DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

CARPOOLING CAN BRING
BIG FUEL SAVINGS

FHWA 1-74
(202) 426-0677

FOR IMMEDIATE RELEASE
January 3, 1974

What kind of fuel savings can be realized if the Nation's motorists go to carpooling on a widespread basis?

"Substantial," says Secretary of Transportation Claude S. Brinegar.

Noting that the average occupancy rate of automobiles used in urban work trips is now 1.6 persons, Secretary Brinegar said:

"If this automobile occupancy rate could be raised to 3.2 persons--through carpooling--we would save 20 billion gallons of gasoline annually.

"Even a very modest increase of from 1.6 to two persons per automobile would save five billion gallons of gasoline each year."

The DOT Secretary pointed out that the motor fuel consumption in the United States during 1973 was around 115 billion gallons for all vehicles or about 900 gallons per vehicle.

"Obviously, then, carpooling can make a substantial contribution to our vital fuel conservation program," he said. "And, hopefully, it can help us avoid gasoline rationing."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

CARPOOLERS SHOULD CHECK INSURANCE COVERAGE

FOR IMMEDIATE RELEASE
January 3, 1974

FHWA 2-74
(202) 426-0677

Insurance regulations vary from State to State. If you are joining or forming a carpool, check your policy to be sure you and your potential passengers will be adequately covered.

Generally speaking, a carpool passenger is the same as any other passenger you may carry in your car and will be covered by your policy.

An exception can arise when one member of the carpool performs all the driving, charging the rest of the pool members a flat fee that does not necessarily reflect an exact share of the cost. In such a case the driver may be judged to be operating a "public livery conveyance" and his insurance may not adequately cover his passengers.

Ordinarily, however, when carpool members rotate driving or otherwise operate on an actual cost basis standard insurance is applicable.

In most cases a person who regularly drives to work pays a 15 to 40 percent higher premium than for a car used solely for pleasure. If only one car in a pool is used, premiums might be reduced on those cars left at home.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

CARPOOLING SAVES MONEY,
CUTS POLLUTION, CONGESTION

FOR IMMEDIATE RELEASE
January 3, 1974

FHWA 3-74
(202) 426-0677

Although not a part of the typical American life style, more passengers are carried in carpools than in all other forms of mass transportation combined.

Carpooling offers the individual commuter the obvious inducement of reducing the cost of the daily work trip. But, if large numbers of urban workers were to switch to carpools from the prevalent one passenger-one car trip to and from work, the benefits to all society would rapidly spread into the areas of less congested highways, cleaner air and significant fuel savings.

The most expensive of all transportation modes available to commuters is the private car carrying only the driver. The Highway Users Federation estimates the economic cost of a typical 10-mile work trip downtown in urban areas of over one million at $2.64. A two-passenger pool halves the cost per passenger and the per person cost with four riders is reduced to only 66 cents.

In addition to the daily reduction in out-of-pocket commuting costs, there are for the long term carpool commuter the potential economic benefits of freeing a family car for other than work use, the option of reducing the number of cars owned per family, and the opportunity through reducing mileage to extend the time period between car trade-ins.

Raising the auto occupancy level some 30 percent--from the present occupancy rate of 1.6 persons to 2 persons--would effect an annual fuel savings of some five billion gallons. That action would at the same time greatly relieve urban traffic congestion and significantly reduce urban air pollution.

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Relatively minor reductions in vehicle miles traveled during congested traffic flow can yield significant increases in average speeds. When highways are most congested, relatively small decreases in overall demand yield proportionately larger increases in overall travel speeds.

A benefit of higher average speeds is the reduced probability of frequent speed changes. Speed changes--whether a moderate deceleration-acceleration cycle or a complete stop-idle-start cycle--add significantly to energy consumption and emission production.

Urbanwide carpool programs can produce reductions in emissions far exceeding the absolute reduction in vehicle miles of travel. The Environmental Protection Agency has determined that the hydrocarbon production between 6 a.m. and 9 a.m. has the most critical effect on daily ambient oxident pollution concentrations. This emission period is critical to air quality because the most significant impact of hydrocarbons is their role in the photochemical process that generates smog. During this critical time frame, vehicle travel for work purposes accounts for 85 percent of total travel. The most pollution critical portion of the day for hydrocarbons coincides with the period in which carpooling is most effective. The relationship between speed and emission rate per vehicle mile for carbon monoxide and hydrocarbons is similar. A relatively small increase in overall travel speed resulting from reduced congestion can effect a proportionately greater decrease in emissions per vehicle mile of travel.

A case in point is Washington, D.C., where in 1972 the Metropolitan Washington Council of Governments reported 35 percent of total peak hour travel was on congested arterial streets with vehicles operating at speeds of less than 15 miles per hour. If a carpooling program reduced arterial vehicle travel by 20 percent, average arterial speeds would increase to 27 miles per hour. Such an increase in speed would result in a 40 percent drop in carbon monoxide emissions.

Fuel savings resulting from carpooling flow from two related causes. Obviously, reducing the number of vehicles on the road decreases the demand for energy, but in addition the resulting decongestion greatly increases the fuel efficiency of those vehicles remaining on the highway. Fuel consumption increases dramatically when stops or speed changes break up steady State speeds. Just one stop-start cycle requires 19 percent more fuel per mile than a steady driving speed of 30 miles per hour. The 19 percent added fuel consumption does not take into consideration idling time frequently associated with stop-start cycles. Idling requires approximately one gallon of fuel for 20 minutes of idling.

Personal savings, increased travel comfort and convenience, decreased demand on our energy resources, and improved air quality--all of these can result from carpooling, but only if enough of us join the movement.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

DEPARTMENT OF TRANSPORTATION STEPS UP CARPOOLING EFFORTS TO MEET NATIONAL FUEL CRISIS

FOR IMMEDIATE RELEASE
January 3, 1974

FHWA 4-74
(202) 426-0677

Due to the Nation's critical need to conserve gasoline, the Department of Transportation's Federal Highway Administration (FHWA) is intensifying its efforts to encourage the use of carpools--particularly among commuters in urban areas.

"Recent figures indicate that 82 percent of working Americans commute to their jobs in their own cars, and well over half of them drive alone," said Federal Highway Administrator Norbert T. Tiemann. "The result is that highway vehicle capacity is usually near saturation during the morning and afternoon rush hours, while highway person carrying capacity is quite minimal. Obviously, this situation must be reversed."

FHWA first moved to correct this highway capacity imbalance in April 1968, when it began the development of a bus and carpooling program. The result of these efforts led to publication a year ago of FHWA's "Carpool and Buspool Matching Guide," which tells how to use the computer matching program. Since the initial publication, more than 10,000 copies of the guide have been distributed in response to requests.

Administrator Tiemann noted that FHWA's early efforts to encourage carpooling "were motivated by a need to lessen urban traffic congestion. The growing concern for air quality in the early 70's provided additional impetus. Now the national fuel crisis has made such efforts mandatory."

The Department of Transportation official stated that the current public trend towards carpooling has been remarkable, with requests for the "Carpool and Buspool Matching Guide" pouring into FHWA from large and small corporations, auto clubs, radio stations, and non-profit organizations at a rate of better than 100 per day.

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Basically, the program identifies individuals who live in the same neighborhood and who work in the same general employment area. It can even provide match-ups by working hours. Participants in the program are provided lists of people in their neighborhoods who might be interested in forming carpools. The idea is that they then can contact one another to organize the pools.

At the present time, Administrator Tiemann said, more passengers are carried in carpools than in all other forms of mass transportation combined. "However, in the face of our energy crunch, this is not enough," he added. "We must do even more. We must make carpooling a nationally accepted means of commuting--and we must do it now!"

He pointed out that the "Carpool Matching Guide" is currently available free from FHWA to all interested groups, and is applicable with or without computers.

In order to assure that local carpooling programs are coordinated, Tiemann urged all organizations who are setting up matching programs to notify the official transportation planning agency in their urban area.

For smaller corporations or groups, the grid-map and information card technique can be matched by hand to identify carpool prospects living in the same neighborhoods with the same work area destinations. For large corporations, local government organizations, or an entire office building complex, the computerized version is ideally suited. Through this method, even an entire community can be carpool or buspool matched.

Large-scale FHWA carpool matching programs are now in effect in more than 100 government agencies, State Departments of Transportation, universities, private industries and individual groups throughout the country, and this total is expected to more than double in the next few weeks.

Further information on FHWA's computerized Carpool and Buspool Matching Program may be obtained from the Federal Highway Administration, Department of Transportation, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

NEW HIGHWAY SPEED LIMIT ACT ALSO CONTAINS PROVISIONS TO ENCOURAGE URBAN CARPOOLING

FOR IMMEDIATE RELEASE
January 3, 1974

FHWA 5-74
(202) 426-0677

The Emergency Highway Energy Conservation Act establishing a national maximum speed limit of 55 miles per hour, which was signed into law by President Nixon yesterday, also authorizes the Secretary of Transportation to approve demonstration programs designed to encourage the use of carpools in urban areas.

Such proposals are to be originated by local officials and submitted by the State to the Secretary of Transportation for approval.

The carpooling projects may include:

-- Systems for locating potential riders and informing them of carpool opportunities.

-- Designating existing highway lanes as preferential carpool lanes or shared bus and carpool lanes.

-- Providing related traffic control devices.

-- Designating existing publicly-owned facilities for use as preferential parking for carpools.

The Federal share of such projects will be 90 percent of the total cost, and no single project is to exceed $1 million. Regularly apportioned Federal-aid funds for the Urban System and Primary and Secondary urban

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extensions will be available to carry out the projects.

No project may be approved after December 31, 1974, and the Secretary of Transportation is required to report to Congress no later than that date on his findings and recommendations concerning the effectiveness of measures employed in the demonstration projects.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

WHAT ARE THE INCENTIVES FOR CARPOOLING? THEY ARE MANY, VARIED, AND IMAGINATIVE!

FHWA 6-74
(202) 426-0677

FOR IMMEDIATE RELEASE
January 3, 1974

A question that undoubtedly will be oft repeated in the days and months ahead is:

What are some of the incentives for carpooling?

The answer is that there are many possibilities. For one, the Federal Highway Administration has approved the use of exclusive bus lanes by carpools (e.g., the Shirley Highway (I-95) exclusive bus lane in Washington, D.C.'s Northern Virginia suburbs can now be used by cars with three or more occupants). Such preferential treatment, of course, saves the carpool members considerable time over other, non-carpool motorists.

Also sanctioned by FHWA is use by carpool vehicles of exclusive off and on ramps to Interstate freeways in urban areas.

Federal-aid funds can be used for construction of fringe parking lots for carpools and buspools, and FHWA has also approved--and is making funds available for--the development of carpool-only mini parking lots within the right-of-way of Interstate System interchanges.

Other preferential treatment for carpools include reduced toll charges on bridges, tunnel and toll roads. Conversely, consideration is being given to setting higher tolls for single-occupant vehicles to discourage this type of travel and encourage participation in carpools.

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Another incentive--being used by both governmental agencies and private industry--is to make parking facilities available to carpools on a restricted or preferred basis.

The private sector already has begun to employ some innovative techniques, such as the distribution of trading stamps to carpoolers, and some smaller companies have even offered to pay for the gasoline used by carpools. In another case, the carpools are registered, and each month a winning number is selected. The four members of the winning carpool are given a day off from work!

Of course, the most compelling reason of all for forming carpools is to save gas. Concerning this, Federal Highway Administrator Norbert T. Tiemann said:

"Fuel is going to be needed for a number of vital purposes, such as home heating and to keep mass transit facilities rolling. If it is not available from economies practiced now, it is going to come out of our gas tanks later."

Observing that carpooling is the only immediate, large-scale method of saving appreciable quantities of gasoline, he added:

"Carpooling is simple and quick to implement, it is effective--and most importantly, it is something that we all can do right now. I urge everyone who is not now using mass transit facilities, and who can reasonably do so, to either switch to transit or organize or join a carpool."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
January 15, 1974

FHWA 08-74
(202) 426-0677

During the past 5 years travel on America's highways increased more than 31 percent, according to statistics released today by the Department of Transportation's Federal Highway Administration. This represents an average annual increase of 5.6 percent for the period.

Federal Highway Administrator Norbert T. Tiemann said that the preliminary estimate of travel for 1973 (based on information for the first 9 months of the year) is 1,320 billion vehicle miles--a 4.1 percent increase over the 1,268 billion vehicle miles reported for 1972. However, the 4.1 percent represents a significant decrease from the growth rate of 6.9 percent experienced in 1972.

"Obviously, the national fuel crisis has contributed to this lower rate," said Administrator Tiemann. "The effect of the crisis on highway travel will undoubtedly be even more pronounced in 1974."

Thirteen States reported 1972 travel in excess of 30 billion annual vehicle miles and these States accounted for 60 percent of all the travel in the Nation. California accounted for approximately 10 percent of the total at 126.5 billion; followed by Texas, 76.7 billion; New York, 74.6 billion; Pennsylvania, 67.0 billion; Ohio, 63.5 billion; Illinois, 59.4 billion; Michigan, 57.8 billion; Florida, 54.6 billion; New Jersey, 47.1 billion; Indiana, 36.8 billion; North Carolina, 34.0 billion; Georgia, 33.9 billion; and Virginia, 32.7 billion.

Nine other States reported travel exceeding 20 billion annual vehicle-miles. Combined, these 22 States accounted for nearly 80 percent of the Nation's travel.

Main rural roads served 35.4 percent of the 1972 travel with 16 percent of the Nation's total of 3.8 million miles of roads and streets.

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Urban streets accounted for 53.5 percent of the total travel, although they represent only 16 percent of the total mileage. Local rural roads accounted for 11.1 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 percent of the travel. The traveled-way consists of those roads and streets presently carrying traffic which will be served by Interstate System freeways when completed. The Federal-aid Primary System, including Interstate, represented about 7 percent of the mileage and carried 48 percent of the travel. All Federal-aid systems combined, which include 24 percent of the total U. S. road and street mileage, carried 70 percent of the travel.

Passenger cars represented 79 percent of the vehicles and accounted for nearly 78 percent of the travel; motorcycles, 3.1 percent of all vehicles and 1.3 percent of all travel; trucks and truck combinations, 17 percent of all vehicles and 20 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 10,198 in 1971 to 10,370 in 1972. Significantly, in view of the fuel crisis, gallons of fuel consumed per vehicle continued to rise, going from 838 in 1971 to 859 in 1972. Miles traveled per gallon of fuel consumed dropped from 12.16 in 1971 to 12.07 in 1972.

Additional travel and related information for the Nation for 1972 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—1972[1]

Source: Program Management Division
Office of Highway Planning, FHWA

TABLE VM-1
PRELIMINARY NOVEMBER 1973

ITEM	PASSENGER VEHICLES							CARGO VEHICLES			ALL MOTOR VEHICLES
	PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBI-NATIONS	ALL TRUCKS	
	PASSENGER CARS 2/	MOTOR-CYCLES 2/	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL	ALL BUSES					
Motor vehicle travel: (million vehicle miles)											
Main rural roads			330,605	913	880	1,793	332,398	84,674	31,958	116,632	449,030
Local rural roads			105,352	190	1,004	1,194	106,546	33,481	1,170	34,651	141,197
All rural roads			435,957	1,103	1,884	2,987	438,944	118,155	33,128	151,283	590,227
Urban streets			567,541	1,647	475	2,122	569,663	94,967	13,485	108,452	678,115
Total travel	986,407	17,091	1,003,498	2,750	2,359	5,109	1,008,607	213,122	46,613	259,735	1,268,342
Number of vehicles registered (thousands)	96,860	3,798	100,658	88.8	318.2	407.0	101,065	20,249	990	21,239	122,304
Average miles traveled per vehicle	10,184	4,500	9,969	30,968	7,414	12,553	9,980	10,525	47,084	12,229	10,370
Fuel consumed (million gallons)	73,121	342	73,463	561	320	881	74,344	22,118	8,600	30,718	105,062
Average fuel consumption per vehicle (gallons)	755	90	730	6,318	1,006	2,165	736	1,092	8,687	1,446	859
Average miles traveled per gallon of fuel consumed	13.49	50.00	13.67	4.39	7.37	5.80	13.57	9.63	5.42	8.46	12.07

1/ For the 50 States and District of Columbia.
2/ Separate estimates of passenger car and motorcycle travel are not available by highway category.

VEHICLE MILES, BY STATE AND HIGHWAY SYSTEM--1972

Source: Program Management Division
Office of Highway Planning, FHWA

(Millions)

TABLE VM-2
OCTOBER 1973

CENSUS DIVISION	STATE	FEDERAL-AID HIGHWAY SYSTEM																		NOT ON FEDERAL-AID SYSTEMS						
		INTERSTATE RURAL			INTERSTATE URBAN			SUB-TOTAL INTER-STATE	OTHER PRIMARY			SECONDARY					FAU URBAN	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
		FINAL	TRAVELED WAY 1/	TOTAL RURAL	FINAL	TRAVELED WAY 1/	TOTAL URBAN		RURAL	URBAN	TOTAL	STATE RURAL	STATE URBAN	LOCAL RURAL	LOCAL URBAN	TOTAL											
		01	31		02	32			03	04		05	06	07	08		14				09	10	11	12			
New England	Connecticut	828	264	1,092	2,653	468	3,121	4,213	1,331	1,878	3,209	1,063	901	6	40	2,010	1,108	3,492	7,048	10,540	260	1,596	299	5,100	4,051	13,744	17,795
	Maine	612	186	798	90	67	157	955	1,787	601	2,388	1,042	169	-	-	1,211	36	3,627	963	4,590	987	283	316	523	4,930	1,769	6,699
	Massachusetts	1,971	240	2,211	2,395	1,207	3,562	5,773	2,865	3,421	6,286	749	813	1,401	1,804	4,767	2,131	7,226	11,731	18,957	226	983	662	8,614	8,114	21,328	29,442
	New Hampshire	607	38	645	199	67	266	911	1,425	357	1,782	928	214	4	4	1,150	59	3,002	900	3,902	197	251	176	550	3,375	1,701	5,076
	Rhode Island	146	19	165	815	160	975	1,140	296	1,084	1,380	220	454	21	240	935	567	702	3,320	4,022	54	61	125	1,152	881	4,533	5,414
	Vermont	561	80	641	49	8	57	698	962	234	1,196	536	15	189	12	752	-	2,328	318	2,646	73	3	230	245	2,631	566	3,197
	Total	4,725	827	5,552	6,161	1,977	8,138	13,690	8,666	7,575	16,241	4,538	2,566	1,621	2,100	10,825	3,901	20,377	24,280	44,657	1,797	3,177	1,808	16,184	23,982	43,641	67,623
Middle Atlantic	New Jersey	587	289	876	2,878	1,655	4,533	5,409	2,641	5,440	8,081	48	56	1,655	1,558	3,317	6,570	5,220	18,157	23,377	1,012	3,190	3,881	15,622	10,113	36,969	47,082
	New York	3,402	304	3,706	6,991	412	7,403	11,109	10,082	12,732	22,814	2,547	2,138	2,290	1,814	8,789	2,886	18,625	26,973	45,598	282	2,121	5,919	20,729	24,826	49,823	74,649
	Pennsylvania	5,583	388	5,971	2,825	903	3,728	9,699	9,326	10,207	19,533	6,265	4,250	56	102	10,673	483	21,618	18,770	40,388	3,830	2,368	6,614	13,834	32,062	34,972	67,034
	Total	9,572	981	10,553	12,694	2,970	15,664	26,217	22,049	28,379	50,428	8,860	6,444	4,001	3,474	22,779	9,939	45,463	63,900	109,363	5,124	7,679	16,414	50,185	67,001	121,764	188,765
South Atlantic (North)	Delaware	-	-	-	489	(2/)	489	489	878	726	1,604	294	305	-	-	599	392	1,172	1,912	3,084	-	-	115	226	1,287	2,138	3,425
	Dist. of Col.	-	-	-	260	174	434	434	-	1,081	1,081	-	-	-	533	533	-	-	2,048	2,048	-	-	-	897	-	2,945	2,945
	Maryland	1,429	-	1,429	3,249	438	3,687	5,116	3,419	3,389	6,808	1,793	1,676	514	493	4,476	37	7,155	9,282	16,437	774	116	3,530	2,773	11,459	12,171	23,630
	Virginia	3,300	535	3,835	2,093	559	2,652	6,487	5,303	3,774	9,077	3,759	1,396	2,608	699	8,462	181	15,505	8,702	24,207	144	466	2,530	5,370	18,179	14,538	32,717
	West Virginia	849	447	1,296	164	179	343	1,639	2,174	1,105	3,279	1,531	263	1,166	72	3,032	82	6,167	1,865	8,032	21	146	633	976	6,821	2,987	9,808
	Total	5,578	982	6,560	6,255	1,350	7,605	14,165	11,774	10,075	21,849	7,377	3,640	4,288	1,797	17,102	692	29,999	23,809	53,808	939	728	6,808	10,242	37,746	34,779	72,525
South Atlantic (South)	Florida	3,043	1,216	4,259	2,440	1,197	3,637	7,896	6,139	3,896	10,035	5,938	2,996	615	155	9,704	4,749	16,951	15,433	32,384	1,856	1,099	3,800	15,450	22,607	31,982	54,589
	Georgia	3,508	872	4,380	2,735	56	2,791	7,171	7,438	2,436	9,874	3,283	692	1,603	643	6,221	499	16,704	7,061	23,765	156	497	1,878	7,572	18,738	15,130	33,868
	North Carolina	2,144	940	3,084	915	560	1,475	4,559	6,060	2,900	8,960	11,307	2,886	3	14	14,210	871	20,454	8,146	28,600	1,918	653	27	2,833	22,399	11,632	34,031
	South Carolina	1,838	444	2,282	689	72	761	3,043	6,149	2,599	8,748	3,410	1,351	179	16	4,956	-	12,020	4,727	16,747	417	1,462	446	400	12,883	6,589	19,472
	Total	10,533	3,472	14,005	6,779	1,885	8,664	22,669	25,786	11,831	37,617	23,938	7,925	2,400	828	35,091	6,119	66,129	35,367	101,496	4,347	3,711	6,151	26,255	76,627	65,333	141,960
East North Central	Illinois	3,852	847	4,699	6,118	523	6,641	11,340	9,430	9,284	18,714	1,088	824	2,210	626	4,748	3,858	17,427	21,233	38,660	960	1,819	2,828	15,116	21,215	38,168	59,383
	Indiana	4,294	204	4,458	2,805	291	3,096	7,554	6,931	2,341	9,272	4,183	979	2,307	335	7,804	1,442	17,879	8,193	26,072	173	121	1,502	8,917	19,554	17,231	36,785
	Michigan	3,706	168	3,874	5,094	1,590	6,684	10,558	7,607	7,771	15,378	1,642	665	7,412	2,607	12,326	7,510	20,535	25,237	45,772	35	81	3,157	8,772	23,727	34,090	57,817
	Ohio	6,361	63	6,424	6,795	831	7,586	14,010	8,787	7,261	16,048	4,678	2,129	2,692	2,816	12,315	1,037	22,581	20,829	43,410	276	454	5,568	13,797	28,425	35,080	63,505
	Wisconsin	2,041	158	2,199	782	382	1,164	3,363	5,832	3,005	8,837	2,194	535	1,910	1,200	5,839	443	12,135	6,347	18,482	71	102	1,819	7,092	14,025	13,541	27,566
	Total	20,214	1,440	21,654	21,554	3,617	25,171	46,825	38,587	29,662	68,249	13,785	5,132	16,531	7,584	43,032	14,290	90,557	81,839	172,396	1,515	2,577	14,874	53,694	106,946	138,110	245,056
West North Central	Iowa	2,071	245	2,316	568	100	668	2,984	6,084	1,742	7,826	-	-	2,110	427	2,537	484	10,510	3,321	13,831	98	54	939	4,255	11,547	7,630	19,177
	Kansas	1,405	70	1,475	614	48	662	2,137	4,034	1,393	5,427	612	31	1,508	504	2,655	451	7,629	3,041	10,670	77	47	1,176	2,555	8,882	5,643	14,525
	Minnesota	876	308	1,184	1,953	569	2,522	3,706	5,135	3,325	8,460	1,149	155	3,279	505	5,088	524	10,747	7,031	17,778	9	32	2,115	4,944	12,871	12,007	24,878
	Missouri	3,371	629	4,000	3,059	58	3,117	7,117	5,965	1,366	7,331	4,523	1,151	21	48	5,743	1,926	14,509	7,608	22,117	216	415	1,859	4,641	16,584	12,664	29,248
	Nebraska	1,194	63	1,257	306	3	309	1,566	2,956	817	3,773	524	16	899	101	1,540	353	5,636	1,596	7,232	5	-	703	2,858	6,344	4,454	10,798
	North Dakota	558	47	605	22	4	26	631	1,266	254	1,520	262	14	482	20	778	7	2,515	321	2,936	1	2	703	474	3,319	797	4,116
	South Dakota	770	173	943	28	7	35	978	1,740	276	2,016	288	40	457	38	823	21	3,428	410	3,838	28	6	584	582	4,040	998	5,038
	Total	10,245	1,535	11,780	6,550	789	7,339	19,119	27,180	9,173	36,353	7,358	1,407	8,756	1,643	19,164	3,766	55,074	23,328	78,402	434	556	8,079	20,309	63,587	44,193	107,780
East South Central	Alabama	1,530	610	2,140	561	817	1,378	3,518	5,481	3,498	8,979	1,713	258	1,006	225	3,202	204	10,340	5,563	15,903	65	33	453	2,578	10,858	8,174	19,032
	Kentucky	2,784	302	3,086	858	637	1,495	4,581	4,882	2,153	7,035	4,164	786	256	96	5,302	470	12,388	5,000	17,388	1,407	663	1,170	2,372	14,965	8,035	23,000
	Mississippi	1,192	229	1,421	425	399	824	2,245	4,421	958	5,379	1,043	128	1,286	345	2,802	117	8,171	2,372	10,543	9	17	626	1,899	8,806	4,288	13,094
	Tennessee	3,163	689	3,852	1,940	398	2,338	6,190	5,874	3,885	9,759	1,441	259	980	150	2,830	500	12,147	7,132	19,279	61	7	1,839	6,318	14,047	13,457	27,504
	Total	8,669	1,830	10,499	3,784	2,251	6,035	16,534	20,658	10,494	31,152	8,361	1,431	3,528	816	14,136	1,291	43,046	20,067	63,113	1,542	720	4,088	13,167	48,676	33,954	82,630
West South Central	Arkansas	1,518	-	1,518	487	-	487	2,005	3,119	1,283	4,402	2,717	485	310	113	3,625	220	7,664	2,588	10,252	73	70	937	1,477	8,674	4,135	12,809
	Louisiana	1,112	1,005	2,117	1,040	79	1,119	3,236	2,669	1,863	4,532	4,094	956	3	-	4,998	403	8,828	4,341	13,169	942	496	1,266	2,787	11,036	7,624	18,660
	Oklahoma	1,941	92	2,033	1,640	-	1,640	3,673	5,259	2,118	7,377	1,278	559	852	931	3,620	32	9,422	5,280	14,702	317	150	1,035	3,879	10,774	9,309	20,083
	Texas	5,801	1,165	6,966	9,315	1,650	10,965	17,931	13,370	9,028	22,398	8,850	3,226	-	-	12,076	4,463	29,186	27,682	56,868	1,977	566	2,823	14,456	33,986	42,704	76,690
	Total	10,372	2,262	12,634	12,482	1,729	14,211	26,845	24,417	14,292	38,709	16,884	5,226	1,165	1,044	24,319	5,118	55,100	39,891	94,991	3,309	1,282	6,061	22,599	64,470	63,772	128,242
Mountain	Arizona	1,716	1,422	3,138	757	123	880	4,018	1,869	544	2,413	668	57	732	2,737	4,094	1,394	6,307	5,612	11,919	320	9	658	1,875	7,285	7,496	14,781
	Colorado	1,762	327	2,089	1,065	345	1,410	3,499	2,664	2,690	5,354	1,292	349	-	-	1,641	935	6,045	5,384	11,429	23	25	1,762	2,647	7,830	8,056	15,886
	Idaho	820	230	1,050	75	17	92	1,142	1,394	343	1,737	490	47	385	173	1,095	-	3,319	655	3,974	4	3	617	673	3,940	1,331	5,271
	Montana	704	430	1,134	47	-	47	1,181	1,788	307	2,095	-	-	498	104	602	-	3,420	458	3,878	-	-	848	647	4,268	1,105	5,373
	Nevada	730	126	856	61	63	124	980	750	633	1,383	337	75	91	223	726	54	2,034	1,109	3,143	26	31	163	526	2,223	1,666	3,889
	New Mexico	1,661	361	2,022	391	178	569	2,591	1,817	597	2,414	1,135	150	10	5	1,300	283	4,984	1,604	6,588	136	619	566	944	5,686	3,167	8,853
	Utah	771	739	1,510	811	55	866	2,376	1,026	671	1,697	625	472	163	214	1,474	30	3,324	2,253	5,577	23	95	580	694	3,927	3,042	6,969
	Wyoming	952	106	1,058	27	28	55	1,113	1,010	162	1,172	265	20	17	11	313	-	2,350	248	2,598	2	4	379	386	2,731	638	3,369
	Total	9,116	3,741	12,857	3,234	809	4,043	16,900	12,318	5,947	18,265	4,712	1,170	1,896	3,467	11,245	2,696	31,783	17,323	49,106	534	786	5,573	8,392	37,890	26,501	64,391
Pacific	California	6,120	1,551	7,671	16,435	3,835	20,270	27,941	11,443	27,371	38,814	2,792	1,173	4,890	7,254	16,109	5,809	26,796	61,877	88,673	245	159	14,196	23,215	41,237	85,251	126,488
	Oregon	1,941	81	2,022	1,112	89	1,201	3,223	2,698	1,546	4,244	1,162	484	1,002	645	3,293	-	6,884	3,876	10,760	46	34	3,021	1,372	9,951	5,282	15,233
	Washington	1,245	733	1,978	3,016	217	3,233	5,211	2,822	2,015	4,837	1,321	684	1,658	1,010	4,672	1,657	7,779	8,599	16,378	28	28	1,843	4,086	9,650	12,713	22,363
	Alaska	-	-	-	-	-	-	-	509	152	661	187	56	-	-	243	-	696	208	904	-	-	212	412	908	620	1,528
	Hawaii	62	130	192	377	184	561	753	795	541	1,335	222	45	58	54	379	236	1,267	1,437	2,704	14	-	275	765	1,556	2,202	3,758
	Total	9,368	2,495	11,863	20,940	4,325	25,265	37,128	18,267	31,625	49,892	5,684	2,442	7,608	8,963	24,697	7,702	43,422	75,997	119,419	333	221	19,547	29,850	63,302	106,068	169,370
U. S. Total		98,392	19,565	117,957	100,433	21,702	122,135	240,092	209,702	159,053	368,755	101,497	37,383	51,794	31,716	222,390	55,514	480,950	405,801	886,751	19,874	21,437	89,403	250,877	590,227	678,115	1,268,342

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

2/ Travel on Delaware's Interstate urban traveled way is included in the figure for Interstate urban final.

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 15 administrative highway systems are used for identification purposes in analyses of travel, mileage, and accident data based on these systems. This table complements tables HA-1, motor-vehicle traffic fatilities, and M-12, miles of road, shown by State and highway system.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY P.M.
January 28, 1974

FHWA 11-74
(202) 426-0677

The Federal Highway Administration is releasing for the first time a monthly and cumulated tabulation of gross gallons of motor gasoline consumed in each State for most of the months of calendar year 1973. Subsequent releases will report the monthly figures for the 3 most recent months for which substantial information is available. State taxation reports are the source of the data.

Total cumulative calendar year figures for October 1973, that include data for 42 States, show a 4.8 percent increase over 1972. The largest increase in gasoline sold to date was for January with a 9.0 percent increase for all States and the District of Columbia, while November shows a -0.1 percent decrease from November 1972, based on 12 States.

Cumulative data for 10 months through October 1973 for 42 States show 40 increases over the comparable 1972 period, with two States showing decreases.

The two States showing the greatest percent increases were Florida (11.8 percent) and Arkansas (11.5 percent) for the 10-month period. The States showing decreases were Alaska (-12.6 percent) and Pennsylvania (-2.5 percent).

Tables that show the latest monthly motor-gasoline data for 1973, and all motor fuel for 1972, by States, are attached.

MOTOR-FUEL CONSUMPTION

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

(In thousands of gallons)

TABLE MF-2
JULY 1973

STATE	GROSS GALLONS REPORTED 2/	GALLONS EXEMPTED FROM PAYMENT OF TAX 3/	GROSS GALLONS ASSESSED FOR TAXATION	GALLONS SUBJECT TO REFUND OF ENTIRE TAX	NET AMOUNT TAXED												
						AT PREVAILING RATES									AT OTHER RATES 2/		STATE
						GASOLINE			SPECIAL FUELS			ALL MOTOR FUELS					
					NET TOTAL GALLONS	TAX RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	PERCENT CHANGE 1972/1971	TAX RATE ON DEC. 31 IN CENTS PER GALLON 4/	NUMBER OF GALLONS	PERCENT CHANGE 1972/1971	NUMBER OF GALLONS 1972	NUMBER OF GALLONS 1971	PERCENT CHANGE 1972/1971	RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	
Alabama	1,958,405	17,407	1,940,998	-	1,940,998	7	1,761,307	6.4	8	164,487	12.7	1,925,794	1,801,921	6.9	Various	15,204	Alabama
Alaska	181,463	47,308	134,155	121	134,034	8	6/ 105,556	6/ 10.4	7/ 8 & 0	6/ 11,274	(6/)	116,830	6/ 98,682	18.4	Various	17,204	Alaska
Arizona	1,244,187	11,104	1,233,083	23,710	1,209,373	7	1,076,421	" 12.3	7	126,776	9.6	1,203,197	1,074,250	12.0	1	6,176	Arizona
Arkansas	1,256,377	23,618	1,232,759	536	1,232,223	7.5	1,089,991	9.1	8.5 & 7.5	131,503	17.2	1,221,494	1,111,401	9.9	2	10,729	Arkansas
California	10,734,533	2,809	10,731,724	131,477	10,600,247	7	9,887,155	7.0	7 & 6	658,429	6.9	10,545,584	9,859,052	7.0	1 & 2	54,663	California
Colorado	1,390,637	35,509	1,355,128	58,269	1,296,859	7	1,206,673	9.6	7	90,186	13.3	1,296,859	1,180,546	9.9	-	-	Colorado
Connecticut	1,423,246	40,995	1,382,251	12,991	1,369,260	10	1,284,078	3.6	10	83,135	6.0	1,367,213	1,317,878	3.7	5	2,047	Connecticut
Delaware	306,130	5,264	300,866	4,756	296,110	8	6/ 280,642	6/ 4.3	8	15,468	1.9	296,110	6/ 284,128	4.2	-	-	Delaware
Florida	4,222,772	74,677	4,148,095	28,637	4,119,458	8	3,816,113	11.8	8	257,197	18.3	4,073,310	3,629,725	12.2	3 & 4	46,148	Florida
Georgia	2,984,184	10,260	2,973,924	-	2,973,924	7.5	2,660,482	8.6	7.5	298,437	10.7	2,958,919	2,718,668	8.8	1	15,005	Georgia
Hawaii	281,622	3,936	277,686	6/ -	277,686	5	261,385	5.8	5 & 4	10,553	9.4	271,938	256,644	6.0	1	6/ 5,748	Hawaii
Idaho	495,141	4,726	490,415	23,898	466,517	7/ 8.5	432,141	10.9	7/ 8.5	6/ 30,763	(6/)	462,904	423,846	9.2	3.5	3,613	Idaho
Illinois	5,423,945	253,781	5,170,164	215,194	4,954,970	7.5	4,563,076	8.3	7.5	391,894	11.0	4,954,970	4,565,266	8.5	-	-	Illinois
Indiana	3,114,781	60,868	3,053,913	79,679	2,974,234	8	2,636,279	6.4	8	337,955	15.7	2,974,234	2,769,797	7.4	-	-	Indiana
Iowa	1,847,338	31,149	1,816,189	199,797	1,616,392	7	1,437,860	3.5	8 & 7	178,532	16.3	1,616,392	1,542,958	4.8	-	-	Iowa
Kansas	1,493,049	29,415	1,463,634	125,098	1,338,536	7	1,210,914	8.3	8 & 5	127,622	18.3	1,338,536	1,226,281	9.2	-	-	Kansas
Kentucky	1,781,386	20,215	1,761,171	12,797	1,748,374	7/ 8/ 9	6/ 1,593,345	6/ 5.9	7/ 8/ 9	6/ 135,073	(6/)	1,728,418	6/ 1,613,025	6/ 7.1	Various	6/ 19,956	Kentucky
Louisiana	1,830,592	9,898	1,826,694	22,608	1,804,086	8	1,653,405	9.5	8	132,774	16.8	1,786,179	1,624,012	10.0	3	17,907	Louisiana
Maine	559,139	2,500	556,639	2,523	554,116	9	509,241	6.1	9	35,800	17.3	545,041	510,517	6.8	1 & 4	9,075	Maine
Maryland	1,884,278	7,501	1,876,777	18,867	1,857,910	7/ 9	1,753,161	7.0	7/ 9	104,749	11.6	1,857,910	1,731,864	7.3	-	-	Maryland
Massachusetts	2,423,893	13,990	2,409,903	15,732	2,394,171	7.5	2,284,648	6.4	7.5	109,523	4.3	2,394,171	2,251,339	6.3	-	-	Massachusetts
Michigan	4,834,540	210,982	4,623,558	101,960	4,521,598	7	4,257,831	7.0	7	248,366	14.2	4,506,197	4,197,840	7.3	Various	15,401	Michigan
Minnesota	2,232,839	33,485	2,199,354	157,533	2,041,821	7	1,883,327	4.3	7	152,771	6.5	2,036,098	1,949,459	4.4	Various	5,723	Minnesota
Mississippi	1,318,478	12,071	1,306,407	-	1,306,407	8	1,168,700	9.5	10 & 8	118,244	17.1	1,286,944	1,168,079	10.2	1	19,463	Mississippi
Missouri	2,905,076	49,797	2,855,279	115,983	2,739,296	7/ 7	2,502,122	5.3	7/ 7	237,174	9.6	2,739,296	2,592,692	5.7	-	-	Missouri
Montana	510,264	5,737	504,527	31,880	472,647	7	401,156	7.4	9 & 7	69,214	12.9	470,370	434,847	8.2	1	2,277	Montana
Nebraska	986,584	12,532	974,052	407	973,645	8.5	819,850	8.8	8.5	98,786	19.7	918,636	836,245	9.9	Various	55,009	Nebraska
Nevada	415,796	4,101	411,695	6,683	405,012	6	360,594	10.8	6	44,418	9.4	405,012	366,031	10.6	-	-	Nevada
New Hampshire	408,554	3,206	405,348	6,176	399,172	9	381,783	5.9	9	16,373	8.9	398,156	375,517	6.0	4	1,016	New Hampshire
New Jersey	3,451,111	26,263	3,424,848	79,151	3,345,697	7/ 8	3,082,094	9.6	7/ 8 & 4	263,603	7.2	3,345,697	3,057,016	9.4	-	-	New Jersey
New Mexico	755,877	17,766	738,111	10,723	727,388	7	631,894	7.3	7	95,494	12.5	727,338	673,909	7.9	-	-	New Mexico
New York	6,330,843	307,515	6,023,328	56,150	5,967,178	7/ 8	5,630,293	3.2	7/ 10 & 8	247,576	8.1	5,877,869	5,686,150	3.4	Various	89,309	New York
North Carolina	2,991,877	64,709	2,927,168	55	2,927,113	9	2,616,507	9.1	9	230,693	12.9	2,847,200	2,602,403	9.4	1	79,913	North Carolina
North Dakota	457,256	8,587	448,669	100,246	348,423	7	310,506	9.4	7	37,917	-0.8	348,423	322,079	8.2	-	-	North Dakota
Ohio	5,443,682	62,040	5,381,642	128,505	5,253,137	7	4,758,171	6.0	7	494,966	11.0	5,253,137	4,936,918	6.4	-	-	Ohio
Oklahoma	1,838,195	165,279	1,672,916	-	1,672,916	6.5	1,500,742	6.8	6.5	152,943	15.5	1,653,685	1,537,069	7.6	2	19,231	Oklahoma
Oregon	1,331,848	-	1,331,848	39,029	1,292,819	7	1,151,484	7.0	7	137,024	12.0	1,288,508	1,198,396	7.5	1	4,311	Oregon
Pennsylvania	5,552,008	85,891	5,466,117	49,402	5,416,715	8	4,865,550	9.1	8	540,816	17.6	5,406,366	4,918,827	9.9	1.5	10,349	Pennsylvania
Rhode Island	403,343	8,834	394,509	4,100	390,409	8	366,705	5.0	8	23,704	14.8	390,409	369,898	5.5	-	-	Rhode Island
South Carolina	1,547,597	17,676	1,529,921	7,912	1,522,009	7/ 8	1,387,470	8.6	7/ 8	124,834	17.8	1,512,304	1,383,204	9.3	1	9,705	South Carolina
South Dakota	507,784	8,581	499,203	73,012	426,191	7	376,224	8.7	7 & 6	37,689	10.4	413,913	380,308	8.8	3.5 & 4	12,278	South Dakota
Tennessee	2,323,976	23,090	2,300,886	2,859	2,298,027	7	2,062,308	9.5	8 & 7	227,468	18.0	2,289,776	2,076,166	10.3	1	8,251	Tennessee
Texas	7,627,208	182,718	7,444,490	107,396	7,337,094	5	6,740,183	7.9	6.5 & 5	583,702	14.3	7,323,885	6,757,426	8.4	4 & 6	13,209	Texas
Utah	675,442	22,941	652,501	-	652,501	7	581,634	9.4	7	60,979	20.9	642,613	582,215	10.4	0.5 & 4	9,888	Utah
Vermont	243,508	276	243,232	-	243,232	9	243,232	7.1	No Tax	-	-	243,232	227,122	7.1	-	-	Vermont
Virginia	2,613,909	65,056	2,548,853	18,302	2,530,551	7/ 8/ 9	2,270,515	7.6	7/ 8/ 9	238,027	10.4	2,508,542	2,326,601	7.8	Various	22,009	Virginia
Washington	1,763,890	11,074	1,752,816	47,559	1,705,257	9	1,585,350	3.0	9	119,590	14.7	1,704,940	1,642,742	3.8	2	317	Washington
West Virginia	827,260	3,675	823,585	15,822	807,763	8.5	6/ 715,615	6/ 3.5	8.5	91,514	16.1	807,129	6/ 770,231	6/ 4.8	4	634	West Virginia
Wisconsin	2,318,154	28,382	2,289,772	106,964	2,182,808	7	2,019,667	6.7	7	163,141	14.6	2,182,808	2,035,017	7.3	-	-	Wisconsin
Wyoming	335,778	3,269	332,509	-	332,509	7	249,797	9.4	No Tax	47,065	15.8	296,862	268,990	10.4	Various	35,647	Wyoming
Dist. of Col.	259,817	19,359	240,458	594	239,864	7/ 8	231,446	0.2	7/ 8	8,418	-5.4	239,864	239,772	0.0	-	-	Dist. of Col.
Total	110,055,592	2,171,822	107,883,770	2,245,093	105,638,677	2/ 7.33	96,656,623	7.3	2/ 7.62	8,344,639	12.7	105,001,262	97,504,969	7.7	2/ 2.28	10/ 637,415	Total
Percentage	100.00	1.97	98.03	2.04	95.99	-	87.83	-	-	7.58	-	95.41	-	-	-	0.58	Percentage

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. It is not intended to reflect the amount of fuel used on the highways. For an analysis of motor-fuel usage, see tables MF-21 through MF-25.

2/ Export sales and other amounts not consumed as motor fuel in State have been excluded wherever possible.

3/ Includes Federal use, other public use, certain transit use, nonhighway use where initial exemptions rather than refunds are made, and allowances for evaporation and other losses. The maximum allowance used in the analysis to cover losses in storage and handling was one percent.

4/ Where two tax rates are shown for a State, the first applies to diesel fuel and the second to liquefied petroleum gases. Some States impose additional registration fees or mileage taxes on vehicles using special fuels. Such additional fees in Vermont and Wyoming are in lieu of gallonage taxes. Natural gas in California is taxed at 6 cents per gallon or 7 cents per 100 cubic feet.

5/ In some States fuel used for specific purposes is taxed or refunded at rates other than the prevailing rates shown in columns 6 and 9. In the case of aviation fuel, only aviation gasoline is included.

6/ Data for 1972 are not comparable to information shown for prior years. The 1971 Alaska data were revised; also, the 1971 special-fuel figure is not comparable to those for other years. The 1971 Delaware data were revised. In Hawaii, gallonage formerly shown as refunded is now shown as taxed at other rates. In Idaho, the special fuel decrease reflects a gallonage adjustment. The 1971 Kentucky data were revised; some gallonage formerly shown as taxed at other rates is now shown as taxed at prevailing rates; also, as a result of a court decision, special fuel refunds covering a 10-year period were paid in 1971. The 1971 West Virginia data were revised.

7/ Tax rate changes in 1972 were as follows: Alaska, 8 cents to no tax (LPG), July 1; Idaho, 7 to 8.5 cents, April 1; Kentucky, Maryland, and Virginia, 7 to 9 cents, July 1; Missouri, 5 to 7 cents, August 13; New Jersey, 7 to 8 cents (gasoline and diesel) and 3.5 to 4 cents (LPG), July 1; New York, 7 to 8 cents (gasoline and LPG) and 9 to 10 cents (diesel), February 1; South Carolina, 7 to 8 cents, September 1; District of Columbia, 7 to 8 cents (gasoline and diesel) and no tax to 8 cents (LPG), February 1.

8/ Trucks or combinations with more than two axles pay an 11-cent tax.

9/ Weighted average tax rate (special fuels rate excludes Vermont and Wyoming). Weighted average rate for all motor fuel was 7.32 cents per gallon.

10/ Includes 80,046,000 gallons of special fuels.

JAN. 18, 1974

TABLE MF-33G-01-18-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES, 1973

STATE	JAN. (ALL STATES)		CAL. YR. CUMUL.		FEB. (ALL STATES)		CAL. YR. CUMUL.		MARCH (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE
ALABAMA	154,420	6.3	154,420	6.3	150,533	12.9	304,953	9.4	138,893	5.0	443,846	8.0
ALASKA	10,394	13.3	10,394	13.3	10,044	-24.0	20,438	-8.7	9,181	46.6	29,619	3.4
ARIZONA	98,440	15.4	98,440	15.4	96,462	13.4	194,902	14.4	98,807	2.7	293,709	10.2
ARKANSAS	81,255	15.6	81,255	15.6	92,222	13.3	173,477	14.3	94,313	-.1	267,790	8.8
CALIFORNIA	811,502	4.9	811,502	4.9	752,156	.3	1,573,658	2.6	879,657	3.8	2,453,315	3.0
COLORADO	102,149	13.1	102,149	13.1	108,735	14.4	210,884	13.8	107,169	13.6	318,053	13.7
CONNECTICUT	109,806	9.0	109,806	9.0	103,175	- 2.8	212,981	5.9	114,705	4.5	327,686	5.4
DELAWARE	23,214	10.2	23,214	10.2	22,451	12.4	45,665	11.3	25,627	9.7	71,292	10.7
DIST. OF COL.	21,209	3.5	21,209	3.5	20,385	13.2	41,594	8.0	22,663	7.0	64,257	7.7
FLORIDA	373,153	19.1	373,153	19.1	351,764	6.4	724,917	12.6	397,135	11.6	1,122,052	12.2
GEORGIA	223,981	12.1	223,981	12.1	211,737	6.3	435,718	9.2	239,136	4.8	674,854	7.6
HAWAII	23,321	12.3	23,321	12.3	21,286	3.4	44,607	7.8	22,046	14.0	66,653	9.8
IDAHO	32,419	15.8	32,419	15.8	32,802	5.8	65,221	10.6	37,049	-4.6	102,270	4.5
ILLINOIS	419,320	9.1	419,320	9.1	395,393	6.6	814,713	7.9	422,991	10.3	1,237,704	8.7
INDIANA	232,222	15.7	232,222	15.7	211,760	5.7	443,982	10.7	232,638	-.5	676,620	6.6
IOWA	123,474	1.3	123,474	1.3	131,820	-6.9	255,294	-3.1	109,004	30.1	364,298	4.9
KANSAS	68,020	20.3	68,020	20.3	136,860	-10.5	204,880	-2.2	106,116	50.5	310,996	11.1
KENTUCKY	132,924	10.7	132,924	10.7	121,174	3.4	254,098	7.1	142,112	5.1	396,210	6.3
LOUISIANA	129,453	3.3	129,453	3.3	127,715	1.3	257,168	2.3	149,839	5.9	407,007	3.6
MAINE	40,168	14.4	40,168	14.4	36,156	1.0	76,324	7.6	40,034	3.0	116,358	6.0
MARYLAND	167,493	24.1	167,493	24.1	140,384	5.9	307,877	15.1	157,084	6.5	464,961	12.0
MASSACHUSETTS	190,074	8.9	190,074	8.9	179,099	5.2	369,173	7.0	201,936	6.3	571,109	6.8
MICHIGAN	392,617	13.1	392,617	13.1	345,107	-3.2	737,724	4.8	382,441	2.9	1,120,165	4.2
MINNISOTA	161,711	11.0	161,711	11.0	149,276	-2.5	310,987	4.0	162,430	6.5	473,417	4.9
MISSISSIPPI	98,704	17.8	98,704	17.8	92,731	.4	191,435	3.7	93,427	1.1	284,862	0.1
MISSOURI	221,905	5.3	221,905	5.3	216,686	11.9	438,591	8.4	200,153	2.4	638,744	6.5
MONTANA	24,058	-15.7	24,058	-15.7	30,954	10.0	55,012	-2.9	24,394	-14.1	79,406	-6.7
NEBRASKA	65,674	-4.2	65,674	-4.2	62,199	1.9	127,873	-1.3	61,992	-11.6	189,865	-5.0
NEVADA	27,249	12.4	27,249	12.4	26,834	5.8	54,083	9.0	31,362	8.5	85,445	8.8
NEW HAMPSHIRE	31,863	14.2	31,863	14.2	29,402	3.1	61,265	8.6	31,946	7.2	93,211	8.1
NEW JERSEY	238,182	-6.8	238,182	-6.8	265,430	6.0	503,612	-.5	276,020	14.9	779,632	4.5
NEW MEXICO	56,369	40.9	56,369	40.9	48,379	-14.2	104,748	8.7	48,974	-4.1	153,722	4.2
NEW YORK	511,968	7.5	511,968	7.5	456,667	4.5	968,635	6.1	526,003	4.8	1,494,638	5.6
N. CAROLINA	218,805	9.4	218,805	9.4	206,830	1.3	425,635	5.3	189,328	9.2	614,963	6.5
N. DAKOTA	42,699	49.6	42,699	49.6	5,451	-45.8	49,150	21.5	51,304	19.5	100,454	20.5
OHIO	418,814	19.6	418,814	19.6	372,626	-6.5	791,440	5.7	420,444	6.6	1,211,884	6.0
OKLAHOMA	129,051	6.1	129,051	6.1	131,025	5.5	260,076	- 5.8 -	141,336	.4	401,412	3.8
OREGON	80,061	-3.7	80,061	-3.7	99,726	24.2	179,787	10.0	101,933	9.1	281,720	9.7
PENNSYLVANIA	386,000	2.4	386,000	2.4	366,562	.8	752,562	1.6	407,254	8.9	1,159,816	4.1
RHODE ISLAND	28,357	29.9	28,357	29.9	33,701	.4	62,058	12.0	34,563	31.2	96,621	18.2
S. CAROLINA	112,003	8.9	112,003	8.9	105,443	-.9	217,446	4.0	122,746	4.7	340,192	4.2
S. DAKOTA	32,825	7.9	32,825	7.9	30,701	-1.2	63,526	3.3	32,466	10.7	95,992	5.7
TENNESSEE	177,424	5.9	177,424	5.9	161,786	5.5	339,210	5.7	178,246	9.6	517,456	7.0
TEXAS	534,840	4.3	534,840	4.3	574,673	7.9	1,109,513	6.1	585,400	3.5	1,694,913	5.2
UTAH	48,104	11.6	48,104	11.6	44,247	.6	92,351	6.1	51,906	8.8	144,257	7.0
VERMONT	19,299	8.2	19,299	8.2	18,720	4.4	38,019	6.3	19,666	5.4	57,685	6.0
VIRGINIA	191,901	9.4	191,901	9.4	181,968	6.1	373,869	7.8	208,782	5.1	582,651	6.8
WASHINGTON	111,274	-.3	111,274	-.3	136,796	16.8	248,070	8.5	140,696	11.0	388,766	9.4
WEST VIRGINIA	59,624	22.4	59,624	22.4	55,586	-6.0	115,210	6.8	63,473	20.6	178,683	11.3
WISCONSIN	169,573	11.9	169,573	11.9	154,875	-1.3	324,448	5.2	169,205	3.6	493,653	4.6
WYOMING	19,385	14.0	19,385	14.0	17,302	5.5	36,687	9.8	20,851	8.6	57,538	9.4
TOTAL	8,178,750	9.0	8,178,750	9.0	7,886,796	3.2	16,065,546	6.1	8,526,876	6.6	24,592,422	6.3

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FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

JAN. 18, 1974

TABLE MF-33G-01-18-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES, 1973

STATE	APRIL (ALL STATES)		CAL. YR. CUMUL.		MAY (ALL STATES)		CAL. YR. CUMUL.		JUNE (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT	PERCENT CHANGE	AMOUNT	PERCENT CHANGE	AMOUNT	PERCENT CHANGE	AMOUNT	PERCENT CHANGE	AMOUNT	PERCENT CHANGE	AMOUNT	PERCENT CHANGE
	1000'S GAL.		1000'S GAL.		1000'S GAL.		1000'S GAL.		1000'S GAL.		1000'S GAL.	
ALABAMA	151,944	.5	595,790	6.0	157,000	8.0	752,790	6.4	165,348	3.4	918,138	5.8
ALASKA	9,922	9.8	39,541	4.9	12,154	14.9	51,695	7.1	12,841	14.8	64,536	8.5
ARIZONA	100,129	3.3	393,838	8.4	102,040	11.7	495,878	9.0	111,823	16.1	607,701	10.3
ARKANSAS	94,473	2.7	362,263	7.1	100,724	3.4	462,987	6.3	102,545	-1.3	565,532	4.8
CALIFORNIA	859,674	6.3	3,312,989	3.9	913,242	6.3	4,226,231	4.4	875,491	.7	5,101,722	3.7
COLORADO	107,019	8.1	425,072	12.3	112,380	-2.7	537,452	8.8	119,009	-1.0	656,461	6.8
CONNECTICUT	109,314	-.9	437,000	3.7	117,927	1.9	554,927	3.3	118,153	3.5	673,080	3.4
DELAWARE	25,226	8.2	96,518	10.0	27,041	5.8	123,559	9.1	27,266	8.0	150,825	8.9
DIST. OF COL.	21,642	18.1	85,899	10.1	22,748	10.8	108,647	10.3	21,917	5.1	130,564	9.4
FLORIDA	367,566	15.1	1,489,618	12.9	367,806	9.0	1,857,424	12.1	354,795	7.2	2,212,219	11.3
GEORGIA	239,563	10.2	914,417	8.3	239,495	4.3	1,153,912	7.4	241,258	6.2	1,395,170	7.2
HAWAII	26,427	3.2	93,080	7.8	25,049	8.5	118,129	8.0	24,266	6.1	142,395	7.7
IDAHO	40,444	24.6	142,714	9.5	40,483	2.0	183,197	7.8	43,898	-.3	227,095	6.1
ILLINOIS	422,433	4.6	1,660,137	7.6	471,198	2.5	2,131,335	6.4	457,176	4.1	2,588,511	6.0
INDIANA	240,927	12.4	917,547	8.0	259,996	.8	1,177,543	6.4	247,461	4.5	1,425,004	6.0
IOWA	148,936	9.2	513,234	6.1	138,805	-22.0	652,039	-1.5	277,213	139.3	929,252	19.5
KANSAS	86,374	-20.9	397,370	2.1	163,886	6.4	561,256	3.3	61,304	-53.1	622,560	-7.6
KENTUCKY	140,341	6.8	536,551	6.5	151,595	3.2	688,146	5.7	149,601	.7	837,747	4.8
LOUISIANA	143,284	5.0	550,291	4.0	169,789	13.4	720,080	6.1	158,902	6.8	878,982	6.2
MAINE	39,890	11.7	156,248	7.4	45,175	5.6	201,423	7.0	47,563	.6	248,986	5.7
MARYLAND	152,795	8.4	617,756	11.1	163,021	5.1	780,777	9.8	157,562	-1.9	938,339	7.6
MASSACHUSETTS	204,758	13.2	775,867	8.4	209,504	5.4	985,371	7.8	203,774	2.0	1,189,145	6.7
MICHIGAN	382,904	4.9	1,503,069	4.4	428,571	3.8	1,931,640	4.2	419,153	-1.1	2,350,793	3.2
MINNESOTA	170,486	7.9	643,903	5.7	192,239	1.5	836,142	4.7	192,185	-3.0	1,028,327	3.1
MISSISSIPPI	92,098	-3.7	376,960	3.5	109,715	-.2	486,675	2.6	112,771	4.3	599,446	3.0
MISSOURI	229,497	4.4	868,241	5.9	214,323	0.0	1,082,564	4.7	240,790	.8	1,323,354	3.9
MONTANA	48,453	38.9	127,859	6.6	44,879	23.3	172,738	10.5	43,511	22.0	216,249	12.6
NEBRASKA	82,421	23.3	272,286	2.1	80,719	7.6	353,005	3.3	79,196	-6.1	432,201	1.5
NEVADA	29,557	4.8	115,002	7.8	36,425	17.8	151,427	10.0	35,966	2.5	187,393	8.5
NEW HAMPSHIRE	30,273	9.2	123,484	8.4	33,646	3.9	157,130	7.4	34,607	-.3	191,737	5.9
NEW JERSEY	264,404	-2.8	1,044,036	2.5	280,471	2.4	1,324,507	2.5	268,678	2.6	1,593,185	2.5
NEW MEXICO	62,491	17.1	216,213	7.6	61,209	9.1	277,422	8.0	61,690	-.2	339,112	6.4
NEW YORK	502,250	7.1	1,996,888	6.0	547,147	2.8	2,544,035	5.3	423,827	-20.0	2,967,862	.7
N. CAROLINA	300,860	8.7	915,823	7.2	237,099	-1.4	1,152,922	5.3	255,210	5.3	1,408,132	5.3
N. DAKOTA	40,492	-8.7	140,946	10.4	38,428	11.5	179,374	10.6	48,934	4.0	228,308	9.1
OHIO	433,616	8.9	1,645,500	6.8	445,400	4.2	2,090,900	6.2	443,017	2.9	2,533,917	5.6
OKLAHOMA	142,530	.8	543,942	3.0	147,936	1.7	691,878	2.7	166,366	10.4	858,244	4.1
OREGON	102,012	8.2	383,732	9.3	106,831	4.4	490,563	8.2	113,441	1.2	604,004	6.8
PENNSYLVANIA	393,652	-9.5	1,553,468	.2	422,323	15.6	1,975,791	3.2	433,262	-28.7	2,409,053	-4.5
RHODE ISLAND	29,067	-13.0	125,688	9.2	35,861	3.0	161,549	7.7	29,930	-9.7	191,479	4.6
S. CAROLINA	126,084	9.5	466,276	5.6	130,958	8.3	597,234	6.2	128,139	2.8	725,373	5.6
S. DAKOTA	35,432	5.9	131,424	5.7	38,725	10.1	170,149	6.7	46,666	10.8	216,815	7.6
TENNESSEE	180,670	5.8	698,126	6.7	186,216	-1.4	884,342	4.9	197,173	22.4	1,081,515	7.7
TEXAS	630,150	9.3	2,325,063	6.3	644,818	7.3	2,969,881	6.5	635,168	4.4	3,605,049	6.1
UTAH	50,709	11.1	194,966	8.1	54,327	2.0	249,293	6.7	56,442	-.7	305,735	5.2
VERMONT	17,840	4.5	75,525	5.6	20,631	2.7	96,156	5.0	20,636	-1.2	116,792	3.8
VIRGINIA	208,669	8.2	791,320	7.2	220,515	6.7	1,011,835	7.1	221,145	-4.4	1,232,980	4.8
WASHINGTON	143,171	3.5	531,937	7.7	137,411	-8.4	669,348	4.0	163,663	15.8	833,011	0.1
WEST VIRGINIA	64,283	7.2	242,966	10.2	69,981	9.5	312,947	10.1	67,506	9.3	380,453	9.9
WISCONSIN	175,785	13.6	669,438	6.8	196,501	-.4	865,939	5.1	202,485	.2	1,068,424	4.1
WYOMING	19,057	3.1	76,595	7.7	25,523	9.9	102,118	8.3	31,040	.8	133,158	6.5
TOTAL	8,721,994	6.0	33,314,416	6.2	9,199,886	4.2	42,514,302	5.7	9,151,763	.7	51,666,065	4.8

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JAN. 18, 1974

TABLE MF-33G-C1-18-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES, 1973

STATE	JULY (ALL STATES)		CAL. YR. CUMUL.		AUG. (ALL STATES)		CAL. YR. CUMUL.		SEPT. (47 STATES)		CAL. YR. CUMUL.	
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT
	1000'S GAL.	CHANGE	1000'S GAL.	CHANGE	1000'S GAL.	CHANGE	1000'S GAL.	CHANGE	1000'S GAL.	CHANGE	1000'S GAL.	CHANGE
ALABAMA	159,207	1.3	1,077,345	5.1	165,823	7.1	1,243,168	5.4	175,863	7.2	1,419,031	5.6
ALASKA	13,572	2.7	78,108	7.5	15,161	-50.0	93,269	-9.4	16,491	-11.6	109,760	-9.8
ARIZONA	98,668	8.1	706,369	10.0	101,082	-4.2	807,451	8.0	102,149	11.2	909,600	8.3
ARKANSAS	108,088	4.9	673,620	4.8	170,578	62.2	844,198	12.9	97,246	5.8	941,444	12.1
CALIFORNIA	907,513	6.6	6,009,235	4.2	934,885	3.5	6,944,120	4.1	846,152	1.5	7,790,272	3.8
COLORADO	129,688	.5	786,149	5.7	123,692	-5.0	909,841	4.1	121,841	6.7	1,031,682	4.4
CONNECTICUT	119,998	4.9	793,078	3.6	123,194	3.0	916,272	3.5	111,274	-.1	1,027,546	3.1
DELAWARE	27,730	3.0	178,555	7.9	26,548	6.9	205,103	7.8	29,078	5.1	234,181	7.4
DIST. OF COL.	22,139	9.2	152,763	9.4	21,896	15.3	174,599	10.1	20,601	.7	195,200	9.0
FLORIDA	375,231	12.9	2,587,450	11.5	389,909	15.6	2,977,359	12.1	334,744	8.3	3,312,103	11.7
GEORGIA	253,419	8.6	1,648,589	7.4	263,054	7.7	1,911,643	7.5	230,742	13.7	2,142,385	8.1
HAWAII	24,844	12.9	167,239	8.4	25,942	2.2	193,181	7.5	22,873	1.6	216,054	6.9
IDAHO	46,812	2.5	273,907	5.5	52,748	4.3	326,655	5.3	42,566	1.4	369,221	4.8
ILLINOIS	446,630	7.2	3,035,141	6.2	447,032	3.6	3,482,173	5.9	438,440	7.4	3,920,613	6.0
INDIANA	246,165	.4	1,671,169	5.2	261,134	2.8	1,932,303	4.8	232,424	2.6	2,164,727	4.6
IOWA	147,631	-12.0	1,076,883	13.9	159,500	19.5	1,236,383	14.6				
KANSAS	181,605	53.5	804,165	1.5	36,997	-66.6	841,162	-6.9	198,273	64.4	1,039,435	1.5
KENTUCKY	148,247	3.8	985,994	4.7	161,189	7.9	1,147,183	5.1	136,860	1.7	1,284,043	4.7
LOUISIANA	156,559	11.2	1,035,541	6.9	159,704	-1.1	1,195,245	5.8	154,668	13.3	1,349,913	6.6
MAINE	55,425	3.0	304,411	5.2	60,237	2.4	364,648	4.7	45,549	-.2	410,197	4.2
MARYLAND	162,198	3.6	1,100,537	7.0	167,353	.9	1,267,890	6.2	150,901	.9	1,418,791	5.6
MASSACHUSETTS	209,165	5.1	1,398,310	6.5	217,645	1.9	1,615,955	5.8	190,506	0.0	1,806,461	5.2
MICHIGAN	434,458	7.9	2,785,251	3.9	455,585	5.3	3,240,836	4.1	392,118	8.4	3,632,954	4.6
MINNESOTA	193,470	4.2	1,221,797	3.3	208,273	2.5	1,430,070	3.2	178,016	-2.9	1,608,086	2.5
MISSISSIPPI	113,354	10.2	712,800	4.0	103,235	-2.4	816,035	3.2	98,620	-4.1	914,655	2.3
MISSOURI	234,976	-3.8	1,558,330	2.7	237,996	.5	1,796,326	2.4	254,410	15.8	2,050,736	3.9
MONTANA	50,183	-9.4	266,432	7.7	45,773	-6.2	312,205	5.4				
NEBRASKA	84,179	.8	516,380	1.4	83,633	-1.2	600,013	1.0	79,077	7.5	679,090	1.7
NEVADA	38,413	3.2	225,806	7.6	39,697	4.6	265,503	7.1	34,184	3.8	299,687	6.7
NEW HAMPSHIRE	39,345	3.4	231,082	5.5	42,501	2.6	273,583	5.0	33,063	-1.5	306,646	4.3
NEW JERSEY	305,661	13.7	1,898,846	4.2	287,852	-6.0	2,186,698	2.7	269,439	2.9	2,456,137	2.7
NEW MEXICO	65,381	.7	404,493	5.4	59,638	-9.3	464,131	3.3	67,794	25.5	531,925	5.7
NEW YORK	562,798	7.0	3,530,660	1.7	492,411	-11.0	4,023,071	0.0	629,976	24.1	4,653,047	2.7
N. CAROLINA	246,618	1.9	1,654,750	4.8	268,960	8.4	1,923,710	5.3	240,060	4.4	2,163,770	5.2
N. DAKOTA	34,118	-14.4	262,426	5.3	48,260	8.6	310,686	5.8	45,683	3.2	356,369	5.5
OHIO	456,072	6.1	2,989,989	5.7	465,812	2.7	3,455,801	5.3	431,686	8.5	3,887,487	5.6
OKLAHOMA	150,253	2.6	1,008,497	3.9	158,142	3.7	1,166,639	3.9				
OREGON	116,773	1.8	720,777	6.0	122,287	3.3	843,064	5.6	108,263	-.3	951,327	4.9
PENNSYLVANIA	448,220	4.8	2,857,273	-3.2	392,975	-4.3	3,250,248	-3.3	472,628	10.4	3,722,876	-1.8
RHODE ISLAND	33,429	5.4	224,908	4.7	36,284	7.1	261,192	5.0	31,812	-4.7	293,004	3.9
S. CAROLINA	137,127	7.5	862,500	5.9	143,213	4.9	1,005,713	5.7	119,289	21.8	1,125,002	7.2
S. DAKOTA	47,414	-.2	264,229	6.1	45,384	-9.5	309,613	3.5	48,107	-3.4	357,720	2.5
TENNESSEE	191,238	-4.2	1,272,753	5.7	215,275	19.9	1,488,028	7.6	179,546	-5.9	1,667,574	5.9
TEXAS	654,726	10.5	4,259,775	6.8	590,457	-6.7	4,850,232	4.9	660,605	16.5	5,510,837	6.2
UTAH	59,754	2.5	365,489	4.8	61,861	.7	427,350	4.2	55,386	4.2	482,736	4.2
VERMONT	23,427	1.1	140,219	3.4	25,760	1.7	165,979	3.1	20,911	-.2	186,890	2.7
VIRGINIA	222,762	16.3	1,455,742	6.4	235,178	12.3	1,690,920	7.2	205,120	4.5	1,896,040	6.9
WASHINGTON	154,931	2.3	987,942	5.5	165,471	1.7	1,153,413	4.9	153,321	9.5	1,306,734	5.4
WEST VIRGINIA	69,691	7.9	450,144	9.6	70,465	1.8	520,609	8.5	64,721	19.0	585,330	9.6
WISCONSIN	202,395	5.7	1,270,819	4.4	217,108	2.7	1,487,927	4.1	180,214	-.3	1,668,141	3.6
WYOMING	36,248	.2	169,406	5.0	37,570	.1	206,976	4.1				
TOTAL	9,447,948	6.1	61,114,013	5.0	9,442,359	1.7	70,556,372	4.6	8,753,290	8.2	76,387,459	4.8

TITLE: THE DATA SHOWN ARE COMPARABLE TO THE GASOLINE PORTION OF THE FIRST COLUMN ON FHWA TABLE MF-2. EXCLUDES TO THE EXTENT INFORMATION IS AVAILABLE: EXPORTS, MILITARY USE, TRANSFERS BETWEEN DEALERS, AND ALL SPECIAL FUELS (DIESEL AND LIQUEFIED PETROLEUM GASES, PRIMARILY). CURRENT CUMULATIVE FIGURES INCLUDE ANY REVISIONS THAT HAVE BEEN MADE IN PRIOR MONTHLY DATA.
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JAN. 18, 1974

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JAN. 18, 1974

TABLE MF-33G-01-18-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES, 1973

STATE	SEPT. (47 STATES)		CAL. YR. CUMUL.		OCT. (42 STATES)		CAL. YR. CUMUL.		NOV. (12 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE	AMOUNT 1000'S GAL.	PERCENT CHANGE
ALABAMA	175,863	7.2	1,419,031	5.6	151,161	1.7	1,570,192	5.2	163,648	7.1	1,733,840	5.4
ALASKA	16,491	-11.6	109,760	-9.8	14,715	-29.1	124,475	-12.6				
ARIZONA	102,149	11.2	909,600	8.3	96,317	7.3	1,005,917	8.2				
ARKANSAS	97,246	5.8	941,444	12.1	104,659	6.2	1,046,103	11.5	96,923	6.7	1,143,026	11.1
CALIFORNIA	846,152	1.5	7,790,272	3.8	885,241	5.5	8,675,513	3.9				
COLORADO	121,841	6.7	1,031,682	4.4	121,158	9.0	1,152,840	4.9				
CONNECTICUT	111,274	-.1	1,027,546	3.1	118,488	3.8	1,146,034	3.2				
DELAWARE	29,078	5.1	234,181	7.4								
DIST. OF COL.	20,601	.7	195,200	9.0	21,434	2.7	216,634	8.3	21,366	-.7	238,000	7.5
FLORIDA	334,744	8.3	3,312,103	11.7	360,379	13.6	3,672,982	11.8				
GEORGIA	230,742	13.7	2,142,385	8.1	244,222	3.0	2,386,607	7.5				
HAWAII	22,873	1.6	216,054	6.9	24,793	18.0	240,847	7.9				
IDAHO	42,566	1.4	369,221	4.8	43,719	5.5	412,940	4.9	39,277	8.7	452,217	5.2
ILLINOIS	438,440	7.4	3,920,613	6.0								
INDIANA	232,424	2.6	2,164,727	4.6	255,534	6.1	2,420,261	4.7				
IOWA												
KANSAS	198,273	64.4	1,039,435	1.5	124,234	10.2	1,163,669	2.4				
KENTUCKY	136,860	1.7	1,284,043	4.7	146,221	8.6	1,430,264	5.1				
LOUISIANA	154,668	13.3	1,349,913	6.6	157,143	8.5	1,507,056	6.8	155,550	-4.7	1,662,606	5.6
MAINE	45,549	-.2	410,197	4.2	46,194	3.8	456,391	4.1	43,099	.6	499,490	3.8
MARYLAND	150,901	.9	1,418,791	5.6	159,700	4.9	1,578,491	5.5	154,511	2.9	1,733,002	5.3
MASSACHUSETTS	190,506	0.0	1,806,461	5.2	204,675	4.4	2,011,136	5.1				
MICHIGAN	392,118	8.4	3,632,954	4.6	439,136	3.6	4,072,090	4.5				
MINNISOTA	178,016	-2.9	1,608,086	2.5	196,071	2.1	1,804,157	2.4				
MISSISSIPPI	98,620	-4.1	914,655	2.3	112,022	5.0	1,026,677	2.6	102,936	9.1	1,129,613	3.2
MISSOURI	254,410	15.8	2,050,736	3.9	222,604	-9.1	2,273,340	2.5	237,745	2.8	2,511,085	2.5
MONTANA												
NEBRASKA	79,077	7.5	679,090	1.7	82,296	5.6	761,386	2.1				
NEVADA	34,184	3.8	299,687	6.7								
NEW HAMPSHIRE	33,063	-1.5	306,646	4.3	35,817	2.9	342,463	4.1				
NEW JERSEY	269,439	2.9	2,456,137	2.7	308,100	16.8	2,764,237	4.1				
NEW MEXICO	67,794	25.5	531,925	5.7	58,580	20.7	590,505	7.0				
NEW YORK	629,976	24.1	4,653,047	2.7	603,637	12.4	5,256,684	3.7				
N. CAROLINA	240,060	4.4	2,163,770	5.2	243,073	.3	2,406,843	4.7				
N. DAKOTA	45,683	3.2	356,369	5.5								
OHIO	431,686	8.5	3,887,487	5.6	451,513	6.0	4,339,000	5.7				
OKLAHOMA												
OREGON	108,263	-.3	951,327	4.9	107,438	3.8	1,058,765	4.8				
PENNSYLVANIA	472,628	10.4	3,722,876	-1.8	357,147	-10.0	4,080,023	-2.5				
RHODE ISLAND	31,812	-4.7	293,004	3.9	31,457	5.2	324,461	4.0	25,753	-22.4	350,214	1.5
S. CAROLINA	119,289	21.8	1,125,002	7.2	132,367	.6	1,257,369	6.5	119,134	.3	1,376,503	5.9
S. DAKOTA	48,107	-3.4	357,720	2.5	40,955	2.7	398,675	2.5				
TENNESSEE	179,546	-5.9	1,667,574	5.9	210,706	23.1	1,878,280	7.6				
TEXAS	660,605	16.5	5,510,837	6.2	635,528	2.2	6,146,365	5.8				
UTAH	55,386	4.2	482,736	4.2								
VERMONT	20,911	-.2	186,890	2.7	22,375	1.2	209,265	2.6				
VIRGINIA	205,120	4.5	1,896,040	6.9	220,062	8.0	2,116,102	7.0				
WASHINGTON	153,321	9.5	1,306,734	5.4	144,519	.6	1,451,253	4.9	107,553	-19.9	1,558,806	2.7
WEST VIRGINIA	64,721	19.0	585,330	9.6	67,930	-5.1	653,260	7.8				
WISCONSIN	180,214	-.3	1,668,141	3.6	193,558	2.3	1,861,699	3.5				
WYOMING												
TOTAL	8,753,290	8.2	76,387,459	4.8	8,197,378	5.0	79,291,251	4.8	1,267,495	-.1	14,388,402	4.8

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
January 31, 1974

FHWA-12-74
(202) 426-0677

Roads and streets in the United States, under the jurisdiction of all levels of government, totaled nearly 3.787 million miles in 1972, 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 Federal Highway Administrator Norbert T. Tiemann, the 3,786,713-mile total includes 613,426 miles of municipal roads and streets, and 3,173,287 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 17 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.

Almost 471,000 miles of roads and streets, or 12 percent of the U.S. total, are on the State primary systems; and an additional 321,210 miles, 8 percent of the total, are also under State control. Roads and streets under local control amount to 2.79 million miles, or 74 percent of the total. Over 209,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 6 percent of the total U.S. mileage.

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About 765,000 miles of all roads and streets in the U.S., or 20 percent of the total, are unsurfaced; 1.28 million miles or 34 percent of the total have surfaces of granular material, gravel, crushed stone, or slag; 1.7 million miles, accounting for 46 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 1972, by States, classified by system. Table M-2 summarizes these data by system, classified by surface type, for the U.S. as a whole. Shown on table M-3 is total mileage by State, by surface type, classified by rural and municipal.

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 1945-1972 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
1972	3,173	614	3,787

TOTAL ROAD AND STREET MILEAGE--1972
CLASSIFIED BY SYSTEM

Mileage as of December 31, 1972 compiled from reports of State authorities

TABLE M-1
OCTOBER 1973

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	8,532	10,331	875	19,738	47,410	-	-	47,410	275	67,423	1,917	85	2,002	15,922	17,924	85,347	Alabama
Alaska	3,377	966	-	4,343	-	-	1,561	1,561	1,336	7,240	374	180	554	837	1,391	8,631	Alaska
Arizona	5,484	-	-	5,484	19,571	-	-	19,571	17,938	42,993	328	-	328	5,980	6,308	49,301	Arizona
Arkansas	12,918	-	-	12,918	49,228	-	4,532	53,760	1,720	68,398	1,704	-	1,704	7,783	9,487	77,885	Arkansas
California	12,728	-	1,550	14,278	71,467	-	-	71,467	35,051	120,796	2,330	-	2,330	43,346	45,676	166,472	California
Colorado	8,394	-	-	8,394	65,955	-	-	65,955	95	74,444	591	-	591	6,989	7,580	82,024	Colorado
Connecticut	328	1,001	189	1,518	-	3,873	4	3,877	-	5,395	878	1,473	2,351	10,878	13,229	18,624	Connecticut
Delaware	534	3,665	140	4,339	-	-	-	-	-	4,339	98	145	243	554	797	5,136	Delaware
Dist. of Col. 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	1,099	1,099	1,099	Dist. of Col. 6/
Florida	10,340	6,794	-	17,134	52,552	-	-	52,552	1,390	71,076	1,864	623	2,487	23,211	25,698	96,774	Florida
Georgia	15,659	-	120	15,779	68,391	-	-	68,391	1,003	85,173	2,430	-	2,430	12,637	15,067	100,240	Georgia
Hawaii	451	374	68	893	1,727	-	-	1,727	77	2,697	65	18	83	929	1,012	3,709	Hawaii
Idaho	4,664	-	70	4,734	14,610	-	11,340	25,950	22,150	52,834	317	-	317	2,840	3,157	55,991	Idaho
Illinois	13,270	-	87	13,357	15,906	72,934	-	88,840	242	102,439	3,559	-	3,559	24,430	27,989	130,428	Illinois
Indiana	10,110	-	157	10,267	65,021	-	-	65,021	56	75,344	1,202	-	1,202	14,427	15,629	90,973	Indiana
Iowa	8,815	-	271	9,086	90,007	-	-	90,007	69	99,162	1,227	-	1,227	12,541	13,768	112,930	Iowa
Kansas	9,721	-	397	10,118	113,149	-	-	113,149	94	123,361	748	-	748	10,574	11,322	134,683	Kansas
Kentucky	4,212	19,555	137	23,904	39,375	-	-	39,375	609	63,888	376	732	1,108	4,643	5,751	69,639	Kentucky
Louisiana	3,846	10,311	32	14,189	27,953	-	-	27,953	323	42,465	848	930	1,778	9,402	11,180	53,645	Louisiana
Maine	3,452	7,221	263	10,936	-	7,829	-	7,829	158	18,923	450	414	864	1,657	2,521	21,444	Maine
Maryland	1,009	3,782	194	4,985	15,795	-	1,632	17,427	145	22,557	60	296	356	3,824	4,180	26,737	Maryland
Massachusetts	747	-	447	1,194	-	4,895	-	4,895	49	6,138	2,014	-	2,014	21,540	23,554	29,692	Massachusetts
Michigan	7,968	-	-	7,968	87,179	-	21	87,200	2,660	97,828	1,277	-	1,277	18,955	20,232	118,060	Michigan
Minnesota	10,119	-	1,264	11,383	41,972	55,363	-	97,335	1,902	110,620	2,022	-	2,022	15,422	17,444	128,064	Minnesota
Mississippi	9,723	-	-	9,723	49,885	-	-	49,885	239	59,847	977	-	977	6,000	6,977	66,824	Mississippi
Missouri	6,987	23,081	1	30,069	69,270	-	-	69,270	715	100,054	800	1,109	1,909	13,627	15,536	115,590	Missouri
Montana	6,224	5,883	19	12,126	53,876	-	-	53,876	9,518	75,520	203	81	284	2,102	2,386	77,906	Montana
Nebraska	9,307	-	287	9,594	63,757	17,909	-	81,666	407	91,667	488	-	488	6,392	6,880	98,547	Nebraska
Nevada	2,039	4,112	-	6,151	41,587	-	-	41,587	-	47,738	110	116	226	1,695	1,921	49,659	Nevada
New Hampshire	1,253	1,754	42	3,049	-	6,964	2	6,966	120	10,135	748	590	1,338	3,501	4,839	14,974	New Hampshire
New Jersey	728	-	834	1,562	6,791	5,225	14	12,030	13	13,605	1,371	-	1,371	17,360	18,731	32,336	New Jersey
New Mexico	11,668	-	36	11,704	45,326	-	-	45,326	6,160	63,190	974	-	974	3,911	4,885	68,075	New Mexico
New York	10,982	-	1,948	12,930	15,984	37,567	-	53,551	35	66,516	4,348	-	4,348	36,431	40,779	107,295	New York
North Carolina	11,831	59,111	62	71,004	-	-	-	-	1,428	72,432	1,588	2,144	3,732	10,447	14,179	86,611	North Carolina
North Dakota	6,639	-	23	6,662	17,525	77,662	1	95,188	1,298	103,148	267	-	267	2,901	3,168	106,316	North Dakota
Ohio	16,001	-	946	16,947	29,855	38,992	-	68,847	29	85,823	3,076	-	3,076	20,648	23,724	109,547	Ohio
Oklahoma	10,864	-	637	11,501	82,008	-	-	82,008	34	93,543	1,275	-	1,275	13,063	14,338	107,881	Oklahoma
Oregon	4,446	2,533	2,306	9,285	28,037	-	7,221	35,258	48,421	92,964	419	182	601	5,966	6,567	99,531	Oregon
Pennsylvania	13,460	25,064	3,848	42,372	639	46,050	-	46,689	854	89,915	2,978	2,920	5,898	18,331	24,229	114,144	Pennsylvania
Rhode Island	286	-	213	499	-	474	49	523	-	1,022	766	-	766	3,684	4,450	5,472	Rhode Island
South Carolina	8,730	22,933	159	31,822	20,629	-	-	20,629	468	52,919	1,035	3,896	4,931	2,088	7,019	59,938	South Carolina
South Dakota	8,382	-	354	8,736	32,283	37,171	-	69,454	1,622	79,812	258	-	258	2,720	2,978	82,790	South Dakota
Tennessee	7,952	-	347	8,299	59,087	-	28	59,115	1,209	68,623	1,632	-	1,632	10,322	11,954	80,577	Tennessee
Texas	61,594	-	10	61,604	136,082	-	-	136,082	1,026	198,712	7,243	-	7,243	44,591	51,834	250,546	Texas
Utah	4,828	-	-	4,828	22,090	-	-	22,090	15,945	42,863	654	-	654	3,814	4,468	47,331	Utah
Vermont	2,384	-	191	2,575	-	10,802	-	10,802	179	13,556	225	-	225	786	1,011	14,567	Vermont
Virginia	8,125	41,414	-	49,539	860	-	-	860	2,149	52,548	1,440	1,149	2,589	6,689	9,278	61,826	Virginia
Washington	6,244	-	7,827	14,071	39,530	-	-	39,530	16,685	70,286	665	-	665	9,328	9,993	80,279	Washington
West Virginia	4,781	26,384	668	31,833	-	-	-	-	694	32,527	530	253	783	2,860	3,643	36,170	West Virginia
Wisconsin	10,202	-	586	10,788	18,825	59,464	302	78,591	68	89,447	1,723	-	1,723	12,652	14,375	103,822	Wisconsin
Wyoming	5,881	-	-	5,881	15,191	-	5,757	20,948	12,513	39,342	158	-	158	1,131	1,289	40,631	Wyoming
Total	408,219	276,269	27,605	712,093	1,736,385	483,174	32,464	2,252,023	209,171	3,173,287	62,630	17,336	79,966	533,460	613,426	3,786,713	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 and delimited unincorporated places having an estimated population of 1,000 or more.

3/ Includes mileage of county roads under State in all counties of Delaware, North Carolina, and West Virginia; 10 counties in Alabama; rural boroughs in Alaska; all but 2 counties in Virginia; some mileage in Kentucky and Nevada; county roads on Federal-aid secondary system in Montana; 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 86 miles of streets in Federal parks.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES--1972

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Mileage as of December 31, 1972 compiled from reports of State authorities

TABLE M-2
OCTOBER 1973

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	477	2,574	3,051	8,263	112,648	241,746	42,511	405,168	408,219
Secondary roads under State control:									
State secondary systems 3/	2,180	264	2,444	5,429	66,026	41,147	1,678	114,280	116,724
County roads under State control 4/	10,524	6,089	16,613	48,633	60,467	33,429	403	142,932	159,545
Subtotal State systems	13,181	8,927	22,108	62,325	239,141	316,322	44,592	662,380	684,488
State parks, forests, and reservations, etc. 5/	4,674	6,162	10,836	8,779	2,432	3,496	2,062	16,769	27,605
Total	17,855	15,089	32,944	71,104	241,573	319,818	46,654	679,149	712,093
Under Local control:									
County roads	216,305	234,443	450,748	805,891	332,651	136,707	10,388	1,285,637	1,736,385
Town and township roads	49,729	47,556	97,285	277,822	81,891	25,104	1,072	385,889	483,174
Other local roads	8,304	4,885	13,189	14,198	4,340	605	132	19,275	32,464
Total	274,338	286,884	561,222	1,097,911	418,882	162,416	11,592	1,690,801	2,252,023
Under Federal control:									
National parks, forests, reservations, etc. 5/	79,913	66,003	145,916	46,609	10,087	6,505	54	63,255	209,171
Total Rural Mileage	372,106	367,976	740,082	1,215,624	670,542	488,739	58,300	2,433,205	3,173,287
Municipal Mileage:									
Under State control:									
Extensions of State primary systems	12	68	80	140	5,835	42,887	13,688	62,550	62,630
Extensions of secondary roads under State control 3/ 4/	195	85	280	371	8,242	7,326	1,117	17,056	17,336
Total	207	153	360	511	14,077	50,213	14,805	79,606	79,966
Under local control:									
Local city streets	8,664	16,255	24,919	67,759	231,921	165,494	43,367	508,541	533,460
Total Municipal Mileage	8,871	16,408	25,279	68,270	245,998	215,707	58,172	588,147	613,426
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	380,977	384,384	765,361	1,283,894	916,540	704,446	116,472	3,021,352	3,786,713

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; rural boroughs in Alaska; all but 2 counties in Virginia; some county mileage in Kentucky and Nevada; and county roads on Federal-aid Secondary system in Montana.

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—1972

CLASSIFIED BY TYPE OF SURFACE [1]

Mileage as of December 31, 1972 compiled from reports of State authorities

TABLE M-3
OCTOBER 1973

STATE	RURAL MILEAGE							MUNICIPAL MILEAGE						TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE IN THE UNITED STATES	STATE
	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/				TOTAL SURFACED MILEAGE	TOTAL RURAL MILEAGE	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/				TOTAL SURFACED MILEAGE	TOTAL MUNICIPAL MILEAGE				
		D E	F G-1 H-1	G-2 H-2 I	J				D E	F G-1 H-1	G-2 H-2 I	J						
Alabama	5,738	24,467	31,249	5,632	337	61,685	67,423	2,032	-	14,314	1,464	114	15,892	17,924	7,770	77,577	85,347	Alabama
Alaska	3,272	2,139	1,357	472	-	3,968	7,240	233	667	354	128	9	1,158	1,391	3,505	5,126	8,631	Alaska
Arizona	26,016	5,175	5,074	5,665	63	16,977	42,993	525	281	4,538	824	140	5,783	6,308	26,541	22,760	49,301	Arizona
Arkansas	15,011	38,080	8,552	6,115	640	53,387	68,398	348	2,178	3,738	2,593	630	9,139	9,487	15,359	62,526	77,885	Arkansas
California	42,343	16,690	34,177	25,360	2,226	78,453	120,796	1,853	2,965	19,289	17,946	3,623	43,823	45,676	44,196	122,276	166,472	California
Colorado	29,736	30,220	268	13,749	471	44,708	74,444	405	1,134	49	5,893	99	7,175	7,580	30,141	51,883	82,024	Colorado
Connecticut	68	600	3,619	938	170	5,327	5,395	46	392	7,176	4,857	758	13,183	13,229	114	18,510	18,624	Connecticut
Delaware	13	383	2,491	1,206	246	4,326	4,339	4	27	389	335	42	793	797	17	5,119	5,136	Delaware
Dist. of Col.	-	-	-	-	-	-	-	-	6	230	668	195	1,099	1,099	-	1,099	1,099	Dist. of Col.
Florida	21,663	10,947	19,258	18,786	422	49,413	71,076	3,769	2,777	5,197	12,756	1,199	21,929	25,698	25,432	71,342	96,774	Florida
Georgia	29,159	18,085	20,821	16,200	908	56,014	85,173	2,001	1,077	4,604	6,596	789	13,066	15,067	31,160	69,080	100,240	Georgia
Hawaii	167	344	470	1,709	7	2,530	2,697	-	2	145	839	26	1,012	1,012	167	3,542	3,709	Hawaii
Idaho	25,350	14,890	8,318	4,191	85	27,484	52,834	39	691	2,096	316	15	3,118	3,157	25,389	30,602	55,991	Idaho
Illinois	6,332	62,818	20,065	8,206	5,018	96,107	102,439	2	2,397	13,404	11,001	1,185	27,987	27,989	6,334	124,094	130,428	Illinois
Indiana	3,545	36,014	24,580	8,643	2,562	71,799	75,344	692	992	9,421	2,493	2,031	14,937	15,629	4,237	86,736	90,973	Indiana
Iowa	5,931	71,515	2,209	12,579	6,928	93,231	99,162	230	2,420	1,545	6,263	3,310	13,538	13,768	6,161	106,769	112,930	Iowa
Kansas	33,366	68,859	15,576	4,423	1,137	89,995	123,361	304	2,668	3,735	2,401	2,214	11,018	11,322	33,670	101,013	134,683	Kansas
Kentucky	7,320	23,455	13,927	18,034	1,152	56,568	63,888	66	581	3,088	1,481	535	5,685	5,751	7,386	62,253	69,639	Kentucky
Louisiana	3,564	17,147	-	20,524	1,230	38,901	42,465	127	1,540	-	7,241	2,272	11,053	11,180	3,691	49,954	53,645	Louisiana
Maine	1,479	4,366	10,358	2,676	44	17,444	18,923	17	103	1,663	719	19	2,504	2,521	1,496	19,948	21,444	Maine
Maryland	54	3,698	5,278	12,487	1,040	22,503	22,557	12	117	430	2,827	794	4,168	4,180	66	26,671	26,737	Maryland
Massachusetts	149	1,363	2,513	2,093	20	5,989	6,138	220	1,482	10,342	11,396	114	23,334	23,554	369	29,323	29,692	Massachusetts
Michigan	17,096	37,051	36,143	4,669	2,869	80,732	97,828	310	1,798	8,466	4,790	4,868	19,922	20,232	17,406	100,654	118,060	Michigan
Minnesota	11,580	70,756	3,013	23,054	2,217	99,040	110,620	448	4,322	6,940	4,490	1,244	16,996	17,444	12,028	116,036	128,064	Minnesota
Mississippi	2,029	33,543	19,154	3,519	1,602	57,818	59,847	56	1,368	4,467	479	607	6,921	6,977	2,085	64,739	66,824	Mississippi
Missouri	6,286	58,259	28,868	3,366	3,275	93,768	100,054	545	3,409	5,402	3,400	2,780	14,991	15,536	6,831	108,759	115,590	Missouri
Montana	33,352	30,952	3,821	7,295	100	42,168	75,520	199	574	286	1,288	39	2,187	2,386	33,551	44,355	77,906	Montana
Nebraska	21,030	58,143	8,370	2,439	1,685	70,637	91,667	205	1,826	971	1,631	2,247	6,675	6,880	21,235	77,312	98,547	Nebraska
Nevada	33,195	8,499	1,602	4,420	22	14,543	47,738	308	106	338	1,152	17	1,613	1,921	33,503	16,156	49,659	Nevada
New Hampshire	2,111	2,148	5,255	539	82	8,024	10,135	480	544	3,093	615	107	4,359	4,839	2,591	12,383	14,974	New Hampshire
New Jersey	1,242	765	8,538	1,974	1,086	12,363	13,605	635	502	12,554	3,887	1,153	18,096	18,731	1,877	30,459	32,336	New Jersey
New Mexico	46,010	6,797	4,280	5,914	189	17,180	63,190	827	576	531	2,860	91	4,058	4,885	46,837	21,238	68,075	New Mexico
New York	3,671	19,543	26,333	14,211	2,758	62,845	66,516	566	2,751	21,096	12,976	3,390	40,213	40,779	4,237	103,058	107,295	New York
North Carolina	6,158	17,142	23,637	24,631	864	66,274	72,432	715	1,462	775	11,009	218	13,464	14,179	6,873	79,738	86,611	North Carolina
North Dakota	36,350	57,669	3,457	5,050	622	66,798	103,148	195	1,261	636	869	207	2,973	3,168	36,545	69,771	106,316	North Dakota
Ohio	1,552	21,662	13,853	46,655	2,101	84,271	85,823	62	1,656	5,782	11,857	4,367	23,662	23,724	1,614	107,933	109,547	Ohio
Oklahoma	24,681	45,065	15,864	5,802	2,131	68,862	93,543	879	3,216	7,530	1,213	1,500	13,459	14,338	25,560	82,321	107,881	Oklahoma
Oregon	36,467	34,860	7,147	14,174	316	56,497	92,964	393	787	1,148	3,998	241	6,174	6,567	36,860	62,671	99,531	Oregon
Pennsylvania	14,802	21,386	24,692	25,154	3,881	75,113	89,915	1,220	1,978	12,395	5,804	2,832	23,009	24,229	16,022	98,122	114,144	Pennsylvania
Rhode Island	110	281	386	205	40	912	1,022	147	236	2,028	1,918	121	4,303	4,450	257	5,215	5,472	Rhode Island
South Carolina	17,824	511	30,670	3,556	358	35,095	52,919	696	2	5,482	762	77	6,323	7,019	18,520	41,418	59,938	South Carolina
South Dakota	22,159	44,510	6,632	5,573	938	57,653	79,812	88	998	1,566	152	174	2,890	2,978	22,247	60,543	82,790	South Dakota
Tennessee	1,702	31,580	23,502	11,583	256	66,921	68,623	40	840	4,881	5,851	342	11,914	11,954	1,742	78,835	80,577	Tennessee
Texas	61,024	58,031	59,581	18,149	1,927	137,688	198,712	2,395	8,762	22,465	12,407	5,805	49,439	51,834	63,419	187,127	250,546	Texas
Utah	23,848	9,535	4,457	4,955	68	19,015	42,863	78	754	2,730	852	54	4,390	4,468	23,926	23,405	47,331	Utah
Vermont	1,907	6,990	2,232	2,415	12	11,649	13,556	4	104	632	255	16	1,007	1,011	1,911	12,656	14,567	Vermont
Virginia	743	16,359	24,837	10,159	450	51,805	52,548	6	115	1,194	7,770	193	9,272	9,278	749	61,077	61,826	Virginia
Washington	15,427	26,215	20,901	6,880	863	54,859	70,286	564	1,528	2,287	3,623	1,991	9,429	9,993	15,991	64,288	80,279	Washington
West Virginia	9,110	9,345	4,904	8,563	605	23,417	32,527	58	634	485	1,727	739	3,585	3,643	9,168	27,002	36,170	West Virginia
Wisconsin	5,487	28,393	25,300	28,107	2,160	83,960	89,447	115	1,386	3,385	6,872	2,617	14,260	14,375	5,602	98,220	103,822	Wisconsin
Wyoming	22,853	8,379	1,953	6,040	117	16,489	39,342	120	278	706	163	22	1,169	1,289	22,973	17,658	40,631	Wyoming
Total	740,082	1,215,624	670,542	488,739	58,300	2,433,205	3,173,287	25,279	68,270	245,998	215,707	58,172	588,147	613,426	765,361	3,021,352	3,786,713	Total

1/ For more detail of surface types by systems, see the SM table series and tables LM and OM.

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

3/ 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.

TOTAL ROAD AND STREET MILEAGE--1972 [1]

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

TABLE M-12
OCTOBER 1973

Mileage as of December 31, 1972 compiled from reports of State authorities

STATE	FEDERAL-AID HIGHWAY SYSTEMS																		FEDERAL-AID PRIMARY-URBAN TYPE II	NOT ON FEDERAL-AID				ALL SYSTEMS		
	INTERSTATE							OTHER PRIMARY			URBAN	SECONDARY					ALL FEDERAL-AID				OTHER STATE RURAL	OTHER STATE URBAN AND MUNICIPAL	LOCAL RURAL	LOCAL URBAN AND MUNICIPAL			
	RURAL			URBAN			TOTAL					STATE		LOCAL		TOTAL											
	FINAL	TRAVELED WAY 2/	TOTAL	FINAL	TRAVELED WAY 2/	TOTAL		RURAL	URBAN	TOTAL		RURAL	URBAN	RURAL	URBAN		RURAL	URBAN	TOTAL						RURAL	URBAN	TOTAL
Alabama	526	202	728	67	135	202	930	4,706	664	5,370	58	4,021	157	11,077	322	15,577	20,532	1,403	21,935	560	930	39	52,829	9,054	74,291	11,056	85,347
Alaska	-	-	-	-	-	-	-	3/ 1,695	29	1,724	(4/)	3/ 1.931	25	-	-	1,956	3,626	54	3,680	71	-	-	4,581	299	8,207	424	8,631
Arizona	707	426	1,133	51	18	69	1,202	1,998	98	2,096	186	1,787	18	1,639	438	3,882	6,557	809	7,366	215	736	6	35,651	5,327	42,944	6,357	49,301
Arkansas	436	2	438	62	2	64	502	3,082	364	3,446	68	9,722	269	4,368	134	14,493	17,610	899	18,509	125	571	104	50,509	8,067	68,690	9,195	77,885
California	1,236	301	1,537	558	215	773	2,310	5,837	1,371	7,208	986	4,329	288	8,681	1,799	15,097	20,384	5,217	25,601	7,285	2,284	37	96,309	34,956	118,977	47,495	166,472
Colorado	645	212	857	87	11	98	955	3,175	384	3,559	230	4,295	96	-	-	4,391	8,327	808	9,135	939	58	11	65,173	6,708	73,558	8,466	82,024
Connecticut	80	65	145	146	32	178	323	583	364	947	433	886	305	14	35	1,240	1,628	1,315	2,943	282	645	630	3,792	10,332	6,065	12,559	18,624
Delaware	-	-	-	29	1	30	30	413	126	539	95	1,210	237	-	-	1,447	1,623	488	2,111	7	140	-	1,640	1,238	3,403	1,733	5,136
Dist. of Col.	-	-	-	8	20	28	28	-	110	110	1	-	-	-	122	122	-	261	261	125	-	-	-	713	-	1,099	1,099
Florida	788	362	1,150	116	196	312	1,462	3,100	552	3,652	819	10,810	823	2,469	48	14,150	17,589	2,554	20,083	2,657	1,701	273	49,466	22,594	68,696	28,078	96,774
Georgia	675	256	931	175	21	196	1,127	6,686	680	7,366	82	8,761	233	10,837	386	20,217	27,215	1,577	28,792	881	503	174	57,951	11,939	85,669	14,571	100,240
Hawaii	8	12	20	11	18	29	49	444	49	493	27	334	11	90	11	446	888	127	1,015	92	92	-	1,634	876	2,614	1,095	3,709
Idaho	394	195	589	24	5	29	618	2,542	78	2,620	8	1,722	14	3,792	80	5,608	8,645	209	8,854	88	78	2	44,299	2,670	53,022	2,969	55,991
Illinois	959	365	1,324	321	104	425	1,749	8,552	1,895	10,447	269	2,064	344	12,238	569	15,215	24,178	3,502	27,680	183	1,450	899	77,177	23,039	102,805	27,623	130,428
Indiana	804	126	930	197	7	204	1,134	3,849	523	4,372	390	5,414	226	12,071	505	18,216	22,264	1,848	24,112	733	201	41	52,335	13,551	74,800	16,173	90,973
Iowa	549	146	695	89	24	113	808	8,491	562	9,053	172	-	-	32,921	312	33,233	42,107	1,159	43,266	509	462	19	57,403	11,271	99,972	12,958	112,930
Kansas	630	53	683	103	11	114	797	6,584	370	6,954	130	2,853	14	21,320	233	24,420	31,440	861	32,301	450	198	7	91,851	9,876	123,489	11,194	134,683
Kentucky	517	89	606	53	62	115	721	3,345	403	3,748	78	6,552	255	7,951	147	14,905	18,454	998	19,452	315	811	51	43,780	5,230	63,045	6,594	69,639
Louisiana	335	235	570	87	31	118	688	1,851	322	2,173	91	8,596	329	17	-	8,942	11,034	860	11,894	669	3,760	283	27,857	9,182	42,651	10,994	53,645
Maine	174	115	289	19	14	33	322	1,439	172	1,611	57	2,457	109	-	3	2,569	4,185	374	4,559	16	6,889	318	8,048	1,614	19,122	2,322	21,444
Maryland	148	30	178	105	69	174	352	1,350	479	1,829	44	2,214	358	4,425	577	7,574	8,167	1,632	9,799	542	590	55	12,309	3,442	21,066	5,671	26,737
Massachusetts	202	-	202	193	59	252	454	1,022	1,015	2,037	287	403	253	979	743	2,378	2,606	2,550	5,156	1,440	327	139	5,431	17,199	8,364	21,328	29,692
Michigan	699	27	726	248	164	412	1,138	4,591	980	5,571	1,412	2,286	141	22,796	1,230	26,453	30,399	4,175	34,574	374	47	12	66,281	16,772	96,727	21,333	118,060
Minnesota	423	248	671	154	99	253	924	6,238	780	7,018	139	4,058	92	25,846	764	30,760	36,813	2,028	38,841	294	1,280	23	74,137	13,489	112,230	15,834	128,064
Mississippi	465	79	544	70	60	130	674	5,301	352	5,653	43	4,172	92	11,867	267	16,398	21,884	884	22,768	311	92	20	37,829	5,804	59,805	7,019	66,824
Missouri	678	212	890	171	44	215	1,105	6,709	500	7,209	419	22,871	297	486	56	23,710	30,956	1,487	32,443	806	424	65	68,887	12,965	100,267	15,323	115,590
Montana	604	562	1,166	29	1	30	1,196	5,082	138	5,220	28	-	-	5,879	85	5,964	12,127	281	12,408	154	19	-	63,211	2,114	75,357	2,549	77,906
Nebraska	402	45	447	26	10	36	483	5,359	204	5,563	85	3,755	10	13,635	115	17,515	23,196	450	23,646	177	287	-	68,484	5,953	91,967	6,580	98,547
Nevada	423	94	516	11	10	21	537	1,710	56	1,766	19	2,382	21	1,339	77	3,819	5,947	194	6,141	95	1,119	7	40,382	1,915	47,448	2,211	49,659
New Hampshire	142	39	181	30	6	36	217	915	116	1,031	17	1,589	119	25	3	1,736	2,710	291	3,001	160	1,037	369	6,972	3,435	10,719	4,255	14,974
New Jersey	92	47	139	120	134	254	393	794	548	1,342	1,441	24	12	1,200	587	1,823	2,157	2,842	4,999	164	550	87	7,019	19,517	9,726	22,610	32,336
New Mexico	779	142	921	49	34	83	1,004	2,752	175	2,927	48	5,739	110	151	3	6,003	9,563	419	9,982	351	2,506	180	51,165	3,891	63,234	4,841	68,075
New York	643	155	798	462	115	577	1,375	7,664	2,383	10,047	1,016	3,509	713	12,626	1,860	18,708	24,597	6,549	31,146	368	1,299	133	49,404	24,945	75,300	31,995	107,295
North Carolina	496	222	718	96	9	168	886	3,165	557	3,722	176	8,144	512	19,499	765	28,920	31,526	2,178	33,704	537	176	70	6,280	45,844	37,982	48,629	86,611
North Dakota	448	119	567	9	3	12	579	4,081	78	4,159	4	2,157	7	11,745	22	13,931	18,590	123	18,673	156	26	1	84,864	2,596	103,440	2,876	106,316
Ohio	926	39	965	399	162	561	1,526	4,817	1,416	6,233	176	9,833	874	9,039	1,969	21,715	24,654	4,996	29,650	299	1,349	78	59,542	18,629	85,545	24,002	109,547
Oklahoma	591	30	621	147	21	168	789	6,262	513	6,775	74	4,312	248	9,453	710	14,723	20,648	1,713	22,361	309	349	45	72,755	12,062	93,752	14,129	107,881
Oregon	488	114	602	89	37	126	728	2,978	287	3,265	123	3,386	152	5,019	357	8,914	11,985	1,045	13,030	1,546	2,338	6	77,274	5,337	91,597	7,934	99,531
Pennsylvania	1,161	111	1,272	241	78	319	1,591	5,475	1,282	6,757	112	11,946	1,665	107	40	13,758	18,800	3,418	22,218	799	23,593	1,990	48,354	17,190	90,747	23,397	114,144
Rhode Island	20	12	32	38	30	68	100	106	219	325	130	250	166	52	102	570	440	685	1,125	234	291	106	627	3,089	1,358	4,114	5,472
South Carolina	486	190	676	77	15	92	768	3,767	578	4,345	11	19,435	710	1,215	15	21,375	25,093	1,406	26,499	10	7,998	3,476	20,519	1,436	53,610	6,328	59,938
South Dakota	482	217	699	13	3	16	715	4,921	97	5,018	9	2,636	18	10,990	37	13,681	19,246	177	19,423	164	691	5	59,964	2,543	79,901	2,889	82,790
Tennessee	610	243	853	125	64	189	1,042	4,862	710	5,572	112	2,841	129	8,657	241	11,868	17,213	1,381	18,594	957	395	27	50,600	10,004	68,208	12,360	80,577
Texas	1,768	602	2,370	570	263	833	3,203	12,140	1,760	13,900	1,339	39,296	1,591	-	-	40,887	53,806	5,523	59,329	940	9,324	783	136,837	43,333	199,967	50,579	250,546
Utah	436	441	877	63	26	89	966	1,405	153	1,558	34	2,453	156	1,483	121	4,213	6,218	553	6,771	135	316	33	33,453	6,623	39,987	7,344	47,331
Vermont	239	76	315	12	2	14	329	1,048	61	1,109	(4/)	1,112	20	873	10	2,015	3,348	105	3,453	19	231	6	10,140	718	13,719	848	14,567
Virginia	734	112	846	97	102	199	1,045	2,927	553	3,480	22	4,364	392	14,551	500	19,807	22,688	1,666	24,354	704	157	121	29,026	7,464	51,871	9,955	61,826
Washington	261	253	514	179	38	217	731	2,794	411	3,205	604	2,588	235	8,060	813	11,696	13,956	2,280	16,236	779	7,927	11	44,982	10,344	66,865	13,414	80,279
West Virginia	295	250	545	41	19	60	605	1,812	168	1,980	10	2,649	90	8,048	71	10,858	13,054	399	13,453	62	612	36	19,307	2,700	32,973	3,197	36,170
Wisconsin	406	85	491	49	24	73	564	5,116	691	5,807	205	5,354	188	12,849	916	19,307	23,810	2,073	25,883	745	583	16	65,083	11,512	89,476	14,346	103,822
Wyoming	770	131	901	13	8	21	922	2,845	64	2,909	(4/)	2,235	21	439	6	2,701	6,420	112	6,532	103	17	1	32,864	1,114	39,301	1,330	40,631
Total	25,779	8,089	33,868	6,129	2,699	8,828	42,696	188,380	26,440	214,820	12,319	255,737	13,145	352,818	18,206	639,906	830,803	78,938	909,741	29,936	87,459	10,795	2,226,267	522,515	3,144,529	642,184	3,786,713

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, 1972.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES--1972

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

Mileage as of December 31, 1972 compiled from reports of State authorities

TABLE M-21
OCTOBER 1973

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS							FEDERAL-AID PRIMARY URBAN TYPE II HIGHWAYS	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			
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		RURAL	URBAN	TOTAL				
State primary highway system:														
Rural	30,779	2,034	32,813	202,410	7,590	210,000	416	173,295	2,550	175,845	386,261	85	21,873	408,219
Municipal 5,000 and over	360	5,824	6,184	2,235	23,790	26,025	2,146	845	6,882	7,727	35,898	833	2,963	39,694
Municipal under 5,000	919	195	1,114	12,146	852	12,998	10	8,457	348	8,805	21,813	7	1,116	22,936
Subtotal	32,058	8,053	40,111	216,791	32,232	249,023	2,572	182,597	9,780	192,377	443,972	925	25,952	470,849
State secondary highway system:														
Rural	43	16	59	2,490	284	2,774	106	70,686	1,487	72,173	75,053	180	41,491	116,724
Municipal 5,000 and over	5	58	63	131	674	805	281	470	1,819	2,289	3,375	723	3,900	7,998
Municipal under 5,000	1	-	1	149	13	162	1	1,961	48	2,009	2,172	2	2,816	4,990
Subtotal	49	74	123	2,770	971	3,741	388	73,117	3,354	76,471	80,600	905	48,207	129,712
County roads under State control:														
Rural	52	-	52	163	5	168	34	55,332	624	55,956	56,158	91	103,296	159,545
Municipal 5,000 and over	-	16	16	-	79	79	69	199	530	729	877	106	952	1,935
Municipal under 5,000	3	-	3	8	-	8	1	719	39	758	767	5	1,641	2,413
Subtotal	55	16	71	171	84	255	104	56,250	1,193	57,443	57,802	202	105,889	163,893
Total State highways	32,162	8,143	40,305	219,732	33,287	253,019	3,064	311,964	14,327	326,291	582,374	2,032	180,048	764,454
County roads	-	1	1	217	18	235	1,794	281,439	6,143	287,582	289,611	2,461	1,444,313	1,736,385
Town, township and other local	2	1	3	69	4	73	16	6,042	102	6,144	6,233	13	509,392	515,638
City streets 2/	1	114	115	139	1,140	1,279	7,404	8,890	10,766	19,656	28,339	25,426	479,695	533,460
Roads not overlapping State, county, or other local systems:														
State park, forest, reservation, and other roads	178	15	193	252	241	493	40	27	11	38	571	4	24,095	24,670
National park, forest, and reservation roads	-	-	-	291	12	303	-	190	2	192	495	-	208,676	209,171
Toll facilities	1,525	554	2,079	1,548	566	2,114	1	3	-	3	2,118	-	817	2,935
TOTAL EXISTING MILEAGE 3/	33,868	8,828	42,696	222,248	35,268	257,516	12,319	608,555	31,351	639,906	909,741	29,936	2,847,036	3,786,713

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

53887

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
February 14, 1974

FHWA-13-74 (202) 426-0677
QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, DECEMBER 31, 1973

Secretary of Transportation Claude S. Brinegar said today that work has either been completed or is underway on 98.9 percent--or 42,028 miles--of the 42,500-mile Interstate System.

He said only 472 miles, or 1.1 percent, have not yet advanced to the point where location public hearings have been held.

Information compiled by the Department of Transportation's Federal Highway Administration as of Dec. 31, 1973, showed that 35,460 miles--or 83.4 percent--of the Interstate System are now in use, with construction underway on another 3,036 miles.

"This represents an addition of 1,067 miles completed in the 12-month period since Dec. 31, 1972," Secretary Brinegar 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, 177 miles of rural and 8.323 miles of urban highways. As of this report, 28,612 miles or 83.7 percent of the rural mileage, and 6,848 miles or 82.3 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 34,393 a year ago and 35,075 as of Sept. 30, 1973, the date of the last survey, to 35,460 as of Dec. 31.

In addition to the sections open to traffic, 3,036 miles were under construction as of Dec. 31, engineering or right-of-way acquisition prior to construction was in progress on another 3,091 miles; and route location approval was pending on 441 additional miles for which public hearings had been held.

The status of the Interstate System as of December 31, 1973, 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/	6,848	82.3	28,612	83.7	35,460	83.4
2. Under construction	586	7.0	2,450	7.2	3,036	7.1
3. Location approved-construction not started	642	7.7	2,449	7.2	3,091	7.3
4. Public hearing held-approval pending	94	1.1	347	1.0	441	1.1
5. No location action taken	153	1.9	319	0.9	472	1.1
	8,323	100.0	34,177	100.0	142,500	100.0

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 2,309 miles of toll roads.

Some $53.23 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 $40.22 billion, of which $33.67 billion was for construction and $6.55 billion for engineering and right-of-way acquisition. As of December 31, 1973, work estimated to cost $13.01 billion was underway or authorized, including $8.81 billion of construction; and $4.20 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 rural primary and secondary highway systems and their urban extensions, and the new urban system for which $2.212 billion was apportioned for fiscal year 1974, has also shown considerable accomplishment, with $36.56 billion worth of work involving 278,833 miles of construction contracts completed or underway.

Construction contracts involving 267,110 miles of primary rural and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $27.70 billion; and contracts involving 11,724 miles at a cost of $5.52 billion were underway on December 31. In addition, $2.18 billion of engineering and right-of-way acquisition work had been completed and $1.16 billion worth of such work was underway. The rural primary-secondary and urban programs are financed by the Federal Government and the States on a 70/30 basis. Data are reported by States in table III.

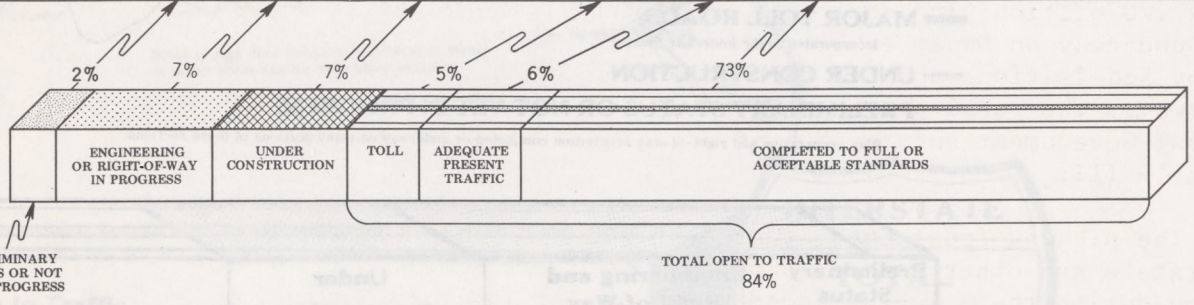
The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received $1.630 billion of tax revenue income during the 3 months ended December 31, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.322 billion. Disbursements for other highway related programs were $23 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 DECEMBER 31, 1973

TABLE 1

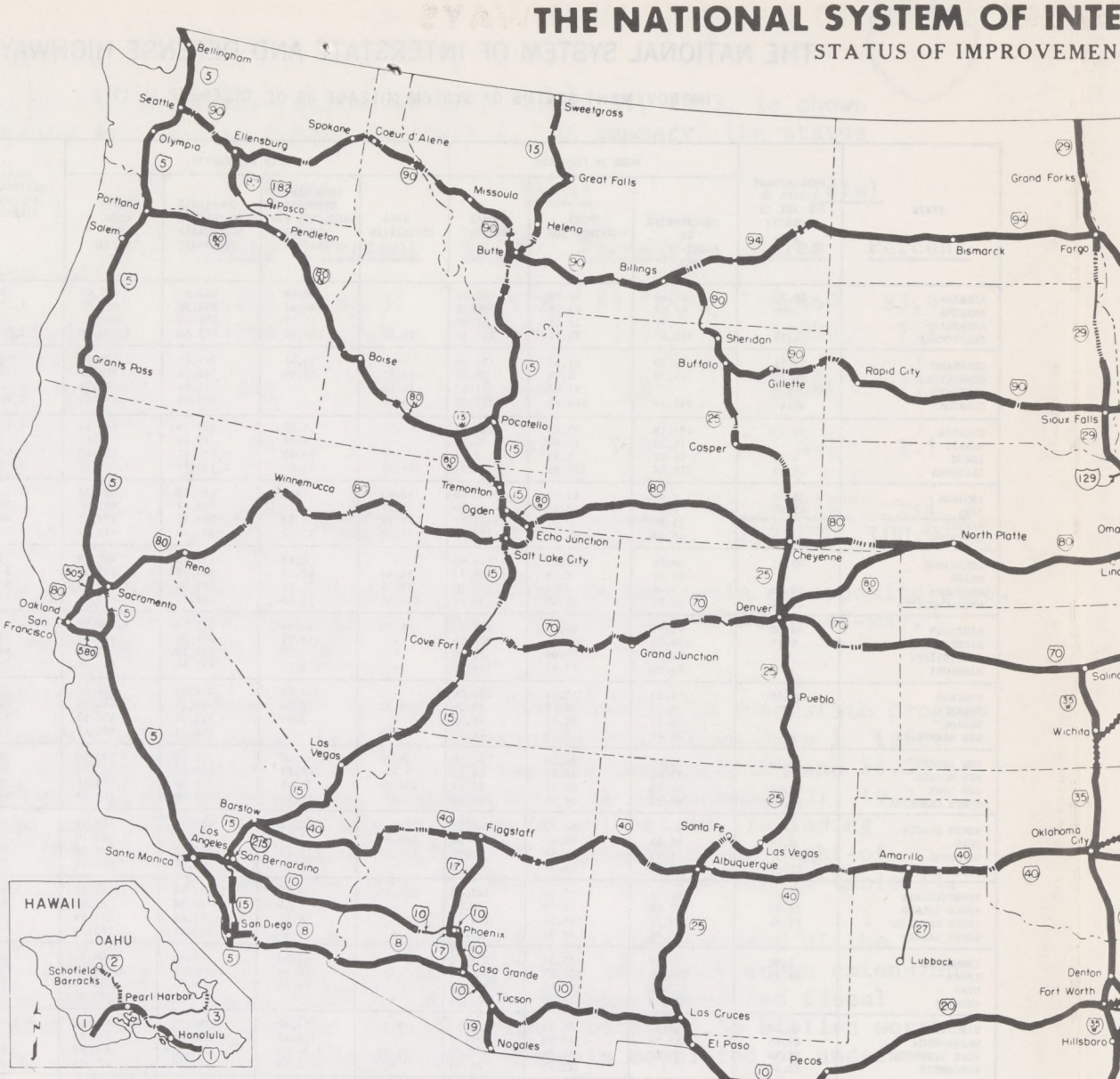
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	101.40	86.70	188.10	-	48.80	642.80	691.60	898.40	ALABAMA
ARIZONA	1.00	87.49	63.09	150.58	-	168.43	852.58	1,021.01	1,172.59	ARIZONA
ARKANSAS	-	5.79	12.01	17.80	-	11.79	496.75	508.54	526.34	ARKANSAS
CALIFORNIA	4.70	138.50	73.20	211.70	10.10	154.90	1,905.60	2,070.60	2,287.00 2/	CALIFORNIA
COLORADO	45.21	93.99	41.39	135.38	-	51.45	744.41	795.86	976.45	COLORADO
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	216.06	278.02	347.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	30.60	292.87	104.63	397.50	95.10	-	883.56	978.66	1,406.76 3/	FLORIDA
GEORGIA	26.70	133.19	95.82	229.01	-	4.86	892.76	897.62	1,153.33	GEORGIA
HAWAII	-	16.22	13.88	30.10	-	2.01	19.44	21.45	51.55	HAWAII
IDAHO	4.62	44.62	8.89	53.51	-	93.85	459.81	553.66	611.79	IDAHO
ILLINOIS	16.68	118.46	225.85	344.31	154.92	85.80	1,125.98	1,366.70	1,727.69	ILLINOIS
INDIANA	14.30	7.43	83.37	90.80	156.90	-	867.42	1,024.32	1,129.42	INDIANA
IOWA	47.92	6.87	63.19	70.06	3.17	-	659.81	662.98	780.96	IOWA
KANSAS	-	33.80	9.95	43.75	187.70	2.45	586.90	777.05	820.80	KANSAS
KENTUCKY	-	49.69	75.79	125.48	39.20	15.42	556.39	611.01	736.49	KENTUCKY
LOUISIANA	40.91	24.82	191.83	216.65	-	0.86	459.62	460.48	718.04	LOUISIANA
MAINE	-	17.61	8.16	25.77	54.48	87.24	144.20	285.92	311.69	MAINE
MARYLAND	26.56	3.46	0.24	3.70	53.04	74.55	199.96	327.55	357.81	MARYLAND
MASSACHUSETTS	19.41	25.81	10.41	36.22	134.41	19.49	262.95	416.85	472.48	MASSACHUSETTS
MICHIGAN	46.50	44.95	63.05	108.00	5.39	42.96	973.37	1,021.72	1,176.22	MICHIGAN
MINNESOTA	9.17	106.75	101.89	208.64	-	119.71	576.30	696.01	913.82	MINNESOTA
MISSISSIPPI	-	26.00	32.00	58.00	-	4.10	621.10	625.20	683.20	MISSISSIPPI
MISSOURI	-	84.00	78.60	162.60	-	121.70	862.60	984.30	1,146.90	MISSOURI
MONTANA	24.58	154.53	55.51	210.04	-	247.09	706.95	954.04	1,188.66	MONTANA
NEBRASKA	-	3.07	36.19	39.26	0.22	12.88	428.23	441.33	480.59	NEBRASKA
NEVADA	-	68.91	29.12	98.03	-	3.13	433.38	436.51	534.54	NEVADA
NEW HAMPSHIRE	-	21.45	7.41	28.86	21.09	-	164.57	185.66	214.52	NEW HAMPSHIRE
NEW JERSEY	19.10	51.30	34.30	85.60	45.70	15.80	218.40	279.90	384.60 4/	NEW JERSEY
NEW MEXICO	-	57.41	28.88	86.29	-	44.99	868.02	913.01	999.30	NEW MEXICO
NEW YORK	69.48	31.99	60.58	92.57	490.08	26.41	652.66	1,169.15	1,331.20 5/	NEW YORK
NORTH CAROLINA	53.30	87.29	98.93	186.22	-	10.62	592.05	602.67	842.19	NORTH CAROLINA
NORTH DAKOTA	-	-	48.20	48.20	-	37.40	485.73	523.13	571.33	NORTH DAKOTA
OHIO	8.36	68.65	74.40	143.05	206.20	57.52	1,118.47	1,382.19	1,533.60	OHIO
OKLAHOMA	-	1.99	38.67	40.66	174.04	17.11	577.53	768.68	809.34	OKLAHOMA
OREGON	21.07	11.97	16.31	28.28	-	86.94	598.54	685.48	734.83	OREGON
PENNSYLVANIA	21.07	67.56	75.26	142.82	360.18	8.35	1,042.48	1,411.01	1,574.90	PENNSYLVANIA
RHODE ISLAND	26.59	0.40	6.49	6.89	-	8.44	58.36	66.80	100.28	RHODE ISLAND
SOUTH CAROLINA	51.94	8.75	125.72	134.47	-	8.17	563.46	571.63	758.04	SOUTH CAROLINA
SOUTH DAKOTA	-	65.46	49.97	115.43	-	49.28	514.25	563.53	678.96	SOUTH DAKOTA
TENNESSEE	2.80	30.80	205.30	236.10	-	66.30	740.20	806.50	1,045.40	TENNESSEE
TEXAS	15.74	296.95	229.67	526.62	-	220.30	2,398.60	2,618.90	3,161.26	TEXAS
UTAH	-	227.91	103.65	331.56	-	65.54	540.84	606.38	937.94	UTAH
VERMONT	-	26.73	23.80	50.53	-	-	269.85	269.85	320.38	VERMONT
VIRGINIA	40.22	148.13	36.38	184.51	9.15	33.87	796.53	839.55	1,064.28	VIRGINIA
WASHINGTON	69.85	55.53	40.59	96.12	-	126.98	469.95	596.93	762.90	WASHINGTON
WEST VIRGINIA	11.88	36.83	81.99	118.82	81.55	34.88	264.37	380.80	511.50	WEST VIRGINIA
WISCONSIN	82.48	-	21.73	21.73	-	5.69	467.15	472.84	577.05	WISCONSIN
WYOMING	-	71.78	45.18	116.96	-	13.82	783.16	796.98	913.94	WYOMING
DISTRICT OF COLUMBIA	9.36	7.24	2.19	9.43	"	2.47	8.29	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-8.71 6/								-8.71 6/	PENDING
TOTAL	912.30	3,091.05	3,036.19	6,127.24	2,309.23	2,364.00	30,787.23	35,460.46	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 the 43.80 mile St. Petersburg-Tampa Bypass (I-75E originally; now part of I-75) which was added to the system under the Howard-Cramer 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/ Excludes 52.80 miles of the total 67.20 mile Genesee Expressway (I-390) and the entire 10.60 miles (I-590) in Rochester, which are chargeable to the Howard-Cramer Act.
6/ 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 INTE

STATUS OF IMPROVEMEN



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

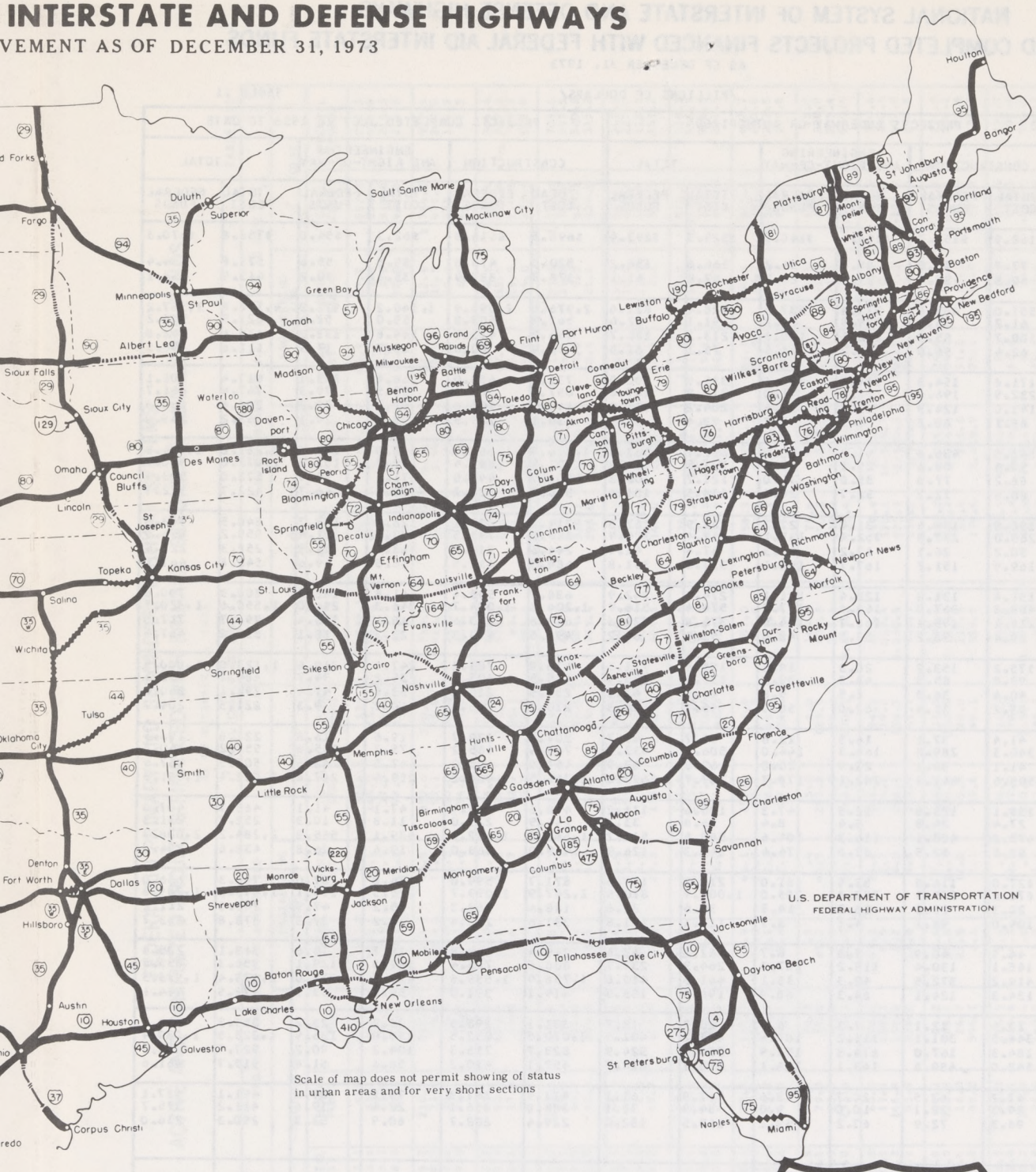
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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
913 Miles	3,091 Miles	3,036 Miles

INTERSTATE AND DEFENSE HIGHWAYS

VEMENT AS OF DECEMBER 31, 1973



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

INTERSTATE

TOTAL

42,500

MILES

Open to Traffic

35,460 Miles

38,496 Miles

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL AID INTERSTATE FUNDS
AS OF DECEMBER 31, 1973

/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	$168.9	$152.7	$156.6	$140.7	$325.5	$293.4	$696.5	$616.3	$62.3	$54.0	$758.8	$670.3
ALASKA												
ARIZONA	77.7	72.0	88.9	84.2	166.6	156.2	520.0	478.8	59.8	55.6	579.8	534.4
ARKANSAS	40.3	36.4	27.5	24.7	67.8	61.1	378.8	337.9	35.1	30.2	413.9	368.1
CALIFORNIA	551.0	483.9	377.4	337.5	928.4	821.4	2,976.8	2,595.9	1,140.2	971.3	4,116.8	3,567.2
COLORADO	61.2	55.4	29.9	27.2	91.1	82.6	562.9	503.8	59.0	51.4	621.9	555.2
CONNECTICUT	100.7	85.9	112.5	100.8	213.2	186.7	486.3	411.5	149.8	131.3	636.1	542.8
DELAWARE	62.4	56.0	12.7	11.5	75.1	67.5	90.9	80.6	20.7	17.9	111.6	98.5
FLORIDA	171.6	154.3	164.3	138.6	335.9	292.9	751.0	658.0	166.4	143.1	917.4	801.1
GEORGIA	232.9	196.6	78.9	71.0	311.8	267.6	657.9	582.4	89.5	79.3	747.4	661.7
HAWAII	141.0	124.3	63.2	54.6	204.2	178.9	144.2	105.6	62.2	55.2	206.4	160.8
IDAHO	65.1	60.2	8.3	7.7	73.4	67.9	230.1	209.9	33.1	29.1	263.2	239.0
ILLINOIS	541.5	486.8	91.2	80.8	632.7	567.6	1,924.9	1,665.9	336.9	288.9	2,261.8	1,954.8
INDIANA	98.4	88.6	29.1	26.3	127.5	114.9	901.7	807.4	170.3	153.3	1,072.0	960.7
IOWA	86.2	77.3	35.6	31.0	121.7	108.3	501.9	444.0	71.1	59.9	573.0	503.9
KANSAS	80.8	72.1	32.7	29.5	113.5	101.6	370.2	326.2	52.5	46.7	422.7	372.9
KENTUCKY	156.9	139.6	31.0	27.7	187.9	167.3	714.1	635.1	126.4	108.7	840.5	743.8
LOUISIANA	265.0	237.8	152.4	137.1	417.4	374.9	888.5	793.5	70.7	61.4	959.2	854.9
MAINE	30.2	26.1	17.2	15.3	47.4	41.4	244.6	214.7	13.7	11.9	258.3	226.6
MARYLAND	169.9	151.7	167.7	150.1	337.6	301.8	484.3	417.5	56.5	49.6	540.8	467.1
MASSACHUSETTS	151.4	131.8	123.4	111.1	274.8	242.9	638.7	558.4	161.6	142.2	800.3	700.6
MICHIGAN	409.8	367.0	164.6	147.9	574.4	514.9	1,204.3	1,024.7	346.3	296.0	1,550.6	1,320.7
MINNESOTA	216.1	195.1	160.7	144.5	376.8	339.6	680.6	613.6	116.1	103.4	796.7	717.0
MISSISSIPPI	40.4	36.2	53.5	48.0	93.9	84.2	491.5	439.3	21.3	18.1	512.8	457.4
MISSOURI	175.2	153.2	20.3	18.3	195.5	171.5	875.9	781.1	247.1	219.4	1,123.0	1,000.5
MONTANA	93.8	85.5	43.8	39.9	137.6	125.4	445.5	403.4	39.2	34.7	484.7	438.1
NEBRASKA	40.4	36.3	6.5	5.8	46.9	42.1	238.5	213.2	53.6	47.4	292.1	260.6
NEVADA	33.2	31.4	62.0	58.9	95.2	90.3	210.8	195.4	10.7	9.3	221.5	204.7
NEW HAMPSHIRE	41.4	37.1	14.3	12.6	55.7	49.7	207.2	179.7	19.6	16.8	226.8	196.5
NEW JERSEY	340.3	289.8	166.3	144.0	506.6	433.8	783.9	685.2	175.3	155.6	959.2	840.8
NEW MEXICO	41.1	38.1	27.9	25.8	69.0	63.9	461.0	425.0	47.5	42.6	508.5	467.6
NEW YORK	505.6	441.9	202.1	178.7	707.7	620.6	1,746.5	1,484.2	259.9	217.6	2,006.4	1,701.8
NORTH CAROLINA	138.1	123.9	52.5	47.3	190.6	171.2	418.6	365.9	47.1	41.1	465.7	407.0
NORTH DAKOTA	27.4	24.8	9.4	8.4	36.8	33.2	244.9	221.0	11.8	10.3	256.7	231.3
OHIO	473.2	408.1	116.3	104.6	589.5	512.7	1,645.1	1,442.6	639.1	565.8	2,284.2	2,008.4
OKLAHOMA	58.5	52.5	82.8	74.4	141.3	126.9	419.0	368.0	19.6	16.8	438.6	384.8
OREGON	127.0	116.5	87.9	81.0	214.9	197.5	671.7	599.0	74.6	67.0	746.3	666.0
PENNSYLVANIA	670.6	575.5	339.3	295.0	1,009.9	870.5	1,247.9	1,099.7	225.3	190.1	1,473.2	1,289.8
RHODE ISLAND	20.3	18.3	16.3	14.3	36.6	32.6	188.4	163.3	55.2	47.9	243.6	211.2
SOUTH CAROLINA	109.0	98.1	4.1	3.7	113.1	101.8	331.6	296.4	42.2	37.3	373.8	333.7
SOUTH DAKOTA	44.9	40.9	7.3	6.7	52.2	47.6	299.4	268.8	18.7	16.6	318.1	285.4
TENNESSEE	145.1	130.4	119.2	107.3	264.3	237.7	808.5	726.4	147.8	129.1	956.3	855.5
TEXAS	419.2	372.5	42.3	38.1	461.5	410.6	1,756.9	1,555.5	422.5	378.0	2,179.4	1,933.5
UTAH	134.3	124.1	64.3	60.9	198.6	185.0	419.1	391.0	59.8	53.1	478.9	444.1
VERMONT	13.4	12.1	7.3	6.6	20.7	18.7	331.1	295.5	28.2	23.2	359.3	318.7
VIRGINIA	344.5	301.1	111.2	100.4	455.7	401.5	1,070.5	952.5	155.0	136.9	1,225.5	1,089.4
WASHINGTON	184.3	167.0	174.3	157.9	358.6	324.9	823.7	716.3	104.2	90.2	927.9	806.5
WEST VIRGINIA	543.0	489.8	143.1	129.1	686.1	618.9	457.1	410.2	58.6	51.4	515.7	461.6
WISCONSIN	47.2	42.5	20.7	18.6	67.9	61.1	411.9	367.3	79.2	69.8	491.1	437.1
WYOMING	24.3	22.1	10.0	9.0	34.3	31.1	388.8	356.1	22.4	19.6	411.2	375.7
DIST. OF COL.	96.3	72.9	67.2	59.1	163.5	132.0	229.4	202.7	60.9	53.3	290.3	256.0
PUERTO RICO												
TOTAL	8,811.2	7,794.1	4,198.2	3,754.3	13,009.4	11,548.4	33,673.5	29,686.4	6,546.6	5,699.2	40,220.1	35,385.6

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

AS OF DECEMBER 31, 1973

/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	$113.1	$55.4	231.9	$33.5	$16.5	$146.6	$71.9	$536.3	270.1	7,780.1	55.9	27.2	592.2	297.3
ALASKA	103.6	85.1	226.2	41.3	38.6	144.9	123.7	464.0	425.0	3,223.5	74.6	69.4	538.6	494.4
ARIZONA	35.7	21.8	55.7	1.8	1.4	37.5	23.2	314.5	215.3	2,142.9	4.5	3.0	319.0	218.3
ARKANSAS	78.8	43.3	302.7	20.1	10.2	98.9	53.5	408.0	202.8	5,650.3	21.8	10.5	429.8	213.3
CALIFORNIA	319.7	210.6	288.9	30.9	19.9	350.6	230.5	1,764.5	965.2	4,111.3	20.2	12.4	1,784.7	977.6
COLORADO	38.7	21.9	99.4	20.4	11.9	59.1	33.8	420.7	229.5	3,997.4	56.1	30.5	476.8	260.0
CONNECTICUT	67.8	35.2	19.8	22.2	11.2	90.0	46.4	243.0	119.3	276.3	30.7	15.2	273.7	134.5
DELAWARE	27.8	14.7	18.5	6.8	3.6	34.6	18.3	108.1	53.5	547.6	11.8	6.0	119.9	59.5
FLORIDA	152.2	83.3	184.3	23.0	11.7	175.2	95.0	638.7	299.6	3,764.3	9.7	4.8	648.4	304.4
GEORGIA	173.9	90.9	409.4	60.6	30.5	234.5	121.4	578.2	286.2	6,169.7	67.4	33.4	645.6	319.6
HAWAII	36.1	17.4	16.8	16.6	6.7	52.7	24.1	83.5	41.0	174.5	26.8	13.5	110.3	54.5
IDAHO	39.8	29.3	153.1	3.4	2.4	43.2	31.7	205.6	134.9	2,589.7	23.8	14.0	229.4	148.9
ILLINOIS	263.3	136.9	555.4	8.3	4.2	271.6	141.1	1,325.5	676.1	8,810.5	61.6	29.5	1,387.1	705.6
INDIANA	118.1	59.8	160.0	26.4	13.7	144.5	73.5	699.8	357.7	3,651.1	83.2	39.8	783.0	397.5
IOWA	81.9	45.7	626.4	3.0	1.9	84.9	47.6	604.1	310.7	13,023.4	19.0	9.5	623.1	320.2
KANSAS	75.8	40.1	388.9	8.3	4.2	84.1	44.3	595.4	293.6	14,517.1	43.4	21.6	638.8	315.2
KENTUCKY	101.7	49.8	102.6	48.6	24.9	150.3	74.7	404.7	203.2	2,480.8	79.1	38.9	483.8	242.1
LOUISIANA	117.3	60.7	138.9	41.5	20.6	158.8	81.3	445.0	217.5	2,959.8	21.3	10.4	466.3	227.9
MAINE	16.3	8.3	36.0	10.7	5.6	27.0	13.9	208.1	101.8	1,082.6	25.5	11.9	233.6	113.7
MARYLAND	91.2	47.7	105.9	47.4	25.3	138.6	73.0	304.1	148.0	1,529.9	6.4	3.2	310.5	151.2
MASSACHUSETTS	144.4	79.1	93.6	27.5	13.7	171.9	92.8	459.4	225.8	544.8	112.6	32.5	572.0	258.3
MICHIGAN	147.8	82.2	438.5	37.4	19.1	185.2	101.3	1,062.7	521.2	10,396.7	72.9	34.5	1,135.6	555.7
MINNESOTA	158.7	79.1	829.2	8.4	4.3	167.1	83.4	714.7	356.8	16,943.3	19.2	9.7	733.9	366.5
MISSISSIPPI	60.8	29.2	368.4	25.7	13.0	86.5	42.2	438.6	213.2	8,481.2	36.7	18.3	475.3	231.5
MISSOURI	72.1	38.7	149.7	84.9	46.1	157.0	84.8	707.0	358.3	10,283.7	134.1	64.4	841.1	422.7
MONTANA	39.9	27.2	190.5	20.0	12.9	59.9	40.1	360.9	219.1	5,078.8	37.0	20.7	397.9	239.8
NEBRASKA	81.6	45.7	549.9	5.1	2.3	86.7	48.0	467.8	237.7	9,036.9	39.9	19.8	507.7	257.5
NEVADA	13.2	12.1	36.5	13.8	12.3	27.0	24.4	155.7	135.9	1,994.9	16.5	13.9	172.2	149.8
NEW HAMPSHIRE	14.9	7.6	24.7	.9	.4	15.8	8.0	149.0	73.4	504.9	5.1	2.3	154.1	75.7
NEW JERSEY	164.1	79.0	49.0	89.7	44.5	253.8	123.5	400.5	193.3	573.3	66.5	31.5	467.0	224.8
NEW MEXICO	36.5	23.7	83.4	8.3	5.6	44.8	29.3	288.1	187.8	2,757.2	29.2	17.6	317.3	205.4
NEW YORK	474.0	253.6	193.1	32.0	16.5	506.0	270.1	2,003.0	933.4	3,663.8	33.2	16.0	2,036.2	949.4
NORTH CAROLINA	116.8	60.3	190.6	47.5	24.0	164.3	84.3	605.7	299.9	5,188.5	110.8	54.7	716.5	354.6
NORTH DAKOTA	30.1	17.1	688.1	4.5	2.7	34.6	19.8	332.4	170.2	16,599.7	19.5	10.2	351.9	180.4
OHIO	288.7	146.5	190.3	8.2	4.2	296.9	150.7	1,030.5	525.7	2,980.3	155.7	77.2	1,186.2	602.9
OKLAHOMA	102.1	55.9	338.2	11.8	5.8	113.9	61.7	588.5	291.2	6,967.8	16.0	7.6	604.5	298.8
OREGON	54.6	24.1	54.2	11.6	7.4	66.2	31.5	347.4	212.2	2,289.6	24.4	14.3	371.8	226.5
PENNSYLVANIA	481.8	228.2	289.5	48.8	24.3	530.6	252.5	1,125.4	550.7	2,264.4	104.7	45.4	1,230.1	596.1
RHODE ISLAND	31.6	16.0	24.7	23.9	12.0	55.5	28.0	118.5	58.4	265.0	31.3	15.1	149.8	73.5
SOUTH CAROLINA	87.5	48.0	594.0	2.1	1.1	89.6	49.1	359.8	178.9	8,059.9	25.6	13.0	385.4	191.9
SOUTH DAKOTA	26.5	15.3	216.9	1.6	.9	28.1	16.2	359.2	195.7	11,140.8	5.3	3.0	364.5	198.7
TENNESSEE	92.4	48.1	269.6	44.8	22.5	137.2	70.6	540.5	270.4	8,254.1	61.6	29.2	602.1	299.6
TEXAS	280.2	164.8	727.4	.6	.3	280.8	165.1	1,875.9	959.9	21,516.9	6.7	3.7	1,882.6	963.6
UTAH	31.8	24.4	143.5	11.2	8.8	43.0	33.2	187.3	135.1	1,803.2	19.6	13.6	206.9	148.7
VERMONT	11.6	6.7	11.8	1.0	.5	12.6	7.2	122.4	61.3	579.5	17.6	8.1	140.0	69.4
VIRGINIA	82.5	46.5	153.6	9.3	4.7	91.8	51.2	631.3	305.4	4,205.9	54.7	26.1	686.0	331.5
WASHINGTON	80.3	48.7	141.9	10.7	5.9	91.0	54.6	482.8	250.1	4,401.2	20.6	10.6	503.4	260.7
WEST VIRGINIA	58.9	31.0	34.0	28.7	15.1	87.6	46.1	242.8	122.1	1,148.7	42.5	21.2	285.3	143.3
WISCONSIN	103.9	58.1	391.7	35.0	17.5	138.9	75.6	653.2	325.5	7,462.7	61.2	30.6	714.4	356.1
WYOMING	12.5	10.5	89.2	6.1	4.7	18.6	15.2	224.7	151.7	2,785.3	11.4	7.7	236.1	159.4
DIST. OF COL.	34.3	17.9	12.4	5.4	3.5	39.7	21.4	121.0	67.6	111.0	14.4	7.4	135.4	75.0
PUERTO RICO	54.0	26.6	35.4	14.0	8.4	68.0	35.0	189.9	86.2	342.7	32.0	12.9	221.9	99.1
TOTAL	5,523.0	3,009.8	11,724.4	1,155.6	629.6	6,678.6	3,639.4	27,698.2	14,425.3	267,109.7	2,181.3	1,097.6	29,879.5	15,522.9

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars) TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1973	FISCAL YEAR 7-1-73 TO 12-31-73
Balance at beginning of period	1/ $ 6,192,602	$ 5,590,688
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	1,141,909	2,322,330
Less motorboat fuel revenue 2/	6,200	23,400
Net for highways	1,135,709	2,298,930
Trucks, buses, and trailers	135,015	289,573
Tires, tubes, and tread rubber	220,476	463,234
Vehicle use	75,414	158,083
Parts and accessories, trucks and buses	29,076	65,290
Lubricating oil (net after refunds)	33,833	64,336
Total excise revenues	1,629,523	3,339,446
Interest earned	175,642	184,970
Total Income	1,805,165	3,524,416
Disbursements:		
For highways	1,321,654	2,418,535
National Highway Traffic Safety Administration	23,155	1/ 40,611
Trust Fund share other highway programs	-	3,000
Total Disbursements	1,344,809	2,462,146
Balance at end of period	$ 6,652,958	$ 6,652,958
Liability for unpaid obligations (12/31/73)	7,310,889	
Balance less liability for unpaid obligation	-657,931	

1/ Revised.

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

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1977) are:

Motor fuel: 4 cents per gallon.
New trucks, 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 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 FRIDAY
February 15, 1974

FHWA 15-74
(202) 426-0677

The Department of Transportation has announced the award of a $71,600 contract to the Southwest Research Institute, San Antonio, Texas, to develop a physician's manual establishing guidelines for doctors performing physical examinations on truck and bus drivers engaged in interstate and foreign commerce. The action was taken on behalf of the Bureau of Motor Carrier Safety, a unit within the Department's Federal Highway Administration.

The manual will be based on literature surveys, questionnaires, and personal interviews as related to certain portions of the Federal Motor Carrier Safety Regulations.

The 18-month contract is entitled "Establishment of Guidelines to Aid Examining Physicians in Qualifying Drivers Under the Motor Carrier Safety Regulations." Its objective is the development of precise criteria to aid physicians in determining a driver's fitness under the provisions of the Federal Motor Carrier Safety Regulations and the elimination of certain problem areas which have been identified by the Bureau and physicians as deterrents to prompt decisionmaking.

BMCS Director Robert A. Kaye said, "The Bureau is well aware of the problems faced by drivers, carriers, and physicians, when a so-called 'medical gray area' is encountered. This contract will clearly specify the various aspects of the drivers physical examination as related to his working environment, and it will provide the examining physician with information which will greatly reduce the confusion of previously borderline areas."

# # # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
February 16, 1974

FHWA-18-74 (202-426-6077)

Secretary of Transportation Claude S. Brinegar today announced approval of carpool demonstration projects for the Portland, Oregon, and Dallas and Fort Worth, Texas, areas.

The three projects are the first to be approved for Federal-aid highway funding under provisions of the recently-enacted Emergency Highway Energy Conservation Act.

"There is great interest throughout the country in carpooling," Secretary Brinegar said. "This is most encouraging, since widespread use of carpools and mass transit, in place of the single-passenger car, offers the best hope for coping with the Nation's fuel shortage without sacrificing urban mobility."

The Portland area is undertaking a $250,000 project to assist employers and individual citizens in creating an areawide computerized carpool matching program. The 10 percent local matching share is being provided by the Tri-County Metropolitan Transportation District and the program will be managed by the State Department of Transportation.

The promotional effort is being supported by all local newspapers, four television and 15 radio stations. In addition, 60 billboards have been donated for the campaign. Informational features include use of the word "CARPOOL" as a seven digit telephone number for inquiries, and use of "Carpool, Portland, Oregon," as a complete mailing address.

Similar demonstration projects have been approved for Dallas ($170,000) and Fort Worth ($88,000) and the programs are being managed by the city governments with matching funds being supplied by the Texas State Highway Department.

The objective of the "National Carpool Action Plan," announced last month by Secretary Brinegar, is to have computer matching programs available in each of the Nation's urbanized areas of 50,000 or more population by May 1, 1974.

To provide technical assistance to carpool organizers, the Department of Transportation's Federal Highway Administration and Urban Mass Transportation Administration are conducting a series of regional training seminars for field personnel of the two agencies and for State and local government employees and transportation policymakers. The seminars will be concluded by the end of February.

- more -

The 90 percent Federal share for financing carpool demonstration projects comes from Federal-aid highway funds available to each State, and is limited to $1 million dollars for any single project. Projects are proposed by the responsible State and local transportation officials and approvals are handled by the FHWA field offices in each State.

# # #

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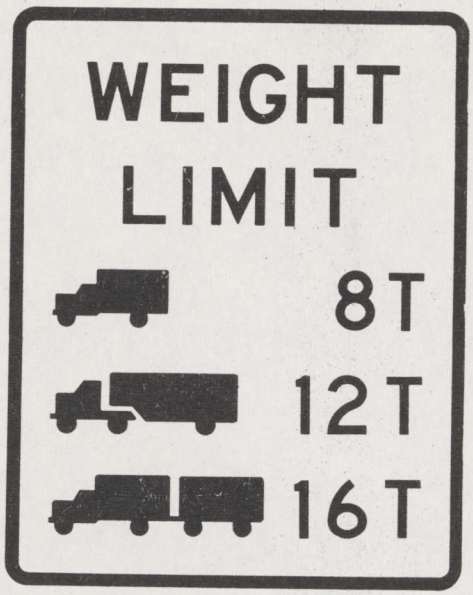

FOR RELEASE THURSDAY
February 21, 1974

FHWA 16-74
(202) 426-0677

A new information symbol sign to indicate maximum truck weight limitations by type of truck unit (single, tractor-trailer, and double-bottom) has been developed by the National Advisory Committee on Uniform Traffic Control Devices and approved by the Department of Transportation's Federal Highway Administration (FHWA).

The new black on white sign provides for a graphic display of truck unit types, weight limits for each type unit, and a legend indicating the gross weight limit where needed for enforcement purposes.

Specifications for this new sign are contained in a supplement to the FHWA's 1972 Standard Highway Signs booklet which provides standard drawings and dimensions for highway signs as a means of promoting uniformity of design throughout the United States.

- more -

Interested traffic authorities, trade associations and organizations involved in the fabrication, installation and maintenance of traffic signs may obtain the detailed drawings and dimensional information by contacting the FHWA's Office of Traffic Operations, Traffic Controls Systems Division (HTO-21), 400 Seventh Street, S.W., Washington, D.C. 20590 or by calling (202) 426-0411).

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
February 26, 1974

FHWA-14-74 (202) 426-0677

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the fourth quarter of 1973 increased 8.2 percent above the previous quarter, to 167.8 percent of the 1967 average. This follows a 6.3 percent increase for the previous quarter.

The composite price index for the fourth quarter is 16.2 percent above that for the fourth quarter of 1972.

Roadway excavation led the advance in highway construction costs with a 15.5 percent rise, followed by a 12.7 percent jump in bituminous concrete pavement. The composite surfacing index increased 8.4 percent, reflecting a lesser rise in the price of portland cement concrete pavement which rose 4.7 percent. The price of structural reinforcing steel rose 10.0 percent but structural steel dropped 10.1 percent, resulting in a very slight decrease in the composite structural index.

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
1st quarter, 1972	135.5	+1.5
2nd quarter, 1972	133.7	-1.3
3rd quarter, 1972	141.2	+5.5
4th quarter, 1972	144.4	+2.3
1st quarter, 1973	137.8	-4.6
2nd quarter, 1973	145.9	+5.9
3rd quarter, 1973	155.1	+6.3
4th quarter, 1973	167.8	+8.2

The price levels of the component items of the index in the fourth quarter of 1973, the previous quarter, the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100		Percentage change this quarter from —		
	Fourth quarter 1973	Third quarter 1973	Fourth quarter 1972	Third quarter 1973	Fourth quarter 1972
Excavation	172.7	149.5	140.0	+15.5	+23.3
Surfacing:					
Portland cement concrete	167.9	160.4	133.8	+ 4.7	+25.5
Bituminous concrete	167.5	148.7	162.6	+12.7	+ 3.0
Composite surfacing	167.7	154.7	147.7	+ 8.4	+13.5
Structures:					
Reinforcing steel	178.0	161.9	141.6	+10.0	+25.7
Structural steel	153.6	170.9	140.5	-10.1	+ 9.4
Structural concrete	161.5	157.3	151.9	+ 2.6	+ 6.3
Composite structures	162.0	162.1	146.7	- 0.1	+10.5
Composite price index	167.8	155.1	144.4	+ 8.2	+16.2

The U.S. average contract unit prices for the index items during the third and fourth quarters of 1973 are:

	Unit	3rd Qtr. 1973	4th Qtr. 1973
Excavation	Cu. Yd.	$ .81	$ .93
PCC surface	Sq. Yd.	7.10	7.43
Bit. conc. surf.	Ton	9.61	10.83
Str. reinf.	Lb.	.212	.233
Str. steel	Lb.	.422	.379
Str. concrete	Cu. Yd.	110.60	113.51

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
February 26, 1974

FHWA 19-74
(202) 426-0677

The Federal Highway Administration table MF-33G shows the monthly and cumulated tabulation of gross gallons of motor gasoline consumed in each State for the 3 most recent months for which substantial information is available. State taxation reports are the source of the data.

Total cumulative calendar year figures for November 1973, that include data for 42 States, show a 4.6 percent increase over 1972. The largest monthly increase in gasoline sold during 1973 was for January with an 8.9 percent increase for all States and the District of Columbia, while December shows a 5.1 percent increase from December 1972, based on 22 States.

Cumulative data for 11 months through November 1973 for 42 States show 40 increases over the comparable 1972 period, with two States showing decreases.

The three States showing the greatest percent increases for the 11 months through November were Florida (11.6 percent), Arizona (8.3 percent), and Tennessee (8.0 percent). The States showing decreases were Alaska (-11.7 percent) and Indiana (-0.8 percent).

Unusually large percent changes for any month from the same month of the prior year may be the result of late receipt by or delayed processing of some distributors' reports by the State taxation agency, or extreme differences in weather conditions between the two years. The 5.1 percent December increase probably reflects reporting lags compared to 1972 for two States. With these omitted a decrease of 1.0 percent would be indicated for the month.

The table that shows the October, November and December monthly motor-gasoline data for 1973, by States, is attached.

FEB. 20, 1974

TABLE MF-33G-02-20-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES

STATE	OCT.73 (46 STATES)		CAL. YR. CUMUL.		NOV.73 (42 STATES)		CAL. YR. CUMUL.		DEC.73 (22 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	151,161	1.7	1,570,192	5.2	163,648	7.1	1,733,840	5.4	153,729	3.2	1,887,569	5.2
ALASKA	14,715	-29.1	124,475	-12.6	13,090	-2.3	137,565	-11.7				
ARIZONA	96,317	7.3	1,005,917	8.2	94,745	9.1	1,100,662	8.3	105,702	4.6	1,206,364	8.0
ARKANSAS	104,659	6.2	986,103	5.1	96,923	6.7	1,083,026	5.3	92,841	-2.9	1,175,867	4.6
CALIFORNIA	885,241	5.5	8,675,513	3.9	848,127	2.9	9,523,640	3.8				
COLORADO	121,158	9.0	1,152,840	4.9	105,288	7.6	1,258,128	5.1				
CONNECTICUT	118,488	3.8	1,146,034	3.2	111,210	-.9	1,257,244	2.8	104,297	-10.0	1,361,541	1.7
DELAWARE												
DIST. OF COL.	21,434	2.7	216,634	8.3	21,366	-.7	238,000	7.5	19,510	-9.7	257,510	5.9
FLORIDA	360,879	13.6	3,672,982	11.8	358,893	9.3	4,031,875	11.6				
GEORGIA	244,222	3.0	2,386,607	7.5	232,855	4.2	2,619,462	7.2				
HAWAII	24,793	18.0	240,847	7.9	21,356	-2.8	262,203	7.0				
IDAHO	45,540	8.0	414,761	5.2	36,205	4.7	450,966	5.1	34,973	-2.3	485,939	4.6
ILLINOIS												
INDIANA	254,169	5.5	2,418,896	4.7	100,267	-56.0	2,519,163	-.8	356,193	51.2	2,875,356	3.7
IOWA	169,624	25.3	1,543,185	13.1								
KANSAS	124,234	10.2	1,163,669	2.4								
KENTUCKY	147,264	9.3	1,431,307	5.2	138,895	3.8	1,570,202	5.1				
LOUISIANA	157,143	8.5	1,486,505	5.3	155,550	-4.7	1,642,055	4.3	147,998	14.5	1,790,053	5.1
MAINE	46,194	3.8	456,391	4.1	43,099	.6	499,490	3.8	38,102	-7.3	537,592	2.9
MARYLAND	159,700	4.9	1,578,491	5.5	154,511	2.9	1,733,002	5.3	140,382	-6.7	1,873,384	4.3
MASSACHUSETTS	204,705	4.4	2,011,166	5.1	196,185	.5	2,207,351	4.7				
MICHIGAN	426,435	2.1	3,929,293	3.1	387,052	0.0	4,316,345	2.8				
MINNESOTA	196,071	2.1	1,804,157	2.4	184,080	5.2	1,988,237	2.7				
MISSISSIPPI	112,022	5.0	1,026,677	2.6	102,936	9.1	1,129,613	3.2	101,183	-4.7	1,230,796	2.5
MISSOURI	222,604	-9.1	2,273,340	2.5	237,745	2.8	2,511,085	2.5	231,213	6.1	2,742,298	2.8
MONTANA												
NEBRASKA	82,296	5.6	761,386	2.1	68,206	2.7	829,592	2.2	81,206	5.6	910,798	2.5
NEVADA	34,492	4.5	334,179	6.5	31,065	7.1	365,244	6.5	27,749	-2.9	392,993	5.8
NEW HAMPSHIRE	35,817	2.9	342,463	4.1	31,873	.8	374,336	3.9	29,424	-7.2	403,760	3.0
NEW JERSEY	308,100	16.8	2,764,237	4.1	239,445	11.8	3,003,682	4.7				
NEW MEXICO	58,580	20.7	590,505	7.0	55,649	8.4	646,154	7.1				
NEW YORK	603,637	12.4	5,256,684	3.7	371,616	-23.2	5,628,300	1.3				
N. CAROLINA	243,073	.3	2,406,843	4.7	227,156	5.2	2,633,999	4.7				
N. DAKOTA	38,064	.2	369,018	3.6	36,523	15.0	405,541	4.6	31,524	4.8	437,065	4.6
OHIO	451,513	6.0	4,339,000	5.7	435,172	3.2	4,774,172	5.4	417,284	-2.0	5,191,456	4.8
OKLAHOMA												
OREGON	107,438	3.8	1,058,765	4.8	96,166	23.6	1,154,931	6.1				
PENNSYLVANIA	357,147	-10.0	4,080,023	-2.5								
RHODE ISLAND	31,457	5.2	324,461	4.0	25,753	-22.4	350,214	1.5	30,890	-13.8	381,104	0.0
S. CAROLINA	132,367	.6	1,257,369	6.5	119,134	.3	1,376,503	5.9	114,089	-7.5	1,490,592	4.8
S. DAKOTA	40,955	2.7	398,675	2.5	39,428	-9.3	438,103	1.3	40,790	8.3	478,893	1.9
TENNESSEE	210,706	23.1	1,878,280	7.6	197,614	11.8	2,075,894	8.0				
TEXAS	635,528	2.2	6,146,365	5.8	611,586	7.7	6,757,951	5.9				
UTAH	55,963	6.6	538,699	4.4								
VERMONT	22,375	1.2	209,265	2.6	19,705	-.9	228,970	2.2				
VIRGINIA	219,648	7.8	2,123,947	7.4	208,039	5.3	2,331,986	7.2	190,617	-5.1	2,522,603	6.2
WASHINGTON	141,519	-1.5	1,448,253	4.7	107,553	-19.9	1,555,806	2.5	155,076	21.9	1,710,882	4.0
WEST VIRGINIA	70,307	-1.8	655,637	8.2	65,192	4.0	720,829	7.8				
WISCONSIN	193,558	2.3	1,861,699	3.5	155,654	-13.4	2,017,353	2.0				
WYOMING												
TOTAL	8,483,312	5.2	81,861,735	4.8	6,946,555	-.3	81,482,714	4.6	2,644,772	5.1	31,344,415	4.3

THE DATA SHOWN ARE COMPARABLE TO THE GASOLINE PORTION OF THE FIRST COLUMN ON FHWA TABLE MF-2. EXCLUDES TO THE EXTENT INFORMATION IS AVAILABLE: EXPORTS, MILITARY USE, TRANSFERS BETWEEN DEALERS, AND ALL SPECIAL FUELS (DIESEL AND LIQUEFIED PETROLEUM GASES, PRIMARILY). CURRENT CUMULATIVE FIGURES INCLUDE ANY REVISIONS THAT HAVE BEEN MADE IN PRIOR MONTHLY DATA. PERCENTAGE COMPARISONS ARE WITH THE COMPARABLE PERIOD OF THE PRIOR CALENDAR YEAR.

FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
March 2, 1974

FHWA 17-74
(202) 426-0677

The Department of Transportation's Federal Highway Administration (FHWA) today announced an agreement between the National Council of State Garden Clubs, Inc., the State highway departments and the FHWA for a cooperative program designed to promote the planting and growth of wildflowers along Federal-aid highways.

Under this new program, which has been titled "Operation Wildflower," a State Federation of Garden Clubs or a member club of a State Federation may elect to pay for or supply wildflower seeds, bulbs or other propagative material to a cooperating State highway department. The State highway department could then plant those materials furnished by the garden clubs in selected parts of the highway right of way with the cost of the seeding or planting coming from Federal-aid and State highway funds.

Areas to be planted would be selected by the State highway department with the advice and counsel of the State Federation. Selection of wildflower species to be planted would be also made by the State highway department after consultation with the Federal Roadsides Chairman or other designated representative of the Federation. Factors involved in the selection of species would include their appropriateness to the area, whether they were indigenous to the locale and their ability to adapt to the climate and environment.

In announcing the agreement, Norbert T. Tiemann, Federal Highway Administrator emphasized that the program was a "further effort in the FHWA's continuing program for highway beautification and environmental enhancement." Mr. Tiemann noted that the agreement "has added a new partner, a recognized beauty expert and advisor, to the historic Federal-aid highway partnership between the Federal and State governments. We believe the National Council will be of material assistance in assuring that every Federal-aid highway makes

- more -

a positive contribution to its environment."

The National Council of State Garden Clubs, Inc., which operates in all of the 50 States and the District of Columbia, has approximately 14,500 local clubs and 375,000 members.

# # #

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NEWS

FEDERAL HIGHWAY ADMINISTRATION

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FOR RELEASE WEDNESDAY
March 6, 1974

FHWA 20-74 (202) 426-0677

A total of 4,311 Federal-aid highway and bridge construction contracts were awarded by State highway departments during 1973, involving a total cost of approximately $4.7 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate decreases of 16.2 percent in the number of contracts and 3.2 percent in the total dollar amount of contracts, as compared with 1972.

The contracts awarded in 1973 averaged about $1,080,700 with the median size about $270,600. They varied from less than $25,000 to nearly $34 million, with a good distribution throughout the entire range.

Thirteen percent of the contracts awarded were for amounts less than $50,000 and 26 percent were below $100,000. Contracts for amounts less than $500,000 comprised 65 percent of contracts awarded and 10 percent of the total dollar amount.

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

Summary by Size of Contract

Calendar Year 1973

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 - 49,000	580	13.45	15,919,600	0.34
50,000 - 99,999	528	12.25	38,924,600	0.84
100,000 - 249,999	989	22.94	165,728,000	3.56
250,000 - 499,999	710	16.47	252,381,300	5.42
500,000 - 999,999	515	11.95	368,990,200	7.92
1,000,000 - 2,999,999	581	13.48	1,010,846,700	21.70
3,000,000 - 4,999,999	184	4.27	718,617,300	15.42
5,000,000 - and over	224	5.19	2,087,323,300	44.80
Total	4,311	100.00	4,658,731,000	100.00

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 11, 1974

FHWA 21-74 (202) 426-0677

Secretary of Transportation Claude S. Brinegar today announced that over $2.259 billion in Federal and State funds was obligated through December 31 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was $1.238 billion. Development highways and access roads completed or under construction in the region totaled 1,779 miles as of the end of December, an increase of 22 miles since September 30. Engineering and right-of-way acquisition were underway on an additional 481 miles; design had been approved or hearings held on 73 miles, while locations had been approved and design underway on 252 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 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

(more)

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 and Transportation 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.

* * * * *

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF DECEMBER 31, 1973

TABLE 1

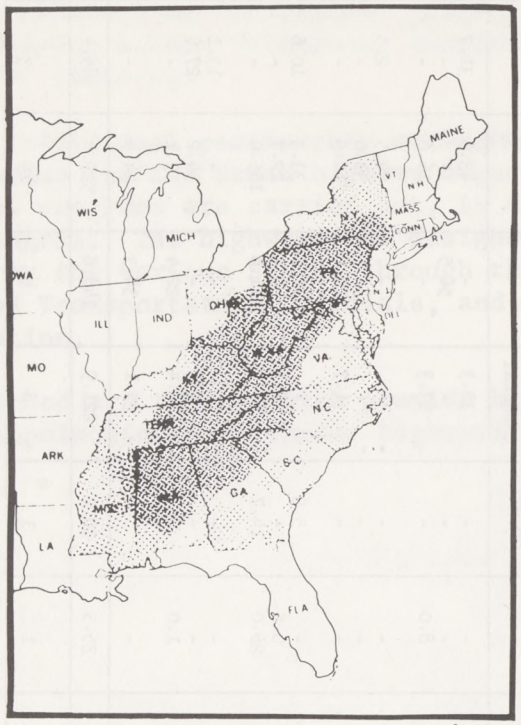
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO 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	7.7	-	16.2	5.9	-	6.7	-	-	32.3	-	43.6	31.7	144.1	156.6
Georgia	14.2	"	12.4	2.6	"	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	145.7	"	96.4	71.3	12.8	17.9	8.0	"	53.3	"	16.6	"	422.0	585.9
Maryland	19.7	-	34.9	-	-	-	-	-	"	"	24.5	2.5	81.6	84.6
Mississippi	"	"	-	"	"	"	-	-	"	-	31.0	-	31.0	73.0
New York	106.3	"	33.6	31.9	"	20.3	"	"	1.7	13.6	10.9	"	218.3	254.3
North Carolina	68.9	-	36.9	31.1	-	-	-	5.9	-	10.1	33.3	10.6	196.8	206.2
Ohio	85.5	"	13.9	7.9	37.8	22.7	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania	80.8	6.0	45.6	20.7	"	34.5	26.0	14.7	57.2	11.6	155.0	"	452.1	504.7
South Carolina	-	-	-	-	-	-	-	-	-	-	"	13.1	13.1	23.6
Tennessee	114.7	"	4.9	36.9	"	24.6	"	"	27.6	-	94.2	27.5	330.4	340.3
Virginia	98.4	"	22.7	0.5	10.1	"	1.0	9.4	8.4	22.4	3.1	"	176.0	200.9
West Virginia	134.0	0.2	80.6	34.8	"	"	"		35.1	34.3	94.5	"	413.5	426.4
Total	875.9	6.2	398.1	243.6	60.7	126.7	35.5	30.0	221.9	148.8	529.4	85.4	2,762.2	3,236.9
Percent to Total Under Consideration	32	"	15	9	2	5	1	1	8	5	19	3	100	-

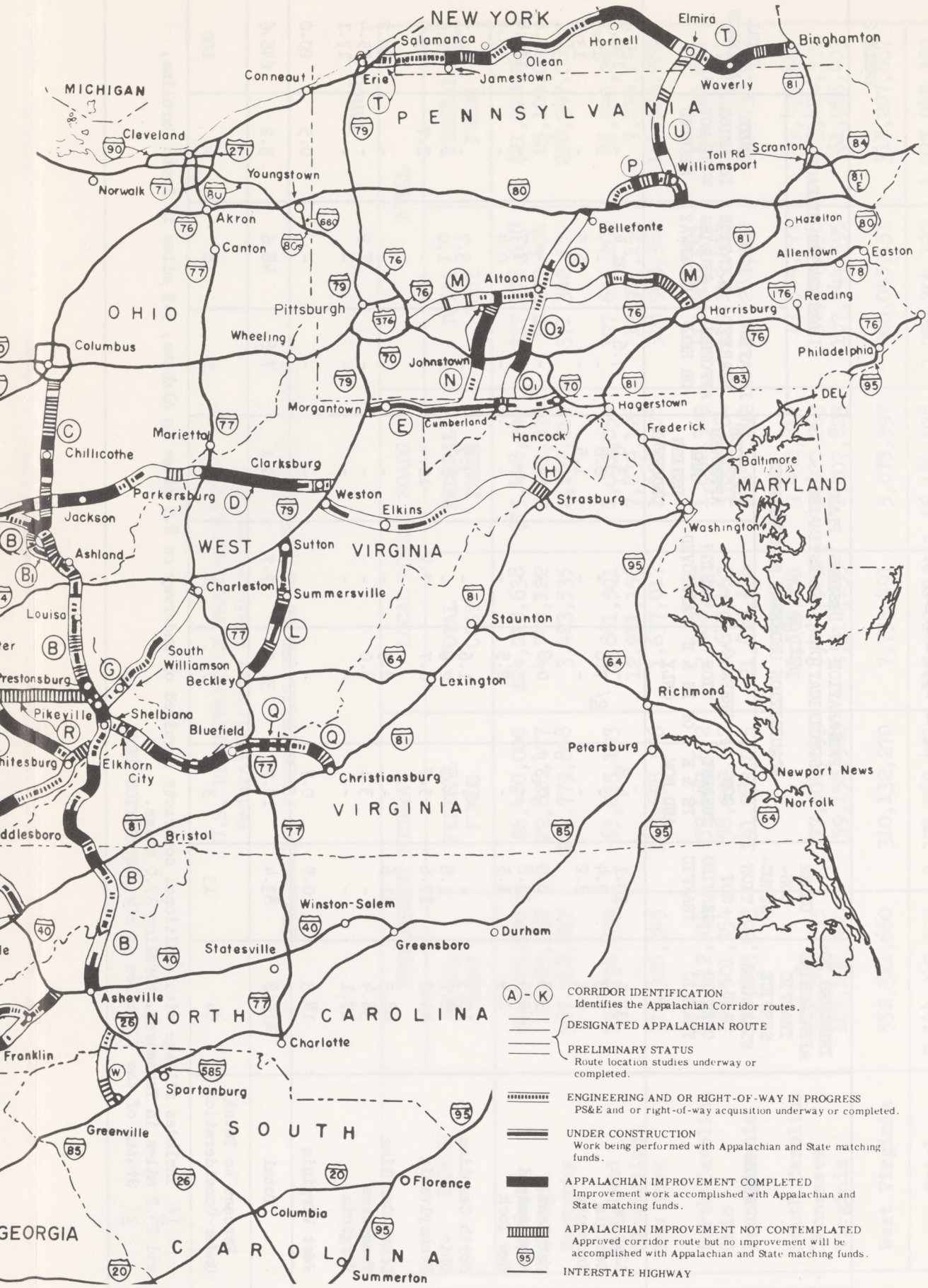
1/ Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 19.7 miles in Maryland, 79.5 miles in Tennessee, totaling 134.8 miles.

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

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1973




NEW YORK
Salamanca
Hornell
Elmira
Binghamton
Olean
Jamestown
Waverly
Conneaut
Erie
MICHIGAN
PENNSYLVANIA
Cleveland
Toll Rd
Scranton
Williamsport
Youngstown
Norwalk
Akron
Bellefonte
Hazelton
Canton
Allentown
Easton
Altoona
Reading
Harrisburg
OHIO
Pittsburgh
Wheeling
Columbus
Philadelphia
Johnstown
DEL
Morgantown
Hagerstown
Cumberland
Frederick
Hancock
Marietta
Chillicothe
Clarksburg
Baltimore
MARYLAND
Parkersburg
Weston
Elkins
Strasburg
Jackson
Washington
Ashland
WEST
Sutton
VIRGINIA
Charleston
Summersville
Louisa
Staunton
South
Williamson
Beckley
Lexington
Richmond
Prestonsburg
Pikeville
Shelbiana
Bluefield
Petersburg
Elkhorn
City
Christiansburg
Newport News
VIRGINIA
Norfolk
Bristol
Winston-Salem
Durham
Statesville
Greensboro
Asheville
NORTH
CAROLINA
Charlotte
Franklin
Spartanburg
Greenville
SOUTH
Florence
Columbia
GEORGIA
CAROLINA
Summerton
(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.
INTERSTATE HIGHWAY

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF DECEMBER 31, 1973

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CONSTRUCTION NOT SERVING TRAFFIC	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	133.1	10.1	4.8	-	-	13.9	7.6	21.4	-	190.9
Georgia	9.3	2.4	-	2/ 7.0	-	0.8	-	-	-	19.5
Kentucky	2.1	3.2	-	-	-	1.5	-	6.5	-	13.3
Maryland	3.8	0.9	0.3	0.8	-	-	-	-	-	5.8
Mississippi	62.9	33.8	-	-	-	-	-	7.7	-	104.4
New York	1.9	1.5	-	2.5	-	-	-	0.4	-	6.3
North Carolina	10.3	-	-	1.6	-	3.5	-	3.7	-	19.1
Ohio	28.1	1.8	4.1	2.6	-	-	-	1.0	-	37.6
Pennsylvania	44.2	17.6	5.7	0.7	7.7	10.4	-	-	2.7	89.0
South Carolina	48.3	11.6	-	8.3	-	-	-	-	-	68.2
Tennessee	36.4	-	3.1	8.0	-	-	-	7.9	-	55.4
Virginia	17.1	-	-	-	-	-	-	-	-	17.1
West Virginia	18.3	0.5	0.7	-		-	-	-	0.5	20.0
Total	415.8	83.4	18.7	31.5	7.7	30.1	7.6	48.6	3.2	646.6
Percent to Total Under Consideration	64	13	3	5	1	5	1	8	-	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina, and 23.2 miles in Tennessee, totaling 37.0 miles.
2/ Status of the 7.0 miles is ROW ACQUISITION ONLY.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED AS OF DECEMBER 31, 1973

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	$12,960,000	$6,480,000	$24,218,638	$15,448,246	$37,178,638	$21,928,246
Georgia	42,483,282	22,828,477	4,740,122	2,271,535	47,223,404	25,100,012
Kentucky	367,918,617	226,779,868	3,423,535	2,167,214	371,342,152	228,947,082
Maryland	125,794,759	65,255,193	1,861,501	1,041,054	127,656,260	66,296,247
Mississippi	-	-	12,911,156	7,839,126	12,911,156	7,839,126
New York	317,326,345	143,658,576	1,637,017	1,028,408	318,963,362	144,686,984
North Carolina	112,412,514	59,687,672	2,888,137	1,632,349	115,300,651	61,320,021
Ohio	107,501,354	58,992,647	7,648,463	3,007,264	115,149,817	61,999,911
Pennsylvania	275,653,683	141,283,025	21,628,624	8,453,242	297,282,307	149,736,267
South Carolina	-	-	13,589,771	9,492,817	13,589,771	9,492,817
Tennessee	126,849,535	77,504,093	8,457,523	5,920,263	135,307,058	83,424,356
Virginia	103,130,360	59,158,580	4,314,235	2,807,823	107,444,595	61,966,403
West Virginia	552,311,660	310,132,270	7,733,491	5,075,597	560,045,151	315,207,867
Total	2,144,342,109	1,171,760,401	115,052,213	66,184,938	2,259,394,322	1,237,945,339

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 18, 1974

FHWA 22-74
(202) 426-0677

The Department of Transportation has announced the release of two special reports, entitled, "Physical Condition Report of Commercial Drivers Involved in Accidents for the Year 1971" and "1970-71 Crash-Injury Ejection Study." The action was taken on behalf of the Bureau of Motor Carrier Safety, a unit within the Department's Federal Highway Administration.

The first publication is a statistical compilation of reports submitted to BMCS concerning accidents in which commercial motor vehicle drivers were involved, where physical impairment was a factor.

Some 69 percent of all accidents studied revealed that the most common cause of such mishaps was sleeping at the wheel, followed by driving while under the influence of alcohol. Other factors are heart attacks, blackouts, and drug usage.

The ejection study contains a review of accidents where drivers and/or co-drivers were killed or seriously injured.

The report showed that the fatality rate for occupants ejected (237 cases), was 42 percent. The fatality rate for those not ejected and not wearing seat belts, (512 cases), was 28 percent. For those wearing seat belts, (39 cases), the fatality rate was 15 percent. In those incidents where seat belts were not worn, the rate of ejection through motor vehicle doors, manufactured prior to 1967 is 29 percent, for 1967 and later model years only 16 percent. This indicates that improvements made in commercial vehicles door latches are effective. The report also makes clear that the use

- more -

of seat belts in commercial vehicles definitely can decrease serious injury or death to drivers.

BMCS Director Robert A. Kaye said, "these reports should prove invaluable to motor carriers in their safety indoctrination programs for commercial drivers. Data such as this play a dominant role in determining the need for new safety regulations or changes in existing regulations."

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

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 25, 1974

FHWA 24-74
(202) 426-0677

The Department of Transportation's Federal Highway Administration (FHWA) today announced the release of new guidelines authorizing for the first time expenditure of Federal-aid highway funds for the construction of bikeways and pedestrian walkways outside the normal highway right-of-way along Federal-aid highways.

The new program, established under the Federal-aid Highway Act of 1973, provides for the use of any Federal-aid highway apportionment, except the Interstate, for construction of cyclist and pedestrian facilities on a funding basis of 70 percent Federal and 30 percent State monies.

The 1973 Act provides for a maximum annual expenditure for this purpose during any fiscal year of a total of $40 million nationwide from all federal highway programs with a $2 million limit for an individual State.

Although some Federal-aid highway funds have previously been utilized for construction of cyclist and pedestrian facilities, such construction was limited to those facilities located within the normal highway right-of-way and which constituted an incidental feature of a larger highway project constructed primarily for motor vehicles. Under the 1973 Act and the new guidelines, State highway departments may continue this practice and the costs incurred will not be applicable to the funding limitations imposed by requirements of the 1973 Act.

Another feature of the new program provides that Federal-aid highway funds may be used to acquire additional rights-of-way to assist in the construction of cyclist or pedestrian facilities where the facility will serve traffic which would have normally used the Federal-aid highway route.

- more -

According to Federal Highway Administrator Norbert T. Tiemann, "the new program does not involve a separate fund for constructing bikeway and pedestrian walkways; rather it simply authorizes the use of funds appropriated for highways for these purposes at the discretion of the State agency administering the funds. Consequently, each State highway department must decide whether it will use a part of its apportioned Federal-aid highway funds for cyclist and pedestrian facilities, and, if so, how much."

Administrator Tiemann indicated that his agency would "actively encourage the State highway departments to take advantage of this opportunity to utilize Federal-aid highway funds for this program because of the many worthwhile environmental, recreational and safety benefits involved."

Funds for construction of bikeways and walkways will be available on a fiscal year basis. In order to observe the $40 million limit during each of the next two fiscal years (beginning July 1, 1974, and July 1, 1975, respectively), States will be asked to submit estimates of their proposed bikeway and walkway projects in advance of these beginning dates. Funds are also available immediately for the current fiscal year (ending June 30, 1974), and States are encouraged to submit bikeway and walkway projects as soon as possible to make use of this year's funds.

Local governments and groups interested in obtaining funding assistance for specific projects should work through their State highway agency.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
March 26, 1974

FHWA 25-74
(202) 426-0677

The Department of Transportation has announced the scheduling of public hearings in Honolulu, Hawaii, on May 1 and 2, 1974, on a proposal to revoke certain administrative exemptions and reinstate the application of the Federal Motor Carrier Safety Regulations to motor carriers operating commercial vehicles in interstate commerce within the State of Hawaii.

The action was taken on behalf of the Bureau of Motor Carrier Safety, a safety regulatory unit within the Department's Federal Highway Administration. A Notice of Proposed Rule Making, Docket No. MC-54, Application of the Motor Carrier Safety Regulations to Motor Carrier Operations in the State of Hawaii, was signed on March 4.

BMCS Director Robert A. Kaye said, "The effect of the proposed action now under consideration would be to require Hawaiian motor carriers (except private carriers of passengers) to conduct their operations in interstate or foreign commerce in conformity with rules in the Federal Motor Carrier Safety Regulations governing drivers' qualifications and hours of service, and standards for safe equipment."

The public hearings will begin daily at 10 a.m., local time, in the conference room, third floor, Federal Aviation Administration Building, 1833 Kaliakua Avenue, Honolulu. Interested parties desiring to testify should write to the Director, Bureau of Motor Carrier Safety, Washington, D.C. 20590, not later than April 15.

# # #

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
March 28, 1974

NHTSA -- 42-74 (HP)
Tel. 202-426-9550

Young people from all sections of the country, seeking new ways to improve youth involvement in traffic safety programs on a State and community level, will participate in a national conference this weekend in Scottsdale, Arizona.

An estimated 100 delegates between the ages of 15 and 24, representing 47 States, the District of Columbia, Puerto Rico, and the Indian Nations, will attend the March 29-31 National Youth Conference on Highway Safety at the Sheraton Scottsdale Inn.

The three-day meeting is sponsored by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the Youths Highway Safety Advisory Committee, a 15-member group formed in late 1970. The committee consults with the NHTSA on programs to attract young people in a national effort to combat highway deaths and injuries.

Dr. James B. Gregory, the Federal safety administrator who will keynote the conference, said he believes the young people of this Nation "can help us find solutions to the highway safety problem," and that "they can exert a positive influence on the driving habits of other young people."

In recent years, motor vehicle crashes have claimed a disproportionately larger number of lives in the 15-24-year-old age group than any other driver group. Drivers under 25 make up an estimated 22 percent of the motoring population but account for almost a third of the traffic fatalities annually recorded in this country.

- more -

Delegates to the conference have a two-fold aim -- to provide and explore different methods for organizing State and local youth highway safety groups, and to develop methods for sustaining the interest of such groups through programs which effectively reduce highway deaths and injuries.

Vincent L. Tofany, President of the National Safety Council, will address the delegates at a concluding session on March 31.

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
March 29, 1974

FHWA 26-74
(202) 426-0677

The Department of Transportation's Federal Highway Administration has announced that a revised issue of the Federal Motor Carrier Safety Regulations, including amendments through October 1, 1973, is now available.

Purpose of the new publication, released by FHWA's Bureau of Motor Carrier Safety, is to provide motor carriers operating in interstate or foreign commerce the applicable motor carrier safety regulations in one publication. The revised edition includes the following sections:

-- Qualification of drivers.

-- Driving of motor vehicles.

-- Parts and accessories necessary for safe operation.

-- Recording and reporting of accidents.

-- Hours of service of drivers.

-- Inspection and maintenance.

-- Transportation of hazardous materials; driving and parking rules.

BMCS Director Robert A. Kaye said, "Under the Bureau's new policy, the motor carrier safety regulations are being published annually, including amendments as of October 1 of each year. This will coincide with the publication date of the Code of Federal Regulations for Title 49 CFR 200 to 999."

The amended publication retains the previous looseleaf format of three-holed punched paper capable of placement in a 9 x 6 three-ring binder, permitting insertion of additional pages as future amendments to the regulations are issued. Future regulations will continue to be published in this manner, making maintenance of the regulations easier than in the past.

- more -

The revised edition of the Motor Carrier Safety Regulations, Parts 390 to 397, inclusive (Stock Number - 5004-00010), may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The cost is $1.20.

# # #

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
APRIL 1, 1974

FHWA 27-74 (202) 426-0677

Statisticians for the U.S. Department of Transportation's Federal Highway Administration have confirmed what every motorist who has endured long lines at service stations knows: less gasoline is being sold in the United States.

Based on reports from 20 States, gasoline sales for January 1974, showed a 7.3-percent decrease from sales reported for January 1973. Of the 20 States reporting, 16 showed decreases while four increased their sales over the same period a year ago.

The Federal Highway Administration is now issuing each month a cumulated tabulation of gross gallons of motor gasoline sales reported in each State during the 3 most recent months for which substantial information is available. State taxation reports at the wholesale level are the source of the data, with time lags of up to 6 weeks between the wholesale level and retail sales. Large monthly changes sometimes result from delays in processing reports from a few large distributors, exceptional weather conditions, or variations in the timing of holidays, as well as from changes in trend.

Data from 42 States indicates that 4.4 percent more gasoline was sold in this country in 1973 than in 1972. The States showing the greatest percentage increases during that period were Florida (10.7 percent), Arizona (8 percent), and Tennessee (7.8 percent).

The tables that show the August, September, October, November and December 1973 and January 1974 monthly motor-gasoline data, by States, are attached.

# # #

MARCH 19, 1974

TABLE MF-33G-03-19-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES

STATE	NOV.73 (48 STATES)		CAL. YR. CUMUL.		DEC.73 (42 STATES)		CAL. YR. CUMUL.		JAN.74 (20 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	163,648	7.1	1,733,840	5.4	153,729	3.2	1,887,569	5.2	154,446	0.0	154,446	0.0
ALASKA	13,090	-2.3	136,855	-12.1								
ARIZONA	94,745	9.1	1,100,662	8.3	105,702	4.6	1,206,364	8.0				
ARKANSAS	96,923	6.7	1,083,026	5.3	92,841	-2.9	1,175,867	4.6	78,210	-3.7	78,210	-3.7
CALIFORNIA	848,127	2.9	9,523,640	3.8	815,506	-4.5	10,339,146	3.1				
COLORADO	105,288	7.6	1,258,128	5.1	104,711	1.1	1,362,839	4.8				
CONNECTICUT	111,210	-.9	1,257,244	2.8	104,297	-10.0	1,361,541	1.7	101,346	-7.7	101,346	-7.7
DELAWARE	19,227	-21.2	279,739	4.7	27,842	18.0	307,581	5.8	20,143	-13.2	20,143	-13.2
DIST. OF COL.	21,366	-.7	238,000	7.5	19,510	-9.7	257,510	5.9	19,353	-8.8	19,353	-8.8
FLORIDA	358,893	9.3	4,031,875	11.6	347,237	1.0	4,379,112	10.7	339,372	-9.1	339,372	-9.1
GEORGIA	229,572	3.8	2,614,106	6.9	224,520	-3.4	2,838,626	6.0				
HAWAII	21,356	-2.8	262,203	7.0	24,697	-.4	286,900	6.3				
IDAHO	36,205	4.7	450,966	5.1	34,973	-2.3	485,939	4.6				
ILLINOIS	402,373	.6	4,758,739	4.9								
INDIANA	100,267	-56.0	2,519,163	-.8	356,193	51.2	2,875,356	3.7	207,451	-10.7	207,451	-10.7
IOWA	157,273	9.7	1,700,458	12.8								
KANSAS	94,340	205.9	1,258,009	7.8	117,907	-40.3	1,375,916	.8				
KENTUCKY	138,895	3.8	1,570,202	5.1								
LOUISIANA	155,550	-4.7	1,642,055	4.3	147,998	14.5	1,790,053	5.1	131,843	1.8	131,843	1.8
MAINE	43,099	.6	499,490	3.8	38,102	-7.3	537,592	2.9	35,591	-11.4	35,591	-11.4
MARYLAND	154,511	2.9	1,733,002	5.3	140,382	-6.7	1,873,384	4.3	134,724	-19.6	134,724	-19.6
MASSACHUSETTS	196,185	.5	2,207,351	4.7	182,442	-8.8	2,389,793	3.5				
MICHIGAN	387,052	-0.0	4,316,345	2.8	385,601	-.6	4,701,946	2.5				
MINNESOTA	181,811	5.4	1,968,723	3.1	165,212	-3.6	2,133,935	2.6				
MISSISSIPPI	102,936	9.1	1,129,613	3.2	101,183	-4.7	1,230,796	2.5	86,393	-12.5	86,393	-12.5
MISSOURI	237,745	2.8	2,511,085	2.5	231,213	6.1	2,742,298	2.8	198,929	-10.4	198,929	-10.4
MONTANA	40,313	48.1	402,214	.5	70,113	72.4	472,327	7.1				
NEBRASKA	68,206	2.7	829,592	2.2	81,206	5.6	910,798	2.5	57,645	-12.2	57,645	-12.2
NEVADA	31,065	7.1	365,244	6.5	27,749	-2.9	392,993	5.8				
NEW HAMPSHIRE	31,873	.8	374,336	3.9	29,424	-7.2	403,760	3.0	27,550	-13.5	27,550	-13.5
NEW JERSEY	239,445	11.8	3,003,682	4.7	263,161	-17.8	3,266,843	2.4				
NEW MEXICO	55,649	8.4	646,154	7.1	55,755	-9.9	701,909	5.5				
NEW YORK	371,616	-23.2	5,628,300	1.3	693,024	35.9	6,321,324	4.3				
N. CAROLINA	227,156	5.2	2,633,999	4.7	227,545	-7.6	2,861,544	3.6				
N. DAKOTA	36,523	15.0	405,541	4.6	31,524	4.8	437,065	4.6	24,398	-14.6	24,398	-14.6
OHIO	435,172	3.2	4,774,172	5.4	417,284	-2.0	5,191,456	4.8				
OKLAHOMA	146,229	9.8	1,599,230	4.3								
OREGON	96,166	23.6	1,154,931	6.1	88,910	-16.7	1,243,841	4.1				
PENNSYLVANIA												
RHODE ISLAND	25,753	-22.4	350,214	1.5	30,890	-13.8	381,104	0.0				
S. CAROLINA	119,134	.3	1,376,503	5.9	114,089	-7.5	1,490,592	4.8	108,822	-2.8	108,822	-2.8
S. DAKOTA	39,428	-9.3	438,103	1.3	40,790	8.3	478,893	1.9	37,544	14.4	37,544	14.4
TENNESSEE	197,614	11.8	2,075,894	8.0	184,437	5.8	2,260,331	7.8				
TEXAS	611,586	7.7	6,757,951	5.9	597,179	2.2	7,355,130	5.6				
UTAH												
VERMONT	19,705	-.9	228,970	2.2	17,168	-12.3	246,138	1.1				
VIRGINIA	208,039	5.3	2,331,986	7.2	190,617	-5.1	2,522,603	6.2	179,036	-6.5	179,036	-6.5
WASHINGTON	107,896	-19.5	1,558,184	2.8	155,426	22.2	1,713,610	4.3	118,127	5.9	118,127	5.9
WEST VIRGINIA	65,192	4.0	720,829	7.8								
WISCONSIN	155,654	-13.4	2,017,353	2.0	193,850	9.8	2,211,203	2.6	160,120	-5.6	160,120	-5.6
WYOMING												
TOTAL	7,801,101	1.0	91,457,901	4.8	7,431,939	1.9	88,403,527	4.4	2,221,043	-7.3	2,221,043	-7.3

'THE DATA SHOWN ARE COMPARABLE TO THE GASOLINE PORTION OF THE FIRST COLUMN ON FHWA TABLE MF-2. EXCLUDES TO THE EXTENT INFORMATION IS AVAILABLE: EXPORTS, MILITARY USE, TRANSFERS BETWEEN DEALERS, AND ALL SPECIAL FUELS (DIESEL AND LIQUEFIED PETROLEUM GASES, PRIMARILY). CURRENT CUMULATIVE FIGURES INCLUDE ANY REVISIONS THAT HAVE BEEN MADE IN PRIOR MONTHLY DATA. PERCENTAGE COMPARISONS ARE WITH THE COMPARABLE PERIOD OF THE PRIOR CALENDAR YEAR.

FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

MARCH 25, 1974

TABLE MF-33G-03-25-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES

STATE	AUG.73 (ALL STATES)		CAL. YR. CUMUL.		SEP.73 (ALL STATES)		CAL. YR. CUMUL.		OCT.73 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	165,823	7.1	1,243,168	5.4	175,863	7.2	1,419,031	5.6	151,161	1.7	1,570,192	5.2
ALASKA	15,161	-50.0	92,559	-10.1	16,491	-11.6	109,050	-10.3	14,715	-29.1	123,765	-13.1
ARIZONA	101,082	-4.2	807,451	8.0	102,149	11.2	909,600	8.3	96,317	7.3	1,005,917	8.2
ARKANSAS	110,578	5.2	784,198	4.9	97,246	5.8	881,444	5.0	104,659	6.2	986,103	5.1
CALIFORNIA	934,885	3.5	6,944,120	4.1	846,152	1.5	7,790,272	3.8	885,241	5.5	8,675,513	3.9
COLORADO	123,692	-5.0	909,841	4.1	121,841	6.7	1,031,682	4.4	121,158	9.0	1,152,840	4.9
CONNECTICUT	123,194	3.0	916,272	3.5	111,274	-.1	1,027,546	3.1	118,488	3.8	1,146,034	3.2
DELAWARE	26,548	6.0	205,103	7.8	29,078	5.1	234,181	7.4	26,331	6.6	260,512	7.4
DIST. OF COL.	21,896	15.3	174,599	10.1	20,601	.7	195,200	9.0	21,434	2.7	216,634	8.3
FLORIDA	389,909	15.6	2,977,359	12.1	334,744	8.3	3,312,103	11.7	360,879	13.6	3,672,982	11.8
GEORGIA	263,054	7.7	1,907,381	7.5	230,742	13.7	2,138,123	8.1	246,411	-.2	2,384,534	7.2
HAWAII	25,942	2.2	193,181	7.5	22,873	1.6	216,054	6.9	24,793	18.0	240,847	7.9
IDAHO	55,331	13.2	326,666	6.0	42,555	-3.2	369,221	4.8	45,540	8.0	414,761	5.2
ILLINOIS	450,535	4.4	3,492,861	6.2	437,380	7.2	3,930,241	6.3	426,125	-2.8	4,356,366	5.3
INDIANA	261,134	2.8	1,932,303	4.8	232,424	2.6	2,164,727	4.6	254,169	5.5	2,418,896	4.7
IOWA	159,500	19.5	1,236,383	14.6	137,178	-8.4	1,373,561	11.8	169,624	25.3	1,543,185	13.1
KANSAS	36,997	-66.6	841,162	-6.9	198,273	64.4	1,039,435	1.5	124,234	10.2	1,163,669	2.4
KENTUCKY	161,189	7.9	1,147,182	5.1	136,860	1.7	1,284,043	4.7	147,264	9.3	1,431,307	5.2
LOUISIANA	159,704	-1.1	1,195,245	5.8	134,117	-1.8	1,329,362	5.0	157,143	8.5	1,486,505	5.3
MAINE	60,237	2.4	364,648	4.7	45,549	-.2	410,197	4.2	46,194	3.8	456,391	4.1
MARYLAND	167,353	.9	1,267,890	6.2	150,901	.9	1,418,791	5.6	159,700	4.9	1,578,491	5.5
MASSACHUSETTS	217,645	1.9	1,615,955	5.8	190,506	0.0	1,806,461	5.2	204,705	4.4	2,011,166	5.1
MICHIGAN	437,347	4.1	3,112,846	2.4	390,012	10.8	3,502,858	3.3	426,435	2.1	3,929,293	3.1
MINNESOTA	206,151	2.9	1,416,732	3.8	176,129	-2.7	1,592,861	3.0	194,051	2.3	1,786,912	2.9
MISSISSIPPI	103,235	-2.4	816,035	3.2	98,620	-4.1	914,655	2.3	112,022	5.0	1,026,677	2.6
MISSOURI	237,996	.5	1,796,326	2.4	254,410	15.8	2,050,736	3.9	222,604	-9.1	2,273,340	2.5
MONTANA	46,495	-5.9	315,724	5.2	6,087	-85.2	321,811	-5.7	40,090	26.2	361,901	-3.0
NEBRASKA	83,633	-1.2	600,013	1.0	79,077	7.5	679,090	1.7	82,296	5.6	761,386	2.1
NEVADA	39,697	4.6	265,503	7.1	34,184	3.8	299,687	6.7	34,492	4.5	334,179	6.5
NEW HAMPSHIRE	42,501	2.6	273,583	5.0	33,063	-1.5	306,646	4.3	35,817	2.9	342,463	4.1
NEW JERSEY	287,852	-6.0	2,186,698	2.7	269,439	2.9	2,456,137	2.7	308,100	16.8	2,764,237	4.1
NEW MEXICO	59,638	-9.3	464,131	3.3	67,794	25.5	531,925	5.7	58,580	20.7	590,505	7.0
NEW YORK	492,411	-11.0	4,023,071	-0.0	629,976	24.1	4,653,047	2.7	603,637	12.4	5,256,684	3.7
N. CAROLINA	268,960	8.4	1,923,710	5.3	240,060	4.4	2,163,770	5.2	243,073	.3	2,406,843	4.7
N. DAKOTA	52,251	8.6	291,850	6.0	39,104	-8.8	330,954	4.0	38,064	.2	369,018	3.6
OHIO	465,812	2.7	3,455,801	5.3	431,686	8.5	3,887,487	5.6	451,513	6.0	4,339,000	5.7
OKLAHOMA	158,142	3.7	1,166,639	3.9	138,200	-1.0	1,304,839	3.3	148,162	8.0	1,453,001	3.8
OREGON	122,287	3.3	843,064	5.6	108,263	-.3	951,327	4.9	107,438	3.8	1,058,765	4.8
PENNSYLVANIA	392,975	-4.3	3,250,248	-3.3	472,628	10.4	3,722,876	-1.8	357,147	-10.0	4,080,023	-2.5
RHODE ISLAND	36,284	7.1	261,192	5.0	31,812	-4.7	293,004	3.9	31,457	5.2	324,461	4.0
S. CAROLINA	143,213	4.9	1,005,713	5.7	119,289	21.8	1,125,002	7.2	132,367	.6	1,257,369	6.5
S. DAKOTA	45,384	-9.5	309,613	3.5	48,107	-3.4	357,720	2.5	40,955	2.7	398,675	2.5
TENNESSEE	215,275	19.9	1,488,028	7.6	179,546	-5.9	1,667,574	5.9	210,706	23.1	1,878,280	7.6
TEXAS	590,457	-6.7	4,850,232	4.9	660,605	16.5	5,510,837	6.2	635,528	2.2	6,146,365	5.8
UTAH	61,861	.7	427,350	4.2	55,386	4.2	482,736	4.2	55,963	6.6	538,699	4.4
VERMONT	25,760	1.7	165,379	3.1	20,911	-.2	186,890	2.7	22,375	-1.2	209,265	2.6
VIRGINIA	234,880	12.1	1,699,468	7.7	204,831	4.3	1,904,299	7.4	219,648	7.8	2,123,947	7.4
WASHINGTON	165,896	1.9	1,155,531	5.2	152,878	9.2	1,308,409	5.6	141,879	-1.1	1,450,288	4.9
WEST VIRGINIA	70,465	1.8	520,609	8.5	64,721	19.0	585,330	9.6	70,307	-1.8	655,637	8.2
WISCONSIN	217,108	2.7	1,487,927	4.1	180,214	-.3	1,668,141	3.6	193,558	2.3	1,861,699	3.5
WYOMING	37,570	.1	206,976	4.1	27,934	3.0	234,910	4.0	26,292	9.0	261,202	4.5
TOTAL	9,372,925	1.1	70,356,120	4.4	9,029,763	7.1	79,385,883	4.7	9,150,841	4.9	88,536,724	4.7

THE DATA SHOWN ARE COMPARABLE TO THE GASOLINE PORTION OF THE FIRST COLUMN ON FHWA TABLE MF-2. EXCLUDES TO THE EXTENT INFORMATION IS AVAILABLE: EXPORTS, MILITARY USE, TRANSFERS BETWEEN DEALERS, AND ALL SPECIAL FUELS (DIESEL AND LIQUEFIED PETROLEUM GASES, PRIMARILY). CURRENT CUMULATIVE FIGURES INCLUDE ANY REVISIONS THAT HAVE BEEN MADE IN PRIOR MONTHLY DATA. PERCENTAGE COMPARISONS ARE WITH THE COMPARABLE PERIOD OF THE PRIOR CALENDAR YEAR.

FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 5, 1974

FHWA 28-74
(202) 426-0677

All 50 States are now in compliance with the national 55-mile-per-hour speed limit law and have posted new speed limit signs where required, Federal Highway Administrator Norbert T. Tiemann announced today.

As a result, the Federal Highway Administration can continue to approve new Federal-aid highway projects in every State.

The Emergency Highway Energy Conservation Act, signed into law by President Nixon on January 3, provided that no new Federal-aid highway projects could be approved in any State not in compliance with the 55-mph-limit by March 4.

Arizona, the last State not in compliance, this week enacted emergency legislation which was signed into law by Governor Williams. The State had previously erected the required 55-mph-signs on its highways.

"I am happy that FHWA can now again approve new highway projects in Arizona, as well as in the other States," Administrator Tiemann said."

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 25, 1974

FHWA 29-74
(202) 426-0677

New Federal Hearings to review the Delaware River Port Authority's bridge toll charges began in Philadelphia on April 23, Federal Highway Administrator Norbert T. Tiemann announced today.

The hearings are being held before Edward V. Alfrieri, an Administrative Law Judge appointed by Tiemann to receive evidence as to whether the tolls charged for crossing the Benjamin Franklin, Walt Whitman, and Commodore Barry Bridges are "just and reasonable."

If he finds the tolls are not just and reasonable, the Federal Highway Administrator has authority under Federal law to set them aside and order other rates of tolls put into effect. A number of South New Jersey residents have complained to the FHWA Administrator that increased tolls instituted by the DRPA in April 1972, are unreasonable and unjust.

In November 1973, Administrator Tiemann ordered a partial rollback in the level of tolls, but he subsequently stayed the rollback order to permit DRPA to put a new toll schedule, including a carpool discount, into effect. The current hearings are for the purpose of determining whether the new toll schedule, which went into effect on January 1, is reasonable and just.

The hearings are being held at the United States Customs Court in the Customs House building at Second and Chestnut Streets, and begin at 10 a.m.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 6, 1974

FHWA 30-74
(202) 426-0677

With motor-fuel reports for 2 months of 1974 now available, the reduction in gasoline use, from the 1973 level, is more pronounced.

Based on reports from 17 States, gasoline sales for February 1974, showed an 8.3-percent decrease from sales reported for February 1973. Of the 17 States reporting, 15 showed decreases while two increased their sales over the same period a year ago.

For the first time, the total gallons for the States and the District of Columbia are also shown as an indicated barrels-per-day rate. This factor is obtained by applying the appropriate monthly or cumulative percent change to the comparable prior calendar year gallonage total for the 50 States and the District of Columbia, and converting the result to an indicated national barrels-per-day rate. (The standard 42-gallon barrel is used.) Based on data from 48 States, the barrels-per-day rate for the year 1973 was 6,895,000, compared to 1972's rate of 6,602,000. The January 1974 rate, based on 41 States, was 5,824,000 barrels-per-day; that is below the January 1973 rate of 6,280,000, but slightly above the January 1972 rate of 5,743,000. For February 1974, the 17 reporting States' data show a national barrels-per-day rate of 6,132,000, which is lower than both the February 1972 rate of 6,275,000 and the February 1973 rate of 6,690,000 barrels-per-day.

The Federal Highway Administration is now issuing each month a cumulated tabulation of gross gallons of motor gasoline sales reported in each State during the 3 most recent months for which substantial information is available. State taxation reports at the wholesale level are the source of the data, with time lags of up to 6 weeks between the wholesale level and retail sales. Large monthly changes sometimes result from delays in processing reports from a few large distributors, exceptional weather conditions, or variations in the timing of holidays, as well as from changes in trend.

Cumulative calendar year figures for 1974, that include data for 17 States, show an 8.7 percent decrease over 1973. Of the 17 States, 13 have reported decreases for 2 months in a row.

(more)

Data from 48 States indicate that 4.5 percent more gasoline was sold in this country in 1973 than in 1972. The States showing the greatest percentage increases during that period were Florida (10.7 percent), Iowa (10.1 percent), Arizona (8 percent), and Tennessee (7.8 percent).

Monthly gasoline gallonage data for 1973 for the Commonwealth of Puerto Rico, reported for the first time, show a 10.6-percent increase for the calendar year.

The tables that show September, October, November and December 1973, and January and February 1974 monthly motor-gasoline data, by States, are attached.

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TABLE MF-33G-04-19-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES 4/19/74

STATE	SEP.73 (ALL STATES)		CAL. YR. CUMUL.		OCT.73 (ALL STATES)		CAL. YR. CUMUL.		NOV.73 (49 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	151,161	1.7	1,415,772	5.1	163,648	7.1	1,579,420	5.3	153,729	3.2	1,733,149	5.1
ALASKA	16,491	-11.6	109,050	-10.3	14,715	-29.1	123,765	-13.1	13,090	-2.3	136,855	-12.1
ARIZONA	102,149	11.2	909,600	8.3	96,317	7.3	1,005,917	8.2	94,745	9.1	1,100,662	8.3
ARKANSAS	97,246	5.8	881,444	5.0	104,659	6.2	986,103	5.1	96,923	6.7	1,083,026	5.3
CALIFORNIA	846,456	1.6	7,790,763	3.8	884,548	5.4	8,675,311	3.9	848,114	2.9	9,523,425	3.8
COLORADO	121,841	6.7	1,031,682	4.4	121,158	9.0	1,152,840	4.9	105,288	7.6	1,258,128	5.1
CONNECTICUT	111,274	-.1	1,027,546	3.1	118,488	3.8	1,146,034	3.2	111,210	-.9	1,257,244	2.8
DELAWARE	29,078	5.1	234,181	7.4	26,331	6.6	260,512	7.4	19,227	-21.2	279,739	4.7
DIST. OF COL.	20,601	.7	195,200	9.0	21,434	2.7	216,634	8.3	21,366	-.7	238,000	7.5
FLORIDA	334,744	8.3	3,312,103	11.7	360,879	13.6	3,672,982	11.8	358,893	9.3	4,031,875	11.6
GEORGIA	230,742	13.7	2,138,123	8.1	246,411	-.2	2,384,534	7.2	229,572	3.8	2,614,106	6.9
HAWAII	22,873	1.6	216,054	6.9	24,793	18.0	240,847	7.9	21,358	-2.8	262,203	7.0
IDAHO	42,555	-3.2	369,221	4.8	45,540	8.0	414,761	5.2	36,205	4.7	450,966	5.1
ILLINOIS	437,380	7.2	3,929,642	6.3	479,352	9.3	4,408,994	6.6	452,773	13.2	4,861,767	7.2
INDIANA	232,424	2.6	2,164,727	4.6	254,169	5.5	2,418,896	4.7	100,267	-56.0	2,519,163	-.8
IOWA	137,178	-8.4	1,373,561	11.8	169,624	25.3	1,543,185	13.1	157,273	9.7	1,700,458	12.8
KANSAS	198,273	64.4	1,039,435	1.5	124,234	10.2	1,163,669	2.4	94,340	205.9	1,258,009	7.8
KENTUCKY	136,860	1.7	1,284,043	4.7	147,264	9.3	1,431,307	5.2	138,895	3.8	1,570,202	5.1
LOUISIANA	134,117	-1.8	1,329,362	5.0	157,143	8.5	1,486,505	5.3	155,550	-4.7	1,642,055	4.3
MAINE	45,549	-.2	410,197	4.2	46,194	3.8	456,391	4.1	43,099	.6	499,490	3.8
MARYLAND	150,901	.9	1,418,791	5.6	159,700	4.9	1,578,491	5.5	154,511	2.9	1,733,002	5.3
MASSACHUSETTS	190,506	0.0	1,806,461	5.2	204,705	4.4	2,011,166	5.1	196,185	.5	2,207,351	4.7
MICHIGAN	390,012	10.8	3,502,858	3.3	426,435	2.1	3,929,293	3.1	387,052	-0.0	4,316,345	2.8
MINNESOTA	176,129	-2.7	1,592,861	3.0	194,051	2.3	1,786,912	2.9	181,811	5.4	1,968,723	3.1
MISSISSIPPI	98,620	-4.1	914,655	2.3	112,022	5.0	1,026,677	2.6	102,936	9.1	1,129,613	3.2
MISSOURI	254,410	15.8	2,050,736	3.9	222,604	-9.1	2,273,340	2.5	237,745	2.8	2,511,085	2.5
MONTANA	6,087	-85.2	321,811	-5.7	40,090	26.2	361,901	-3.0	40,313	48.1	402,214	.5
NEBRASKA	79,077	7.5	679,090	1.7	82,296	5.6	761,386	2.1	68,206	2.7	829,592	2.2
NEVADA	34,184	3.8	299,687	6.7	34,492	4.5	334,179	6.5	31,065	7.1	365,244	6.5
NEW HAMPSHIRE	33,063	-1.5	306,646	4.3	35,817	2.9	342,463	4.1	31,873	.8	374,336	3.9
NEW JERSEY	269,439	2.9	2,456,137	2.7	308,100	16.8	2,764,237	4.1	239,445	11.8	3,003,682	4.7
NEW MEXICO	67,794	25.5	531,925	5.7	58,580	20.7	590,505	7.0	55,649	8.4	646,154	7.1
NEW YORK	629,976	24.1	4,653,047	2.7	603,637	12.4	5,256,684	3.7	371,616	-23.2	5,628,300	1.3
N. CAROLINA	240,060	4.4	2,163,804	5.2	243,073	.3	2,406,877	4.7	227,156	5.2	2,634,033	4.7
N. DAKOTA	39,104	-8.8	330,954	4.0	38,064	.2	369,018	3.6	36,523	15.0	405,541	4.6
OHIO	431,686	8.5	3,887,487	5.6	451,513	6.0	4,339,000	5.7	435,172	3.2	4,774,172	5.4
OKLAHOMA	138,200	-1.0	1,304,839	3.3	148,162	8.0	1,453,001	3.8	146,229	9.8	1,599,230	4.3
OREGON	108,263	-.3	951,327	4.9	107,438	3.8	1,058,765	4.8	96,166	23.6	1,154,931	6.1
PENNSYLVANIA	472,628	10.4	3,722,876	-1.8	357,147	-10.0	4,080,023	-2.5				
RHODE ISLAND	31,812	-4.7	293,004	3.9	31,457	5.2	324,461	4.0	25,753	-22.4	350,214	1.5
S. CAROLINA	119,289	21.8	1,125,002	7.2	132,367	.6	1,257,369	6.5	119,134	.3	1,376,503	5.9
S. DAKOTA	48,107	-3.4	357,720	2.5	40,955	2.7	398,675	2.5	39,428	-9.3	438,103	1.3
TENNESSEE	179,546	-5.9	1,667,574	5.9	210,706	23.1	1,878,280	7.6	197,614	11.8	2,075,894	8.0
TEXAS	660,605	16.5	5,510,837	6.2	635,528	2.2	6,146,365	5.8	611,586	7.7	6,757,951	5.9
UTAH	55,386	4.2	482,736	4.2	55,963	6.6	538,699	4.4				
VERMONT	20,947	-0.0	187,004	2.8	22,485	1.7	209,489	2.7	19,705	-.9	229,194	2.3
VIRGINIA	204,831	4.3	1,904,299	7.4	219,648	7.8	2,123,947	7.4	208,039	5.3	2,331,986	7.2
WASHINGTON	149,375	6.7	1,301,127	5.0	146,433	2.1	1,447,560	4.7	138,329	3.2	1,585,889	4.6
WEST VIRGINIA	64,721	19.0	585,330	9.6	70,307	-1.8	655,637	8.2	65,192	4.0	720,829	7.8
WISCONSIN	180,214	-.3	1,668,141	3.6	193,558	2.3	1,861,699	3.5	155,654	-13.4	2,017,353	2.0
WYOMING	27,934	3.0	234,910	4.0	26,292	9.0	261,202	4.5	22,789	15.6	283,991	5.3
TOTAL 1000 GAL.	9,001,898	6.9	79,375,382	4.7	9,220,526	5.6	88,595,908	4.8	7,894,791	2.0	91,871,977	4.9
RATE BBL/DAY	7,144,000		6,923,000		7,082,000		6,939,000		6,668,000		6,917,000	
PUERTO RICO 1,000 GAL.	36,607	-13.1	428,965	11.4	52,752	11.8	481,717	11.4	47,236	4.5	528,953	10.8

PERCENT CHANGES ARE FROM COMPARABLE PERIOD OF PRIOR YEAR. RATE BBL/DAY IS ESTIMATED BY APPLYING PERCENT TO US TOTAL FOR PRIOR YEAR TO GIVE DAILY RATE; 42 GAL. PER BARREL. DATA ARE COMPARABLE TO GASOLINE PORTION OF FIRST COLUMN ON FHWA TABLE MF-2. EXCLUDES WHERE INFORMATION IS AVAILABLE: EXPORTS, MILITARY, DEALER TRANSFERS AND SPECIAL FUELS (DIESEL, LIQUEFIED PETROLEUM GASES, ETC.)
CUMULATIVE FIGURES INCLUDE REVISIONS OF PRIOR MONTHLY DATA.

FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

TABLE MF-33G-04-19-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES 4/19/74

STATE	DEC.73 (48 STATES)		CAL. YR. CUMUL.		JAN.74 (41 STATES)		CAL. YR. CUMUL.		FEB.74 (17 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	154,446	0.0	1,887,595	4.7	140,386	-6.7	140,386	-6.7				
ALASKA	12,336	-14.4	149,191	-12.3	12,230	17.7	12,230	17.7				
ARIZONA	105,702	4.6	1,206,364	8.0	79,417	-19.3	79,417	-19.3	92,182	-4.4	171,599	-12.0
ARKANSAS	92,841	-2.9	1,175,867	4.6	78,210	-3.7	78,210	-3.7	81,582	-11.5	159,792	-7.9
CALIFORNIA	816,138	-4.4	10,339,563	3.2	757,548	-6.7	757,548	-6.7				
COLORADO	104,711	1.1	1,362,839	4.8	93,315	-8.6	93,315	-8.6				
CONNECTICUT	104,297	-10.0	1,361,541	1.7	101,346	-7.7	101,346	-7.7				
DELAWARE	27,842	18.0	307,581	5.8	20,143	-13.2	20,143	-13.2	21,266	-5.3	41,409	-9.3
DIST. OF COL.	19,510	-9.7	257,510	5.9	19,353	-8.9	19,353	-8.9	17,379	-14.7	36,732	-11.7
FLORIDA	347,237	1.0	4,379,112	10.7	339,372	-9.1	339,372	-9.1				
GEORGIA	224,520	-3.4	2,838,626	6.0	206,683	-6.8	206,683	-6.8				
HAWAII	24,697	-.4	286,900	6.3	21,143	-9.3	21,143	-9.3				
IDAHO	34,973	-2.3	485,939	4.6								
ILLINOIS												
INDIANA	356,193	51.2	2,875,356	3.7	209,844	-9.6	209,844	-9.6	189,194	-10.7	399,038	-10.1
IOWA	136,221	-15.5	1,836,679	10.1								
KANSAS	117,907	-40.3	1,375,916	.8	69,805	2.6	69,805	2.6				
KENTUCKY	135,970	-2.2	1,706,172	4.4	121,139	-8.9	121,139	-8.9				
LOUISIANA	147,998	14.5	1,790,053	5.1	131,843	1.8	131,843	1.8	129,070	1.1	260,913	1.5
MAINE	38,102	-7.3	537,592	2.9	35,591	-11.4	35,591	-11.4	33,206	-8.2	68,797	-9.9
MARYLAND	140,382	-6.7	1,873,384	4.3	134,724	-19.6	134,724	-19.6	125,070	-10.9	259,794	-15.6
MASSACHUSETTS	182,442	-8.8	2,389,793	3.5	170,530	-10.3	170,530	-10.3				
MICHIGAN	385,601	-.6	4,701,946	2.5	350,969	-10.1	350,969	-10.1				
MINNESOTA	165,212	-3.6	2,133,935	2.6								
MISSISSIPPI	101,183	-4.7	1,230,796	2.5	86,393	-12.5	86,393	-12.5	87,246	-5.9	173,639	-9.3
MISSOURI	231,213	6.1	2,742,298	2.8	198,929	-10.4	198,929	-10.4	198,905	-8.2	397,834	-9.3
MONTANA	70,113	72.4	472,327	7.1	21,659	-11.0	21,659	-11.0				
NEBRASKA	81,206	5.6	910,798	2.5	57,645	-12.2	57,645	-12.2	63,400	1.9	121,045	-5.3
NEVADA	27,749	-2.9	392,993	5.8	25,994	-4.6	25,994	-4.6				
NEW HAMPSHIRE	29,424	-7.2	403,760	3.0	27,550	-13.5	27,550	-13.5	27,867	-5.2	55,417	-9.5
NEW JERSEY	263,161	-17.8	3,266,843	2.4	236,065	-.9	236,065	-.9				
NEW MEXICO	55,755	-9.9	701,909	5.5	50,604	-10.2	50,604	-10.2				
NEW YORK	693,024	35.9	6,321,324	4.3	457,913	-10.6	457,913	-10.6				
N. CAROLINA	227,545	-7.6	2,861,578	3.6								
N. DAKOTA	31,524	4.8	437,065	4.6	24,398	-14.6	24,398	-14.6				
OHIO	417,284	-2.0	5,191,456	4.8	392,034	-6.4	392,034	-6.4				
OKLAHOMA	134,100	.5	1,733,330	4.0								
OREGON	88,910	-16.7	1,243,841	4.1	81,446	1.7	81,446	1.7	76,907	-22.9	158,353	-11.9
PENNSYLVANIA												
RHODE ISLAND	30,890	-13.8	381,104	0.0	29,203	3.0	29,203	3.0	27,497	-18.4	56,700	-8.6
S. CAROLINA	114,089	-7.5	1,490,592	4.8	108,822	-2.8	108,822	-2.8				
S. DAKOTA	40,790	8.3	478,893	1.9	37,544	14.4	37,544	14.4				
TENNESSEE	184,437	5.8	2,260,331	7.8	160,085	-9.8	160,085	-9.8				
TEXAS	597,179	2.2	7,355,130	5.6	534,685	-0.0	534,685	-0.0				
UTAH												
VERMONT	17,437	-10.9	246,631	1.3	17,084	-11.5	17,084	-11.5				
VIRGINIA	190,617	-5.1	2,522,603	6.2	179,036	-6.5	179,036	-6.5	165,014	-9.2	344,050	-7.8
WASHINGTON	124,900	-1.8	1,710,789	4.1	118,282	-9.2	118,282	-9.2	110,924	-4.5	229,206	-7.0
WEST VIRGINIA	57,722	-4.6	778,551	6.8								
WISCONSIN	193,850	9.8	2,211,203	2.6	160,120	-5.6	160,120	-5.6	143,339	-7.4	303,459	-6.5
WYOMING	19,962	4.6	303,953	5.2								
TOTAL 1000 GAL.	7,899,342	.9	94,909,552	4.5	6,099,082	-7.3	6,099,082	-7.3	1,590,048	-8.3	3,237,777	-8.7
RATE BBL/DAY	6,748,000		6,895,000		5,824,000		5,824,000		6,132,000		5,912,000	
PUERTO RICO 1,000 GAL.	46,323	8.7	575,276	10.6								

PERCENT CHANGES ARE FROM COMPARABLE PERIOD OF PRIOR YEAR. RATE BBL/DAY IS ESTIMATED BY APPLYING PERCENT TO US TOTAL FOR PRIOR YEAR TO GIVE DAILY RATE: 42 GAL. PER BARREL. DATA ARE COMPARABLE TO GASOLINE PORTION OF FIRST COLUMN ON FHWA TABLE MF-2. EXCLUDES WHERE INFORMATION IS AVAILABLE: EXPORTS, MILITARY, DEALER TRANSFERS AND SPECIAL FUELS (DIESEL, LIQUEFIED PETROLEUM GASES, ETC.)

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 6, 1974

FHWA 33-74
(202) 426-0677

The U. S. Department of Transportation's Federal Highway Administration has issued a Notice of Proposed Rule Making which would prohibit the operation of commercial motor vehicles with overloaded or underinflated tires while operating in interstate or foreign commerce.

The new rule, proposed by FHWA's Bureau of Motor Carrier Safety, is based on technical specifications for tire loads at various inflated pressures which are listed in publications referenced by Federal Motor Vehicle Safety Standard No. 119.

BMCS Director Robert A. Kaye said, "This proposal stems from several related petitions filed by PROD, Inc., a non-profit association of professional interstate truck and bus drivers, representatives of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers, and from investigations of front tire failures conducted by members of the Bureau's staff."

The petitions addressed themselves to front tire overloading, steering control problems and ride harshness resulting from the fifth wheel placement, as well as malmaintenance of air pressure.

Interested persons are invited to submit their views to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration Department of Transportation, 400 Seventh Street, S.W., Washington, D. C. 20590, in triplicate, on or before the close of business June 21, 1974.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 6, 1974----------

FHWA 34-74
(202) 426-0677

The U. S. Department of Transportation's Federal Highway Administration has announced the completion of a study on the safety role of vision and hearing in truck and bus driving.

The study was done under the supervision of FHWA's Bureau of Motor Carrier Safety, which has the responsibility for establishing standards for minimum visual and hearing capabilities an individual must possess to operate a commercial vehicle in interstate commerce.

Objective of the study was to produce current information that would provide a scientific basis for evaluating the validity of visual and hearing qualification standards contained in the Federal Motor Carrier Safety Regulations.

The System Development Corporation of Santa Monica, California, conducted the research, which demonstrated that there is a marked statistical relationship between poor visual performance on certain tests and accident involvement.

"Collectively, this technical information represents the strongest scientific evidence yet reported for the existence of a relationship between poor visual performance and accidents," said BMCS Director Robert A. Kaye.

"However, it should not be construed as the 'definitive' study on the problem because of limited sampling and the possibility that the drivers tested might not be wholly representative."

Regarding hearing, no evidence was obtained indicating a distinctive relationship between a poor driving record and poor hearing capability, Kaye said. The auditory requirements associated with the non-driving aspects of the driver's duties are apparently more severe than those related to actual driving. The sense of effective hearing during vehicle inspections performed by the driver prior to starting on his trip and during stops en route are highly important to traffic safety, the study indicated.

Prior to the generalization of the present data, or revised qualifi-

cation standards established, these findings must be confirmed by cross validation on a different and much larger sample of truck and bus drivers.

A copy of the report, "The Role of Vision and Audition in Truck and Bus Driving," may be obtained from the U. S. Department of Commerce, National Information Service, Springfield, Virginia 22151, at a cost of $5.50.

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 7, 1974

FHWA 32-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced approval of a $600,000 Federal-aid highway carpool demonstration project for the Los Angeles metropolitan area, which includes five counties, and three urbanized areas with more than 10 million residents.

Under the provisions of the Emergency Highway Energy Conservation Law, State transportation agencies and urban areas are allowed to use Federal-Aid Highway and Urban System funds for demonstration projects designed to encourage the use of carpools. Funding for the Los Angeles project will include 10 percent matching funds of $60,000 from the city, with the 90 percent balance of $540,000 supplied by FHWA from highway construction funds.

The project will use a modified version of a "Carpool/Buspool Computer Matching Program" developed by FHWA and it will be administered by Computer Transportation Services, Inc. (CTS), a non-profit corporation created for the demonstration. CTS will be responsible for the public relations and advertising programs, monitoring and evaluation of the project, and is made up of technical and administration resources of State, county, and city agencies, along with representatives of the private sector.

The FHWA "Computer Program" will provide computer-printed match lists to interested persons within the five-county area who fill out an application form. It will also provide a computer printout from the carpool data base and other planning information to aid in developing bus or vanpool commuter service.

CTS expects to have almost two million respondents in the system within the year. Its goal is to remove by more than 880,000 the number of vehicles traveling the area highways each day, save 170 million gallons of gasoline annually, and reduce by at least 71,000 tons the amount of pollutants put into the air in the area each year.

- more -

In announcing the Los Angeles project, FHWA Administrator Norbert T. Tiemann noted that this is only one of many such programs currently being approved by FHWA field offices. He emphasized that the recent easing of the gasoline shortage did not lessen the need for successful carpooling programs.

"FHWA's interest in a carpooling program," Tiemann said, "dates back to 1968. At that time we were well aware that increased auto occupancy was the only immediate solution to easing highway congestion and reducing air pollution. As a result of the recent fuel crisis, and in the face of a continuing fuel shortage, carpooling becomes even more important."

The FHWA Administrator added that if these incentives weren't enough, people should start taking a hard look at their car operation costs. "The dollars and cents factor can be the strongest personal incentive of all." he said.

# # # #

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 13, 1974

FHWA 31-74
(202) 426-0677

Is your automobile costing you more to own and operate than it did last year?

And do you really know how much your automobile transportation is costing? Most American motorists would have to reply that they do not - even though they spent more than $27 billion for new cars last year.

A new edition of a U. S. Department of Transportation publication, "Cost of Operating an Automobile," reveals that owning and operating costs incurred on a standard-size 1974 car during its anticipated 10-year life will total $15,892.36 or 15.89 cents a mile.

Published by DOT's Federal Highway Administration, the booklet adds that it will cost the owner of a 1974 compact car $12,875.53 or 12.88 cents a mile during its 10-year life, while the owner of a 1974 subcompact car will pay $11,153.10, or 11.15 cents a mile, during the same period.

These costs and the car operations were based on conditions in suburban Baltimore, Maryland, and are not national averages.

According to the authors, L. L. Liston, Chief of the Vehicles, Drivers and Fuels Branch of FHWA's Highway Statistics Division, and R. E. Sherrer, economist in that office, "the Federal and State tax component of standard-size automobile costs is only $1,509 - about 9.4 percent of total costs." Most of this tax bill goes to support the road on which the vehicle operates.

During a standard-size car's 10-year, 100,000-mile trip from the assembly line to the junkyard, the owner will pay $4,032 for some 7,700 gallons of gasoline. He will pay $3,521 to keep the vehicle maintained and in repair, $1,618 to insure it, and $1,690 for garaging, parking and tolls.

Some other interesting facts disclosed in "Cost of Operating an Automobile" are:

-- Nationwide sales records of current model standard-size and

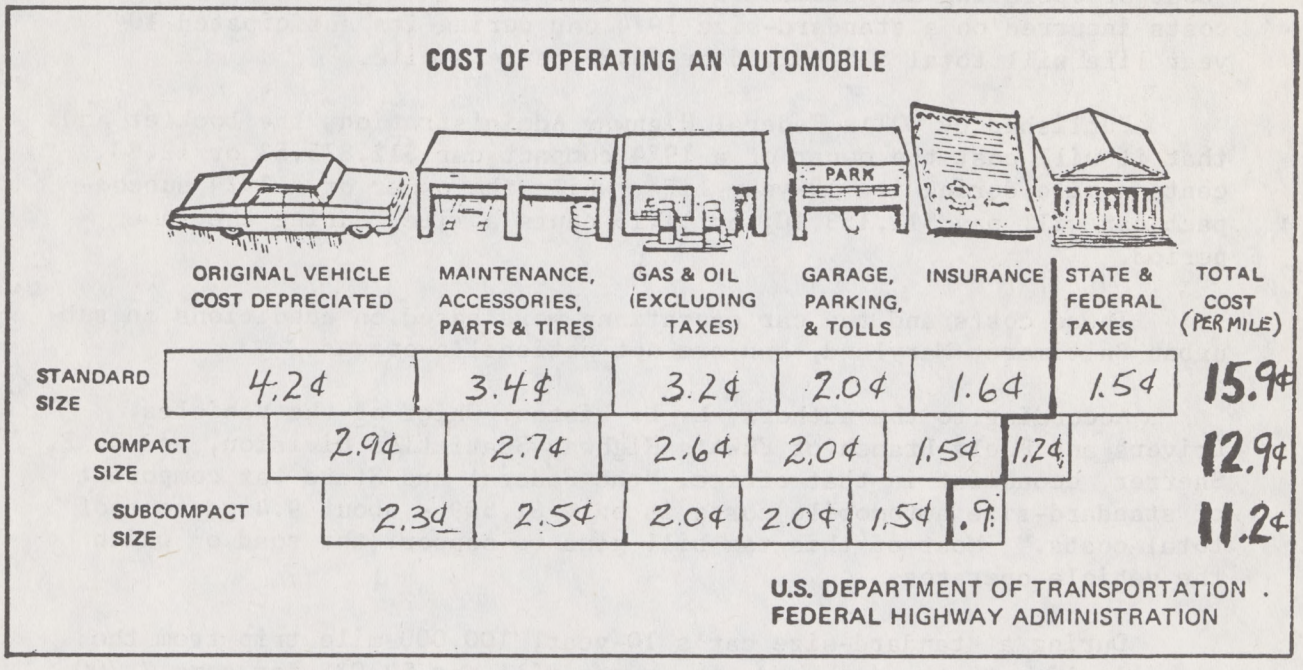
compact cars show that over 94 percent have automatic transmissions, 90 percent have power steering and radios, and 85 percent of the standard-size cars have air conditioners. For the subcompacts, 57 percent have automatic transmissions, 83 percent have radios, only 27 percent have air conditioners, and just a few have power steering.

-- Depreciation is still the greatest single cost of owning and operating a standard-size car, but for the compact and subcompact cars, the total cost of gasoline has taken over as the number one cost.

-- The "annual trader" drives a current model car all of the time, but depreciation for the standard-size car over a 10-year period costs him about $10,460 (10 times the first year depreciation). The "two year" trader pays $8,465 (five times the depreciation for the first two years).

-- Over the 10-year period, the cars will wear out their original five bias-belted tires and require 11 replacements. However, if the owner of the standard-size car were to use radial tires he probably would need only five replacements, and he would save gasoline.

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



DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 14, 1974

FHWA 35-74 (202) 426-0677
QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, MARCH 31, 1974

Secretary of Transportation Claude S. Brinegar said today that work has either been completed or is underway on 99.0 percent--or 42,064 miles--of the 42,500-mile Interstate System.

He said only 436 miles, or 1.0 percent, have not yet advanced to the point where location public hearings have been held.

Information compiled by the Department of Transportation's Federal Highway Administration as of March 31, 1974, showed that 35,713 miles--or 84.0 percent--of the Interstate System are now in use, with construction underway on another 2,929 miles.

"This represents an addition of 1,220 miles completed in the 12-month period since March 31, 1973," Secretary Brinegar 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 34,069 miles of rural and 8,431 miles of urban highways. As of this report, 28,713 miles or 84.3 percent of the rural mileage, and 7,000 miles or 83.0 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 34,493 a year ago and 35,460 as of Dec. 31, 1973, the date of the last survey, to 35,713 as of March 31.

In addition to the sections open to traffic, 2,929 miles were under construction as of March 31, engineering or right-of-way acquisition prior to construction was in progress on another 2,969 miles; and route location approval was pending on 453 additional miles for which public hearings had been held.

The status of the Interstate System as of March 31, 1974, 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/	7,000	83.0	28,713	84.3	35,713	84.0
2. Under construction	563	6.7	2,366	6.9	2,929	6.9
3. Location approved construction not started	631	7.5	2,338	6.9	2,969	7.0
4. Public hearing held-approval pending	94	1.1	359	1.0	453	1.1
5. No location action taken	143	1.7	293	0.9	436	1.0
	8,431	100.0	34,069	100.0	42,500	100 .0

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 2,309 miles of toll roads.

Some $53.78 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 $40.70 billion, of which $34.06 billion was for construction and $6.64 billion for engineering and right-of-way acquisition. As of March 31, 1974, work estimated to cost $13.08 billion was underway or authorized, including $8.87 billion of construction; and $4.21 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 rural primary and secondary highway systems and their urban extensions, and the new urban system for which $2.212 billion was apportioned for fiscal year 1974 has also shown considerable accomplishment, with $37.07 billion worth of work involving 279,834 miles of construction contracts completed or underway.

Construction contracts involving 268,462 miles of primary rural and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of $28.05 billion; and contracts involving 11,372 miles at a cost of $5.64 billion were underway on March 31. In addition, $2.22 billion of engineering and right-of-way acquisition work had been completed and $1.16 billion worth of such work was underway. The rural primary-secondary and urban programs are financed by the Federal Government and the States on a 70/30 basis. Data are reported by States in table III.

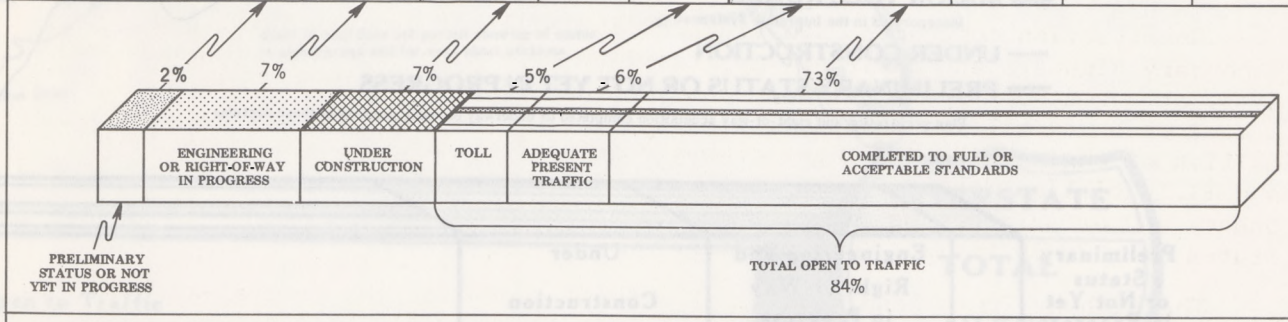
The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received $1.630 billion of tax revenue income during the 3 months ended December 31, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to $1.322 billion. Disbursements for other highway related programs were $23 million. The status of the Trust Fund is shown in table IV.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1974

TABLE 1

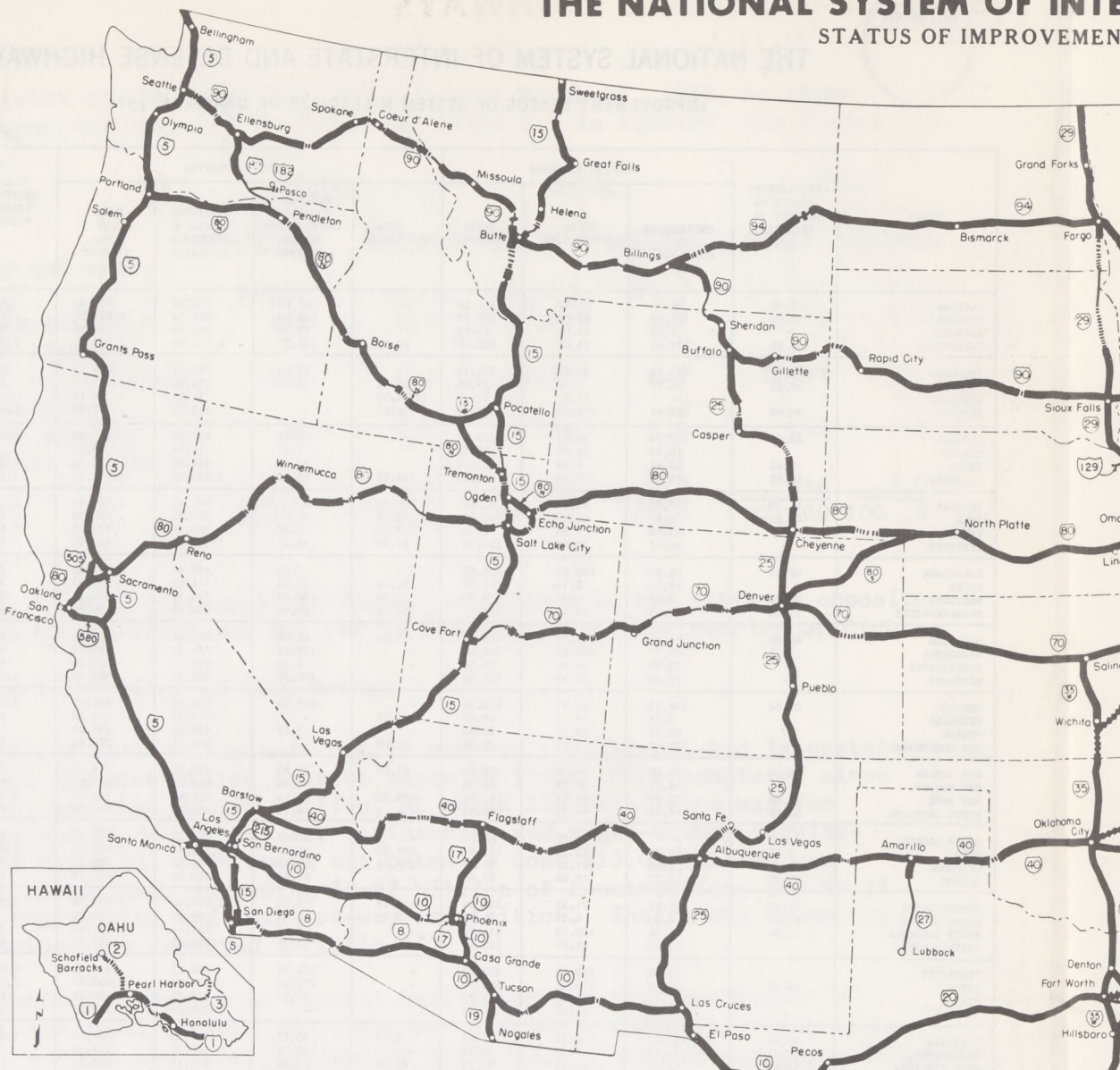
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	98.50	85.60	184.10	-	48.80	646.80	695.60	898.40	ALABAMA
ARIZONA	1.00	87.49	63.09	150.58	-	168.43	852.58	1,021.01	1,172.59	ARIZONA
ARKANSAS	"	5.79	12.01	17.80	"	11.79	496.75	508.54	526.34	ARKANSAS
CALIFORNIA	4.70	133.00	71.80	204.80	10.10	153.20	1,914.20	2,077.50	2,287.00 2/	CALIFORNIA
COLORADO	45.21	73.98	50.15	124.13	-	51.45	755.66	807.11	976.45	COLORADO
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	216.06	278.02	347.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	"	14.84	29.14	40.61	DELAWARE
FLORIDA	30.60	282.87	115.73	398.60	94.00	"	883.56	977.56	1,406.76 3/	FLORIDA
GEORGIA	26.70	133.19	95.82	229.01	-	4.86	892.76	897.62	1,153.33	GEORGIA
HAWAII	-	16.22	13.88	30.10	"	2.01	19.44	21.45	51.55	HAWAII
IDAHO	4.62	44.62	8.89	53.51	"	93.85	459.89	553.74	611.87	IDAHO
ILLINOIS	16.68	101.42	199.84	301.26	154.92	61.80	1,192.98	1,409.70	1,727.64	ILLINOIS
INDIANA	14.30	7.43	83.37	90.80	156.90	-	867.42	1,024.32	1,129.42	INDIANA
IOWA	47.92	6.87	63.19	70.06	3.17	"	659.81	662.98	780.96	IOWA
KANSAS	"	33.80	9.95	43.75	187.70	2.45	586.90	777.05	820.80	KANSAS
KENTUCKY	"	46.43	78.33	124.76	39.20	15.42	557.61	612.23	736.99	KENTUCKY
LOUISIANA	40.91	24.82	189.85	214.67	"	0.86	461.60	462.46	718.04	LOUISIANA
MAINE	"	17.61	8.16	25.77	54.48	87.24	144.20	285.92	311.69	MAINE
MARYLAND	26.56	3.46	0.24	3.70	53.04	74.55	199.96	327.55	357.81	MARYLAND
MASSACHUSETTS	19.41	25.81	10.41	36.22	134.41	19.49	262.95	416.85	472.48	MASSACHUSETTS
MICHIGAN	46.50	39.65	68.35	108.00	5.39	42.96	973.46	1,021.81	1,176.31	MICHIGAN
MINNESOTA	9.17	106.75	101.89	208.64	"	119.71	576.30	696.01	913.82	MINNESOTA
MISSISSIPPI	-	23.70	34.30	58.00	"	4.10	621.10	625.20	683.20	MISSISSIPPI
MISSOURI	-	77.40	80.90	158.30	"	100.70	887.90	988.60	1,146.90	MISSOURI
MONTANA	24.58	146.33	63.71	210.04	-	247.09	706.95	954.04	1,188.66	MONTANA
NEBRASKA	"	3.21	36.19	39.40	0.22	"	441.11	441.33	480.73	NEBRASKA
NEVADA	-	68.91	29.12	98.03	"	3.13	433.38	436.51	534.54	NEVADA
NEW HAMPSHIRE	-	21.45	7.41	28.86	21.09	"	164.57	185.66	214.52	NEW HAMPSHIRE
NEW JERSEY	19.10	51.30	34.30	85.60	45.70	15.80	218.40	279.90	384.60 4/	NEW JERSEY
NEW MEXICO	"	48.21	38.08	86.29	"	44.99	868.02	913.01	999.30	NEW MEXICO
NEW YORK	69.48	31.99	60.58	92.57	490.08	26.41	652.66	1,169.15	1,331.20 5/	NEW YORK
NORTH CAROLINA	40.89	99.70	86.22	185.92	"	6.29	609.09	615.38	842.19	NORTH CAROLINA
NORTH DAKOTA	-	-	48.20	48.20	-	37.40	485.73	523.13	571.33	NORTH DAKOTA
OHIO	7.42	54.24	71.73	125.97	206.20	47.44	1,145.63	1,399.27	1,532.66	OHIO
OKLAHOMA	"	1.99	27.20	29.19	174.04	17.11	589.00	780.15	809.34	OKLAHOMA
OREGON	21.07	11.97	15.06	27.03	"	86.94	599.79	686.73	734.83	OREGON
PENNSYLVANIA	21.07	51.12	71.82	122.94	360.18	6.18	1,064.42	1,430.78	1,574.79	PENNSYLVANIA
RHODE ISLAND	15.86	8.30	6.49	14.79	0.50	9.48	58.36	68.34	98.99 6/	RHODE ISLAND
SOUTH CAROLINA	51.94	3.74	130.73	134.47	-	8.17	563.46	571.63	758.04	SOUTH CAROLINA
SOUTH DAKOTA	"	65.46	49.97	115.43	"	49.28	514.25	563.53	678.96	SOUTH DAKOTA
TENNESSEE	-	33.60	169.60	203.20	-	102.75	739.45	842.20	1,045.40	TENNESSEE
TEXAS	15.42	296.92	214.81	511.73	-	232.41	2,401.36	2,633.77	3,160.92	TEXAS
UTAH	-	227.91	63.47	291.38	"	71.56	575.00	646.56	937.94	UTAH
VERMONT	-	26.73	23.80	50.53	"	"	269.85	269.85	320.38	VERMONT
VIRGINIA	40.22	134.71	46.94	181.65	9.15	33.87	798.59	841.61	1,063.48	VIRGINIA
WASHINGTON	69.85	55.53	40.59	96.12	"	126.98	469.95	596.93	762.90	WASHINGTON
WEST VIRGINIA	12.68	36.03	61.18	97.21	81.71	37.48	282.32	401.51	511.40	WEST VIRGINIA
WISCONSIN	82.48	-	21.73	21.73	"	5.69	467.15	472.84	577.05	WISCONSIN
WYOMING	-	66.51	46.66	113.17	-	13.82	786.95	800.77	913.94	WYOMING
DISTRICT OF COLUMBIA	9.36	7.24	2.19	9.43	"	2.47	8.29	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-5.89 7/								-5.89 7/	PENDING
TOTAL	888.72	2,968.61	2,929.36	5,897.97	2,308.79	2,346.06	31,058.46	35,713.31	42,500.00	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
3/ Excludes the 43.80 mile St. Petersburg-Tampa Bypass (I-75E originally; now part of I-75) which was added to the system under the Howard-Cramer 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/ Excludes 52.80 miles of the total 67.20 mile Genessee Expressway (I-390) and the entire 10.60 miles (I-590) in Rochester, which are chargeable to the Howard-Cramer Act.
6/ Excludes 27.40 miles chargeable to the Howard-Cramer Act of the total 39.60 miles of I-895 (From I-95 in Richmond to R.I.-Mass. State line in Warren) which was added to the system under that Act.
7/ The "minus" mileage reserve, temporarily indicated, results from system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

THE NATIONAL SYSTEM OF INTE

STATUS OF IMPROVEMEN



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.

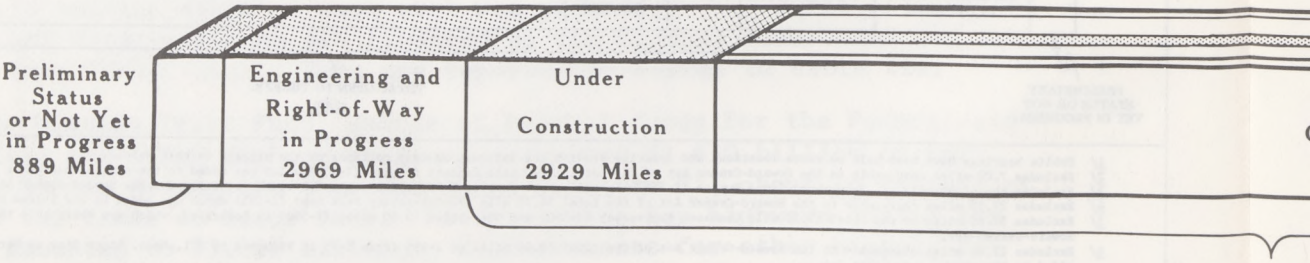
MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

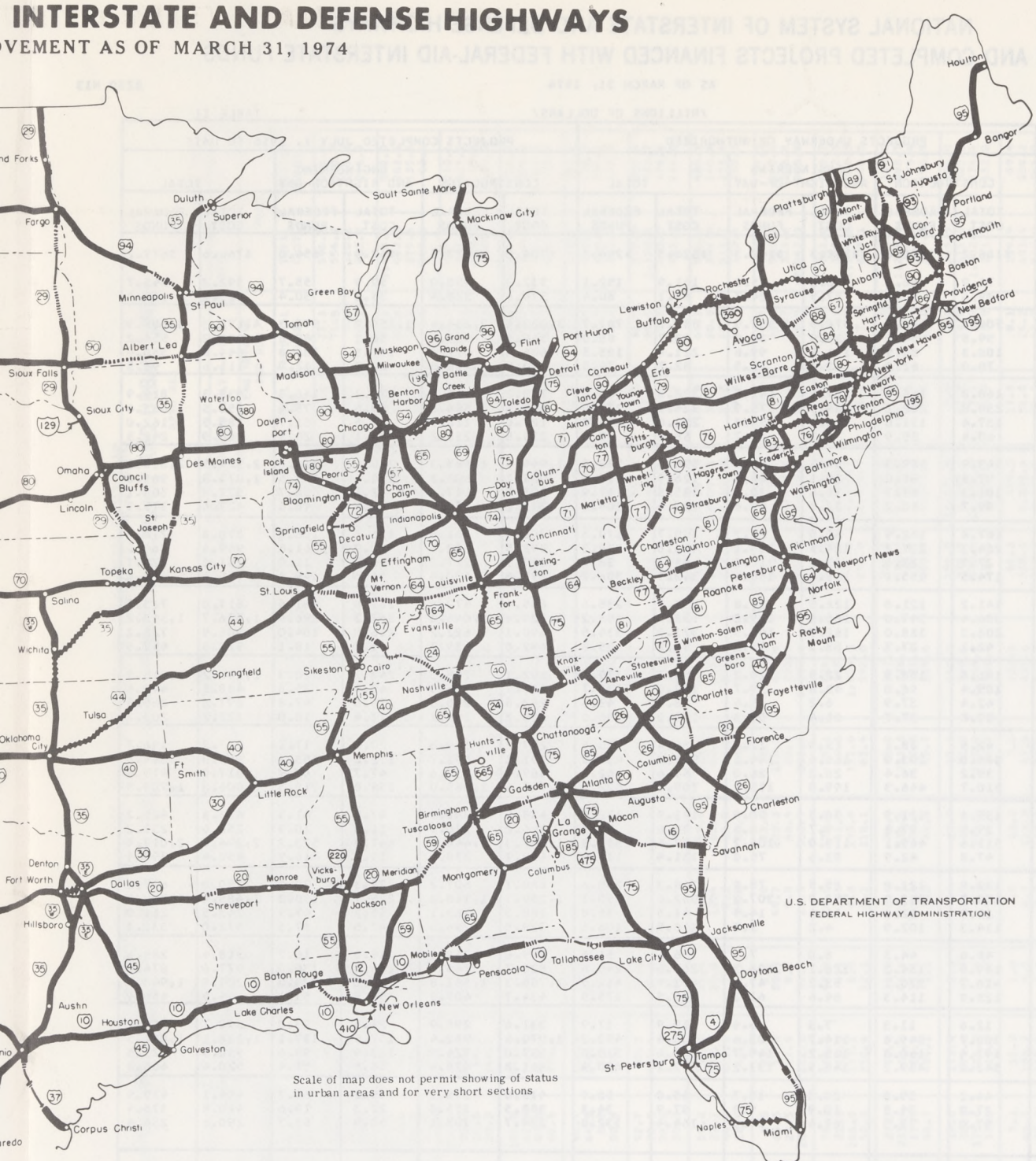
PRELIMINARY STATUS OR NOT YET IN PROGRESS

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



INTERSTATE AND DEFENSE HIGHWAYS

OVEMENT AS OF MARCH 31, 1974



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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERSTATE

TOTAL

42,500

MILES

Open to Traffic

35,713 Miles

38,642 Miles

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

AS OF MARCH 31, 1974

8230 M13

/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	$168.2	$152.0	$158.3	$142.3	$326.5	$294.3	$704.3	$623.2	$62.3	$54.0	$766.6	$677.2
ALASKA												
ARIZONA	71.9	66.8	90.0	85.3	161.9	152.1	532.3	490.0	59.9	55.7	592.2	545.7
ARKANSAS	39.6	35.7	27.5	24.7	67.1	60.4	379.6	338.4	35.4	30.4	415.0	368.8
CALIFORNIA	504.7	443.8	378.9	337.9	883.6	781.7	3,022.4	2,634.6	1,150.9	971.3	4,173.3	3,605.9
COLORADO	59.8	54.1	33.9	30.9	93.7	85.0	565.0	505.4	56.2	48.8	621.2	554.2
CONNECTICUT	100.3	85.9	111.1	99.6	211.4	185.5	486.8	411.6	157.8	138.8	644.6	550.4
DELAWARE	70.0	62.8	12.7	11.5	82.7	74.3	90.9	80.6	20.7	17.9	111.6	98.5
FLORIDA	160.8	144.5	167.5	141.5	328.3	286.0	763.2	668.6	170.1	146.3	933.3	814.9
GEORGIA	239.8	202.1	84.3	75.9	324.1	278.0	663.9	586.0	89.6	79.4	753.5	665.4
HAWAII	137.4	121.0	64.6	55.8	202.0	176.8	127.0	110.3	58.5	51.7	185.5	162.0
IDAHO	60.4	55.9	8.3	7.7	68.7	63.6	233.8	213.2	33.1	29.1	266.9	242.3
ILLINOIS	543.9	489.3	50.3	44.5	594.2	533.8	1,944.4	1,683.3	380.1	326.8	2,324.5	2,010.1
INDIANA	97.8	88.0	29.1	26.3	126.9	114.3	902.7	808.3	170.6	153.5	1,073.3	961.8
IOWA	101.3	87.7	34.5	30.2	135.8	117.9	505.8	447.4	72.1	60.7	577.9	508.1
KANSAS	89.7	80.2	32.7	29.4	122.4	109.6	371.2	326.9	52.4	46.6	423.6	373.5
KENTUCKY	167.8	142.9	30.9	27.7	198.7	170.6	743.7	661.4	126.6	108.9	870.3	770.3
LOUISIANA	264.3	237.2	154.5	139.1	418.8	376.3	898.5	802.6	70.9	61.6	969.4	864.2
MAINE	27.5	23.6	17.2	15.3	44.7	38.9	247.5	217.2	13.7	11.9	261.2	229.1
MARYLAND	174.5	155.8	168.0	150.4	342.5	306.2	498.8	430.4	56.6	49.6	555.4	480.0
MASSACHUSETTS	141.2	121.8	126.5	113.8	267.7	235.6	655.4	572.2	161.6	141.5	817.0	713.7
MICHIGAN	386.4	347.0	166.1	149.2	552.5	496.2	1,229.4	1,046.3	347.3	296.9	1,576.7	1,343.2
MINNESOTA	208.3	188.0	162.9	146.5	371.2	334.5	690.1	622.2	116.8	104.0	806.9	726.2
MISSISSIPPI	42.1	37.7	53.8	48.2	95.9	85.9	492.0	439.7	21.3	18.1	513.3	457.8
MISSOURI	181.6	158.9	22.5	20.2	204.1	179.1	892.1	795.5	248.1	220.3	1,140.2	1,015.8
MONTANA	105.4	96.0	43.6	39.7	149.0	135.7	447.7	405.0	40.4	35.8	488.1	440.8
NEBRASKA	42.4	37.9	6.2	5.6	48.6	43.5	243.8	218.0	54.0	47.8	297.8	265.8
NEVADA	39.8	37.7	61.4	58.3	101.2	96.0	210.8	195.2	11.4	10.0	222.2	205.2
NEW HAMPSHIRE	42.5	38.1	13.9	12.3	56.4	50.4	207.2	179.6	20.0	17.1	227.2	196.7
NEW JERSEY	344.8	293.9	166.4	144.1	511.2	438.0	791.3	691.7	172.6	153.1	963.9	844.8
NEW MEXICO	39.2	36.4	28.2	26.0	67.4	62.4	469.3	432.6	47.7	42.7	517.0	475.3
NEW YORK	510.7	446.3	199.0	175.9	709.7	622.2	1,747.4	1,485.0	258.8	218.5	2,006.2	1,703.5
NORTH CAROLINA	135.4	121.5	56.5	50.9	191.9	172.4	438.9	383.9	47.4	41.3	486.3	425.2
NORTH DAKOTA	29.9	27.1	9.7	8.6	39.6	35.7	244.8	220.9	11.8	10.3	256.6	231.2
OHIO	511.6	445.1	118.0	106.2	629.6	551.3	1,647.3	1,444.2	647.5	573.2	2,294.8	2,017.4
OKLAHOMA	47.8	42.9	83.6	75.0	131.4	117.9	430.7	378.5	19.7	16.9	450.4	395.4
OREGON	132.8	121.8	85.5	78.8	218.3	200.6	680.7	607.2	78.3	70.0	759.0	677.2
PENNSYLVANIA	679.7	582.9	352.9	307.2	1,032.6	890.1	1,259.7	1,110.2	225.7	190.3	1,485.4	1,300.5
RHODE ISLAND	24.9	22.3	16.6	14.5	41.5	36.8	188.3	163.1	55.2	47.9	243.5	211.0
SOUTH CAROLINA	114.3	102.9	4.2	3.7	118.5	106.6	329.5	294.6	42.5	37.5	372.0	332.1
SOUTH DAKOTA	48.6	44.3	8.0	7.3	56.6	51.6	299.6	268.9	18.8	16.7	318.4	285.6
TENNESSEE	149.5	134.3	118.1	106.3	267.6	240.6	828.7	744.6	148.9	130.0	977.6	874.6
TEXAS	418.7	370.7	53.2	47.9	471.9	418.6	1,786.3	1,581.8	423.6	379.0	2,209.9	1,960.8
UTAH	123.9	114.3	64.6	61.2	188.5	175.5	434.7	405.3	59.8	53.1	494.5	458.4
VERMONT	12.6	11.3	7.3	6.6	19.9	17.9	331.6	295.9	28.5	23.3	360.1	319.2
VIRGINIA	388.7	349.6	114.7	103.6	503.4	453.2	1,070.6	952.4	157.5	139.1	1,228.1	1,091.5
WASHINGTON	177.4	160.8	165.2	149.7	342.6	310.5	837.0	724.9	113.9	98.6	950.9	823.5
WEST VIRGINIA	542.2	489.2	145.5	131.2	687.7	620.4	461.8	414.4	58.6	51.4	520.4	465.8
WISCONSIN	44.2	39.8	20.8	18.7	65.0	58.5	415.0	370.2	79.1	69.7	494.1	439.9
WYOMING	27.0	24.5	10.9	9.8	37.9	34.3	388.5	355.8	22.3	19.6	410.8	375.4
DIST. OF COL.	97.0	73.5	67.4	59.3	164.4	132.8	229.7	203.1	60.9	53.3	290.6	256.4
PUERTO RICO												
TOTAL	8,869.9	7,847.8	4,207.4	3,762.1	13,077.3	11,609.9	34,061.9	30,042.5	6,637.6	5,770.0	40,699.5	35,812.5

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

AS OF MARCH 31, 1974 8230 M13

/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	$132.1	$68.2	236.9	$37.3	$18.4	$169.4	$86.6	$540.3	272.2	7,789.9	56.0	27.3	596.3	299.5
ALASKA	97.9	80.3	189.9	39.1	36.6	137.0	116.9	477.4	437.1	3,272.5	77.3	71.8	554.7	508.9
ARIZONA	39.2	24.9	61.1	1.8	1.4	41.0	26.3	315.7	216.2	2,143.7	4.5	3.0	320.2	219.2
ARKANSAS	79.2	44.0	287.2	20.3	10.3	99.5	54.3	410.4	204.4	5,682.0	21.8	10.5	432.2	214.9
CALIFORNIA	314.1	207.7	274.5	25.7	16.3	339.8	224.0	1,792.5	982.3	4,148.1	26.2	16.6	1,818.7	998.9
COLORADO	35.5	20.4	56.5	20.8	12.2	56.3	32.6	425.9	232.5	4,002.5	56.3	30.6	482.2	263.1
CONNECTICUT	68.8	36.2	20.4	22.1	11.2	90.9	47.4	244.9	120.3	278.2	30.7	15.2	275.6	135.5
DELAWARE	23.6	12.5	15.1	7.1	3.9	30.7	16.4	113.4	56.4	551.6	11.8	6.0	125.2	62.4
FLORIDA	175.7	101.7	194.8	23.3	12.4	199.0	114.1	650.0	305.1	3,775.0	9.9	5.0	659.9	310.1
GEORGIA	172.0	93.0	303.4	59.1	29.8	231.1	122.8	592.1	292.4	6,269.3	70.3	34.8	662.4	327.2
HAWAII	34.8	16.8	14.1	15.9	6.4	50.7	23.2	84.8	41.7	177.2	27.5	13.9	112.3	55.6
IDAHO	40.1	30.3	144.1	3.1	2.1	43.2	32.4	206.8	135.6	2,610.9	24.1	14.2	230.9	149.8
ILLINOIS	258.4	137.0	497.7	2.1	1.1	260.5	138.1	1,342.6	684.1	8,857.6	67.8	32.6	1,410.4	716.7
INDIANA	120.1	62.3	162.6	26.2	13.6	146.3	75.9	703.1	359.3	3,654.0	83.5	40.0	786.6	399.3
IOWA	82.8	47.0	615.6	3.2	2.1	86.0	49.1	606.2	311.8	13,050.6	19.0	9.5	625.2	321.3
KANSAS	76.1	40.8	376.1	8.1	4.1	84.2	44.9	602.8	297.0	14,553.7	44.0	21.7	646.8	318.7
KENTUCKY	95.0	46.7	102.8	48.8	25.1	143.8	71.8	411.6	206.6	2,485.5	79.4	39.0	491.0	245.6
LOUISIANA	121.2	64.3	144.6	42.9	21.4	164.1	85.7	453.3	222.3	2,976.6	21.5	10.4	474.8	232.7
MAINE	15.9	8.3	33.0	10.6	5.6	26.5	13.9	208.6	102.1	1,093.2	25.7	12.0	234.3	114.1
MARYLAND	95.1	50.6	106.7	53.6	29.7	148.7	80.3	304.6	148.2	1,530.8	6.4	3.2	311.0	151.4
MASSACHUSETTS	164.3	92.7	93.9	28.2	13.8	192.5	106.5	462.5	227.0	546.2	112.5	32.5	575.0	259.5
MICHIGAN	139.1	78.8	443.4	38.3	19.8	177.4	98.6	1,077.9	529.1	10,459.6	73.0	34.6	1,150.9	563.7
MINNESOTA	152.4	78.6	792.3	8.1	4.1	160.5	82.7	731.2	364.6	17,066.4	19.3	9.8	750.5	374.4
MISSISSIPPI	61.5	30.3	332.5	25.4	12.8	86.9	43.1	443.5	215.5	8,523.2	38.1	18.9	481.6	234.4
MISSOURI	100.2	59.2	195.3	89.4	49.6	189.6	108.8	711.0	360.6	10,287.8	135.8	65.5	846.8	426.1
MONTANA	39.4	27.1	176.6	20.8	13.4	60.2	40.5	362.6	220.0	5,098.1	37.2	20.8	399.8	240.8
NEBRASKA	78.4	44.6	469.0	5.1	2.2	83.5	46.8	471.9	239.6	9,108.0	39.8	19.8	511.7	259.4
NEVADA	17.9	16.5	40.4	15.5	14.0	33.4	30.5	156.0	136.3	2,016.7	16.6	14.0	172.6	150.3
NEW HAMPSHIRE	12.7	6.5	23.4	1.1	.6	13.8	7.1	152.1	74.9	508.1	5.4	2.4	157.5	77.3
NEW JERSEY	132.4	65.5	50.0	89.9	44.7	222.3	110.2	435.4	208.8	576.9	66.8	31.6	502.2	240.4
NEW MEXICO	37.7	24.5	77.9	8.7	5.8	46.4	30.3	293.3	191.1	2,772.6	29.3	17.7	322.6	208.8
NEW YORK	521.4	287.1	222.0	39.1	21.3	560.5	308.4	2,008.6	937.5	3,668.5	33.7	16.3	2,042.3	953.8
NORTH CAROLINA	131.7	75.1	184.0	47.3	24.0	179.0	99.1	629.3	311.5	5,234.0	111.7	55.2	741.0	366.7
NORTH DAKOTA	37.4	22.3	768.0	4.1	2.5	41.5	24.8	335.6	171.8	16,720.3	20.0	10.5	355.6	182.3
OHIO	286.9	146.8	177.2	8.9	4.8	295.8	151.6	1,038.0	529.0	2,996.8	156.0	77.5	1,194.0	606.5
OKLAHOMA	106.0	59.3	352.4	12.1	6.1	118.1	65.4	592.0	292.9	6,974.7	16.1	7.6	608.1	300.5
OREGON	59.1	27.5	73.0	12.8	8.4	71.9	35.9	347.9	212.5	2,290.2	24.5	14.3	372.4	226.8
PENNSYLVANIA	487.6	233.4	263.9	48.9	25.1	536.5	258.5	1,128.7	552.3	2,266.2	107.3	46.4	1,236.0	598.7
RHODE ISLAND	32.3	17.5	24.4	22.1	11.0	54.4	28.5	121.1	59.5	267.5	32.4	15.9	153.5	75.4
SOUTH CAROLINA	79.7	44.7	494.1	2.1	1.0	81.8	45.7	369.4	183.9	8,163.0	25.6	13.0	395.0	196.9
SOUTH DAKOTA	28.1	16.6	273.4	1.6	.9	29.7	17.5	360.0	196.0	11,141.4	5.5	3.0	365.5	199.0
TENNESSEE	91.7	50.0	270.0	43.8	21.9	135.5	71.9	550.6	275.5	8,297.1	62.8	29.8	613.4	305.3
TEXAS	293.9	175.6	726.0	.6	.3	294.5	175.9	1,895.7	970.5	21,592.4	7.1	3.9	1,902.8	974.4
UTAH	23.2	17.6	110.2	11.5	9.1	34.7	26.7	191.4	138.1	1,834.1	19.9	13.9	211.3	152.0
VERMONT	12.2	7.1	12.3	1.0	.5	13.2	7.6	122.4	61.3	579.5	17.5	8.1	139.9	69.4
VIRGINIA	104.1	63.1	190.2	9.2	4.7	113.3	67.8	636.6	308.0	4,208.6	54.8	26.2	691.4	334.2
WASHINGTON	78.8	48.3	165.1	6.6	3.7	85.4	52.0	487.2	252.2	4,411.9	24.8	12.7	512.0	264.9
WEST VIRGINIA	57.0	30.0	33.0	28.5	15.1	85.5	45.1	244.9	123.2	1,149.7	43.3	21.6	288.2	144.8
WISCONSIN	101.9	58.1	328.5	34.9	17.6	136.8	75.7	665.5	332.2	7,555.0	61.7	30.9	727.2	363.1
WYOMING	12.9	10.9	89.2	6.2	4.9	19.1	15.8	224.8	151.7	2,785.3	11.6	7.9	236.4	159.6
DIST. OF COL.	33.8	24.0	11.6	5.4	3.5	39.2	27.5	121.7	68.2	112.5	14.5	7.4	136.2	75.6
PUERTO RICO	49.5	24.4	31.3	14.1	8.5	63.6	32.9	194.3	88.4	346.8	32.0	12.8	226.3	101.2
TOTAL	5,642.7	3,156.3	11,371.6	1,162.4	639.3	6,805.1	3,795.6	28,050.2	14,611.7	268,462.0	2,220.1	1,119.7	30,270.3	15,731.4

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars) TABLE IV

	THREE MONTHS ENDED MARCH 31, 1974	FISCAL YEAR 7-1-73 TO 3-31-74
Balance at beginning of period.....	1/ $6,652,356	$5,590,688
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds).....	1,063,881	3,386,211
Less motorboat fuel revenue 2/.....	2,300	25,700
Net for highways.....	1,061,581	3,360,511
Trucks, buses, and trailers.....	196,289	485,862
Tires, tubes, and tread rubber.....	183,754	646,988
Vehicle use.....	37,274	195,357
Parts and accessories, trucks and buses..	33,334	98,624
Lubricating oil (net after refunds).....	15,384	79,720
Total excise revenues.....	1,527,616	4,867,062
Interest earned.....	5,813	190,783
Total Income.....	1,533,429	5,057,845
Disbursements:		
For highways.....	819,754	1/ 3,238,891
National Highway Traffic Safety Administration	20,425	61,036
Trust Fund share other highway programs.....	2,000	5,000
Total Disbursements.....	842,179	3,304,927
Balance at end of period.....	$7,343,606	$7,343,606
Liability for unpaid obligations (3/31/74).....	7,470,874	
Balance less liability for unpaid obligation...	$-127,268	

1/ Revised.

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

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1977) are:

Motor fuel: 4 cents per gallon.
New trucks, 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 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 MONDAY
May 20, 1974

FHWA 39-74
(202) 426-0677

Secretary of Transportation Claude S. Brinegar today announced that over $2.269 billion in Federal and State funds was obligated through March 31 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was $1.244 billion. Development highways and access roads completed or under construction in the region totaled 1,787 miles as of the end of March, an increase of 8 miles since December 31. Engineering and right-of-way acquisition were underway on an additional 475 miles; design had been approved or hearings held on 83 miles, while locations had been approved and design underway on 251 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 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

(more)

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 and Transportation 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.

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
As of March 31, 1974

TABLE 1

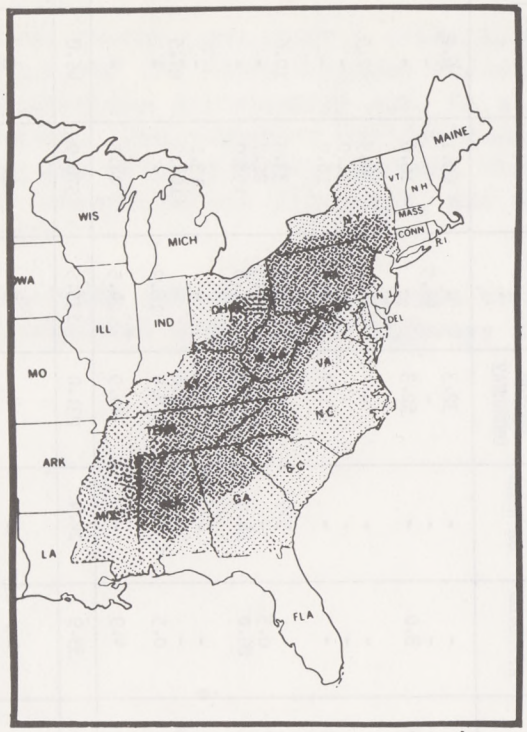
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO 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	7.7	-	16.2	12.6	-	-	-	-	32.3	-	69.1	6.2	144.1	156.6
Georgia	14.2	-	12.4	2.6	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	149.6	-	98.8	64.8	12.8	18.9	8.0	-	52.3	-	16.6	-	421.8	585.7
Maryland	19.7	-	34.9	-	-	-	-	-	-	-	24.5	2.5	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	31.0	-	31.0	73.0
New York	106.3	-	33.6	31.9	-	20.3	-	-	1.7	13.6	10.9	-	218.3	254.3
North Carolina	68.5	-	36.9	31.5	-	-	-	5.9	-	10.1	33.3	10.6	196.8	206.2
Ohio	85.5	-	13.4	7.9	37.8	22.7	0.5	-	6.3	0.3	22.7	-	197.1	291.9
Pennsylvania	80.8	6.0	48.4	24.3	-	28.1	26.0	14.7	57.2	11.6	155.0	-	452.1	504.7
South Carolina	-	-	-	-	-	-	-	-	-	-	13.1	-	13.1	23.6
Tennessee	111.2	-	4.9	37.0	-	22.0	-	-	27.6	-	100.2	27.5	330.4	340.9
Virginia	98.4	3.2	19.3	7.9	15.3	-	0.5	3.8	8.7	18.9	-	-	176.0	200.9
West Virginia	134.0	0.2	80.6	29.9	-	-	4.9	-	44.9	24.5	94.5	-	413.5	426.4
Total	875.9	9.4	399.4	250.4	65.9	112.0	39.9	24.4	231.0	135.5	570.9	46.8	2,761.5	3,236.8
Percent to Total Under Consideration	32	-	15	9	2	4	1	1	8	5	21	2	100	-

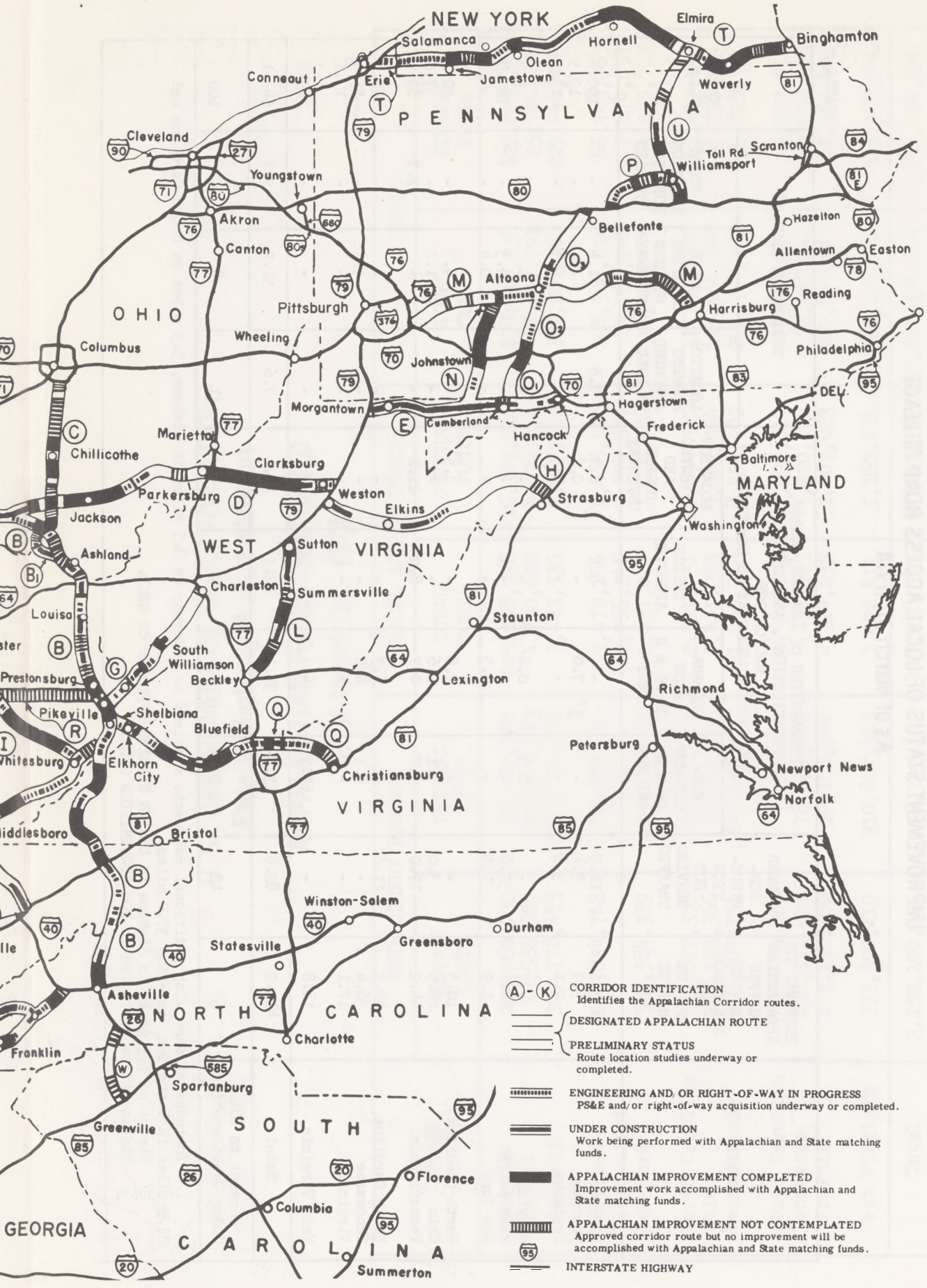
1/ Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 19.7 miles in Maryland, 76.0 miles in Tennessee, totaling 131.3 miles.

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

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1974




NEW YORK
Salamanca
Olean
Jamestown
Hornell
Elmira
Binghamton
Waverly
Erie
Conneaut
PENNSYLVANIA
Cleveland
Youngstown
Akron
Canton
Toll Rd.
Scranton
Williamsport
Hazelton
Bellefonte
Allentown
Easton
Altoona
Reading
Harrisburg
Philadelphia
OHIO
Pittsburgh
Wheeling
Columbus
Johnstown
Hagerstown
DEL.
Morgantown
Cumberland
Frederick
Hancock
Marietta
Chillicothe
Clarksburg
Baltimore
MARYLAND
Parkersburg
Weston
Elkins
Strasburg
Jackson
Washington
Ashland
WEST
Sutton
VIRGINIA
Charleston
Summersville
Louisa
Staunton
South
Williamson
Beckley
Lexington
Richmond
Prestonsburg
Pikeville
Shelbiana
Bluefield
Petersburg
Newport News
Norfolk
Elkhorn
City
Christiansburg
VIRGINIA
Bristol
Winston-Salem
Durham
Greensboro
Statesville
Asheville
NORTH
CAROLINA
Charlotte
Franklin
Spartanburg
Greenville
SOUTH
Florence
Columbia
GEORGIA
CAROLINA
Summerton
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.
INTERSTATE HIGHWAY

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
As of March 31, 1974

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CONSTRUCTION NOT SERVING TRAFFIC	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	133.1	11.5	3.4	-	5.2	2/ 8.7	7.6	21.4	-	190.9
Georgia	9.3	2.4	-	3/ 7.0	-	0.8	-	-	-	19.5
Kentucky	2.1	3.2	-	-	-	1.5	-	6.5	-	13.3
Maryland	4.7	-	0.3	0.8	-	-	-	-	-	5.8
Mississippi	64.1	32.6	-	-	-	-	-	9.3	-	106.0
New York	1.9	1.5	-	2.5	-	-	-	0.4	-	6.3
North Carolina	10.3	-	-	1.6	-	3.5	-	4.7	-	20.1
Ohio	28.9	3.0	2.1	2.6	-	-	-	1.0	-	37.6
Pennsylvania	44.2	17.0	5.7	0.7	8.0	11.1	-	-	2.7	89.4
South Carolina	48.3	11.6	-	8.3	-	-	-	-	-	68.2
Tennessee	36.4	-	3.1	8.0	-	-	-	7.9	-	55.4
Virginia	17.1	-	-	-	-	-	-	-	-	17.1
West Virginia	18.8	-	0.7	-	-	-	-	-	-	19.5
Total	419.2	82.8	15.3	31.5	13.2	25.6	7.6	51.2	2.7	649.1
Percent to Total Under Consideration	65	13	2	5	2	4	1	8	-	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina and 23.2 miles in Tennessee, totaling 37.0 miles.
2/ Status of 5.3 miles in Alabama is DESIGN HEARING AFFORDED OR HELD.
3/ Status of the 7.0 miles is ROW ACQUISITION ONLY.

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED
As of March 31, 1974

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	$12,960,000	$6,480,000	$25,558,238	$16,385,966	$38,518,238	$22,865,966
Georgia	43,686,869	23,467,783	4,750,922	2,279,095	48,437,791	25,746,878
Kentucky	368,778,653	227,279,695	3,423,535	2,167,214	372,202,188	229,446,909
Maryland	125,834,748	65,275,445	2,472,166	1,468,520	128,306,914	66,743,965
Mississippi	-	-	12,766,246	7,874,657	12,766,246	7,874,657
New York	316,584,359	143,527,359	1,637,017	1,028,408	318,221,376	144,555,767
North Carolina	114,672,355	60,837,819	2,921,451	1,654,321	117,593,806	62,492,140
Ohio	107,153,366	58,749,100	7,401,283	3,007,264	114,554,649	61,756,364
Pennsylvania	277,507,751	142,437,373	21,940,746	8,458,405	299,448,497	150,895,778
South Carolina	50,000	35,000	13,589,771	9,492,817	13,639,771	9,527,817
Tennessee	128,511,491	78,674,045	8,457,523	5,920,263	136,969,014	84,594,308
Virginia	103,130,360	59,158,580	4,314,235	2,807,823	107,444,595	61,966,403
West Virginia	553,320,119	310,827,463	7,905,411	5,160,481	561,225,530	315,987,944
Total	2,152,190,071	1,176,749,662	117,138,544	67,705,234	2,269,328,615	1,244,454,896

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 21, 1974

FHWA 36-74
(202) 426-0677

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the first quarter of 1974 jumped 11.7 percent above the previous quarter, to 187.4 percent of the 1967 average. This follows an 8.2 percent increase for the previous quarter.

Prices continued their advance at an unprecedented rate. The composite price index for the first quarter is 36.1 percent above that for the first quarter of 1973.

Bituminous concrete surfacing led the advance in highway construction costs with a 22.6 percent increase over the previous quarter. During the same period structural steel leaped 21.1 percent and structural reinforcement was up by 20.8 percent. The extraordinary price rise in steel brought structural and reinforcing steel to a level some 55 percent higher than a year before. The sharp price escalation was in evidence everywhere. Structural concrete and portland cement concrete surfacing rose 17.4 and 9.8 percent respectively above the previous quarter. Excavation had a lesser but still significant increase of 4.1 percent above the previous quarter, advancing 44.1 percent above the level of a year ago.

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
2nd quarter, 1972	133.7	-1.3
3rd quarter, 1972	141.2	+5.5
4th quarter, 1972	144.4	+2.3
1st quarter, 1973	137.8	-4.6
2nd quarter, 1973	145.9	+5.9
3rd quarter, 1973	155.1	+6.3
4th quarter, 1973	167.8	+8.2
1st quarter, 1974	187.4	+11.7

The price levels of the component items of the index in the first quarter of 1974, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from --	
	First quarter 1974	Fourth quarter 1973	First quarter 1973	Fourth quarter 1973	First quarter 1973
Excavation	179.7	172.7	124.7	+4.1	+44.1
Surfacing					
Portland cement concrete	184.4	167.9	148.4	+9.8	+24.3
Bituminous concrete	205.4	167.5	152.3	+22.6	+34.8
Composite surfacing	194.6	167.7	150.3	+16.0	+29.4
Structures:					
Reinforcing steel	215.1	178.0	138.7	+20.8	+55.1
Structural steel	186.0	153.6	119.4	+21.1	+55.8
Structural concrete	184.4	161.5	155.6	+14.2	+18.6
Composite structures	190.2	162.0	141.9	+17.4	+34.0
Composite price index	187.4	167.8	137.8	+11.7	+36.1

The U.S. average contract unit prices for the index items during the fourth quarter of 1973 and the first quarter of 1974 are:

	Unit	4th Qtr. 1973	1st Qtr. 1974
Excavation	Cu. Yd.	$ .93	$ .97
PCC surface	Sq. Yd.	7.43	8.17
Bit. conc. surf.	Ton	10.83	13.28
Str. reinf	Lb.	.233	.281
Str. steel	Lb.	.379	.459
Str. concrete	Cu. Yd.	113.51	129.64

DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 37-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the publication of a special issuance of Part VI, "Traffic Controls for Street and Highway Construction and Maintenance Operations," of the Manual on Uniform Traffic Control Devices for Streets and Highways.

Publication of Part VI of the Manual as a separate and special issue was made to meet current heavy demands for information on uniform standards for traffic control systems during construction and maintenance operations on streets and highways throughout the United States.

The standards were developed with the cooperation of the American Association of State Highway and Transportation Officials and the National Joint Committee on Uniform Traffic Control Devices and adopted by FHWA for use as national standards for application on all classes of streets and highways.

Copies of the new publication can be ordered directly from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, Stock Number 5001-00065. The price is $1.25 per copy with a discount of 25 percent for orders of 100 or more when shipped to a single address.

Interested traffic authorities, trade associations and organizations involved in the fabrication, installation and maintenance of traffic control signs may obtain detailed drawings and dimensional information by contacting FHWA's Office of Traffic Operations, Traffic Controls Systems Division (HTO-21), 400 Seventh Street, SW., Washington, D.C. 20590 or by calling area code (202) 426-0411.

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052274

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 22, 1974

FHWA 38-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that it is considering an amendment to the Federal Motor Carrier Safety Regulations which would permit under certain conditions, a motor carrier to employ a driver other than one of his regularly employed drivers without fully qualifying him under Part 391 of the regulations.

The present rule requires that motor carriers employing a temporary driver, who is in the regular employ of another carrier, must obtain and record certain documentation certifying the driver's qualification.

The new proposed rule change would eliminate the current requirement for filing a copy of a valid medical certificate and certain other documentation when a driver is used in trip lease or interchange service. It would also authorize certification of the driver's qualification for a period of not more than thirty days.

This regulatory amendment eases the recordkeeping requirement of motor carriers utilizing trip lease drivers and establishes areas of responsibility for assuring drivers are qualified.

BMCS Director, Robert A. Kaye said: "It would be contrary to the spirit and rationale of the qualification rules to permit a driver to operate a commercial motor vehicle at a time when no motor carrier is responsible for his qualification to drive. However, we also believe that paper work requirements should be held to a minimum."

All interested persons are invited to submit data, views or arguments on the proposal by June 17, 1974. Comments should be submitted in three copies to the Bureau of Motor Carrier

- more -

Safety, Federal Highway Administration, U.S. 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 FRIDAY
May 31, 1974

FHWA 40-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a Notice of Proposed Rulemaking amending the rules for declaring "out-of-service" for drivers who have exceeded the maximum driving or on-duty time.

Under the present rule, Form MCS-89 instructs the motor carrier to return the form, but there is no time limit or specific provision in the Federal Motor Carrier Regulations requiring compliance and neither is it noted that the number on the form which declares a driver "out-of-service" has been changed from MCS-65 to MCS-89. This change will appear in the new rule.

The new rule proposed by FHWA's Bureau of Motor Carrier Safety carries a mandatory requirement of 15 days for compliance.

BMCS Director Robert A. Kaye said, "the return of the forms within the proposed 15-day deadline is consistent with the existing requirement in Section 396.5 of the regulations which provides the guidelines for declaring a vehicle out-of-service. The time limit would not impose a real burden on any motor carrier and prompt receipt of the completed forms will assist us in our role of increasing highway safety."

The Notice of Proposed Rulemaking, Docket No. MC-59, Notice No. 74.4, was issued on May 13, 1974.

Interested persons are invited to submit their views to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590, in triplicate on or before the close of business July 15, 1974.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 41-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the publication of a special issuance of Part VII, "Traffic Controls for School Areas," of the Manual on Uniform Traffic Control Devices for Streets and Highways.

Publication of Part VII of the Manual as a separate and special issue was made to meet current heavy demands for information on uniform standards for traffic and pedestrian control systems for school areas in the United States.

The standards were developed with the cooperation of the American Association of State Highway and Transportation Officials and the National Joint Committee on Uniform Traffic Control Devices and adopted by FHWA for use as national standards for application on all classes of streets and highways.

Copies of the new publication can be ordered directly from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, Stock Number 5001-00067. The price is .75 cents per copy with a discount of 25 percent for orders of 100 or more when shipped to a single address.

Interested traffic authorities, educational institutions, trade associations and organizations involved in the fabrication, installation and maintenance of traffic control signs may obtain detailed drawings and dimensional information by contacting FHWA's Office of Traffic Operations, Traffic Controls Systems Division (HTO-21), 400 Seventh Street, SW., Washington, D.C. 20590 or by calling area code (202) 426-0411.

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060374

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
June 6, 1974

FHWA 42-74
(202) 426-0677

With motor-fuel reports for 3 months of 1974 now available, motor gasoline sales continue to decline, according to the U.S. Transportation Department's Federal Highway Administration (FHWA).

Based on reports from 14 States, gasoline sales for March 1974 showed an 8.4 percent decrease from sales reported for March 1973. All 14 States reporting showed decreases in their sales over the same period a year ago. Five States: Arizona, Idaho, Maryland, Nebraska, and Rhode Island show cumulative decreases of at least 10 percent in March.

The FHWA is now issuing each month a cumulated tabulation of gross gallons of motor gasoline sales reported in each State during the 3 most recent months for which substantial information is available. State taxation reports at the wholesale level are the source of the data, with time lags of up to 6 weeks between the wholesale level and retail sales. Large monthly changes sometimes result from delays in processing reports from a few large distributors, exceptional weather conditions, or variations in the timing of holidays, as well as from changes in trend.

The indicated barrels-per-day rate for the States and the District of Columbia is obtained by applying the appropriate monthly or cumulative percent change to the comparable prior calendar year gallonage total for the 50 States and the District of Columbia, and converting the result to an indicated national barrels-per-day rate. (The standard 42-gallon barrel is used.)

Cumulative calendar year figures for 1974, that include data for 14 States, show a 9.1 percent decrease over 1973. Of the 14 States, 9 have reported decreases for 3 months in a row. During the first 3 months of 1974 gasoline sales declined by 593,000 barrels per day over the same period a year ago.

Based on 48 States, the barrels-per-day rate for January 1974 was 5,860,000, a decrease from the January 1973 rate of 6,283,000 and slightly above the January 1972 rate of 5,743,000. For February 1974, the 42 States reporting data show a barrels-per-day rate of 6,126,000, which is lower than both the February 1973 rate of 6,692,000 and the February 1972 rate of 6,275,000 barrels per day. For March 1974 the 14 reporting States'

(more)

data show a national barrels-per-day rate of 5,977,000, a decrease from the March 1973 rate of 6,522,000 and March 1972 rate of 6,150,000.

The tables that show January, February and March 1974 monthly motor-gasoline data, by States, are attached.

* * * * * * * *

TABLE MF-33G-05-15-74 COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES 05/15/74

STATE	JAN.74 (48 STATES) AMOUNT--- 1000 GAL.	PERCENT CHANGE	CAL. YR. CUMUL. AMOUNT 1000 GAL.	PERCENT CHANGE	FEB.74 (42 STATES) AMOUNT--- 1000 GAL.	PERCENT CHANGE	CAL. YR. CUMUL. AMOUNT 1000 GAL.	PERCENT CHANGE	MAR.74 (14 STATES) AMOUNT 1000 GAL.	PERCENT CHANGE	CAL. YR. CUMUL. AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	140,386	-6.7	140,386	-6.7	129,236	-7.0	269,622	-6.8				
ALASKA	12,230	-17.7	12,230	-17.7	10,927	8.8	23,157	13.3				
ARIZONA	79,417	-22.0	79,417	-22.0	92,182	-6.7	171,599	-14.5	91,245	-7.7	262,844	-12.2
ARKANSAS	78,210	-3.7	78,210	-3.7	81,582	-11.5	159,792	-7.9	90,559	-4.0	250,351	-6.5
CALIFORNIA	757,548	-6.7	757,548	-6.7	697,461	-8.4	1,455,009	-7.5				
COLORADO	93,315	-8.6	93,315	-8.6	97,378	-10.4	190,693	-9.6				
CONNECTICUT	101,346	-7.7	101,346	-7.7	96,378	-6.6	197,724	-7.2				
DELAWARE	20,143	-13.2	20,143	-13.2	21,266	-5.3	41,409	-9.3	23,209	-9.4	64,618	-9.4
DIST. OF COL.	19,353	-8.8	19,353	-8.8	17,379	-14.7	36,732	-11.7				
FLORIDA	339,372	-9.1	339,372	-9.1	331,572	-5.7	670,944	-7.4				
GEORGIA	206,683	-6.8	206,683	-6.8	198,368	-6.3	405,051	-6.6				
HAWAII	21,143	-9.3	21,143	-9.3	19,880	-6.6	41,023	-8.0				
IDAHO	2,186	-93.4	2,186	-93.4	38,199	24.9	40,385	-36.6	35,008	-9.2	75,393	-26.3
ILLINOIS	452,571	7.0	452,571	7.0								
INDIANA	209,844	-9.6	209,844	-9.6	189,194	-10.7	399,038	-10.1				
IOWA	117,634	-4.7	117,634	-4.7	105,042	-20.3	222,676	-12.8				
KANSAS	69,805	2.6	69,805	2.6	127,136	-7.1	196,941	-3.9				
KENTUCKY	121,139	-8.9	121,139	-8.9	115,685	-4.5	236,824	-6.8				
LOUISIANA	131,843	1.8	131,843	1.8	129,070	1.1	260,913	1.5	144,264	-3.7	405,177	-.4
MAINE	35,591	-11.4	35,591	-11.4	33,206	-8.2	68,797	-9.9				
MARYLAND	134,724	-19.6	134,724	-19.6	125,070	-10.9	259,794	-15.6	138,177	-12.0	397,971	-14.4
MASSACHUSETTS	170,530	-10.3	170,530	-10.3	163,336	-8.8	333,866	-9.6	182,411	-9.7	516,277	-9.6
MICHIGAN	350,969	-10.1	350,969	-10.1	319,308	-7.2	670,277	-8.7				
MINNESOTA	154,694	-2.8	154,694	-2.8	136,148	-8.2	290,842	-5.4				
MISSISSIPPI	86,393	-12.5	86,393	-12.5	87,246	-5.9	173,639	-9.3	92,659	-.8	266,298	-6.5
MISSOURI	198,929	-10.4	198,929	-10.4	198,905	-8.2	397,834	-9.3	190,491	-4.8	588,325	-7.9
MONTANA	21,659	-11.0	21,659	-11.0	28,738	-8.1	50,397	-9.4				
NEBRASKA	57,645	-12.2	57,645	-12.2	63,400	1.9	121,045	-5.3	45,264	-27.0	166,309	-12.4
NEVADA	25,994	-4.6	25,994	-4.6								
NEW HAMPSHIRE	27,550	-13.9	27,550	-13.9	27,867	-5.2	55,417	-9.5	31,352	-1.9	86,769	-6.9
NEW JERSEY	236,065	-.9	236,065	-.9	223,558	-15.8	459,623	-8.7	246,718	-10.6	706,341	-9.4
NEW MEXICO	50,604	-10.2	50,604	-10.2	46,175	-4.6	96,779	-7.6				
NEW YORK	457,913	-10.6	457,913	-10.6	432,216	-5.4	890,129	-8.1				
N. CAROLINA	198,944	-9.1	198,944	-9.1								
N. DAKOTA	24,398	-14.6	24,398	-14.6	26,630	4.4	51,028	-5.6				
OHIO	392,034	-6.4	392,034	-6.4	351,414	-5.7	743,448	-6.1				
OKLAHOMA	125,503	-2.7	125,503	-2.7								
OREGON	81,446	1.7	81,446	1.7	76,907	-22.9	158,353	-11.9				
PENNSYLVANIA												
RHODE ISLAND	29,203	3.0	29,203	3.0	27,497	-18.4	56,700	-8.6	28,949	-16.2	85,649	-11.4
S. CAROLINA	108,822	-2.8	108,822	-2.8								
S. DAKOTA	37,544	14.4	37,544	14.4	23,166	-24.5	60,710	-4.4	31,349	-3.4	92,059	-4.1
TENNESSEE	160,085	-9.8	160,085	-9.8	134,281	-17.0	294,366	-13.2				
TEXAS	534,685	-0.0	534,685	-0.0	511,694	-11.0	1,046,379	-5.7				
UTAH	45,550	-5.3	45,550	-5.3								
VERMONT	17,084	-11.5	17,084	-11.5	16,282	-13.0	33,366	-12.2				
VIRGINIA	179,036	-6.5	179,036	-6.5	165,014	-9.2	344,050	-7.8				
WASHINGTON	118,254	-9.2	118,254	-9.2	110,888	-4.5	229,142	-7.0				
WEST VIRGINIA												
WISCONSIN	160,120	-5.6	160,120	-5.6	143,339	-7.4	303,459	-6.5				
WYOMING												
TOTAL 1000 GAL.	7,196,136	-6.7	7,196,136	-6.7	5,970,220	-8.5	12,208,972	-8.1	1,371,655	-8.4	3,964,381	-9.1
RATE BBL/DAY	5,860,000		5,860,000		6,126,000		5,955,000		5,977,000		5,900,000	

PERCENT CHANGES ARE FROM COMPARABLE PERIOD OF PRIOR YEAR. RATE BBL/DAY IS ESTIMATED BY APPLYING PERCENT TO US TOTAL FOR PRIOR YEAR TO GIVE DAILY RATE; 42 GAL. PER BARREL. DATA ARE COMPARABLE TO GASOLINE PORTION OF FIRST COLUMN ON FHWA TABLE MF-2; EXCLUDES WHERE INFORMATION IS AVAILABLE: EXPORTS, MILITARY, DEALER TRANSFERS AND SPECIAL FUELS (DIESEL, LIQUEFIED PETROLEUM GASES, ETC.)

CUMULATIVE FIGURES INCLUDE REVISIONS OF PRIOR MONTHLY DATA. FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
June 18, 1974

FHWA 43-74
(202) 426-0677

The U. S. Department of Transportation's Federal Highway Administration plans to reinstitute a program of testing braking performance levels of motor vehicles operating on the Nation's highways.

Maryland, Michigan and California are the three States that have agreed to participate in the tests.

Purpose of the program is to: (1) promote improvement in brake efficiency for all types of motor vehicles; (2) provide data that may be used in establishing highway design standards; and (3) serve as a basis for revising brake performance standards.

The testing of brake performance levels was originally initiated by the former Bureau of Public Roads in 1941. Subsequent tests were conducted in 1949, 1955, and in 1963. FHWA's Bureau of Motor Carrier Safety will manage the renewed program, in cooperation with appropriate State agencies in each State.

The first field testing will be at the Foy Hill weighing station near Northeast, Maryland on June 24, and will be followed by testing at the Fowlerville weighing station in Michigan approximately August 19. The California studies will be conducted at two locations, with trucks being tested at the California Highway Patrol facility near San Onofre, and automobiles in San Diego beginning about October 1.

Approximately 400 trucks and 125 automobiles will be randomly selected from the general flow of traffic in each of the States for participation in the program. All vehicles will be stopped by a uniformed policeman, and each driver will be informed that the tests are voluntary and that no punitive action will be taken regardless of the condition of the vehicle's brakes.

Each driver will be asked to make three full brake stops from a speed of 20 m.p.h. Braking performance will be measured in two areas: maximum deceleration and distance traveled from point of application to the point where the vehicle comes to a complete stop.

BMCS Director Robert A. Kaye said, "Continued vigilance is required to insure that only mechanically safe vehicles travel on our Nation's highways. The periodic testing of motor vehicles will furnish the Bureau with the necessary information for revising and strengthening the requirements of the Federal Motor Carrier Safety Regulations as it relates to braking performance. We are requesting the trucking industry, drivers, and affiliated labor organizations to cooperate in this voluntary effort for assuring highway safety."

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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 45-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced that it will replace the current commercial driver written examination required by the Federal Motor Carrier Safety Regulations with a new test form.

Under the prevailing form of examination, 99 true or false questions are listed, of which 30 are required to be selected and answered by each driver.

The new written examination, released by FHWA's Bureau of Motor Carrier Safety, consists of 66 multiple-choice questions, including nine questions dealing with the transportation of hazardous materials. Only 55 of the questions are to be answered by drivers who do not transport hazardous materials. Federal regulations require that the examination be given to each driver before he is employed to operate a commercial motor vehicle in interstate and foreign commerce.

BMCS Director Robert A. Kaye said, "The new written examination will be given primarily as an educational device, with no mandatory passing grade, to assure that potential driver candidates have a working knowledge of regulations essential to their own safety, the public safety, and the protection of valuable property and equipment prior to their being released, as drivers, on the Nation's highways."

The new examination form is the product of a contract awarded by BMCS for development of a written examination for interstate commercial drivers that was "validated" under the guidelines established by the Equal Employment Opportunity Commission.

Since the new form of examination produced under the contract is demonstrably an improvement over the current examination, the Bureau has revised Appendix C of the Federal Motor Carrier Safety Regulations to utilize the new form, effective October 1, 1974. Immediate use of the new examination is authorized.

Copies of the new examination form may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590, or from any Regional Motor Carrier Safety office.

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DEPARTMENT OF TRANSPORTATION | NEWS

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

FHWA 47-74
(202) 426-0677

U.S. Secretary of Transportation Claude S. Brinegar today announced details of the seventh annual "The Highway and Its Environment" contest.

Sponsored by the U.S. Department of Transportation, the annual contest is designed to give public recognition to agencies, organizations and business enterprises that took action during 1974 to protect, preserve or enhance the highway environment. It is open to State and local government agencies, civic and professional groups, and private industry.

Any outstanding highway, or highway-oriented improvement in the United States or its possessions, in 10 categories, is eligible for submission before the August 30, 1974, deadline. Entries can be submitted by State, county or local highway agencies, freeway or toll authorities, civic organizations, and business and industry. Also, for the first time this year, designing firms are eligible to enter.

Federal Highway Administrator Norbert T. Tiemann, whose agency administers the contest for DOT, said:

"The number and quality of entries in the six previous contests demonstrates that an atmosphere of coexistence between efficiency and beauty is an integral part of our entire national highway program. The Federal Highway Administration's sponsorship of these annual competitions is intended to both demonstrate and encourage the compatibility of highways and the environment."

The Secretary of Transportation's Award for Excellence will be given to the outstanding examples in the following categories: I. The Highway in its Rural Environment. II. The Highway in Its Urban Environment. III. Highway Structural Feature. IV. Rest Area or Information Center. V. Highway-Oriented Private Enterprise. VI. Use of Mass Transit Within or Adjacent to Right-of-Way. VII. Multiple Use of Right-of-Way in Urban or Rural Area. VIII. Sympathetic Treatment of Historical or Cultural Environment. IX. Landscape Treatment along Roadways or Interchanges. X. Motorist Service Station.

Further details and entry forms are available at the FHWA Division Engineer's Office in each State capital, or by writing or calling the FHWA Office of Environmental Policy, Scenic Enhancement Division, Washington, D.C. 20590 (202) 426-0385.

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