1,709.60	1,940.90	2,287.80 2/	CALIFORNIA
COLORADO	85.33	79.00	55.35	134.35	-	56.43	700.34	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	195.71	186.54	137.07	323.61	56.45	-	823.48	879.93	1,399.25 3/	FLORIDA
GEORGIA	38.70	165.95	146.45	312.40	-	2.32	796.27	798.59	1,149.69	GEORGIA
HAWAII	-	21.74	8.74	30.48	-	2.24	19.53	21.77	52.25	HAWAII
IDAHO	-	52.39	59.91	112.30	-	118.09	381.79	499.88	612.18	IDAHO
ILLINOIS	17.70	206.45	141.03	347.48	154.92	102.92	1,104.01	1,361.85	1,727.03	ILLINOIS
INDIANA	14.30	34.79	96.03	130.82	156.90	-	827.40	984.30	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	-	57.74	93.60	151.34	39.20	15.42	530.49	585.11	736.45	KENTUCKY
LOUISIANA	40.91	52.93	206.76	259.69	-	0.86	416.58	417.44	718.04	LOUISIANA
MAINE	-	24.30	9.76	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	21.33	10.66	31.99	134.41	22.29	259.99	416.69	470.25	MASSACHUSETTS
MICHIGAN	41.00	72.26	99.12	171.38	5.39	42.96	913.95	962.30	1,174.68	MICHIGAN
MINNESOTA	21.32	119.26	135.46	254.72	-	61.48	576.61	638.09	914.13	MINNESOTA
MISSISSIPPI	-	33.90	113.40	147.30	-	4.10	531.80	535.90	683.20	MISSISSIPPI
MISSOURI	27.00	111.40	97.10	208.50	0.30	120.10	790.20	910.60	1,146.10	MISSOURI
MONTANA	-	211.72	196.72	408.44	-	269.76	510.45	780.21	1,188.65	MONTANA
NEBRASKA	-	25.43	22.29	47.72	0.22	12.88	419.77	432.87	480.59	NEBRASKA
NEVADA	-	77.84	33.27	111.11	-	4.92	418.53	423.45	534.56	NEVADA
NEW HAMPSHIRE	-	23.02	7.93	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	57.18	34.39	91.57	-	68.00	807.20	875.20	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	124.64	91.31	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	58.41	79.29	137.70	360.18	8.35	1,026.74	1,395.27	1,574.40	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	0.77	130.36	131.13	-	8.17	558.04	566.21	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	83.26	84.55	167.81	-	49.28	461.87	511.15	678.96	SOUTH DAKOTA
TENNESSEE	-	96.60	168.25	264.85	-	69.30	711.25	780.55	1,045.40	TENNESSEE
TEXAS	121.74	288.89	232.13	521.02	-	222.33	2,302.18	2,524.51	3,167.27	TEXAS
UTAH	-	283.71	125.73	409.44	-	67.56	459.78	527.34	936.78	UTAH
VERMONT	-	37.93	50.49	88.42	-	-	231.96	231.96	320.38	VERMONT
VIRGINIA	10.82	161.75	56.94	218.69	37.60	41.65	764.12	843.37	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	44.63	126.49	171.12	86.51	2.70	233.90	323.11	511.78	WEST VIRGINIA
WISCONSIN	110.50	0.67	1.73	2.40	-	0.79	455.18	455.97	568.87	WISCONSIN
WYOMING	49.27	55.44	14.20	69.64	-	18.98	775.70	794.68	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	-14.56 5/								-14.56 5/	PENDING
TOTAL	1,423.91	3,777.77	3,776.07	7,553.84	2,304.62	2,602.21	28,615.42	33,522.25	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 42.80 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 INTER

STATUS OF IMPROVEMENT

COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

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

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

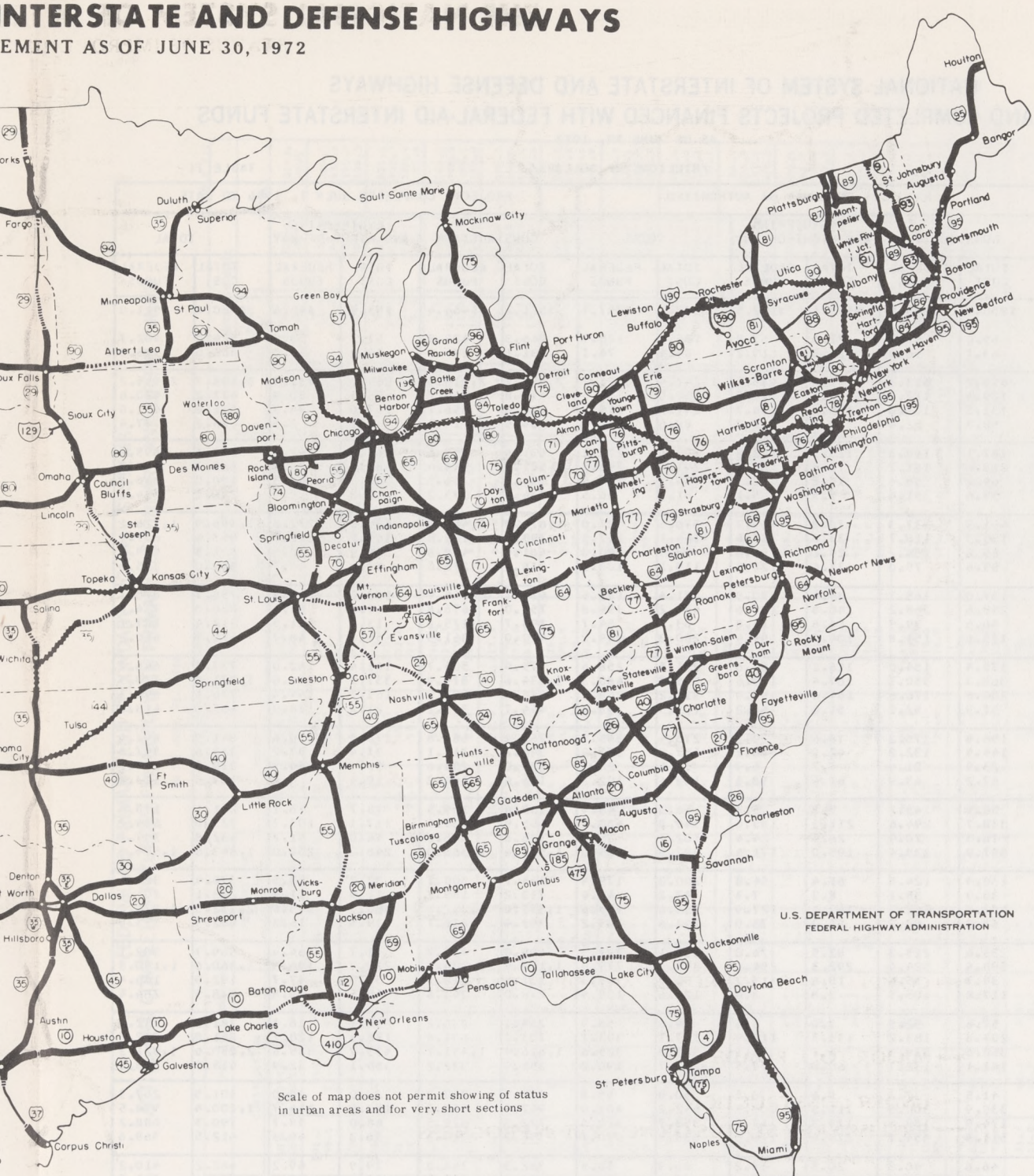
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1424 Miles	3778 Miles	3776 Miles	

INTERSTATE AND DEFENSE HIGHWAYS

EMENT AS OF JUNE 30, 1972



Open to Traffic

33522 Miles

37298 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS
AS OF JUNE 30, 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	$250.2	$224.9	$147.4	$132.5	$397.6	$357.4	$526.1	$464.4	$53.9	$46.6	$580.0	$511.0
ALASKA												
ARIZONA	65.0	61.1	71.6	67.8	136.6	128.9	466.3	428.9	57.7	53.8	524.0	482.7
ARKANSAS	63.1	56.9	21.3	19.2	84.4	76.1	331.1	295.0	34.9	30.0	366.0	325.0
CALIFORNIA	699.2	613.3	548.2	488.4	1,247.4	1,101.7	2,538.7	2,213.3	865.0	731.9	3,403.7	2,945.2
COLORADO	129.4	117.7	20.6	18.8	150.0	136.5	414.8	369.7	58.4	50.9	473.2	420.6
CONNECTICUT	131.5	113.6	109.8	96.7	241.3	210.3	424.8	356.7	107.0	94.3	531.8	451.0
DELAWARE	58.3	52.4	30.3	27.2	88.6	79.6	84.5	74.9	3.7	2.5	88.2	77.4
FLORIDA	187.1	168.3	115.5	102.8	302.6	271.1	631.4	553.5	165.7	142.4	797.1	695.9
GEORGIA	215.8	181.2	75.6	68.0	291.4	249.2	581.1	514.4	82.6	73.3	663.7	587.7
HAWAII	64.2	56.4	70.1	62.1	134.3	118.5	133.7	96.5	56.3	50.3	190.0	146.8
IDAHO	55.6	51.4	5.5	5.1	61.1	56.5	214.0	195.2	32.8	28.9	246.8	224.1
ILLINOIS	491.7	437.3	78.8	69.7	570.5	507.0	1,676.0	1,448.3	320.9	277.8	1,996.9	1,726.1
INDIANA	130.3	116.7	33.8	30.6	164.1	147.3	793.2	709.8	164.2	147.7	957.4	857.5
IOWA	65.8	59.2	24.1	21.6	89.9	80.8	461.9	408.8	59.4	50.5	521.3	459.3
KANSAS	83.6	75.0	31.6	28.5	115.2	103.5	316.4	278.6	52.6	46.7	369.0	325.3
KENTUCKY	187.0	165.7	34.4	30.8	221.4	196.5	634.7	565.9	122.0	104.8	756.7	670.7
LOUISIANA	298.6	268.2	140.6	126.6	439.2	394.8	757.0	676.8	69.0	60.0	826.0	736.8
MAINE	46.6	39.9	16.6	14.8	63.2	54.7	198.7	175.2	13.7	11.9	212.4	187.1
MARYLAND	175.6	154.8	104.7	94.4	280.3	249.2	420.0	361.5	55.7	48.7	475.7	410.2
MASSACHUSETTS	175.4	154.0	116.1	104.6	291.5	258.6	575.9	504.7	161.4	142.0	737.3	646.7
MICHIGAN	368.3	330.7	167.4	149.6	535.7	480.3	1,034.6	879.9	337.0	290.6	1,371.6	1,170.5
MINNESOTA	206.6	176.6	104.6	92.0	311.2	268.6	614.4	553.9	161.7	144.4	776.1	698.3
MISSISSIPPI	57.9	52.1	51.6	46.2	109.5	98.3	444.7	395.1	21.2	18.0	465.9	413.1
MISSOURI	196.8	175.2	78.6	70.1	275.4	245.3	763.4	682.8	178.5	158.6	941.9	841.4
MONTANA	145.9	132.8	42.0	38.2	187.9	171.0	346.2	314.1	37.4	33.2	383.6	347.3
NEBRASKA	23.9	21.4	7.7	6.9	31.6	28.3	229.0	204.6	50.4	44.5	279.4	249.1
NEVADA	47.2	43.9	61.4	58.3	108.6	102.2	176.6	164.2	10.4	9.1	187.0	173.3
NEW HAMPSHIRE	50.5	43.2	5.8	5.2	56.3	48.4	182.4	159.5	18.7	16.1	201.1	175.6
NEW JERSEY	338.7	294.6	211.1	185.6	549.8	480.2	605.9	530.5	117.1	103.7	723.0	634.2
NEW MEXICO	76.3	70.9	26.4	24.4	102.7	95.3	386.8	356.0	46.0	41.2	432.8	397.2
NEW YORK	397.9	333.4	195.0	171.6	592.9	505.0	1,595.4	1,366.0	248.2	208.0	1,843.6	1,574.0
NORTH CAROLINA	138.9	124.6	61.4	54.8	200.3	179.4	343.7	300.1	32.7	28.5	376.4	328.6
NORTH DAKOTA	38.9	35.1	8.3	7.3	47.2	42.4	210.2	189.7	12.9	11.4	223.1	201.1
OHIO	422.5	367.7	142.1	127.9	564.6	495.6	1,551.8	1,362.6	580.7	513.6	2,132.5	1,876.2
OKLAHOMA	67.3	60.2	81.3	73.0	148.6	133.2	383.4	336.7	19.5	16.8	402.9	353.5
OREGON	233.6	215.3	82.5	76.0	316.1	291.3	498.0	437.7	71.7	64.4	569.7	502.1
PENNSYLVANIA	598.4	524.4	292.3	254.6	890.7	779.0	1,139.9	1,004.4	220.7	186.4	1,360.6	1,190.8
RHODE ISLAND	39.7	35.6	15.6	13.7	55.3	49.3	137.9	118.7	55.0	47.7	192.9	166.4
SOUTH CAROLINA	117.8	105.5	3.8	3.4	121.6	108.9	278.0	248.6	40.5	35.8	318.5	284.4
SOUTH DAKOTA	57.6	52.5	7.0	6.4	64.6	58.9	263.1	236.2	18.1	16.1	281.2	252.3
TENNESSEE	203.8	183.2	133.3	119.9	337.1	303.1	703.3	631.6	138.5	120.7	841.8	752.3
TEXAS	360.6	319.5	6.7	6.1	367.3	325.6	1,616.9	1,431.7	433.7	389.6	2,050.6	1,821.3
UTAH	141.1	132.7	60.6	57.5	201.7	190.2	355.9	332.2	59.1	52.9	415.0	385.1
VERMONT	41.5	37.3	9.4	8.5	50.9	45.8	277.5	247.3	24.0	20.0	301.5	267.3
VIRGINIA	330.9	300.5	111.3	100.5	442.2	401.0	947.9	843.8	152.5	134.7	1,100.4	978.5
WASHINGTON	174.9	158.5	178.8	162.1	353.7	320.6	722.3	629.5	68.0	58.7	790.3	688.2
WEST VIRGINIA	511.4	454.7	128.4	116.0	639.8	570.7	356.2	319.3	56.3	49.3	412.5	368.6
WISCONSIN	46.6	40.3	20.3	18.2	66.9	58.5	382.3	341.0	79.9	69.2	462.2	410.2
WYOMING	29.3	26.8	8.3	7.6	37.6	34.4	352.0	322.7	21.6	18.9	373.6	341.6
DIST. OF COL.	139.5	111.2	84.7	75.7	224.2	186.9	180.1	160.5	47.9	41.9	228.0	202.4
PUERTO RICO												
TOTAL	9,178.4	8,128.4	4,184.1	3,747.2	13,362.5	11,875.6	29,259.5	25,793.1	5,897.0	5,139.1	35,156.5	30,932.2

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

AS OF JUNE 30, 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	$91.2	$48.0	213.5	$37.1	$18.6	$128.3	$66.6	$490.5	246.3	7,659.1	48.3	23.4	538.8	269.7
ALASKA	96.6	87.3	431.9	38.2	35.4	134.8	122.7	402.5	370.5	2,952.3	65.3	60.7	467.8	431.2
ARIZONA	34.0	23.6	89.9	1.3	1.0	35.3	24.6	281.4	192.7	2,050.6	4.5	3.0	285.9	195.7
ARKANSAS	76.3	39.2	366.6	19.3	9.7	95.6	48.9	365.9	181.3	5,437.8	21.2	10.2	387.1	191.5
CALIFORNIA	295.2	187.5	356.2	23.6	15.4	318.8	202.9	1,576.8	847.6	3,824.3	12.2	7.0	1,589.0	854.6
COLORADO	43.7	22.8	100.3	16.8	9.7	60.5	32.5	375.4	204.3	3,868.9	53.8	29.4	429.2	233.7
CONNECTICUT	71.5	36.3	19.2	19.2	9.5	90.7	45.8	231.6	113.4	269.7	36.6	15.0	268.2	128.4
DELAWARE	24.9	12.7	25.0	9.2	5.0	34.1	17.7	92.3	45.6	527.1	9.8	5.0	102.1	50.6
FLORIDA	89.1	45.8	135.5	20.8	11.0	109.9	56.8	596.2	279.5	3,688.0	7.0	3.5	603.2	283.0
GEORGIA	125.6	64.5	452.6	54.6	27.4	180.2	91.9	539.7	266.8	5,965.8	58.9	29.1	598.6	295.9
HAWAII	35.1	17.1	15.4	14.7	7.3	49.8	24.4	79.3	39.1	168.8	23.0	11.6	102.3	50.7
IDAHO	29.7	21.9	157.5	2.8	1.9	32.5	23.8	192.6	125.6	2,529.5	22.8	13.3	215.4	138.9
ILLINOIS	227.4	114.7	596.1	15.1	7.6	242.5	122.3	1,211.3	618.8	8,510.4	54.3	26.2	1,265.6	645.0
INDIANA	139.6	70.3	179.5	24.3	12.6	163.9	82.9	602.1	308.3	3,545.9	79.7	38.1	681.8	346.4
IOWA	98.2	51.3	1,006.7	4.9	3.0	103.1	54.3	537.8	276.0	12,402.8	16.7	8.6	554.5	284.6
KANSAS	59.3	29.8	510.3	6.5	3.4	65.8	33.2	543.1	268.9	14,103.4	39.1	19.5	582.2	288.4
KENTUCKY	85.0	42.1	105.1	36.4	18.7	121.4	60.8	376.8	188.9	2,464.1	73.1	35.9	449.9	224.8
LOUISIANA	77.4	38.4	139.7	29.2	14.3	106.6	52.7	423.8	207.3	2,907.0	21.2	10.5	445.0	217.8
MAINE	24.3	11.9	61.3	10.1	5.3	34.4	17.2	188.1	92.0	1,034.1	23.8	11.1	211.9	103.1
MARYLAND	66.7	32.5	90.3	32.1	16.5	98.8	49.0	282.9	138.7	1,501.0	6.3	3.2	289.2	141.9
MASSACHUSETTS	120.5	62.9	79.3	45.2	23.0	165.7	85.9	407.0	201.4	492.5	112.6	32.5	519.6	233.9
MICHIGAN	171.1	92.4	633.8	32.8	17.1	203.9	109.5	932.2	452.5	9,803.6	67.0	32.1	999.2	484.6
MINNESOTA	129.6	62.2	683.8	2.9	1.5	132.5	63.7	667.9	334.8	16,459.8	23.1	11.7	691.0	346.5
MISSISSIPPI	63.2	30.4	416.3	24.0	12.1	87.2	42.5	396.6	193.0	8,197.9	32.5	16.3	429.1	209.3
MISSOURI	115.4	57.6	277.4	84.0	44.6	199.4	102.2	632.7	321.2	10,085.6	107.0	51.4	739.7	372.6
MONTANA	33.9	22.2	201.4	14.5	9.1	48.4	31.3	331.3	200.0	4,896.3	35.3	19.6	366.6	219.6
NEBRASKA	59.7	30.0	622.1	6.3	2.7	66.0	32.7	430.9	219.6	8,662.2	37.5	18.6	468.4	238.2
NEVADA	11.6	10.8	43.5	11.2	10.1	22.8	20.9	143.3	124.3	1,921.3	15.4	12.8	158.7	137.1
NEW HAMPSHIRE	24.6	12.2	41.9	.5	.2	25.1	12.4	129.8	63.8	476.2	4.7	2.2	134.5	66.0
NEW JERSEY	144.5	67.5	58.2	103.8	49.5	248.3	117.0	374.3	181.0	544.4	45.8	22.9	420.1	203.9
NEW MEXICO	29.6	19.3	99.5	7.1	4.7	36.7	24.0	257.2	168.3	2,617.1	26.0	15.6	283.2	183.9
NEW YORK	308.1	146.8	74.1	13.9	7.0	322.0	153.8	1,882.6	874.9	3,617.0	29.3	14.1	1,911.9	889.0
NORTH CAROLINA	158.1	78.8	274.4	49.7	24.7	207.8	103.5	521.9	258.7	5,030.1	84.6	41.8	606.5	300.5
NORTH DAKOTA	35.8	18.2	1,083.8	4.0	2.2	39.8	20.4	298.0	152.8	15,487.5	16.9	8.8	314.9	161.6
OHIO	236.9	118.6	172.3	4.4	2.2	241.3	120.8	965.9	495.2	2,921.7	145.9	71.5	1,111.8	566.7
OKLAHOMA	86.1	44.0	302.4	12.2	6.0	98.3	50.0	527.1	260.7	6,746.2	14.6	7.0	541.7	267.7
OREGON	56.5	24.6	61.2	11.2	7.1	67.7	31.7	322.1	196.1	2,233.4	22.5	13.1	344.6	209.2
PENNSYLVANIA	451.3	217.6	246.2	34.6	17.3	485.9	234.9	966.3	474.7	2,163.1	103.4	44.9	1,069.7	519.6
RHODE ISLAND	28.3	13.4	14.6	20.7	10.5	49.0	23.9	110.9	54.7	258.1	30.9	14.9	141.8	69.6
SOUTH CAROLINA	95.5	50.0	767.7	1.9	1.0	97.4	51.0	317.3	157.4	7,734.8	24.0	12.2	341.3	169.6
SOUTH DAKOTA	44.8	24.8	621.3	1.5	.8	46.3	25.6	314.2	171.5	10,351.4	5.1	2.9	319.3	174.4
TENNESSEE	91.7	45.9	463.2	37.7	18.8	129.4	64.7	482.9	241.6	7,827.0	55.4	26.1	538.3	267.7
TEXAS	341.9	178.5	990.6	1.1	.5	343.0	179.0	1,678.6	862.1	20,710.3	5.7	3.1	1,684.3	865.2
UTAH	22.2	17.1	83.0	10.1	7.8	32.3	24.9	176.0	126.3	1,752.3	16.6	11.4	192.6	137.7
VERMONT	6.9	3.5	10.1	3.5	1.8	10.4	5.3	115.1	57.6	567.9	14.9	6.8	130.0	64.4
VIRGINIA	122.1	62.9	209.0	10.0	5.0	132.1	67.9	541.3	261.7	4,049.9	52.9	25.2	594.2	286.9
WASHINGTON	101.0	57.4	283.3	14.8	8.0	115.8	65.4	418.7	212.2	4,122.4	16.8	8.6	435.5	220.8
WEST VIRGINIA	73.4	37.6	40.1	27.6	14.6	101.0	52.2	211.5	106.2	1,129.3	42.7	21.3	254.2	127.5
WISCONSIN	83.7	42.1	314.5	34.7	17.4	118.4	59.5	593.1	295.1	7,152.4	59.6	29.7	652.7	324.8
WYOMING	17.0	12.7	95.7	3.8	2.9	20.8	15.6	208.0	139.4	2,683.5	10.5	7.1	218.5	146.5
DIST. OF COL.	23.5	15.8	12.3	2.6	2.1	26.1	17.9	113.7	62.3	94.9	13.6	6.8	127.3	69.1
PUERTO RICO	55.7	27.5	28.4	3.1	1.6	58.8	29.1	169.9	77.2	337.1	30.6	12.4	200.5	89.6
TOTAL	5,135.0	2,703.4	14,358.2	1,051.8	567.3	6,186.8	3,270.7	25,028.2	13,009.9	256,537.9	1,980.9	989.5	27,009.1	13,999.4

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED JUNE 30, 1972	FISCAL YEAR 7-1-71 TO 6-30-72
Balance at beginning of period	$4,050,790	$3,651,696
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	918,870	3,921,214
Less motorboat fuel revenue 1/	4,200	28,000
Net for highways	914,670	3,893,214
Trucks, buses, and trailers	2/ 85,630	2/ 436,490
Tires, tubes, and tread rubber	185,027	682,384
Vehicle use	28,388	150,506
Parts and accessories, trucks and buses	20,827	86,693
Lubricating oil (net after refunds)	19,660	73,135
Total excise revenues	1,254,202	5,322,422
Interest earned	103,073	205,630
Total Income	1,357,275	5,528,052
Disbursements:		
For highways	908,027	4,668,347
National Highway Traffic Safety Adm.	3,200	12,936
Trust Fund share other highway programs	600	2,227
Total Disbursements	911,827	4,683,510
Balance at end of period	$4,496,238	$4,496,238
Liability for unpaid obligations (6/30/72)	7,836,186	
Balance less liability for unpaid obligation	-3,339,948	

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

2/ These are net revenues. (Three months revenues of $124,189,292.91 less refunds of $38,559,142.59, and fiscal year revenues of $605,226,338.33 less refunds of $168,736,244.40 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. 59908

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

TAD-493

FOR IMMEDIATE RELEASE

FHWA-73-72
(202) 426-0648

Flynn M. Wells, newly appointed Civil Rights Program Review Coordinator for the Federal Highway Administration, has the job of monitoring and assuring full compliance with all Federal civil rights requirements in FHWA relocation assistance and replacement housing programs.

The scope of Mr. Well's job is indicated in the Department of Transportation's displacement housing policy, issued by Secretary of Transportation John A. Volpe, which sets forth three principal points:

(1) In line with President Nixon's policy, there must be specific written assurance that adequate replacement housing will be available (built, if necessary) before the initial approval of any project. Provisions of the Uniform Relocation Assistance Act of 1970 provide funds for States to build housing for persons to be relocated, if not otherwise available.

- more -

(2) Construction will be authorized only upon verification that replacement housing is in place and has been made available to all affected persons.

(3) All replacement housing must be fair housing -- open to all persons regardless of race, color, religion, sex or national origin.

Mr. Wells, in his new assignment, has the responsibility of assisting Alexander D. Gaither, Director of the Office of Civil Rights, in carrying out the civil rights aspects of these mandates.

Previously he had served for 4 1/2 years as Chief of FHWA's Relocation Services Staff.

Married and the father of three children, Mr. Wells was born in Detroit, Michigan, July 18, 1926.

He graduated from the Institute of Technology in Detroit in 1951, receiving a Bachelor's Degree in Business Administration, and holds a graduate certificate from the University of Michigan in real estate and appraising. He also has completed several courses in real estate appraising at the American Institute of Real Estate Appraisers; graduate study in "personnel management" at the University of Michigan and Michigan State University; in-service courses at the U. S. Civil Service Commission; and courses in "Metropolitan Problems, Program and Planning," and "Essentials of Supervisions and Management," at the U. S. Department of Agriculture.

Prior to joining the Federal Highway Administration, Mr. Wells had extensive and varied experience. He was a real estate broker and appraiser for 18 years in and around Detroit, served as Chief of the Relocation Assistance Program for the Michigan Department of State Highways, and was a lecturer on condemnation appraising, negotiations, and relocation assistance at the University of Michigan for 4 1/2 years.

He holds a senior designation in American Society of Appraisers, is a charter member and past president of the American Society of Appraisers, and presently is a board member of the Washington Metropolitan Area Chapter of A. S. A.

The youthful-looking Mr. Wells also is active in community affairs. He is assistant vice-president, Montgomery County Council P. T. A. (Md.); a trustee and past P. T. A. president, Montgomery County Weller Road Elementary School; past committee chairman, Boy Scouts, Troops and Explorer Post, Montgomery County; a member of the Urban League and NAACP; Board Member, Potomac Association, United Church of Christ, Minority Enterprise Small Business Corporation, and vice-chairman of FHWA's Task Force to Combat Juvenile Delinquency.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY P.M.
October 4, 1972

FHWA - 78-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has initiated a study of vision and hearing standards for drivers of trucks and buses engaged in interstate commerce.

A $106,322 contract has been awarded to Systems Development Corporation of Santa Monica, California, to conduct a study entitled, "Development of Visual and Auditory Qualification." The study will be based upon analysis of the commercial vehicle driver's visual and hearing tasks, and data on visual and hearing requirements and present testing procedures.

Commenting on the study, BMCS Director Robert A. Kaye said, "The increased need for vigilance and alertness on the part of commercial drivers is becoming self-evident. Demands placed upon an individual's sense of sight and hearing have increased greatly. To counteract or avoid the risks of dangerous situations, one must first be capable of seeing or hearing any warning."

He added that research activities need to be directed toward obtaining more data from actual driving experience. "The contract for this research specifies actual field studies to define reliable operational measures of vision and hearing," he said, "and we will again be calling on the trucking and passenger bus industries, drivers and affiliated labor organizations to cooperate in this effort."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 11, 1972

FHWA- 83-72
(202) 426-0648

In a move designed to provide greater clarity and increased safety, the Federal Highway Administration's Bureau of Motor Carrier Safety has revised and strengthened requirements of the Motor Carrier Safety Regulations concerning coupling devices and towing methods.

The objective of one change is to eliminate the possibility of total separation of the towed unit from the towing unit by prohibiting the attachment of safety chains to the pintle hook casting or forging of the towing vehicle. The other change updates the reference to the SAE Standard applicable to hitches and coupling systems in driveaway-towaway operations.

BMCS Director Robert A. Kaye said, "The imposition of a higher standard for commerical operations seems clearly warranted in light of the higher rate of commercial driveaway-towaway operations, and the heavy-duty uses to which equipment employed in those operations is subjected."

The revised regulations will become effective July 1, 1973.

50324

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
October 14, 1972

FHWA- 82-72
(202-426-0677)

The Department of Transportation reported today that the States disbursed $10.3 billion in highway-user taxes in 1971. Of this, $6.5 billion went for State highway purposes, $2.6 billion for local roads and streets, and $1.2 billion for nonhighway purposes.

The data were compiled by the Federal Highway Administration.

Acting Federal Highway Administrator Ralph R. Bartelsmeyer said the $10.3 billion for highways was 5.1 percent more than in 1970.

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

The net collections (after refunds) from State road-user taxes in 1971 amounted to $10.9 billion. After deducting the cost of collection and administration of the highway-user imposts, $10.3 billion was available for distribution.

Of the $6.5 billion devoted to State highway purposes, $5.0 billion went for capital outlay, maintenance, and administration of the State highway systems; $718 million was for highway safety activities and law enforcement; and $763 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the $2.6 billion applied to these purposes in 1971, grants-in-aid totaled $2.3 billion.

(more)

State highway-user revenues amounting to $1.2 billion were used for nonhighway purposes in 1971. Most States make no nonhighway allocations, or the amounts are insignificant. In 26 States, road-user taxes assigned for nonhighway purposes aggregating $148 million were offset by appropriations for highways in like amount out of State general funds.

The disposition of highway-user revenues in 1971 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	1969	1970	1971
Revenues			
Motor-fuel taxes	$5,938	$6,406	$6,816
Motor-vehicle registration fees and allied imposts	3,140	3,401	3,560
Total	9,078	9,807	10,376
Allocations:			
For State-administered highways	$5,895	$6,317	$6,514
For local roads and streets:			
Grants-in-aid	2,088	2,271	2,328
State expenditures	255	255	314
Subtotal, local roads and streets	2,343	2,526	2,642
For nonhighway purposes	840	964	1,220
Total	9,078	9,807	10,376

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS – 1971

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE DF
SEPTEMBER 1972

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 2/			FOR NONHIGHWAY PURPOSES 4/				STATE
				CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 5/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 6/	TOTAL	
Alabama	169,521	7,023	162,498	54,202	6,552	30,167	90,921	59,848	11,729	71,577	-	-	(2,085)	-	Alabama
Alaska 7/	14,786	1,336	13,450	12,267	-	-	12,267	897	286	1,183	-	-	-	-	Alaska 7/
Arizona	105,826	8,442	97,384	57,737	11,992	318	70,047	15,254	12,083	27,337	-	-	-	-	Arizona
Arkansas	116,112	2,239	113,873	74,352	6,693	-	81,045	16,074	16,075	32,149	679	-	(1,556)	679	Arkansas
California	1,215,101	67,443	1,147,658	444,545	140,296	-	584,841	187,564	160,801	348,365	19,652	194,800	(28,147)	8/ 214,452	California
Colorado	117,277	9,761	107,316	58,092	8,317	2,111	68,520	26,189	12,252	38,441	125	230	(95)	355	Colorado
Connecticut	166,297	10,602	155,695	73,152	12,928	44,156	130,236	4,926	9,147	14,073	11,386	-	-	11,386	Connecticut
Delaware 7/	36,556	1,335	35,221	9,646	2,375	15,761	27,782	-	2,000	2,000	5,439	-	-	5,439	Delaware 7/
Florida	431,316	12,566	418,750	198,041	18,478	17,503	234,022	38,874	7,541	46,415	104,864	33,449	(27,467)	138,313	Florida
Georgia	227,679	5,902	221,777	92,494	14,640	14,452	121,586	48,296	7,261	55,557	44,634	-	-	44,634	Georgia
Hawaii	26,251	-	26,251	7,296	263	6,119	13,678	11,123	-	11,123	380	1,070	-	1,450	Hawaii
Idaho	46,875	2,811	44,064	25,999	3,722	-	29,721	10,486	3,857	14,343	-	-	-	-	Idaho
Illinois	606,069	41,596	564,473	266,842	39,033	698	306,573	150,352	99,986	250,338	7,562	-	-	7,562	Illinois
Indiana	290,928	13,696	277,232	136,318	18,494	-	154,812	77,790	42,703	120,493	1,927	-	-	1,927	Indiana
Iowa	198,063	4,388	193,675	90,160	8,145	-	98,305	68,100	27,270	95,370	-	-	(8,576)	-	Iowa
Kansas	131,519	6,879	124,640	84,227	8,305	-	92,532	16,466	14,054	30,520	1,588	-	(835)	1,588	Kansas
Kentucky	192,951	5,883	187,068	127,903	2,485	29,159	159,547	27,521	-	27,521	-	-	-	-	Kentucky
Louisiana	155,123	6,699	148,424	83,730	3,869	25,634	113,233	24,852	10,339	35,191	-	-	(2,970)	-	Louisiana
Maine	57,085	2,727	54,358	41,030	3,734	6,652	51,416	2,166	776	2,942	-	-	-	-	Maine
Maryland	248,505	10,788	237,717	86,896	19,659	27,492	134,047	32,501	39,618	72,119	31,551	-	(2,517)	31,551	Maryland
Massachusetts	204,064	16,986	187,078	109,977	17,338	48,492	175,807	7,443	3,828	11,271	-	-	-	-	Massachusetts
Michigan	429,680	24,359	405,321	138,897	5,749	43,443	188,089	138,285	78,947	217,232	-	-	(15)	-	Michigan
Minnesota	207,033	11,319	195,714	96,108	14,634	9,951	120,693	54,820	17,402	72,222	2,799	-	-	2,799	Minnesota
Mississippi	115,292	6,210	109,082	55,656	5,880	12,276	73,812	33,815	1,455	35,270	-	-	(23)	-	Mississippi
Missouri	201,722	10,321	191,401	150,510	15,901	-	166,411	6,247	18,743	24,990	-	-	-	-	Missouri
Montana	47,464	2,515	44,949	33,975	3,369	-	37,344	5,289	2,275	7,564	41	-	(1,673)	41	Montana
Nebraska	98,560	2,728	95,832	49,372	1,576	2,144	53,092	23,480	19,260	42,740	-	-	(2,162)	-	Nebraska
Nevada	40,185	3,592	36,593	21,733	2,800	-	24,533	3,290	1,410	4,700	-	7,360	-	7,360	Nevada
New Hampshire	43,459	1,804	41,655	27,253	3,646	6,184	37,083	2,494	2,078	4,572	-	-	-	-	New Hampshire
New Jersey 7/	361,500	17,906	343,684	45,328	33,256	11,234	89,818	17,069	8,951	26,020	227,846	-	-	227,846	New Jersey 7/
New Mexico	67,402	4,224	63,178	42,575	6,209	658	49,442	5,803	3,453	9,256	-	4,480	(10,522)	4,480	New Mexico
New York 7/	668,684	41,618	627,066	171,636	42,459	116,624	330,719	81,983	69,249	151,232	145,115	-	-	145,115	New York 7/
North Carolina	325,305	12,277	313,028	246,301	27,355	26,848	300,504	-	12,524	12,524	-	-	-	-	North Carolina
North Dakota	38,437	1,034	37,403	21,197	2,223	-	23,420	9,448	3,494	12,942	1,041	-	(168)	1,041	North Dakota
Ohio	501,387	19,502	481,885	166,214	31,839	91,909	289,962	125,940	65,983	191,923	-	-	-	-	Ohio
Oklahoma	173,111	9,140	163,971	69,829	9,802	3,198	82,829	49,138	7,087	56,225	-	24,917	(27,319)	24,917	Oklahoma
Oregon	129,766	8,584	121,182	49,680	10,263	11,810	71,753	25,763	13,947	39,710	9,719	-	(119)	9,719	Oregon
Pennsylvania	557,771	19,365	538,406	333,137	51,017	75,542	459,696	48,800	29,910	78,710	-	-	-	-	Pennsylvania
Rhode Island 7/	43,885	1,967	41,918	9,610	2,157	12,679	24,446	87	300	387	17,085	-	-	17,085	Rhode Island 7/
South Carolina	119,925	4,958	114,967	89,244	9,025	-	98,269	12,658	-	12,658	3,251	789	(135)	4,040	South Carolina
South Dakota	43,764	1,647	42,117	29,701	2,327	-	32,028	8,919	1,170	10,089	-	-	-	-	South Dakota
Tennessee	234,777	7,376	227,401	88,157	8,302	13,116	109,575	55,456	22,721	78,177	39,331	318	(14,021)	39,649	Tennessee
Texas	679,121	26,208	652,913	380,137	28,998	17	409,152	40,005	-	40,005	203,756	-	(15,171)	203,756	Texas
Utah	52,848	3,922	48,926	33,836	4,742	-	38,578	6,023	3,699	9,722	626	-	(194)	626	Utah
Vermont	37,289	1,119	36,170	15,565	4,499	8,698	28,762	5,914	697	6,611	797	-	-	797	Vermont
Virginia	274,028	16,352	257,676	233,547	4,704	-	238,251	2,330	17,095	19,425	-	-	-	-	Virginia
Washington	258,400	13,926	244,474	92,075	21,642	19,958	133,675	44,314	16,592	60,906	41,209	8,684	(1,189)	8/ 49,893	Washington
West Virginia	116,288	2,608	113,680	89,062	1,151	23,467	113,680	-	-	-	-	-	(286)	-	West Virginia
Wisconsin	215,441	12,870	202,571	99,508	13,458	4,708	117,674	47,213	28,343	75,556	-	9,341	(427)	9,341	Wisconsin
Wyoming	30,273	2,410	27,863	17,695	1,811	-	19,506	5,568	2,587	8,155	-	202	(25)	202	Wyoming
Dist. of Col.	39,040	2,137	36,903	-	-	-	-	-	24,379	24,379	-	12,524	(731)	12,524	Dist. of Col.
Total	10,909,831	533,300	10,376,531	5,032,444	718,112	763,178	6,513,734	1,686,873	955,357	2,642,230	922,403	298,164	(148,428)	1,220,567	Total

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

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

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

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

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

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

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

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

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS -- 1971

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-3
SEPTEMBER 1972

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	43,464	-1,735	41,729	5,479	36,250	18,013	2,025	9,600	29,638	2,299	4,313	6,612	—	—	(1,660)	-
Alaska 9/	6,359	-103	6,256	1,313	4,943	4,508	"	"	4,508	330	105	435	-	-	-	-
Arizona	33,565	-357	33,208	6,897	26,311	21,850	4,143	318	26,311	-	-	"	-	-	-	-
Arkansas	33,208	-8	33,200	977	32,223	19,303	4,489	"	23,792	4,030	"	8,060	371	"	(619)	371
California	553,619	-4,705	548,913	65,040	483,873	98,909	140,296	-	239,205	14,014	16,469	30,483	19,385	194,800	(28,147)	10/ 214,185
Colorado	35,991	-609	35,382	3,096	32,286	14,974	2,213	545	17,732	8,181	6,018	14,199	125	230	(95)	355
Connecticut	49,215	99	49,314	10,156	39,158	4,511	2,099	29,980	36,590	304	564	868	1,700	-	-	1,700
Delaware 9/	15,454	-1	15,453	1,282	14,171	3,881	955	6,342	11,178	"	805	805	2,188	"	"	2,188
Florida	155,983	1,076	157,059	10,778	146,281	7,157	17,493	-	24,650	371	58	429	87,753	33,449	(27,467)	121,202
Georgia	40,138	"	40,138	5,031	35,107	9,595	13,619	1,500	24,714	5,010	753	5,763	4,630	-	"	4,630
Hawaii	12,222	-	12,222	(2/)	12,222	"	"	"	-	11,011	-	11,011	141	1,070	-	1,211
Idaho	17,524	201	17,725	2,688	15,037	8,971	1,630	"	10,601	3,770	666	4,436	-	-	-	"
Illinois	267,464	-2,680	264,784	40,704	224,080	145,560	39,033	381	184,974	28,645	3,523	32,168	6,938	—	"	6,938
Indiana	81,130	-3,003	78,127	13,328	64,799	30,115	5,529	"	35,644	19,701	9,454	29,155	"	"	-	-
Iowa	91,726	385	92,111	3,602	88,509	37,603	7,646	"	45,249	31,029	12,231	43,260	-	"	(8,576)	-
Kansas	45,389	118	45,507	6,473	39,034	34,111	3,967	"	38,078	"	320	320	636	"	(88)	636
Kentucky	78,461	-	78,461	5,329	73,132	47,937	1,341	10,877	60,155	12,977	-	12,977	-	-	"	"
Louisiana	25,651	445	26,096	5,781	20,315	11,617	3,739	570	15,926	3,073	1,316	4,389	"	"	(1,016)	-
Maine	15,070	83	15,153	724	14,429	10,890	992	1,766	13,648	575	206	781	-	"	"	-
Maryland	123,469	2,697	126,166	8,991	117,175	44,303	19,659	7,151	71,113	13,942	16,034	29,976	16,086	"	(2,517)	16,086
Massachusetts	55,109	-864	54,245	16,305	37,940	30,798	5,605	-	36,403	469	1,068	1,537	—	-	"	"
Michigan	152,698	-7,167	145,531	22,371	123,160	41,008	5,189	12,826	59,023	40,828	23,309	64,137	"	"	"	-
Minnesota	74,231	-1,162	73 069	10,732	62,337	27,637	4,208	2,862	34,707	19,690	5,423	25,113	2,517	"	-	2,517
Mississippi	23,958	-20	23,938	4,439	19,499	2,427	4,860	"	7,287	12,212	"	12,212	"	"	(23)	-
Missouri	80,168	-3,909	76,259	4,368	71,891	65,022	6,869	—	71,891	-	-	-	-	—	"	"
Montana	15,605	-	15,605	2,200	13,405	6,649	2,151	"	8,800	4,089	475	4,564	41	-	(1,673)	41
Nebraska	28,535	17	28,552	2,633	25,919	13,691	1,132	412	15,235	5,826	4,858	10,684	"	-	(2,162)	"
Nevada	18,667	-46	18,621	3,270	15,351	5,191	2,800	"	7,991	"	"	"	"	7,360	"	7,360
New Hampshire	15,506	-44	15,462	1,704	13,758	8,741	1,568	1,983	12,292	800	666	1,466	-	—	"	"
New Jersey 9/	141,748	1,849	143,597	17,055	126,542	17,487	12,648	-	30,135	6,353	3,404	9,757	86,650	-	-	86,650
New Mexico	20,187	894	21,081	3,322	17,759	5,897	4,646	"	10,543	5,803	1,413	7,216	"	-	(8,100)	"
New York 9/	270,148	-847	269,301	40,657	228,644	56,706	22,545	38,531	117,782	39,848	23,070	62,918	47,944	-	"	47,944
North Carolina	85,033	-13	85,020	6,664	78,356	68,119	10,237	-	78,356	"	-	"	—	—	"	-
North Dakota	16,727	-101	16,626	882	15,744	8,939	937	"	9,876	3,641	1,347	4,988	880	-	(168)	880
Ohio	177,844	-13,695	164,149	18,525	145,624	3,517	1,515	32,734	37,766	77,369	30,489	107,858	"	"	-	-
Oklahoma	74,503	28	74,531	8,110	66,421	14,227	9,802	"	24,029	13,124	4,351	17,475	"	24,917	(25,324)	24,917
Oregon	54,849	-405	54,444	8,410	46,034	18,293	5,191	4,349	27,833	9,487	5,135	14,622	3,579	—	(44)	3,579
Pennsylvania	165,590	1,569	167,159	17,423	149,736	108,513	16,617	24,606	149,736	"	"	"	"	"	-	"
Rhode Island 9/	14,503	-10	14,493	1,743	12,750	3,190	638	3,752	7,580	26	89	115	5,055	"	"	5,055
South Carolina	17,638	1,668	19,306	4,472	14,834	13,143	1,395	"	14,538	"	"	"	"	296	"	296
South Dakota	17,342	34	17,376	1,376	16,000	8,739	719	-	9,458	5,654	888	6,542	—	—	"	-
Tennessee	68,855	-30	68,825	6,966	61,859	29,752	8,302	7,000	45,054	5,438	330	5,768	10,719	318	(13,611)	11,037
Texas	339,858	4,190	344,048	22,925	321,123	152,240	16,005	"	168,245	32,722	"	32,722	120,156	"	(15,171)	120,156
Utah	12,657	-451	12,206	3,198	9,008	5,365	1,561	"	6,926	955	586	1,541	541	"	(194)	541
Vermont	17,892	325	18,217	1,081	17,136	7,374	2,131	4,121	13,626	2,802	330	3,132	378	-	"	378
Virginia	107,399	13	107,412	15,277	92,135	84,169	2,422	-	86,591	-	5,544	5,544	-	-	-	-
Washington	110,000	1,527	111,527	13,263	98,264	24,992	21,642	516	47,150	890	331	1,221	41,209	8,684	(1,189)	10/ 49,893
West Virginia	51,194	-226	50,968	2,300	48,668	37,745	978	9,945	48,668	"	"	"	"	"	(286)	"
Wisconsin	75,905	-2,235	73,670	11,749	61,921	26,833	10,953	1,268	39,054	12,717	7,634	20,351	-	2,516	(115)	10/ 2,516
Wyoming	10,415	462	10,877	2,334	8,543	7,525	816	"	8,341	"	"	"	-	202	(25)	202
Dist. of Col.	22,926	-591	22,335	2,129	20,206	-	-	"	"	"	7 682	7,682	"	12,524	(731)	12,524
Total	4,062,792	-27,337	4,035,454	475,552	3,559,902	1,477,737	456,950	213,935	2,148,622	460,005	205,287	665,292	459,622	286,366	(139,001)	745,988

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

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

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

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

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

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

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

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

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

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

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-- 1971

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE MF-3
SEPTEMBER 1972

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL
Alabama	127,933	-141	127,792	1,544	126,248	36,189	4,527	20,567	61,283	57,549	7,416	64,965	-	-	(425)	-
Alaska 9/	7,982	548	8,530	23	8,507	7,759	-	-	7,759	567	181	748	"	"	"	"
Arizona	74,196	-1,578	72,618	1,545	71,073	35,887	7,849	-	43,736	15,254	12,083	27,337	-	-	-	-
Arkansas	83,758	-846	82,912	1,262	81,650	55,049	2,204	-	57,253	12,044	12,045	24,089	308	+	(937)	308
California	678,989	-12,801	666,188	2,403	663,785	345,636	-	-	345,636	173,550	144,332	317,882	267	-	-	267
Colorado	81,895	-	81,895	6,865	75,030	43,118	6,104	1,566	50,788	18,008	6,234	24,242	-	-	"	"
Connecticut	117,507	-524	116,983	446	116,537	68,641	10,829	14,176	93,646	4,622	8,583	13,205	9,686	"	"	9,686
Delaware 9/	21,103	"	21,103	53	21,050	5,765	1,420	9,419	16,604	"	1,195	1,195	3,251	-	"	3,251
Florida	271,884	2,373	274,257	1,788	272,469	190,884	985	17,503	209,372	38,503	7,483	45,986	17,111	-	-	17,111
Georgia	187,541	-	187,541	871	186,670	82,899	1,021	12,952	96,872	43,286	6,508	49,794	40,004	-	"	40,004
Hawaii	13,153	876	14,029	(2/)	14,029	7,296	263	6,119	13,678	112	-	112	239	"	"	239
Idaho	29,264	-114	29,150	123	29,027	17,028	2,092	-	19,120	6,716	3,191	9,907	-	"	-	-
Illinois	341,043	242	341,285	892	340,393	121,282	-	317	121,599	121,707	96,463	218,170	624	-	-	624
Indiana	219,797	-6,996	212,801	368	212,433	106,203	12,965	-	119,168	58,089	33,249	91,338	1,927	-	"	1,927
Iowa	105,665	287	105,952	786	105,166	52,557	499	-	53,056	37,071	15,039	52,110	-	-	"	"
Kansas	87,101	-1,089	86,012	406	85,606	50,116	4,338	-	54,454	16,466	13,734	30,200	952	"	(747)	952
Kentucky	114,491	-1	114,490	554	113,936	79,966	1,144	18,282	99,392	14,544	-	14,544	-	-	"	"
Louisiana	129,448	-421	129,027	918	128,109	72,113	130	25,064	97,307	21,779	9,023	30,802	-	"	(1,954)	-
Maine	42,824	-892	41,932	2,003	39,929	30,140	2,742	4,886	37,768	1,591	570	2,161	-	"	-	-
Maryland	122,226	113	122,339	1,797	120,542	42,593	-	20,341	62,934	18,559	23,584	42,143	15,465	"	-	15,465
Massachusetts	150,011	-192	149,819	681	149,138	79,179	11,733	48,492	139,404	6,974	2,760	9,734	-	-	-	"
Michigan	283,800	349	284,149	1,988	282,161	97,889	560	30,617	129,066	97,457	55,638	153,095	"	"	(15)	"
Minnesota	133,586	378	133,964	587	133,377	68,471	10,426	7,089	85,986	35,130	11,979	47,109	282	"	-	282
Mississippi	95,773	-4,419	91,354	1,771	89,583	53,229	1,020	12,276	66,525	21,603	1,455	23,058	-	-	-	-
Missouri	125,463	-	125,463	5,953	119,510	85,488	9,032	-	94,520	6,247	18,743	24,990	-	"	"	-
Montana	31,860	-1	31,859	315	31,544	27,326	1,218	-	28,544	1,200	1,800	3,000				
Nebraska	69,993	15	70,008	95	69,913	35,681	444	1,732	37,857	17,654	14,402	32,056	-	"	"	"
Nevada	21,573	-9	21,564	322	21,242	16,542	"	"	16,542	3,290	1,410	4,700	"	"	-	-
New Hampshire	27,885	112	27,997	100	27,897	18,512	2,078	4,201	24,791	1,694	1,412	3,106	-	-	"	"
New Jersey 9/	217,993	-	217,993	851	217,142	27,841	20,608	11,234	59,683	10,716	5,547	16,263	141,196	"	-	141,196
New Mexico	46,676	-355	46,321	902	45,419	36,678	1,563	658	38,899	-	2,040	2,040	-	4,480	(2,422)	4,480
New York 9/	399,331	52	399,383	961	398,422	114,930	19,914	78,093	212,937	42,135	46,179	88,314	97,171	"	-	97,171
North Carolina	240,285	-	240,285	5,613	234,672	178,182	17,118	26,848	222,148	-	12,524	12,524	-	-	"	"
North Dakota	22,176	-365	21,811	152	21,659	12,258	1,286	"	13,544	5,807	2,147	7,954	161	"	"	161
Ohio	331,859	5,379	337,238	977	336,261	162,697	30,324	59,175	252,196	48,571	35,494	84,065	"	"	-	"
Oklahoma	99,016	-436	98,580	1,030	97,550	55,602	"	3,198	58,800	36,014	2,736	38,750	"	-	(1,995)	-
Oregon	75,124	198	75,322	174	75,148	31,387	5,072	7,461	43,920	16,276	8,812	25,088	6,140	-	(75)	6,140
Pennsylvania	393,952	-3,340	390,612	1,942	388,670	224,624	34,400	50,936	309,960	48,800	29,910	78,710	"	"	"	-
Rhode Island 9/	29,392	-	29,392	224	29,168	6,420	1,519	8,927	16,866	61	211	272	12,030	-	-	12,030
South Carolina	100,619	"	100,619	486	100,133	76,101	7,630	"	83,731	12,658	"	12,658	3,251	493	(135)	3,744
South Dakota	27,490	-1,102	26,388	271	26,117	20,962	1,608	-	22,570	3,265	282	3,547	-	-	-	-
Tennessee	166,319	-367	165,952	410	165,542	58,405	-	6,116	64,521	50,018	22,391	72,409	28,612	"	(410)	28,612
Texas	336,836	-1,763	335,073	3,283	331,790	227,897	12,993	17	240,907	7,283	-	7,283	83,600	"	"	83,600
Utah	40,608	34	40,642	724	39,918	28,471	3,181	-	31,652	5,068	3,113	8,181	85	"	-	85
Vermont	19,072	-	19,072	38	19,034	8,191	2,368	4,577	15,136	3,112	367	3,479	419	-	"	419
Virginia	167,119	-503	166,616	1,075	165,541	149,378	2,282	"	151,660	2,330	11,551	13,881	-	-	"	-
Washington	146,873	"	146,873	663	146,210	67,083	-	19,442	86,525	43,424	16,261	59,685	"	"	"	"
West Virginia	65,450	-130	65,320	308	65,012	51,317	173	13,522	65,012	"	-	"	-	-	-	-
Wisconsin	141,771	-	141,771	1,121	140,650	72,675	2,505	3,440	78,620	34,496	20,709	55,205	-	10/ 6,825	(312)	6,825
Wyoming	19,329	67	19,396	76	19,320	10,170	995	"	11,165	5,568	2,587	8,155	"	"	-	-
Dist. of Col.	16,882	-177	16,705	8	16,697	"	-	"	"	-	16,697	16,697	-	"	"	"
Total	6,901,916	-27,539	6,874,377	57,748	6,816,629	3,554,707	261,162	549,243	4,365,112	1,226,868	750,070	1,976,938	462,781	11,798	(9,427)	474,579

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

2/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general revenues. Amounts shown in some States include pro-rata costs of administering motor-vehicle laws. Amount for Hawaii not reported.

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

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

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

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

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

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

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

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

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
October 20, 1972

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(202) 426-0677

The Federal Highway Administration has begun a research effort to find ways to advise motorists of safe driving speeds during foggy weather conditions, Acting Federal Highway Administrator Ralph R. Bartelsmeyer announced today.

The research study will be done by the Oregon State Highway Division under a 27-month, $262,609 contract. The objective is to develop preliminary design specifications for a speed advisory system which will inform drivers of the current operating speed of traffic on the road ahead when visibility is reduced by adverse weather.

The study is part of the Federally Coordinated Program of Research and Development in Highway Transportation, which was set up earlier this year to tackle problems of high priority facing highway officials in line with President Nixon's increased emphasis on transportation research.

Although only three percent of all accidents occur during fog, these accidents are more likely to result in multiple vehicle collisions. A recent study showed that two-thirds of all accidents involving nine or more vehicles in California occurred during fog. The National Transportation Safety Board has estimated that the elimination of the fog accident problem offers the potential saving of some 900 lives, thousands of injuries, and an estimated half-billion dollars in economic losses annually.

(more)

The contract effort will be directed toward providing advisory information to the driver for guiding his actions in fog. No attempts will be made to control or disperse the fog. Methods for dispersing fog are at present still quite experimental and often unsuccessful on even limited areas such as a single airport runway.

Therefore, this study is predicated on the assumption that the fog will exist at various road locations and that the problem is to give motorists sufficient information about what is happening on the road ahead so that they can travel through foggy areas safely with the minimum delay.

Such an advisory system may involve a very simple fog/no-fog detector coupled with a speed sensor and a simple roadside sign indicating an advisory speed set close to the mean speed of traffic, one-fourth to one mile ahead.

A more compelling visual display may be desirable to bring about the needed change in motorists speeds. A system of flashing pacer lights, much like a movie theater marquee, may accomplish this change. The logic devices for controlling the system may be interconnected so that no unit calls for a speed that is more than 10 to 20 mph higher than the unit immediately downstream from it except under exceptionally critical conditions. Using such an approach traffic may be slowed gradually, reducing multi-vehicle secondary accidents which become more common under reduced visibility conditions.

A simulated freeway section, 24 feet wide containing a vertical curve to partially conceal the "fog" section will be set up on an existing road in a closed off area of the E.E. Wilson Game Management Refuge Area near Corvallis, Oregon. Fog generation equipment will be installed so that test drivers may be employed for a series of controlled experiments. Mr. Dwayne Hofstetter, of the Oregon State Highway Division Traffic Section, will direct the research.

If results from controlled field testing are positive then on-road testing with actual traffic is contemplated.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 11, 1972

FHWA-- 83-72
(202) 426-0648

In a move designed to provide greater clarity and increased safety, the Federal Highway Administration's Bureau of Motor Carrier Safety has revised and strengthened requirements of the Motor Carrier Safety Regulations concerning coupling devices and towing methods.

The objective of one change is to eliminate the possibility of total separation of the towed unit from the towing unit by prohibiting the attachment of safety chains to the pintle hook casting or forging of the towing vehicle. The other change updates the reference to the SAE Standard applicable to hitches and coupling systems in driveaway-towaway operations.

BMCS Director Robert A. Kaye said, "The imposition of a higher standard for commerical operations seems clearly warranted in light of the higher rate of commercial driveaway-towaway operations, and the heavy-duty uses to which equipment employed in those operations is subjected."

The revised regulations will become effective July 1, 1973.

# # #

50324

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
October 22, 1972

FHWA- 77-72
(202) 426-0648

The Federal Highway Administration today announced that for the 1973-74 academic year, it will award 45 fellowships worth approximately $5,000 each for graduate study in traffic engineering with emphasis on highway safety.

Acting Federal Highway Administrator R. R. Bartelsmeyer said that, "The objective of the program is to assist State and local agencies to develop the expert manpower needed to carry out their respective highway safety programs. Preference will be given to present employees of State, county and city governments who are interested in improving their knowledge and capabilities in highway safety. Students will be allowed to choose their universities, providing that these universities have high level programs in highway and traffic engineering with emphasis on highway safety standards."

Authorized by the 1966 Highway Safety Act, the fellowship program is administered by FHWA's National Highway Institute in cooperation with the FHWA Office of Highway Safety.

Application forms will be available from FHWA Regional and Division Offices and from the Offices of the Governors' Highway Safety Representatives on or about November 1, 1972.

# # #

50288

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
October 28, 1972

FHWA--87-72 (202-426-0677)

With an increase in both passenger car and truck registrations anticipated in every State, the nationwide motor-vehicle registrations in 1972 are expected to total 117,606,000, an increase of 4,606,875 over last year's 112,999,125, the Department of Transportation's Federal Highway Administration announced today.

The estimated 4.1 percent rise over the 1971 registrations reflect the Nation's sustained high level of economic activity.

Passenger car registrations are expected to reach 96,397,000 by year end, a 3.9 percent increase over 1971, and trucks and buses should total 21,209,000, a 5.0 percent gain over 1971.

The perennial leader in numbers of motor vehicles registered, California, is expected to have 12.8 million, followed by 7.3 million in Texas, 7.1 million in New York, 6.3 million in Ohio, and 6.2 million in Pennsylvania. Illinois will have more than 5.5 million, and in both Florida and Michigan registrations will exceed 4 million. New Jersey and North Carolina occupy the 3 million class, while those with 2 million include Alabama, Georgia, Indiana, Maryland, Massachusetts, Minnesota, Missouri, Tennessee, Virginia, Washington, and Wisconsin. There will be 13 additional States with registrations of more than 1 million.

The 10 leading States account for 62.1 million motor vehicles or 52.8 percent of the National total.

Motorcycle registration growth is expected to be somewhat lower than in 1971, but the increment should be about 442 thousand, a 13.2 percent increase over 1971. The motorcycle totals include all registered motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1972 registrations is shown on the reverse side of this page.

(more)

ESTIMATE OF 1972 MOTOR-VEHICLE REGISTRATIONS[1]

TABLE ES-V
OCTOBER 1972

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1971	ESTIMATED 1972	PERCENT INCREASE 1972/1971	REGISTERED 1971	ESTIMATED 1972	PERCENT INCREASE 1972/1971	REGISTERED 1971	ESTIMATED 1972	PERCENT INCREASE 1972/1971	REGISTERED 1971	ESTIMATED 1972	
Alabama	1,656,566	1,733,000	4.6	436,405	465,000	6.6	2,092,971	2,198,000	5.0	51,934	59,000	Alabama
Alaska	101,724	107,000	5.2	48,931	53,000	8.3	150,655	160,000	6.2	9,639	11,000	Alaska
Arizona	892,793	944,000	5.7	292,179	313,000	7.1	1,184,972	1,257,000	6.1	42,886	50,000	Arizona
Arkansas	751,368	775,000	3.1	324,005	338,000	4.3	1,075,373	1,113,000	3.5	23,795	26,000	Arkansas
California	10,234,172	10,590,000	3.5	2,133,009	2,230,000	4.5	12,367,181	12,820,000	3.7	614,637	625,000	California
Colorado	1,177,372	1,252,000	6.3	370,226	395,000	6.7	1,547,598	1,647,000	6.4	57,007	68,000	Colorado
Connecticut	1,626,602	1,690,000	3.9	164,409	168,000	2.2	1,791,011	1,858,000	3.7	43,025	53,000	Connecticut
Delaware	264,079	270,000	2.2	52,433	55,000	4.9	316,512	325,000	2.7	5,970	7,000	Delaware
Florida	3,917,887	4,118,000	5.1	616,413	670,000	8.7	4,534,300	4,788,000	5.6	122,020	140,000	Florida
Georgia	2,194,073	2,307,000	5.1	558,831	592,000	5.9	2,752,904	2,899,000	5.3	65,988	78,000	Georgia
Hawaii	375,494	392,000	4.4	50,725	53,000	4.5	426,219	445,000	4.4	10,033	11,000	Hawaii
Idaho	353,799	363,000	2.6	155,404	163,000	4.9	509,203	526,000	3.3	32,027	37,000	Idaho
Illinois	4,707,141	4,853,000	3.1	709,880	745,000	4.9	5,417,021	5,598,000	3.3	135,492	151,000	Illinois
Indiana	2,340,025	2,394,000	2.3	562,497	580,000	3.1	2,902,522	2,974,000	2.5	88,920	98,000	Indiana
Iowa	1,423,455	1,450,000	1.9	418,225	433,000	3.5	1,841,680	1,883,000	2.2	79,065	95,000	Iowa
Kansas	1,155,246	1,184,000	2.5	443,863	463,000	4.3	1,599,109	1,647,000	3.0	74,525	94,000	Kansas
Kentucky	1,444,947	1,515,000	4.8	415,040	443,000	6.7	1,859,987	1,958,000	5.3	29,597	33,000	Kentucky
Louisiana	1,434,818	1,480,000	3.1	397,467	414,000	4.2	1,832,285	1,894,000	3.4	34,035	38,000	Louisiana
Maine	431,831	453,000	4.9	104,984	109,000	3.8	536,815	562,000	4.7	12,683	15,000	Maine
Maryland	1,731,387	1,830,000	5.7	271,589	291,000	7.1	2,002,976	2,121,000	5.9	34,755	41,000	Maryland
Massachusetts	2,431,500	2,543,000	4.6	268,293	279,000	4.0	2,699,793	2,822,000	4.5	52,707	60,000	Massachusetts
Michigan	4,052,218	4,219,000	4.1	687,421	730,000	6.2	4,739,639	4,949,000	4.4	193,984	224,000	Michigan
Minnesota	1,814,894	1,865,000	2.8	478,584	495,000	3.4	2,293,478	2,360,000	2.9	89,226	98,000	Minnesota
Mississippi	865,301	906,000	4.7	310,535	325,000	4.7	1,175,836	1,231,000	4.7	20,351	24,000	Mississippi
Missouri	1,949,489	2,019,000	3.6	548,461	584,000	6.5	2,497,950	2,603,000	4.2	67,755	82,000	Missouri
Montana	328,026	335,000	2.1	182,670	192,000	5.1	510,696	527,000	3.2	29,958	35,000	Montana
Nebraska	747,232	777,000	4.0	285,461	298,000	4.4	1,032,693	1,075,000	4.1	38,480	44,000	Nebraska
Nevada	278,515	296,000	6.3	94,215	99,000	5.1	372,730	395,000	6.0	19,306	21,000	Nevada
New Hampshire	313,999	325,000	3.5	61,437	64,000	4.2	375,436	389,000	3.6	12,673	15,000	New Hampshire
New Jersey	3,357,866	3,485,000	3.8	379,442	389,000	2.5	3,737,308	3,874,000	3.7	57,352	68,000	New Jersey
New Mexico	465,557	486,000	4.4	195,572	208,000	6.4	661,129	694,000	5.0	27,437	32,000	New Mexico
New York	6,162,960	6,323,000	2.6	727,884	746,000	2.5	6,890,844	7,069,000	2.6	77,742	80,000	New York
North Carolina	2,364,498	2,510,000	6.2	637,022	675,000	6.0	3,001,520	3,185,000	6.1	60,368	72,000	North Carolina
North Dakota	278,009	286,000	2.9	166,057	173,000	4.2	444,066	459,000	3.4	13,318	16,000	North Dakota
Ohio	5,344,159	5,557,000	4.0	698,950	718,000	2.7	6,043,109	6,275,000	3.8	152,088	177,000	Ohio
Oklahoma	1,265,467	1,320,000	4.3	524,016	552,000	5.3	1,789,483	1,872,000	4.6	71,171	85,000	Oklahoma
Oregon	1,165,605	1,223,000	4.9	266,127	277,000	4.1	1,431,732	1,500,000	4.8	69,769	81,000	Oregon
Pennsylvania	5,214,078	5,420,000	3.9	797,180	824,000	3.4	6,011,258	6,244,000	3.9	147,395	167,000	Pennsylvania
Rhode Island	451,467	472,000	4.5	57,580	61,000	5.9	509,047	533,000	4.7	13,231	16,000	Rhode Island
South Carolina	1,119,200	1,158,000	3.5	263,765	277,000	5.0	1,382,965	1,435,000	3.8	19,053	22,000	South Carolina
South Dakota	299,696	311,000	3.8	141,993	149,000	4.9	441,689	460,000	4.1	13,897	17,000	South Dakota
Tennessee	1,703,756	1,764,000	3.5	431,879	452,000	4.7	2,135,635	2,216,000	3.8	57,698	69,000	Tennessee
Texas	5,335,492	5,560,000	4.2	1,648,777	1,740,000	5.5	6,984,269	7,300,000	4.5	186,183	223,000	Texas
Utah	513,572	540,000	5.1	197,695	213,000	7.7	711,267	753,000	5.9	37,782	45,000	Utah
Vermont	193,917	205,000	5.7	43,236	47,000	8.7	237,153	252,000	6.3	8,991	11,000	Vermont
Virginia	2,013,427	2,115,000	5.0	396,789	425,000	7.1	2,410,216	2,540,000	5.4	40,984	49,000	Virginia
Washington	1,656,103	1,700,000	2.7	507,014	542,000	6.9	2,163,117	2,242,000	3.6	74,703	85,000	Washington
West Virginia	623,533	632,000	1.4	202,621	215,000	6.1	826,154	847,000	2.5	46,984	54,000	West Virginia
Wisconsin	1,871,490	1,932,000	3.2	358,684	367,000	2.3	2,230,174	2,299,000	3.1	60,122	66,000	Wisconsin
Wyoming	163,966	170,000	3.7	93,371	99,000	6.0	257,337	269,000	4.5	12,478	14,000	Wyoming
Dist. of Col.	239,281	243,000	1.6	20,827	21,000	0.8	260,108	264,000	1.5	3,960	5,000	Dist. of Col.
Total	92,799,052	96,397,000	3.9	20,200,073	21,209,000	5.0	112,999,125	117,606,000	4.1	3,345,179	3,787,000	Total

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1972 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles, except those owned by the military services. Registrations shown for 1971 are from table MV-1, 1971.

50406

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 7, 1972

FHWA--86--72
(202) 426-0677

Robert Thomas Adams, a veteran of nearly three decades of government service, is a quiet and articulate man who speaks in a low and deliberate voice.

As Chief of the Federal Highway Administration's Transportation Economics Division, Office of Program and Policy Planning, he is responsible for administering the Economic Growth Center Highway Demonstration Program. This is a comparatively new program designed to revitalize and diversify the economy of rural areas and smaller communities through the development of growth centers.

Congress appropriated $50 million for each of fiscal years 1972-1973 to develop and maintain these centers. The funds are to be used in urban areas of less than 100,000 population to promote economic development and to enable these centers to better serve the surrounding rural population.

The scope of Mr. Adams' job is indicated by the fact that all of the States except one are involved in the program.

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On July 30, 1971, Secretary of Transportation John A. Volpe, emphasizing President Nixon's concern and support, wrote to the Governors of each State, inviting them to recommend within 60 days economic growth centers to be served by highway projects.

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Recommendations were promptly received from 49 States and Puerto Rico.

In addition to his Economic Growth Center responsibilities, Mr. Adams is involved in another project, "Intermodal Coordination Between Trucks and Trains," which is designed to show highway advantages from advanced truck-rail technology.

In connection with this, Mr. Adams appeared before a joint conference of the American Society of Civil Engineers and the American Society of Mechanical Engineers in Seattle, Wash., in July 1971, and his presentation was of such interest that it was printed as a 16 page pamphlet.

Born in Savannah, Ga., November 19, 1913, Mr. Adams attended Georgia State College from 1932-1934, and American University, 1944-1948, where he received a B.S.A. in Accounting and Economics. He also did graduate work at American University, 1956-1958.

Mr. Adams' long career in Government began in November 1942, when he was inducted into the Army, and he served until April 1944.

Following military service, he worked as a statistical clerk with the U.S. Bureau of the Census, at the CAF-3 grade level, and as an accounting clerk with the Office of Price Administration and Federal Trade Commission at the CAF-5 grade level.

Mr. Adams left the Government service between April 1947, and September 1948, to form his own public accounting firm of Porter, Adams and Carmer. He returned to Government in September 1948, with the Bureau of Labor Statistics, where he served as an economist and climbed to a grade level classification of GS-13.

In January 1966, Mr. Adams joined the Department of Transportation Office of the Secretary, as a Staff Economist at a GS-14 level, later attaining the grade of GS-15. He remained in this position until November 1969 when he was promoted to Economist in FHWA's Office of Policy Planning at a GS-16 grade level, where he remained until March 1971, when he was promoted to his present position.

Asked about his outside interests, he says:

"My hobbies are diversified. I am a photography bug, and I love boating and fishing. A man can get lost in fishing; his mind is allowed to rest. I am always thrilled at the thought of being able to slip away to my own little retreat, my home in Martha's Vineyard in Massachusetts."

Concerning his own personal success -- his rise from a cobbler in Harden's Shoe Shop, in Savannah, Ga., in 1934 to a Super-Grade Executive -- he comments:

"Well, I suppose you might say I have enjoyed some infinitesimal success in the overall scope of things but there is so much more to be accomplished. What is success? How is it measured? The degree of involvement in our desensitized unemotional world today all plays a part in the successful man."

For others starting out on careers, he warns:

"Repeating the archaic phrase, there is no easy road to success, no short cuts, at least for our people. The strong, the valiant, the persistent might make it. After all, training and education gives you a fighting chance, but does not guarantee your becoming a success. I believe that the circumstances that put you in the right place at the right time will to a large degree determine your role in life."

Mr. Adams is married to the former Marguerite Hayes. They reside in Washington, D.C.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
November 8, 1972

FHWA--89-72
(202) 426-0677

Motor vehicle speeds on the Nation's highways, which have shown a generally steady pattern of increase since 1943, continued their rise last year, the Department of Transportation's Federal Highway Administration reported today.

The average of the speeds recorded in 1971 was 60.6 mph for all free-moving vehicles on main rural roads, a 1.4 mph increase over the previous year, according to a study conducted by 35 State highway departments and summarized by the Federal Highway Administration. The study involved the collection of speed data for buses, trucks and passenger cars on straight, open sections of main rural roads and urban streets during periods of low traffic density when drivers traveled at desired speeds.

More than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceeded 60 mph in the majority of States, and the percentage of vehicles exceeding 60 mph has nearly tripled in the past 10 years. Speeds on main rural roads over the last 10 years have increased about 8 mph with 14 percent of all vehicles now traveling over 70 mph. Approximately the same proportion exceeded 60 mph in 1956 when the recorded speed was 50.6 mph. Of the continental States reporting, Nevada reported the highest recorded speeds, 66.0 mph while West Virginia recorded the lowest, 52.7 mph.

The study also revealed that the average of the speeds recorded on completed sections of the Interstate Highway System was 64.7 mph for all vehicles, an increase of almost 1 mph over 1970. This speed also was 4.1 mph greater than the comparable speed on main rural roads, which includes the Interstate System. Twenty-four percent of the vehicles on

(more)

Interstate routes exceeded 70 mph, almost double the percent exceeding that speed on main rural roads. Approximately 70 percent of the vehicles traveled over 60 mph. Speeds on the completed sections of the rural Interstate System have increased about 9 mph over the past 10 years.

The average of the recorded speed of 64.7 mph for all vehicles on the Interstate System was based upon speeds of 66.3 mph for passenger cars, 59.4 mph for trucks, and 64.5 mph for buses. On the main rural roads the speed of 60.6 mph for all vehicles was derived from the speeds of 62.0 mph for passenger cars, 56.1 mph for trucks, and 60.2 mph for buses.

Copies of the study, "Traffic Speed Trends," are available from the Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590.

# # #

50436

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FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
November 10, 1972

FHWA--90-72 (202-426-0677)

The U.S. Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled $18.5 billion in calendar year 1971. Expenditures totaled $17.7 billion.

The $18.5 billion total receipts included $2.6 billion in borrowed funds and $5.0 billion in Federal aid.

Acting Federal Highway Administrator R. R. Bartelsmeyer said the $5.0 billion Federal aid to the States accounted for 51 percent of the $9.9 billion of total capital expenditures for highways by the States. Some $4.2 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The $18.5 billion of State receipts for highways in 1971 was an increase of 12.1 percent over 1970. Of the $18.5 billion total receipts, State road-user taxes provided $9.2 billion or 50 percent. Federal-aid funds, derived from Federal road-user taxes, comprised $5.0 billion of the total receipts, or 27 percent. Of the remainder, $889 million came from tolls, $2.6 billion from proceeds of highway construction bonds, and $794 million from other sources.

Expenditures for current highway purposes totaled $16.9 billion in 1971, 7.0 percent higher than in 1970. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to $9.9 billion, of which $4.2 billion was for projects on the Interstate System and $4.5 billion for work on other Federal-aid systems.

Maintenance expenditures were $2.1 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for $2.4 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to $2.5 billion.

(more)

Retirement of highway bonds during 1971 took $797 million, bringing total disbursements to $17.7 billion. The $777 million excess of receipts over disbursements was placed into highway fund reserves.

The $8.7 billion capital outlay expenditures on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching monies, but also includes work for which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1969, 1970, and 1971 follows:

	(Billions of dollars)		
	1969	1970	1971
Receipts:			
State highway-user tax revenue.....	$8.2	$8.8	$9.2
Federal funds.....	4.2	4.7	5.1
Other.....	1.5	1.7	1.6
Total current income.....	13.9	15.2	15.9
Construction bonds.....	1.3	1.3	2.6
Total receipts.....	15.2	16.5	18.5
Disbursements:			
Capital outlay:			
Interstate System.....	3.7	4.0	4.2
Other Federal-aid systems.....	3.9	4.3	4.5
Other roads and streets.....	0.7	1.0	1.2
Subtotal.....	8.3	9.3	9.9
Maintenance.....	1.7	2.0	2.1
Administration and enforcement.....	1.4	1.5	1.8
Interest on debt.....	0.5	0.6	0.6
Grants-in-aid to local governments.	2.2	2.4	2.5
Total current expenditures.....	14.1	15.8	16.9
Debt retirement.....	0.7	0.7	0.8
Total disbursements.....	14.8	16.5	17.7

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration. These and tables for 1971 on motor vehicles, motor fuel, and mileage will appear in the Administration's annual publication HIGHWAY STATISTICS, to be printed later this year.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS--SUMMARY--1971[1]

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-21
OCTOBER 1972

STATE	RECEIPTS									DISBURSEMENTS										
					FEDERAL FUNDS					CAPITAL OUTLAY										
										FEDERAL-AID SYSTEMS										
	STATE HIGHWAY-USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES	TRANSFERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	INTERSTATE	OTHER FEDERAL-AID SYSTEMS	TOTAL	OTHER ROADS AND STREETS	TOTAL	MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	SUBTOTAL, CURRENT EXPENDITURES	BOND RETIREMENT 4/	TOTAL DISBURSEMENTS
Alabama	162,498	-	618	1,861	120,413	148	1,491	25,125	312,154	104,521	66,266	170,787	3,657	174,444	32,362	13,281	17,297	62,260	299,644	15,272	314,916
Alaska	13,450	7,147	26,587	37	53,934	789	126	10,837	112,907	-	60,966	60,966	1,785	62,751	19,397	21,671	3,126	1,852	108,797	2,537	111,334
Arizona	97,384	-	-	661	64,938	688	2,512	1,001	167,184	63,616	44,651	108,267	=	108,267	13,112	26,127	119	27,832	175,457	200	175,657
Arkansas	113,194	461	457	1,766	37,442	9,470	580	=	163,370	30,943	60,516	91,459	5,993	97,452	18,743	15,618	461	33,520	165,794	7,013	172,807
California	933,206	22,824	-	27,686	486,684	7,044	8,139	-	1,485,583	379,682	388,356	768,038	32,546	800,584	104,387	211,390	6,291	335,895	1,458,547	6,965	1,465,512
Colorado	106,961	-	1,020	1,655	97,454	1,722	-	-	208,812	81,691	44,601	126,292	459	126,751	20,651	17,477	224	40,785	205,888	1,885	207,773
Connecticut	144,309	34,557	-	17,193	63,532	-	59	90,228	349,878	36,010	75,898	111,908	26,501	138,409	37,334	45,382	23,306	15,330	259,761	47,970	307,731
Delaware	29,782	17,574	=	3,899	10,651	=	-	16,981	78,887	13,771	9,201	22,972	9,424	32,396	10,764	8,616	11,462	2,086	65,324	11,963	77,287
Florida	280,437	43,892	-	27,800	123,034	-	885	228,783	704,831	103,481	160,565	264,046	104,950	368,996	54,142	35,990	28,090	39,045	526,263	20,007	546,270
Georgia	177,143	-	388	7,945	100,625	539	98	34,004	320,742	77,245	60,169	137,414	73,592	211,006	39,166	29,077	10,339	10,133	299,721	10,196	309,917
Hawaii	24,801	-	585	75	31,991	-	-	11,894	69,346	17,400	17,762	35,162	112	35,274	6,449	3,026	3,135	11,054	58,938	2,984	61,922
Idaho	44,064	=	106	387	33,284	1,944	210	-	79,995	24,956	20,535	45,491	=	45,491	11,393	9,465	=	16,428	82,777	-	82,777
Illinois	556,911	58,558	-	14,530	279,393	18	12,610	183,625	1,105,645	245,561	138,998	384,559	217,086	601,645	98,729	71,750	12,403	197,516	982,043	6,684	988,727
Indiana	275,305	20,320	965	12,569	113,178	-	3,468	-	425,805	92,330	91,498	183,828	103	183,931	42,747	55,763	7,611	117,062	407,114	7,361	414,475
Iowa	193,675	222	27,167	7,582	62,250	422	651	2,065	294,037	57,246	133,996	191,242	1,423	192,665	27,055	20,644	45	84,149	324,558	-	324,558
Kansas	123,052	14,743	-	3,149	56,067	82	483	-	197,576	61,326	34,454	95,780	584	96,364	36,364	19,511	4,964	26,405	183,608	6,592	190,200
Kentucky	187,068	15,995	10,510	18,496	89,397	49	51	298,694	620,260	69,329	82,417	151,746	94,880	246,626	66,592	36,515	34,798	4,859	389,390	22,467	411,857
Louisiana	148,424	611	46,610	3,546	114,855	502	2,309	95,472	412,329	110,461	88,950	199,411	42,492	241,903	35,468	33,983	15,961	25,533	352,848	20,105	372,953
Maine	54,358	11,776	637	2,340	36,160	-	2,775	8,005	116,051	34,082	25,269	59,351	7,179	66,530	28,833	9,147	4,759	2,856	112,125	9,905	122,030
Maryland	206,166	35,466	-	18,179	64,459	-	12,677	28,373	365,320	72,078	143,670	215,748	5,545	221,293	29,941	36,681	23,306	96,403	407,624	24,927	432,551
Massachusetts	187,078	44,401	9,088	6,564	90,004	-	-	88,363	425,498	93,003	39,137	132,140	8,389	140,529	45,865	70,478	32,662	11,836	301,370	46,482	347,852
Michigan	405,321	5,130	22,986	6,049	211,426	46	16,168	-	667,126	171,461	104,348	275,809	7,394	283,203	49,487	49,122	17,898	211,359	611,069	34,475	645,544
Minnesota	192,915	-	-	11,879	101,973	196	2,650	150	309,763	94,074	94,311	188,385	1,842	190,227	31,149	23,497	4,886	66,170	315,929	5,635	321,564
Mississippi	109,082	=	25,473	3,701	64,798	2,809	1,269	51,099	258,231	50,157	102,720	152,877	7,569	160,446	12,796	16,786	6,264	37,528	233,820	8,592	242,412
Missouri	191,401	1,969	6,162	127	138,192	475	779	-	339,105	93,926	134,716	228,642	754	229,396	64,351	35,224	169	26,640	355,780	1,188	356,968
Montana	44,908	-	=	227	74,657	2,738	13	-	122,543	67,444	25,207	92,651	91	92,742	10,952	9,724	=	8,558	121,976	-	121,976
Nebraska	95,832	=	9,857	1,243	31,869	12	4,413	=	143,226	16,562	60,462	77,024	1,268	78,292	14,388	12,392	1,156	42,651	148,879	1,000	149,879
Nevada	29,233	=	-	1,614	41,293	=	-	=	72,140	16,840	28,718	45,558	507	46,065	9,233	9,008	=	4,845	69,151	-	69,151
New Hampshire	41,655	6,894	69	1,548	28,127	14	1,052	8,021	87,380	20,439	16,837	37,276	1,033	38,309	18,257	9,927	1,931	2,780	71,204	6,662	77,866
New Jersey	115,838	128,327	-	29,578	129,917	-	978	168,851	573,489	171,932	45,165	217,097	92,474	309,571	52,993	63,434	65,058	22,487	513,543	55,385	568,928
New Mexico	58,698	-	=	805	49,282	2,398	137	1,900	113,220	45,287	19,460	64,747	3,673	68,420	20,555	10,872	99	9,665	109,611	900	110,511
New York	481,951	190,071	=	24,823	253,918	-	-	319,115	1,269,878	300,681	283,882	584,563	45,090	629,653	195,966	131,507	93,869	138,691	1,189,686	82,165	1,271,851
North Carolina	313,028	293	-	16,140	76,489	-	1,723	115,110	522,783	14,884	92,730	107,614	121,059	228,673	96,139	54,103	10,510	13,122	402,547	13,000	415,547
North Dakota	36,362	-	1,634	181	37,035	39	3,668	-	78,919	21,218	28,320	49,538	871	50,409	9,160	5,990	-	13,993	79,552	-	79,552
Ohio	481,885	33,912	71	11,796	223,241	-	9,086	125,021	885,012	164,258	200,513	364,771	12,449	377,220	69,258	84,181	31,216	211,469	773,344	87,556	860,900
Oklahoma	139,054	17,202	5,012	7,976	44,701	2,036	3,036	72,888	291,905	35,049	56,683	91,732	1,903	93,635	32,371	20,671	16,780	57,594	221,051	94,618	315,669
Oregon	111,463	827	-	4,024	112,212	23,752	1,192	15,002	268,472	100,591	58,016	158,607	1,931	160,538	23,211	20,382	2,151	57,506	263,788	5,950	269,738
Pennsylvania	538,406	88,385	151	23,070	213,561	161	2,399	269,717	1,135,850	180,672	292,749	473,421	200,893	674,314	216,678	85,715	71,691	80,787	1,129,185	47,167	1,176,352
Rhode Island	24,833	2,549	-	466	14,470	=	=	5,017	47,335	17,633	6,213	23,846	=	23,846	8,799	4,686	7,524	387	45,242	8,375	53,617
South Carolina	110,927	-	-	966	45,523	23	161	15,062	172,662	38,991	58,183	97,174	11,837	109,011	36,878	18,065	284	12,875	177,113	950	178,063
South Dakota	42,117	-	5,483	263	36,450	56	1,907	-	86,276	22,707	32,803	55,510	402	55,912	10,002	9,814	-	10,105	85,833	-	85,833
Tennessee	187,752	=	1,525	1,787	116,984	273	5,166	47,673	361,160	97,024	81,304	178,328	13,309	191,637	25,372	23,115	5,289	61,461	306,874	8,100	314,974
Texas	449,157	11,998	3,449	8,660	254,501	3,939	3,691	-	735,395	183,788	298,771	482,559	15,979	498,538	105,343	79,616	2,360	40,543	726,400	5,716	732,116
Utah	48,300	-	=	3,325	64,684	1,528	80	=	117,917	70,551	9,986	80,537	3,128	83,665	9,538	10,274	-	5,925	109,402	-	109,402
Vermont	35,373	-	-	115	29,676	-	-	9,000	74,164	27,664	13,110	40,774	2,055	42,829	12,910	8,539	3,528	2,962	70,768	5,170	75,938
Virginia	257,676	43,144	16,645	6,127	135,416	-	6,232	50,322	515,562	116,478	154,514	270,992	36,186	307,178	81,870	45,424	11,292	20,325	466,089	22,435	488,524
Washington	194,581	21,021	-	10,691	116,857	4,766	993	84,249	433,158	55,345	129,350	184,695	7,463	192,158	43,991	44,389	12,594	94,157	387,289	16,743	404,032
West Virginia	113,680	9,133	4,609	2,077	153,508	35	-	130,395	413,437	138,117	121,789	259,906	29,629	289,535	48,673	30,210	19,932	284	388,594	10,732	399,326
Wisconsin	193,230	-	-	1,913	50,521	-	9,000	25,800	280,464	21,044	117,245	138,289	1,973	140,262	31,831	23,367	3,475	76,310	275,245	1,233	276,478
Wyoming	27,661	=	-	1,320	34,394	9,150	430	-	72,955	22,018	24,409	46,427	2,966	49,393	8,668	6,385	-	6,434	70,880	-	70,880
Dist. of Col.	24,379	=	519	2,564	30,254	-	=	=	57,716	34,390	1,890	36,280	1,511	37,791	9,762	11,135	3,330	"	62,018	1,575	63,593
Total	9,155,964	889,402	228,383	362,975	5,045,674	77,863	125,347	2,637,842	18,523,450	4,179,957	4,482,279	8,662,236	1,263,939	9,926,175	2,140,075	1,749,146	633,645	2,500,412	16,949,453	796,837	17,746,290

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

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

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

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

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
November 13, 1972

FHWA--91--72
(202) 426-0648

A greater share of Federal funds will be available to State highway departments for financing railroad-highway grade crossing improvements under a new policy announced today by Secretary of Transportation John A. Volpe.

The Secretary said the policy permits an increase in the Federal and a decrease in the railroads' share of the cost of the projects.

"This change should be an effective spur in our efforts to achieve President Nixon's goal of greater transportation safety," Mr. Volpe said.

The contribution railroads have been required to make toward the cost of eliminating grade crossings has been dropped from 10 to 5 percent. At the same time, the railroads' share of the cost of installing automatic protective devices, which also had been fixed at 10 percent of the cost, has been eliminated. The railroads' share is based on the net benefit it receives from grade-crossing projects.

Acting Federal Highway Administrator R. R. Bartelsmeyer said the new policy puts into effect a recommendation made in the Railroad-Highway Safety Report submitted to Congress last August, by the Transportation Department's Federal Railroad and Federal Highway Administration.

He said, "It should accelerate the advancement of railroad-highway grade crossing safety projects under current Department of Transportation programs. It also should serve to expedite any similar safety programs Congress may enact in response to the report."

(more)

Under present law, States may use up to 10 percent of their Federal-aid highway funds, without State matching funds, for grade crossing improvements. In the past fiscal year, over $100 million was programmed for such improvements on Federal-aid highways, other than the Interstate System. By law Interstate highways are designed and built without grade crossings.

The report cited the need for increasing substantially the number of railroad-highway grade crossing protection installations during the next decade. Installations include flashing red light signals and automatic gates operated electronically. It also called for a continuance of the present program for eliminating grade crossings.

The report recommended an equitable allocation of costs of grade crossing improvements between railroads and highways. Analysis of the net benefits received by railroads from grade crossing projects indicated that the change in the railroads' share of the cost was timely, Mr. Bartelsmeyer said.

He pointed out that the report to Congress was the product of nearly 2 years of intensive study by the Federal Highway Administration and the Federal Railroad Administration. It revealed, he added, that the Nation's 223,000 railroad-highway grade crossings were the scene of 12,000 vehicle-train collisions annually, resulting in 1,500 deaths and 7,000 injuries.

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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 IMMEDIATE RELEASE

FHWA-- 92-72
(202) 426-0677

Leland W. Dong, a highway engineer trainee with the Department of Transportation's Federal Highway Administration, is part of a program for training highway engineers that has existed informally since 1905, and formally since 1946.

As a Chinese-American, he also is representative of the growing number of minority-group employees at FHWA.

Now in the last phase of his training, Mr. Dong is currently assigned to FHWA's Kentucky Division Office. A major portion of his work is in the Appalachian corridors where he assists the area engineers in the location, planning, charting and designing of highways and bridges.

Born in Bakersfield, Calif., in 1945, Mr. Dong later moved to the Los Angeles area, where he attended high school. After attending the University of California at Los Angeles, he graduated from Long Beach State College of Engineering in June, 1970, with a B.S. in Civil Engineering.

With the goal of becoming a highway engineer, he entered FHWA's 27-month Highway Engineering Training Program in August, 1970, and was assigned to FHWA's California Division Office for the first five months of duty.

The next five months were spent at the headquarters office in Washington, D.C., attending highway engineering and administration courses and working on selected assignments in highway location and design in the area.

(more)

For the following 11 months, Mr. Dong worked in direct construction in the mountains of Colorado. His duties included location, construction, surveying, stakeout and inspection of highway contractor operations.

The FHWA training program is designed to expand and build on the college background of the recent graduate and to develop him into a thoroughly trained professional highway engineer.

Highway engineer trainees are hired at grades GS-5, 7 or 9, and progress according to ability. If the trainee enters the program at grade GS-5 he will be promoted to grade GS-7 at the completion of 12 months of satisfactory service and to grade GS-9 at the end of 24 months of satisfactory service. Upon graduation from the program the trainee is promoted to grade GS-9, and generally he is promoted to GS-11 after 36 months of satisfactory service.

Holders of Master's Degrees enter the training program at the grade GS-9 level, and are promoted to GS-11 after satisfactorily completing the course.

On November 11, Mr. Dong will have successfully completed his on-the-job training course, and will be assigned to the Implementation Division of FHWA's Office of Development in Arlington, Va.

In describing his hobbies, Mr. Dong said:

"I am just a natural tinkerer. I enjoy building and flying model radio control aircraft, and photography, and refinishing furniture."

Mr. Dong is married to the former Margaret Mary Risley.

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA--93-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today that the recently revised accident reporting form for property-carrying vehicles (MCS 50-T) is now available.

Effective January 1, 1973, commercial carriers subject to Federal Motor Safety Regulations, including private carriers, are required to submit this form in those instances where a collision involving a commercial motor vehicle results in one or more of the following:

(1) The death of a human being;

(2) Bodily injury to a person, resulting in medical treatment away from the scene of the accident; or

(3) Where the aggregated property damage is $2,000 or more, based on actual costs or reliable estimates.

BMCS Director Robert A. Kaye, said: "Without detailed information about the circumstances of accidents in commercial motor carriers' operations along with the causative factors and their consequences, it would be extremely difficult to make intelligent decisions on new regulatory actions and the revisions of existing regulations."

The new accident report form may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, at $1.25 per pad. (Stock No. 5004-00007)

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
November 17, 1972

FHWA - 94-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has proposed a change in the Federal Motor Carrier Safety Regulations pertaining to the location of exhaust system discharge points on buses powered by fuels other than gasoline.

The proposed amendment would permit buses to discharge exhaust gases into the atmosphere above and to the rear of any door or window designed to be opened for ventilation or passenger egress. Present regulations limit such discharge to within 15 inches of the rearmost part of the bus.

General Motors Corporation has requested the Bureau to allow certain buses equipped with the General Motors "Environment Improvement Package" to be operated in interstate commerce. The EIP utilizes vertical intake and exhaust systems at the top of the bus, and is designed to control noise, smoke, odor, and other emissions. The exhaust system emits to the atmosphere more than 15 inches forward of the rearmost part of the vehicle.

BMCS Director Robert A. Kaye said: "The proposed change in discharge points will ensure that exhaust gases will not seep into the passenger compartment of a bus, simultaneously removing a design restriction that could hamper development of exhaust systems that reduce noise and air pollution."

50515

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
November 22, 1972 FHWA--85 (202-426-0677)

Roads and streets in the United States, under the jurisdiction of all levels of government, totaled nearly 3.759 million miles in 1971, the U.S. Department of Transportation announced today. The data were compiled by the Department's Federal Highway Administration from information supplied by the States.

According to Acting Federal Highway Administrator Ralph R. Bartelsmeyer, the 3,758,942-mile total includes 593,047 miles of municipal roads and streets, and 3,165,895 miles of roads in rural areas. The municipal mileage comprises 16 percent, and the rural mileage 84 percent, of the U.S. total.

In the United States, the Federal Government has jurisdiction only of roads in National Forests, Parks, etc. The Federal-aid systems are parts of the road systems under the jurisdiction and control of State and local governments, which have sole responsibility for their operation and maintenance. Federal-aid highway funds, obtained from Federal highway-user taxes, are used for construction, through the cooperative Federal-State program, on only that mileage which is designated as part of a Federal-aid system. The Federal-aid systems comprise 25 percent of the total road and street mileage, 26 percent of rural and 15 percent of urban mileage as shown in table M-12. The distribution of Federal-aid system mileage among the State and local systems is shown in the accompanying table M-21. The mileage in each category is shown State-by-State in table M-12.

Over 469,000 miles of roads and streets, or 12 percent of the U.S. total, are on the State primary systems; and an additional 320,779 miles, 9 percent of the total, are also under State control. Roads and streets under local control amount to 2.77 million miles, or 74 percent of the total. Almost 197,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 5 percent of the total U.S. mileage.

- More -

About 776,000 miles of all roads and streets in the U.S., or 21 percent of the total, are unsurfaced; 1.29 million miles or 34 percent of the total have surfaces of granular material, gravel, crushed stone, or slag; 1.7 million miles, accounting for 45 percent of the total, have surfaces ranging from bituminous surface treatment to bituminous and portland cement concrete. This last group includes the surfaces which the public generally thinks of as "paved," although some of the lowest types, if old and not well maintained, may appear to be gravel roads.

The accompanying table M-1 reports mileage for 1971, by States, classified by system. Table M-2 summarizes these data, by type of surface, for the U.S. as a whole.

The road and street mileage in the U.S. has grown but little in extent in recent years. Although construction of highways on new location continues, most construction is for the resurfacing, widening, elimination of hazards, and other improvements of existing roads and streets. The annual change in total U.S. mileage reflects construction on new location and abandonments, but does not reflect extensive reconstruction on existing locations. A comparison of rural, municipal, and total mileage for the years 1945-1971 follows:

Year	Rural Mileage (1,000 miles)	Municipal Mileage (1,000 miles)	Total Mileage (1,000 miles)
1945	3,012	306	3,318
1950	2,990	323	3,313
1955	3,045	373	3,418
1960	3,108	430	3,538
1965	3,183	507	3,690
1966	3,188	510	3,698
1967	3,184	521	3,705
1968	3,152	532	3,684
1969	3,162	548	3,710
1970	3,169	561	3,730
1971	3,166	593	3,759

TOTAL ROAD AND STREET MILEAGE—1971
CLASSIFIED BY SYSTEM

Mileage as of December 31, 1971 compiled from reports of State authorities

TABLE M-1
OCTOBER 1972

STATE	RURAL MILEAGE										MUNICIPAL MILEAGE					TOTAL RURAL AND MUNICIPAL MILEAGE	STATE
	UNDER STATE CONTROL				UNDER LOCAL CONTROL				UNDER FEDERAL CONTROL 1/	TOTAL RURAL ROADS	UNDER STATE CONTROL			UNDER LOCAL CONTROL, LOCAL CITY STREETS 2/	TOTAL MUNICIPAL MILEAGE		
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 5/	TOTAL			EXTENSIONS OF STATE PRIMARY SYSTEM	EXTENSIONS OF STATE SECONDARY ROADS 3/	TOTAL				
Alabama	8,694	10,369	875	19,938	47,361	-	-	47,361	275	67,574	1,685	86	1,771	9,691	11,462	79,036	Alabama
Alaska	3,507	-	1,104	4,611	158	-	1,555	1,713	631	6,955	232	-	232	630	862	7,817	Alaska
Arizona	5,464	-	-	5,464	19,034	-	-	19,034	16,421	40,919	321	-	321	5,845	6,166	47,085	Arizona
Arkansas	12,948	-	-	12,948	50,087	-	4,572	54,659	1,842	69,449	1,628	-	1,628	7,603	9,231	78,680	Arkansas
California	12,406	-	1,547	13,953	71,490	-	-	71,490	34,550	119,993	2,271	-	2,271	43,726	45,997	165,990	California
Colorado	8,350	-	-	8,350	65,888	-	-	65,888	51	74,289	592	-	592	6,989	7,581	81,870	Colorado
Connecticut	327	999	191	1,517	-	3,846	-	3,846	-	5,363	874	1,467	2,341	10,827	13,168	18,531	Connecticut
Delaware	537	3,652	149	4,338	-	-	-	-	-	4,338	96	136	232	534	766	5,104	Delaware
Florida	10,299	6,742	-	17,041	52,942	-	-	52,942	1,052	71,035	1,859	619	2,478	19,797	22,275	93,310	Florida
Georgia	15,452	-	124	15,576	68,512	-	-	68,512	1,098	85,186	2,410	-	2,410	12,618	15,028	100,214	Georgia
Hawaii	450	374	-	824	1,611	-	67	1,678	91	2,593	64	17	81	917	998	3,591	Hawaii
Idaho	4,681	-	66	4,747	15,684	-	10,620	26,304	23,130	54,181	312	-	312	2,651	2,963	57,144	Idaho
Illinois	13,237	-	87	13,324	15,952	73,158	-	89,110	-	102,434	3,544	-	3,544	24,209	27,753	130,187	Illinois
Indiana	10,104	-	157	10,261	65,140	-	-	65,140	-	75,401	1,209	-	1,209	14,298	15,507	90,908	Indiana
Iowa	8,808	-	258	9,066	90,053	-	48	90,101	1	99,168	1,226	-	1,226	12,437	13,663	112,831	Iowa
Kansas	9,725	-	241	9,966	113,128	-	-	113,128	-	123,094	726	-	726	10,362	11,088	134,182	Kansas
Kentucky	4,153	19,548	136	23,837	38,998	-	-	38,998	436	63,271	374	724	1,098	4,754	5,852	69,123	Kentucky
Louisiana	3,848	10,322	32	14,202	27,859	-	-	27,859	286	42,347	841	903	1,744	9,249	10,993	53,340	Louisiana
Maine	3,470	7,230	262	10,962	-	7,851	-	7,851	162	18,975	421	401	822	1,627	2,449	21,424	Maine
Maryland	1,906	2,889	193	4,988	15,592	-	1,651	17,243	145	22,376	162	189	351	3,795	4,146	26,522	Maryland
Massachusetts	796	-	446	1,242	-	6,206	-	6,206	49	7,497	1,947	-	1,947	19,911	21,858	29,355	Massachusetts
Michigan	7,977	-	-	7,977	86,970	-	-	86,970	2	94,949	1,273	-	1,273	18,842	20,115	115,064	Michigan
Minnesota	10,111	-	1,264	11,375	41,967	55,363	-	97,330	1,838	110,543	1,993	-	1,993	15,208	17,201	127,744	Minnesota
Mississippi	9,713	-	-	9,713	49,924	-	-	49,924	530	60,167	961	-	961	5,638	6,599	66,766	Mississippi
Missouri	7,006	23,043	1	30,050	69,419	-	-	69,419	689	100,158	791	1,103	1,894	13,492	15,386	115,544	Missouri
Montana	6,223	5,887	19	12,129	53,315	-	-	53,315	10,143	75,587	303	85	388	1,945	2,333	77,920	Montana
Nebraska	9,294	-	287	9,581	64,059	17,907	-	81,966	537	92,084	491	-	491	6,190	6,681	98,765	Nebraska
Nevada	2,038	4,129	-	6,167	41,616	-	-	41,616	-	47,783	105	125	230	1,689	1,919	49,702	Nevada
New Hampshire	1,251	1,748	42	3,041	-	6,947	2	6,949	120	10,110	739	589	1,328	3,488	4,816	14,926	New Hampshire
New Jersey	884	-	838	1,722	6,640	6,343	15	12,998	5	14,725	1,175	-	1,175	16,337	17,512	32,237	New Jersey
New Mexico	11,675	-	36	11,711	45,746	-	-	45,746	6,078	63,535	944	-	944	3,892	4,836	68,371	New Mexico
New York	11,004	-	1,826	12,830	15,858	37,149	-	53,007	35	65,872	4,173	-	4,173	36,445	40,618	106,490	New York
North Carolina	11,767	58,965	44	70,776	-	-	-	-	1,817	72,593	1,548	2,089	3,637	10,248	13,885	86,478	North Carolina
North Dakota	6,595	-	22	6,617	17,521	77,968	1	95,490	1,293	103,400	265	-	265	2,865	3,130	106,530	North Dakota
Ohio	15,992	-	910	16,902	29,838	38,937	-	68,775	-	85,677	3,065	-	3,065	20,498	23,563	109,240	Ohio
Oklahoma	10,836	-	637	11,473	82,123	-	-	82,123	30	93,626	1,255	-	1,255	12,991	14,246	107,872	Oklahoma
Oregon	4,422	2,542	2,188	9,152	28,048	-	7,169	35,217	46,736	91,105	404	188	592	5,756	6,348	97,453	Oregon
Pennsylvania	13,347	25,087	5,732	44,166	639	45,960	-	46,599	722	91,487	2,952	2,911	5,863	18,308	24,171	115,658	Pennsylvania
Rhode Island	286	-	207	493	-	475	49	524	-	1,017	764	-	764	3,680	4,444	5,461	Rhode Island
South Carolina	8,671	22,837	157	31,665	20,673	-	-	20,673	453	52,791	1,022	3,772	4,794	2,044	6,838	59,629	South Carolina
South Dakota	8,364	-	343	8,707	20,964	49,769	-	70,733	1,665	81,105	256	-	256	2,717	2,973	84,078	South Dakota
Tennessee	7,936	-	347	8,283	58,847	-	28	58,875	1,206	68,364	1,604	-	1,604	10,322	11,926	80,290	Tennessee
Texas	61,415	-	10	61,425	136,441	-	-	136,441	998	198,864	6,916	-	6,916	42,560	49,476	248,340	Texas
Utah	4,779	-	-	4,779	22,190	-	-	22,190	9,600	36,569	646	-	646	3,766	4,412	40,981	Utah
Vermont	2,349	-	192	2,541	-	10,795	-	10,795	172	13,508	228	-	228	776	1,004	14,512	Vermont
Virginia	8,186	41,735	-	49,921	853	-	-	853	2,098	52,872	1,324	700	2,024	6,612	8,636	61,508	Virginia
Washington	6,196	-	7,827	14,023	39,546	-	-	39,546	16,685	70,254	669	-	669	9,296	9,965	80,219	Washington
West Virginia	4,773	26,301	668	31,742	-	-	-	-	587	32,329	530	222	752	2,860	3,612	35,941	West Virginia
Wisconsin	10,214	-	589	10,803	18,796	59,228	235	78,259	68	89,130	1,713	-	1,713	12,509	14,222	103,352	Wisconsin
Wyoming	5,866	-	-	5,866	15,121	-	5,754	20,875	12,512	39,253	157	-	157	1,130	1,287	40,540	Wyoming
Dist. of Col. 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	1,087	1,087	1,087	Dist. of Col. 6/
Total	408,332	274,399	30,054	712,785	1,726,603	497,902	31,766	2,256,271	196,839	3,165,895	61,060	16,326	77,386	515,661	593,047	3,758,942	Total

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

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

3/ Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 10 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada, and in Kentucky; mileage designated as farm-to-market in Louisiana; and the State-aid system in Maine.

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

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

6/ Includes 76 miles of streets in Federal parks.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1971

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Mileage as of December 31, 1971 compiled
from reports of State authorities

TABLE M-2
OCTOBER 1972

SYSTEM	NONSURFACED MILEAGE 1/			SURFACED MILEAGE 2/					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
Rural Mileage:									
Under State control:									
State primary systems	469	2,749	3,218	8,937	113,996	239,029	43,152	405,114	408,332
Secondary roads under State control:									
State secondary systems 3/	2,479	703	3,182	7,927	66,635	42,201	1,600	118,363	121,545
County roads under State control 4/	10,056	5,668	15,724	47,200	60,440	29,086	404	137,130	152,854
Subtotal State systems	13,004	9,120	22,124	64,064	241,071	310,316	45,156	660,607	682,731
State parks, forests, and reservations, etc. 5/	5,061	8,264	13,325	9,035	2,420	3,220	2,054	16,729	30,054
Total	18,065	17,384	35,449	73,099	243,491	313,536	47,210	677,336	712,785
Under Local control:									
County roads	214,822	240,467	455,289	804,527	331,071	125,490	10,226	1,271,314	1,726,603
Town and township roads	55,946	51,579	107,525	283,008	82,301	23,989	1,079	390,377	497,902
Other local roads	8,679	5,196	13,875	13,209	3,895	655	132	17,891	31,766
Total	279,447	297,242	576,689	1,100,744	417,267	150,134	11,437	1,679,582	2,256,271
Under Federal control:									
National parks, forests, reservations, etc. 5/	75,048	62,831	137,879	45,816	7,118	5,961	65	58,960	196,839
Total Rural Mileage	372,560	377,457	750,017	1,219,659	667,876	469,631	58,712	2,415,878	3,165,895
Municipal Mileage:									
Under State control:									
Extensions of State primary systems	16	59	75	121	5,616	42,401	12,847	60,985	61,060
Extensions of secondary roads under State control 3/ 4/	164	32	196	239	7,807	6,983	1,101	16,130	16,326
Total	180	91	271	360	13,423	49,384	13,948	77,115	77,386
Under local control:									
Local city streets	9,616	15,966	25,582	68,081	225,961	153,047	42,990	490,079	515,661
Total Municipal Mileage	9,796	16,057	25,853	68,441	239,384	202,431	56,938	567,194	593,047
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	382,356	393,514	775,870	1,288,100	907,260	672,062	115,650	2,983,072	3,758,942

1/ Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

2/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1, and H-1.

3/ Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

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

5/ State and national park, forest, reservation, toll, and other roads that are not a part of the State system.

TOTAL ROAD AND STREET MILEAGE—1971[1]

CLASSIFIED BY STATE, FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

Mileage as of December 31, 1971 compiled from reports of State authorities

TABLE M-12
OCTOBER 1972

STATE	FEDERAL-AID HIGHWAY SYSTEMS																			NOT ON FEDERAL-AID SYSTEMS				ALL SYSTEMS		
	INTERSTATE							OTHER PRIMARY				SECONDARY					ALL FEDERAL-AID			FEDERAL-AID PRIMARY-URBAN TYPE II							
	RURAL			URBAN								STATE		LOCAL												
	FINAL	TRAVELED WAY 2/	TOTAL	FINAL	TRAVELED WAY 2/	TOTAL	TOTAL	RURAL	URBAN	TOTAL	URBAN	RURAL	URBAN	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		OTHER STATE RURAL	OTHER STATE URBAN AND MUNICIPAL	LOCAL RURAL	LOCAL URBAN AND MUNICIPAL	RURAL	URBAN	TOTAL
	01	31		02	32			03	04		14	05	06	07	08					44	09	10	11	12			
Alabama	508	266	774	63	140	203	977	4,666	637	5,303	51	3,948	140	10,997	303	15,388	20,385	1,334	21,719	563	960	42	46,915	8,837	68,260	10,776	79,036
Alaska	"	"	"	"	"	"	"	3/ 1,690	26	1,716	4/	3/ 1,935	21	-	-	-	1,956	3,625	47	3,672	67	1,104	"	2,344	630	7,073	744	7,817
Arizona	677	500	1,177	51	25	76	1,253	1,920	92	2,012	185	1,778	18	1,659	442	3,897	6,534	813	7,347	178	751	6	33,025	5,778	40,310	6,775	47,085
Arkansas	407	34	441	48	13	61	502	3,092	347	3,439	64	9,690	256	4,358	125	14,429	17,581	853	18,434	26	592	97	51,572	7,959	69,745	8,935	78,680
California	1,166	550	1,716	419	297	716	2,432	5,952	1,147	7,099	362	4,230	207	9,297	1,601	15,335	21,195	4,033	25,228	6,272	2,232	31	95,851	36,376	119,278	46,712	165,990
Colorado	614	241	855	86	12	98	953	3,157	386	3,543	230	4,268	99	"	"	4,367	8,280	813	9,093	939	58	10	65,117	6,653	73,455	8,415	81,870
Connecticut	79	66	145	130	48	178	323	579	361	940	433	887	303	14	37	1,241	1,625	1,312	2,937	96	643	640	6,031	8,184	8,299	10,232	18,531
Delaware	-	"	"	15	15	30	30	414	126	540	95	1,211	236	"	"	1,447	1,625	487	2,112	6	149	-	1,792	1,045	3,566	1,538	5,104
Florida	713	472	1,185	106	160	266	1,451	3,158	648	3,806	5/	10,888	993	2,481	41	14,403	17,712	1,948	19,660	5/	1,842	548	51,243	20,017	70,797	22,513	93,310
Georgia	617	338	955	170	28	198	1,153	6,616	637	7,253	82	8,638	220	10,960	351	20,169	27,169	1,488	28,657	261	523	157	58,661	11,955	86,353	13,861	100,214
Hawaii	8	12	20	12	17	29	49	444	48	492	27	321	10	103	11	445	888	125	1,013	92	88	-	1,539	859	2,515	1,076	3,591
Idaho	356	236	592	23	6	29	621	2,564	80	2,644	8	1,707	10	3,733	78	5,528	8,596	205	8,801	83	74	2	45,688	2,496	54,358	2,786	57,144
Illinois	931	399	1,330	167	259	426	1,756	8,605	1,903	10,508	200	1,902	340	12,137	569	14,948	23,974	3,438	27,412	96	1,552	933	76,719	23,475	102,245	27,942	130,187
Indiana	668	292	960	129	54	183	1,143	3,809	568	4,377	106	5,456	215	11,985	398	18,054	22,210	1,470	23,680	544	228	27	55,103	11,326	77,541	13,367	90,908
Iowa	521	189	710	76	33	109	819	8,445	562	9,007	173	-	-	32,957	301	33,258	42,112	1,145	43,257	495	454	30	57,236	11,359	99,802	13,029	112,831
Kansas	430	258	688	74	37	111	799	6,584	368	6,952	77	2,836	14	21,380	238	24,468	31,488	808	32,296	506	92	21	91,454	9,813	123,034	11,148	134,182
Kentucky	483	135	618	45	58	103	721	3,367	370	3,737	78	6,570	208	8,018	119	14,915	18,573	878	19,451	290	746	58	43,142	5,436	62,461	6,662	69,123
Louisiana	333	238	571	79	40	119	690	2,079	360	2,439	92	5,541	193	2,843	88	8,665	11,034	852	11,886	668	118	15	30,600	10,053	41,752	11,588	53,340
Maine	108	180	288	11	23	34	322	1,492	150	1,642	57	2,440	93	-	3	2,536	4,220	337	4,557	16	6,935	308	8,018	1,590	19,173	2,251	21,424
Maryland	109	69	178	91	89	180	358	1,366	422	1,788	28	2,223	365	4,448	601	7,637	8,215	1,596	9,811	523	587	56	12,133	3,412	20,935	5,587	26,522
Massachusetts	134	103	237	120	97	217	454	1,146	874	2,020	290	451	204	1,132	593	2,380	2,966	2,178	5,144	256	328	135	5,579	17,913	8,873	20,482	29,355
Michigan	672	96	768	242	133	375	1,143	4,722	908	5,630	681	2,298	130	23,866	690	26,984	31,654	2,784	34,438	345	38	11	63,167	17,065	94,859	20,205	115,064
Minnesota	364	311	675	128	132	260	935	6,193	773	6,966	154	4,057	90	26,276	452	30,875	37,201	1,729	38,930	1,025	1,290	25	73,131	13,343	111,622	16,122	127,744
Mississippi	462	87	549	70	55	125	674	5,291	343	5,634	40	4,170	88	11,830	233	16,321	21,840	829	22,669	217	88	24	38,511	5,257	60,439	6,327	66,766
Missouri	632	290	922	153	56	209	1,131	6,756	508	7,264	4/	22,636	278	710	58	23,682	31,024	1,053	32,077	1,074	547	80	68,577	13,189	100,148	15,396	115,544
Montana	428	749	1,177	29	1	30	1,207	5,025	135	5,160	5/	5,879	93	-	-	5,972	12,081	258	12,339	159	19	-	63,304	2,099	75,404	2,516	77,920
Nebraska	395	54	449	25	10	35	484	5,353	200	5,553	88	3,752	10	13,661	83	17,506	23,215	416	23,631	169	287	-	68,965	5,713	92,467	6,298	98,765
Nevada	396	120	516	10	10	20	536	1,708	58	1,766	19	2,382	21	1,329	77	3,809	5,935	195	6,130	95	1,118	13	40,402	1,944	47,455	2,247	49,702
New Hampshire	123	59	182	24	10	34	216	906	115	1,021	18	1,609	106	26	3	1,744	2,723	276	2,999	164	1,030	361	6,820	3,552	10,573	4,353	14,926
New Jersey	76	50	126	61	171	232	358	889	447	1,336	1,416	28	16	1,323	459	1,826	2,366	2,570	4,936	31	860	84	8,422	17,904	11,648	20,589	32,237
New Mexico	744	181	925	43	38	81	1,006	2,748	171	2,919	48	5,755	113	136	-	6,004	9,564	413	9,977	265	2,487	225	51,538	3,879	63,589	4,782	68,371
New York	336	462	798	276	301	577	1,375	7,691	2,455	10,146	4/	3,507	730	10,373	1,005	15,615	22,369	4,767	27,136	191	1,162	177	57,294	20,530	80,825	25,665	106,490
North Carolina	472	264	736	73	75	148	884	2,955	491	3,446	218	8,279	503	19,605	689	29,076	31,575	2,049	33,624	468	182	74	7,825	44,305	39,582	46,896	86,478
North Dakota	408	159	567	9	3	12	579	4,070	76	4,146	4	2,125	8	11,623	22	13,778	18,385	122	18,507	155	23	1	85,226	2,618	103,634	2,896	106,530
Ohio	781	179	960	316	254	570	1,530	5,393	1,500	6,893	127	9,206	794	9,028	1,986	21,014	24,587	4,977	29,564	182	1,355	94	59,377	18,668	85,319	23,921	109,240
Oklahoma	442	179	621	110	53	163	784	6,277	484	6,761	46	4,291	236	9,368	689	14,584	20,557	1,618	22,175	104	600	49	72,848	12,096	94,005	13,867	107,872
Oregon	468	118	586	85	27	112	698	2,976	301	3,277	122	3,379	145	4,543	312	8,379	11,484	992	12,476	1,228	2,228	6	76,257	5,258	89,969	7,484	97,453
Pennsylvania	885	392	1,277	130	205	335	1,612	5,474	1,204	6,678	129	11,916	1,681	101	37	13,735	18,768	3,386	22,154	123	25,607	2,382	48,475	16,917	92,850	22,808	115,658
Rhode Island	20	12	32	38	30	68	100	106	221	327	129	248	162	51	99	560	437	679	1,116	117	288	110	466	3,364	1,191	4,270	5,461
South Carolina	460	221	681	77	19	96	777	3,712	574	4,286	11	19,326	709	1,232	14	21,281	24,951	1,404	26,355	5	7,977	3,368	20,521	1,403	53,449	6,180	59,629
South Dakota	439	257	696	13	6	19	715	4,906	95	5,001	5	2,622	15	10,931	36	13,604	19,155	170	19,325	168	674	5	61,324	2,582	81,153	2,925	84,078
Tennessee	590	246	836	118	81	199	1,035	4,865	672	5,537	112	2,844	126	8,655	238	11,863	17,200	1,347	18,547	861	395	26	50,346	10,115	67,941	12,349	80,290
Texas	1,662	724	2,386	543	277	820	3,206	12,175	1,740	13,915	1,417	39,053	1,488	-	-	40,541	53,614	5,465	59,079	857	9,345	814	136,357	41,888	199,316	49,024	248,340
Utah	399	475	874	61	25	86	960	1,383	150	1,533	34	2,447	156	1,481	127	4,211	6,185	553	6,738	60	295	36	28,778	5,074	35,258	5,723	40,981
Vermont	220	97	317	12	2	14	331	1,025	61	1,086	4/	1,112	20	871	9	2,012	3,325	104	3,429	17	220	7	10,133	706	13,678	834	14,512
Virginia	678	181	859	74	123	197	1,056	2,935	545	3,480	5/	4,306	388	14,581	494	19,769	22,681	1,624	24,305	5/	163	128	29,389	7,523	52,233	9,275	61,508
Washington	257	227	484	176	40	216	700	2,725	418	3,143	587	2,613	234	8,131	773	11,751	13,953	2,228	16,181	598	7,947	19	44,307	11,167	66,207	14,012	80,219
West Virginia	182	405	587	27	35	62	649	1,789	181	1,970	10	10,556	118	111	26	10,811	13,043	397	13,440	37	614	35	19,064	2,751	32,721	3,220	35,941
Wisconsin	382	111	493	49	24	73	566	5,069	738	5,807	197	5,362	178	12,809	872	19,221	23,733	2,058	25,791	746	586	25	64,667	11,537	88,986	14,366	103,352
Wyoming	759	142	901	13	8	21	922	2,846	64	2,910	4/	2,219	21	445	6	2,691	6,411	112	6,523	103	15	2	32,792	1,105	39,218	1,322	40,540
Dist. of Col.	"	-	-	8	20	28	28	"	110	110	5/	"	"	"	121	121	"	259	259	122	-	-	-	706	-	1,087	1,087
Total	22,994	11,426	34,420	4,908	3,675	8,583	43,003	189,108	25,850	214,958	8,250	264,897	12,802	341,598	15,509	634,806	830,023	70,994	901,017	21,663	87,496	11,297	2,228,045	509,424	3,145,564	613,378	3,758,942

1/ This table complements table VM-2, which gives vehicle miles of travel for certain highway systems, thus differs from table M-21 for local rural and local urban and municipal mileage.

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

3/ Excludes 831 miles of ferry routes, 671 for FAP and 159 for FAS.

4/ No approved mileage as of December 31, 1971.

5/ Data not available.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES--1971

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

Mileage as of December 31, 1971 compiled from reports of State authorities

TABLE M-21
OCTOBER 1972

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS									NOT ON FEDERAL-AID SYSTEMS	TOTAL
				TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/			FEDERAL-AID URBAN HIGHWAY SYSTEM	TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM			TOTAL FEDERAL-AID SYSTEMS	FEDERAL-AID PRIMARY URBAN TYPE II HIGHWAYS		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		RURAL	URBAN	TOTAL				
State primary highway system:														
Rural	31,191	1,909	33,100	204,003	7,312	211,315	105	172,260	2,508	174,768	386,188	75	22,069	408,332
Municipal 5,000 and over	419	5,694	6,113	2,345	23,402	25,747	1,170	849	6,720	7,569	34,486	707	3,285	38,478
Municipal under 5,000	998	195	1,193	12,128	845	12,973	4	8,199	284	8,483	21,460	3	1,119	22,582
Subtotal	32,608	7,798	40,406	218,476	31,559	250,035	1,279	181,308	9,512	190,820	442,134	†85	26,473	469,392
State secondary highway system:														
Rural	45	14	59	2,098	153	2,251	40	76,049	1,451	77,500	79,791	45	41,709	121,545
Municipal 5,000 and over	5	70	75	129	650	779	176	469	1,829	2,298	3,253	241	4,364	7,858
Municipal under 5,000	-	-	-	115	5	120	1	1,962	47	2,009	2,130	4	2,786	4,920
Subtotal	50	84	134	2,342	808	3,150	217	78,480	3,327	81,807	85,174	290	48,859	134,323
County roads under State control:														
Rural	50	-	50	159	5	164	28	49,884	487	50,371	50,563	72	102,219	152,854
Municipal 5,000 and over	-	16	16	-	85	85	58	3	492	495	638	71	687	1,396
Municipal under 5,000	2	-	2	7	-	7	1	673	27	700	708	4	1,440	2,152
Subtotal	52	16	68	166	90	256	87	50,560	1,006	51,566	51,909	147	104,346	156,402
Total State highways	32,710	7,898	40,608	220,984	32,457	253,441	1,583	310,348	13,845	324,193	579,217	1,222	179,678	760,117
County roads	-	1	1	211	23	234	1,413	281,031	4,469	285,500	287,147	1,845	1,437,611	1,726,603
Town, township and other local	1	4	5	131	7	138	86	5,791	147	5,938	6,162	10	523,496	529,668
City streets 2/	1	120	121	140	1,130	1,270	5,127	9,156	9,834	18,990	25,387	18,586	471,688	515,661
Roads not overlapping State, county, or other local systems:														
State park, forest, reservation, and other roads	177	13	190	220	254	474	40	15	11	26	540	-	26,574	27,114
National park, forest, and reservation roads	-	-	-	285	-	285	-	151	2	153	438	-	196,401	196,839
Toll facilities	1,531	547	2,078	1,557	562	2,119	1	3	3	6	2,126	-	814	2,940
TOTAL EXISTING MILEAGE 3/	34,420	8,583	43,003	223,528	34,433	257,961	8,250	606,495	28,311	634,806	901,017	21,663	2,836,262	3,758,942

1/ Mileage of Interstate System included.
2/ Municipal extensions of county, town, and township roads included.
3/ Does not include mileage in Puerto Rico.

50538

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
November 24, 1972

FHWA--88-72 (202-426-0677)

Motor-fuel consumption in the United States is expected to reach 107 billion gallons in 1972, a 5.5 percent increase over 1971, the U.S. Department of Transportation announced today. Reports from States and other sources on motor-fuel consumption form the basis for the 1972 estimate, prepared by the Federal Highway Administration.

In 1972, the highway use of motor fuel is expected to exceed the 100 billion gallon level for the first time, reaching approximately 103.2 billion gallons. This is 877 gallons of fuel for every registered motor vehicle (excluding motorcycles). The total will include 94.9 billion gallons of gasoline and 8.3 billion gallons of special fuels (diesel, butane, etc.).

The highway use of motor fuel in 1972 is expected to be 5.8 percent more than in 1971, slightly more than the 5.7 percent increase in 1971 over 1970.

California is expected to lead the States in highway motor-fuel consumption in 1972 with 10.4 billion gallons. Texas and New York are next, with 7.1 and 6.1 billion gallons, respectively. These are followed by Ohio and Pennsylvania with over 5 billion gallons, Illinois and Michigan with more than 4 billion gallons each, and Florida and New Jersey with over 3 billion gallons each. These 9 States will account for 49 percent of the total highway consumption. Nine other States will use more than 2 billion gallons each of motor fuel on the highways in 1972.

The use of gasoline for farming, aviation, boating, etc., is expected to decline slightly to 3.8 billion gallons from its 3.9 billion gallon total for the previous year.

A table showing the estimated motor-fuel consumption for 1972 by States is shown on the back of this sheet.

(over)

ESTIMATE OF MOTOR-FUEL USE—1972[1]

(In thousands of gallons)

TABLE ES-F
OCTOBER 1972

STATE	HIGHWAY USE					NONHIGHWAY USE OF GASOLINE	TOTAL USE	
	GASOLINE	SPECIAL FUELS	TOTAL	PERCENT CHANGE 1972/1971	GALLONS PER MOTOR VEHICLE		AMOUNT	PERCENT CHANGE 1972/1971
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Alabama	1,735,605	161,231	1,896,836	7.0	863	41,946	1,938,782	6.7
Alaska	109,368	3,322	112,690	7.0	704	26,157	138,847	4.5
Arizona	1,012,304	127,235	1,139,539	7.4	907	42,747	1,182,286	7.3
Arkansas	1,048,260	124,684	1,172,944	6.5	1,054	30,724	1,203,668	6.4
California	9,678,372	728,480	10,406,852	6.0	812	223,687	10,630,539	5.8
Colorado	1,213,931	86,093	1,300,024	8.0	789	62,505	1,362,529	7.7
Connecticut	1,287,667	83,796	1,371,463	4.0	738	22,844	1,394,307	3.9
Delaware	272,705	16,545	289,250	3.4	890	6,046	295,296	3.2
Florida	3,614,671	247,157	3,861,828	7.7	807	145,049	4,006,877	7.4
Georgia	2,595,585	301,273	2,896,858	7.5	999	49,565	2,946,423	7.3
Hawaii	257,531	10,730	268,261	6.5	603	9,190	277,451	5.9
Idaho	408,117	36,455	444,572	6.2	845	41,097	485,669	4.8
Illinois	4,508,827	416,699	4,925,526	5.4	880	338,688	5,264,214	5.3
Indiana	2,554,238	324,594	2,878,832	4.2	968	96,694	2,975,526	3.7
Iowa	1,413,146	170,457	1,583,603	3.2	841	204,834	1,788,437	2.2
Kansas	1,162,291	118,894	1,281,185	5.5	778	139,734	1,420,919	4.8
Kentucky	1,581,617	140,527	1,722,144	6.3	880	31,487	1,753,631	6.1
Louisiana	1,586,032	126,745	1,712,777	7.0	904	50,456	1,763,233	6.8
Maine	505,417	34,328	539,745	5.7	960	12,323	552,068	5.6
Maryland	1,754,173	101,702	1,855,875	7.4	875	26,260	1,882,135	7.2
Massachusetts	2,249,348	121,132	2,370,480	5.1	840	25,360	2,395,840	5.0
Michigan	4,292,942	245,531	4,538,473	6.0	917	168,597	4,707,070	5.4
Minnesota	1,854,957	156,491	2,011,448	4.2	852	166,188	2,177,636	3.5
Mississippi	1,126,499	111,412	1,237,911	7.0	1,006	30,990	1,268,901	6.7
Missouri	2,474,455	237,871	2,712,326	5.3	1,042	144,789	2,857,115	4.9
Montana	398,183	65,629	463,812	7.0	880	30,011	493,823	5.8
Nebraska	784,117	91,014	875,131	5.5	814	72,693	947,824	4.6
Nevada	342,217	43,858	386,075	8.0	977	15,336	401,411	7.6
New Hampshire	377,857	16,978	394,835	5.2	1,015	5,859	400,694	5.0
New Jersey	2,950,367	260,005	3,210,372	3.9	829	66,312	3,276,684	3.7
New Mexico	626,093	92,003	718,096	6.5	1,035	15,948	734,044	6.2
New York	5,805,005	260,197	6,065,202	3.5	858	227,154	6,292,356	3.3
North Carolina	2,591,254	227,471	2,818,725	7.2	885	77,686	2,896,411	6.9
North Dakota	291,234	38,328	329,562	4.7	718	113,034	442,596	3.0
Ohio	4,717,924	492,948	5,210,872	5.8	830	138,625	5,349,497	5.6
Oklahoma	1,482,727	144,855	1,627,582	6.5	869	48,940	1,676,522	6.2
Oregon	1,135,569	132,940	1,268,509	6.6	846	50,031	1,318,540	6.3
Pennsylvania	4,653,573	507,888	5,161,461	6.0	827	168,439	5,329,900	5.7
Rhode Island	363,424	22,581	386,005	6.0	724	11,160	397,165	6.0
South Carolina	1,352,149	118,537	1,470,686	7.0	1,025	34,138	1,504,824	6.7
South Dakota	366,271	38,421	404,692	6.6	880	104,111	508,803	7.7
Tennessee	1,927,942	214,930	2,142,872	4.6	967	42,039	2,184,911	4.5
Texas	6,513,761	581,839	7,095,600	5.7	972	176,676	7,272,276	5.5
Utah	573,030	51,196	624,226	7.5	829	23,956	648,182	7.2
Vermont	236,197	16,663	252,860	7.0	1,003	5,160	258,020	6.7
Virginia	2,293,777	233,523	2,527,300	6.6	995	47,650	2,574,950	6.3
Washington	1,602,945	113,638	1,716,583	5.7	766	50,363	1,766,946	5.4
West Virginia	718,459	90,426	808,885	4.3	955	9,359	818,244	4.1
Wisconsin	1,967,684	161,190	2,128,874	5.3	926	123,511	2,252,385	5.2
Wyoming	242,017	43,717	285,734	7.0	1,062	40,207	325,941	7.0
Dist. of Col.	241,134	17,871	259,005	1.5	981	3,731	262,736	1.3
Total	94,852,968	8,312,030	103,164,998	5.8	877	3,840,086	107,005,084	5.5

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1972, and information available on current trends, motor-fuel production, and other factors.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
November 25, 1972

FHWA--95-72 (202) 426-0677
QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, SEPTEMBER 30, 1972

Secretary of Transportation John A. Volpe said today that four-fifths of the 42,500-mile Interstate Highway System is now open to traffic.

Information compiled by the Department of Transportation's Federal Highway Administration as of September 30, 1972, showed 33,796 miles in use, with construction underway on another 3,742 miles.

"This represents an addition of 1,404 miles completed in the 12-month period since September 30, 1971," Secretary Volpe said. "It reflects the steady progress being made in constructing this, the safest and best engineered highway network in the world."

As currently designated, the System consists of 34,445 miles of rural and 8,055 miles of urban highways. As of this report, 27,383 miles or 79.5 percent of the rural mileage, and 6,413 miles or 79.6 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 32,392 a year ago and 33,522 as of June 30, 1972, the date of the last survey, to 33,796 as of September 30.

In addition to the sections open to traffic, 3,742 miles were under construction as of September 30; engineering or right-of-way acquisition prior to construction was in progress on another 3,632 miles; and route location approval was pending on 506 additional miles for which public hearings had been held.

Thus, some form of work was underway or completed on 41,676 miles of the 42,500-mile System -- about 98 percent of the total. Only 824 miles or 2 percent had not been advanced to the point where location public hearings have been held.

(more)

The status of the Interstate System as of September 30, 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/	6,413	80	27,383	80	33,796	80
2. Under construction	605	8	3,137	9	3,742	9
3. Location approved-construction not started	763	9	2,869	8	3,632	8
4. Public hearing held-approval pending	98	1	408	1	506	1
5. No location action taken	176	2	648	2	824	2
Total	8,055	100	34,445	100	42,500	100

1/ Items 3, 4 and 5 correspond to first two columns in the 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 $49.30 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 $36.17 billion, of which $30.03 billion was for construction and $6.14 billion for engineering and right-of-way acquisition. As of September 30, 1972, work estimated to cost $13.13 billion was underway or authorized, including $9.08 billion of construction, and $4.05 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 $33.72 billion worth of work involving 272,359 miles of construction contracts completed or underway.

Construction contracts involving 258,645 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $25.50 billion; and contracts involving 13,714 miles at a cost of $5.13 billion were underway on September 30. In addition, $2.00 billion of engineering and right-of-way acquisition work had been completed and $1.09 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.

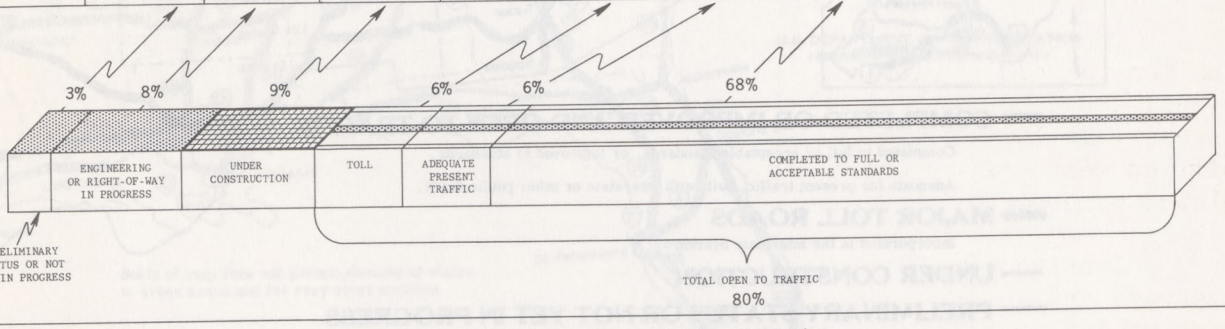
The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received $1.489 billion of tax revenue income during the three months ended September 30, about 76.5 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.504 billion. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1972

TABLE I

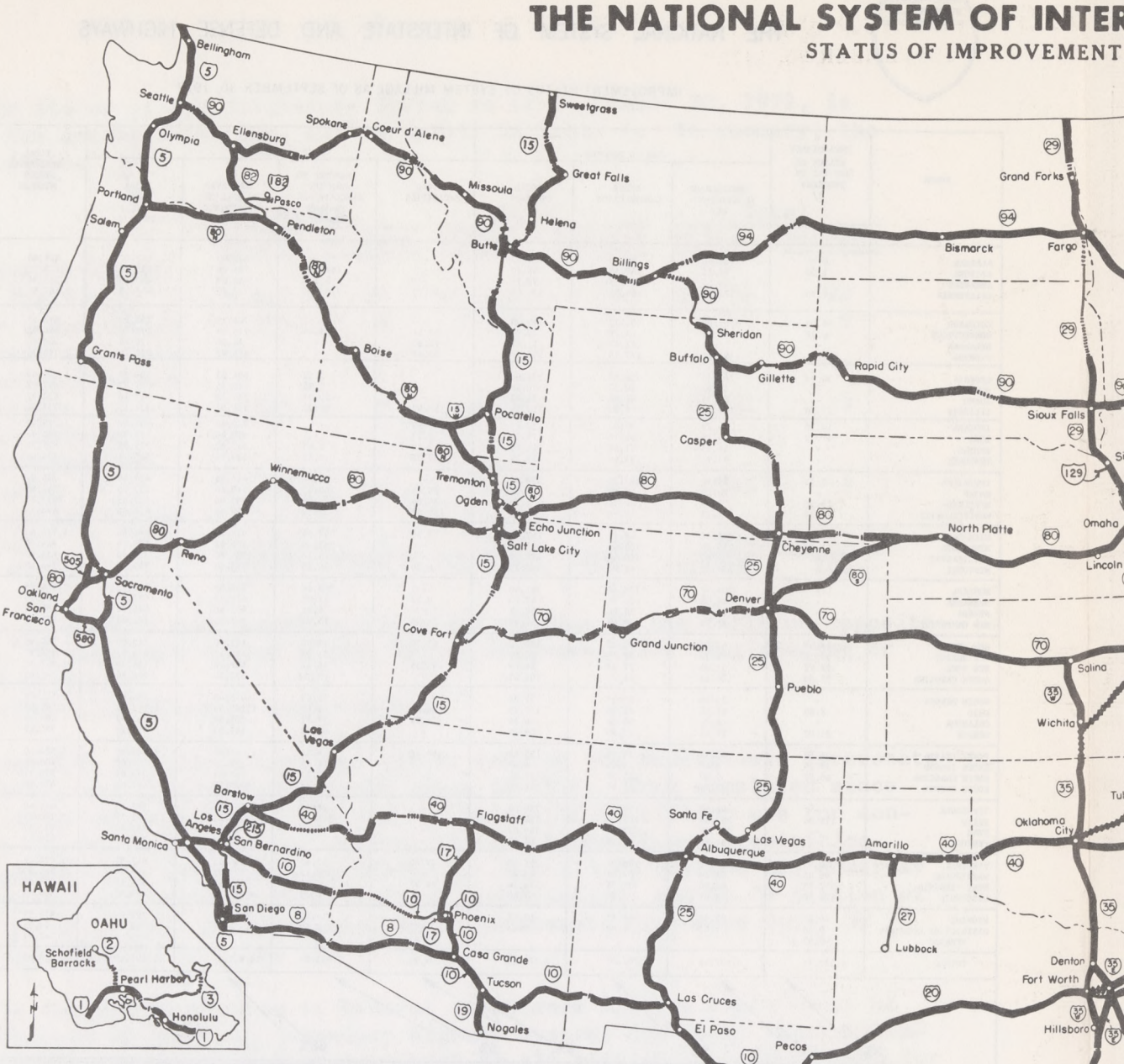
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	139.60	95.10	234.70	-	51.10	593.90	645.00	898.40	ALABAMA
ARIZONA	1.00	98.52	149.58	248.10	-	168.43	755.06	923.49	1,172.59	ARIZONA
ARKANSAS	-	11.57	21.58	33.15	-	4.30	488.89	493.19	526.34	ARKANSAS
CALIFORNIA	4.70	174.60	164.80	339.40	10.20	220.70	1,712.80	1,943.70	2,287.80 2/	CALIFORNIA
COLORADO	66.19	95.60	53.73	149.33	-	56.43	704.50	760.93	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	182.61	194.11	137.25	331.36	56.45	-	828.83	885.28	1,399.25 3/	FLORIDA
GEORGIA	38.70	165.95	138.69	304.64	-	2.32	804.03	806.35	1,149.69	GEORGIA
HAWAII	-	19.91	10.57	30.48	-	2.24	19.53	21.77	52.25	HAWAII
IDAHO	-	52.39	46.58	98.97	-	125.75	387.35	513.10	612.07	IDAHO
ILLINOIS	17.70	184.14	168.62	352.76	154.92	98.22	1,104.01	1,357.15	1,727.61	ILLINOIS
INDIANA	14.30	34.79	96.03	130.82	156.90	-	827.40	984.30	1,129.42	INDIANA
IOWA	47.92	34.18	85.13	119.31	3.17	-	610.56	613.73	780.96	IOWA
KANSAS	-	34.55	51.40	85.95	187.70	2.45	545.60	735.75	821.70	KANSAS
KENTUCKY	-	57.74	93.60	151.34	39.20	15.42	530.49	585.11	736.45	KENTUCKY
LOUISIANA	40.91	31.99	227.70	259.69	-	0.86	416.58	417.44	718.04	LOUISIANA
MAINE	-	24.12	9.94	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	21.33	10.66	31.99	134.41	22.29	259.99	416.69	470.25	MASSACHUSETTS
MICHIGAN	41.00	68.92	98.12	167.04	5.39	42.96	918.29	966.64	1,174.68	MICHIGAN
MINNESOTA	21.32	119.26	135.46	254.72	-	61.48	576.61	638.09	914.13	MINNESOTA
MISSISSIPPI	-	33.90	110.40	144.30	-	4.10	534.80	538.90	683.20	MISSISSIPPI
MISSOURI	-	124.20	68.00	192.20	0.30	120.10	833.50	953.90	1,146.10	MISSOURI
MONTANA	-	204.92	176.48	381.40	-	268.66	538.59	807.25	1,188.65	MONTANA
NEBRASKA	-	16.75	30.97	47.72	0.22	12.88	419.77	432.87	480.59	NEBRASKA
NEVADA	-	77.84	18.94	96.78	-	4.92	432.86	437.78	534.56	NEVADA
NEW HAMPSHIRE	-	21.32	9.63	30.95	21.02	15.02	147.29	183.33	214.28	NEW HAMPSHIRE
NEW JERSEY	18.90	65.50	84.20	149.70	45.70	18.40	151.70	215.80	384.40 4/	NEW JERSEY
NEW MEXICO	32.16	51.33	37.19	88.52	-	55.88	822.37	878.25	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	120.12	81.71	201.83	-	10.62	576.34	586.96	841.65	NORTH CAROLINA
NORTH DAKOTA	-	22.20	55.17	77.37	-	51.49	442.47	493.96	571.33	NORTH DAKOTA
OHIO	8.80	81.45	76.40	157.85	206.20	57.63	1,103.49	1,367.32	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	11.18	47.96	59.14	-	86.43	567.53	653.96	734.17	OREGON
PENNSYLVANIA	34.53	65.31	70.58	135.89	360.18	8.35	1,035.45	1,403.98	1,574.40	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	0.64	125.08	125.72	-	8.17	563.45	571.62	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	83.26	67.84	151.10	-	49.28	478.58	527.86	678.96	SOUTH DAKOTA
TENNESSEE	-	96.60	159.45	256.05	-	78.10	711.25	789.35	1,045.40	TENNESSEE
TEXAS	115.04	288.89	203.35	492.24	-	216.98	2,336.31	2,553.29	3,160.57	TEXAS
UTAH	-	263.98	122.09	386.07	-	67.56	483.74	551.30	937.37	UTAH
VERMONT	-	37.23	51.19	88.42	-	-	231.96	231.96	320.38	VERMONT
VIRGINIA	10.82	161.75	56.94	218.69	37.60	41.65	764.12	843.37	1,072.88	VIRGINIA
WASHINGTON	69.85	61.80	37.81	99.61	-	154.13	439.31	593.44	762.90	WASHINGTON
WEST VIRGINIA	17.33	44.06	127.28	171.34	86.51	2.70	233.90	323.11	511.78	WEST VIRGINIA
WISCONSIN	110.50	0.67	1.73	2.40	-	0.79	455.18	455.97	568.87	WISCONSIN
WYOMING	49.27	52.65	14.71	67.36	-	13.82	783.14	796.96	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	-8.85 5/								-8.85 5/	PENDING
TOTALS	1,330.11	3,632.19	3,742.01	7,374.20	2,304.62	2,533.62	28,957.45	33,795.69	42,500.00	TOTALS



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 42.80 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 INTER

STATUS OF IMPROVEMENT



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

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

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

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

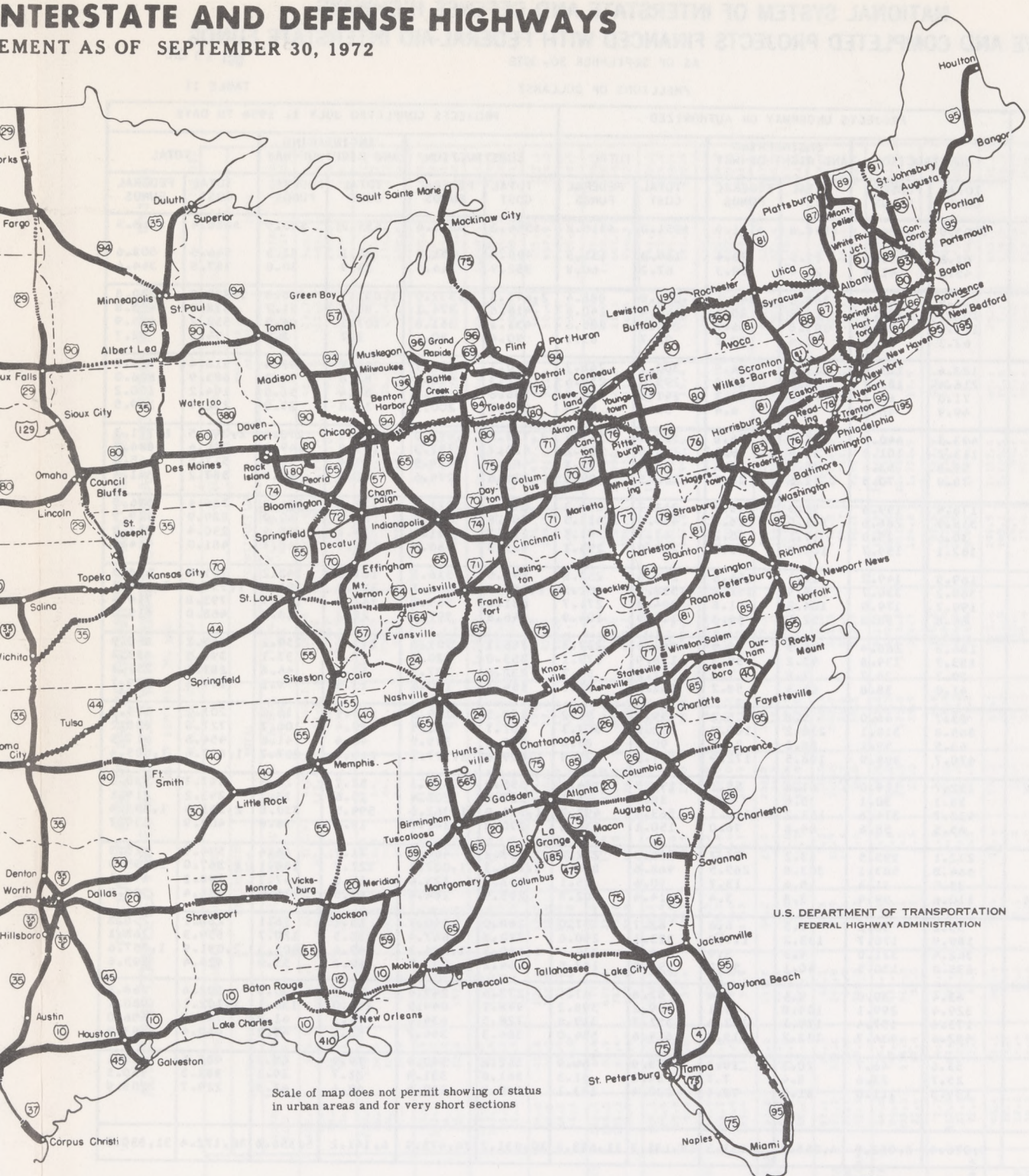
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1330 Miles	3632 Miles	3742 Miles	

NTERSTATE AND DEFENSE HIGHWAYS

EMENT AS OF SEPTEMBER 30, 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

Open to Traffic

33,796 Miles

37,538 Miles

INTERSTATE

TOTAL

42,500

MILES

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

AS OF SEPTEMBER 30, 1972

OCT 19 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	$205.0	$184.3	$146.8	$131.9	$351.8	$316.2	$584.2	$516.4	$54.2	$46.9	$638.4	$563.3
ALASKA												
ARIZONA	61.8	57.9	77.5	73.4	139.3	131.3	490.4	451.3	56.1	52.3	546.5	503.6
ARKANSAS	45.8	41.5	21.4	19.3	67.2	60.8	352.9	314.4	34.9	30.0	387.8	344.4
CALIFORNIA	621.4	543.3	388.6	345.1	1,010.0	888.4	2,673.5	2,332.0	1,051.7	898.8	3,725.2	3,230.8
COLORADO	132.2	120.3	22.2	20.3	154.4	140.6	419.6	374.1	59.3	51.7	478.9	425.8
CONNECTICUT	125.4	108.9	109.8	96.7	235.2	205.6	431.1	361.6	107.1	94.3	538.2	455.9
DELAWARE	62.3	55.9	30.4	27.2	92.7	83.1	90.4	80.2	3.7	2.5	94.1	82.7
FLORIDA	182.4	163.8	117.7	104.9	300.1	268.7	650.7	570.7	165.7	142.4	816.4	713.1
GEORGIA	216.4	181.7	76.6	68.9	293.0	250.6	601.3	532.7	82.6	73.3	683.9	606.0
HAWAII	71.0	62.7	70.3	62.3	141.3	125.0	136.8	99.2	57.4	51.0	194.2	150.2
IDAHO	49.9	46.0	6.9	6.4	56.8	52.4	219.7	200.5	33.0	29.0	252.7	229.5
ILLINOIS	493.5	440.6	86.7	76.8	580.2	517.4	1,728.0	1,493.0	321.5	278.3	2,049.5	1,771.3
INDIANA	113.2	101.8	32.4	29.4	145.6	131.2	823.7	737.3	165.9	149.2	989.6	886.5
IOWA	59.8	53.6	24.0	21.5	83.8	75.1	468.1	414.5	59.4	50.5	527.5	465.0
KANSAS	78.9	70.5	31.6	28.5	110.5	99.0	334.6	294.6	52.6	46.8	387.2	341.4
KENTUCKY	178.4	159.6	34.3	30.7	212.7	190.3	643.3	571.9	122.1	104.9	765.4	676.8
LOUISIANA	318.9	286.6	141.0	126.9	459.9	413.5	760.8	679.9	69.1	60.0	829.9	739.9
MAINE	30.6	25.9	17.1	15.2	47.7	41.1	216.7	191.0	13.7	11.9	230.4	202.9
MARYLAND	182.1	159.7	105.8	95.4	287.9	255.1	425.3	366.2	55.7	48.7	481.0	414.9
MASSACHUSETTS	169.5	149.2	116.1	104.6	285.6	253.8	590.0	516.1	161.6	142.2	751.6	658.3
MICHIGAN	368.2	330.7	169.9	151.8	538.1	482.5	1,059.1	901.7	338.2	291.6	1,397.3	1,193.3
MINNESOTA	199.7	179.9	104.3	91.8	304.0	271.7	631.6	569.5	162.2	144.9	793.8	714.4
MISSISSIPPI	64.8	58.3	52.1	46.6	116.9	104.9	446.8	397.0	21.2	18.0	468.0	415.0
MISSOURI	186.8	166.4	79.5	70.9	266.3	237.3	786.1	701.8	179.1	159.1	965.2	860.9
MONTANA	153.7	139.8	43.2	39.3	196.9	179.1	353.0	320.2	37.3	33.1	390.3	353.3
NEBRASKA	29.7	26.7	7.8	7.0	37.5	33.7	232.6	207.7	50.5	44.6	283.1	252.3
NEVADA	41.0	38.8	61.3	58.2	102.3	97.0	184.1	170.6	10.5	9.1	194.6	179.7
NEW HAMPSHIRE	53.7	46.0	5.8	5.2	59.5	51.2	182.5	159.6	18.7	16.2	201.2	175.8
NEW JERSEY	365.8	318.1	216.2	189.2	582.0	507.3	607.1	531.5	120.4	106.7	727.5	638.2
NEW MEXICO	63.5	59.1	26.8	24.7	90.3	83.8	408.2	375.9	46.4	41.6	454.6	417.5
NEW YORK	470.7	398.9	196.5	172.9	667.2	571.8	1,609.6	1,377.7	248.0	207.7	1,857.6	1,585.4
NORTH CAROLINA	132.7	119.0	61.8	55.1	194.5	174.1	355.0	310.1	32.7	28.5	387.7	338.6
NORTH DAKOTA	33.1	30.1	5.6	5.0	38.7	35.1	227.6	205.4	15.6	13.7	243.2	219.1
OHIO	432.7	374.6	131.2	118.1	563.9	492.7	1,551.9	1,362.6	599.5	530.8	2,151.4	1,893.4
OKLAHOMA	65.5	58.6	84.6	76.0	150.1	134.6	390.3	342.9	19.6	16.8	409.9	359.7
OREGON	212.1	195.5	83.2	76.7	295.3	272.2	523.2	460.9	71.7	64.4	594.9	525.3
PENNSYLVANIA	664.8	583.1	303.8	265.5	968.6	848.6	1,144.3	1,007.8	222.7	188.1	1,367.0	1,195.9
RHODE ISLAND	35.0	31.4	15.6	13.7	50.6	45.1	143.2	123.4	55.0	47.7	198.2	171.1
SOUTH CAROLINA	110.6	99.4	3.8	3.4	114.4	102.8	295.9	264.4	40.5	35.8	336.4	300.2
SOUTH DAKOTA	55.2	50.2	7.5	6.8	62.7	57.0	268.0	240.7	18.1	16.1	286.1	256.8
TENNESSEE	189.9	170.7	133.2	119.9	323.1	290.6	720.8	647.4	138.5	120.7	859.3	768.1
TEXAS	362.4	321.0	4.3	3.9	366.7	324.9	1,642.3	1,454.3	449.6	403.3	2,091.9	1,857.6
UTAH	138.9	130.5	60.1	57.0	199.0	187.5	364.2	339.7	60.2	53.9	424.4	393.6
VERMONT	43.4	39.0	9.4	8.4	52.8	47.4	277.6	247.4	25.0	20.9	302.6	268.3
VIRGINIA	329.4	299.1	109.8	99.1	439.2	398.2	948.1	844.0	154.0	136.1	1,102.1	980.1
WASHINGTON	173.6	157.4	179.1	162.4	352.7	319.8	728.5	634.3	71.3	61.7	799.8	696.0
WEST VIRGINIA	482.4	434.7	132.2	119.3	614.6	554.0	384.3	344.7	56.1	49.2	440.4	393.9
WISCONSIN	53.6	46.7	20.3	18.2	73.9	64.9	382.2	340.9	79.9	69.2	462.1	410.1
WYOMING	25.7	23.6	8.4	7.7	34.1	31.3	361.6	331.4	21.7	19.1	383.3	350.5
DIST. OF COL.	139.3	111.0	81.1	72.1	220.4	183.1	180.3	160.6	49.4	43.3	229.7	203.9
PUERTO RICO												
TOTAL	9,076.4	8,052.5	4,055.3	3,631.3	13,131.7	11,683.8	30,031.2	26,473.9	6,141.2	5,356.8	36,172.4	31,830.7

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

AS OF SEPTEMBER 30, 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	$82.9	$43.8	183.1	$37.7	$18.9	$120.6	$62.7	$500.8	251.4	7,693.0	48.9	23.7	549.7	275.1
ALASKA	81.9	73.8	388.7	40.5	37.7	122.4	111.5	417.8	384.7	2,997.7	65.7	61.1	483.5	445.8
ARIZONA	33.6	22.7	88.3	1.3	1.0	34.9	23.7	285.5	195.7	2,060.8	4.5	3.0	290.0	198.7
ARKANSAS	73.8	38.1	371.9	19.0	9.6	92.8	47.7	374.3	185.5	5,480.0	21.7	10.5	396.0	196.0
CALIFORNIA	250.9	159.7	305.7	24.5	15.8	275.4	175.5	1,619.8	874.1	3,884.8	12.9	7.5	1,632.7	881.6
COLORADO	46.3	24.4	78.7	17.8	10.3	64.1	34.7	382.6	208.3	3,909.3	54.0	29.5	436.6	237.8
CONNECTICUT	64.3	32.4	18.5	19.7	9.8	84.0	42.2	239.2	117.5	270.5	36.6	15.0	275.8	132.5
DELAWARE	29.5	14.9	29.3	9.2	5.0	38.7	19.9	98.8	48.8	532.7	9.8	5.0	108.6	53.8
FLORIDA	93.5	48.3	152.0	20.5	10.8	114.0	59.1	601.4	281.9	3,701.2	7.0	3.6	608.4	285.5
GEORGIA	154.1	78.5	467.7	56.8	28.5	210.9	107.0	544.1	269.1	5,991.7	59.2	29.3	603.3	298.4
HAWAII	34.6	16.8	13.7	14.6	7.2	49.2	24.0	79.9	39.4	170.5	23.4	11.8	103.3	51.2
IDAHO	30.3	22.0	153.7	2.9	1.9	33.2	23.9	195.2	127.5	2,540.6	22.9	13.4	218.1	140.9
ILLINOIS	228.0	113.8	590.1	15.2	7.6	243.2	121.4	1,243.9	635.4	8,593.5	54.7	26.1	1,298.6	661.5
INDIANA	143.5	72.4	183.0	22.4	11.6	165.9	84.0	623.4	319.0	3,573.5	81.5	39.0	704.9	358.0
IOWA	91.9	47.9	886.3	5.7	3.4	97.6	51.3	547.2	280.7	12,527.2	16.8	8.6	564.0	289.3
KANSAS	72.3	36.3	522.1	5.8	2.9	78.1	39.2	549.1	271.6	14,163.0	40.4	20.2	589.5	291.8
KENTUCKY	84.0	41.3	102.3	37.3	19.2	121.3	60.5	382.0	191.4	2,472.9	73.2	35.9	455.2	227.3
LOUISIANA	80.5	40.0	145.4	35.5	17.6	116.0	57.6	426.6	208.6	2,913.6	21.3	10.4	447.9	219.0
MAINE	24.3	11.9	55.2	10.6	5.5	34.9	17.4	189.2	92.4	1,041.1	23.9	11.1	213.1	103.5
MARYLAND	66.1	31.9	94.4	33.8	17.3	99.9	49.2	288.1	140.3	1,503.9	6.3	3.2	294.4	143.5
MASSACHUSETTS	122.5	64.4	79.1	42.6	21.8	165.1	86.2	411.9	203.6	501.3	113.3	32.9	525.2	236.5
MICHIGAN	164.5	88.9	626.0	33.3	17.4	197.8	106.3	952.3	463.1	9,867.2	68.1	32.7	1,020.4	495.8
MINNESOTA	131.3	63.4	732.4	2.8	1.5	134.1	64.9	675.0	338.2	16,552.2	22.2	11.3	697.2	349.5
MISSISSIPPI	70.7	34.1	427.8	23.8	12.0	94.5	46.1	403.1	196.2	8,252.5	33.1	16.6	436.2	212.8
MISSOURI	109.5	54.7	237.9	89.1	47.1	198.6	101.8	652.0	330.8	10,161.4	109.6	52.5	761.6	383.3
MONTANA	35.4	23.2	198.8	15.4	9.7	50.8	32.9	338.0	204.3	4,954.3	35.4	19.7	373.4	224.0
NEBRASKA	55.8	28.4	585.2	6.0	2.6	61.8	31.0	437.1	222.3	8,720.2	37.9	18.8	475.0	241.1
NEVADA	9.8	9.0	33.4	11.2	10.1	21.0	19.1	146.5	127.2	1,943.4	15.4	12.8	161.9	140.0
NEW HAMPSHIRE	17.9	8.9	31.6	.5	.2	18.4	9.1	136.6	67.2	486.5	4.7	2.2	141.3	69.4
NEW JERSEY	146.7	68.6	51.6	106.3	50.8	253.0	119.4	375.7	181.5	552.6	46.6	23.2	422.3	204.7
NEW MEXICO	19.4	12.9	69.6	6.6	4.4	26.0	17.3	270.3	176.5	2,664.7	27.4	16.5	297.7	193.0
NEW YORK	365.4	175.2	95.5	17.5	8.7	382.9	183.9	1,882.5	875.4	3,618.9	32.4	15.7	1,914.9	891.1
NORTH CAROLINA	147.8	73.6	245.8	54.2	27.0	202.0	100.6	535.3	265.2	5,057.9	85.7	42.3	621.0	307.5
NORTH DAKOTA	31.4	15.9	933.8	3.9	2.1	35.3	18.0	304.0	155.9	15,699.7	17.4	9.1	321.4	165.0
OHIO	232.7	116.1	169.4	5.9	3.0	238.6	119.1	970.3	457.3	2,924.3	146.4	71.8	1,116.7	569.1
OKLAHOMA	89.2	45.3	326.7	13.7	6.7	102.9	52.0	536.7	265.7	6,786.3	14.6	7.0	551.3	272.7
OREGON	57.7	25.3	45.1	12.3	7.8	70.0	33.1	328.6	200.3	2,261.0	22.5	13.1	351.1	213.4
PENNSYLVANIA	472.7	228.8	247.8	37.9	18.9	510.6	247.7	969.3	476.2	2,166.0	103.4	44.9	1,072.7	521.1
RHODE ISLAND	27.1	13.5	14.8	20.6	10.5	47.7	24.0	110.8	54.7	258.1	31.0	14.9	141.8	69.6
SOUTH CAROLINA	95.3	49.9	746.3	1.3	.6	96.6	50.5	322.7	160.1	7,787.9	24.7	12.6	347.4	172.7
SOUTH DAKOTA	44.8	24.6	510.2	1.6	.9	46.4	25.5	361.0	176.5	10,546.1	5.2	2.9	366.2	179.4
TENNESSEE	94.4	47.5	433.4	39.6	19.8	134.0	67.3	490.0	245.2	7,916.9	55.4	26.1	545.4	271.3
TEXAS	333.3	174.5	965.8	1.1	.5	334.4	175.0	1,716.8	881.3	20,933.2	6.0	3.2	1,722.8	884.5
UTAH	22.6	17.4	83.0	9.7	7.5	32.3	24.9	176.7	126.8	1,756.5	17.5	12.0	194.2	138.8
VERMONT	7.7	4.0	13.2	3.5	1.8	11.2	5.8	115.2	57.6	567.9	15.1	6.9	130.3	64.5
VIRGINIA	117.3	61.6	220.1	9.8	4.9	127.1	66.5	548.4	265.3	4,059.4	53.1	25.4	601.5	290.7
WASHINGTON	87.0	50.1	236.7	14.9	8.1	101.9	58.2	436.0	221.5	4,182.6	16.9	8.7	452.9	230.2
WEST VIRGINIA	72.8	37.2	40.3	27.5	14.5	100.3	51.7	211.6	106.2	1,129.3	42.7	21.3	254.3	127.5
WISCONSIN	95.4	48.1	380.4	34.8	17.4	130.2	65.5	593.6	295.5	7,152.4	60.1	29.9	653.7	325.4
WYOMING	12.1	9.1	53.7	4.4	3.3	16.5	12.4	212.9	143.1	2,725.5	10.6	7.2	223.5	150.3
DIST. OF COL.	22.8	14.4	12.3	2.1	1.7	24.9	16.1	115.2	63.5	98.7	13.8	7.0	129.0	70.5
PUERTO RICO	54.2	26.8	28.4	3.1	1.6	57.3	28.4	170.4	77.4	337.2	30.6	12.4	201.0	89.8
TOTAL	5,134.1	2,686.4	13,714.2	1,087.5	586.3	6,221.6	3,272.7	25,495.1	13,245.1	258,645.3	2,003.6	1,001.1	27,498.7	14,246.2

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED SEPTEMBER 30, 1972
Balance at beginning of period	$4,489,531
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds)	1,156,785
Less motorboat fuel revenue 1/	17,300
Net for highways	1,139,485
Trucks, buses, and trailers 2/	47,776
Tires, tubes, and tread rubber	166,823
Vehicle use	81,147
Parts and accessories, trucks and buses	30,029
Lubricating oil (net after refunds)	23,663
Total excise revenues	1,488,923
Interest earned	9,487
Total Income	$1,498,410
Disbursements:	
For highways	1,496,177
National Highway Traffic Safety Adm.	7,928
Trust Fund share other highway programs	-
Total Disbursements	-$1,504,105
Balance at end of period	$4,483,836
Liability for unpaid obligations (9/30/72)	7,412,876
Balance less liability for unpaid obligation	-2,929,040

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 months revenues were $50,452,914.72 less refunds of $2,676,980.16 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 SATURDAY
November 25, 1972

FHWA - 97-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has moved to amend those sections of the Federal Motor Carrier Safety Regulations which deal with fuel systems for large trucks and buses.

The revision has been proposed in an effort to eliminate confusion over certification requirements by fuel tank manufacturers and fuel tank installers.

The problem has arisen over the fact that certain portions of Section 393.67 which basically pertain to fuel tank manufacturers also relate to fuel tank installers.

Presently tank manufacturers are required to certify that they have met all the requirements for fuel systems. The manufacturers have pointed out that they cannot certify the exactness of installation work because, in most cases, they do not perform this work.

BMCS Director Robert A. Kaye said, "It was not the purpose of the certification requirement to compel tank manufacturers to certify the validity of work not completed by them. The proposed revision will clearly separate tank manufacturing requirements from tank installation requirements. Tank producers then should be able to certify that all tank producing certification requirements have been met."

The proposed effective date of the revision is January 1, 1973.

50548

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY P.M.
November 27, 1972

FHWA-99-72
(202) 426-0648

PHOENIX, ARIZ., November 27 -- Acting Federal Highway Administrator R. R. Bartelsmeyer today told the Nation's State highway officials that they must face the fact that the Federal-State highway program has entered a new era.

Delivering the keynote address at the opening general session of the 58th Annual Meeting of the American Association of State Highway Officials in the Del Webb TowneHouse here this morning, Mr. Bartelsmeyer said:

"Highways are as important -- indeed as vital -- today as they ever were, but no longer can we think of them as a separate entity in the transportation field. Now we must consider always where and how they must interrelate with the other transportation modes. In short, we must think in terms of intermodal planning -- or of a total transportation system in which highways are the connecting link."

Mr. Bartelsmeyer -- who, as chief engineer of the Illinois Division of Highways, served as president of AASHO in 1959 -- added:

"Transportation means movement -- of people and goods -- and all of the modes we now have, in addition to any new ones that may be just down the road, are going to be required to meet America's needs in these final decades of the 20th Century. And they must be completely coordinated into an overall transportation system if we are going to be able to measure up to our mandate."

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Pointing to the growing problem of rush-hour congestion in urbanized areas, he said that part of the solution is to provide modern, effective mass transit systems.

"These mass transit systems can be highway or rail-oriented, or both," he said. "Some of our large cities need all types of transit."

The FHWA Acting Administrator said that the Department of Transportation feels it is proper to permit urbanized areas to use some Highway Trust Fund monies to obtain either highway or rail transit systems because "anything that we can do to eliminate or reduce congestion is beneficial to highway systems of those areas and the motorists who use them."

He also said that the Department of Transportation in 1973 will continue to press for legislation which would permit some Highway Trust Fund monies to be allocated on a "pass through" basis to urbanized areas, where local officials would decide whether it would be spent for highways, mass transit, or a combination of the two.

Praising the State highway officials for their "dedication and enormous contributions" over the years, Mr. Bartelsmeyer also cautioned:

"Let us think not of ourselves only in the narrow, restrictive confines of highway engineers; rather, let us think in broader, more sweeping terms as transportation officials.

"Let our vision be broad and unlimited, and unclouded by vestiges of policies and procedures that once were considered highly desirable, but which are no longer applicable to today's dynamic American society."

In conclusion, he urged:

"Let this, the 58th Annual Meeting of the American Association of State Highway Officials, be a historic one. Let it be remembered as the occasion when America's highway officials moved on a new course of total transportation responsibility. . . "

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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 WEDNESDAY A.M.
November 29, 1972

FHWA- 96-72
(202) 426-0677

Secretary of Transportation John A. Volpe today announced that more than $1.8 billion in Federal and State funds was obligated through September 30 for development highways and local access roads in the 13-State Appalachia Region. The Federal share was $991 million.

As of the end of September, 1,529 miles of development highways and access roads were completed or under construction in the region, an increase of 45 miles since June 30. Engineering and right-of-way acquisition were underway on an additional 609 miles; design had been approved or hearings held on 17 miles, while locations had been approved and design underway on 355 miles.

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

The Act and subsequent amendments authorize a total of $2.090 billion for the construction of up to 2,700 miles of development highways and up to 1,600 miles of local access roads. Provided are yearly

-more-

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.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of 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.

Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

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U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF SEPTEMBER 30, 1972

TABLE 1

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC 1/	NOT OPEN TO TRAFFIC		CONCURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	14.2	-	9.8	5.2	-	20.3	-	-	36.2	-	-	-	85.7	88.0
Kentucky	123.5	4.6	65.2	92.0	10.9	25.9	-	2.3	66.3	2.1	29.7	-	422.5	586.4
Maryland	15.7	-	26.2	13.7	-	-	-	-	-	-	26.0	-	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	76.4	-	49.8	33.1	-	36.6	-	-	1.7	13.6	10.9	-	222.1	254.3
North Carolina	55.6	-	44.8	5.6	-	-	-	-	47.7	-	30.1	10.8	194.6	196.4
Ohio	63.3	-	28.2	11.3	-	65.0	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania	72.3	3.1	39.2	4.7	-	50.3	-	8.0	108.0	-	183.4	-	469.0	508.0
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	101.7	-	5.0	29.6	-	24.6	-	-	27.6	7.9	102.2	27.5	326.1	336.6
Virginia	83.9	-	22.5	13.9	12.1	17.1	-	-	1.0	22.4	3.1	-	176.0	200.9
West Virginia	75.0	17.4	95.8	56.4	-	-	-	6.9	34.0	26.5	100.8	-	412.8	422.7
Total	681.6	25.1	386.5	265.5	23.0	239.8	0.5	17.2	328.8	72.8	508.9	38.3	2,588.0	2,970.3
Percent to Total Under Consideration	26	1	15	10	1	9	-	1	13	3	20	1	100	-

1/ Includes mileage with addtional contracts required or underway on 35.6 miles in Kentucky, 15.7 miles in Maryland, 4.3 miles in North Carolina, 67.2 miles in Tennessee, and 61.1 miles in West Virginia, totaling 183.9 miles.

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 SEPTEMBER 30, 1972

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CONSTRUCTION	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CONCURRENT PS & E AND ROW	PREPARATION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	125.3	10.7	25.7	2.5	-	3.5	2.3	37.2	-	207.2
Georgia	2.0	9.7	-	-	-	-	-	7.0	-	18.7
Kentucky	2.1	3.1	0.1	-	-	1.5	-	-	-	6.8
Maryland	3.3	0.5	1.3	-	-	-	-	-	-	5.1
Mississippi	45.2	38.6	-	-	-	-	-	-	-	83.8
New York	1.9	-	-	4.0	-	-	-	0.4	-	6.3
North Carolina	8.2	0.6	0.5	6.2	-	-	-	3.5	-	19.0
Ohio	24.7	2.9	2.1	3.3	-	-	-	3.6	-	36.6
Pennsylvania	13.8	24.5	0.3	4.2	-	18.7	-	-	15.7	77.2
South Carolina	37.2	11.1	11.0	8.9	-	-	-	-	-	68.2
Tennessee	34.7	-	-	9.7	-	2.4	-	-	-	46.8
Virginia	9.6	7.6	-	-	-	-	-	-	-	17.2
West Virginia	15.2	2.9	0.7	-	-	-	-	2.5	-	21.3
Total	323.2	112.2	41.7	38.8	-	26.1	2.3	54.2	15.7	614.2
Percent to Total Under Construction	53	18	7	6	-	5	-	9	2	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina, and 21.5 miles in Tennessee, totaling 35.3 miles.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED AS OF SEPTEMBER 30, 1972

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	-	-	$22,398,723	$14,633,305	$22,398,723	$14,633,305
Georgia	$37,477,896	$20,170,988	4,836,720	2,271,535	42,314,616	22,442,523
Kentucky	273,976,292	170,709,939	2,878,837	1,814,021	276,855,129	172,523,960
Maryland	97,072,248	50,653,942	1,987,070	1,147,688	99,059,318	51,801,630
Mississippi	-	-	9,937,311	6,218,131	9,937,311	6,218,131
New York	271,051,989	117,860,335	963,817	557,168	272,015,806	118,417,503
North Carolina	103,630,974	55,274,311	2,555,018	1,429,004	106,185,992	56,703,315
Ohio	96,852,612	53,582,935	5,744,010	2,221,042	102,596,622	55,803,977
Pennsylvania	217,487,273	107,042,430	12,289,673	5,943,874	229,776,946	112,986,304
South Carolina	-	-	12,548,184	8,763,706	12,548,184	8,763,706
Tennessee	106,226,473	66,132,903	6,874,828	4,812,378	113,101,301	70,945,281
Virginia	85,377,838	50,352,384	4,313,522	2,710,000	89,691,360	53,062,384
West Virginia	434,973,335	242,966,542	6,190,619	4,016,245	441,163,954	246,982,787
Total	1,724,126,930	934,746,709	93,518,332	56,538,097	1,817,645,262	991,284,806

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1972

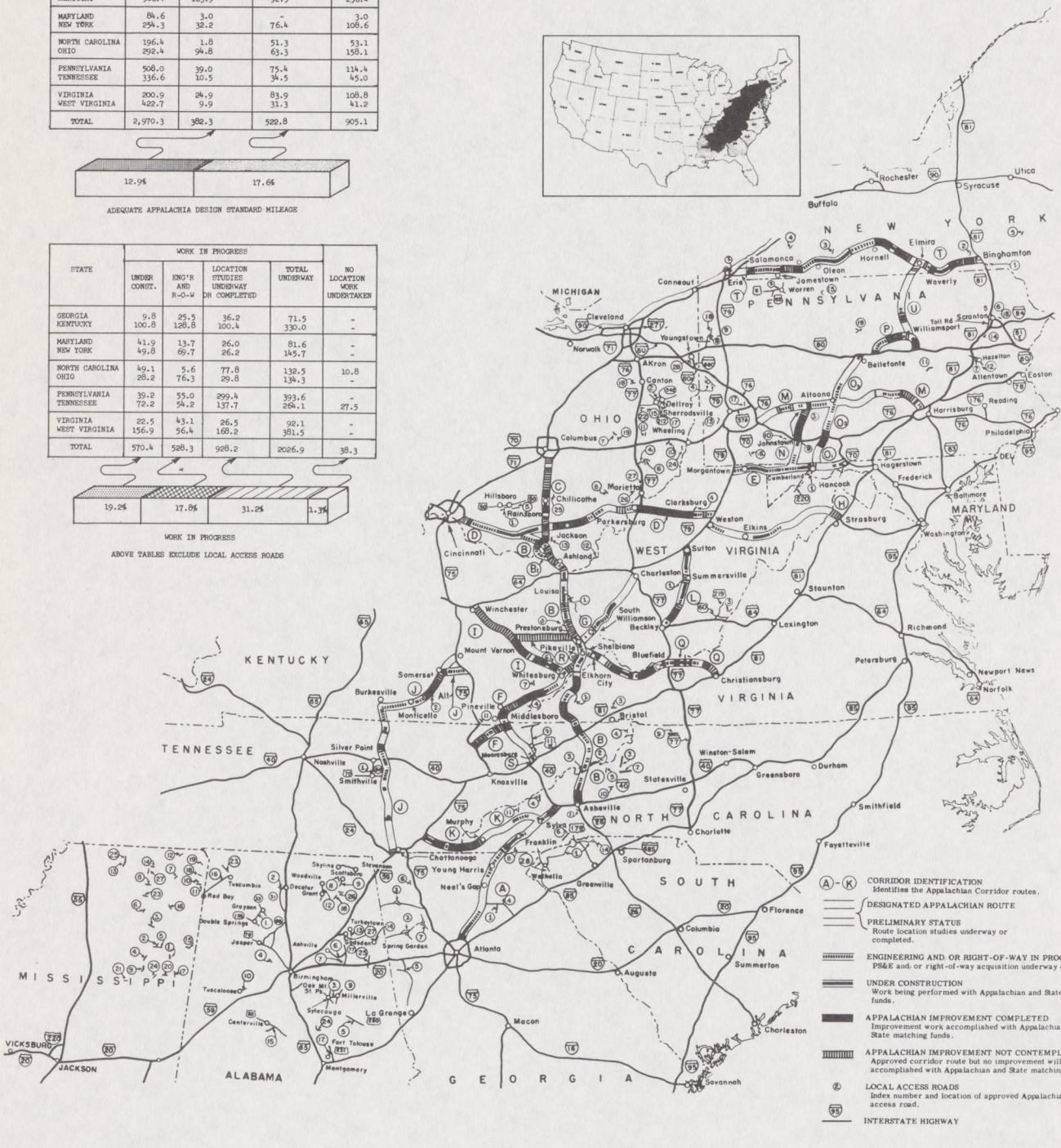
STATE	TOTAL DESIGNATED SYSTEM MILEAGE	ADEQUATE APPALACHIA DESIGN STANDARD MILEAGE		
		ADEQUATE SEGMENTS NO APPALACHIA FUNDS EXPENDED	SEGMENTS IMPROVED WITH APPALACHIA FUNDS	TOTAL
GEORGIA KENTUCKY	88.0 586.4	2.3 163.9	14.2 92.5	16.5 256.4
MARYLAND NEW YORK	84.6 254.3	3.0 32.2	- 76.4	3.0 108.6
NORTH CAROLINA OHIO	196.4 292.4	1.8 94.8	51.3 63.3	53.1 158.1
PENNSYLVANIA TENNESSEE	508.0 336.6	39.0 10.5	75.4 34.5	114.4 45.0
VIRGINIA WEST VIRGINIA	200.9 422.7	24.9 9.9	83.9 31.3	108.8 41.2
TOTAL	2,970.3	382.3	522.8	905.1

ADEQUATE APPALACHIA DESIGN STANDARD MILEAGE

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	ENG'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL UNDERWAY	
GEORGIA KENTUCKY	9.8 100.8	25.5 128.8	36.2 100.4	71.5 330.0	- -
MARYLAND NEW YORK	41.9 49.8	13.7 69.7	26.0 26.2	81.6 145.7	- -
NORTH CAROLINA OHIO	49.1 28.2	5.6 76.3	77.8 29.8	132.5 134.3	10.8 -
PENNSYLVANIA TENNESSEE	39.2 72.2	55.0 54.2	299.4 137.7	393.6 264.1	- 27.5
VIRGINIA WEST VIRGINIA	22.5 156.9	43.1 56.4	26.5 168.2	92.1 381.5	- -
TOTAL	570.4	528.3	928.2	2026.9	38.3

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

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
November 30, 1972

FHWA--98-72 (202-426-0677)

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the third quarter of 1972 increased 5.5 percent above the previous quarter, to 141.2 percent of the 1967 average. This follows a 1.3 percent decrease for the previous quarter.

The composite price index for the third quarter is 4.2 percent above that for the third quarter of 1971.

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.

(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
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
2nd quarter, 1972	133.7	-1.3
3rd quarter, 1972	141.2	+5.5

The price levels of the component items of the index in the third 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 --	
	Third quarter 1972	Second quarter 1972	Third quarter 1971	Second quarter 1972	Third quarter 1971
Excavation	135.0	127.5	122.0	+5.8	+10.6
Surfacing:					
Portland cement concrete	146.2	146.2	156.1	0.0	- 6.3
Bituminous concrete	147.0	140.0	137.9	+5.0	+ 6.6
Composite surfacing	146.6	143.2	147.3	+2.3	- 0.5
Structures:					
Reinforcing steel	135.3	134.8	135.0	+0.4	+ 0.2
Structural steel	141.1	125.7	137.3	+12.2	+ 2.8
Structural concrete	147.8	135.5	145.1	+9.1	+ 1.9
Composite structures	143.6	132.5	141.0	+8.4	+ 1.9
Composite price index	141.2	133.7	135.5	+5.5	+ 4.2

The U.S. average contract unit prices for the index items during the second and third quarters of 1972 are:

	Unit	2nd Qtr. 1972	3rd Qtr. 1972
Excavation	Cu. Yd.	$ .69	$ .73
PCC surface	Sq. Yd.	6.47	6.47
Bit. conc. surf.	Ton	9.05	9.50
Str. reinf.	Lb.	.176	.177
Str. steel	Lb.	.310	.348
Str. concrete	Cu. Yd.	95.26	103.90

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
December 2, 1972

FHWA - 100
(202) 426-0648

The Department of Transportation's Federal Highway Administration has awarded a $56,459 research contract to the Franklin Institute of Philadelphia, Pennsylvania, to explore the feasibility of converting municipal wastes into road construction materials.

The intention is to develop synthetic aggregate from municipal incinerator residue through a burning process involving temperatures in excess of 1800° F.

Acting Federal Highway Administrator R. R. Bartelsmeyer explained: "Development of a successful conversion process would mean that thousands of acres of valuable land would not be needed for dumps and landfills. It would reduce transportation costs while providing acceptable and safe substitutes for natural aggregates which are in short supply in many areas of this Nation. The project also reflects the Nixon Administration's interest and commitment to the preservation and protection of the Nation's natural resources and the environment."

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Under the contract, the Franklin Institute will assemble in Cleveland, Ohio, a laboratory scale plant utilizing residue from a Cleveland municipal incinerator. The plant will be capable of producing 60 pounds per hour of aggregate suitable for Portland Cement concrete, asphaltic concrete and base course construction.

If the results of the research are favorable, it will be possible for private industry to build full-scale plants for production of the synthetic aggregate.

50602

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY A.M.
December 9, 1972

FHWA -102-72
(202) 426-0648

Two States -- Delaware and Maryland -- now have all of their allotted rural Interstate System mileage completed and open to traffic, the Department of Transportation's Federal Highway Administration reports.

In addition, three States -- Montana, North Dakota and South Dakota -- have completed and opened to traffic all of their allotted urban Interstate mileage.

The amount of mileage involved in each instance is: Delaware, 6 miles; Maryland, 177 miles; Montana, 28 miles; North Dakota, 9 miles; and South Dakota, 13 miles.

Another three States -- Georgia, Idaho and South Carolina -- have more than 90 percent of their Interstate urban "free" miles open to traffic, while seven States -- Arkansas, Massachusetts, Nebraska, Ohio, Oklahoma, Oregon and Pennsylvania -- have more than 90 percent of their Interstate rural "free" miles completed and in use. "Free" miles are those that are not part of toll systems that have been incorporated into the Interstate System.

Of the total 42,500-mile Interstate System 79.5 percent of the rural mileage and 79.6 percent of the urban mileage is now open to traffic.

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50674

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA - 101-72
(202 - 426-0677)

The Federal Highway Administration's Bureau of Motor Carrier Safety now has available a pamphlet containing new accident reporting regulations, instructions for completing the revised accident report form for property-carrying carriers, and the report form itself (MCS 50-T).

Effective January 1, 1973, all carriers, including private carriers, must file the new report form. The old form will not be accepted after January 1.

The new rules are contained in Part 394 of the Motor Carrier Safety Regulations, published in the Federal Register on September 7, 1972. Instructions for completing the revised accident report form were published in the Federal Register on October 26, 1972.

Free copies of the new pamphlet may be obtained from the Bureau of Motor Carrier Safety, Washington, D.C. 20590, and the Bureau's various field offices. The accident report form itself may be purchased from the Superintendent of Documents, Washington, D.C. 20402, at a cost of $1.25 per pad of 100 forms (Stock No. 5004-00007).

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121172

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
December 13, 1972

FHWA -103-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has revised the disqualification rules for drivers of commercial interstate trucks and buses, effective December 25, 1972.-

Under the revision, criminal offenses committed while a person is operating his private automobile will not be cause for the disqualification of commercial driving. However, the Bureau emphasized that conviction of a criminal offense committed while the driver is operating a commercial vehicle would continue to result in disqualification and that the rule will be vigorously enforced.

Under the new rules the period of disqualification has been changed from the present 3 years to 1 year for the first conviction, and 3 years for each subsequent conviction within the preceeding 3 years.

The revision applies to all drivers who were disqualified prior to the effective date of the new rule. A driver who was disqualified at any time for a conviction while operating his private automobile will be eligible for the reinstatement of his driving privileges in

-more-

interstate or foreign commerce upon the effective date of the rule, provided he is otherwise qualified. Another change in the rules permits a driver who has served 1 year or more of his suspension for a conviction while operating a commercial motor vehicle to be eligible for the return of his commercial driving status effective upon the implementation of the new rule, provided he is otherwise qualified.

BMCS Director Robert A. Kaye said: "The automatic disqualification of commercial drivers who are convicted of driving personal vehicles while intoxicated is not in tune with the current programs in identifying and remedying the causes of alcoholic drivers. Experience in administering the driver disqualification rule has shown that strict adherence to the rule tends to discourage immediate identification of drivers who should be in rehabilitation programs."

The 1-year period of disqualification for first offenders closely parallels the mandatory period for loss of driving privileges imposed by many States upon conviction of driving while intoxicated or a similar offense.

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WASHINGTON, D.C. 20590

FHWA - 104-72

RELEASE AT WILL (202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety has released a new publication entitled, "BMCS."

The 15-page pamphlet provides a concise description of the Bureau's safety activities, responsibilities and scope of authority, and details the methods it uses to provide greater safety in interstate truck and bus operations. It also gives the addresses of the BMCS field offices in all of the 50 States.

BMCS Director Robert A. Kaye said: "With extensive distribution of this pamphlet, it is hoped that the public will be given a greater perspective of the motor carrier safety programs, which in turn will lead to greater public participation in resolving highway safety problems."

Free copies of the new pamphlet may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, S. W., Washington, D.C. 20590.

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121572

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 19, 1972 FHWA--108-72 (202-426-0677)

During the past four years, travel on America's highways has increased nearly 25 percent, according to statistics released today by the Federal Highway Administration.

Acting Federal Highway Administrator R. R. Bartelsmeyer said that the preliminary estimate of travel for 1972 (based on information for the first six months of the year) is 1,250 billion vehicle miles, a 5.4 percent increase over the 1,186 billion reported for 1971. Just four years ago, in 1968, highway travel topped the one trillion mile mark for the first time - at 1,016 billion miles.

"One and one-quarter trillion miles is such a mind-stretching figure that even comparisons are hard to grasp," Mr. Bartelsmeyer said. "It is equal to more than two and one-half million round trips to the moon."

Thirteen States reported 1971 travel in excess of 30 billion annual vehicle miles and these States accounted for 60 percent of all the travel in the Nation. California, with 118 billion, far exceeded any other State, followed by New York with 72.2 billion; Texas, 70.7 billion; Ohio, 61.1 billion; Pennsylvania, 60.9 billion; Illinois, 57.4 billion; Michigan, 55.6 billion; Florida, 47.5 billion; New Jersey, 43.3 billion; Indiana, 34.3 billion; Georgia, 31.7 billion; North Carolina, 31.4 billion; and Virginia, 30.5 billion.

Twenty-one States, including the 13 listed above, reported travel exceeding 20 billion annual vehicle miles. These 21 States accounted for more than three-fourths of the Nation's travel.

Main rural roads served 36.6 percent of the 1971 travel with 16 percent of the Nation's total of 3.8 million miles of roads and streets. Urban streets accounted for 51.7 percent of the total travel, although they represent only 16 percent of the total mileage. Local rural roads accounted for 11.7 percent of the travel on approximately 68 percent of the mileage.

The Interstate System, including both completed Interstate highways and traveled-way sections, accounted for about 1 percent of the total mileage of roads and streets and carried 19.0 percent of the travel. The traveled-way consists of those roads and streets presently carrying traffic which will

(more)

be served by the Interstate System when completed. The Federal-aid primary system including Interstate represented about 7 percent of the mileage and carried 48.9 percent of the travel. All Federal-aid systems combined, which includes 24 percent of the mileage, carried 67 percent of the travel.

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

In the area of vehicle performance, annual miles per vehicle rose from 10,076 in 1970 to 10,198 in 1971. Gallons of fuel consumed per vehicle continued to rise, going from 830 in 1970 to 838 in 1971. Miles traveled per gallon of fuel consumed remained relatively stable going from 12.15 in 1970 to 12.16 in 1971.

Additional travel and related information for the Nation for 1971 is shown on the accompanying table VM-1 by road class and vehicle type. These data are based on estimates prepared annually by the State highway departments. The summary of State estimates of travel by administrative highway system is shown on table VM-2.

ESTIMATED MOTOR VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA–1971[1]

Source: Program Management Division
Office of Highway Planning, FHWA

Table VM-1
October 1972

Item	Passenger vehicles							Cargo vehicles			All motor vehicles
	Personal passenger vehicles			Buses			All passenger vehicles	Single-unit trucks	Combinations	All trucks	
	Passenger cars 2/	Motorcycles 2/ 3/	All personal passenger vehicles	Commercial	School	All buses					
Motor vehicle travel: (million vehicle miles)											
Main rural roads			323,383	925	825	1,750	325,133	80,972	28,409	109,381	434,514
Local rural roads			105,560	193	958	1,151	106,711	30,415	1,674	32,089	138,800
All rural roads			428,943	1,118	1,783	2,901	431,844	111,387	30,083	141,470	573,314
Urban streets			525,212	1,767	429	2,196	527,408	73,009	12,558	85,567	612,975
Total travel	939,102	15,053	954,155	2,885	2,212	5,097	959,252	184,396	42,641	227,037	1,186,289
Number of vehicles registered (thousands)	92,799	3,345	96,144	90.3	307.3	397.6	96,542	18,828	974	19,802	116,344
Average miles traveled per vehicle	10,121	4,500	9,926	31.949	7,198	12,819	9,938	9,794	43,779	11,465	10,198
Fuel consumed (million gallons)	69,213	301	69,514	631	316	947	70,461	18,221	8,865	27,086	97,547
Average fuel consumption per vehicle (gallons)	746	90	723	6,988	1,028	2,382	730	968	9,102	1,368	838
Average miles traveled per gallon of fuel consumed	13.57	50.00	13.73	4.57	7.00	5.38	13.61	10.12	4.81	8.38	12.16

1/ For the 50 States and District of Columbia.
2/ Separate estimates of passenger car and motorcycle travel are not available by highway category.
3/ Figures in this column vary significantly from the corresponding values for 1970. This represents a change in the basic assumptions of miles per vehicle and miles per gallon, not a shift in the trend.

VEHICLE MILES, BY STATE AND HIGHWAY SYSTEM--1971

Source: Program Management Division
Office of Highway Planning, FHWA

(Millions)

TABLE VM-2
SEPTEMBER 1972

CENSUS DIVISION	STATE	FEDERAL-AID HIGHWAY SYSTEM																		NOT ON FEDERAL-AID SYSTEM						
		INTERSTATE RURAL			INTERSTATE URBAN				OTHER PRIMARY			SECONDARY														
		FINAL	TRAVELED-WAY 1/	TOTAL RURAL	FINAL	TRAVELED-WAY 1/	TOTAL URBAN	SUB-TOTAL INTER-STATE	RURAL	URBAN	TOTAL	STATE RURAL	STATE URBAN	LOCAL RURAL	LOCAL URBAN	TOTAL	TOTAL FEDERAL-AID RURAL	TOTAL FEDERAL-AID URBAN	TOTAL FEDERAL AID	OTHER STATE RURAL	OTHER STATE URBAN AND MUNICI-PAL	LOCAL RURAL	LOCAL URBAN AND MUNICI-PAL	SUB-TOTAL RURAL	SUB-TOTAL URBAN AND MUNICI-PAL	TOTAL
		01	31		02	32			03	04		05	06	07	08					09	10	11	12			
New England	Connecticut	773	249	1,022	2,589	450	3,039	4,061	1,223	1,846	3,069	987	885	7	49	1,928	3,239	5,819	9,058	286	2,049	286	5,441	3,811	13,309	17,120
	Maine	681	52	733	91	69	160	893	1,731	556	2,287	1,009	160	-	-	1,169	3,473	876	4,349	959	300	312	515	4,744	1,691	6,435
	Massachusetts	1,802	216	2,018	2,026	1,175	3,201	5,219	3,036	3,167	6,203	663	710	1,276	1,682	4,331	6,993	8,760	15,753	200	1,303	616	10,158	7,809	20,221	28,030
	New Hampshire	578	25	603	162	65	227	830	1,373	354	1,727	909	187	4	3	1,103	2,889	771	3,660	193	234	173	575	3,255	1,580	4,835
	Rhode Island	139	19	158	837	63	900	1,058	234	1,221	1,455	239	480	17	244	980	648	2,845	3,493	117	149	87	1,192	852	4,186	5,038
	Vermont	489	109	598	48	9	57	655	910	170	1,080	508	12	172	11	703	2,188	250	2,438	70	2	222	236	2,480	488	2,968
	Total	4,462	670	5,132	5,753	1,831	7,584	12,716	8,507	7,314	15,821	4,315	2,434	1,476	1,989	10,214	19,430	19,321	38,751	1,825	4,037	1,696	18,117	22,951	41,475	64,426
Middle Atlantic	New Jersey	645	294	939	2,628	1,567	4,195	5,134	3,597	6,632	10,229	52	126	1,887	3,186	5,251	6,475	14,139	20,614	1,563	3,216	4,636	13,260	12,674	30,615	43,289
	New York	3,311	199	3,510	6,761	693	7,454	10,964	9,696	12,242	21,938	2,449	2,056	2,285	44	6,834	17,940	21,796	39,736	271	2,039	8,658	21,513	26,869	45,348	72,217
	Pennsylvania	5,764	419	6,183	2,406	872	3,278	9,461	9,050	6,936	15,986	6,306	4,149	53	116	10,624	21,592	14,479	36,071	3,669	5,003	4,334	11,815	29,595	31,297	60,892
	Total	9,720	912	10,632	11,795	3,132	14,927	25,559	22,343	25,810	48,153	8,807	6,331	4,225	3,346	22,709	46,007	50,414	96,421	5,503	10,258	17,628	46,588	69,138	107,260	176,398
South Atlantic (North)	Delaware	-	-	-	446	-	446	446	862	968	1,830	284	402	-	-	686	1,146	1,816	2,962	-	-	95	145	1,241	1,961	3,202
	Dist. of Col.	-	-	-	250	172	422	422	-	1,079	1,079	-	-	-	510	510		2,011	2,011	-	-	-	875	-	2,886	2,886
	Maryland	1,310	-	1,310	3,058	441	3,499	4,809	3,196	3,066	6,262	1,787	1,501	499	479	4,266	6,792	8,545	15,337	712	106	3,394	2,666	10,898	11,317	22,215
	Virginia	2,984	537	3,521	2,143	351	2,494	6,015	4,953	4,139	9,092	3,381	1,522	2,500	538	7,941	14,355	8,693	23,048	126	662	2,209	4,459	16,690	13,814	30,504
	West Virginia	707	432	1,139	134	196	330	1,469	1,746	765	2,511	1,425	254	1,118	42	2,839	5,428	1,391	6,819	9	30	386	1,491	5,823	2,912	8,735
	Total	5,001	969	5,970	6,031	1,160	7,191	13,161	10,757	10,017	20,774	6,877	3,679	4,117	1,569	16,242	27,721	22,456	50,177	847	798	6,084	9,636	34,652	32,890	67,542
South Atlantic (South)	Florida	2,813	1,102	3,915	1,993	1,102	3,095	7,010	5,868	4,474	10,342	5,448	3,732	612	134	9,926	15,843	11,435	27,278	1,873	1,353	3,796	13,193	21,512	25,981	47,493
	Georgia	3,072	935	4,007	2,312	187	2,499	6,506	7,030	2,579	9,609	3,077	623	1,517	558	5,775	15,631	6,259	21,890	144	471	1,903	7,248	17,678	13,978	31,656
	North Carolina	1,983	1,189	3,172	662	560	1,222	4,394	5,354	2,673	8,027	10,505	2,987	4	227	13,723	19,035	7,109	26,144	1,893	646	33	2,662	20,961	10,417	31,378
	South Carolina	1,370	497	1,867	649	79	728	2,595	5,315	2,477	7,792	3,249	1,306	192	15	4,762	10,623	4,526	15,149	405	1,392	429	389	11,457	6,307	17,764
	Total	9,238	3,723	12,961	5,616	1,928	7,544	20,505	23,567	12,203	35,770	22,279	8,648	2,325	934	34,186	61,132	29,329	90,461	4,315	3,862	6,161	23,492	71,608	56,683	128,291
East North Central	Illinois	3,330	831	4,161	5,469	563	6,032	10,193	9,096	9,160	18,256	1,075	819	2,178	720	4,792	16,510	16,731	33,241	1,142	3,597	2,880	16,530	20,532	36,858	57,390
	Indiana	3,940	676	4,616	2,210	388	2,598	7,214	8,400	2,880	11,280	3,670	735	1,800	141	6,346	18,486	6,354	24,840	179	95	1,536	7,642	20,201	14,091	34,292
	Michigan	3,572	317	3,889	4,711	1,628	6,339	10,228	7,645	7,562	15,207	1,628	617	7,450	3,528	13,223	20,612	18,046	38,658	33	60	3,017	13,789	23,662	31,895	55,557
	Ohio	5,963	66	6,029	6,466	890	7,356	13,385	9,717	7,115	16,832	4,808	2,041	2,567	2,627	12,043	23,121	19,139	42,260	128	420	5,234	13,009	28,483	32,568	61,051
	Wisconsin	2,009	143	2,152	898	255	1,153	3,305	6,187	3,046	9,233	2,628	721	1,841	1,174	6,364	12,808	6,094	18,902	204	139	1,880	4,731	14,892	10,964	25,856
	Total	18,814	2,033	20,847	19,754	3,724	23,478	44,325	41,045	29,763	70,808	13,809	4,933	15,836	8,190	42,768	91,537	66,364	157,901	1,686	4,311	14,547	55,701	107,770	126,376	234,146
West North Central	Iowa	2,077	285	2,362	577	89	666	3,028	6,134	1,957	8,091	-	-	2,300	356	2,656	10,796	2,979	13,775	121	81	1,118	3,786	12,035	6,846	18,881
	Kansas	1,254	94	1,348	587	47	634	1,982	3,967	1,275	5,242	615	29	1,435	484	2,563	7,365	2,422	9,787	72	69	1,142	2,730	8,579	5,221	13,800
	Minnesota	755	359	1,114	1,791	542	2,333	3,447	4,656	3,097	7,753	1,062	144	4,353	197	5,756	11,185	5,771	16,956	68	93	1,877	4,410	13,130	10,274	23,404
	Missouri	2,867	733	3,600	2,509	384	2,893	6,493	6,015	2,204	8,219	2,664	757	21	54	3,496	12,300	5,908	18,208	199	721	1,809	6,140	14,308	12,769	27,077
	Nebraska	1,063	68	1,131	261	3	264	1,395	3,074	987	4,061	661	19	882	172	1,734	5,748	1,442	7,190	5	-	906	1,802	6,659	3,244	9,903
	North Dakota	492	59	551	19	3	22	573	1,217	242	1,459	244	11	477	19	751	2,489	294	2,783	1	2	697	472	3,187	768	3,955
	South Dakota	693	201	894	32	9	41	935	1,670	252	1,922	250	38	455	37	780	3,269	368	3,637	22	6	579	574	3,870	948	4,818
	Total	9,201	1,799	11,000	5,776	1,077	6,853	17,853	26,733	10,014	36,747	5,496	998	9,923	1,319	17,736	53,152	19,184	72,336	488	972	8,128	19,914	61,768	40,070	101,838
East South Central	Alabama	1,295	978	2,273	384	995	1,379	3,652	5,186	2,287	7,473	1,595	378	987	219	3,179	10,041	4,263	14,304	57	31	440	3,483	10,538	7,771	18,315
	Kentucky	2,729	290	3,019	756	546	1,302	4,321	4,664	1,848	6,512	3,993	617	245	78	4,933	11,921	3,845	15,766	1,368	808	1,150	2,408	14,439	7,061	21,500
	Mississippi	1,151	249	1,400	385	360	745	2,145	4,234	906	5,140	973	113	1,219	266	2,571	7,826	2,030	9,856	8	22	643	1,726	8,477	3,778	12,255
	Tennessee	2,601	709	3,310	1,714	509	2,223	5,533	5,618	3,441	9,059	1,386	230	878	135	2,629	11,192	6,029	17,221	55	7	1,849	5,715	13,096	11,751	24,847
	Total	7,776	2,226	10,002	3,239	2,410	5,649	15,651	19,702	8,482	28,184	7,947	1,338	3,329	698	13,312	40,980	16,167	57,147	1,488	868	4,082	13,332	46,550	30,367	76,917
West South Central	Arkansas	1,305	74	1,379	440	-	440	1,819	3,063	1,205	4,268	2,543	443	301	104	3,391	7,286	2,192	9,478	67	61	873	1,630	8,226	3,883	12,109
	Louisiana	1,044	938	1,982	884	135	1,019	3,001	2,848	1,892	4,740	3,746	777	-	-	4,523	8,576	3,688	12,264	828	502	1,239	2,782	10,643	6,972	17,615
	Oklahoma	1,592	79	1,671	1,340	-	1,340	3,011	5,143	1,792	6,935	1,251	469	830	868	3,418	8,895	4,469	13,364	303	133	1,010	3,817	10,208	8,419	18,627
	Texas	4,937	1,410	6,347	8,396	1,496	9,892	16,239	12,122	8,900	21,022	8,632	3,245	-	-	11,877	27,101	22,037	49,138	1,827	919	2,870	15,955	31,798	38,911	70,709
	Total	8,878	2,501	11,379	11,060	1,631	12,691	24,070	23,176	13,789	36,965	16,172	4,934	1,131	972	23,209	51,858	32,386	84,244	3,025	1,615	5,992	24,184	60,875	58,185	119,060
Mountain Division	Arizona	1,781	1,178	2,959	612	185	797	3,756	1,486	428	1,914	747	65	857	2,462	4,131	6,049	3,752	9,801	330	15	803	2,286	7,182	6,053	13,235
	Colorado	1,374	367	1,741	988	181	1,169	2,910	2,415	2,130	4,545	1,155	270	-	-	1,425	5,311	3,569	8,880	20	36	1,762	2,960	7,093	6,565	13,658
	Idaho	714	259	973	65	16	81	1,054	1,329	319	1,648	435	29	359	154	977	3,096	583	3,679	4	-	609	638	3,709	1,221	4,930
	Montana	511	497	1,008	42	3	45	1,053	1,702	305	2,007	493	72	-	-	565	3,203	422	3,625	-	-	834	620	4,037	1,042	5,079
	Nevada	634	156	790	52	60	112	902	743	305	1,048	332	73	103	215	723	1,968	705	2,673	27	30	136	757	2,131	1,492	3,623
	New Mexico	1,408	415	1,823	295	177	472	2,295	1,674	722	2,396	1,046	131	7	-	1,184	4,550	1,325	5,875	122	594	508	916	5,180	2,835	8,015
	Utah	719	721	1,440	713	54	767	2,207	952	644	1,596	575	452	154	189	1,370	3,121	2,052	5,173	23	89	466	793	3,610	2,934	6,544
	Wyoming	866	109	975	23	26	49	1,024	982	153	1,135	251	22	17	9	299	2,225	233	2,458	2	3	364	371	2,591	607	3,198
	Total	8,007	3,702	11,709	2,790	702	3,492	15,201	11,283	5,006	16,289	5,034	1,114	1,497	3,029	10,674	29,523	12,641	42,164	528	767	5,482	9,341	35,533	22,749	58,282
Pacific	California	5,748	3,676	9,424	14,109	4,338	18,447	27,871	11,852	23,395	35,247	2,878	1,067	4,785	7,599	16,329	28,939	50,508	79,447	206	381	12,772	25,217	41,917	76,106	118,023
	Oregon	1,802	105	1,907	995	141	1,136	3,043	2,515	1,539	4,054	1,132	421	938	604	3,095	6,492	3,700	10,192	43	32	2,827	1,287	9,362	5,019	14,381
	Washington	795	918	1,713	2,730	281	3,011	4,724	2,660	1,895	4,555	1,223	783	1,527	1,061	4,594	7,123	6,750	13,873	26	121	1,714	6,126	8,863	12,997	21,860
	Total	8,345	4,699	13,044	17,834	4,760	22,594	35,638	17,027	26,829	43,856	5,233	2,271	7,250	9,264	24,018	42,554	60,958	103,512	275	534	17,313	32,630	60,142	94,122	154,264
Total--All Divisions		89,442	23,234	112,676	89,648	22,355	112,003	224,679	204,140	149,227	353,367	95,969	36,680	51,109	31,310	215,068	463,894	329,220	793,114	19,980	28,022	87,113	252,935	570,987	610,177	1,181,164
	Alaska	-	-	-	-	-	-	-	472	146	618	176	55	-	-	231	648	201	849	-	-	210	410	858	611	1,469
	Hawaii	55	126	181	342	171	513	694	718	516	1,234	192	58	56	39	345	1,147	1,126	2,273	10	"	312	1,061	1,469	2,187	3,656
United States Total		89,497	23,360	112,857	89,990	22,526	112,516	225,373	205,330	149,889	355,219	96,337	36,793	51,165	31,349	215,644	465,689	330,547	796,236	19,990	28,022	87,635	254,406	573,314	612,975	1,186,289

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

Note: For this table, travel on frontage roads has been placed in systems 11 and 12. The numerical codes which are shown above for all 14 administrative highway systems are used for identification purposes in analyses of travel, mileage, and accident data based on these systems.

50795

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 19, 1972

FHWA - 109-72
(202) 426-0648

Secretary of Transportation John A. Volpe today announced new steps to promote highway safety through wider use of energy-absorbing crash cushions which markedly reduce the severity of motor vehicle collisions with fixed roadside objects.

Secretary Volpe said the Federal Highway Administration will require installation of crash cushions on new Federal-aid freeways, high-speed roads or high-volume highways at locations which cannot be designed to eliminate fixed roadside hazards. He identified these hazards as fixtures such as bridge piers and large sign posts.

Mr. Volpe said State highway department plans will not be approved for Federal funding unless they call for crash devices to be installed before the road is opened to traffic.

In addition, Mr. Volpe said, a simultaneous effort will be mounted to see that crash cushions are installed at certain critical locations on existing freeways.

"Starting on an experimental basis a few years ago, highway engineers have now developed and tested a variety of crash barriers that are proven life-savers," Mr. Volpe said. "It is time now to put these life-savers to work on a broad scale, just as we have done in recent years with break-away light and sign posts and improved guardrails.

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"More than 4,500 lives are lost each year in crashes with fixed objects. I am convinced that greater use of crash cushions will help avert many of these tragedies," the Secretary added.

Acting Federal Highway Administrator Ralph R. Bartelsmeyer explained that crash cushions are relatively inexpensive devices placed in front of dangerous obstacles which cannot be eliminated from the roadside. The devices can be sand-filled plastic containers, water-filled soft plastic cells, empty metal drums, or other devices now undergoing development.

When struck by a vehicle, the cushions, known technically as impact attenuators, dissipate the impact by absorbing the energy. As a result, motorists who otherwise might have been killed, are often able to drive away.

Mr. Bartelsmeyer said a particular application of the protective devices is in the gore areas of freeways, where exit ramps leave the main roadways. These can be danger spots, especially if there are differences in elevation. Frequently, fixed objects, such as bridge or overpass piers and parapets and massive sign posts, must be located in these areas.

Calling for positive steps to deal with the situation, Mr. Bartelsmeyer said each State highway department is being asked to identify and inventory hazardous conditions in gore areas of existing highways, which could be corrected by crash cushions. This inventory should require about 6 months, while the installation of the cushions is planned to be done within 2 years.

Although gores have received the major attention thus far, Mr. Bartelsmeyer pointed to other areas where the cushions could be installed with beneficial results. He cited bridge piers in narrow medians, openings between parallel bridges on divided highways, and barricades for drawbridges and ferry landings.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 19, 1972

FHWA--110-72
(202) 426-0648

Secretary of Transportation John A. Volpe today announced the release of new "Sign Cost and Depreciation Schedules" which are expected to greatly accelerate the national highway billboard removal program.

Developed over the past three months by the Department of Transportation's Federal Highway Administration, the new National Schedules represent input from the American Association of State Highway Officials, individual State highway departments, industry, and consultants.

"These new National Schedules provide a formula for valuing nonconforming poster panel and painted bulletin signs quickly and fairly, and on a uniform national basis," said Secretary Volpe.

"Their use is optional -- those States which have their own approved cost schedules may continue to use them, if verified -- but we believe that the majority of States will quickly adopt the new National Schedules.

"And we feel that their use will greatly accelerate the removal of unsightly billboards from the nation's highways."

The Highway Beautification Act of 1965 provided for billboards to be prohibited within 660 feet of the right-of-way of Federal-aid Interstate System and Primary highways. So far, some 70,000 signs have been removed.

The basic cost figures in the National Schedules include all direct and indirect costs required to construct an outdoor advertising sign, including labor, material, overhead and profit which are typical of the sign industry. National modifiers, keyed to the postal zip code system, which reflect differences in sign construction costs in different parts of the country, are provided with the Schedules.

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Acting Federal Highway Administrator R. R. Bartelsmeyer said:

"We believe these National Standards involve a solid formula based on costs which will give the States a needed tool for evaluating signs on a equitable and uniform basis for reimbursing individual and sign company owners. We fully expect that their use will substantially reduce the administrative costs of State highway departments on this program."

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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.
December 22, 1972

(202-426-0677) FHWA--106

In a move to avoid duplication of effort and improve manpower utilization, the Federal Highway Administration is encouraging State highway departments to play the major role in auditing Federal-aid highway programs.

Acting Federal Highway Administrator R. R. Bartelsmeyer said today that in some cases, it has been the practice for both the State and the Federal Highway Administration to conduct intensive audits which could be repetitious.

Under a new "single audit" program aimed at permitting the States greater freedom in the management of their own affairs, States will assume overall auditing responsibility. The FHWA will operate in a review capacity, checking on the State highway departments' audits.

Mr. Bartelsmeyer said the "single audit" concept is an extension of the traditional Federal-State partnership under which the States plan and build highways subject to approval of the Federal Government. The same working relationship that exists between the two parties in carrying out various other professional functions, such as engineering and right-of-way acquisition, will be expanded to include auditing, he added.

"The excellent Federal-State relationship that we have is in a large measure responsible for our Nation's fine highway program," said Mr. Bartelsmeyer. The single audit concept will definitely strengthen that relationship."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
December 26, 1972

FHWA - 107-72
(202) 426-0648

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today that lightweight motor vehicles transporting mail, their drivers, and the owners who operate them, if under contract to the U.S. Postal Service, will be exempt from certain provisions of the Motor Carrier Safety Regulations.

Earlier this year BMCS Director Robert A. Kaye announced that the Bureau was extending its safety regulatory jurisdiction to include motor carrier vehicles under contract with the United States Postal Service. And at the same time he proposed an administrative exemption from the regulations for carriers and drivers engaged exclusively in transporting mail by means of light-weight motor vehicles.

The exemption announced today will be based on a manufacturer's gross vehicle weight rating (GVWR). Vehicles with a gross vehicle weight rating of 10,000 lbs or less will be exempt from all provisions of the Motor Carrier Safety Regulations except the provisions governing the transportation of hazardous materials.

Transportation of mail in lightweight vehicles consists, according to the Postal Service, generally of single-vehicle operations conducted by an individual who will sometimes use members of his family to drive. The operations are essentially local delivery services traversing a small geographic area. Furthermore, the Postal Service has said that it is prepared to exercise adequate surveillance of these carriers to insure that they operate safely.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 27, 1972

(202-426-0677) FHWA-105-72

Federal, State and local governments will have $22.3 billion available for highway purposes during calendar year 1973, according to the latest estimate released today by the Department of Transportation's Federal Highway Administration.

The 1973 estimate, compiled by the Federal Highway Administration, indicates that receipts for highways by all units of government are expected to reach $22.9 billion supplemented by $1.9 billion from bond sales, making a total of $24.8 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require about $2.5 billion of the total receipts, leaving $22.3 billion available for highway improvements, maintenance and administration.

According to Acting Federal Highway Administrator R. R. Bartelsmeyer, the 1973 total receipts will be $827 million more than the $24 billion total receipts in 1972, which included $2.4 billion from bonds.

Revenues to the Federal Highway Trust Fund, obtained wholly from Federal excise taxes on highway users, are expected to exceed $5.6 billion or about 25 percent of all current income in 1973 (excluding bond proceeds). State and local vehicle registration fees, motor-fuel taxes, and other imposts on highway users, plus tolls and parking fees, will yield $11.9 billion or 52 percent of current income. Although not all road-user taxes are used for highways, the amounts of these taxes that are used for highways will account for 76 percent of the 1973 current highway income. Most of the remainder of the money for highways will be provided from property taxes and assessments and from general fund appropriations, largely at the local government level.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States are estimated at approximately $5.0 billion for 1972 and $5.1 billion for 1973. This estimate assumes the enactment by Congress of Federal-aid highway fund authorizations for fiscal year 1974, which begins July 1, 1973.

The States will transfer about $2.7 billion of highway-user taxes in 1973 to local governments—over one-fourth of all State highway-user tax revenues—as State aid for local roads and streets. Taking into account the Federal and State intergovernmental transfers, and changes in reserves, the States will administer $16.2 billion of highway funds in 1973, about 67

(more)

percent of the total. County and township governments as a group, and municipalities will handle in excess of $3.4 billion and $4.0 billion respectively.

Highway disbursements in 1973 are expected to reach $22.9 billion, plus $1.5 billion for retirement of bonds. Capital outlay (expenditures for right-of-way, engineering, and construction) will amount to $12.6 billion or 55 percent of total current disbursements (excluding debt retirement). Maintenance, including traffic services such as snow removal, sanding, traffic control and service facilities, is expected to cost $5.8 billion or 26 percent of the total. Capital outlay will be about 5 percent higher and maintenance will be about 7 percent higher in 1973 than in 1972.

Capital outlay on municipal streets and highways, including extensions of State systems, will amount to $4.8 billion, about 38 percent of all capital outlay for highways in 1973.

Highway construction expenditures (excluding right-of-way and engineering costs) are expected to exceed $10.1 billion in 1973, as compared with $9.8 billion in 1972, and will constitute 81 percent of the total of 1973 capital outlay. Right-of-way will account for over $1.3 billion or 10 percent; preliminary and construction engineering for $1.1 billion or 9 percent.

The Interstate Highway System will take 32 percent of the total capital outlay in 1973, and another 35 percent will be spent on the other Federal-aid highway systems. The $8.5 billion that constitute this combined 67 percent includes Federal, State, and some local funds.

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

Actual amounts for 1970, estimates for 1971 and 1972 and forecasts for 1973 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-11, HF-12, and HF-21.

Although not shown in the accompanying tables, total long-term debt for highway purposes outstanding at the end of 1971 was $20.9 billion. This was increased by $914 million in 1972 and is expected to be additionally increased by $346 million in 1973, with the total outstanding debt reaching $22.2 billion at the end of 1973. Highway obligations of the States will account for $16.8 billion of this total, those of county and township governments for $1.6 billion, and those of municipalities for $3.8 billion. Of the total debt, $7.7 billion and $14.5 billion will be obligations for toll and toll-free facilities respectively.

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1970–1973[1]

(In millions of dollars)

TABLE HF-11
DECEMBER 1972

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1970								1971							
Imposts on highway users: 2/																
Motor-fuel and vehicle taxes	5,295	-	-	5,295	8,853	50	96	14,294	5,640	-	-	5,640	9,165	56	101	14,962
Tolls	-	-	-	-	834	24	93	951	-	-	-	-	889	26	97	1,012
Parking fees	-	-	-	-	1	2	62	66	-	-	-	-	1	2	70	73
Subtotal	5,295	-	-	5,295	9,688	76	252	15,311	5,640	-	-	5,640	10,055	84	268	16,047
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	707	594	1,301	-	-	-	-	-	740	660	1,400
General fund appropriations	-	315	291	606	263	384	936	2,189	-	332	308	640	148	420	985	2,193
Other taxes and fees	-	-	12	12	150	19	61	242	-	-	13	13	154	22	72	261
Subtotal	-	315	303	618	413	1,110	1,591	3,732	-	332	321	653	302	1,182	1,717	3,854
Investment income and other receipts	152	10	69	231	331	100	156	818	197	11	73	281	353	103	157	894
Total current income	5,447	325	372	6,144	10,432	1,286	1,999	19,861	5,837	343	394	6,574	10,710	1,369	2,142	20,795
Bond issue proceeds (par value) 3/	-	-	-	-	1,305	174	407	1,886	-	-	-	-	2,649	178	457	3,284
Grand total receipts	5,447	325	372	6,144	11,737	1,460	2,406	21,747	5,837	343	394	6,574	13,359	1,547	2,599	24,079
Intergovernmental payments:																
Federal Government																
Highway Trust Fund	-4,405	-	-	-4,405	+4,405	-	-	-	-4,793	-	-	-4,793	+4,793	-	-	-
All other funds	-	-252	-112	-364	+272	+73	+19	-	-	-253	-107	-360	+268	+70	+22	-
State agencies:																
Highway user imposts	-	-	-	-	-2,316	+1,432	+884	-	-	-	-	-	-2,340	+1,467	+873	-
All other funds	-	-	-	-	-123	+56	+67	-	-	-	-	-	-180	+67	+113	-
Counties and townships	-	-	-	-	+60	-147	+87	-	-	-	-	-	+54	-142	+88	-
Municipalities	-	-	-	-	+50	+7	-57	-	-	-	-	-	+71	+8	-79	-
Subtotal	-4,405	-252	-112	-4,769	+2,348	+1,421	+1,000	-	-4,793	-253	-107	-5,153	+2,666	+1,470	+1,017	-
Funds drawn from (+) or placed in (-) reserves	-954	+10	-	-944	+15	-17	+34	-912	-944	+17	+1	-926	-779	+43	+50	-1,612
Total funds available	88	83	260	431	14,100	2,864	3,440	20,835	100	107	288	495	15,246	3,060	3,666	22,467
	1972 (PRELIMINARY)								1973 (FORECAST)							
Imposts on highway users: 2/																
Motor-fuel and vehicle taxes	5,293	-	-	5,293	9,930	62	106	15,391	5,644	-	-	5,644	10,468	68	111	16,291
Tolls	-	-	-	-	938	28	101	1,067	-	-	-	-	988	30	105	1,123
Parking fees	-	-	-	-	1	3	75	79	-	-	-	-	1	3	85	89
Subtotal	5,293	-	-	5,293	10,869	93	282	16,537	5,644	-	-	5,644	11,457	101	301	17,503
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	773	680	1,453	-	-	-	-	-	810	715	1,525
General fund appropriations	-	342	338	680	170	460	1,030	2,340	-	346	363	709	237	500	1,075	2,521
Other taxes and fees	-	-	13	13	160	23	83	279	-	-	15	15	165	24	94	298
Subtotal	-	342	351	693	330	1,256	1,793	4,072	-	346	378	724	402	1,334	1,884	4,344
Investment income and other receipts	215	7	98	320	390	108	158	976	245	7	88	340	425	113	159	1,037
Total current income	5,508	349	449	6,306	11,589	1,457	2,233	21,585	5,889	353	466	6,708	12,284	1,548	2,344	22,884
Bond issue proceeds (par value) 3/	-	-	-	-	1,696	182	505	2,383	-	-	-	-	1,216	185	510	1,911
Grand total receipts	5,508	349	449	6,306	13,285	1,639	2,738	23,968	5,889	353	466	6,708	13,500	1,733	2,854	24,795
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-4,613	-	-	-4,613	+4,605	+3	+5	-	-4,710	-	-	-4,710	+4,693	+6	+11	-
All other funds	-	-234	-137	-371	+256	+93	+22	-	-	-278	-133	-411	+305	+86	+20	-
State agencies:																
Highway user imposts	-	-	-	-	-2,515	+1,567	+948	-	-	-	-	-	-2,670	+1,650	+1,020	-
All other funds	-	-	-	-	-155	+59	+96	-	-	-	-	-	-170	+65	+105	-
Counties and townships	-	-	-	-	+58	-147	+89	-	-	-	-	-	+60	-150	+90	-
Municipalities	-	-	-	-	+60	+9	-69	-	-	-	-	-	+70	+10	-80	-
Subtotal	-4,613	-234	-137	-4,984	+2,309	+1,584	+1,091	-	-4,710	-278	-133	-5,121	+2,288	+1,667	+1,166	-
Funds drawn from (+) or placed in (-) reserves	-776	-	-	-776	-228	+42	+65	-897	-1,066	-	-	-1,006	+404	+72	+74	-456
Total funds available	119	115	312	546	15,366	3,265	3,894	23,071	173	75	333	581	16,192	3,472	4,094	24,339

1/ Federal and State data are generally for calendar year; local data for fiscal years ending in various months of the calendar year. Data for 1970 are final; those for later years are subject to future adjustments.

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

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

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1970–1973[1]

TABLE HF-12
DECEMBER 1972

(In millions of dollars)

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1970								1971							
Capital outlay:																
On rural State-administered highways	-	-	-	-	5,886	15	-	5,901	-	-	-	-	6,069	15	-	6,084
On municipal extensions of State highways	-	-	-	-	2,980	-	16	2,996	-	-	-	-	3,348	-	10	3,358
On local rural roads	-	-	-	-	341	851	-	1,192	-	-	-	-	376	915	-	1,291
On local municipal roads and streets	-	-	-	-	120	49	1,058	1,227	-	-	-	-	133	50	1,115	1,298
Not classified by system	2/ 7	2/ 41	211	259	-	-	-	259	2/ 11	2/ 50	232	293	-	-	-	293
Subtotal	7	41	211	259	9,327	915	1,074	11,575	11	50	232	293	9,926	980	1,125	12,324
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,654	7	-	1,661	-	-	-	-	1,744	9	-	1,753
On municipal extensions of State highways	-	-	-	-	274	-	29	303	-	-	-	-	343	-	31	374
On local rural roads	-	-	-	-	23	1,419	-	1,442	-	-	-	-	28	1,497	-	1,525
On local municipal roads and streets	-	-	-	-	16	37	1,211	1,264	-	-	-	-	25	49	1,300	1,374
Not classified by system	-	2	48	50	-	-	-	50	-	2	54	56	-	-	-	56
Subtotal	-	2	48	50	1,967	1,463	1,240	4,720	-	2	54	56	2,140	1,555	1,331	5,082
Administration and research 3/	81	40	1	122	719	211	223	1,275	89	55	2	146	856	230	245	1,477
Highway law enforcement and safety	-	-	-	-	800	58	445	1,303	-	-	-	-	893	69	490	1,452
Interest on debt	-	-	-	-	505	65	140	710	-	-	-	-	616	68	150	834
Total current disbursements	88	83	260	431	13,318	2,712	3,122	19,583	100	107	288	495	14,431	2,902	3,341	21,169
Debt retirement (par value) 4/	-	-	-	-	782	152	318	1,252	-	-	-	-	815	158	325	1,298
Grand total disbursements	88	83	260	431	14,100	2,864	3,440	20,835	100	107	288	495	15,246	3,060	3,666	22,467
	1972 (PRELIMINARY)								1973 (FORECAST)							
Capital outlay:																
On rural State-administered highways	-	-	-	-	5,680	15	-	5,695	-	-	-	-	5,874	15	-	5,889
On municipal extensions of State highways	-	-	-	-	3,189	-	11	3,200	-	-	-	-	3,337	-	9	3,346
On local rural roads	-	-	-	-	440	983	-	1,423	-	-	-	-	494	1,056	-	1,550
On local municipal roads and streets	-	-	-	-	157	52	1,185	1,394	-	-	-	-	176	54	1,245	1,475
Not classified by system	2/ 13	2/ 59	253	325	-	-	-	325	2/ 29	2/ 37	270	336	-	-	-	336
Subtotal	13	59	253	325	9,466	1,050	1,196	12,037	29	37	270	336	9,881	1,125	1,254	12,596
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	1,911	11	-	1,922	-	-	-	-	2,047	13	-	2,060
On municipal extensions of State highways	-	-	-	-	381	-	33	414	-	-	-	-	421	-	35	456
On local rural roads	-	-	-	-	35	1,585	-	1,620	-	-	-	-	42	1,668	-	1,710
On local municipal roads and streets	-	-	-	-	32	54	1,380	1,466	-	-	-	-	40	59	1,455	1,554
Not classified by system	-	1	58	59	-	-	-	59	-	1	62	63	-	-	-	63
Subtotal	-	1	58	59	2,359	1,650	1,413	5,481	-	1	62	63	2,550	1,740	1,490	5,843
Administration and research 3/	106	55	1	162	916	250	265	1,593	144	37	1	182	960	270	285	1,697
Highway law enforcement and safety	-	-	-	-	983	79	530	1,592	-	-	-	-	1,070	90	560	1,720
Interest on debt	-	-	-	-	718	71	160	949	-	-	-	-	758	74	170	1,002
Total current disbursements	119	115	312	546	14,442	3,100	3,564	21,652	173	75	333	581	15,219	3,299	3,759	22,858
Debt retirement (par value) 4/	-	-	-	-	924	165	330	1,419	-	-	-	-	973	173	335	1,481
Grand total disbursements	119	115	312	546	15,366	3,265	3,894	23,071	173	75	333	581	16,192	3,472	4,094	24,339

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1970 are final; those for later years are subject to future adjustment.

2/ Includes payments to Puerto Rico of $5 million and $1 million in 1970; $6 million and $1 million in 1971; $6 million and $1 million in 1972; and $7 million and $1 million in 1973.

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

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

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1970 –1973[1]

BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

TABLE HF-21
DECEMBER 1972

(In millions of dollars)

EXPENDING AGENCIES	FEDERAL-AID SYSTEM								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS															
	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL	RIGHT-OF-WAY	ENGINEERING	CONSTRUCTION	TOTAL 1/
1970																				
State Highway Departments	552	377	2,892	3,821	520	439	3,347	4,306	81	83	561	725	-	13	149	162	1,153	912	6,949	9,014
State Toll Facilities	9	9	185	203	-	10	55	65	9	2	33	44	-	-	-	-	18	21	273	312
Local Toll Facilities	-	1	8	9	-	-	-	-	-	-	-	-	-	-	1	1	-	1	9	10
Counties and Townships	-	-	-	-	23	10	140	173	1	-	-	1	44	49	647	740	68	59	787	914
Municipalities	-	-	-	-	8	4	43	55	-	-	-	-	57	71	882	1,010	65	75	925	1,065
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	243	253	-	10	243	253
Total	561	387	3,085	4,033	551	463	3,585	4,599	91	85	594	770	101	143	1,922	2,166	1,304	1,078	9,186	11,568
1971																				
State Highway Departments	454	366	3,249	4,069	506	437	3,468	4,411	93	85	628	806	-	8	188	196	1,053	896	7,533	9,482
State Toll Facilities	5	4	102	111	1	3	67	71	36	12	214	262	-	-	-	-	42	19	383	444
Local Toll Facilities	-	-	2	2	-	-	-	-	-	-	-	-	-	-	2	2	-	-	4	4
Counties and Townships	-	-	-	-	22	10	135	167	1	-	-	1	47	53	711	811	70	63	846	979
Municipalities	-	-	-	-	8	4	46	58	-	-	-	-	55	76	933	1,064	63	80	979	1,122
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	274	286	-	12	274	286
Total	459	370	3,353	4,182	537	454	3,716	4,707	130	97	842	1,069	102	149	2,108	2,359	1,228	1,070	10,019	12,317
1972																				
State Highway Departments	431	346	2,968	3,745	540	408	3,113	4,061	24	88	766	878	-	18	266	284	995	860	7,113	8,968
State Toll Facilities	4	2	94	100	-	2	65	67	25	11	295	331	-	-	-	-	29	15	454	498
Local Toll Facilities	-	-	3	3	-	-	-	-	-	-	-	-	-	-	1	1	-	-	4	4
Counties and Townships	-	-	-	-	22	10	134	166	1	-	-	1	50	58	774	882	73	68	908	1,049
Municipalities	-	-	-	-	8	4	49	61	-	-	-	-	57	82	993	1,132	65	86	1,042	1,193
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	13	305	318	-	13	305	318
Total	435	348	3,065	3,848	570	424	3,361	4,355	50	99	1,061	1,210	107	171	2,339	2,617	1,162	1,042	9,826	12,030
1973																				
State Highway Departments	503	362	3,073	3,938	584	415	3,146	4,145	26	126	792	944	-	23	322	345	1,113	926	7,333	9,372
State Toll Facilities	3	1	92	96	-	1	55	56	30	16	311	357	-	-	-	-	33	18	458	509
Local Toll Facilities	-	-	1	1	-	-	-	-	-	-	-	-	-	-	1	1	-	-	2	2
Counties and Townships	-	-	-	-	21	10	134	165	1	-	-	1	54	63	841	958	76	73	975	1,124
Municipalities	-	-	-	-	9	4	51	64	-	-	-	-	57	88	1,044	1,189	66	92	1,095	1,253
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	13	316	329	-	13	316	329
Total	506	363	3,166	4,035	614	430	3,386	4,430	57	142	1,103	1,302	111	187	2,524	2,822	1,288	1,122	10,179	12,589

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