



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
July 2, 1974-----

FHWA 46-74 (202) 426-0677

Motor-fuel reports for 4 months of 1974 show that motor gasoline sales continue to decline, though less than before, according to the U.S. Transportation Department's Federal Highway Administration (FHWA).

Based on reports from 18 States, gasoline sales for April 1974 showed a 3.0 percent decrease from sales reported for April 1973, compared to decreases of 8.0 percent in February and 7.1 percent in March. Six States showed increases (4 for the first time this year), while 12 States reported decreases in their sales over the same period a year ago. Three States, Arizona, the District of Columbia, and Maryland show cumulative decreases of at least 10 percent in April.

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 4 months of 1974, that include data for 18 States, show a 7.5 percent decrease over 1973. Of the 18 States, 11 have reported decreases for 4 months in a row. During the first 4 months of 1974 gasoline sales declined by 495,000 barrels per day over the same period a year ago.

Based on 48 States, the barrels-per-day rate for February 1974 was 6,155,000, a decrease from both the February 1973 rate of 6,692,000 and the February 1972 rate of 6,275,000. For March 1974, the 45 States reporting data show a barrels-per-day rate of 6,062,000, which is lower than both the March 1973 rate of 6,522,000 and the March 1972 rate of 6,150,000 barrels per day. For April 1974 the 18 reporting States'

data show a national barrels-per-day rate of 6,752,000, a decrease from the April 1973 rate of 6,957,000, but an increase from the April 1972 rate of 6,499,000.

The tables that show February, March, and April 1974 monthly motor-gasoline data, by States, as well as a graph of the monthly national barrels-per-day rates, are attached.

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TABLE MF-33G-06-19-74

COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES

6/19/74

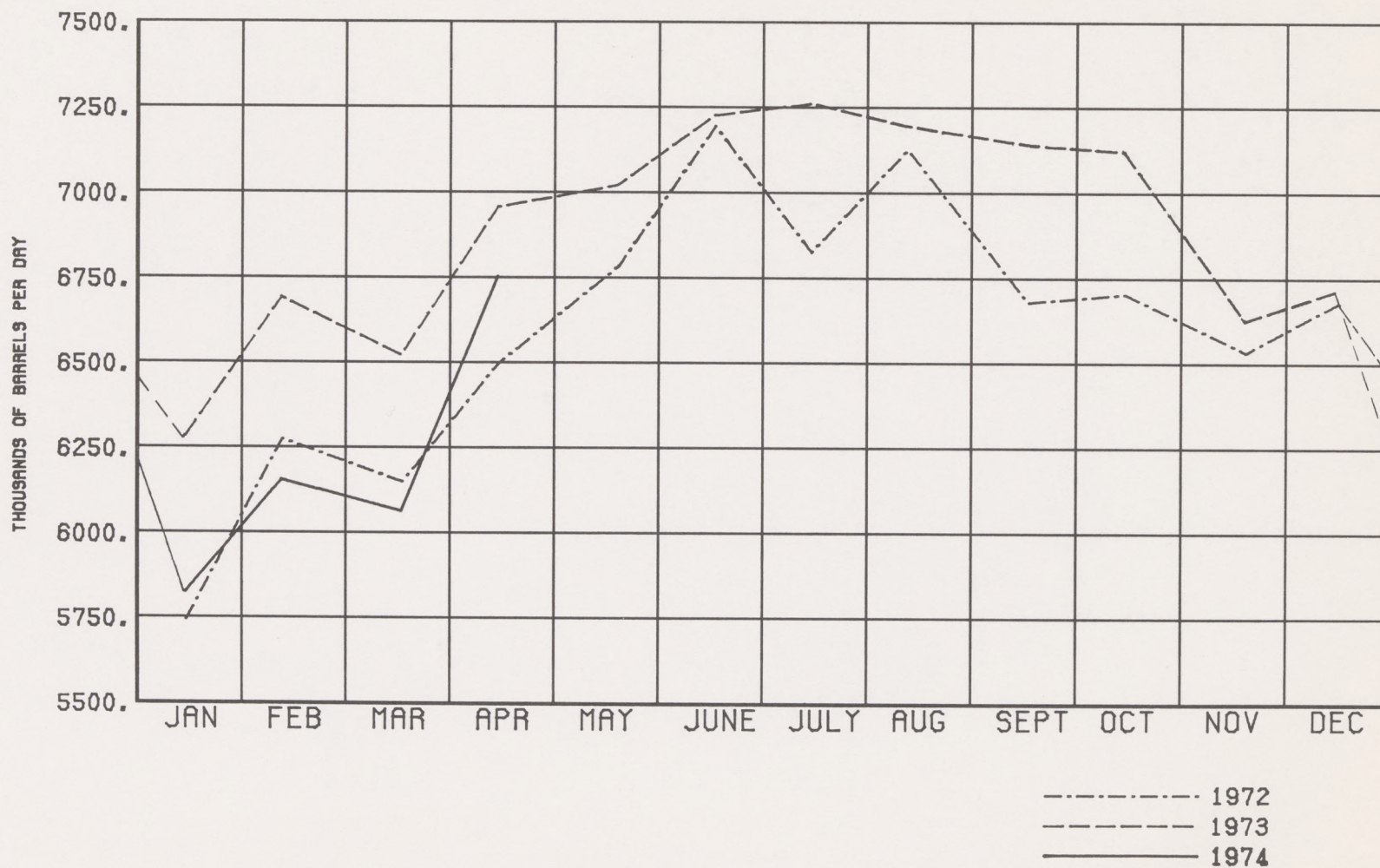
STATE	FEB. 74 (48 STATES)		CAL. YR. CUMUL.		MAR. 74 (45 STATES)		CAL. YR. CUMUL.		APR. 74 (18 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	129,236	-7.0	269,622	-6.8	153,289	.9	422,911	-4.2				
ALASKA	10,927	8.8	23,157	13.3	10,226	11.4	33,383	12.7				
ARIZONA	92,182	-6.7	171,599	-14.5	91,252	-7.6	262,851	-12.2	94,076	-6.0	356,927	-10.7
ARKANSAS	81,582	-11.5	159,792	-7.9	90,559	-4.0	250,351	-6.5	97,120	2.8	347,471	-4.1
CALIFORNIA	697,461	-9.4	1,455,009	-7.5	768,342	-12.8	2,223,351	-9.4				
COLORADO	97,378	-10.4	190,693	-9.6	79,937	-25.4	270,630	-14.9	121,130	13.2	391,760	-7.8
CONNECTICUT	96,378	-6.6	197,724	-7.2	103,843	-9.5	301,567	-8.0	103,657	-5.2	405,224	-7.3
DELAWARE	21,266	-5.3	41,409	-9.3	23,209	-9.4	64,618	-9.4	24,164	-4.2	88,782	-8.0
DIST. OF COL.	17,379	-14.7	36,732	-11.7	19,558	-13.7	56,290	-12.4	19,894	-8.1	76,184	-11.3
FLORIDA	331,572	-5.7	670,944	-7.4	356,575	-10.2	1,027,519	-8.4				
GEORGIA	198,368	-6.3	405,051	-6.6	223,897	-6.4	628,948	-6.5				
HAWAII	19,880	-6.6	41,023	-8.0	21,816	-1.0	62,839	-5.7				
IDAHO	38,199	24.9	40,385	-36.6	35,008	-9.2	75,393	-26.3				
ILLINOIS	371,499	-5.8	824,070	.8								
INDIANA	189,194	-10.7	399,038	-10.1	212,804	-8.5	611,842	-9.6	229,785	-4.6	841,627	-8.3
IOWA	105,042	-20.3	222,676	-12.8								
KANSAS	127,136	-7.1	196,941	-3.9	95,784	-9.7	292,725	-5.9				
KENTUCKY	115,685	-4.5	236,824	-6.8	135,450	-4.7	372,274	-6.0				
LOUISIANA	129,070	1.1	260,913	1.5	136,562	-8.9	397,475	-2.3	145,806	1.8	543,281	-1.3
MAINE	33,206	-8.2	68,797	-9.9	37,885	-5.4	106,682	-8.3	38,069	-4.6	144,751	-7.4
MARYLAND	125,070	-10.9	259,794	-15.6	138,177	-12.0	397,971	-14.4	144,093	-5.7	542,064	-12.3
MASSACHUSETTS	163,336	-8.8	333,866	-9.6	182,411	-9.7	516,277	-9.6	185,090	-9.6	701,367	-9.6
MICHIGAN	319,308	-7.2	670,277	-3.7	367,590	-3.9	1,037,867	-7.1				
MINNESOTA	136,148	-8.2	290,842	-5.4	143,193	-11.2	434,035	-7.4				
MISSISSIPPI	87,246	-5.9	173,639	-9.3	92,637	-8	266,276	-6.5	98,835	7.3	365,111	-3.1
MISSOURI	198,905	-8.2	397,834	-9.3	190,491	-4.8	588,325	-7.9	208,904	-9.0	797,229	-8.2
MONTANA	28,738	-8.1	50,397	-9.4	33,609	36.3	84,006	4.7				
NEBRASKA	63,400	1.9	121,045	-5.3	45,264	-27.0	166,309	-12.4				
NEVADA	25,439	-5.2	51,433	-4.9	27,325	-12.9	78,758	-7.8				
NEW HAMPSHIRE	27,867	-5.2	55,417	-9.5	31,352	-1.9	86,769	-6.9	28,995	-4.2	115,764	-6.3
NEW JERSEY	223,558	-15.8	459,623	-8.7	246,718	-10.6	706,341	-9.4				
NEW MEXICO	46,175	-4.6	96,779	-7.6	50,133	2.4	146,912	-4.4				
NEW YORK	432,216	-5.4	890,129	-8.1	487,068	-7.4	1,377,197	-7.9				
N. CAROLINA	190,047	-8.1	388,991	-8.6	234,144	49.9	623,135	7.1				
N. DAKOTA	26,630	4.4	51,028	-5.6	24,987	-21.9	76,015	-11.7				
OHIO	351,414	-5.7	743,448	-6.1	389,000	-7.5	1,132,448	-6.6				
OKLAHOMA												
OREGON	76,907	-22.9	158,353	-11.9	89,152	-12.5	247,505	-12.1				
PENNSYLVANIA	350,197	-4.5	662,830	-11.9								
RHODE ISLAND	27,497	-18.4	56,700	-8.6	28,949	-16.2	85,649	-11.4	30,507	5.0	116,156	-7.6
S. CAROLINA	102,573	-2.7	211,395	-2.8	114,767	-6.5	326,162	-4.1				
S. DAKOTA	23,166	-24.5	60,710	-4.4	31,349	-3.4	92,059	-4.1	32,859	-7.3	124,918	-5.0
TENNESSEE	134,281	-17.0	294,366	-13.2	180,663	1.4	475,029	-8.2				
TEXAS	511,694	-11.0	1,046,379	-5.7	549,690	-6.1	1,596,069	-5.8				
UTAH	41,255	-6.8	86,805	-6.0	46,345	-10.7	133,150	-7.7				
VERMONT	16,282	-13.0	33,366	-12.2	18,124	-7.8	51,490	-10.7				
VIRGINIA	165,014	-9.2	344,050	-7.8	187,453	-10.0	531,503	-8.6	209,556	.6	741,059	-6.2
WASHINGTON	110,888	-4.5	229,142	-7.0	125,336	-12.2	354,478	-8.9	134,433	-5.3	488,911	-7.9
WEST VIRGINIA												
WISCONSIN	143,339	-7.4	303,459	-6.5	157,021	-7.2	460,480	-6.7				
WYOMING												
TOTAL 1000 GAL.	7,051,230	-8.0	14,434,496	-7.7	6,808,944	-7.1	19,533,864	-7.6	1,946,973	-3.0	7,188,586	-7.5
RATE, BBL/DAY	6,155,000		5,979,000		6,062,000		6,000,000		6,752,000		6,114,000	

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.

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
July 3, 1974

FHWA 44-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a summary report for 1973 which analyzes accident statistics of amputee commercial drivers operating with driver qualification waivers, due to their physical defects which would ordinarily prohibit their driving under the Federal Motor Carrier Safety Regulations.

The study indicates that the amputee driver is as safe as the general class of commercial vehicle drivers.

Compiled by FHWA's Bureau of Motor Carrier Safety, the report contains a statistical review of 21 accidents involving 15 of 72 amputees. Four of these accidents resulted in no fatalities and seven injuries, and 17 resulted in property damage only.

Five of the 21 accidents were reportable under present reporting criteria (death, personal injury, or \$2,000 property damage) and 11 of the 21 accidents would have been reportable under pre-1973 accident reporting criteria (death, personal injury, or \$250 property damage). Five of the 17 property-damage-only accidents were considered major accidents involving losses averaging \$5,550, with 12 averaging \$253.

The amputee accident data were compared with the Bureau's 1970 accident statistics for Class I and Class II motor carriers of property, at which time property-damage-only accidents were required to be reported if the damage exceeded \$250.

Under the pre-1973 accident reporting criteria, the accident rate per million miles for this type of driver, under a waiver, was 2.68. This statistic was identical to that of all Class I and Class II motor carriers of property, reporting accidents in 1970.

Copies of the summary, entitled "The Amputee-Driver-Waiver Program," 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.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
July 16, 1974

FHWA 48-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced approval of requests by 23 States and the District of Columbia to use \$24,100,275 in Federal-aid highway funds for the construction of bicycle and pedestrian facilities during fiscal year 1975.

Approval of these requests was made under the provisions of the Federal-aid Highway Act of 1973 which authorized for the first time a maximum annual expenditure of \$40 million nationwide during any fiscal year for construction of bicycle and pedestrian facilities in conjunction with Federal-aid highways. Individual States were allowed a maximum limit of \$2 million per fiscal year.

The new program is financed through the Federal-aid highway Trust Fund. States electing to participate in the development of such bicycle and pedestrian facilities must utilize funds from their annual Federal-aid highway Trust Fund apportionment.

The requests approved for each State for FY 75 are as follows:

<u>STATES</u>	<u>TOTAL</u>
California	\$2,000,000
Connecticut	2,000,000
Delaware	110,000
District of Columbia	410,000
Florida	2,000,000
Georgia	878,400
Hawaii	25,000
Idaho	212,500
Iowa	676,600
Maryland	2,000,000
Massachusetts	1,407,630
Michigan	1,079,800
Minnesota	1,784,028
Montana	20,000
New Jersey	2,000,000
New York	2,000,000

North Dakota	\$ 98,000
Ohio	1,773,100
Oregon	814,310
Pennsylvania	2,000,000
Rhode Island	500,000
South Dakota	100,000
Utah	160,000
Washington	<u>50,000</u>
TOTAL	\$24,100,275
Federal Agencies	3,865,000
Unallocated	<u>12,034,725</u>
TOTAL	\$40,000,000

Because State requests have not yet reached the authorized limit of \$40 million, the FHWA is continuing to encourage the States to take full advantage of the provisions of the 1973 Act. The FHWA has notified the States that the \$12 million remaining for allocation during FY 75 will be available on a first come, first served basis to those States which have not exceeded the \$2 million limit.

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DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY P.M.
July 16, 1974

FHWA 49-74
(202) 426-0677

ATLANTA, GEORGIA—Federal Highway Administrator Norbert T. Tiemann, in a ceremony here today, presented three Presidential Medals of Honor for Lifesaving on the Highways. Held at a noon luncheon at Stouffer's Inn, it was the second national awards ceremony since the medal of honor for civilians was authorized 17 years ago.

Harold Dooley, a professional truck driver, Steven Karl Grilz, college student, and Roy Edward LaVelle, a fireman, all of Atlanta, were the recipients of the Presidential Medal. The three men were cited for saving the lives of three persons following a six-vehicle chain collision on Interstate 75 in downtown Atlanta on September 12, 1972, moments before five of the vehicles were completely engulfed in flames.

In making the awards, Administrator Tiemann said: "This medal is presented by the Secretary of Transportation in the name and on behalf of the President of the United States, as authorized by Congress, to persons who have endangered their lives on the highways while saving, or endeavoring to save, the life of another person. The U.S. Department of Transportation and the Federal Highway Administration are honored to officially recognize the heroism displayed by Messrs. Dooley, Grilz and LaVelle."

The Medal of Honor itself is a bronze disc suspended from a silk red, white and blue ribbon. It carries the Latin inscription, "The glory that valor brings is the hero's reward," and depicts the sturdy figure of a man leaning over a great rock. In one hand he is waving a cloak and in the other he is swinging a torch, thus warning oncoming traffic of impending danger.

The awards luncheon was sponsored by the Georgia Motor Trucking Association.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY

July 20, 1974

FHWA 50-74 (202) 426-0677

Motor-vehicle registrations in the United States increased to more than 125 million during calendar year 1973, the U.S. Department of Transportation reported today. The total of 125,156,876 motor vehicles, released by the Federal Highway Administration, is 6,530,686 higher than the 1972 figure.

The 1973 registration total includes 101,578,539 automobiles, 425,313 buses and 23,153,024 trucks. The percentage increases over 1972 are 4.7 for automobiles, 4.5 for buses, and 9.0 for trucks.

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

California registered 13.4 million motor vehicles in 1973, followed by Texas with 7.8 million, and New York with 7.3 million. Ohio and Pennsylvania each registered 6.7 million motor vehicles, Illinois 6.0 million, Florida 5.3 million, and Michigan 5.2 million. There were an additional 26 States with more than a million motor vehicles registered.

Motorcycles and trailers are not included in the above figures. Most States combine motorcycles, motor scooters, and motorized bicycles into one registration group, and the 1973 total of these registrations was 4,354,196. State laws governing trailer registration vary greatly and undergo frequent changes. The Federal Highway Administration reports that there were 12,072,465 trailers registered, but because of the laws that exempt some kinds of trailers, it considers the total to be of limited significance.

The 1973 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

(over)

STATE MOTOR-VEHICLE REGISTRATIONS—1973¹

Compiled for the calendar year from reports of State authorities ^{2/}

TABLE MV-1
JUNE 1974

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1972-1973			PRIVATE AND COMMERCIAL	PUBLICLY OWNED ^{3/}
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL ^{4/}	PUBLICLY OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL ^{3/}	PUBLICLY OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED ^{3/}	TOTAL	TOTAL 1972 REGISTRATIONS	INCREASE OR DECREASE 1973	PER-CENTAGE CHANGE		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Alabama	1,821,345	7,530	1,828,875	1,873	6,087	7,960	497,825	18,969	516,794	2,321,043	32,586	2,353,629	2,227,293	126,336	5.7	75,003	462
Alaska ^{5/}	107,000	1,779	108,779	570	40	610	47,000	4,569	51,569	154,570	6,388	160,958	148,756	12,202	8.2	12,000	-
Arizona	1,038,974	9,553	1,048,527	639	1,833	2,472	354,584	13,869	368,453	1,394,197	25,255	1,419,452	1,301,870	117,582	9.0	56,410	290
Arkansas	799,845	5,178	805,023	1,320	6,092	7,412	-366,150	6,838	372,988	1,167,315	18,108	1,185,423	^{2/} 1,099,862	85,561	7.8	39,200	35
California	10,832,649	77,955	10,910,604	12,514	10,504	23,018	2,363,897	115,255	2,479,152	13,209,060	203,714	13,412,774	12,852,228	560,546	4.4	631,787	6,989
Colorado	1,346,498	7,649	1,354,147	3,741	5,098	8,839	426,306	17,616	443,922	1,774,161	29,006	1,803,167	1,679,702	123,465	7.4	81,496	244
Connecticut	1,714,879	8,447	1,723,326	6,590	544	7,134	145,130	15,042	160,172	1,866,599	24,033	1,890,632	1,860,385	30,247	1.6	56,216	282
Delaware	274,531	2,731	277,262	1,217	90	1,307	51,951	2,617	54,568	327,699	5,438	333,137	322,971	10,166	3.1	6,016	37
Dist. of Col.	233,746	^{8/} 7,374	241,120	2,013	319	2,332	13,527	4,228	17,755	249,286	11,921	261,207	259,492	1,715	0.7	4,045	541
Florida	4,512,831	24,009	4,536,840	3,234	5,380	8,614	757,370	44,421	801,791	5,273,435	73,810	5,347,245	4,835,986	511,259	10.6	150,495	1,464
Georgia	2,519,277	8,345	2,527,622	3,378	8,150	11,528	608,231	23,031	631,262	3,130,886	39,526	3,170,412	2,959,454	210,958	7.1	90,454	479
Hawaii	412,904	4,027	416,931	1,636	252	1,888	55,678	3,283	58,961	470,218	7,562	477,780	447,409	30,371	6.8	10,117	108
Idaho	405,321	3,753	409,074	659	1,875	2,534	166,940	11,578	178,518	572,920	17,206	590,126	549,834	40,292	7.3	43,150	145
Illinois	5,096,603	24,118	5,120,721	14,294	5,304	19,598	776,789	34,840	811,629	5,887,686	64,262	5,951,948	5,643,853	308,095	5.5	177,421	413
Indiana ^{6/}	2,345,000	6,625	2,351,625	7,286	3,275	10,561	601,000	15,023	616,023	2,953,286	24,923	2,978,209	2,908,543	69,666	2.4	99,000	284
Iowa	1,473,312	7,617	1,480,929	1,552	7,113	8,665	466,896	22,141	489,037	1,941,760	36,871	1,978,631	1,917,075	61,556	3.2	118,545	170
Kansas	1,260,605	6,529	1,267,134	1,305	3,704	5,009	489,722	15,934	505,656	1,751,632	26,167	1,777,799	1,691,501	86,298	5.1	98,614	785
Kentucky	1,592,135	6,560	1,598,695	1,378	6,347	7,725	468,438	15,890	484,328	2,061,951	28,797	2,090,748	1,967,620	123,128	6.3	49,182	171
Louisiana	1,586,618	11,005	1,597,623	10,430	3,045	13,475	435,012	11,169	446,181	2,032,060	25,219	2,057,279	1,942,263	115,016	5.9	44,361	325
Maine	472,166	2,155	474,321	853	1,195	2,048	119,976	3,782	123,758	589,213	7,132	596,345	564,782	31,563	5.6	20,423	18
Maryland	1,925,264	8,200	1,933,464	7,410	2,696	10,106	303,140	12,062	315,202	2,235,814	22,958	2,258,772	2,130,458	128,314	6.0	47,124	150
Massachusetts	2,641,630	11,320	2,652,950	7,845	441	8,286	266,761	23,798	290,559	2,916,236	35,559	2,951,795	2,821,411	130,384	4.6	68,690	-
Michigan	4,410,788	24,885	4,435,673	5,457	8,232	13,689	750,346	40,084	790,430	5,166,591	73,201	5,239,792	5,010,537	229,255	4.6	267,613	1,141
Minnesota	1,902,679	9,623	1,912,302	5,391	7,684	13,075	507,084	20,155	527,239	2,415,154	37,462	2,452,616	2,368,127	84,489	3.6	121,221	269
Mississippi	954,809	2,310	957,119	2,622	5,611	8,233	333,986	13,107	347,093	1,291,417	21,028	1,312,445	1,249,152	63,293	5.1	31,803	21
Missouri	2,087,619	6,033	2,093,652	4,112	5,300	9,412	627,379	14,110	641,489	2,719,110	25,443	2,744,553	2,618,164	126,389	4.8	95,263	51
Montana	354,162	2,213	356,375	1,046	685	1,731	200,710	8,240	208,950	555,918	11,138	567,056	^{2/} 538,524	28,532	5.3	36,825	31
Nebraska	780,877	4,179	785,056	921	1,868	2,789	298,986	10,009	308,995	1,080,784	16,056	1,096,840	^{2/} 1,080,885	15,955	1.5	42,763	71
Nevada	321,191	4,664	325,855	243	651	894	102,615	7,614	110,229	424,049	12,929	436,978	399,046	37,932	9.5	15,434	240
New Hampshire	384,255	1,523	385,778	1,005	146	1,151	70,400	4,811	75,211	455,660	6,480	462,140	436,158	25,982	6.0	21,468	-
New Jersey	3,643,687	26,796	3,670,483	7,352	3,403	10,755	343,632	48,879	392,511	3,994,671	79,078	4,073,749	3,858,631	215,118	5.6	69,208	1,397
New Mexico	497,117	5,963	503,080	3,184	622	3,806	208,792	9,959	218,751	709,093	16,544	725,637	^{2/} 695,114	30,523	4.4	31,125	92
New York	6,496,047	35,885	6,531,932	17,617	12,398	30,015	697,122	60,424	757,546	7,210,786	108,707	7,319,493	7,006,452	313,041	4.5	88,799	825
North Carolina	2,672,540	21,173	2,693,713	8,233	14,674	22,907	677,136	728,757	3,357,909	87,468	3,445,377	3,219,776	225,601	7.0	95,435	482	
North Dakota	300,781	2,246	303,027	588	1,769	2,357	178,524	6,122	184,646	479,893	9,549	489,442	463,622	25,820	5.6	18,738	42
Ohio	5,819,149	18,092	5,837,241	8,197	12,723	20,920	788,589	32,153	820,742	6,615,935	62,968	6,678,903	^{2/} 6,414,345	264,558	4.1	225,106	504
Oklahoma	1,370,580	5,226	1,375,806	1,776	5,841	7,617	581,205	19,517	600,722	1,953,561	30,584	1,984,145	1,887,210	96,935	5.1	94,156	148
Oregon	1,299,910	9,659	1,309,569	2,138	3,817	5,955	273,658	16,698	290,356	1,575,706	30,174	1,605,880	1,496,115	109,765	7.3	100,203	660
Pennsylvania	5,718,288	28,106	5,746,394	17,780	4,027	21,807	873,494	33,045	906,539	6,609,562	65,178	6,674,740	6,311,330	363,410	5.8	222,456	700
Rhode Island	495,039	2,480	497,519	814	117	931	60,944	3,436	64,380	556,797	6,033	562,830	536,284	26,546	4.9	17,532	407
South Carolina	1,274,190	5,926	1,280,116	2,173	6,734	8,907	298,969	13,122	312,091	1,575,332	25,782	1,601,114	1,497,389	103,725	6.9	39,752	136
South Dakota	321,253	1,808	323,061	633	1,312	1,945	152,884	8,169	161,053	474,770	11,289	486,059	462,613	23,446	5.1	19,737	21
Tennessee	1,930,808	7,927	1,938,735	2,646	5,150	7,796	499,294	20,996	520,290	2,432,748	34,073	2,466,821	2,293,635	173,186	7.6	78,974	174
Texas	5,841,778	39,119	5,880,897	13,995	11,448	25,443	1,824,967	84,338	1,909,305	7,680,740	134,905	7,815,645	7,315,711	499,934	6.8	241,116	1,850
Utah	533,446	6,784	540,230	389	835	1,224	199,836	10,023	209,859	733,671	17,642	751,313	^{2/} 721,600	29,713	4.1	49,861	119
Vermont	223,307	1,354	224,661	481	515	996	46,142	2,764	48,906	269,930	4,633	274,563	261,296	13,267	5.1	10,332	-
Virginia	2,275,365	18,283	2,293,648	2,219	8,036	10,255	471,184	18,462	489,646	2,748,768	44,781	2,793,549	2,602,773	190,776	7.3	70,159	203
Washington	1,769,901	14,488	1,784,389	3,686	6,828	10,514	548,551	27,156	575,707	2,322,138	48,472	2,370,610	2,242,060	128,550	5.7	91,184	665
West Virginia	680,395	4,430	684,825	729	1,502	2,231	216,217	7,732	223,949	897,341	13,664	911,005	873,606	37,399	4.3	56,084	99
Wisconsin	2,049,267	8,268	2,057,535	6,303	2,951	9,254	381,735	23,677	405,412	2,437,305	34,896	2,472,201	^{2/} 2,359,679	112,522	4.8	83,194	437
Wyoming	182,411	1,865	184,276	1,113	799	1,912	102,852	4,872	107,724	286,376	7,536	293,912	273,608	20,304	7.4	14,984	45
Total	101,004,772	573,767	101,578,539	212,196	213,117	425,313	22,095,774	1,057,250	23,153,024	123,312,742	1,844,134	125,156,876	118,626,190	6,530,686	5.5	4,330,274	23,922



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE AT WILL

FHWA 52-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today released a report, "1971-1972 Accidents of Large Motor Carriers of Property," which discloses that in the 2-year period there were approximately 2,500 fatalities, 30,000 injuries, and property damage totaling almost \$155 million among such carriers.

The report, compiled by FHWA's Bureau of Motor Carrier Safety, includes the following information:

- Intercity vehicle accidents by geographical regions and type of commodity.
- A 5-year age grouping of drivers involved in accidents.
- A listing of the type of accidents involved.
- The number of fatalities, injuries, and property damage.
- An appendix, which contains various graphs and exhibits supplementing the data in the report.

BMCS Director Robert A. Kaye said, "This 40 page document provides a summary report for 1971-1972, assembled from accident report forms filed during that period by class I and II interstate motor carriers of property. We believe that motor carrier industry officials involved in the day-to-day operations will find the information in this report useful to the implementation of their safety programs."

Copies of the report 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.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
August 1, 1974

FHWA 53-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced that it is revoking the administrative exemptions which have made the Federal Motor Carrier Safety Regulations inapplicable to the operation of commercial motor carriers engaged in interstate or foreign commerce within the State of Hawaii.

The final rule, released by FHWA's Bureau of Motor Carrier Safety on July 19, 1974, in Docket No. MC54, requires that all Hawaiian motor carriers engaged in interstate or foreign commerce, except private carriers of passengers, must conduct their operations in conformity with the rules contained in the Federal Motor Carrier Safety Regulations.

BMCS Director Robert A. Kaye said, "The Bureau has adopted 'a phased' schedule of compliance under which the regulations will be made applicable. The phase-in period is necessary to give sufficient momentum to the Federal Motor Carrier Safety program, which emphasizes education of, and voluntary compliance, by carriers subject to the regulations."

The phased-in rules are as follows:

-- Those rules which do not require extensive recordkeeping or filing systems and can be speedily implemented on an operating basis will become effective on October 1, 1974.

-- The rules which may require motor carriers to secure forms that are easily obtainable and those relating to parts and accessories of motor vehicles, which may impose retrofitting requirements, will become effective on January 1, 1975.

-- Rules which require motor carriers to develop their own extensive recordkeeping systems to satisfy their own particular needs will become effective on April 1, 1975.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
August 5, 1974

FHWA 54-74 (202) 426-0677

Motor fuel reports for 5 months of 1974 show that motor gasoline sales continue to decline according to the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Based on reports from 12 States, gasoline sales for May 1974 showed a 4.6 percent decrease from sales reported for May 1973, compared to decreases of 8.5 percent in March and 3.7 percent in April. Three States showed increases (one for the first time this year), while nine States reported decreased in their sales over the same period a year ago.

The FHWA issues 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 the 5 months of 1974, that include data for 12 States, show a 6.5 -percent decrease over 1973. Of the 12 States, eight have reported decreases for 5 months in a row. During the first 5 months of 1974, gasoline sales declined by 433,000 barrels-per-day over the same period a year ago.

Based on all States, the barrels-per-day rate for March 1974 was 5,966,000, a decrease from both the March 1973 rate of 6,522,000 and the March 1972 rate of 6,150,000. For April 1974, the 45 States reporting data show a barrels-per-day rate of 6,699,000 which is lower than the April 1973 rate of 6,957,000 but higher than the April 1972 rate of 6,499,000 barrels-per-day. For May 1974, the 12 reporting States' data show a national barrels-per-day rate of 6,703,000, a decrease from both the May 1973 rate of 7,023,000 and the May 1972 rate of 6,786,000.

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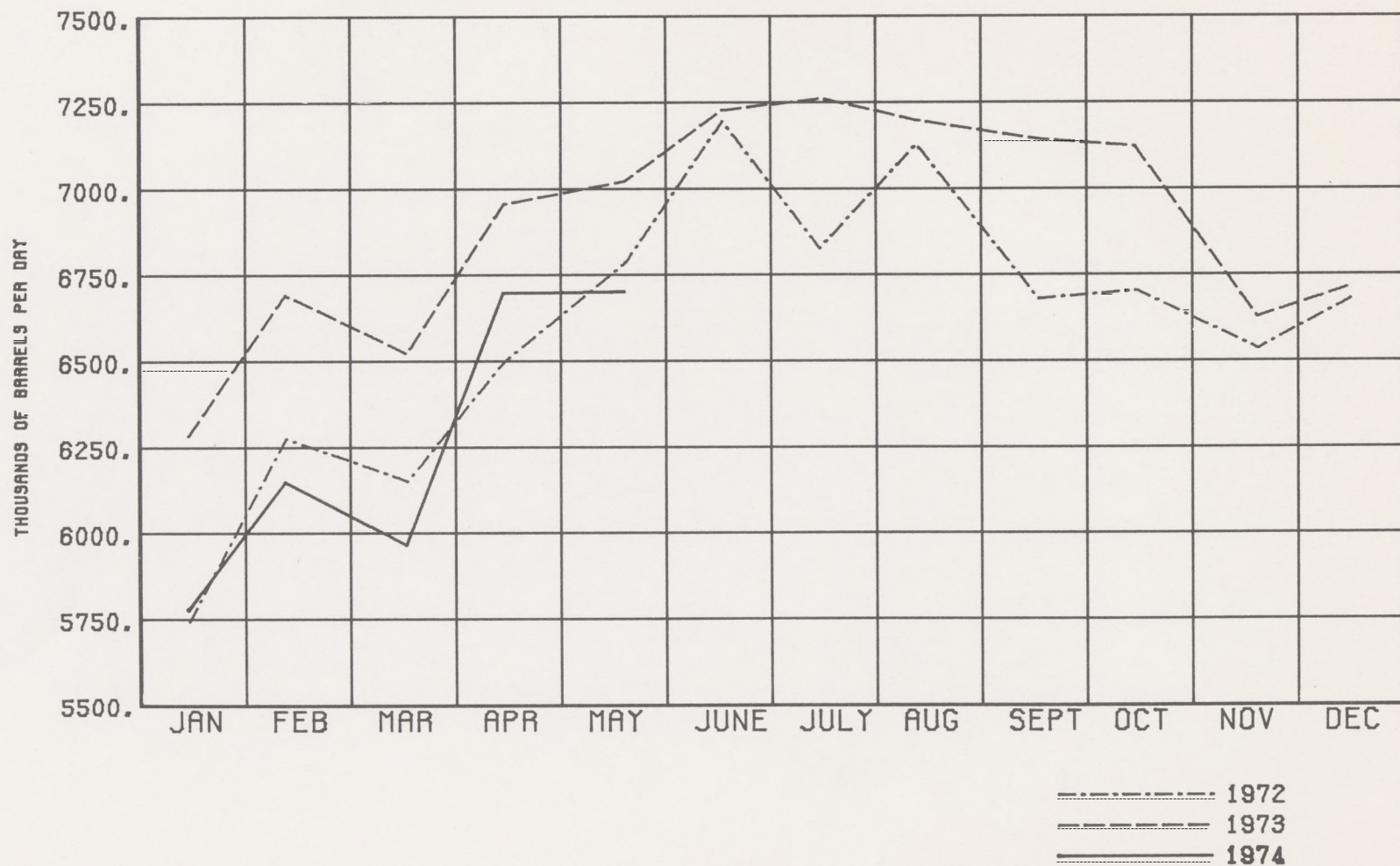
The tables that show March, April, and May 1974 monthly motor gasoline data by States, as well as a graph of the monthly national barrels-per-day rates, are attached.

STATE	MAR. 74 (ALL STATES)		CAL. YR. CUMUL.		APR. 74 (45 STATES)		CAL. YR. CUMUL.		MAY 74 (12 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
AL ABAMA	153,289	.9	422,911	=4.2	158,016	.6	580,927	=2.9				
AL ASKA	10,226	11.4	33,383	12.7								
ARIZONA	91,252	=7.6	262,851	=12.2	94,075	=6.0	356,926	=10.7	61,883	=39.4	418,809	=16.5
ARKANSAS	90,559	=4.0	250,351	=6.5	97,120	2.8	347,471	=4.1	101,082	.4	448,553	=3.1
CALIFORNIA	768,342	=12.8	2,223,351	=9.4	823,667	=4.1	3,047,018	=8.0				
COLORADO	79,937	=25.4	270,630	=14.9	121,130	13.2	391,760	=7.8				
CONNECTICUT	103,843	=9.5	301,567	=8.0	103,657	=5.2	405,224	=7.3				
DELAWARE	23,209	=9.4	64,618	=9.4	23,917	=5.2	88,535	=8.3	25,731	=4.8	114,266	=7.5
DIST. OF COL.	19,558	=13.7	56,290	=12.4	19,894	=8.1	76,184	=11.3	21,169	=6.9	97,353	=10.4
FLORIDA	356,575	=10.2	1,027,519	=8.4	361,556	=1.6	1,389,075	=6.7	356,668	=3.0	1,745,743	=6.0
GEORGIA	223,897	=6.4	628,948	=6.5	230,672	=4.7	859,620	=6.0				
HAWAII	21,816	=1.0	62,839	=5.7	21,758	=17.7	84,597	=9.1				
IDAHO	34,757	=9.8	75,393	=26.3	37,313	=13.1	112,706	=22.4				
ILLINOIS	392,598	=7.4	1,160,086	=6.5								
INDIANA	212,804	=8.5	611,842	=9.6	229,785	=4.6	841,627	=8.3	240,525	=7.5	1,082,152	=3.1
IOWA	124,536	14.2	347,212	=4.7								
KANSAS	95,784	=9.7	292,725	=5.9	95,672	10.8	388,397	=2.3				
KENTUCKY	135,450	=4.7	372,274	=6.0	139,244	=7.8	511,518	=4.7				
LOUISIANA	136,562	=8.9	397,475	=2.3	145,806	1.8	543,281	=1.3				
MAINE	37,885	=5.4	106,682	=8.3	38,069	=4.6	144,751	=7.4	44,977	=.4	189,728	=5.8
MARYLAND	138,177	=12.0	397,971	=14.4	144,093	=5.7	542,064	=12.3				
MASSACHUSETTS	182,411	=9.7	516,277	=9.6	185,090	=9.6	701,367	=9.6	213,106	1.7	914,473	=7.2
MICHIGAN	367,590	=3.9	1,037,867	=7.1	375,760	=.1	1,413,627	=5.3				
MINNESOTA	143,193	=11.2	434,035	=7.4	158,554	=6.3	592,589	=7.1				
MISSISSIPPI	92,637	=.8	266,276	=6.5	98,835	7.3	365,111	=3.1	105,401	=3.9	470,512	=3.3
MISSOURI	208,904	4.4	598,300	=6.3	224,136	=2.3	822,436	=5.3	221,353	3.3	1,043,789	=3.6
MONTANA	33,609	36.3	84,006	4.7	26,893	=45.1	110,899	=14.2				
NEBRASKA	45,264	=27.0	166,309	=12.4	95,675	16.1	261,984	=3.8				
NEVADA	27,325	=12.9	78,758	=7.8	30,174	2.1	108,932	=5.3				
NEW HAMPSHIRE	317,352	=1.9	86,769	=6.9	28,995	=4.2	115,764	=6.3				
NEW JERSEY	246,718	=10.6	706,341	=9.4								
NEW MEXICO	50,133	2.4	146,912	=4.4	55,686	=10.9	202,598	=6.3				
NEW YORK	487,068	=7.4	1,377,197	=7.9	481,190	=4.2	1,858,387	=6.9				
N. CAROLINA	234,144	49.9	623,135	7.1	251,121	=24.8	874,256	=4.5				
N. DAKOTA	24,987	=21.6	76,015	=11.7	32,549	=1.6	108,564	=8.9				
OHIO	389,000	=7.5	1,132,448	=6.6	405,661	=6.4	1,538,109	=6.5				
OKLAHOMA	132,106	=6.5	374,442	=6.7								
OREGON	89,152	=12.5	247,505	=12.1	94,815	=7.1	342,320	=10.8				
PENNSYLVANIA	211,012	=48.2	873,842	=24.7	469,334	13.5	1,343,176	=14.6				
RHODE ISLAND	28,949	=16.2	85,649	=11.4	30,507	5.0	116,156	=7.6				
S. CAROLINA	114,767	=6.5	326,162	=4.1	122,684	=2.7	448,846	=3.7	127,858	=2.4	576,704	=3.4
S. DAKOTA	31,349	=3.4	92,059	=4.1	32,859	=7.3	124,918	=5.0				
TENNESSEE	180,663	1.4	475,029	=8.2	158,467	=12.3	633,496	=9.3				
TEXAS	540,690	=6.1	1,596,069	=5.8	591,954	=6.1	2,188,023	=5.9				
UTAH	46,345	=10.7	133,150	=7.7	48,030	=5.3	181,180	=7.1				
VERMONT	18,124	=7.8	51,490	=10.7	17,227	=3.4	68,717	=9.0				
VIRGINIA	187,453	=10.0	531,503	=8.6	209,556	.6	741,059	=6.2				
WASHINGTON	125,336	=12.2	354,478	=8.9	134,433	=5.3	488,911	=7.9	145,781	=5.9	634,692	=7.5
WEST VIRGINIA	61,778	=2.7	168,943	=5.5	59,628	=7.2	228,571	=5.9				
WISCONSIN	157,021	=7.2	460,480	=6.7	167,799	=4.5	628,279	=6.1				
WYOMING	18,647	=10.6	54,515	=5.3								
TOTAL 1000 GAL.	7,767,783	=8.5	22,522,879	=8.2	7,473,056	=3.7	27,319,956	=7.2	1,665,534	=4.6	7,736,774	=6.5
RATE, BBL/DAY	5,966,000		5,959,000		6,699,000		6,135,000		6,703,000		6,261,000	

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.

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
August 8, 1974

FHWA 55-74 (202) 426-0677

Motor-gasoline sales for each month of 1973 were greater than for the corresponding months of 1972, the U.S. Department of Transportation's Federal Highway Administration (FHWA) disclosed today in a final report for 1973.

Based on reports for all States, gasoline sales for 1973 showed a 4.2 percent increase from sales reported for 1972. All but two States showed increases in their sales over the prior calendar year. Arizona, Florida, and Iowa showed percentage increases of more than twice the national increase.

The national barrels-per-day rate in 1972 ranged from 5,743,000 in January to 7,196,000 in June, with an overall rate for the year of 6,601,000. For 1973, the lowest rate again was in January, 6,283,000, but the highest barrels-per-day was recorded in July, 7,263,000; the 12-month average was 6,899,000.

The FHWA data are not necessarily comparable to the motor-gasoline gallonage published by the American Petroleum Institute. 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.

Tables that show 1972 and 1973 monthly motor-gasoline data for all States, the District of Columbia, and Puerto Rico, together with a line chart of the monthly national barrels-per-day rates, are attached.

GROSS GALLONS OF MOTOR GASOLINE SOLD-1972

GROSS GALLONS OF MOTOR GASOLINE SOLD—1972

Compiled for the calendar year
from an analysis of State taxation reports

(In thousands of gallons)

TABLE MF-33G
JUNE 1974

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
Alabama	133,340	132,278	151,219	145,423	159,930	157,097	154,777	164,118	148,691	152,827	148,907	154,420	1,803,027
Alaska	9,177	13,213	6,263	9,038	10,576	11,189	13,214	30,311	18,650	20,746	13,399	14,413	170,189
Arizona	85,271	85,044	96,191	96,893	91,374	96,355	91,253	105,551	91,876	89,727	86,835	101,041	1,117,411
Arkansas	70,310	81,425	94,451	91,995	97,443	103,854	105,146	105,146	91,876	98,518	90,817	95,571	1,124,472
California	772,671	760,452	847,334	808,663	859,900	869,059	851,044	903,714	833,491	839,529	824,586	853,349	10,023,792
Colorado	90,278	95,077	94,301	99,012	115,472	120,266	129,097	130,161	114,195	111,185	97,850	103,556	1,300,450
Connecticut	100,780	100,372	109,803	110,313	115,740	114,179	114,355	119,624	111,439	114,110	112,237	115,938	1,338,890
Delaware	21,072	19,968	23,357	23,312	25,558	25,249	26,934	24,836	27,671	24,708	24,398	23,599	290,662
District of Columbia	20,489	18,010	21,176	18,327	20,523	20,847	20,274	18,995	20,456	20,866	21,516	21,612	243,001
Florida	313,300	330,453	355,930	319,225	337,429	331,114	332,228	337,419	309,206	317,745	328,239	343,694	3,955,982
Georgia	197,872	199,185	230,341	214,139	229,550	229,519	229,826	244,211	203,001	246,872	221,225	232,389	2,678,160
Hawaii	20,772	20,595	19,333	25,611	23,081	22,872	22,001	25,384	22,518	21,004	21,962	24,808	269,941
Idaho	25,091	29,458	43,295	31,348	38,419	46,394	45,411	48,872	43,953	42,148	34,583	35,796	464,768
Illinois	384,332	370,875	383,599	403,910	459,524	439,291	416,778	431,385	408,104	438,606	399,925	452,217	4,988,546
Indiana	200,782	200,289	233,868	214,345	257,850	236,903	245,217	253,978	226,518	240,898	227,666	235,598	2,773,912
Iowa	121,931	141,659	83,800	136,336	178,064	115,840	167,894	133,517	149,767	135,367	143,402	161,268	1,668,805
Kansas	56,559	152,916	70,523	109,215	154,089	130,576	118,313	110,914	120,577	112,698	30,840	197,342	1,364,562
Kentucky	120,117	117,207	135,262	131,349	146,850	148,509	142,780	134,546	134,682	133,796	133,796	138,996	1,633,516
Louisiana	125,296	126,016	141,473	136,471	149,691	143,755	140,835	161,429	136,542	144,874	163,187	129,249	1,703,818
Maine	35,102	35,803	38,882	35,701	42,766	47,295	53,816	58,843	45,621	44,513	42,843	41,104	522,289
Maryland	134,963	132,511	147,535	140,985	155,115	160,693	156,569	165,806	149,508	152,199	150,104	150,514	1,796,502
Massachusetts	174,598	170,320	180,834	180,834	198,742	199,800	199,044	213,591	190,449	196,006	195,211	200,188	2,308,662
Michigan	343,846	348,020	368,077	352,089	407,440	407,588	393,161	420,058	352,978	417,851	458,535	388,110	4,558,405
Minnesota	143,707	151,329	149,835	155,072	186,532	195,521	183,087	200,297	180,962	189,774	172,540	171,412	2,080,068
Mississippi	83,804	92,339	92,408	95,638	109,940	108,085	102,896	105,805	102,847	106,711	94,341	106,223	1,200,997
Missouri	210,827	193,689	195,521	219,225	244,225	238,977	244,210	236,700	219,749	244,794	231,335	217,947	2,667,906
Montana	28,819	28,962	28,738	35,251	36,919	36,081	55,943	49,431	41,258	31,764	27,226	40,661	441,053
Nebraska	68,547	61,068	70,145	66,829	84,354	84,354	83,495	84,677	73,567	77,895	66,426	76,870	888,859
Nevada	24,240	25,361	28,907	28,192	30,916	35,073	37,208	37,968	32,918	33,012	29,001	28,575	371,371
New Hampshire	27,904	28,525	29,797	27,714	32,372	34,715	38,035	41,406	33,556	34,811	31,621	31,697	392,153
New Jersey	255,677	250,313	240,254	272,024	273,878	261,870	268,891	306,301	261,921	263,723	214,161	319,953	3,188,966
New Mexico	39,999	56,399	51,082	53,380	56,108	61,783	64,954	65,748	54,013	48,529	51,340	61,857	665,192
New York	476,223	437,093	502,108	468,855	532,001	529,696	525,884	553,155	507,707	536,871	483,760	510,109	6,063,462
North Carolina	199,925	204,100	173,343	276,815	240,461	242,283	241,998	230,025	242,260	215,997	246,358	217,947	2,761,656
North Dakota	26,543	25,284	28,021	29,338	36,114	40,741	41,069	48,120	42,882	37,999	31,747	30,084	417,942
Ohio	350,222	398,547	394,509	427,426	430,469	429,754	453,668	397,882	425,772	425,772	421,817	425,689	4,953,842
Oklahoma	121,651	124,253	140,763	141,458	145,451	150,762	146,455	152,492	139,638	137,125	133,205	133,491	1,666,744
Oregon	83,133	80,266	93,415	94,272	102,303	112,064	114,655	118,416	108,611	103,457	77,817	106,691	1,195,100
Pennsylvania	376,818	363,813	374,031	435,055	365,311	427,493	410,637	428,208	396,981	447,996	376,985	376,985	5,011,192
Rhode Island	21,830	33,569	26,335	33,415	34,803	33,140	31,706	33,883	33,381	29,912	33,193	34,469	379,636
South Carolina	102,804	106,363	117,279	115,141	120,895	124,632	127,611	136,495	97,905	131,622	118,721	123,295	1,422,763
South Dakota	30,430	31,069	29,323	33,472	35,188	42,103	47,494	50,170	49,824	39,891	43,455	37,676	470,095
Tennessee	167,616	153,395	162,636	170,688	188,936	161,138	199,518	179,499	190,886	171,209	176,850	174,382	2,096,733
Texas	512,941	532,727	565,427	576,663	601,205	608,274	592,707	633,075	566,924	621,952	567,741	584,595	7,964,231
Utah	43,105	43,966	47,711	45,628	53,286	56,840	58,293	61,422	53,163	52,512	49,202	49,332	614,460
Vermont	17,830	17,933	18,667	17,077	20,091	20,890	23,172	25,339	20,953	22,106	19,885	19,565	243,508
Virginia	175,355	171,504	198,656	192,925	206,729	231,297	191,602	209,501	196,312	203,667	197,491	200,850	2,375,889
Washington	111,679	117,465	126,970	138,549	149,111	140,910	151,112	162,771	140,019	143,437	134,085	127,187	1,643,295
West Virginia	48,731	59,126	52,634	59,965	63,903	61,775	64,566	69,236	54,365	71,610	62,688	60,517	799,116
Wisconsin	151,540	156,927	163,324	154,738	197,312	202,145	191,434	211,310	180,779	179,806	179,806	176,513	2,155,013
Wyoming	16,999	16,404	19,199	18,487	23,219	30,781	36,181	37,527	27,109	24,124	19,715	19,091	288,836
States' Total (1,000 gallons)	7,476,848	7,642,935	8,006,970	8,189,188	8,834,747	9,067,536	8,389,207	9,280,432	8,418,074	8,730,384	8,233,801	8,706,812	101,476,934
Barrels-Per-Day	5,743,000	6,275,000	6,150,000	6,499,000	6,786,000	7,196,000	6,827,000	7,128,000	6,681,000	6,705,000	6,535,000	6,687,000	6,601,000
Puerto Rico (1,000 gallons)	42,043	44,048	40,382	35,638	39,809	51,595	44,729	44,784	42,106	47,171	45,215	42,617	520,137
Grand Total (1,000 gallons)	7,518,891	7,686,983	8,047,352	8,224,826	8,874,556	9,119,131	8,933,936	9,325,216	8,460,180	8,777,555	8,279,016	8,749,429	101,997,071
Barrels-Per-Day	5,775,000	6,311,000	6,181,000	6,528,000	6,816,000	7,237,000	6,862,000	7,162,000	6,714,000	6,742,000	6,571,000	6,720,000	6,635,000

The data shown are comparable to the gasoline portion of the first column on Federal Highway Administration table MF-2. Export sales, military use, transfers between dealers, and all special fuels (diesel and liquefied petroleum gases, primarily) have been excluded to the extent information was available. The State entries include revisions made since the first issue of table MF-33G in January 1974. The barrels-per-day rate was obtained by dividing the total gallons by 42 (gallons per barrel) and the appropriate number of days. For information call Kent Bramlett, 202-426-0187.

GROSS GALLONS OF MOTOR GASOLINE SOLD—1973

Compiled for the calendar year
from an analysis of State taxation reports

(In thousands of gallons)

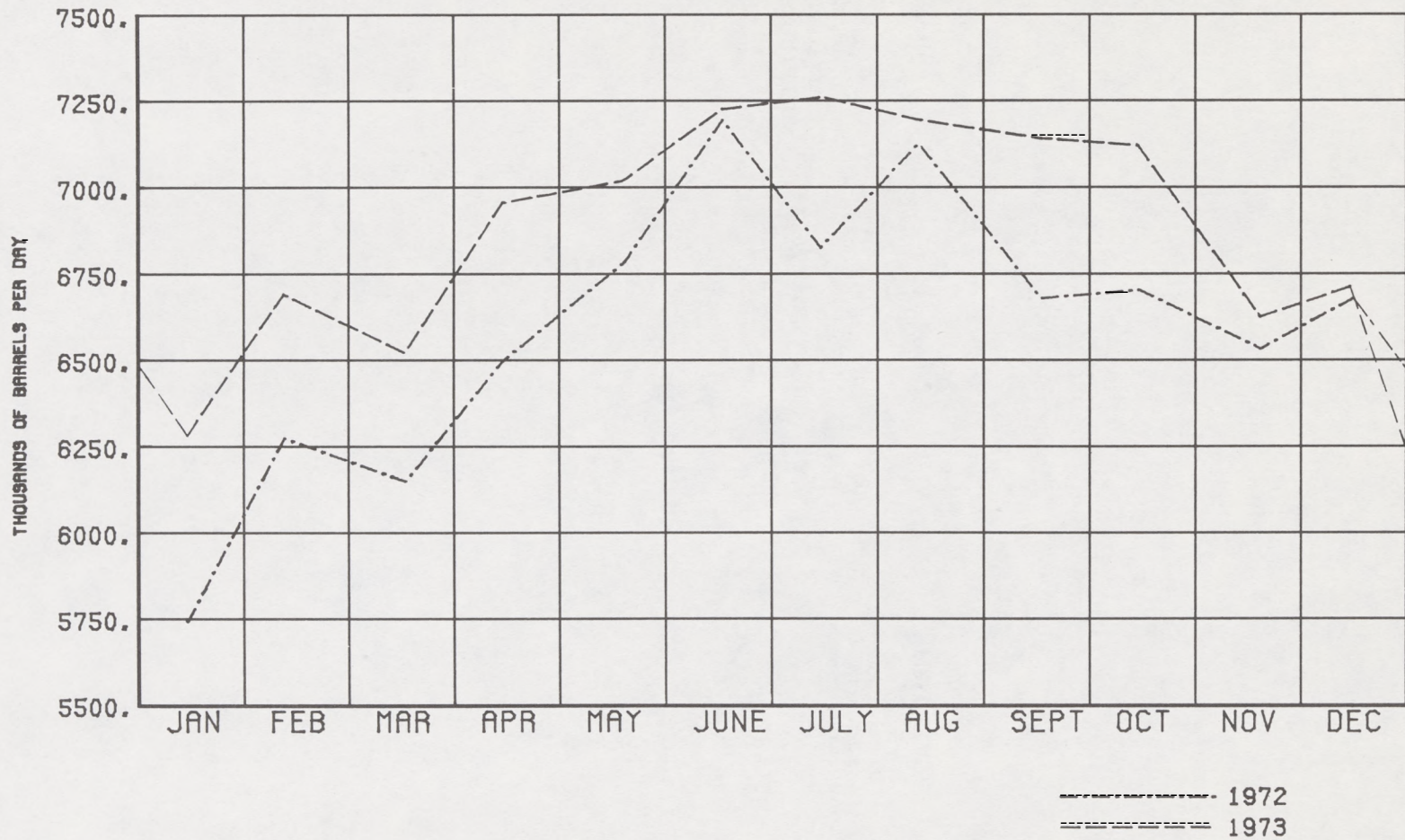
TABLE MF-33G
JUNE 1974

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	
													AMOUNT	PERCENT CHANGE 1973/1972
Alabama	150,533	138,893	151,944	157,000	165,348	159,207	165,823	175,863	151,161	163,648	153,729	154,446	1,887,595	4.7
Alaska	10,394	10,044	9,181	9,922	12,154	12,131	13,572	15,161	16,491	14,715	13,090	12,236	149,191	-12.3
Arizona	101,789	98,835	98,807	100,129	102,040	111,823	98,668	101,082	102,149	96,317	94,745	105,702	1,212,086	8.5
Arkansas	81,255	92,222	94,313	94,473	100,724	102,545	108,088	110,578	97,246	104,659	96,923	92,841	1,175,867	4.6
California	811,764	761,206	881,071	859,082	913,000	875,385	908,091	934,708	846,456	884,548	848,114	816,138	10,339,563	3.2
Colorado	102,149	108,735	107,169	107,019	112,380	119,009	129,688	123,692	121,841	121,158	105,288	104,711	1,362,839	4.8
Connecticut	109,806	103,175	114,705	109,314	117,927	118,153	119,998	123,194	111,274	118,488	111,210	104,297	1,361,541	1.7
Delaware	23,214	22,451	25,627	25,226	27,041	27,266	27,730	26,548	29,078	26,331	19,227	27,842	307,581	5.8
District of Columbia	21,209	20,385	22,663	21,642	22,748	21,917	22,139	22,739	20,601	21,434	21,366	19,510	257,510	5.9
Florida	373,153	351,764	397,135	367,566	367,806	354,795	375,231	389,909	334,744	360,879	358,893	347,237	4,379,112	10.7
Georgia	221,852	211,737	239,136	241,943	237,810	238,430	253,419	263,054	230,742	246,411	229,572	224,520	2,838,626	6.0
Hawaii	23,321	21,286	22,046	26,427	25,049	24,266	24,844	25,942	22,873	24,793	21,356	24,697	286,900	6.3
Idaho	33,138	30,593	38,539	42,948	37,654	44,223	44,240	55,331	42,555	45,540	36,205	34,973	485,939	4.6
Illinois	422,804	394,460	420,199	473,942	459,687	459,687	446,644	450,533	437,380	479,352	452,679	422,912	5,284,679	5.9
Indiana	232,222	211,760	232,638	240,927	259,996	247,461	246,165	261,134	232,424	254,169	100,267	136,193	2,875,356	3.7
Iowa	123,474	131,820	109,004	148,999	138,805	143,213	146,538	157,538	134,397	166,369	153,327	131,665	1,819,149	9.0
Kansas	68,020	136,860	106,116	86,374	163,886	61,304	181,605	36,997	198,273	124,234	94,340	117,907	1,375,916	0.8
Kentucky	132,924	121,174	142,112	140,341	151,595	149,601	148,247	161,189	136,860	147,264	138,895	135,970	1,706,172	4.4
Louisiana	129,453	127,715	149,839	143,284	169,789	158,902	156,559	159,704	134,117	157,143	155,550	147,998	1,790,053	5.1
Maine	40,168	36,156	40,034	39,890	45,175	47,563	55,425	60,237	45,549	46,194	43,099	39,102	537,592	2.9
Maryland	167,493	140,384	157,084	152,795	163,021	157,562	162,128	167,353	150,901	159,700	154,511	140,382	1,873,384	4.3
Massachusetts	190,074	179,099	201,936	204,758	209,504	203,774	209,165	217,645	199,506	204,705	196,185	182,442	2,389,793	3.5
Michigan	390,286	344,157	382,462	376,281	338,537	410,958	432,818	437,347	390,012	426,435	387,052	385,601	4,701,946	2.5
Minnesota	159,185	148,324	161,260	169,142	190,881	190,766	191,023	206,151	176,129	194,051	181,811	165,212	2,133,935	2.6
Mississippi	98,704	92,731	93,427	92,098	109,715	112,771	113,354	103,235	98,620	112,022	102,936	101,183	1,230,796	2.5
Illinois	221,905	216,686	200,153	229,497	214,323	240,790	237,996	254,410	222,604	237,745	231,213	237,745	2,742,298	2.8
Montana	24,338	31,267	24,651	48,941	45,397	43,948	50,687	46,495	6,087	40,090	40,313	70,113	472,327	7.1
Nebraska	65,674	62,199	61,992	82,421	80,719	79,196	84,179	83,633	79,077	82,296	68,206	81,206	910,798	2.5
Nevada	27,249	26,834	31,362	29,557	36,425	35,966	38,413	39,697	34,184	34,492	31,065	27,749	392,993	5.8
New Hampshire	31,863	29,402	31,946	30,273	33,646	34,607	39,345	42,501	33,063	35,817	31,873	29,424	403,760	3.0
New Jersey	238,182	265,430	276,020	264,404	280,471	268,678	305,661	287,852	269,439	308,100	239,443	263,161	3,266,843	2.4
New Mexico	56,369	48,379	48,974	62,491	61,209	61,690	65,381	59,638	67,794	58,580	55,649	55,755	701,909	5.5
New York	511,968	456,667	526,003	502,250	547,147	423,827	562,798	492,411	629,976	603,637	371,616	693,024	6,321,324	4.3
North Carolina	218,805	206,830	156,200	334,022	237,099	255,210	246,618	268,960	240,060	243,073	227,156	227,545	2,861,578	3.6
North Dakota	28,561	25,513	31,978	33,088	38,618	38,138	43,703	52,251	39,104	38,064	36,523	31,524	437,065	4.6
Ohio	418,814	372,626	420,444	433,616	445,400	443,017	456,072	465,812	431,686	451,513	435,172	417,284	5,191,456	4.8
Oklahoma	129,051	131,025	141,336	142,530	147,936	166,366	150,253	158,142	138,200	148,162	146,229	134,100	1,733,330	4.0
Oregon	80,061	99,726	101,933	102,012	106,831	113,441	116,773	122,287	108,263	107,438	96,166	88,210	1,243,841	4.1
Pennsylvania	386,000	366,562	407,254	413,524	422,323	433,190	448,220	382,975	472,628	411,792	409,217	384,670	4,938,355	-1.5
Rhode Island	28,357	33,701	34,563	29,067	35,861	29,930	33,429	36,284	31,958	31,437	25,753	30,890	381,250	0.4
South Carolina	112,003	105,443	122,746	126,084	130,958	128,139	137,127	143,213	119,289	132,367	119,134	114,089	1,490,592	4.8
South Dakota	32,825	30,701	32,466	35,432	38,725	46,666	47,414	45,384	48,107	40,955	39,428	40,790	478,893	1.9
Tennessee	177,424	161,786	178,246	180,670	186,216	197,173	191,238	215,275	179,546	210,706	197,614	184,437	2,260,331	7.8
Texas	534,840	574,673	585,400	630,150	644,818	635,168	654,726	590,457	660,605	635,528	611,586	597,479	7,355,130	5.6
Utah	48,104	44,247	51,906	50,709	54,327	56,442	59,754	61,861	55,386	55,963	51,694	48,027	638,420	3.9
Vermont	19,299	18,720	19,666	17,840	20,709	20,636	20,947	25,760	20,947	22,485	19,705	17,437	246,631	1.3
Virginia	191,540	181,711	208,391	208,353	231,174	220,917	222,502	234,880	204,831	219,648	208,039	190,617	2,522,603	6.2
Washington	130,260	116,142	142,689	142,017	154,946	145,998	153,991	165,799	149,375	146,433	138,329	124,900	1,710,789	4.1
West Virginia	59,624	55,586	63,473	64,283	69,981	67,506	69,691	70,465	64,721	70,307	65,192	57,722	778,551	6.8
Wisconsin	169,573	154,875	169,205	175,785	196,501	202,485	202,395	217,108	180,214	193,558	155,654	193,850	2,211,203	2.6
Wyoming	19,385	17,302	20,821	19,057	25,523	31,040	37,248	27,934	37,576	26,292	22,789	19,962	303,953	5.2
States' Total (1,000 gallons)	8,180,458	7,869,999	8,492,087	8,765,852	9,143,810	9,106,876	9,456,293	9,370,639	8,999,263	9,271,916	8,351,756	8,750,395	105,759,344	4.2
Barrels-Per-Day	6,283,000	6,692,000	6,522,000	6,957,000	7,023,000	7,228,000	7,263,000	7,197,000	7,142,000	7,121,000	6,628,000	6,721,000	6,899,000	
Puerto Rico (1,000 gallons)	52,094	43,706	45,139	52,298	42,730	52,121	51,902	52,368	36,607	52,752	47,236	46,323	575,276	10.6
Grand Total (1,000 gallons)	8,232,552	7,913,705	8,537,226	8,818,150	9,186,540	9,158,997	9,508,195	9,423,007	9,035,870	9,324,668	8,398,992	8,796,718	106,334,620	4.3
Barrels-Per-Day	6,323,000	6,729,000	6,557,000	6,999,000	7,056,000	7,269,000	7,303,000	7,237,000	7,171,000	7,162,000	6,666,000	6,756,000	6,936,000	

The data shown are comparable to the gasoline portion of the first column on Federal Highway Administration table MF-2. Export sales, military use, transfers between dealers, and all special fuels (diesel fuel and liquefied petroleum gases, primarily) have been excluded to the extent information was available. The State entries include revisions made since the first issue of table MF-33G in January 1974. The barrels-per-day rate was obtained by dividing the total gallons by 42 (gallons per barrel) and the appropriate number of days. For information call Kent Bramlett, 202-426-0187.

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 14, 1974

FHWA 59-74
(202) 426-0677

Secretary of Transportation Claude S. Brinegar today announced the submission to Congress of a special study report by the Federal Highway Administration on the cost of completing the Federal-aid Priority Primary Highway Routes.

The Priority Primary Routes, which were authorized by the Federal-aid Highway Act of 1973, involve a program of Federal-aid highway improvements designed to supplement the Interstate Highway System by furnishing adequate traffic collection and distribution facilities. Routes eligible for selection as Priority Primary Routes are those sections of the Federal-aid Primary System having a high traffic volume and which are connected to the Federal-aid Interstate System.

In authorizing the new program, the Congress expressed concern over the status of the existing Federal-aid Primary Highway System, particularly with regard to roadway deterioration, congestion and other hazardous conditions which have developed in recent years. In addition, the Congress stressed the high volume of non-Interstate System travel and the accessibility to population centers that could be provided by improved Priority Primary Routes.

This special study report, also a requirement of the 1973 Act, identifies the initial State selections of candidate routes for the Priority Primary Program and the estimated cost for completing such routes.

Among the major findings contained in the study report were:

-- the highest Priority Primary Routes selected by the States totaled 11,122 miles, requiring \$21.5 billion to complete, and approximated 5 percent of each State's 1972 non-Interstate Federal-aid Primary System mileage.

- more -

-- 81 percent of the selected mileage and 60 percent of the total cost would be for improvements in rural areas.

-- selected routes now consisting mostly of 2 or 3 lane facilities, currently carry 10 percent of the non-Interstate Federal-aid primary traffic.

-- over 90 percent of the selected mileage is expected to be improved to 4 or more lanes with access control and carry twice the motor vehicle traffic recorded in 1972.

-- States anticipate that 53 percent of all improvements would be completed or under contract by 1980 under existing funding conditions.

The study report also contained a recommendation that the categorical program for Priority Primary funding be eliminated and that the Priority Primary authorization be merged with the existing Federal-aid Primary programs to provide the States with greater flexibility in programming to meet their needs.

Secretary Brinegar depicted the study report as establishing "a sound basis for upgrading the quality of service provided by the Nation's Federal-aid Primary Highway System. By identifying priority routes on which limited federal-aid funding can be concentrated, substantial progress can be made toward decreasing congestion on Interstate connector roads and improving public access to major population centers."

Also included in the study report are detailed data concerning the existing program status, traffic volume, improvement costs, and safety and physical characteristics of the selected routes.

Under the 1973 Act, the authorized funding for this new program provides for up to \$100 million in FY 1974, \$200 million in FY 75, and \$300 million in FY 76. The Federal-State sharing ratio is 70 percent Federal, and 30 percent State funds, the same as authorized for all other non-Interstate Highway Systems.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION **WASHINGTON, D. C. 20590**

FOR RELEASE MONDAY
August 19, 1974

FHWA 60-74
(202) 426-0677

Secretary of Transportation Claude S. Brinegar today announced that over \$2.409 billion in Federal and State funds was obligated through June 30 for development of highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.329 billion. Development highways and access roads completed or under construction in the region totaled 1,834 miles as of the end of June, an increase of 47 miles since March 31. Engineering and right-of-way acquisition were underway on an additional 445 miles; design had been approved or hearings held on 82 miles, while locations had been approved and design underway on 271 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 June 30, 1974

TABLE 1

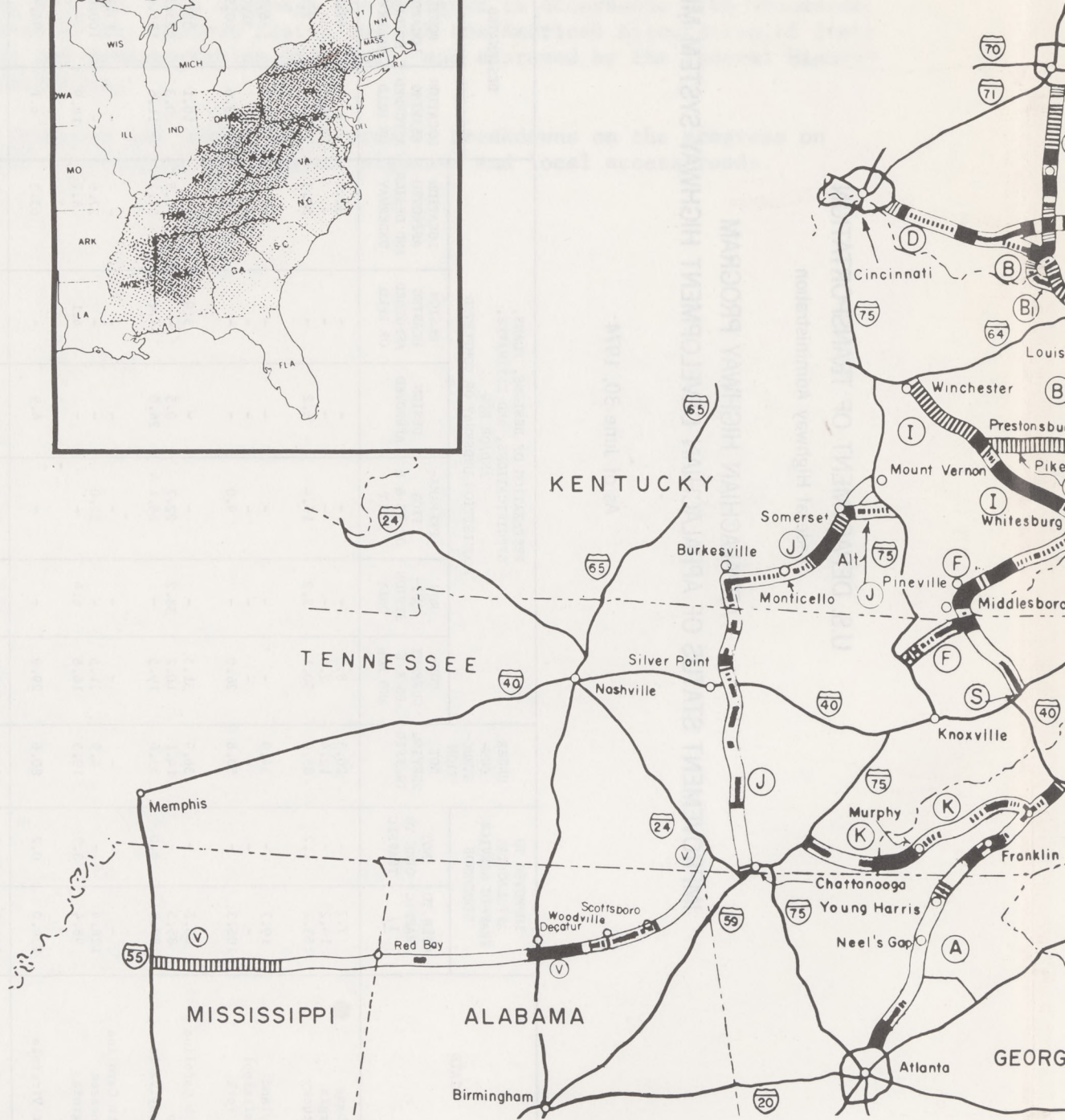
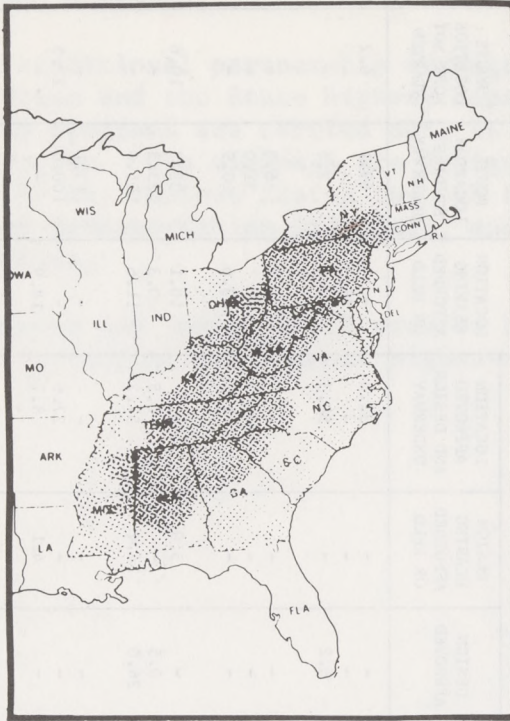
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE ^{2/}	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN 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	-	20.3	8.5	-	-	-	-	32.3	-	69.1	6.2	144.1	156.6
Georgia	14.2	-	12.4	2.6	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	163.2	1.2	85.0	80.1	2.2	17.4	6.2	-	50.3	13.1	3.6	-	422.3	586.2
Maryland	19.7	-	34.9	-	-	-	-	-	-	20.7	6.3	-	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	31.0	-	31.0	73.0
New York	106.3	-	50.8	26.0	-	9.0	-	-	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	-	14.1	10.2	38.2	22.7	0.5	-	6.5	0.3	23.3	-	201.3	293.9
Pennsylvania	80.8	6.0	53.6	19.5	-	28.1	26.0	14.7	57.2	11.6	155.0	-	452.5	505.1
South Carolina	-	-	-	-	-	-	-	-	-	-	13.1	-	13.1	23.6
Tennessee	126.4	-	4.9	21.5	-	22.0	-	-	27.6	-	100.5	27.5	330.4	340.9
Virginia	98.4	3.2	19.5	16.8	6.4	-	-	4.1	8.7	18.9	-	-	176.0	200.9
West Virginia	134.0	0.2	80.6	29.9	-	-	4.9	-	63.3	6.1	94.5	-	413.5	426.4
Total	904.7	10.6	413.0	246.6	46.8	99.2	37.6	24.7	247.6	150.9	540.6	44.3	2,766.6	3,239.7
Percent to Total Under Consideration	33	-	15	9	2	4	1	1	9	5	19	2	100	-

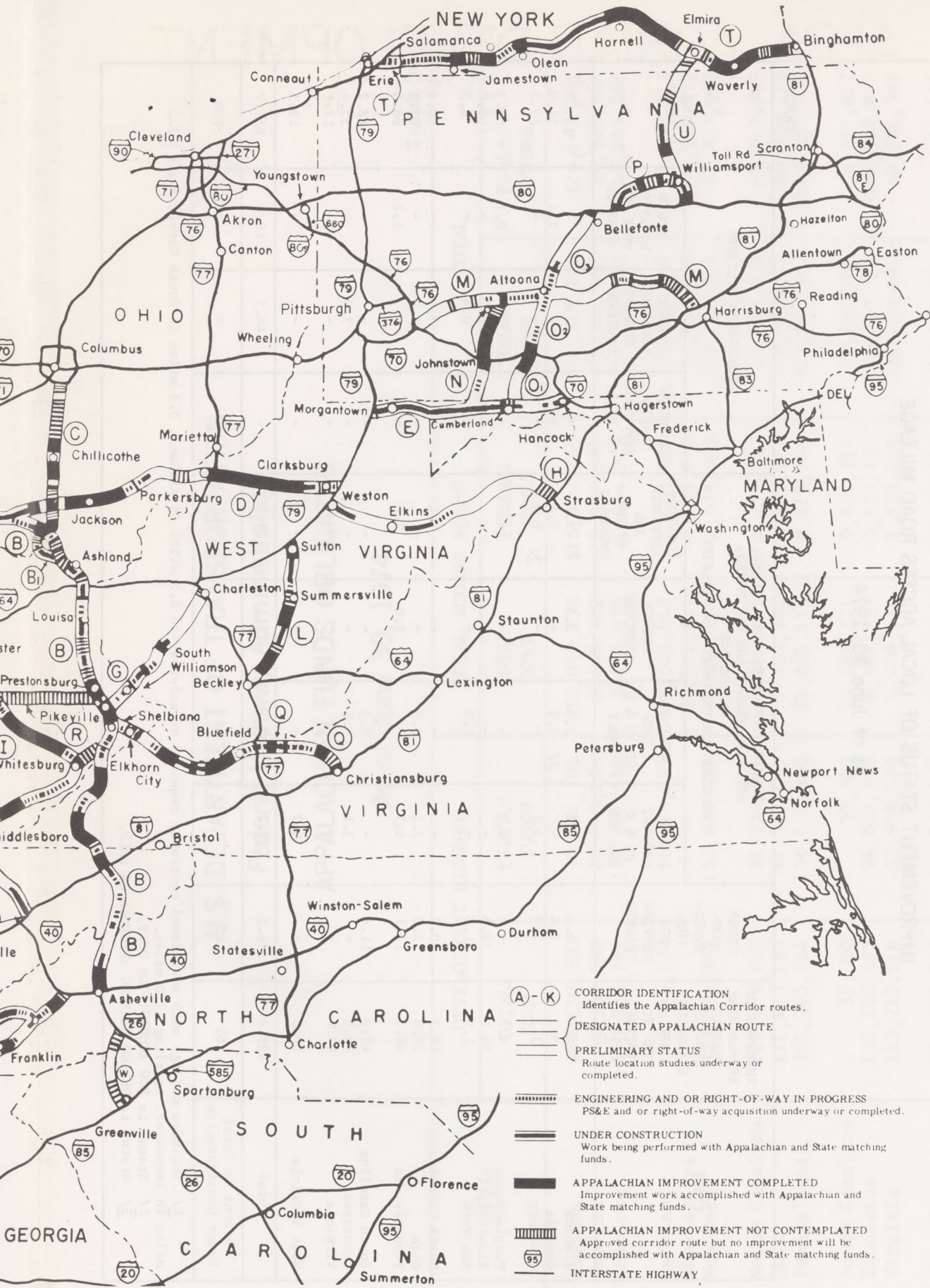
^{1/} Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 19.7 miles in Maryland, 91.2 miles in Tennessee, totaling 146.5 miles.

^{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 JUNE 30, 1974





- (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 June 30, 1974

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC <u>1/</u>	UNDER CON- STRUC- TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CON- CURRENT PS & E AND ROW	PREPARA- TION 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	136.0	8.6	9.2	2.3	5.3	8.7	-	22.6	=	192.7
Georgia	9.3	2.4	-	<u>2/</u> 7.0	=	0.8	=	=	7.4	26.9
Kentucky	3.7	3.0	0.1	-	-	<u>3/</u> 6.5	-	-	-	13.3
Maryland	4.7	-	0.3	-	-	-	-	-	0.7	5.7
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	0.7	-	-	-	4.0	-	3.5	-	18.5
Ohio	29.9	2.0	2.1	2.6	=	=	-	1.0	=	37.6
Pennsylvania	48.4	14.1	5.7	"	8.0	9.6	"	-	2.7	88.5
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	428.9	76.5	21.2	30.7	13.3	29.6	-	44.7	10.8	655.7
Percent to Total Under Consideration	65	12	3	5	2	4	-	7	2	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 is ROW ACQUISITION ONLY.

3/ Status is DESIGN HEARING AFFORDED OR HELD.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED

As of June 30, 1974

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	\$14,659,000	\$7,432,700	\$26,060,238	\$16,734,566	\$40,719,238	\$24,167,266
Georgia	44,353,543	23,949,120	5,648,922	2,907,695	50,002,465	26,856,815
Kentucky	390,353,762	242,261,254	4,476,535	2,904,314	394,830,297	245,165,568
Maryland	126,945,102	66,114,595	2,543,845	1,508,020	129,488,947	67,622,615
Mississippi	-	-	13,031,416	8,027,970	13,031,416	8,027,970
New York	333,690,567	152,606,685	1,637,017	1,028,408	335,327,584	153,635,093
North Carolina	115,679,000	61,356,482	3,064,635	1,757,327	118,743,635	63,113,809
Ohio	111,175,284	61,597,011	7,712,861	3,007,264	118,888,145	64,604,275
Pennsylvania	301,205,351	156,715,996	22,281,116	8,618,044	323,486,467	165,334,040
South Carolina	50,000	35,000	13,589,771	9,492,817	13,639,771	9,527,817
Tennessee	152,190,487	94,662,740	8,467,337	5,927,133	160,657,824	100,589,873
Virginia	115,712,516	65,958,580	4,408,334	2,843,002	120,120,850	68,801,582
West Virginia	582,471,221	326,352,981	7,905,411	5,160,481	590,376,632	331,513,462
Total	2,288,485,833	1,259,043,144	120,827,438	69,917,041	2,409,313,271	1,328,960,185



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION **WASHINGTON, D. C. 20590**

FOR RELEASE TUESDAY
August 20, 1974

FHWA 61-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the release of a motion picture entitled "The Highway and Its Environment." This 16 mm color film describes the FHWA's annual awards program by showing some of the outstanding examples of highway beautification produced by highway agencies and private industry.

In announcing the film's availability, Federal Highway Administrator Norbert T. Tiemann said, "I believe this film will prove useful in inspiring interest in the annual awards competition and in the importance we place on environmental design in FHWA." He said he hoped professional and local groups concerned with highway environment and beautification would have an opportunity to see the film.

Prints of the film are available on a free-loan basis to government agencies and State highway departments through the Photographic Section, Federal Highway Administration, Washington, D.C. 20590. Others should contact the National Audiovisual Center (GSA), National Archives & Record Service, Washington, D.C. 20409, for purchase or rental information.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
August 22, 1974

FHWA 63-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a notice of proposed rulemaking which would give a broad general exemption from the Federal Motor Carrier Safety Regulations to most lightweight motor vehicles operating in interstate or foreign commerce and to drivers engaged wholly in operating those vehicles.

The new rule, proposed by FHWA's Bureau of Motor Carrier Safety, would apply to commercial motor vehicles having a manufacturer's gross vehicle weight rating of 10,000 pounds or less. The same exemption would apply to vehicles manufactured before gross vehicle weight ratings were required to be shown on the vehicle, when the gross vehicle weight is 10,000 pounds or less. In both cases, the exemption does not apply to vehicles hauling passengers for hire or any type or quantity of hazardous materials which would require the vehicle to be marked or placarded under Federal Hazardous Material Regulations. The vehicles and drivers would still have to comply with Federal requirements concerning the notification, reporting and recording of accidents.

BMCS Director Robert A. Kaye said, "The objective of the new rule is to remove a heavy administrative and economic burden from the small vehicle operators who are presently attempting to comply with Federal Motor Carrier Safety Regulations."

Interested persons are invited to submit written data, views or arguments pertaining to the proposal. All comments should be forwarded in triplicate to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590 on or before the close of business October 21, 1974, Docket Number MC-50.

55280

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SUNDAY
August 25, 1974

FHWA 65-74 (202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that highway construction costs during the second quarter of 1974 jumped 7.4 percent above the previous quarter, to 201.4 percent of the 1967 average. This follows an 11.7 percent increase for the first quarter. The composite price index for the second quarter is 38.0 percent above that for the second quarter of 1973.

The price index figures are likely to fluctuate erratically from quarter to quarter and comparison on a single quarter basis can therefore be somewhat misleading. A better indicator of the change in costs and one that would normally tend to reduce erratic fluctuations in the price index is a moving average of the price indexes for three quarters. The three-quarter moving average for any quarter is obtained by averaging the price index for that quarter with the price indexes for the quarter preceding and following it. The composite price index on this basis for the first quarter of 1974 rose 9.9 percent above that for the last quarter of 1973. The increase followed a 7.9 percent rise during the previous quarter, placing the three-quarter moving average 29.4 percent above the level of the three-quarter moving average for the first quarter of 1973.

Also based on the three-quarter moving average, bituminous concrete surfacing led the advance in highway construction costs for the three-quarter moving average identified for the first quarter of 1974, with a 21.9 percent increase over the previous quarter, setting it at 32.4 percent above the similar period a year ago. During the same periods, structural reinforcement rose 18.3 percent, taking it to a level of 50.5 percent above the comparable period of a year ago.

The sharp price escalation was evident in most items. Excavation rose 6.8 percent above the previous quarter and 31.5 percent above a year ago. Portland cement surfacing continued to escalate and was up 6.1 percent above the previous quarter and 27.8 percent above the level of a year ago. Structural steel prices increased 8.4 percent above the previous quarter and 36.3 percent above the comparable period of a year ago. There were also substantial increases of 7.6 and 14.5 percent in structural concrete over the same comparable periods.

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

The composite price index during the past 2 years and the percentage change from the preceding quarter have been as follows:

	(Three-quarter moving average)			
	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
2nd quarter, 1972 . . .	-	-	136.9	+1.9
3rd quarter, 1972 . . .	141.2	+5.5	139.5	+1.9
4th quarter, 1972 . . .	144.4	+2.3	141.0	+1.1
1st quarter, 1973 . . .	137.8	-4.6	142.8	+1.3
2nd quarter, 1973 . . .	145.9	+5.9	147.7	+3.5
3rd quarter, 1973 . . .	155.1	+6.3	155.9	+5.5
4th quarter, 1973 . . .	167.8	+8.2	168.2	+7.9
1st quarter, 1974 . . .	187.4	+11.7	184.8	+9.9
2nd quarter, 1974 . . .	201.4	+7.4	-	-

*For the three-quarter moving averages, these are the middle quarters of the three-quarter periods.

The price levels of the component items of the index in the second 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--		
	Second quarter 1974	First quarter 1974	Second quarter 1973	First quarter 1974	Second quarter 1973
	Excavation	178.0	179.7	138.0	-0.9
Surfacing					
Portland cement concrete	191.4	184.4	143.6	+3.8	+33.4
Bituminous concrete . .	243.8	205.4	153.1	+18.7	+59.3
Composite surfacing . .	216.8	194.6	148.2	+11.4	+46.3
Structures:					
Reinforcing steel	261.2	215.1	147.3	+21.4	+77.4
Structural steel	224.9	186.0	142.5	+21.0	+57.8
Structural concrete . . .	195.0	184.4	161.5	+5.7	+20.8
Composite structures	215.4	190.2	153.4	+13.2	+40.4
Composite price index . . .	201.4	187.4	145.9	+7.4	+38.0

The U.S. average contract unit prices for the index items during the various periods shown are:

	Unit	Individual Quarters		3-Qtr. Moving Average	
		1st Qtr. 1974	2nd Qtr. 1974	4th Qtr. 1973 ^{1/}	1st Qtr. 1974 ^{2/}
Excavation	Cu. Yd.	\$.97	\$.96	\$.89	.96
PCC surface	Sq. Yd.	8.17	8.48	7.54	8.00
Bit. conc. surf.	Ton	13.28	15.77	10.93	13.32
Str. reinf.	Lb.	.281	.342	.24	.28
Str. steel	Lb.	.459	.555	.42	.46
Str. concrete	Cu. Yd	129.64	137.07	117.00	125.93

^{1/} Weighted average unit prices for the 3rd and 4th quarters of 1973 and 1st quarter 1974.

^{2/} Weighted average unit prices for the 4th quarter of 1973 and 1st and 2nd quarters 1974.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
August 27, 1974

FHWA 64-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced that for the 1975-76 academic year, it will award 115 fellowships and scholarships for full-time study in the field of highway transportation.

Approximately 75 fellowships worth \$5,000 each and 40 scholarships at \$2,500 each will be offered. The selected candidates will be permitted to choose the university or college they wish to attend, provided the schools offer high level courses relevant to the fellowship-scholarship programs.

Federal Highway Administrator Norbert T. Tiemann said:

"The programs and their objectives are three-fold -

-- Highway Safety Fellowship Program - To assist State and local agencies to develop the expert manpower needed for the implementation of their highway safety programs.

-- Highway Transportation Research and Education Fellowship Program - To strengthen State and local highway transportation programs and to enable the transportation agencies to respond to technological advances.

-- Highway Technology Program - To assist State and local transportation agencies in developing the skilled manpower needed to perform technical tasks related to highway transportation and prepare technicians for increased responsibility."

"Preference will be given to present employees of State, county and city governments who are interested in improving their techniques and capabilities in highway transportation," the Administrator said.

State highway and local government agencies are encouraged to sponsor applicants for these awards.

Application forms will be available from FHWA Regional and Division Offices, State highway departments, colleges and universities, after September 15, 1974.

Forms may also be obtained from the National Highway Institute, HHI-6, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

Applications should be submitted directly to the FHWA National Highway Institute on or before December 31, 1974. Selected applicants and schools will be notified simultaneously within 60 days after the closing date.

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55318

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

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
August 22, 1974

FHWA 63-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a notice of proposed rulemaking which would give a broad general exemption from the Federal Motor Carrier Safety Regulations to most lightweight motor vehicles operating in interstate or foreign commerce and to drivers engaged wholly in operating those vehicles.

The new rule, proposed by FHWA's Bureau of Motor Carrier Safety, would apply to commercial motor vehicles having a manufacturer's gross vehicle weight rating of 10,000 pounds or less. The same exemption would apply to vehicles manufactured before gross vehicle weight ratings were required to be shown on the vehicle, when the gross vehicle weight is 10,000 pounds or less. In both cases, the exemption does not apply to vehicles hauling passengers for hire or any type or quantity of hazardous materials which would require the vehicle to be marked or placarded under Federal Hazardous Material Regulations. The vehicles and drivers would still have to comply with Federal requirements concerning the notification, reporting and recording of accidents.

BMCS Director Robert A. Kaye said, "The objective of the new rule is to remove a heavy administrative and economic burden from the small vehicle operators who are presently attempting to comply with Federal Motor Carrier Safety Regulations."

Interested persons are invited to submit written data, views or arguments pertaining to the proposal. All comments should be forwarded in triplicate to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590 on or before the close of business October 21, 1974, Docket Number MC-50.

55280

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DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
August 23, 1974

FHWA 62-74 (202) 426-0677
QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, JUNE 30, 1974

Secretary of Transportation Claude S. Brinegar said today that 35,821 miles or 84.3 percent of the 42,500-mile Interstate Highway System are now in use.

In addition to the mileage open to traffic, another 3,020-miles or 7.1 percent, is under construction.

"This represents an addition of 973 miles completed in the 12-month period since June 30, 1973," Secretary Brinegar said. "It reflects the steady progress being made in constructing this, the safest and best engineered highway network in the world."

Information compiled by the U. S. Department of Transportation's Federal Highway Administration as of June 30, 1974, showed that work has either been completed or is underway on 99 percent or 42,081 miles of the Interstate System. Only 419 miles or 1 percent have not yet advanced to the point where location public hearings have been held.

As currently designated, the system consists of 34,077 miles of rural and 8,423 miles of urban highways. As of this report, 28,786 miles or 84.5 percent of the rural mileage, and 7,035 miles or 83.5 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 34,848 a year ago and 35,713 as of March 31, 1974, the date of the last survey, to 35,821 as of June 30.

In addition to the sections open to traffic, 3,020 miles were under construction as of June 30, engineering or right-of-way acquisition prior to construction was in progress on another 2,764 miles; and route location approval was pending on 476 additional miles for which public hearings had been held.

The status of the Interstate System as of June 30, 1974, is shown on the accompanying map, and in detail in table I. In summary, the status follows: 1/

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>	
	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>
1. Improved and open to traffic <u>2/</u>	7,035	83.5	28,786	84.5	35,821	84.3
2. Under construction	564	6.7	2,456	7.2	3,020	7.1
3. Location approved construction not started	590	7.0	2,174	6.4	2,764	6.5
4. Public hearing held-approval pending	100	1.2	376	1.1	476	1.1
5. No location action taken	134	1.6	285	0.8	419	1.0
	<u>8,423</u>	<u>100.0</u>	<u>34,077</u>	<u>100.0</u>	<u>42,500</u>	<u>100.0</u>

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 \$54.85 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 \$41.13 billion, of which \$34.46 billion was for construction and \$6.67 billion for engineering and right-of-way acquisition. As of June 30, 1974, work estimated to cost \$13.72 billion was underway or authorized, including \$9.41 billion of construction; and \$4.31 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 \$2.412 billion was apportioned for fiscal year 1975 has also shown considerable accomplishment, with \$38.05 billion worth of work involving 281,141 miles of construction contracts completed or underway.

Construction contracts involving 269,627 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$28.43 billion; and contracts involving 11,514 miles at a cost of \$6.10 billion were underway on June 30. In addition, \$2.24 billion of engineering and right-of-way acquisition work had been completed and \$1.28 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 \$1.393 billion of tax revenue income during the 3 months ended June 30, about 68 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.225 billion. Disbursements for other highway related programs were \$45 million. The Status of the Trust Fund is shown in table IV.



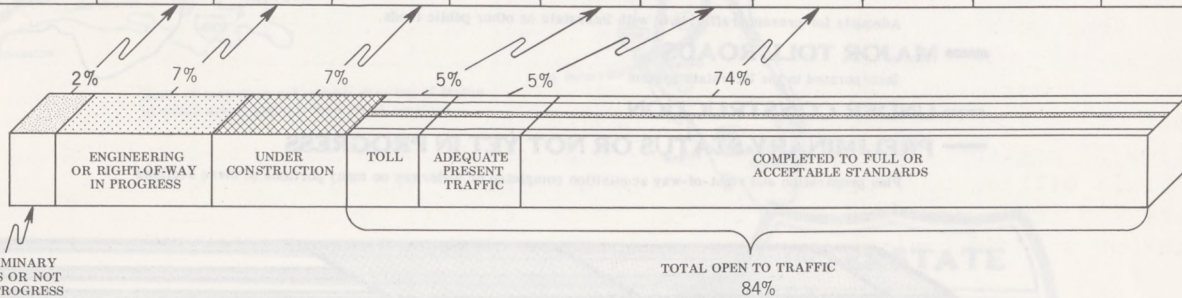
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1974

TABLE 1

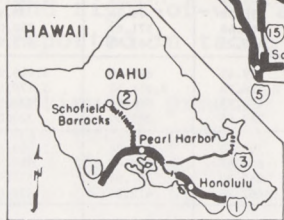
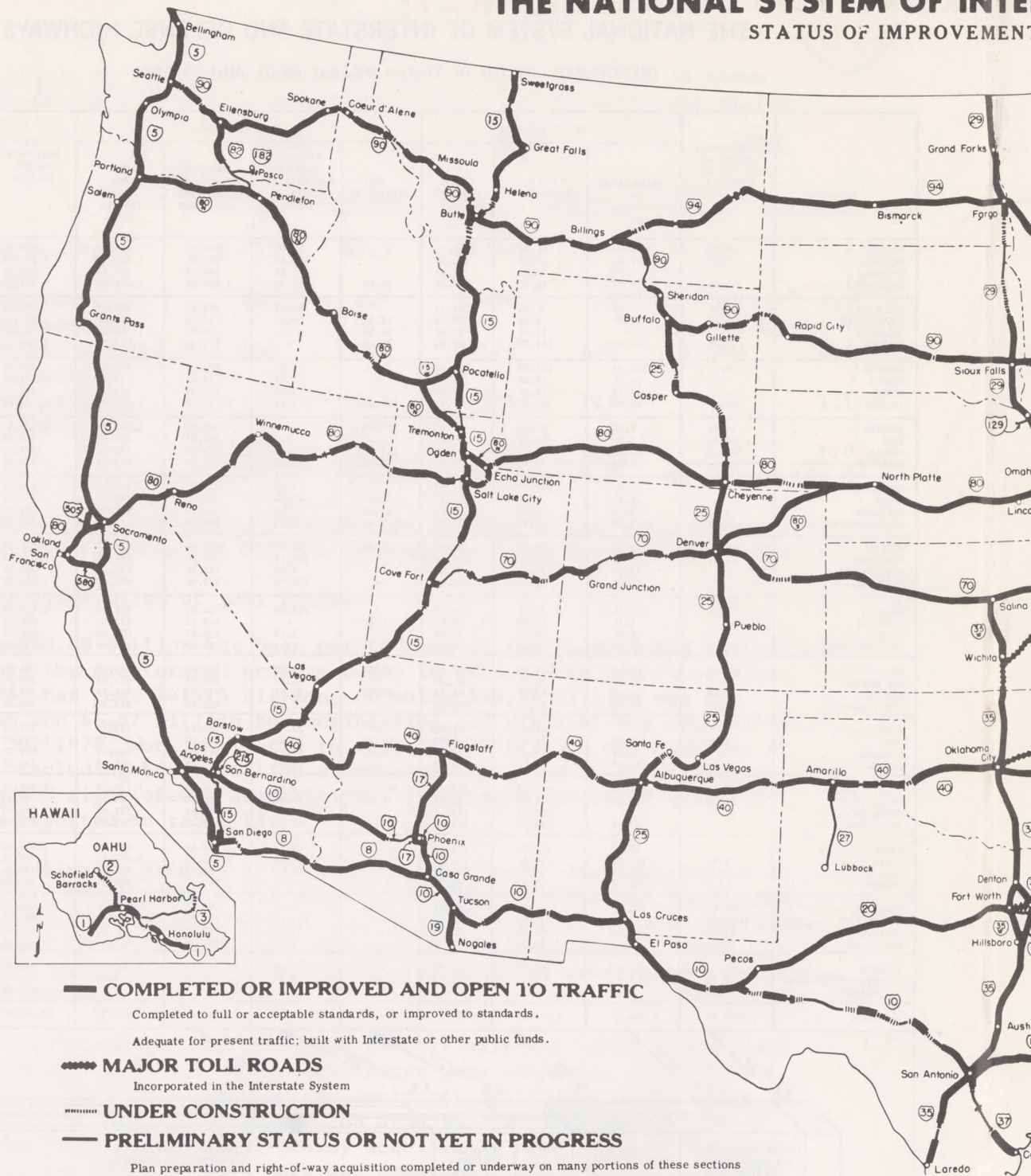
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS ^{1/}	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	99.20	84.90	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	-	8.81	499.73	508.54	526.34	ARKANSAS
CALIFORNIA	4.70	127.80	74.80	202.60	10.10	147.50	1,922.20	2,079.80	2,287.10 ^{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	204.50	161.30	365.80	94.00	-	916.36	1,010.36	1,406.76 ^{3/}	FLORIDA
GEORGIA	26.70	103.09	125.93	229.02	-	4.86	892.76	897.62	1,153.34	GEORGIA
HAWAII	-	16.22	13.88	30.10	-	2.01	19.44	21.45	51.55	HAWAII
IDAHO	4.62	39.33	13.56	52.89	-	93.85	459.89	553.74	611.25	IDAHO
ILLINOIS	16.68	94.89	206.37	301.26	154.92	61.80	1,192.98	1,409.70	1,727.64	ILLINOIS
INDIANA	14.30	7.43	81.76	89.19	156.90	-	869.03	1,025.93	1,129.42	INDIANA
IOWA	55.62	3.20	66.86	70.06	3.17	-	659.81	662.98	788.66	IOWA
KANSAS	-	33.80	6.60	40.40	187.70	3.55	589.55	780.80	821.20	KANSAS
KENTUCKY	-	45.73	77.96	123.69	39.20	15.42	558.68	613.30	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	14.68	13.40	3.20	16.60	53.30	43.07	231.76	328.13	359.41	MARYLAND
MASSACHUSETTS	17.50	9.18	8.11	17.29	133.98	20.89	259.49	414.36	449.15 ^{4/}	MASSACHUSETTS
MICHIGAN	46.50	16.65	91.35	108.00	5.39	42.96	973.46	1,021.81	1,176.31	MICHIGAN
MINNESOTA	14.47	106.75	101.89	208.64	-	119.71	576.30	696.01	919.12	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	139.54	70.50	210.04	-	247.09	706.95	954.04	1,188.66	MONTANA
NEBRASKA	-	1.21	36.39	37.60	0.22	-	442.91	443.13	480.73	NEBRASKA
NEVADA	-	68.91	26.24	95.15	-	3.13	436.27	439.40	534.55	NEVADA
NEW HAMPSHIRE	-	20.68	8.18	28.86	21.09	-	164.57	185.66	214.52	NEW HAMPSHIRE
NEW JERSEY	19.10	50.60	29.70	80.30	45.70	15.80	223.70	285.20	384.60 ^{5/}	NEW JERSEY
NEW MEXICO	-	48.21	38.08	86.29	-	44.99	868.02	913.01	999.30	NEW MEXICO
NEW YORK	68.92	22.79	65.32	88.11	490.78	27.21	658.82	1,176.81	1,333.84 ^{6/}	NEW YORK
NORTH CAROLINA	40.89	99.70	82.21	181.91	-	6.29	613.10	619.39	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	13.27	51.12	71.55	122.67	360.18	6.18	1,064.42	1,430.78	1,566.72	PENNSYLVANIA
RHODE ISLAND	15.86	8.30	6.49	14.79	0.50	9.48	58.36	68.34	98.99 ^{7/}	RHODE ISLAND
SOUTH CAROLINA	51.94	-	134.47	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	169.50	203.10	-	102.75	739.45	842.20	1,045.30	TENNESSEE
TEXAS	24.92	281.91	212.60	494.51	-	232.40	2,418.70	2,651.10	3,170.53	TEXAS
UTAH	-	227.75	63.83	291.58	-	52.83	593.73	646.56	938.14	UTAH
VERMONT	-	26.73	23.80	50.53	-	-	269.85	269.85	320.38	VERMONT
VIRGINIA	40.17	133.19	48.66	181.85	9.15	34.10	798.59	841.84	1,063.86	VIRGINIA
WASHINGTON	70.62	52.42	15.82	68.24	-	101.40	521.65	623.05	761.91	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	-	63.82	47.24	111.06	-	16.08	786.95	803.03	914.09	WYOMING
DISTRICT OF COLUMBIA	9.36	7.24	2.19	9.43	-	2.47	8.29	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-0.88 ^{8/}	-	-	-	-	-	-	-	-0.88 ^{8/}	PENDING
TOTAL	894.80	2,764.07	3,020.60	5,784.67	2,309.32	2,267.37	31,243.84	35,820.53	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 7.10 miles of the total 35.12 miles of I-93 and 12.80 miles of the total 100.93 miles of I-495 around Boston which are chargeable to the Howard-Cramer Act.
 5/ 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.
 6/ 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.
 7/ 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.
 8/ 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 INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT

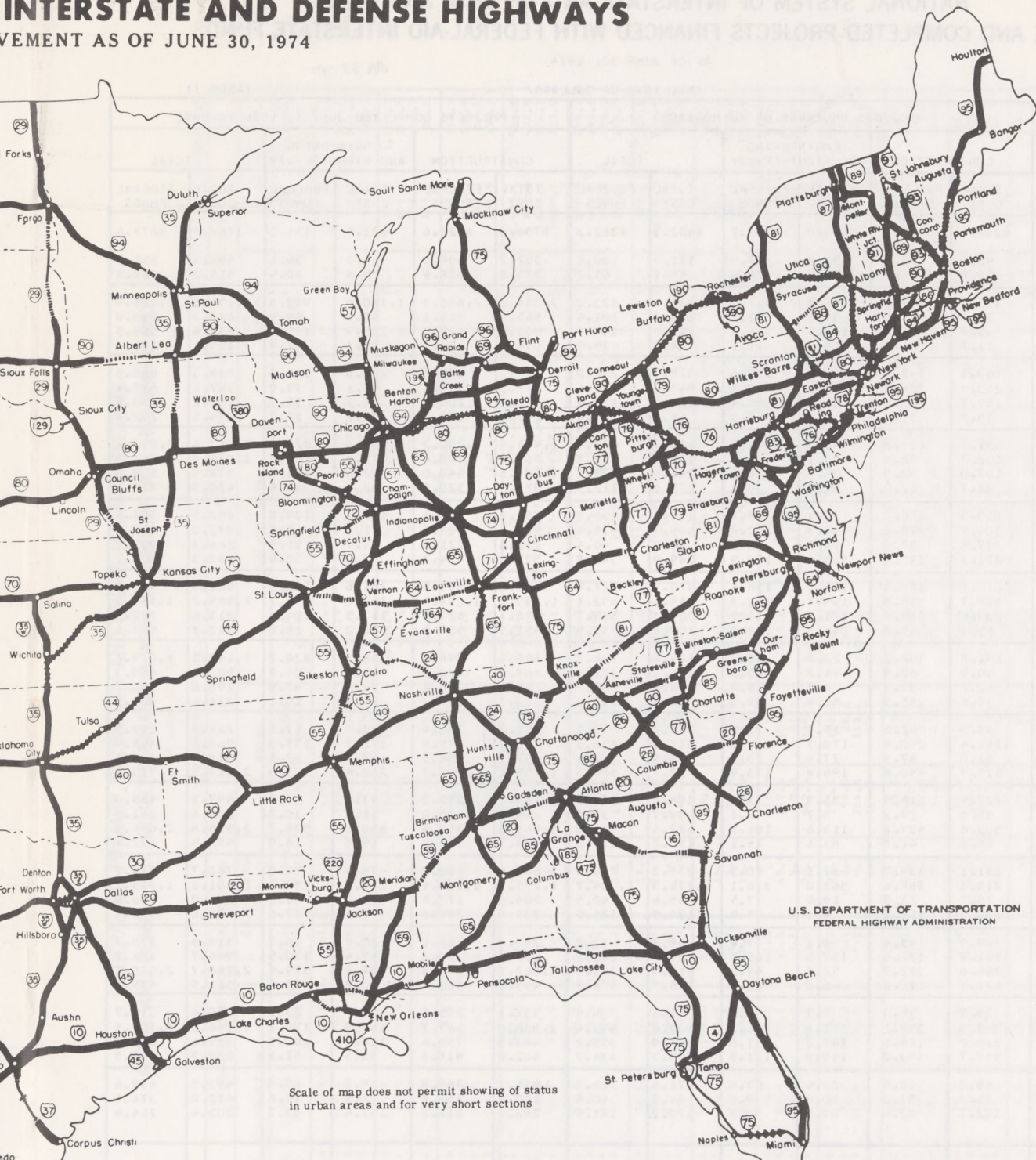


Preliminary Status or Not Yet in Progress
 895 Miles

Engineering and Right-of-Way in Progress	Under Construction	Completed or Improved and Open to Traffic	Major Toll Roads
2764 Miles	3020 Miles		

INTERSTATE AND DEFENSE HIGHWAYS

MOVEMENT AS OF JUNE 30, 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

Open to Traffic

35,821 Miles

8,841 Miles

INTERSTATE

TOTAL

42,500

MILES

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

AS OF JUNE 30, 1974

JUL 26 1974

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$239.5	\$216.1	\$163.0	\$146.2	\$402.5	\$362.3	\$706.4	\$624.6	\$62.4	\$54.0	\$768.8	\$678.6
ALASKA												
ARIZONA	90.0	93.3	81.8	77.5	171.8	160.8	537.2	494.6	60.3	56.1	597.5	550.7
ARKANSAS	40.6	36.7	27.5	24.6	68.1	61.3	379.6	338.4	35.4	30.4	415.0	368.8
CALIFORNIA	533.2	467.1	398.8	356.1	932.0	823.2	3,034.1	2,646.8	1,160.4	980.0	4,194.5	3,626.8
COLORADO	76.0	68.8	35.7	32.6	111.7	101.4	565.8	506.1	57.5	49.9	623.3	556.0
CONNECTICUT	93.4	80.9	119.5	106.6	212.9	187.5	500.5	422.8	153.9	135.7	654.4	558.5
DELAWARE	71.7	64.4	12.7	11.5	84.4	75.9	94.4	83.7	20.7	17.9	115.1	101.6
FLORIDA	163.1	142.4	165.8	139.6	329.9	282.0	767.7	672.3	170.6	146.0	938.3	818.3
GEORGIA	263.8	224.3	85.8	77.3	349.6	301.6	677.5	597.5	90.1	79.9	767.6	677.4
HAWAII	139.7	122.5	65.2	56.4	204.9	178.9	125.7	109.1	56.5	51.7	184.2	160.8
IDAHO	55.8	51.6	8.4	7.3	64.2	59.4	241.3	220.1	33.2	29.2	274.5	249.3
ILLINOIS	551.8	489.8	51.5	43.0	603.3	532.8	1,965.5	1,702.2	381.9	328.2	2,347.4	2,030.4
INDIANA	102.7	92.4	29.1	26.3	131.8	118.7	902.8	808.4	170.6	153.5	1,073.4	961.9
IOWA	107.0	92.9	34.6	30.2	141.6	123.1	506.5	448.0	72.4	61.0	578.9	509.0
KANSAS	92.7	82.9	32.9	29.6	125.6	112.5	374.3	329.6	52.6	46.8	426.9	376.4
KENTUCKY	155.3	138.2	32.1	28.7	187.4	166.9	755.8	672.4	126.7	109.0	882.5	781.4
LOUISIANA	309.2	277.6	156.5	140.8	465.7	418.4	900.3	804.1	71.7	62.4	972.0	866.5
MAINE	27.8	23.9	18.5	16.5	46.3	40.4	252.6	221.3	13.7	11.9	266.3	233.2
MARYLAND	221.3	195.9	168.6	150.9	389.9	346.8	526.3	454.7	57.0	50.0	583.3	504.7
MASSACHUSETTS	216.5	189.3	153.8	138.6	370.3	327.9	660.2	575.9	161.6	141.5	821.8	717.4
MICHIGAN	378.7	339.8	169.7	152.3	548.4	472.1	1,239.4	1,054.3	349.8	298.7	1,589.2	1,353.0
MINNESOTA	209.6	189.2	171.7	154.5	381.3	343.7	696.1	627.5	117.5	104.6	813.6	732.1
MISSISSIPPI	55.1	49.2	54.3	48.7	109.4	97.9	491.5	439.1	21.2	18.0	512.7	457.1
MISSOURI	191.8	168.2	22.8	20.5	214.6	188.7	894.8	798.0	248.7	220.7	1,143.5	1,018.7
MONTANA	90.7	82.5	44.2	40.3	134.9	122.8	467.0	422.6	41.4	36.7	508.4	459.3
NEBRASKA	42.2	37.9	6.7	6.0	48.9	43.9	244.3	218.4	54.3	47.9	298.6	266.3
NEVADA	37.6	35.6	61.4	58.3	99.0	93.9	215.1	199.2	11.5	10.1	226.6	209.3
NEW HAMPSHIRE	47.5	42.5	15.4	13.6	62.9	56.1	209.2	181.4	20.0	17.1	229.2	198.5
NEW JERSEY	341.4	290.8	170.7	148.0	512.1	438.8	795.7	695.6	172.8	153.3	968.5	848.9
NEW MEXICO	51.0	47.3	27.4	25.3	78.4	72.6	467.2	430.3	47.4	42.1	514.6	472.4
NEW YORK	515.9	450.6	196.8	173.9	712.7	624.5	1,755.1	1,491.7	262.4	221.5	2,017.5	1,713.2
NORTH CAROLINA	127.9	114.9	56.9	51.2	184.8	166.1	449.7	393.5	47.6	41.5	497.3	435.0
NORTH DAKOTA	30.0	27.2	9.7	8.6	39.7	35.8	244.8	220.9	11.8	10.3	256.6	231.2
OHIO	503.8	437.2	118.6	106.8	622.4	544.0	1,664.9	1,459.9	650.9	576.2	2,315.8	2,036.1
OKLAHOMA	46.6	41.9	83.6	75.1	130.2	117.0	433.3	380.8	19.6	16.9	452.9	397.7
OREGON	151.1	138.7	87.1	80.3	238.2	219.0	682.4	608.7	78.3	70.0	760.7	678.7
PENNSYLVANIA	813.3	688.6	363.0	316.1	1,176.3	1,004.7	1,275.7	1,124.4	226.1	190.7	1,501.8	1,315.1
RHODE ISLAND	25.7	23.0	19.9	17.5	45.6	40.5	204.8	177.8	56.2	48.8	261.0	226.6
SOUTH CAROLINA	130.5	117.5	4.4	4.0	134.9	121.5	333.4	298.2	42.6	37.6	376.0	335.8
SOUTH DAKOTA	49.9	45.4	8.1	7.4	58.0	52.8	299.7	269.0	18.8	16.7	318.5	285.7
TENNESSEE	151.9	136.5	117.5	105.7	269.4	242.2	835.3	750.6	149.4	130.5	984.7	881.1
TEXAS	364.6	322.9	52.8	47.5	417.4	370.4	1,862.5	1,646.3	424.2	379.4	2,286.7	2,025.7
UTAH	120.7	111.3	65.0	61.6	185.7	172.9	453.3	422.4	60.2	53.5	513.5	475.9
VERMONT	33.7	30.3	7.3	6.6	41.0	36.9	331.1	295.4	28.5	23.3	359.6	318.7
VIRGINIA	385.8	337.2	117.8	106.2	503.6	443.4	1,088.0	967.7	158.3	139.8	1,246.3	1,107.5
WASHINGTON	219.2	198.6	167.2	151.6	386.4	350.2	843.5	730.6	116.1	100.5	959.6	831.1
WEST VIRGINIA	557.7	503.2	145.8	131.5	703.5	634.7	462.0	414.6	58.3	51.2	520.3	465.8
WISCONSIN	45.0	40.5	26.4	23.8	71.4	64.3	414.1	369.8	79.2	69.8	493.3	439.6
WYOMING	34.0	31.0	10.8	9.8	44.8	40.8	389.5	356.7	22.5	19.8	412.0	376.5
DIST. OF COL.	102.7	82.6	67.5	59.3	170.2	141.9	242.0	211.2	61.4	53.7	303.4	264.9
PUERTO RICO												
TOTAL	9,406.6	8,303.1	4,312.6	3,852.8	13,719.2	12,155.9	34,459.5	30,389.4	6,668.5	5,795.9	41,128.4	36,185.3

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

AS OF JUNE 30, 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	\$134.6	\$69.9	235.6	\$47.1	\$24.9	\$181.7	\$94.8	\$552.3	278.4	7,813.0	55.3	26.9	607.6	305.3
ALASKA	135.0	119.1	259.4	40.3	37.8	175.3	156.9	481.3	441.7	3,287.1	78.2	72.5	554.5	514.2
ARIZONA	53.2	38.9	76.7	1.8	1.4	55.0	40.3	320.2	219.6	2,148.3	4.5	3.0	324.7	222.6
ARKANSAS	92.9	54.3	285.1	20.0	10.0	112.9	64.3	412.7	205.5	5,704.4	22.6	10.9	435.3	216.4
CALIFORNIA	355.0	235.9	305.8	27.5	17.8	382.5	253.7	1,804.9	986.9	4,165.4	26.4	16.8	1,831.3	1,005.7
COLORADO	42.1	26.9	84.0	25.6	15.6	67.7	42.5	434.6	237.4	4,036.4	57.0	31.1	491.6	268.5
CONNECTICUT	30.4	46.5	22.5	24.2	12.5	104.6	59.0	254.9	125.5	281.2	30.7	15.2	285.6	140.7
DELAWARE	37.2	22.1	17.1	7.1	3.9	44.3	26.0	113.7	56.5	551.8	11.9	6.1	125.6	62.6
FLORIDA	212.0	130.6	169.9	29.3	16.6	241.9	147.2	666.1	313.5	3,798.8	9.9	5.0	676.0	318.5
GEORGIA	164.3	91.2	261.7	68.1	35.5	232.4	126.7	610.7	301.5	6,316.7	70.6	34.9	681.3	336.4
HAWAII	37.8	18.6	15.0	21.4	9.5	59.2	28.1	85.2	41.8	177.8	27.5	13.8	112.7	55.6
IDAHO	44.7	34.2	173.1	3.2	2.2	47.9	36.4	207.4	136.1	2,611.9	24.1	14.2	231.5	150.3
ILLINOIS	288.6	157.2	547.8	2.2	1.1	290.8	158.3	1,353.2	639.5	8,874.0	67.9	32.7	1,421.1	722.2
INDIANA	120.9	64.4	159.8	24.2	12.7	145.1	77.1	709.4	362.5	3,661.4	83.6	40.0	402.5	268.5
IOWA	74.5	43.0	525.8	4.0	2.7	78.5	45.7	616.1	316.7	13,139.4	18.9	9.4	635.0	326.1
KANSAS	82.2	46.3	334.9	7.2	3.6	89.4	49.9	609.1	299.9	14,598.2	46.2	23.1	655.3	323.0
KENTUCKY	103.0	52.9	99.2	50.3	26.2	153.3	79.1	417.0	209.2	2,492.5	79.4	39.0	466.4	248.2
LOUISIANA	133.4	70.4	133.6	43.1	21.7	176.5	92.1	459.4	225.3	2,992.3	21.6	10.5	481.0	235.8
MAINE	21.4	12.6	59.7	10.7	5.8	32.1	18.4	209.7	102.8	1,096.5	26.2	12.3	235.9	115.1
MARYLAND	92.8	51.1	78.7	55.7	31.4	148.5	82.5	313.5	152.5	1,549.4	6.4	3.2	318.9	155.7
MASSACHUSETTS	159.9	91.6	87.7	47.0	27.0	206.9	118.6	474.6	233.0	553.9	112.5	32.5	587.1	265.5
MICHIGAN	170.0	102.1	468.4	46.7	26.4	216.7	128.5	1,083.7	531.9	10,496.6	73.2	34.7	1,156.9	566.6
MINNESOTA	160.2	89.5	716.6	8.5	4.4	168.7	93.9	748.7	373.1	17,208.2	19.4	9.9	765.1	383.0
MISSISSIPPI	81.4	44.7	394.1	25.0	12.6	106.4	57.3	444.8	216.0	8,543.4	38.6	19.2	483.4	235.2
MISSOURI	107.5	67.3	194.0	93.4	52.4	200.9	119.7	723.6	367.0	10,311.1	136.4	65.9	860.0	432.9
MONTANA	37.5	26.1	163.4	21.8	14.1	59.3	40.2	370.0	224.9	5,132.3	37.9	21.2	407.9	246.1
NEBRASKA	72.7	41.8	407.2	6.7	3.5	79.4	45.3	478.1	242.6	9,171.7	40.0	19.8	518.1	262.4
NEVADA	18.0	16.6	42.0	28.8	26.0	46.8	42.6	156.1	136.4	2,016.7	16.7	14.0	172.8	150.4
NEW HAMPSHIRE	15.6	8.7	18.1	1.3	.7	16.9	9.4	153.5	75.6	515.4	5.6	2.6	159.1	78.2
NEW JERSEY	126.4	63.4	50.1	90.6	45.4	217.0	108.8	445.8	213.9	583.7	67.2	31.8	513.0	245.7
NEW MEXICO	40.4	26.1	67.3	8.6	5.7	49.0	31.8	295.9	192.8	2,788.1	29.9	18.0	325.8	210.8
NEW YORK	493.3	277.1	201.8	49.0	28.1	542.8	305.2	2,039.2	950.8	3,700.8	34.1	16.5	2,073.3	967.3
NORTH CAROLINA	143.4	84.3	180.0	47.2	23.9	190.6	108.2	644.3	318.9	5,257.6	112.2	55.4	756.5	374.3
NORTH DAKOTA	42.4	25.8	821.8	4.1	2.4	46.5	28.2	337.3	172.7	16,758.2	20.1	10.6	357.4	183.3
OHIO	276.9	143.3	176.4	7.9	4.3	284.8	147.6	1,058.5	539.1	3,015.6	162.2	81.5	1,229.7	620.6
OKLAHOMA	107.1	61.7	331.5	12.0	6.0	119.1	67.7	601.5	297.7	7,012.0	16.1	7.6	617.6	305.3
OREGON	62.2	30.4	60.9	13.7	9.1	75.9	39.5	349.7	213.5	2,292.3	24.5	14.3	374.2	227.8
PENNSYLVANIA	541.1	271.9	292.3	52.3	27.7	593.4	299.6	1,137.9	557.0	2,269.0	107.3	46.4	1,245.2	603.4
RHODE ISLAND	40.0	23.3	27.9	22.5	11.3	62.5	34.6	121.2	59.6	267.5	32.4	15.9	153.6	75.5
SOUTH CAROLINA	77.4	45.1	395.8	4.1	2.5	81.5	47.6	379.8	189.3	8,274.8	25.6	13.0	405.4	202.3
SOUTH DAKOTA	38.8	24.8	352.6	1.6	.9	40.4	25.7	362.4	177.3	11,154.7	5.5	3.0	367.9	200.3
TENNESSEE	96.9	53.9	267.8	45.7	22.9	142.6	76.8	553.3	276.9	8,307.0	62.8	29.8	616.1	306.7
TEXAS	311.1	181.9	770.8	.3	.2	311.4	182.1	1,925.0	986.2	21,643.4	7.9	4.4	1,932.9	990.6
UTAH	26.6	20.6	97.7	13.0	10.4	39.6	31.0	194.1	140.2	1,849.8	20.1	14.0	214.2	154.2
VERMONT	14.0	8.4	13.1	1.2	.6	15.2	9.0	122.2	61.2	579.5	17.5	8.1	139.7	69.3
VIRGINIA	133.6	84.3	195.5	8.9	4.6	142.5	88.9	644.8	310.9	4,218.5	55.5	26.6	700.3	337.5
WASHINGTON	86.3	56.4	254.8	7.5	4.4	94.4	60.8	496.4	257.5	4,425.0	25.3	12.8	521.7	270.3
WEST VIRGINIA	59.0	31.4	33.4	30.4	16.4	89.4	47.8	245.0	123.2	1,149.7	43.3	21.6	288.3	144.8
WISCONSIN	134.4	81.1	427.3	41.0	21.6	175.4	102.7	669.7	334.5	7,587.3	61.8	31.0	731.5	365.5
WYOMING	15.0	12.5	92.5	6.0	4.8	21.0	17.3	224.8	151.8	2,785.3	12.4	8.5	237.2	160.3
DIST. OF COL.	39.7	26.4	20.0	5.6	3.7	45.3	30.1	122.5	68.6	114.9	14.5	7.4	137.0	76.0
PUERTO RICO	60.5	32.2	46.4	13.9	8.5	74.4	40.7	195.2	88.6	346.8	32.9	13.3	228.1	101.9
TOTAL	6,097.0	3,541.0	11,514.0	1,278.9	725.5	7,375.9	4,266.5	28,431.4	14,807.4	269,627.2	2,240.2	1,131.9	30,671.6	15,939.3

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED JUNE 30, 1974	FISCAL YEAR 7-1-73 TO 6-30-74
Balance at beginning of period.....	<u>1/</u> \$7,343,361	\$5,590,688
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds).....	945,083	4,331,295
Less motorboat fuel revenue <u>2/</u>	<u>4,300</u>	<u>30,000</u>
Net for highways.....	940,783	4,301,295
Trucks, buses, and trailers.....	128,271	614,132
Tires, tubes, and tread rubber.....	248,241	895,230
Vehicle use.....	29,836	225,193
Parts and accessories, trucks and buses....	31,831	130,455
Lubricating oil (net after refunds).....	<u>14,284</u>	<u>94,005</u>
Total excise revenues.....	1,393,246	6,260,310
Interest earned.....	223,885	414,667
Total Income.....	<u>1,617,131</u>	<u>6,674,977</u>
Disbursements:		
For highways.....	1,225,184	<u>1/</u> 4,464,321
National Highway Traffic Safety Administration	28,413	89,449
Trust Fund share other highway programs.....	<u>17,100</u>	<u>22,100</u>
Total Disbursements.....	1,270,697	4,575,870
Balance at end of period.....	\$7,689,795	\$7,689,795
Liability for unpaid obligations (6/30/74).....	<u>8,011,721</u>	
Balance less liability for unpaid obligation.....	\$ -321,926	

1/ Revised.

2/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Section 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

FOR RELEASE THURSDAY
August 29, 1974

WASHINGTON, D. C. 20590

FHWA 66-74 (202) 426-0677

Motor fuel reports for 6 months of 1974 show that motor gasoline sales continue to decline according to the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Based on reports from 14 States, gasoline sales for June 1974 showed a 7.0 percent decrease from sales reported for June 1973, compared to decreases of 3.7 percent in April and 1.8 percent in May. Three States showed increases, while 11 States reported decreases in their sales over the same period a year ago.

The FHWA issues 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 the 6 months of 1974, that include data for 14 States, show a 7.7 percent decrease from 1973. Of the 14 States, five have reported decreases for 6 months in a row. During the first 6 months of 1974, gasoline sales declined by 520,000 barrels-per-day from the same period a year ago.

Based on 48 States, the barrels-per-day rate for April 1974 was 6,701,000, a decrease from the April 1973 rate of 6,957,000, but greater than the April 1972 rate of 6,499,000. For May 1974, the 46 States reporting data show a barrels-per-day rate of 6,896,000 which is lower than the May 1973 rate of 7,023,000 but higher than the April 1972 rate of 6,786,000 barrels-per-day. For June 1974, the 14 reporting States'

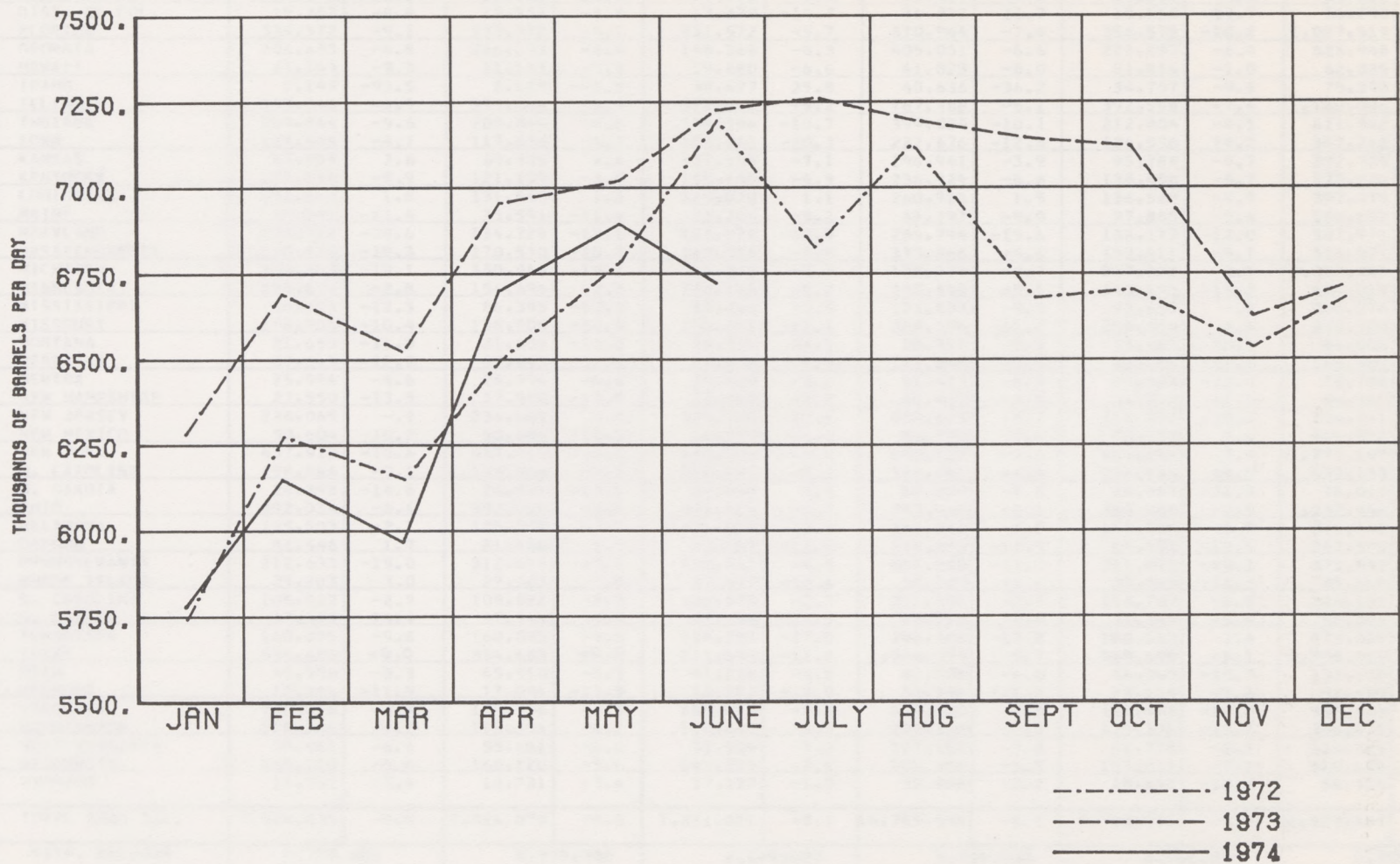
data show a national barrels-per-day rate of 6,722,000, a decrease from both the June 1973 rate of 7,228,000 and the June 1972 rate of 7,196,000.

The tables that show January through June 1974 monthly motor gasoline data by States, as well as a graph of the monthly national barrels-per-day rates, are attached.

* * * * *

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH



STATE	JAN.74 (ALL STATES)		CAL. YR. CUMUL.		FEB.74 (ALL STATES)		CAL. YR. CUMUL.		MAR.74 (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	140,386	-6.7	140,386	-6.7	129,236	-7.0	269,622	-6.8	153,289	.9	422,911	-4.2
ALASKA	12,230	17.7	12,230	17.7	10,927	8.8	23,157	13.3	10,814	17.8	33,971	14.7
ARIZONA	79,417	-22.0	79,417	-22.0	92,182	-6.7	171,599	-14.5	91,252	-7.6	262,851	-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	768,342	-12.8	2,223,351	-9.4
COLORADO	93,315	-8.6	93,315	-8.6	97,378	-10.4	190,693	-9.6	79,937	-25.4	270,630	-14.9
CONNECTICUT	101,346	-7.7	101,346	-7.7	96,378	-6.6	197,724	-7.2	103,843	-9.5	301,567	-8.0
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	19,558	-13.7	56,290	-12.4
FLORIDA	339,372	-9.1	339,372	-9.1	331,572	-5.7	670,944	-7.4	356,575	-10.2	1,027,519	-8.4
GEORGIA	206,683	-6.8	206,683	-6.8	198,368	-6.3	405,051	-6.6	223,897	-6.4	628,948	-6.5
HAWAII	21,143	-9.3	21,143	-9.3	19,880	-6.6	41,023	-8.0	21,816	-1.0	62,839	-5.7
IDAHO	2,149	-93.5	2,149	-93.5	38,487	25.8	40,636	-36.2	34,757	-9.8	75,393	-26.3
ILLINOIS	393,546	-6.9	393,546	-6.9	373,942	-5.2	767,488	-6.1	392,598	-7.4	1,160,086	-6.5
INDIANA	209,844	-9.6	209,844	-9.6	189,194	-10.7	399,038	-10.1	212,804	-8.5	611,842	-9.6
IOWA	117,634	-4.7	117,634	-4.7	105,042	-20.3	222,676	-12.8	124,536	14.2	347,212	-4.7
KANSAS	69,805	2.6	69,805	2.6	127,138	-7.1	196,941	-3.9	95,784	-9.7	292,725	-5.9
KENTUCKY	121,139	-8.9	121,139	-8.9	115,685	-4.5	236,824	-6.8	135,450	-4.7	372,274	-6.0
LOUISIANA	131,843	1.8	131,843	1.8	129,070	1.1	260,913	1.5	136,562	-8.9	397,475	-2.3
MAINE	35,591	-11.4	35,591	-11.4	33,206	-8.2	68,797	-9.9	37,885	-5.4	106,682	-8.3
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	367,590	-3.9	1,037,867	-7.1
MINNESOTA	154,694	-2.8	154,694	-2.8	136,148	-8.2	290,842	-5.4	143,193	-11.2	434,035	-7.4
MISSISSIPPI	86,393	-12.5	86,393	-12.5	87,246	-5.9	173,639	-9.3	92,637	-8.8	266,276	-6.5
MISSOURI	198,905	-10.4	198,905	-10.4	190,491	-12.1	389,396	-11.2	208,904	4.4	598,300	-6.3
MONTANA	21,659	-11.0	21,659	-11.0	28,738	-8.1	50,397	-9.4	33,609	36.3	84,006	4.7
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	25,439	-5.2	51,433	-4.9	27,325	-12.9	78,758	-7.8
NEW HAMPSHIRE	27,550	-13.5	27,550	-13.5	27,867	-5.2	55,417	-9.5	31,352	-1.9	86,769	-6.9
NEW JERSEY	236,065	-9.9	236,065	-9.9	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	50,133	2.4	146,912	-4.4
NEW YORK	457,913	-10.6	457,913	-10.6	432,216	-5.4	890,129	-8.1	487,068	-7.4	1,377,197	-7.9
N. CAROLINA	198,944	-9.1	198,944	-9.1	190,047	-8.1	388,991	-8.6	234,144	49.9	623,135	7.1
N. DAKOTA	24,398	-14.6	24,398	-14.6	26,630	4.4	51,028	-5.6	24,987	-21.9	76,015	-11.7
OHIO	392,024	-6.4	392,024	-6.4	351,414	-5.7	743,448	-6.1	389,000	-7.5	1,132,448	-6.6
OKLAHOMA	125,503	-2.7	125,503	-2.7	116,833	-10.8	242,336	-6.8	132,106	-6.5	374,442	-6.7
OREGON	81,446	1.7	81,446	1.7	76,907	-22.9	158,353	-11.9	89,152	-12.5	247,505	-12.1
PENNSYLVANIA	312,633	-19.0	312,633	-19.0	350,197	-4.5	662,830	-11.9	211,012	-48.2	873,842	-24.7
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	102,573	-2.7	211,395	-2.8	114,767	-6.5	326,162	-4.1
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	180,663	1.4	475,029	-8.2
TEXAS	534,685	0.0	534,685	0.0	511,694	-11.0	1,046,379	-5.7	549,690	-6.1	1,596,069	-5.8
UTAH	45,550	-5.3	45,550	-5.3	41,255	-6.8	86,805	-6.0	46,345	-10.7	133,150	-7.7
VERMONT	17,084	-11.5	17,084	-11.5	16,282	-13.0	33,366	-12.2	18,124	-7.8	51,490	-10.7
VIRGINIA	179,036	-6.5	179,036	-6.5	165,014	-9.2	344,050	-7.8	187,453	-10.0	531,503	-8.6
WASHINGTON	118,254	-9.2	118,254	-9.2	110,888	-4.5	229,142	-7.0	125,336	-12.2	354,478	-8.9
WEST VIRGINIA	55,661	-6.6	55,661	-6.6	51,504	-7.3	107,165	-7.0	61,778	-2.7	168,943	-5.5
WISCONSIN	160,120	-5.6	160,120	-5.6	143,339	-7.4	303,459	-6.5	157,021	-7.2	460,480	-6.7
WYOMING	18,731	-3.4	18,731	-3.4	17,137	-1.0	35,868	-2.2	18,647	-10.6	54,515	-5.3
TOTAL 1000 GAL.	7,524,075	-8.0	7,524,075	-8.0	7,231,021	-8.1	14,755,096	-8.1	7,768,371	-8.5	22,523,467	-8.2
RATE, BBL/DAY	5,779,000		5,779,000		6,149,000		5,954,000		5,966,000		5,959,000	

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.

STATE	APR. 74 (48 STATES)		CAL. YR. CUMUL.		MAY 74 (46 STATES)		CAL. YR. CUMUL.		JUN. 74 (14 STATES)		CAL. YR. CUMUL.	
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT
	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE
ALABAMA	158,016	.6	580,927	-2.9	166,667	.8	747,594	-2.1				
ALASKA	10,308	3.9	44,279	12.0	12,012	-1.2	56,291	8.9				
ARIZONA	94,075	-6.0	356,926	-10.7	61,883	-39.4	418,809	-16.5				
ARKANSAS	97,120	2.8	347,471	-4.1	101,082	.4	448,553	=3.1	101,224	-1.3	549,777	-2.8
CALIFORNIA	823,667	-4.1	3,047,018	-8.0	863,760	-5.4	3,910,778	-7.5				
COLORADO	121,130	13.2	391,760	-7.8	94,620	-15.8	486,380	-9.5	128,239	7.8	614,619	-6.4
CONNECTICUT	103,657	-5.2	405,224	-7.3	115,505	-2.1	520,729	-6.2				
DELAWARE	23,917	-5.2	88,535	-8.3	25,731	-4.8	114,266	-7.5				
DIST. OF COL.	19,894	-8.1	76,184	-11.3	21,199	-6.8	97,383	-10.4	19,367	-11.6	116,750	-10.6
FLORIDA	361,556	-1.6	1,389,075	-6.7	356,668	-3.0	1,745,743	-6.0				
GEORGIA	230,672	-4.7	859,620	-6.0	240,981	1.3	1,100,601	-4.5				
HAWAII	21,758	-17.7	84,597	-9.1	23,042	-8.0	107,639	-8.9				
IDAHO	37,313	-12.1	112,706	-22.4	26,409	-29.9	139,115	-23.9	46,268	4.6	185,383	-18.4
ILLINOIS												
INDIANA	229,785	-4.6	841,627	-8.3	240,525	-7.5	1,082,152	-8.1	241,416	-2.4	1,323,568	-7.1
IOWA	142,524	-4.2	489,736	-4.6								
KANSAS	95,672	10.8	388,397	-2.3	167,106	2.0	555,503	-1.0				
KENTUCKY	139,244	-8	511,518	-4.7	149,021	-1.7	660,539	-4.0				
LOUISIANA	145,806	1.8	543,281	-1.3	154,553	-9.0	697,834	-3.1				
MAINE	38,069	-4.6	144,751	-7.4	44,977	-4	189,728	-5.8				
MARYLAND	144,093	-5.7	542,064	-12.3	158,441	-2.8	700,505	-10.3	152,692	-3.1	853,197	-9.1
MASSACHUSETTS	185,090	-9.6	701,367	-9.6	213,106	1.7	914,473	-7.2	118,760	-41.7	1,033,233	-13.1
MICHIGAN	375,760	-1	1,413,627	-5.3	404,588	19.5	1,818,215	-7				
MINNESOTA	158,554	-6.3	592,589	-7.1	178,503	-6.5	771,092	-7.0				
MISSISSIPPI	98,835	7.3	365,111	-3.1	105,401	-3.9	470,512	-3.3	100,306	-11.1	570,818	-4.8
MISSOURI	224,136	-2.3	822,436	-5.3	221,353	3.3	1,043,789	-3.6				
MONTANA	26,893	-45.1	110,899	-14.2	39,889	-12.1	150,788	-13.6				
NEBRASKA	95,675	16.1	261,984	-3.8	66,566	-17.5	328,550	-6.9				
NEVADA	30,174	2.1	108,932	-5.3	34,523	-5.2	143,455	-5.3				
NEW HAMPSHIRE	28,995	-4.2	115,764	-6.3	32,138	-4.5	147,902	-5.9	33,074	-4.4	180,976	-5.6
NEW JERSEY	257,074	-2.8	963,415	-7.7	269,176	-4.0	1,232,591	-6.9				
NEW MEXICO	55,686	-10.9	202,598	-6.3	56,588	-7.5	259,186	-6.6				
NEW YORK	481,190	-4.2	1,858,387	-6.9	590,267	7.9	2,448,654	-3.7				
N. CAROLINA	251,121	-24.8	874,256	-4.5	253,247	6.8	1,127,503	-2.2				
N. DAKOTA	32,549	-1.6	108,564	-8.9	35,463	-8.2	144,027	-8.7				
OHIO	405,661	-6.4	1,538,109	-6.5	429,850	-3.5	1,967,959	-5.9				
OKLAHOMA												
OREGON	94,815	-7.1	342,320	-10.8	102,121	-4.4	444,441	-9.4	105,614	-6.9	550,055	-8.9
PENNSYLVANIA	469,334	13.5	1,343,176	-14.6								
RHODE ISLAND	30,507	5.0	116,156	-7.6	33,219	-7.4	149,375	-7.5	35,024	17.0	184,399	-3.7
S. CAROLINA	122,684	-2.7	448,846	-3.7	127,858	-2.4	576,704	-3.4				
S. DAKOTA	32,859	-7.3	124,918	-5.0	36,913	-4.7	161,831	-4.9	44,135	-5.4	205,966	-5.0
TENNESSEE	158,467	-12.3	633,496	-9.3	221,469	18.9	854,965	-3.3				
TEXAS	591,954	-6.1	2,188,023	-5.9	620,854	-3.7	2,808,877	-5.4				
UTAH	48,030	-5.3	181,180	-7.1	53,066	-2.3	234,246	-6.0				
VERMONT	17,227	-3.4	68,717	-9.0	19,287	-6.9	88,004	-8.6				
VIRGINIA	209,556	.6	741,059	-6.2	211,033	-8.7	952,092	-6.8	219,861	-.5	1,171,953	-5.6
WASHINGTON	134,433	-5.3	488,911	-7.9	145,781	-5.9	634,692	-7.5	142,828	-2.2	777,520	-6.6
WEST VIRGINIA	59,628	-7.2	228,571	-5.9	70,846	1.2	299,417	-4.3				
WISCONSIN	167,799	-4.5	628,279	-6.1	194,724	-9	823,003	-5.0				
WYOMING												
TOTAL 1000 GAL.	7,882,962	-3.7	28,817,386	-7.1	7,792,011	-1.8	34,776,485	-5.7	1,488,808	-7.0	8,318,214	-7.7
RATE, BBL/DAY	6,701,000		6,138,000		6,896,000		6,313,000		6,722,000		6,262,000	

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 SUNDAY
September 8, 1974

FHWA 67-74 (202) 426-0677

A total of 1,830 Federal-aid highway and bridge construction contracts were awarded by the State highway departments during the first 6 months of 1974, involving a total cost of approximately \$2.5 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate a decrease of 18 percent in the number of contracts and an increase of 6 percent in the total dollar amount of contracts, as compared with the same period for 1973.

The contracts awarded in the first half of 1974 averaged about \$1,350,500, with the median size about \$345,400. They varied from less than \$25,000 to nearly \$43 million, with a good distribution throughout the entire range.

Eleven percent of the contracts awarded were for amounts less than \$50,000 and 22 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 61 percent of contracts awarded and 8 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 approximately 90 percent on the Interstate System and approximately 70 percent on all other Federal-aid systems. The funds for the Federal-aid program come from user taxes levied on the highway users.

Summary by Size of Contract

First Half - 1974

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	206	11.26	5,801,200	0.23
50,000 - 99,999	196	10.71	14,724,700	0.60
100,000 - 249,999	392	21.42	66,183,100	2.68
250,000 - 499,999	317	17.32	111,651,700	4.52
500,000 - 999,999	243	13.28	171,759,700	6.95
1,000,000 - 2,999,999	259	14.15	454,300,500	18.38
3,000,000 - 4,999,999	86	4.70	339,379,000	13.73
5,000,000 and over	<u>131</u>	<u>7.16</u>	<u>1,307,528,200</u>	<u>52.91</u>
Totals	1,830	100.00	2,471,328,100	100.00

55403

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
September 9, 1974

FHWA 72-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has released a report of a new study, "Truck Fuel Consumption Tests," which shows conclusively that, within limits, as truck speeds decrease, miles per gallon rise.

Vehicles tested were all diesel-powered, three-axle tractors coupled with a van-type, tandem-axle semitrailer. Three different makes of diesel engines were used in the tests, and transmission-rear axle configurations typical of over-the-road freight operations were used. In order to concentrate on the effect of speed on fuel consumption, other potential variables were identified and an effort was made to standardize them. The same trailer and load were used for every test; the same driver was used to make all runs with each vehicle; and no speed testing was attempted when the wind velocity was above an estimated 5 mph.

As a result of more than 7,000 miles of testing, which included speed runs at 50, 55, 60, and 65 miles per hour, it was determined that potential motor-fuel savings of about 14.5 percent can be realized by reducing truck speed from 65 mph to 55 mph. As expected, a substantial portion of the saving occurred in the reduction from 65 to 60 mph. A tabular resume of the speed tests follows:

Trip runs were made over specified routes at specified optimum speeds to determine how much variation in average speed and fuel consumption would occur because of terrain conditions. Rolling terrain produced better miles per gallon than flat road, and mountainous terrain reduced the average speed substantially with a moderate drop in mpg. This apparently unusual occurrence was possible because no diesel fuel is metered to the engine while it is running downhill without the accelerator depressed. Therefore, the low mpg experienced on the upgrade are nearly offset by the periods of zero fuel use on the downgrade.

Other collateral information gained from the tests include a recognition of the marked effect of wind resistance on large vehicles. At 50 mph road speed it requires 57 horsepower just to overcome air resistance (in still air) of a truck with 95 square feet frontal area. Several test runs at 50 mph with and against the wind on a day considered too windy

for accurate speed testing showed a difference in fuel consumption from 4 mpg into the wind to 9.3 mpg with a following wind.

Copies of this new study may be obtained from FHWA's Office of Public Affairs, 400 Seventh Street, SW., Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
September 10, 1974

FHWA 68-74 (202) 426-0677

Federal Highway Administrator Norbert T. Tiemann said today the Federal Highway Administration of the Department of Transportation has approved the use of a new Radio-Weather Information sign along rural Federal-aid highways in areas where weather commonly creates an undue hazard to travel.

The sign, which will display local radio station frequencies from which motorists can receive weather and travel information, will become an approved addition to the Manual on Uniform Traffic Control Devices.

Such signs are to have a white legend on a blue background and are to be installed at the option of the State highway departments, which, in most instances, will be the sources of official emergency road information and condition reports during severe weather.

The recommended format of the signs is as follows:

WEATHER INFO
TUNE RADIO TO

750
930

1230
96.3 FM

"The purpose of the signs," explained Administrator Tiemann, "is to provide a source of information in remote rural areas where sudden adverse weather and/or roadway or roadside conditions such as snow storms, hurricanes, floods, etc., create potential hazards for uninformed travelers. It is only in such areas that the signs will be permitted, because their sole purpose is that of increasing highway safety."

The criteria for Radio-Weather Information signs approved by Administrator Tiemann is as follows:

1. Radio-Weather Information signs are regarded as motorist service signs and shall require the use of a white legend and border on a blue background.

2. Only the numerical indication of the radio frequency shall be used to identify a station broadcasting weather travel information.

3. A maximum of four frequencies are to be shown on each sign.
4. The radio station should have a signal strength to adequately serve 70 miles along the roadway.
5. Signs should be spaced according to needs, but ordinarily not closer than 30 miles apart for each direction of travel.
6. A particular radio frequency may be shown a maximum of twice in one direction along the main line.
7. Only radio stations whose signal will be of value to the traveler and who agree to carry the following two items are to be identified on weather information signs: (a) periodic weather warnings at no more than 15 minute intervals during periods of adverse weather; and (b) road condition information affecting the roadway being traveled once every half hour when required, supplied by an official agency having jurisdiction.
8. The stations to be included on the signs should be selected in cooperation with the association(s) representing major broadcasting stations in the area to provide (1) maximum coverage to all motorists on both AM and FM frequencies, and (2) consideration of 24 hours a day, 7 days a week broadcast capability.
9. Additional criteria may be developed by individual States.
10. If a station to be considered operates only on a seasonal basis, its signs shall be removed or covered during the off-season.

For roadway rest area locations a smaller sign using a greater number of radio frequencies but of the same general design may be utilized. Rest area signs shall not be erected as to be visible from the main roadway.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
September 12, 1974

FHWA 70-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has awarded a \$99,700 contract to the Center for the Environment of Man, Inc., Hartford, Connecticut, to study accidents of interstate commercial vehicles operating under the commercial zone exemption provided in the Federal Motor Carrier Safety Regulations.

A commercial zone exemption is that granted by the Federal Motor Carrier Safety Regulations to certain portions of a motor carrier's operation conducted within a municipality and surrounding area as defined by the Interstate Commerce Commission. Generally, drivers operating in these zones are exempted from driver qualification rules, including minimum physical standards, minimum age, maximum hours permitted to drive and other driver related requirements. In addition, vehicles operating in a commercial zone are exempt from maintenance and inspection rules.

Basic objective of the contract, handled by FHWA's Bureau of Motor Carrier Safety, is:

-- To determine the accident rates of interstate commercial vehicles operating in local areas under the commercial zone exemption from the Federal Motor Carrier Safety Regulations.

-- To determine the causal factors involved with commercial vehicle accidents occurring in exempt commercial zones.

-- To estimate the cost to motor carriers of implementing the requirements of the Federal Motor Carrier Safety Regulations now exempt in commercial zones.

BMCS Director Robert A. Kaye said, "Since the more stringent driver qualification regulations became effective on January 1, 1971, allegations have been made that the commercial zone has become a dumping ground for

unqualified drivers and faulty equipment unable to meet the requirements of the Federal Motor Carrier Safety Regulations." The Bureau is therefore letting this contract to gather definitive information and statistical data relative to accidents in commercial zones.

The contract is to be completed in January 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
September 13, 1974

FHWA 71-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a final rule revising regulations for declaring "out of service" drivers who have exceeded the maximum driving or on-duty-time.

FHWA's Bureau of Motor Carrier Safety noted that the previous procedure for declaring a commercial driver "out of service," when he has been found operating a vehicle in violation of the hours-of-service rules, did not provide a time limit in which the Motor Carrier must complete and return the "out of service" form. This resulted in the undertaking of considerable follow-up effort by the Bureau's staff.

The purpose of the revision is threefold:

— to rewrite the existing provision of Section 395.13 of the Federal Motor Carrier Safety Regulations in a more intelligible form;

— to specify a time limit of 15 days in which a Motor Carrier must complete and return the appropriate form (MCS-89) to the appropriate Regional Motor Carrier Safety Office; and

-- to change the "out of service" form number from MCS-65 to MCS-89.

BMCS Director Robert A. Kaye said, "Included in the revised section is a requirement for drivers to immediately notify the carriers that employ them after they have been placed 'out of service.'

"This promptness will enable the Motor Carriers to devote time to more productive efforts and aid the Bureau in its continuing efforts in increasing highway safety."

The revisions will become effective on October 1, 1974.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE
September 15, 1974

FHWA 75-74 (202 426-0677)

REPEATING AND
CORRECTING

Nationwide passenger car registrations are expected to total over 105 million in 1974. The U.S. Department of Transportation's Federal Highway Administration announced today that by yearend, there should be about 105,287,000 automobiles registered. This would be a 3.5-percent increase over the 101.8 million registered in 1973. Trucks and buses should total 25,464,000, a 7.6 percent gain over 1973.

The expected total motor-vehicle registrations in 1974 of 130,751,000 are an increase of 5,330,124 over last year's 125,420,876. The estimated 4.2-percent rise over the 1973 registrations is a decrease from the 5.6-percent growth in 1973.

The perennial leader in numbers of motor vehicles registered, California, is expected to have 13.8 million, followed by 8.3 million in Texas, 7.6 million in New York, 6.9 million in Ohio and Pennsylvania, and 6.2 million in Illinois. Florida and Michigan will have more than 5 million each, and New Jersey over 4 million. North Carolina, Indiana, Georgia, and Massachusetts occupy the 3 million class, while States with 2 million include Alabama, Iowa, Kentucky, Louisiana, Maryland, Minnesota, Missouri, Oklahoma, Tennessee, Virginia, Washington, and Wisconsin. There will be 9 additional States with registrations of more than 1 million.

The 10 leading States account for 68.7 million motor vehicles or 52.5 percent of the national total.

Motorcycle registration growth is expected to continue at the same high level as in 1973 with the increment about 615 thousand, a 19.5-percent increase over 1973. The motorcycle totals include all registered motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1974 registrations is shown on the reverse side of this page.

This table replaces the original release, which was incorrectly titled.

ESTIMATE OF 1974 MOTOR-VEHICLE REGISTRATIONS¹

TABLE ES-V
AUGUST 1974

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1973	ESTIMATED 1974	PERCENT INCREASE 1974 1973	REGISTERED 1973	ESTIMATED 1974	PERCENT INCREASE 1974 1973	REGISTERED 1973	ESTIMATED 1974	PERCENT INCREASE 1974 1973	REGISTERED 1973	ESTIMATED 1974	
Alabama	1,828,875	1,890,000	3.3	524,754	564,000	7.5	2,353,629	2,454,000	4.3	75,465	90,000	Alabama
Alaska	114,342	125,000	9.3	57,825	63,000	8.9	172,167	188,000	9.2	11,306	13,000	Alaska
Arizona	1,048,527	1,109,000	5.8	370,925	415,000	11.9	1,419,452	1,524,000	7.4	56,700	65,000	Arizona
Arkansas	805,023	819,000	1.7	380,400	420,000	10.4	1,185,423	1,239,000	4.5	39,235	47,000	Arkansas
California	10,910,604	11,122,000	1.9	2,502,170	2,665,000	6.5	13,412,774	13,787,000	2.8	638,776	671,000	California
Colorado	1,354,147	1,417,000	4.6	449,020	482,000	7.3	1,803,167	1,899,000	5.3	81,740	94,000	Colorado
Connecticut	1,723,326	1,763,000	2.3	167,306	170,000	1.6	1,890,632	1,933,000	2.2	56,498	64,000	Connecticut
Delaware	277,262	286,000	3.2	55,875	60,000	7.4	333,137	346,000	3.9	6,053	8,000	Delaware
Dist. of Col.	241,120	242,000	0.4	20,087	20,000	-0.4	261,207	262,000	0.3	4,586	5,000	Dist. of Col.
Florida	4,536,840	4,794,000	5.7	810,405	893,000	10.2	5,347,245	5,687,000	6.4	151,959	170,000	Florida
Georgia	2,527,622	2,665,000	5.4	642,790	699,000	8.7	3,170,412	3,364,000	6.1	90,933	107,000	Georgia
Hawaii	416,931	435,000	4.3	60,849	66,000	8.5	477,780	501,000	4.9	10,225	11,000	Hawaii
Idaho	409,074	419,000	2.4	181,052	198,000	9.4	590,126	617,000	4.6	43,295	48,000	Idaho
Illinois	5,120,721	5,287,000	3.2	831,227	925,000	11.3	5,951,948	6,212,000	4.4	177,834	208,000	Illinois
Indiana	2,530,000	2,608,000	3.1	701,000	760,000	8.4	3,231,000	3,368,000	4.2	99,284	106,000	Indiana
Iowa	1,480,929	1,545,000	4.3	497,702	535,000	7.5	1,978,631	2,080,000	5.1	118,715	140,000	Iowa
Kansas	1,267,134	1,297,000	2.4	510,665	540,000	5.7	1,777,799	1,837,000	3.3	99,399	114,000	Kansas
Kentucky	1,598,695	1,646,000	3.0	492,053	540,000	9.7	2,090,748	2,186,000	4.6	49,353	61,000	Kentucky
Louisiana	1,597,623	1,662,000	4.0	459,656	493,000	7.3	2,057,279	2,155,000	4.8	44,686	52,000	Louisiana
Maine	474,321	498,000	5.0	122,024	129,000	5.7	596,345	627,000	5.1	20,441	25,000	Maine
Maryland	1,933,464	2,011,000	4.0	325,308	345,000	6.1	2,258,772	2,356,000	4.3	47,274	55,000	Maryland
Massachusetts	2,652,950	2,740,000	3.3	298,845	319,000	6.7	2,951,795	3,059,000	3.6	68,690	79,000	Massachusetts
Michigan	4,435,673	4,568,000	3.0	804,119	881,000	9.6	5,239,792	5,449,000	4.0	268,754	333,000	Michigan
Minnesota	1,912,302	1,948,000	1.9	540,314	579,000	7.2	2,452,616	2,527,000	3.0	121,490	138,000	Minnesota
Mississippi	957,119	986,000	3.0	355,326	373,000	5.0	1,312,445	1,359,000	3.5	31,824	39,000	Mississippi
Missouri	2,093,652	2,138,000	2.1	650,901	699,000	7.4	2,744,553	2,837,000	3.4	95,314	110,000	Missouri
Montana	356,375	367,000	3.0	210,681	223,000	5.8	567,056	590,000	4.0	36,856	41,000	Montana
Nebraska	785,056	805,000	2.5	311,784	321,000	3.0	1,096,840	1,126,000	2.7	42,834	47,000	Nebraska
Nevada	325,855	347,000	6.5	111,123	119,000	7.1	436,978	466,000	6.6	15,674	17,000	Nevada
New Hampshire	385,778	396,000	2.6	76,362	82,000	7.4	462,140	478,000	3.4	21,468	27,000	New Hampshire
New Jersey	3,670,483	3,826,000	4.2	403,266	418,000	3.7	4,073,749	4,244,000	4.2	70,605	84,000	New Jersey
New Mexico	503,080	518,000	3.0	222,557	233,000	4.7	725,637	751,000	3.5	31,217	33,000	New Mexico
New York	6,531,932	6,724,000	2.9	787,561	836,000	6.2	7,319,493	7,560,000	3.3	89,624	99,000	New York
North Carolina	2,693,713	2,807,000	4.2	751,664	802,000	6.7	3,445,377	3,609,000	4.7	95,917	115,000	North Carolina
North Dakota	303,027	320,000	5.6	186,415	204,000	9.4	489,442	524,000	7.1	18,780	23,000	North Dakota
Ohio	5,837,241	6,013,000	3.0	841,662	914,000	8.6	6,678,903	6,927,000	3.7	225,610	266,000	Ohio
Oklahoma	1,375,806	1,406,000	2.2	608,339	651,000	7.0	1,984,145	2,057,000	3.7	94,304	109,000	Oklahoma
Oregon	1,309,569	1,372,000	4.8	296,311	311,000	5.0	1,605,880	1,683,000	4.8	100,563	121,000	Oregon
Pennsylvania	5,746,394	5,977,000	4.0	928,346	1,001,000	7.8	6,674,740	6,978,000	4.5	223,156	243,000	Pennsylvania
Rhode Island	497,519	515,000	3.5	65,311	70,000	7.2	562,830	585,000	3.9	17,939	21,000	Rhode Island
South Carolina	1,280,116	1,344,000	5.0	320,998	348,000	8.4	1,601,114	1,692,000	5.7	39,888	53,000	South Carolina
South Dakota	323,061	334,000	3.4	162,998	178,000	9.2	486,059	512,000	5.3	19,758	24,000	South Dakota
Tennessee	1,938,735	2,034,000	4.9	528,086	579,000	9.6	2,466,821	2,613,000	5.9	79,148	89,000	Tennessee
Texas	5,880,897	6,125,000	4.2	1,934,748	2,078,000	7.4	7,815,645	8,203,000	5.0	242,966	268,000	Texas
Utah	540,230	556,000	2.9	211,083	222,000	5.2	751,313	778,000	3.6	49,980	57,000	Utah
Vermont	224,661	233,000	3.7	49,902	55,000	10.2	274,563	288,000	4.9	10,332	11,000	Vermont
Virginia	2,293,648	2,380,000	3.8	499,901	552,000	10.4	2,793,549	2,932,000	5.0	70,362	85,000	Virginia
Washington	1,784,389	1,854,000	3.9	586,221	625,000	6.6	2,370,610	2,479,000	4.6	91,849	107,000	Washington
West Virginia	684,825	697,000	1.8	226,180	248,000	9.6	911,005	945,000	3.7	56,183	62,000	West Virginia
Wisconsin	2,057,535	2,124,000	3.2	414,666	442,000	6.6	2,472,201	2,566,000	3.8	83,631	97,000	Wisconsin
Wyoming	184,276	193,000	4.7	109,636	119,000	8.5	293,912	312,000	6.2	15,029	17,000	Wyoming
Total	101,762,477	105,287,000	3.5	23,658,399	25,464,000	7.6	125,420,876	130,751,000	4.2	4,353,502	4,969,000	Total

^{1/} These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1974 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles, except those owned by the military services. Registrations shown for 1973 are from table MW-1, 1973. Indiana 1973 registrations are estimated.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
September 16, 1974

FHWA 73-74
(202) 426-0677

In a significant motor carrier safety ruling, a Federal District Judge has held that a motor carrier can be convicted of violating U.S. Department of Transportation Regulations forbidding the use of drivers who are ill, even though the carrier does not directly order a sick driver to drive.

The opinion by Judge Ted Dalton of Roanoke, Virginia, was issued on August 22, 1974. He convicted T.I.M.E. - D.C., Inc. a large interstate motor carrier based in Lubbock, Texas on one count of a two-count information which charged that the carrier had violated section 392.3 of the Federal Motor Carrier Safety Regulations. Judge Dalton acquitted T.I.M.E. of the second count. The carrier was ordered to pay a fine of \$100.

Section 392.3 of the Regulations prohibits a motor carrier who operates trucks or buses in interstate commerce from requiring or permitting a driver to operate a motor vehicle if "the driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him to begin or continue to operate the motor vehicle." According to the evidence, T.I.M.E. - D.C. did not directly order drivers who claimed to be ill to drive--but the carrier allegedly followed a practice at its Winchester, Virginia, terminal of routinely sending a warning letter to any driver who called the terminal dispatchers and said he was too sick to report for work. Under the Teamsters Union contract, a warning letter is the first step in firing a driver.

Two drivers who had called in sick and had been told that they would be issued warning letters reported for work, and one collapsed while driving a heavy truck. The U.S. Government at the initiation of the Federal Highway Administration's Bureau of Motor Carrier Safety, then brought two criminal charges against T.I.M.E. -- D.C., claiming that the carrier had coerced sick drivers into driving, in violation of the regulations. The carrier argued that it was not guilty, because its policy was to expunge the warning letter of any driver who submitted a doctor's slip, verifying his illness. The policy of expunging warning letters when a driver submitted a doctor's slip was not explained to drivers, and the Teamsters Union had filed a grievance with the carrier on the subject.

Once the grievance was filed, Judge Dalton said, the carrier should have known that its practice of issuing warning letters was coercing drivers to drive heavy commercial trucks even though they were sick. At that point, continuation of the practice constituted a willful violation of the Federal regulation, he held. The carrier was convicted of violating the regulation in an incident which took place after the grievance was filed and acquitted of a charge that arose out of an incident that occurred before that time.

BMCS Director Robert A. Kaye said that the Bureau was "pleased with the outcome of the T.I.M.E. -- D.C. case." The court's decision, Kaye said, "demonstrates once again what people in the motor carrier safety field have been preaching for many years. Responsibility for safety of motor carrier operations rests ultimately upon the carriers themselves, and we cannot permit concern for operating efficiencies, industrial relations, or anything else to take precedence over a carrier's duty to obey the Federal safety rules both in letter and in spirit." He added that the Bureau of Motor Carrier Safety intends to take vigorous action against carriers and others who coerce drivers into driving when they are too ill or fatigued to do so safely.

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55440

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
September 17, 1974

FHWA 74-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration is considering amending the Federal Motor Carrier Safety Regulations which permit drivers of commercial trucks and buses to log their time on a new form.

The drivers' former daily log consisted of a sheet of paper for each day, on which their daily activities were recorded. This procedure required the retention of 1 year's records, creating costly records storage problems.

The new form now in use permits 7 days of driver activities to be entered on a single sheet of paper, with a requirement that the motor carrier must maintain a cumulative record of its drivers' hours of service.

The Bureau of Motor Carrier Safety conducted a 1-year experimental program using the 7-day driver log sheet, involving 29 selected motor carriers and approximately 3,000 drivers. During the test period the Bureau constantly monitored the selected carriers and reviewed the logs submitted by the drivers.

BMCS Director Robert A. Kaye said, "Review of thousands of logs prepared during the test program revealed certain problem areas, the most prevalent being the inability of drivers to compute their eligible hours in the space provided on the form. About half the logs examined contained detectable computation errors."

As a result, he said, BMCS is now considering that motor carriers and drivers would be permitted to use the 7-day log form only after they have requested and received approval of its use by the Bureau. Approval would be conditioned on carrier operations that are regular and repetitive in nature and when there is a minimum possibility of the driver exceeding the maximum driving time provision of the safety regulations.

Sample copies of the new format for the 7-day log are available from BMCS upon request.

The Bureau is seeking comments on improving the format, and views and arguments pertaining to its adoption. All comments and requests should be forwarded in triplicate to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20690, on or before December 9, 1974.

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55442

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE
September 22, 1974

FHWA 76-74 (202) 426-0677

There were 111.0 billion gallons of motor fuel taxed and consumed in the United States in 1973 according to the Federal Highway Administration, U.S. Department of Transportation. This is 5.4 billion more gallons than were consumed in 1972. Net State motor-fuel tax receipts totaled \$8.35 billion. Federal motor-fuel taxes, which are transferred into the Highway Trust Fund, are not included in this report.

Data compiled from reports from State agencies to the Federal Highway Administration show that the consumption of motor fuel taxed at prevailing rates was 5.1 percent higher than in 1972, a decrease from the 7.7 percent annual increase in 1972. Net State motor-fuel receipts were 9.7 percent higher, reflecting a number of tax rate increases.

The States reported that 115.5 billion gallons of motor fuel were consumed in 1973, excluding military use, but 3.9 percent was tax exempt or subject to full tax refund. The total gallonage taxed was 111.0 billion gallons, of which over 600 million gallons were taxed at lower-than-prevailing rates because of special use. The net of 110.4 billion was made up of 100.8 billion gallons of gasoline and 9.6 billion gallons of special fuels (primarily diesel fuel, with small amounts of liquefied petroleum gases). The special-fuels total was 15.3 percent greater than in 1972. The use of nongasoline fuels has doubled twice in the last 13 years, and now constitutes more than 7.5 percent of the motor-fuel market.

California led the States with 11.0 billion gallons (net quantity taxed). Texas was second with 7.9 billion gallons, and New York third with 6.2 billion gallons. Ohio, Pennsylvania, Illinois, Michigan, Florida, New Jersey, and Georgia reported amounts ranging from 5.5 billion to 3.2 billion gallons. These 10 States accounted for over 51 percent of the total U.S. taxed motor fuel, and 49 percent of the net motor-fuel tax receipts in 1973. Ten other States each reported consumption of more than 2 billion gallons.

(more)

Gross receipts from State gallonage taxes totaled \$8.58 billion, and related fees yielded another \$69 million. Deductions of refunds, distributor's expenses, and dedications (3.4 percent of all gallonage collections) left a 1973 net total of \$8.35 billion.

State gasoline tax rates at the end of 1973 ranged from 5 to 10 cents per gallon, with a weighted national average of 7.54 cents. Two States did not tax diesel fuel, while nine States taxed it at rates higher than those for gasoline.

The motor-fuel consumption figures and tax receipts for each State are given in the attached tables.

2 Attachments

STATE MOTOR-FUEL TAX RECEIPTS—1973¹

TABLE MF-1
AUGUST 1974

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

(In thousands of dollars)

STATE	TAX RATE ON DECEMBER 31 IN CENTS PER GALLON		RECEIPTS FROM TAXATION OF MOTOR FUEL							OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX					ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.)	GROSS TAX COLLECTIONS	DEDUCTIONS BY DISTRIBUTORS FOR EXPENSES	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DEDICATED REVENUE FROM NONHIGHWAY GASOLINE	ADJUSTED NET GALLONAGE RECEIPTS	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES	FINES AND PENALTIES	MISCELLANEOUS RECEIPTS	TOTAL		
Alabama	7	8	147,327	525	146,802	974	145,828	705	145,123	449	7,470	-	2,078	9,997	155,120	Alabama
Alaska	8	8 & 0	10,763	-	10,763	245	10,518	716	9,802	-	-	(6/)	-	(6/)	9,802	Alaska
Arizona	7	7	93,728	-	93,728	2,560	91,168	708	90,460	24	-	206	-	230	90,690	Arizona
Arkansas	7/ 8.5	7/ 9.5 & 7.5	103,581	8/ 228	103,353	464	102,889	-	102,889	-	388	-	-	388	103,277	Arkansas
California	7	7 & 6	779,188	-	779,188	16,088	763,100	10,619	752,481	16	-	-	5	21	752,502	California
Colorado	7	7	98,976	8/	98,976	4,066	94,910	-	94,910	-	-	-	210	210	95,120	Colorado
Connecticut	10	10	143,594	-	143,594	1,055	142,539	-	142,539	65	-	8	660	733	143,272	Connecticut
Delaware	7/ 9	8	26,241	-	26,241	312	25,929	-	25,929	1	-	(6/)	-	1	25,930	Delaware
Dist. of Col.	8	8	21,275	-	21,275	-	21,275	-	21,275	12	-	-	-	12	21,287	Dist. of Col.
Florida	8	8	366,850	1,295	365,555	4,311	361,244	3,184	358,060	60	5,324	-	7	5,391	363,451	Florida
Georgia	7.5	7.5	239,445	8/ 1,733	237,712	3,401	234,311	-	234,311	3	-	128	459	590	234,901	Georgia
Hawaii	5	5 & 4	14,673	-	14,673	115	14,558	41	14,517	-	-	3	-	3	14,520	Hawaii
Idaho	8.5	8.5	44,463	8/ 409	44,054	2,683	41,371	562	40,809	-	-	-	79	79	40,888	Idaho
Illinois	7.5	7.5	415,467	8,314	407,153	19,499	387,654	2,016	385,638	22	-	-	-	-	385,638	Illinois
Indiana	8	8	247,642	8/ 2,438	245,204	5,833	239,371	1,455	237,916	223	2,191	14	-	2,227	240,143	Indiana
Iowa	7	8 & 7	135,723	8/	135,723	16,017	119,706	1,135	118,571	1	-	95	8	104	118,675	Iowa
Kansas	7	8 & 5	111,489	-	111,489	8,541	102,948	-	102,948	8	136	-	35	179	103,127	Kansas
Kentucky	9/ 8	9/ 9	178,304	8/ 1,915	176,389	2,574	173,815	-	173,815	-	-	-	-	-	173,815	Kentucky
Louisiana	8	8	149,890	-	149,890	1,686	148,204	607	148,204	-	557	138	(6/)	695	148,899	Louisiana
Maine	9	9	52,137	-	52,137	857	51,280	-	50,673	-	-	19	-	19	50,692	Maine
Maryland	9	9	180,682	8/	180,682	2,892	177,790	880	176,910	-	-	166	248	414	177,324	Maryland
Massachusetts	7.5	7.5	189,923	1,884	188,039	804	187,235	2,609	184,626	75	-	-	-	75	184,701	Massachusetts
Michigan	7/ 9	7/ 7 & 9	409,307	-	409,307	8,069	401,238	5,170	396,068	16	-	76	-	92	396,160	Michigan
Minnesota	7	7	157,773	-	157,773	9,759	148,014	1,005	147,009	23	528	(6/)	-	551	147,560	Minnesota
Mississippi	7/ 9	10 & 8	116,477	-	116,477	1,573	114,904	335	114,569	-	-	69	2,446	2,515	117,084	Mississippi
Missouri	7	7	204,400	8/	204,400	8,631	195,769	-	195,769	2	226	50	305	583	196,352	Missouri
Montana	7	9 & 7	36,902	-	36,902	1,858	35,044	214	34,830	-	-	129	350	479	35,309	Montana
Nebraska	7/ 8.5 & 5.5	8.5	85,101	931	84,170	2,835	81,335	143	81,192	15	-	-	2	17	81,209	Nebraska
Nevada	6	6	27,957	8/ 254	27,703	486	27,217	435	26,782	(6/)	128	55	-	183	26,965	Nevada
New Hampshire	9	9	38,411	-	38,411	767	37,644	109	37,535	-	-	81	-	81	37,616	New Hampshire
New Jersey	8	8 & 4	290,519	-	290,519	6,371	284,148	-	284,148	120	-	36	(6/)	156	284,304	New Jersey
New Mexico	7	7	54,442	-	54,442	627	53,815	379	53,436	19	-	90	367	476	53,912	New Mexico
New York	8	10 & 8	503,517	-	503,517	7,699	495,818	4,500	491,318	33	-	-	33	66	491,384	New York
North Carolina	9	9	279,954	-	279,954	8,324	271,630	-	271,630	-	7,684	119	288	8,091	279,721	North Carolina
North Dakota	7	7	34,218	8/ 711	33,507	7,208	26,299	75	26,224	1	192	6	15	214	26,438	North Dakota
Ohio	7	7	391,605	-	391,605	10,595	381,010	1,904	379,106	-	-	-	-	-	379,106	Ohio
Oklahoma	6.5	6.5	113,292	2,528	110,764	-	110,764	-	110,764	-	1,253	129	-	1,382	112,146	Oklahoma
Oregon	7	7	88,300	-	88,300	2,611	85,689	57	85,632	-	-	-	-	17	85,649	Oregon
Pennsylvania	8	8	456,335	4,882	451,453	5,856	445,597	168	445,429	-	-	314	506	820	446,249	Pennsylvania
Rhode Island	8	8	32,485	-	32,485	314	32,171	-	32,171	1	-	-	-	1	32,172	Rhode Island
South Carolina	8	8	131,748	621	131,127	1,466	129,661	509	129,152	-	3,969	-	759	4,728	133,880	South Carolina
South Dakota	7	7 & 6	37,134	8/ 803	36,331	6,002	30,329	203	30,126	2	-	12	84	98	30,224	South Dakota
Tennessee	7	8 & 7	176,490	8/ 797	175,693	731	174,962	-	174,962	-	24,884	58	-	24,942	199,904	Tennessee
Texas	5	6.5 & 5	408,473	8/ 7,982	400,491	4,997	395,494	2,414	393,080	-	-	74	-	74	393,154	Texas
Utah	7	7	48,778	8/ 433	48,345	516	47,829	421	47,408	(6/)	-	25	548	573	47,981	Utah
Vermont	9	No Tax	22,473	-	22,473	-	22,473	63	22,410	-	-	-	-	-	22,410	Vermont
Virginia	9/ 9	9/ 9	251,726	-	251,726	3,741	247,985	574	247,411	2	-	61	-	63	247,474	Virginia
Washington	7/ 9	7/ 9 & 0	163,739	-	163,739	2,803	160,936	778	160,158	(6/)	-	-	29	29	160,187	Washington
West Virginia	8.5	8.5	73,278	-	73,278	2,094	71,184	-	71,184	-	-	-	273	273	71,457	West Virginia
Wisconsin	7	7	166,123	-	166,123	7,199	158,924	-	158,924	-	797	35	-	832	159,756	Wisconsin
Wyoming	7	No Tax	24,549	-	24,549	1,350	23,199	281	22,918	3	-	-	-	3	22,921	Wyoming
Total	11/ 7.54	11/ 7.75	8,576,867	38,683	8,538,184	209,459	8,328,725	44,974	8,283,751	973	55,727	2,213	9,794	68,707	8,352,458	Total
Percentage	=	=	100.00	0.45	99.55	2.44	97.11	0.53	96.58	-	-	-	-	-	-	Percentage

1/ This table includes the revenues from State taxes on all motor-vehicle fuels. In most States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

2/ 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.

3/ Includes, in some States, receipts in the form of tax credits for refund claims accepted by distributors acting as agents of the State and refund credits to users who are licensed as distributors.

4/ The amounts in this column are proceeds from the taxes on aviation and marine uses of gasoline that were dedicated for improvement of aviation and marine facilities, except: In Nebraska, North Dakota, Oregon, Pennsylvania, Vermont, and Wyoming these amounts are tax proceeds from aviation gasoline use only; and in Florida, Illinois, Maryland, Massachusetts, New York, Ohio, and South Carolina they are tax proceeds from marine gasoline use only. The amount for California includes the tax on gasoline used for agricultural purposes and by off-highway recreational vehicles. The Maine figure includes tax proceeds from gasoline used in snowmobiles. The amount for Virginia includes the tax on gasoline used for agricultural purposes. In Indiana the amount includes the tax for agricultural and marine use, only. The dedications for agricultural use were for agricultural research. The dedications for off-highway recreational vehicles and snowmobiles were for improvement of recreational facilities. The amounts for Maine and Maryland include dedications for improvement of hunting

and fishing facilities.

5/ Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the highways have been eliminated.

6/ Less than \$500.

7/ Tax rate changes in 1973 were as follows: Arkansas, 7.5 to 8.5 cents (gasoline) and 8.5 to 9.5 cents (diesel), July 1; Delaware, 8 to 9 cents (gasoline), August 1; Michigan, 7 to 9 cents (gasoline and LPG), February 1; Mississippi, 8 to 9 cents (gasoline), July 1; Nebraska, 8.5 to 5.5 cents (gasoline containing grain or ethyl alcohol and no lead), January 1; Washington, 9 cents to no tax (LPG), June 7.

8/ Following are percentage allowances made in consideration of both expense of collection and gallonage losses in handling (estimates of the allowance for expense only are shown in parentheses): Arkansas from 1 to 2 (from 0 to 1); Tennessee, Idaho, Indiana, Nevada, and Utah, 2(1); Kentucky, 2 1/4 (1 1/4); South Dakota, from 2 to 4 1/2 (from 1 to 3 1/2); Tennessee, 1 1/2 (1/2). Colorado, Georgia, Iowa, Maryland, Missouri, North Dakota, and Texas also make allowances for both purposes, but segregation between collection expense and loss is not available.

9/ Trucks or combinations with more than two axles pay a license tax.

10/ Special county taxes of 3 cents per gallon in Hancock County, and 2 cents per gallon in Harrison and Jackson Counties, imposed for seawall protection, are not included in this table.

11/ Weighted average tax rate (special fuels rate excludes Vermont and Wyoming). Weighted average rate for all motor fuel was 7.53 cents per gallon.

MOTOR-FUEL CONSUMPTION--1973¹

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

(In thousands of gallons)

TABLE MF-2
AUGUST 1974

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 TOTAL GALLONS	NET AMOUNT TAXED										STATE	
						AT PREVAILING RATES									AT OTHER RATES ^{5/}		
						GASOLINE			SPECIAL FUELS			ALL MOTOR FUELS			RATE ON DEC. 31 IN CENTS PER GALLON		NUMBER OF GALLONS
						TAX RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	PERCENT CHANGE 1973 1972	TAX RATE ON DEC. 31 IN CENTS PER GALLON ^{4/}	NUMBER OF GALLONS	PERCENT CHANGE 1973 1972	NUMBER OF GALLONS 1973	NUMBER OF GALLONS 1972	PERCENT CHANGE 1973 1972			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)		
Alabama	2,078,489	16,344	2,062,145	-	2,062,145	7	1,855,705	5.4	8	190,895	16.1	2,046,600	1,925,794	6.3	Various	15,545	Alabama
Alaska	158,073	16,073	142,000	86	141,914	8	111,606	5.7	8 & 0	6/ 8,880	(6/)	120,486	116,830	3.1	2 & 4	21,428	Alaska
Arizona	1,361,705	12,047	1,349,658	23,529	1,326,129	7	1,170,767	8.8	7	149,614	18.0	1,320,381	1,203,197	9.7	1	5,748	Arizona
Arkansas	1,329,158	24,204	1,304,954	528	1,304,426	7/ 8.5	1,140,626	4.6	7/ 9.5 & 7.5	155,527	18.3	1,296,153	1,221,494	6.1	2	8,273	Arkansas
California	11,121,365	3,164	11,118,201	126,768	10,991,433	7	10,298,979	3.3	7 & 6	726,270	10.3	10,935,249	10,545,584	3.7	1 & 2	56,184	California
Colorado	1,469,151	40,552	1,428,599	53,569	1,375,030	7	1,268,717	5.1	7	106,313	17.9	1,375,030	1,296,859	6.0	-	=	Colorado
Connecticut	1,454,246	41,902	1,412,344	10,013	1,402,331	10	1,309,628	2.0	10	91,625	10.2	1,401,253	1,367,213	2.5	5	1,078	Connecticut
Delaware	322,908	4,355	318,553	4,313	314,240	7/ 9	297,414	6.0	8	16,826	8.8	314,240	296,110	6.1	=	=	Delaware
Dist. of Col.	275,169	20,343	254,826	-	254,826	8	245,599	6.1	8	9,227	9.6	254,826	239,864	6.2	-	-	Dist. of Col.
Florida	4,703,533	108,238	4,595,295	29,056	4,566,239	8	4,204,249	10.2	8	316,813	23.2	4,521,062	4,073,310	11.0	3 & 4	45,177	Florida
Georgia	3,187,952	9,965	3,177,987	-	3,177,987	7.5	2,810,816	5.7	7.5	349,744	17.2	3,160,560	2,958,919	6.8	1	17,427	Georgia
Hawaii	299,629	4,159	295,470	=	295,470	5	278,425	6.5	5 & 4	11,556	9.5	289,981	271,938	6.6	1	5,489	Hawaii
Idaho	530,085	5,258	524,827	41,124	483,703	8.5	432,454	0.1	8.5	6/ 46,933	(6/)	479,387	462,904	3.6	3.5	4,316	Idaho
Illinois	5,711,583	270,608	5,440,975	261,257	5,179,718	7.5	4,719,611	3.4	7.5	460,107	(7.4)	5,179,718	4,954,970	4.5	-	-	Illinois
Indiana	3,263,681	58,027	3,205,654	73,368	3,132,286	8	2,743,961	4.1	8	388,325	14.9	3,132,286	2,974,234	5.3	-	-	Indiana
Iowa	2,033,516	34,552	1,998,964	221,966	1,776,998	7	1,564,632	8.1	8 & 7	212,366	19.0	1,776,998	1,616,392	9.9	-	-	Iowa
Kansas	1,522,482	35,612	1,486,870	124,150	1,362,720	7	1,216,426	0.5	8 & 5	146,294	14.6	1,362,720	1,338,536	1.8	-	-	Kansas
Kentucky	1,883,072	22,575	1,860,497	13,168	1,847,329	8/ 9	1,666,396	4.6	8	163,732	21.2	1,830,128	1,728,418	5.9	Various	17,201	Kentucky
Louisiana	1,942,730	14,902	1,927,828	38,560	1,889,268	8	1,724,641	4.3	8/ 9	152,676	15.0	1,877,317	1,786,179	5.1	3	11,951	Louisiana
Maine	579,095	2,311	576,784	2,492	574,292	9	6/ 524,465	6/ 3.1	9	41,114	14.8	565,579	6/ 544,530	3.9	1 & 4	8,713	Maine
Maryland	1,959,047	8,386	1,950,661	18,060	1,932,601	9	1,815,596	3.6	9	117,005	11.7	1,932,601	1,857,910	4.0	-	-	Maryland
Massachusetts	2,517,709	15,529	2,502,180	13,860	2,488,320	7.5	2,361,278	3.4	7.5	127,042	16.0	2,488,320	2,394,171	3.9	-	-	Massachusetts
Michigan	5,074,203	207,382	4,866,821	95,573	4,771,248	7/ 9	4,461,847	4.8	7/ 9 & 9	285,486	14.9	4,747,333	4,506,197	5.4	Various	23,915	Michigan
Minnesota	2,322,348	30,500	2,291,848	132,755	2,159,093	7	1,963,382	4.3	7	188,413	23.3	2,151,795	2,036,098	5.7	Various	7,298	Minnesota
Mississippi	1,366,592	14,309	1,352,283	-	1,352,283	7/ 9	1,195,505	2.3	10 & 8	153,573	14.7	1,331,078	1,286,944	3.4	1	21,205	Mississippi
Missouri	2,998,736	51,165	2,947,571	139,182	2,808,389	7/ 9	6/ 2,528,973	(6/)	7	6/ 279,416	(6/)	6/ 2,808,389	2,739,296	(6/)	-	-	Missouri
Montana	550,045	5,094	544,951	23,336	521,615	7	441,412	10.0	9 & 7	77,196	11.5	518,608	470,370	10.3	1	3,007	Montana
Nebraska	1,026,737	12,726	1,014,011	34	1,013,977	7/ 8.5 & 5.5	869,306	6.0	8.5	115,727	17.1	985,033	918,636	7.2	Various	28,944	Nebraska
Nevada	441,600	4,722	436,878	6,973	429,905	6	381,332	5.8	6	48,573	9.4	429,905	405,012	6.1	-	-	Nevada
New Hampshire	421,853	3,510	418,343	6,291	412,052	9	392,720	2.9	9	18,195	11.1	410,915	398,156	3.2	4	1,137	New Hampshire
New Jersey	3,547,882	30,215	3,517,667	82,691	3,434,976	8	3,144,781	2.0	8 & 4	290,195	10.1	3,434,976	3,345,697	2.7	-	-	New Jersey
New Mexico	804,753	20,058	784,695	8,821	775,874	7	673,029	6.5	7	102,845	7.7	775,874	727,388	6.7	-	-	New Mexico
New York	6,537,617	283,397	6,254,220	56,497	6,197,723	8	5,830,516	3.6	10 & 8	279,840	13.0	6,110,356	5,877,869	4.0	Various	87,367	New York
North Carolina	3,138,570	67,471	3,071,099	47	3,071,052	9	2,715,187	3.8	9	2,715,187	20.3	2,992,653	2,847,200	5.1	1	78,399	North Carolina
North Dakota	482,003	9,280	472,723	105,233	367,490	7	322,525	3.9	7	44,965	18.6	367,490	348,423	5.5	-	-	North Dakota
Ohio	5,749,181	68,545	5,680,636	135,114	5,545,522	7	4,971,863	3.5	7	563,697	13.9	5,535,560	5,253,137	5.4	1	9,962	Ohio
Oklahoma	1,920,803	160,188	1,760,615	-	1,760,615	6.5	1,566,603	4.4	6.5	173,276	13.3	1,739,879	1,653,685	5.2	2	20,736	Oklahoma
Oregon	1,420,587	86,960	1,420,587	37,436	1,383,151	7	1,201,502	4.3	7	6/ 176,506	6/ 28.8	1,378,008	1,288,508	6.9	1	5,143	Oregon
Pennsylvania	5,536,249	6,642	5,449,289	48,822	5,400,467	8	4,791,144	-1.5	8	597,890	10.6	5,389,034	5,406,366	-0.3	1.5	11,433	Pennsylvania
Rhode Island	405,532	6,642	398,890	3,838	395,052	8	370,770	1.1	8	24,282	2.4	395,052	390,409	1.2	=	=	Rhode Island
South Carolina	1,637,990	16,091	1,621,899	9,116	1,612,783	8	1,454,112	4.8	8	147,397	18.1	1,601,509	1,512,304	5.9	1	11,274	South Carolina
South Dakota	527,909	9,116	518,793	79,489	439,304	7	377,359	0.3	7 & 6	6/ 49,014	6/ 30.0	426,373	413,913	3.0	3.5 & 4	12,931	South Dakota
Tennessee	2,524,975	24,903	2,500,072	4,361	2,495,711	7	2,225,639	7.9	8 & 7	262,660	15.5	2,488,299	2,289,776	8.7	1	7,412	Tennessee
Texas	8,139,974	159,846	7,980,128	107,699	7,872,429	5	7,162,970	6.3	6.5 & 5	694,135	18.9	7,857,105	7,323,885	7.3	4 & 6	15,324	Texas
Utah	710,486	24,631	685,855	-	685,855	7	602,635	3.6	7	72,204	18.4	674,839	642,613	5.0	0.5 & 4	11,016	Utah
Vermont	246,632	276	246,356	-	246,356	9	246,356	1.3	No Tax	-	-	246,356	243,232	1.3	-	-	Vermont
Virginia	2,773,906	67,506	2,706,400	24,469	2,681,933	8/ 9	2,407,932	6.1	8/ 9	259,321	8.9	2,667,253	2,508,542	6.3	Various	14,680	Virginia
Washington	1,864,298	22,489	1,841,809	30,837	1,810,972	9	6/ 1,675,789	6/ 4.8	7/ 9 & 0	134,757	12.7	1,810,546	6/ 1,719,360	5.3	2	426	Washington
West Virginia	876,439	3,076	873,363	11,485	861,878	8.5	768,262	7.4	8.5	92,874	1.5	861,136	807,129	6.7	4	742	West Virginia
Wisconsin	2,406,753	28,548	2,378,205	98,257	2,279,948	7	2,090,323	3.5	7	189,625	16.2	2,279,948	2,182,808	4.5	-	-	Wisconsin
Wyoming	357,551	3,589	353,962	=	353,962	7	268,189	7.4	No Tax	53,598	13.9	321,787	296,862	8.4	Various	32,175	Wyoming
Total	115,516,584	9/ 2,191,341	113,325,243	9/ 2,304,223	111,021,020	10/ 7.54	100,773,954	4.2	10/ 7.75	9,624,010	15.3	110,397,964	105,015,171	5.1	10/ 2.33	9/ 623,056	Total
Percentage	100.00	1.90	98.10	1.99	96.11	=	87.24	=	=	8.33	=	95.57	=	=	0.54	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 the State have been excluded wherever possible. The gasoline gallonage portion of this column is comparable to the gallonage shown monthly on table MF-33C.

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/ The 1972 Alaska special-fuels figure is not comparable to those for other years. In Idaho, the special fuels increase reflects a gallonage adjustment in 1972. The 1972 Maine data were revised. The 1973 Missouri data are not comparable to previous years. Oregon special-fuels data is estimated by the State. The South



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
September 30, 1974

FHWA 57-74
(202) 426-0677

Secretary of Transportation Claude S. Brinegar today announced the appointment of Joseph R. Coupal, Jr., as Deputy Federal Highway Administrator. Mr. Coupal has been Director of the Iowa State Highway Commission since 1966.

He succeeds the late Ralph R. Bartelsmeyer, who died last January. The position of Deputy Administrator is the second highest in the U.S. Department of Transportation's Federal Highway Administration.

Federal Highway Administrator Norbert T. Tiemann commented: "I am delighted to have such a talented highway executive as Mr. Coupal join our top team at FHWA. His extensive experience from the viewpoint of a State highway department will be an invaluable asset to us in the administration of the Federal-State highway program. I feel that we are fortunate indeed to obtain his considerable expertise."

Born February 28, 1923, in Kingston, N.H., Mr. Coupal received a Bachelor of Arts Degree from Harvard in 1948, and a Master of Arts Degree from the University of New Hampshire in 1950. He also has credits toward a Ph.D. from Iowa State University.

Mr. Coupal was in the United States Army Air Corps from March 1942, to January 1946, serving in the American and African-European theaters. He held the rank of Captain.

From 1948 to 1949, he taught at the University of New Hampshire. He became Town Manager of Bethlehem, N.H., in 1949, and the following year he moved on to Concord, N.H., to become Assistant City Manager. In 1951, he was named Town Manager of Ipswich, Mass., and continued in that post until April 1954, when he was appointed City Manager of Bangor, Maine.

On December 1, 1966, Mr. Coupal became Director of the Iowa State Highway Commission.

A member of numerous Municipal and City Managers' Associations, he has been a member of the Executive Board of the American Association of State Highway and Transportation Officials, and served as Chairman of its Secondary Roads Committee. He served as both President and

Secretary-Treasurer of the Mississippi Valley Conference of State Highway Departments, and is a member of the American Public Works Association and a Trustee of its Education Scholarship Foundation. In 1965, he served as President of the International City Managers' Association.

Mr. Coupal also is a member of the Izaak Walton League, the Penobscot County Conservation Association, the Maine Good Roads Association, and the Iowa Good Roads Association which presented him with its Distinguished Service Award in 1969. He also is the author of several published papers on municipal planning and highway management.

Mr. Coupal was named by the American Public Works Association for its Man of the Year Award in 1971, and this year he received the Distinguished Service Award of the Iowa Organization of Highway and State Employees.

Mr. Coupal is married to the former Ruth Duston, and they have four children: Deborah Ann Rozeboom, 25; Carol Beth, 22; Jennifer Duston, 20; and Jonathan Mark, 19.

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

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
October 1, 1974

FHWA 78-74 (202) 426-0677

Gasoline consumption for July 1974 was greater than in July 1973. This is the first month this year that has shown an increase, according to a summary prepared by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Based on reports from 15 States, gasoline sales for July 1974 showed a 1.1 percent increase from sales reported for July 1973, compared to decreases of 3.3 percent in May and 0.5 percent in June. Ten States showed increases (six for the first time this year), while five States reported decreases in their sales from the same period a year ago.

The FHWA issues 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 the 7 months of 1974, that include data for 15 States, show a 4.8 percent decrease from 1973. Of the 15 States, two have reported decreases for 7 months in a row. During the first 7 months of 1974, gasoline sales declined by 331,000 barrels-per-day from the same period a year ago.

Based on 50 States, the barrels-per-day rate for May 1974 was 6,788,000, a decrease from the May 1973 rate of 7,023,000, but greater than the May 1972 rate of 6,786,000. For June 1974, the 45 States reporting data show a barrels-per-day rate of 7,189,000 which is lower than both the June 1973 rate of 7,228,000 and the June 1972 rate of 7,196,000 barrels-per-day. For July 1974, the 15 reporting States' data

show a national barrels-per-day rate of 7,346,000, an increase from both the July 1973 rate of 7,263,000 and the July 1972 rate of 6,827,000.

The table that shows May through July 1974 monthly motor gasoline data by States, as well as a graph of the monthly national barrels-per-day rates, is attached.

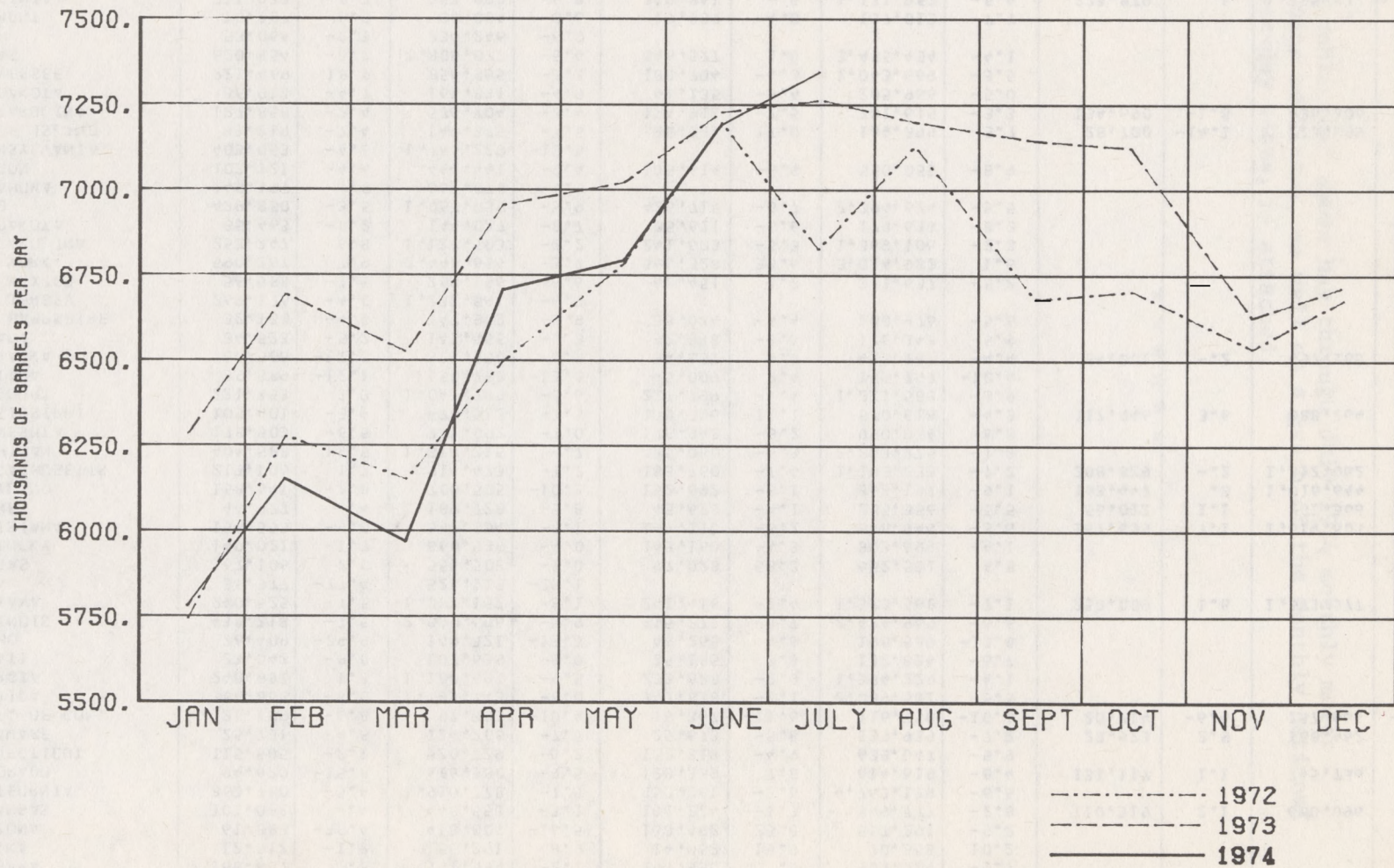
* * * * *

STATE	MAY 74 (50 STATES)		CAL. YR. CUMUL.		JUN. 74 (45 STATES)		CAL. YR. CUMUL.		JUL. 74 (15 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	166,667	.8	747,594	-2.1	159,930	.5	907,524	-1.7				
ALASKA	12,012	-1.2	56,291	8.9	14,062	15.9	70,353	10.2				
ARIZONA	61,883	-35.4	418,809	-16.5	138,482	23.8	557,291	-9.2				
ARKANSAS	101,082	.4	448,553	-3.1	101,224	-1.3	549,777	-2.8	110,319	2.1	660,096	-2.0
CALIFORNIA	863,760	-5.4	3,910,778	-7.5	352,361	-2.6	4,763,139	-6.6				
COLORADO	94,620	-15.8	486,380	-9.5	128,239	7.8	614,619	-6.4	131,117	1.1	745,736	-5.1
CONNECTICUT	115,505	-2.1	520,729	-6.2	112,318	-4.9	633,047	-5.9				
DELAWARE	25,731	-4.8	114,266	-7.5	25,673	-5.8	139,939	-7.2	28,523	2.9	168,462	-5.7
DIST. OF COL.	21,199	-6.8	97,383	-10.4	19,367	-11.6	116,750	-10.6	20,714	-6.4	137,464	-10.0
FLORIDA	356,668	-3.0	1,745,743	-6.0	343,838	-3.1	2,089,581	-5.5				
GEORGIA	240,981	1.3	1,100,601	-4.5	233,628	-2.0	1,334,229	-4.1				
HAWAII	23,042	-8.0	107,639	-8.9	25,185	3.8	132,824	-6.7				
IDAHO	26,409	-29.9	149,321	-18.3	46,268	4.6	195,589	-13.9				
ILLINOIS	438,218	-7.5	2,009,696	-5.9	415,273	-9.7	2,424,969	-6.6				
INDIANA	240,525	-7.5	1,082,152	-8.1	241,416	-2.4	1,323,568	-7.1	250,009	1.6	1,573,577	-5.8
IOWA	31,377	-77.4	521,113	-20.1								
KANSAS	167,106	2.0	555,503	-1.0	97,028	58.3	652,531	4.8				
KENTUCKY	149,021	-1.7	660,539	-4.0	143,160	-4.3	803,699	-4.1				
LOUISIANA	154,553	-9.0	697,834	-3.1	149,110	-6.2	846,944	-3.6	167,659	7.1	1,014,603	-2.0
MAINE	44,977	-4	189,728	-5.8	45,628	-4.1	235,356	-5.5	56,012	1.1	291,368	-4.3
MARYLAND	158,441	-2.8	700,505	-10.3	152,692	-3.1	853,197	-9.1	163,447	.8	1,016,644	-7.6
MASSACHUSETTS	213,106	1.7	914,473	-7.2	188,760	-7.4	1,103,233	-7.2	208,829	-.2	1,312,062	-6.2
MICHIGAN	404,588	19.5	1,818,215	-7	385,060	-6.3	2,203,275	-1.8				
MINNESOTA	178,503	-6.5	771,092	-7.0	178,942	-6.2	950,034	-6.8				
MISSISSIPPI	105,401	-3.9	470,512	-3.3	100,306	-11.1	570,818	-4.8	117,446	3.6	688,264	-3.4
MISSOURI	221,353	3.3	1,043,789	-3.6	227,799	-5.4	1,271,588	-3.9				
MONTANA	39,889	-12.1	150,788	-13.6	45,009	2.4	195,797	-10.4				
NEBRASKA	66,566	-17.5	328,550	-6.9	84,637	6.9	413,187	-4.4	84,001	-.2	497,188	-3.7
NEVADA	34,523	-5.2	143,455	-5.3	32,888	-8.6	176,343	-5.9				
NEW HAMPSHIRE	32,138	-4.5	147,902	-5.9	33,074	-4.4	180,976	-5.6				
NEW JERSEY	269,176	-4.0	1,232,591	-6.9								
NEW MEXICO	56,588	-7.5	259,186	-6.6	62,451	1.2	321,637	-5.2				
NEW YORK	590,267	7.9	2,448,654	-3.7	566,328	33.6	3,014,982	1.6				
N. CAROLINA	253,247	6.8	1,127,503	-2.2	241,603	-5.3	1,369,106	-2.8				
N. DAKOTA	35,463	-8.2	144,027	-8.7	35,611	-6.6	179,638	-8.3				
OHIO	429,850	-3.5	1,967,959	-5.9	426,715	-3.7	2,394,674	-5.5				
OKLAHOMA	149,197	.9	662,079	-4.3								
OREGON	102,121	-4.4	444,441	-9.4	105,614	-6.9	550,055	-8.9				
PENNSYLVANIA	403,053	-4.6	1,746,229	-12.5								
RHODE ISLAND	33,219	-7.4	149,375	-7.5	35,024	17.0	184,399	-3.7	28,700	-14.1	213,099	-5.3
S. CAROLINA	127,858	-2.4	576,704	-3.4	124,911	-2.5	701,615	-3.3	134,690	-1.8	836,305	-3.0
S. DAKOTA	36,913	-4.7	161,831	-4.9	44,135	-5.4	205,966	-5.0				
TENNESSEE	221,469	18.5	854,965	-3.3	188,704	-4.3	1,043,669	-3.5				
TEXAS	620,854	-3.7	2,808,877	-5.4	646,577	1.8	3,455,454	-4.1				
UTAH	53,066	-2.3	234,246	-6.0								
VERMONT	19,287	-6.9	88,004	-8.6	19,809	-4.0	107,813	-7.7				
VIRGINIA	211,033	-8.7	952,092	-6.8	219,861	-.5	1,171,953	-5.6	223,879	.6	1,395,832	-4.7
WASHINGTON	145,781	-5.9	634,692	-7.5	142,828	-2.2	777,520	-6.6	157,688	2.4	935,208	-5.2
WEST VIRGINIA	70,846	1.2	299,417	-4.3	65,664	-2.7	365,081	-4.0				
WISCONSIN	194,724	-.9	823,003	-5.0	185,143	-8.6	1,008,146	-5.6				
WYOMING												
TOTAL 1000 GAL.	8,813,856	-3.3	39,725,808	-6.2	7,832,335	-.5	43,161,885	-4.7	1,883,033	1.1	11,485,908	-4.8
RATE, BBL/DAY	6,788,000		6,279,000		7,189,000		6,461,000		7,346,000		6,522,000	

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.

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
October 8, 1974

FHWA 79-74
(202) 426-0677

STATE HIGHWAY-USER TAX RECEIPTS ESTIMATE FOR 1974

The U.S. Department of Transportation's Federal Highway Administration estimated today that the States will collect about \$13.2 billion of revenue from State road-user taxes in 1974. This is only 0.7 percent greater than the \$13.1 billion collected in 1973. These figures do not include tolls, which are not classified as regular State road-user tax receipts. A decline in motor-fuel tax revenues, brought about by a decrease in highway gasoline consumption, is expected to be balanced by increases in motor-vehicle and motor-carrier receipts. Although highway-user receipts will increase slightly for the country as a whole, 20 States will probably receive less than they did in 1973.

State motor-fuel taxes will account for approximately \$8.1 billion or about 61 percent of the 1974 State road-user revenues, down \$256 million, or 3.1 percent, from 1973. This is the first decrease in fuel tax receipts since 1943. The 1973 receipts were 9.7 percent greater than in 1972. Six States have increased their gasoline tax rates in 1973 and 1974.

Motor-vehicle and motor-carrier receipts should total approximately \$5.1 billion. This is a 7.3 percent increase over the amount received by the States in 1973. The 1973 increase was 9.0 percent over 1972.

A table showing the State road-user tax estimate for 1974 is on the back of this sheet.

(over)

ESTIMATE OF STATE HIGHWAY-USER TAX RECEIPTS--1974¹

TABLE ES-R
SEPTEMBER 1974

(In thousands of dollars)

STATE	MOTOR FUEL			MOTOR VEHICLES AND MOTOR CARRIERS					TOTAL HIGHWAY USER TAXES		STATE
	NET GALLONAGE RECEIPTS	OTHER RECEIPTS 2/	TOTAL	MOTOR VEHICLE REGISTRATION FEES	OTHER MOTOR VEHICLE FEES 3/	MOTOR CARRIER TAXES 4/	MISCELLANEOUS RECEIPTS	TOTAL	AMOUNT	PERCENT CHANGE 1974 1973	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
Alabama	143,290	9,830	153,120	43,844	8,844	372	225	53,285	206,405	0.4	Alabama
Alaska	10,741	1	10,742	6,675	723	360	540	8,298	19,040	10.7	Alaska
Arizona	90,206	250	90,456	24,055	5,878	14,750	3,180	47,863	138,319	3.6	Arizona
Arkansas	107,050	360	107,410	35,026	5,451	485	2,600	43,562	150,972	5.1	Arkansas
California	722,511	21	722,532	590,944	12,541	1,160	26,850	631,495	1,354,027	-2.3	California
Colorado	91,314	225	91,539	21,915	5,951	18,090	3,015	48,971	140,510	0.6	Colorado
Connecticut	135,890	807	136,697	37,276	7,761	1,520	4,625	51,182	187,879	-3.5	Connecticut
Delaware	26,889	2	26,891	10,954	8,949	-	920	20,823	47,714	7.5	Delaware
Dist. of Col.	19,758	12	19,770	11,411	11,819	1,078	1,350	25,658	45,428	-0.5	Dist. of Col.
Florida	353,865	5,304	359,169	163,577	34,358	2,509	10,600	211,044	570,213	4.0	Florida
Georgia	229,088	640	229,728	41,778	10,258	1,028	5,250	58,314	288,042	1.2	Georgia
Hawaii	13,692	4	13,696	13,599	414	101	390	14,504	28,200	-1.7	Hawaii
Idaho	37,299	85	37,384	10,529	3,113	8,585	2,815	25,042	62,426	=1.5	Idaho
Illinois	365,376	-	365,376	272,400	25,982	1,300	20,100	319,782	685,158	0.1	Illinois
Indiana	231,235	2,126	233,361	71,495	17,283	1,084	6,575	96,437	329,798	0.7	Indiana
Iowa	118,133	119	118,252	92,800	8,023	385	8,290	109,498	227,750	3.5	Iowa
Kansas	101,436	177	101,613	38,125	3,389	2,315	3,550	47,379	148,992	0.6	Kansas
Kentucky	170,712	-	170,712	36,342	76,894	600	2,825	287,373	287,373	4.3	Kentucky
Louisiana	148,139	690	148,829	27,819	8,308	1,400	4,925	42,452	191,281	6.6	Louisiana
Maine	48,557	23	48,580	14,319	2,145	632	1,180	18,276	66,856	-1.1	Maine
Maryland	167,795	456	168,251	67,526	80,623	-	6,250	154,399	322,650	0.4	Maryland
Massachusetts	166,799	80	166,879	51,110	13,957	430	5,730	71,227	238,106	-6.5	Massachusetts
Michigan	394,760	106	394,866	150,382	16,860	1,735	6,340	175,317	570,183	1.5	Michigan
Minnesota	140,990	539	141,529	83,480	11,344	465	11,300	106,589	248,118	0.2	Minnesota
Mississippi	117,025	2,590	119,615	27,921	6,352	124	2,425	36,822	156,437	4.3	Mississippi
Missouri	185,482	487	185,969	85,158	8,401	1,350	5,875	100,784	286,753	-1.4	Missouri
Montana	34,052	550	34,602	12,536	2,553	4,570	1,200	20,306	54,908	1.2	Montana
Nebraska	78,041	17	78,058	28,138	3,570	238	2,470	34,416	112,474	-1.5	Nebraska
Nevada	25,292	190	25,482	18,353	1,805	5,210	2,365	27,733	53,215	2.4	Nevada
New Hampshire	35,345	95	35,440	14,575	4,166	434	1,390	20,565	56,005	=1.9	New Hampshire
New Jersey	272,218	162	272,380	125,096	32,311	900	12,000	170,307	442,687	-1.2	New Jersey
New Mexico	52,311	462	52,773	14,588	2,510	7,632	2,575	27,305	80,078	-0.1	New Mexico
New York	476,959	71	477,030	236,104	33,220	34,750	28,060	332,134	809,164	0.7	New York
North Carolina	263,518	7,924	271,442	91,967	6,647	-	4,525	103,139	374,581	-0.7	North Carolina
North Dakota	25,585	204	25,789	15,915	2,549	572	2,150	21,186	46,975	2.5	North Dakota
Ohio	365,896	=	365,896	139,056	30,783	46,940	8,980	225,759	591,655	0.6	Ohio
Oklahoma	108,953	1,383	110,336	78,543	6,912	675	1,700	87,830	198,166	-0.6	Oklahoma
Oregon	81,804	18	81,822	26,541	6,168	40,285	2,950	75,944	157,766	2.4	Oregon
Pennsylvania	419,069	854	419,923	163,140	18,510	-	8,900	190,550	610,473	=2.9	Pennsylvania
Rhode Island	30,368	1	30,369	12,736	2,964	756	760	17,216	47,585	-1.2	Rhode Island
South Carolina	127,002	4,727	131,729	17,920	1,591	888	6,100	26,499	158,228	-0.6	South Carolina
South Dakota	27,054	95	27,149	14,992	1,455	3,940	1,500	21,887	49,036	-2.6	South Dakota
Tennessee	173,438	24,688	198,126	72,153	11,481	839	1,645	86,118	284,244	1.4	Tennessee
Texas	382,864	84	382,948	228,749	274,602	920	13,820	518,091	901,039	6.2	Texas
Utah	44,658	603	45,261	10,274	1,503	1,980	3,290	17,047	62,308	-2.7	Utah
Vermont	21,046	-	21,046	13,761	8,617	765	765	24,343	45,389	1.7	Vermont
Virginia	239,837	72	239,909	74,170	72,134	1,975	3,855	152,134	392,043	2.8	Virginia
Washington	156,051	30	156,081	110,914	14,791	2,145	4,360	132,210	288,291	0.8	Washington
West Virginia	72,372	301	72,673	29,100	38,274	641	2,400	70,415	143,088	5.6	West Virginia
Wisconsin	153,096	825	153,921	74,633	7,794	780	3,825	87,032	240,953	-0.5	Wisconsin
Wyoming	23,298	3	23,301	3,322	510	8,150	2,320	14,302	37,603	4.6	Wyoming
Total	8,028,159	68,293	8,096,452	3,657,736	983,041	224,355	275,000	5,140,132	13,236,584	0.7	Total

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of motor-vehicle consumption and motor-vehicle registrations for the early months of 1974, and information available on current trends, fee and tax changes, motor-vehicle production and other factors. These data are comparable to those shown on FHWA tables MF-1 and MV-2.

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

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

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



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
October 8, 1974

FHWA 80-74
(202) 426-0677

Motor-fuel consumption in the United States in 1974 is expected to show a decrease for the first time since 1943. Consumption is expected to be 110.7 billion gallons this year, a decrease of 3.2 percent below 1973 consumption figures. Total consumption for each of the first 6 months of 1974 shows a decrease from the corresponding months of 1973. The estimate by the Federal Highway Administration is based on available reports from the States and other sources.

The highway use of motor fuel is expected to be 3.3 percent below 1973, compared with a 5.2 percent increase in 1973 over 1972.

In 1974, the highway use of motor fuel should be nearly 107 billion gallons. This is 817 gallons of fuel for every registered motor vehicle (excluding motorcycles). The total will include 96.6 billion gallons of gasoline and 10.2 billion gallons of special fuels (diesel, butane, etc.).

California is expected to lead the States in highway motor-fuel consumption in 1974 with 10.5 billion gallons. Texas and New York are next with 7.6 and 6.1 billion gallons, respectively. These are followed by Illinois, Ohio, and Pennsylvania with over 5 billion; Florida and Michigan with more than 4 billion gallons each; and Georgia and New Jersey with over 3 billion gallons each. These 10 States will account for over 51 percent of the total highway consumption. Eight other States will use more than 2 billion gallons each of motor fuel on the highways in 1974.

The use of gasoline for farming, aviation, boating, etc., is expected to nearly equal the 3.9 billion gallon total for the previous year.

A table showing the FHWA projected motor-fuel consumption for 1974 by States is shown on the back of this sheet.

ESTIMATE OF MOTOR-FUEL USE—1974¹

(In thousands of gallons)

TABLE ES-F
SEPTEMBER 1974

STATE	HIGHWAY USE					NONHIGHWAY USE OF GASOLINE	TOTAL USE		STATE
	GASOLINE	SPECIAL FUELS	TOTAL	PERCENT CHANGE 1974 1973	GALLONS PER MOTOR VEHICLE		AMOUNT	PERCENT CHANGE 1974 1973	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
Alabama	1,791,900	201,845	1,993,745	-1.2	812	44,017	2,037,762	-1.3	Alabama
Alaska	110,280	16,125	126,405	8.3	672	35,081	161,486	3.2	Alaska
Arizona	1,094,581	155,152	1,249,733	-4.0	820	44,937	1,294,670	-3.9	Arizona
Arkansas	1,103,455	156,702	1,260,157	-2.0	1,017	30,073	1,290,230	-1.9	Arkansas
California	9,653,909	797,570	10,451,479	-4.0	758	249,675	10,701,154	-3.8	California
Colorado	1,239,770	107,435	1,347,205	-3.8	709	61,221	1,408,426	-3.7	Colorado
Connecticut	1,258,595	95,294	1,353,889	-4.8	700	24,644	1,378,533	+4.7	Connecticut
Delaware	285,637	17,062	302,699	+4.5	875	5,223	307,922	+4.5	Delaware
Dist. of Col.	231,922	17,834	249,756	-7.1	953	4,338	254,094	-7.0	Dist. of Col.
Florida	4,086,092	339,993	4,426,085	-1.5	778	123,533	4,549,618	-1.5	Florida
Georgia	2,702,789	370,566	3,073,355	-2.0	914	49,970	3,123,325	-2.0	Georgia
Hawaii	257,164	13,368	270,532	-5.1	540	11,289	281,821	-5.0	Hawaii
Idaho	383,608	48,998	432,606	-8.6	701	46,364	478,970	-8.7	Idaho
Illinois	4,602,131	497,323	5,099,454	-3.8	821	288,172	5,387,626	-3.5	Illinois
Indiana	2,583,044	390,660	2,973,704	+4.7	883	94,825	3,068,529	+4.7	Indiana
Iowa	1,523,996	214,277	1,738,273	-2.3	836	237,467	1,975,740	-1.9	Iowa
Kansas	1,173,975	153,901	1,327,876	-1.5	723	144,117	1,471,993	-1.1	Kansas
Kentucky	1,621,213	177,077	1,798,290	-1.8	823	23,101	1,821,391	-2.2	Kentucky
Louisiana	1,671,600	176,667	1,848,267	-1.0	858	50,978	1,899,245	-1.0	Louisiana
Maine	500,316	43,555	543,871	-4.0	867	11,119	554,990	-3.9	Maine
Maryland	1,695,350	131,890	1,827,240	+5.2	776	25,609	1,852,849	+5.1	Maryland
Massachusetts	2,141,947	135,790	2,277,737	+8.3	745	28,985	2,306,722	+8.2	Massachusetts
Michigan	4,438,812	287,720	4,726,532	+1.7	867	199,233	4,925,765	+1.6	Michigan
Minnesota	1,863,296	191,051	2,054,347	+3.7	813	174,744	2,229,091	+2.9	Minnesota
Mississippi	1,133,916	149,954	1,283,870	+2.5	945	35,578	1,319,448	-2.4	Mississippi
Missouri	2,346,785	279,695	2,626,480	+5.3	926	185,386	2,811,866	-4.9	Missouri
Montana	409,008	77,724	486,732	-4.4	825	37,730	524,462	-3.8	Montana
Nebraska	812,111	122,732	934,843	-3.8	830	37,217	972,060	+4.3	Nebraska
Nevada	362,392	49,059	411,451	-2.6	883	15,512	426,963	-2.4	Nevada
New Hampshire	372,910	19,337	392,247	+4.7	821	6,173	398,420	+4.6	New Hampshire
New Jersey	3,027,551	297,450	3,325,001	-4.2	783	62,698	3,387,699	-4.1	New Jersey
New Mexico	650,316	111,685	762,001	-1.9	1,015	15,822	777,823	-1.7	New Mexico
New York	5,795,881	301,774	6,097,655	+2.9	807	240,983	6,338,638	-2.6	New York
North Carolina	2,657,957	284,403	2,942,360	-2.6	815	81,177	3,023,537	+2.5	North Carolina
North Dakota	305,859	55,467	361,326	-1.7	690	105,145	466,471	-2.2	North Dakota
Ohio	4,773,247	565,955	5,339,202	+3.5	771	137,168	5,476,370	+3.5	Ohio
Oklahoma	1,517,899	185,293	1,703,192	-1.6	828	53,080	1,756,272	-1.5	Oklahoma
Oregon	1,118,775	192,392	1,311,167	-4.1	779	51,440	1,362,607	-4.0	Oregon
Pennsylvania	4,445,939	612,837	5,058,776	-5.6	725	152,783	5,211,559	-5.6	Pennsylvania
Rhode Island	343,347	26,184	369,531	-4.2	632	14,918	384,449	-3.7	Rhode Island
South Carolina	1,409,105	155,730	1,564,835	-1.7	925	38,068	1,602,903	-1.6	South Carolina
South Dakota	345,350	49,477	394,827	+7.3	771	95,841	490,668	-5.8	South Dakota
Tennessee	2,154,845	279,720	2,434,565	-1.1	932	42,650	2,477,215	-1.1	Tennessee
Texas	6,890,192	751,810	7,642,002	-2.3	932	158,138	7,800,140	-2.3	Texas
Utah	579,852	75,346	655,198	+2.9	842	24,825	680,023	-2.8	Utah
Vermont	223,644	20,713	244,357	+5.7	848	6,674	251,031	+5.4	Vermont
Virginia	2,358,094	264,507	2,622,601	+3.1	894	58,840	2,681,441	-3.0	Virginia
Washington	1,579,914	149,561	1,729,475	-4.0	698	55,929	1,785,404	+3.9	Washington
West Virginia	737,890	131,342	869,232	+0.7	920	9,822	879,054	-0.8	West Virginia
Wisconsin	1,990,697	205,482	2,196,179	+3.1	856	122,424	2,318,603	+2.7	Wisconsin
Wyoming	258,931	60,434	319,365	-0.2	1,024	37,357	356,722	0.2	Wyoming
Total	96,617,789	10,213,918	106,831,707	+3.3	817	3,892,093	110,723,800	+3.2	Total

^{1/} These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1974, and information available on current trends, motor-fuel production, and other factors. These data are comparable to that shown in tables MF-21, 25, and 26.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
October 8, 1974

FHWA 82-74
(202) 426-0677

A new low cost approach to improving the Nation's highways was announced today by Federal Highway Administrator Norbert T. Tiemann.

He said that the U.S. Department of Transportation's Federal Highway Administration will place national emphasis on a Low Capital Transportation Improvements (LCTI) Program.

The new LCTI concept will focus on improvement projects funded with Federal-aid highway monies that will provide maximum utilization of existing highway transportation systems and require little or no additional right-of-way or expenditure of capital resources.

Included will be all traffic engineering and safety projects, people-moving efforts such as direct transit improvements and carpooling activities, bicycle and pedestrian facilities. Also included are specialized strategies such as staggered work hours and 4-day workweeks, which are designed to reduce peak-hour traffic congestion.

"We believe that this LCTI program has great potential," said Administrator Tiemann, "and such projects are to be encouraged to the extent that local and State officials are to give them specific consideration before any decision is made for major capital investment in Federal-aid projects."

Some specific examples of possible LCTI projects, Administrator Tiemann said, include the following:

- Development of improvements focused on increased transit use such as fringe and corridor parking facilities, exclusive or preferential bus lanes or streets, relocating bus stops, curb cuts for bus turnouts and bus shelters.

- Development of separate traffic lanes for loading, unloading, or transferring passengers at surface transit terminals and intermediate transit stops.

- Separate or preferential bicycle lanes, bicycle traffic control devices, bicycle parking facilities, and pedestrian walkways constructed in conjunction with or separate from highway improvements.

-- Installation of control systems to make traffic signal operation responsive to traffic conditions, for diverting traffic from congested areas, for establishing a part-time one-way operation, for reversing direction of traffic on selected traffic lanes, for providing separate bus lane controls, or for freeway ramp metering systems.

-- Construction of pedestrian grade separations, highway grade separations at complex intersections, and railroad-highway grade separations where such improvements are essential to relieve crucial bottlenecks or safety problems.

-- Highway-railroad grade crossing improvements, including installation or upgrading of protective and warning devices, roadway improvement, and elimination of grade crossings.

-- Widening or replacement of structures, construction or reconstruction of short roadway sections, where such improvement is necessary to provide continuity or capacity characteristics already available on adjacent sections of the route.

-- Safety features, including installation of breakaway sign and lighting supports, installation or upgrading of guardrail and median barrier, edge striping and/or delineators, improvement of drainage structures, installation of crash barriers, improvements to increase pavement skid resistance, improvement of sight distance at intersections, addition or upgrading of highway lighting systems.

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
October 16, 1974

FHWA 83-74
(202) 426-0677

There has been a growing awareness in the United States during the past several years that the metric system will become our standard measurement within the very near future. In fact, the United States is the only major industrial country in the world that has not yet established a national policy for metrication.

Recognizing the ultimate adoption of the metric system as the official U.S. standard of measure, and the desirability of providing appropriate timing and techniques for easing the shift of the Nation's highway systems to metric measurement, the U.S. Department of Transportation's Federal Highway Administration (FHWA) recently announced the establishment of a policy of introducing the metric system in FHWA technical publications, reports and specifications.

In announcing the new policy, Federal Highway Administrator Norbert T. Tiemann emphasized that "this policy arose from mutual recognition by State and Federal highway agencies that metrication will be the roadway for the American measurement system in the future. The willingness of the highway industry to recognize this situation and provide a means of assisting the transition of the American highway transportation industry and the motoring public to this new system," said the Administrator, "will serve to remove the potential roadblocks to progress that arise from inadequate preparation or confusion."

The necessity of utilizing metric measurements in the highway and traffic engineering fields has been recognized by highway related industries for a number of years. In 1970, the American Association of State Highway and Transportation Officials (AASHTO) officially endorsed the adoption of the metric system in the U.S. and recommended a 5 to 10 year transition plan. During the past several years, AASHTO has gradually introduced metric units of measurement into its technical publications.

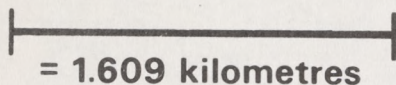
Within the FHWA, a booklet entitled "The International System of Units--Conversion Factors and Table Equivalents" was published in 1973 for the use of personnel in the highway field. In addition the FHWA has authorized several States to install special signs on Federal-aid Interstate and primary highways which include both the customary U.S. units of mileage as well as their metric equivalents.

A special FHWA coordinating task force on metrication has recently been established as a direct means of enabling the FHWA to keep in touch with national metrication developments which are likely to affect the Federal highway program. This group will also be responsible for coordinating those activities within the FHWA which relate to the eventual metrication of the highway planning, design, construction and operation processes.

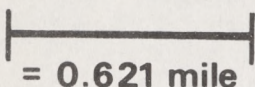
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Typical Metric-Standard Measurement Comparisons

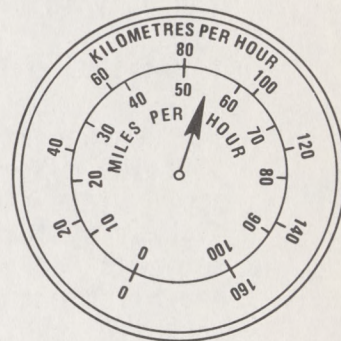
ONE MILE



ONE KILOMETRE



Metropolis
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION **WASHINGTON, D. C. 20590**

FOR RELEASE THURSDAY
October 17, 1974

FHWA 84-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced that it has signed an agreement with the New York State Department of Transportation and a number of local governmental units in the New York City area to engage in a cooperative effort to conduct a feasibility study of an Integrated Motorist Information System (IMIS) for the Northern Long Island Corridor.

According to Federal Highway Administrator Norbert T. Tiemann, "the study would determine the feasibility of establishing, on an operating network of roadways, a demonstration project involving an integrated motorist information and traffic management system."

Among the motorist information concepts that could be considered in this type of study are such devices and techniques as pre-trip planning aids including improved maps and telephone and radio weather and traffic forecasts, emergency roadside radio-telephones, rapid detection of disturbances in traffic flow, variable message roadside signs providing information on traffic conditions and rerouting suggestions.

Should the study show the practicality and desirability of such a system, a specific project will be developed to provide an operating demonstration of existing technology and techniques in motorist information systems and real-time traffic management. Further, the demonstration project will serve as a test-bed for subsequent application and evaluation of refined strategies and advanced technology in motorist information and traffic management systems.

"A major emphasis of this demonstration project," said Administrator Tiemann "would be to show how modern, sophisticated traffic control technology and techniques can enhance the efficiency and quality of transportation on existing urban and interurban freeways. The project would also provide a much needed facility for conducting research and development to advance the state-of-the-art."

Selection of the Long Island site was made from among four site nominations made by States in the Northeast Corridor in response to an FHWA solicitation. A team of FHWA representatives visited and evaluated each of the sites. Following an extensive analysis and evaluation effort, the North Long Island Corridor was selected as the site offering the greatest potential for a demonstration project.

Local governmental units participating in this joint feasibility study, in addition to the FHWA and the New York State Department of Transportation, are the New York City Transportation Administration, Nassau County, Suffolk County, Long Island State Parks and Recreation Commission and Tri-State Regional Planning Commission.

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DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
October 18, 1974

FHWA 85-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration will review the results of a recent national survey of truck drivers to determine if any modifications are needed in current highway safety design standards, Federal Highway Administrator Norbert T. Tiemann said today.

A group of 388 truck drivers in 28 States were surveyed by the American Trucking Associations' Safety Committee on Research and Environment (SCORE) in an effort to identify highway characteristics that are actually or potentially hazardous. Observations made by the truck drivers were summarized by SCORE officials, who emphasized changes that they thought could be made at relatively small cost along with items that may be significant to national highway design standards. Individual locations identified in the survey as hazardous were discussed with State highway agencies, and copies of the national summary were presented to the Federal Highway Administration and the American Association of State Highway and Transportation Officials.

The most frequently cited observation of the truck drivers involved freeway on and off ramps, which were described as too short, too sharp, or improperly banked. Other concerns involved signing, blind spots, narrow bridges, and inadequate maintenance.

Commenting on the survey, Tiemann said: "We were glad to receive this information as a public-spirited contribution of commercial highway users. The Federal Highway Administration will work with the American Association of State Highway and Transportation Officials in reviewing these observations to determine if any modification of current highway design standards is warranted. It should be noted that highway standards have been modernized over the years and that many of the sections commented on were constructed to earlier standards."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
October 22, 1974

FHWA 88-74
(202) 426-0677

One of the most frequent but dangerous maneuvers required of the freeway driver is that of entering a flowing stream of traffic from a freeway entrance ramp.

Recognizing the need for lessening the dangers to human life and limb which result from this necessary maneuver in today's urban traffic scene, the U.S. Department of Transportation's Federal Highway Administration (FHWA) has been assisting State highway agencies in the development of a variety of traffic control systems designed to overcome the inherent dangers of freeway merging points.

The newest of these freeway merging systems is the "Green Band Merging Control System" which was recently put into use on Interstate 75 in downtown Tampa, Florida. Installed at the Ashley Street entrance ramp, the Green Band System aids drivers by providing moving bands of green light located on fixtures along the left-hand side of the ramp. Drivers approaching the ramp position their cars along side a moving band and by pacing their speed to the speed of the band, they are guided into a safe gap in the right-hand lane of the freeway.

The system consists of traffic detectors on the entrance ramp and in the right lane of the freeway. The detectors feed information on the speed and spacing of vehicles in the main flow of traffic to a computer in the control center. The computer is programmed to determine safe gaps on the freeway and to generate the moving bands for drivers to follow.

Depending on traffic conditions on the freeway three methods or "modes" of control are used. Under light flow, where gaps are more frequent, the "moving mode" permits drivers on the ramp to pick up a green band "on the run" without stopping.

When volumes on the freeway increase and gaps are less frequent, the computer reverts to a "stopped gap acceptance" mode. In this mode, drivers are stopped on their approach to the ramp by a conventional traffic signal. When the computer finds a safe gap, the traffic signal turns green and at the same instant, an accelerating green band guides the driver onto the freeway.

- more -

Under the heaviest traffic conditions, in the "metering mode," drivers are also stopped by the traffic signal and then released at a certain pre determined interval without a green band to find a gap on their own, just as they would without a merging control system.

Financed with State, city and participating Federal-aid highway funds, the Tampa Green Band system is based upon original systems research by the Raython Company under FHWA's Federally Coordinated Program of Research and Development. The Green Band System has been designed to fit Tampa's traffic requirements and was installed by the Florida Department of Transportation with the cooperation of the City of Tampa. A team of researchers from the University of Florida has assisted the Florida DOT with system design and computer programming and will be conducting a thorough evaluation of the system.

According to Federal Highway Administrator Norbert T. Tiemann, "The evaluation effort will attempt to determine whether the system provides a cost-effective alternative to the option of reconstructing or closing of those freeway entrance ramps where drivers have difficulty with merging maneuvers because of poor sight distance or short acceleration lanes. When such conditions exist in heavily built up urban areas where reconstruction would be costly," said Administrator Tiemann "computer controlled control systems may well be a reasonable alternative from the standpoint from a cost as well as from a safety standpoint."

Should the Green Band System "prove out," Florida DOT expects to turn over the system to the city of Tampa. At that point, FHWA would consider inquiries from other States and cities which might wish to implement the system.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
October 23, 1974

FHWA 87-74
(202) 426-0677

Congressionally mandated safety improvements will receive major attention in upcoming Federal-aid highway construction activities, Federal Highway Administrator Norbert T. Tiemann announced today.

He said that the U.S. Department of Transportation's Federal Highway Administration is placing national emphasis on the highway safety construction programs contained in the Highway Safety Act of 1973.

The programs include improvement or elimination of rail-highway grade crossings, replacement of dangerous or obsolete bridges, pavement marking demonstration programs, identification of high hazard locations on older roads, elimination of roadside obstacles, and the Federal-aid Safer Roads Demonstration Program (under which \$250 million over a three year period can be used by States for safety improvements on roads not on any Federal-aid system).

"Since passage of the '73 Highway Safety Act," Administrator Tiemann said, "States have been gearing up for these new programs and working on the surveys required by the Act.

"Now it is time to concentrate our efforts on expanding construction activities in these program areas. Consequently, FHWA has set a goal of obligating \$250 million of Federal-aid funds during the present fiscal year for such safety construction projects."

He added that each of FHWA's nine national regions will be assigned obligational goals for the year.

Each regional goal is based on the Federal-aid apportionments or allocations made to the States in that region in comparison with all funds available for the safety programs. However, even though the goals are based on each State's share, they are to be assessed on a regional basis to allow for variations in an individual State's total program needs.

"We will monitor the progress of these safety programs very closely," Administrator Tiemann said. "Traditionally, safety has been assigned the highest priority in the Federal-aid highway program, and our emphasis on these safety construction programs is a reaffirmation and continuation of that tradition."



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
October 25, 1974

FHWA 86-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has awarded a \$72,000 contract to the Southwest Research Institute, San Antonio, Texas, to explore stress-corrosion in hazardous materials cargo tanks, resulting from transporting anhydrous ammonia. The tanks of concern are manufactured of quenched and tempered steel.

Anhydrous ammonia is a colorless gas, with an extremely pungent odor that is hazardous because of its irritating effects to eyes, and mucous membranes of the respiratory tract.

Basic objective of the contract, handled by FHWA's Bureau of Motor Carrier Safety, is

- to identify the contaminants in anhydrous ammonia that contribute to stress-corrosion cracking of quenched and tempered steels;
- to establish critical concentration levels of the contaminants; and
- to determine the effect of water inhibition.

BMCS initiated emergency action in 1967 to prevent or reduce stress corrosion cracking by requiring certain cargo tank motor vehicles used for transporting compressed gases to be inspected internally to determine the need for repair, and to insure product retention integrity. BMCS also required that anhydrous ammonia shipped in quenched and tempered steel tanks be inhibited with 0.2 percent water by weight, or at least 99.995 percent pure.

It was believed at that time that the problem was contained; but in early 1971 the stress corrosion problem surfaced again, prompting the BMCS to look deeper into the basic cause of the cracking phenomenon. Collaborating with the National Association of Corrosion Engineers, the Bureau proposed the following rulemaking:

- to provide interim measures to reduce the probability of cracking;
- to provide for detection of and control over stress corrosion cracking during the interim; and

-- to measure the effectiveness of these requirements until the problem is further researched.

BMCS Director Robert A. Kaye said, "It is imperative that the integrity of these cargo tanks be maintained to prevent product loss from a ruptured tank, which could result in a catastrophic loss of human life, injuries and property damage. We believe this research project will give us the necessary information to solve this problem once and for all."

The contract is for 12 months, with the findings and recommendations to be delivered to BMCS by October 1975.

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DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
October 25, 1974

FHWA 89-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has proposed revisions in the Federal Motor Carrier Safety Regulations covering the requirement for lamps and reflectors on mobile structure trailers operated in interstate and foreign commerce.

The revised requirements would:

-- Amend Section 393.17 of the Federal Motor Carrier Safety Regulations to bring them into conformity with the higher standard of performance specified in the recently revised Federal Motor Vehicle Safety Standard No. 108.

-- Eliminate the requirements for side marker, identification, and clearance lamps on mobile structure trailers when operating under a special permit authorizing movement during daylight hours and under normal visibility conditions.

-- Increase the number of stop and tail lamps required on all towed vehicles in driveaway-towaway service from 1 to 2.

The proposed revisions of Section 393.17 would also clarify the requirements for lighting equipment on the rearmost combination vehicle, so that they apply to all driveaway-towaway combination vehicles, regardless of the type of coupling device used.

BMCS Director Robert A. Kaye said, "This proposed rulemaking stems from the Bureau's own initiative, petitions from the Mobile Homes Manufacturer's Association, and the Recreational Vehicle Division of the Trailer Coach Association."

Interested persons are invited to submit written data, views or arguments pertaining to the proposal. All comments should be forwarded in triplicate to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590, on or before the close of business January 10, 1975, Docket Number MC-61.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
October 25, 1974

FHWA 90-74
(202) 426-0677

Photographic equipment originally designed for America's space program is now being used to make our Nation's highways safer and reduce the costs of highway operations and maintenance.

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has been actively encouraging the use of a new photographic technique known as "photologging." The photographic process involving equipment developed for the space program results in a film record of the highway environment which can be used to improve highway safety, operations and maintenance. Funded by State and participating Federal-aid highway monies, more than 30 State highway departments are currently involved in filming highway conditions along approximately 269,000 miles of U.S. roads.

The photologging technique involves the use of a specially developed camera and related support equipment located in a van-type vehicle. Periodic pictures (usually 100 per mile) are taken of the highway and its environment as the vehicle proceeds down the highway. Each picture not only shows what the average driver sees of the highway, but also includes such information as the date, highway route number, and mile-point.

The finished film can be viewed on a special type of motion picture projector which can be stopped or slowed to allow the viewer to observe selected sections of the highway. The projector may also be speeded up to simulate a view of the highway at speeds above 600 miles per hour.

A photolog should not be confused with a motion picture of the highway. Photolog pictures are taken by a camera that is actuated by a device attached to the vehicle's odometer, producing pictures taken at specified distances.

The photolog constitutes a visual aid that can be far more easily understood than the typical road map or engineering plan with its masses of lines, diagrams and codes showing the complex features of roadway design.

Photolog films can be acquired for approximately \$5 per one-way mile of road, enabling highway personnel to view roadside problems from a central location and thus eliminate the expense and time required to conduct on-site inspections.

Among the many varied uses to which a photolog system may be applied are programs to evaluate the quality and adequacy of highway signing, provide information for project design, determine landscaping requirements, expose hazardous locations, ascertain where maintenance efforts are required, etc.

According to Federal Highway Administrator Norbert T. Tiemann, "the photolog system provides a highway agency with a low cost but highly flexible technique with an almost unlimited range of uses. The permanent film record constitutes a veritable road encyclopedia."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.
November 5, 1974

FHWA 95-74
(202) 426-0677

Four State highway agencies, a research and development firm, a city, a port authority and an oil company all were first place winners in the Seventh Annual "The Highway and It's Environment" Contest, sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate and encourage the compatibility of highways and environment.

The competition is designed to recognize the efforts made by State and local governments, civic and professional groups, and private industry to preserve, improve or enhance the environment adjacent to highways.

The 1974 contest attracted 637 photographic entries from 42 States and the District of Columbia, illustrating how highways can be not only attractive, but can even have a positive esthetical impact on the areas traversed.

Federal Highway Administrator Norbert T. Tiemann said, "The result of this Seventh Annual Awards competition is indicative of the interest and concern exhibited by the governmental, public and private sectors in the relation of the entire national highway program to the environment. The preservation, improvement, and enhancement of our natural environment has always been a prime objective of FHWA, we welcome interest and support from all sectors."

The Oregon State Highway Division won first place in three of the contest's 10 categories. One first place award each was won by the Colorado Division of Highways, Kentucky DOT and Maryland DOT, the city of Birmingham, Alabama, and the Delaware River Port Authority. In addition, E. R. Squibb and Sons, Inc., a pharmaceutical company, and a Texaco Oil Company Service Station won first place awards.

First place winners in each of the 10 categories and the locations of the projects follow:

1. Outstanding Section of Highway in its Rural Environment--Colorado Division of Highways--I-70 in Western Colorado from Mack, westerly to the Colorado-Utah State line, 20 miles west of Grand Junction.
 2. Outstanding Section of Highway in its Urban Environment--City of Birmingham, Alabama--"Birmingham Green", 20th Street North-Morris Avenue to 7th Avenue North.
 3. Outstanding Bridge, Overpass, Tunnel Approach, Interchange Structures or other Highway Structural Features--Oregon State Highway Division--Bridge over Chetco River on U.S. 101 near Brookings, Oregon.
 4. Outstanding Safety Rest Area or Information Center--Oregon State Highway Division--Deadmans Pass Safety Rest Area. I-80-N near Pendleton.
 5. Outstanding Example of Highway-Oriented Private Enterprise which Preserves the Environment--E. R. Squibb and Sons, Inc., Squibb's World Headquarters in Princeton, New Jersey.
 6. Outstanding Example of Mass Transportation Within or Adjacent to the Highway Right-of-Way--Delaware River Port Authority--Rapid transit crossing of Delaware River between Camden, New Jersey, and Philadelphia, Pennsylvania.
 7. Outstanding Example of Multiple Use of Highway Right-of-Way in Urban or Rural Areas--Kentucky Department of Transportation. I-64 Riverside Parkway, Louisville, Kentucky.
 8. Outstanding Example of Sympathetic Treatment of Historic and Cultural Environment--Maryland DOT--Preservation of Casselman River Bridge on U.S. 40 near Grantsville.
 9. Outstanding Example of Landscape Treatment Along Roadside and Interchanges--Oregon State Highway Division--Landscape treatment of the Independence Junction-West Salem Bikeway adjacent to the Willamina-Salem Highway.
 10. Outstanding Example of Motorist Service Station--Texaco, Inc., Service Station at the Information Center for Colonial Williamsburg, Williamsburg, Virginia.
- Second and Third place winners for each of the categories were also selected: second place winners in the various categories follow:
1. Arizona Department of Transportation - I-15 in Virgin River Gorge.
 2. Minnesota Department of Highways - I-35 W-in South Minneapolis.
 3. Oregon State Highway Division, Freemont Bridge in Portland.
 4. Minnesota Department of Highways - I-90 at Western State Line.

5. "Forest Meadows" in Stockton, California - a planned community on Route 4 - four miles east of Murphy's Diggings in Calaveras County.

6. California Department of Transportation - Bart extension on I-280 from San Francisco to Daly City.

7. Texas Highway Department - Hike and Bike bridge across the Colorado River in Austin.

8. Georgia DOT preservation of Worlds largest Cherry-Bark Oak Tree-State Route 257 near Albany, Georgia.

9. New Jersey Highway Authority-Garden State Parkway near Eatontown.

10. The Bubble Machine (free exterior car wash) - at-East 14th Street and Warren Avenue, San Leandro, California.

Third place awards went to the following:

1. Vermont Department of Highways for Lyndon-Barton Section of I-91 near Lyndon, Vermont.

2. Minnesota Department of Highways for Outstanding Section on Highway 36 (Cedar Avenue) in Minneapolis.

3. Colorado Division of Highways, Pedestrian Overpass of the 47th Street Parkway in Boulder

4. Minnesota Department of Highways - Dresback Travel Information Center. I-90 at Mississippi River.

5. Helen Chamber of Commerce - Helen, Georgia, for Alpine Village on Georgia 17 and 75.

6. Virginia Department of Highways and Transportation for exclusive bus and carpool lanes on I-95 in Arlington County.

7. Oregon State Highway Division for Mini Park at 14th and Hall Streets in Portland, Oregon.

8. Hennepin County Public Works Department - for renovation of historic Cappelen Memorial bridge over the Mississippi River in Minneapolis.

9. Pennsylvania DOT for Landscape treatment of I-83 East of Harrisburg.

10. Standard Oil Company of California for outstanding example of motorist Service Station at Jamboree Road and San Joaquin, Newport Beach, California.

Judges for the contest were:

Mrs. Sarah P. Harkness, Architect, (New England Regional Director for American Institute of Architects), Architects Collaborative, Inc., Mr. Conrad L. Wirth, Landscape Architect (retired), former Director of the National Park Service, Mr. Henrik E. Stafseth, Engineer, Executive Director of the American Association of State Highway and Transportation Officials, and Mr. C. Carroll Carter, former Assistant to Secretary Brinegar, and currently the publisher and editor of Mass Transit magazine.

The judging was held on October 31, 1974, in the Ponti Auditorium of the Time-Life Building, New York, N.Y.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
November 6, 1974

FHWA 91-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the recent development by its research office of a nuclear cement content gage.

This new gage will provide construction engineers, for the first time, an on-site capability to accurately measure the cement content in fresh concrete. Prior to the development of the nuclear gage, test results from other concrete quality control methods were not accurate or were not available until days or even weeks after placement. Results from the nuclear cement content gage can be available within 10 to 15 minutes.

According to FHWA, the gage's operation is based on a measurement of the calcium content in the concrete mixture. Calcium is a fixed fraction of most portland cements used in highway construction. The cement (calcium) content is determined by passing low energy gamma rays from a radioactive source through a concrete sample and measuring the amount absorbed.

Federal Highway Administrator Norbert T. Tiemann stated that the "nuclear cement content gage will certainly be a helpful tool to the highway builders during this period of ever-increasing construction costs: its use could result in longer lasting pavements and structures, thus cutting the cost of rehabilitation and replacement in the future."

The Maryland State Highway Administration and the Georgia Department of Transportation are currently field testing and evaluating the gage's performance on construction projects within those States for the Federal Highway Administration. Based upon the results of these evaluations, FHWA will make appropriate technical modifications and then will demonstrate the nuclear gage to State highway departments throughout the United States as a part of its nationwide demonstration projects program.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY
November 9, 1974

FHWA 81-74
(202) 426-0677

Planning and development of activities to celebrate our Nation's Bicentennial is well underway throughout the United States.

In recognition of the historical significance of the Bicentennial era to the American people and to assist the Nation's highway travelers in arriving safely and quickly at the many scheduled Bicentennial activities, the U.S. Department of Transportation's Federal Highway Administration (FHWA), in cooperation with the American Revolutionary Bicentennial Administration (ARBA), has authorized and encouraged States to use the official Bicentennial symbol on directional guide and trailblazer signs on the Federal-aid highway system.

Recently issued FHWA regulations will allow States to use Federal-aid highway funds to install appropriate Bicentennial signs along Federal-aid highways to direct motorists to those destinations associated with programs accorded official recognition by the ARBA.



The official Bicentennial symbol, which will be placed on directional signs and trailblazers along Federal-aid highways, takes the form of a 5-pointed star surrounded by continuous red, white and blue stripes which form a second star.

Federal Highway Administrator Norbert T. Tiemann, in announcing the new regulations, stated that "The Federal Highway Administration is pleased that through a program of mutual cooperation with the States and the ARBA, the Nation's highways can play a more active role in assisting the motor-ing public to arrive at Bicentennial events in a rapid and safe manner. The development of this Nation's highway system, like the achievement of our national independence and growth," emphasized Mr. Tiemann, "has been a story of a continued National-State governmental cooperation."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY
November 9, 1974

FHWA 96-74
(202) 426-0677

Gasoline consumption figures for August 1974 show that motor gasoline sales continue to decline, according to a summary prepared by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Based on reports from 27 States, gasoline sales for August 1974 showed a 1.3 percent decrease from sales reported for August 1973, compared to decreases of 1.0 percent in June and 0.9 percent in July. Five States showed increases, while twenty-two States reported decreases in their sales from the same period a year ago.

The FHWA issues 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. Thus, there is not necessarily a close correlation between these data and that shown in the Federal Highway Administration's monthly "Traffic Volume Trends" report; also, the traffic counts reflect travel by all vehicles, not limited to only those powered by gasoline. 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 the 8 months of 1974, that include data for 27 States, show a 4.0 percent decrease from 1973. Of the 27 States, four have reported decreases for 8 months in a row. During the first 8 months of 1974, gasoline sales declined by 275,000 barrels-per-day from the same period a year ago.

Based on 48 States, the barrels-per-day rate for June 1974 was 7,154,000, a decrease from both the June 1973 rate of 7,228,000, and June 1972 rate of 7,196,000 barrels-per-day. For July 1974, the 41 States reporting data show a barrels-per-day rate of 7,200,000, a decrease from the July 1973 rate

of 7,263,000, but greater than the July 1972 rate of 6,827,000. For August 1974, the 27 reporting States' data show a national barrels-per-day rate of 7,106,000, a decrease from both the August 1973 rate of 7,197,000 and the August 1972 rate of 7,128,000.

The table that shows June through August 1974 monthly motor gasoline data by States, and a graph of the monthly national barrels-per-day rates, are attached.

* * * * *

TABLE MF-33G-10-25-74

COMPARISON OF GROSS GALLONS OF MOTOR GASOLINE SOLD BY MONTH AND YEAR FROM AVAILABLE STATES

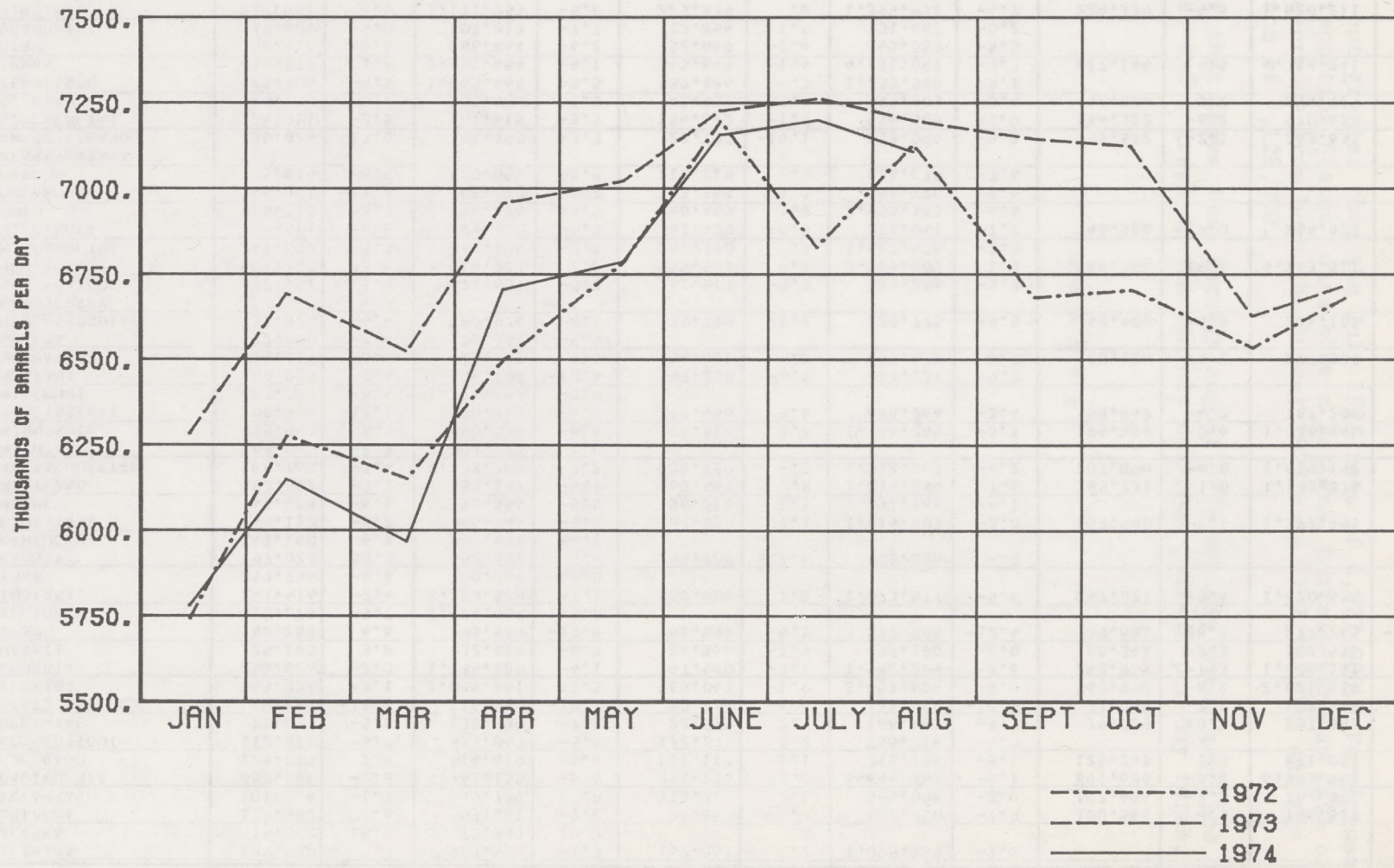
10/25/74

STATE	JUN. 74 (48 STATES)		CAL. YR. CUMUL.		JUL. 74 (41 STATES)		CAL. YR. CUMUL.		AUG. 74 (27 STATES)		CAL. YR. CUMUL.	
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT
	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE	1000 GAL.	CHANGE
ALABAMA	159,930	.5	907,524	-1.7	167,861	1.2	1,075,385	-1.2				
ALASKA	14,062	15.9	70,353	10.2								
ARIZONA	138,482	23.8	557,291	-9.2	98,659	-9.0	655,950	-7.9	100,568	-.5	756,518	-7.0
ARKANSAS	101,224	-1.3	549,777	-2.8	110,319	2.1	660,096	-2.0	102,496	-7.3	762,592	-2.8
CALIFORNIA	852,361	-2.6	4,763,139	-6.6	881,225	-3.0	5,644,362	-6.1	899,636	-3.8	6,543,998	-5.8
COLORADO	128,239	7.8	614,619	-6.4	131,117	1.1	745,736	-5.1	125,295	1.3	871,031	-4.3
CONNECTICUT	112,318	-4.0	633,047	-5.9	122,671	2.2	755,718	-4.7				
DELAWARE	25,673	-5.8	139,939	-7.2	28,523	2.9	168,462	-5.7	29,219	10.1	197,681	-3.6
DIST. OF COL.	19,367	-11.6	116,750	-10.6	20,714	-6.4	137,464	-10.0	21,045	-3.9	158,509	-9.2
FLORIDA	343,838	-3.1	2,089,581	-5.5	368,048	-1.9	2,457,629	-5.0	363,990	-6.6	2,821,619	-5.2
GEORGIA	233,628	-2.0	1,334,229	-4.1	247,980	-2.1	1,582,209	-3.8	243,932	-7.3	1,826,141	-4.3
HAWAII	25,185	3.8	132,824	-6.7	24,366	-1.9	157,190	-6.0	25,346	-2.3	182,536	-5.5
IDAH0	46,268	4.6	195,589	-13.9	41,995	-5.1	237,584	-12.4	39,681	-28.3	277,265	-15.1
ILLINOIS	415,273	-9.7	2,424,969	-6.6								
INDIANA	241,416	-2.4	1,323,568	-7.1	250,009	1.6	1,573,577	-5.8	247,077	-5.4	1,820,654	-5.8
IOWA	259,754	-6.3	780,867	-16.0								
KANSAS	97,029	58.3	652,531	4.8	149,725	-17.6	802,256	-.2				
KENTUCKY	143,160	-4.3	803,699	-4.1								
LOUISIANA	149,110	-6.2	846,944	-3.6	167,659	7.1	1,014,603	-2.0	157,890	-1.1	1,172,493	-1.9
MAINE	45,628	-4.1	235,356	-5.5	56,012	1.1	291,368	-4.2				
MARYLAND	152,692	-3.1	853,197	-9.1	163,447	.8	1,016,644	-7.6	165,731	-1.0	1,182,375	-6.7
MASSACHUSETTS	188,760	-7.4	1,103,233	-7.2	208,820	-.2	1,312,062	-6.2	207,090	-4.8	1,519,152	-6.0
MICHIGAN	385,060	-6.3	2,203,275	-1.8								
MINNESOTA	178,942	-6.2	950,034	-6.8	194,215	1.7	1,144,249	-5.5	194,696	-5.6	1,338,945	-5.5
MISSISSIPPI	100,306	-11.1	570,818	-4.8	117,446	3.6	688,264	-3.4	98,942	-4.2	787,206	-3.5
MISSOURI	227,799	-5.4	1,271,588	-3.9								
MONTANA	45,009	2.4	195,797	-10.4	47,230	-6.8	243,027	-9.7				
NEBRASKA	84,637	6.9	413,187	-4.4	84,001	-.2	497,188	-3.7	80,116	-4.2	577,304	-3.8
NEVADA	32,888	-8.6	176,343	-5.9								
NEW HAMPSHIRE	33,074	-4.4	180,976	-5.6	39,799	1.2	220,775	-4.5	40,408	-4.9	261,183	-4.5
NEW JERSEY												
NEW MEXICO	62,451	1.2	321,637	-5.2	61,619	-5.8	383,256	-5.3				
NEW YORK	566,328	33.6	3,014,982	1.6	559,823	-.5	3,574,805	1.3	588,706	19.6	4,163,511	3.5
N. CAROLINA	241,603	-5.3	1,369,106	-2.8	248,370	.7	1,617,476	-2.3				
N. DAKOTA	35,611	-6.6	179,638	-8.3	41,403	-5.3	221,041	-7.7	43,386	-17.0	264,427	-9.4
OHIO	426,715	-3.7	2,394,674	-5.5	460,459	1.0	2,855,133	-4.5				
OKLAHOMA	146,961	-11.7	809,040	-5.7	143,258	-4.7	952,298	-5.6				
OREGON	105,614	-6.9	550,055	-8.9	116,219	-.5	666,274	-7.6				
PENNSYLVANIA												
RHODE ISLAND	35,024	17.0	184,399	-3.7	28,700	-14.1	213,099	-5.3	35,532	-2.1	248,631	-4.8
S. CAROLINA	124,911	-2.5	701,615	-3.3	134,690	-1.8	836,305	-3.0	134,322	-6.2	970,627	-3.5
S. DAKOTA	44,135	-5.4	205,966	-5.0	43,937	-7.3	249,903	-5.4	46,826	3.2	296,729	-4.2
TENNESSEE	188,704	-4.3	1,043,669	-3.5	189,886	-.7	1,233,555	-3.1				
TEXAS	646,577	1.8	3,455,454	-4.1	645,643	-1.4	4,101,097	-3.7	617,144	4.5	4,718,241	-2.7
UTAH	52,618	-6.8	286,864	-6.2	58,689	-1.8	345,553	-5.5				
VERMONT	19,809	-4.0	107,813	-7.7	23,854	1.8	131,667	-6.2				
VIRGINIA	219,861	-.5	1,171,953	-5.6	223,879	.6	1,395,832	-4.7	224,379	-4.5	1,620,211	-4.7
WASHINGTON	142,828	-2.2	777,520	-6.6	157,688	2.4	935,208	-5.2	162,810	-1.7	1,098,018	-4.7
WEST VIRGINIA	65,664	-2.7	365,081	-4.0	72,398	3.9	437,479	-2.8				
WISCONSIN	185,143	-8.6	1,008,146	-5.6	209,997	3.8	1,218,143	-4.1	208,500	-4.0	1,426,643	-4.1
WYOMING												
TOTAL 1000 GAL.	8,291,668	-1.0	45,038,656	-5.0	7,142,360	-.9	44,449,922	-4.3	5,204,763	-1.3	37,864,240	-4.0
PATF. BBL/DAY	7,157,000		6,444,000		7,200,000		6,560,000		7,106,000		6,622,000	

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.

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
November 11, 1974

FHWA 93-74
(202) 426-0677

The Department of Transportation reported today that the States disbursed \$12.5 billion in highway-user taxes in 1973. Of this, \$8.0 billion went for State highway purposes, \$3.2 billion for local roads and streets, and \$1.3 billion for nonhighway purposes.

The data were compiled by the Federal Highway Administration.

Federal Highway Administrator Norbert T. Tiemann said the \$11.2 billion for highways was 9.8 percent more than in 1972.

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

The net collections (after refunds) from State road-user taxes in 1973 amounted to \$13.1 billion. After deducting the cost of collection and administration of the highway-user imposts, \$12.5 billion was available for distribution.

Of the \$8.0 billion devoted to State highway purposes, \$6.1 billion went for capital outlay, maintenance, and administration of the State highway systems; \$872 million was for highway safety activities and law enforcement; and \$995 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the \$3.2 billion applied to these purposes in 1973, grants-in-aid totaled \$2.8 billion.

State highway-user revenues amounting to \$1.3 billion were used for nonhighway purposes in 1973. Most States make no nonhighway allocations, or the amounts are insignificant. In 21 States, road-user taxes assigned for nonhighway purposes aggregating \$195 million were offset by appropriations for highways in like amount out of State general funds.

The disposition of highway-user revenues in 1973 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	<u>1971</u>	<u>1972</u>	<u>1973</u>
Revenues			
Motor-fuel taxes.....	\$6,816	\$7,577	\$8,291
Motor-vehicle registration fees and allied imposts.....	<u>3,560</u>	<u>3,927</u>	<u>4,200</u>
Total	10,376	11,504	12,491
Allocations:			
For State-administered highways	\$ 6,514	\$ 7,354	\$ 7,992
For local roads and streets:			
Grants-in-aid.....	2,328	2,546	2,811
State expenditures.....	<u>314</u>	<u>336</u>	<u>348</u>
Subtotal, local roads and streets.....	2,642	2,882	3,159
For nonhighway purposes.....	<u>1,220</u>	<u>1,268</u>	<u>1,340</u>
Total	10,376	11,504	12,491

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS -- 1973

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE DF
OCTOBER 1974

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION ^{1/}	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS ^{2/}			FOR NONHIGHWAY PURPOSES ^{4/}				STATE
				CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS ^{3/}	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES ^{5/}	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) ^{6/}	TOTAL	
Alabama	200,165	6,822	193,343	69,545	7,423	32,432	109,400	71,556	12,172	83,728	215	-	(3,064)	215	Alabama
Alaska ^{7/}	1,508	1,694	15,814	-	-	-	-	-	-	-	-	-	-	-	Alaska ^{7/}
Arizona	132,278	9,031	123,247	67,096	21,025	1,306	89,427	18,992	14,828	33,820	-	-	-	-	Arizona
Arkansas	142,589	4,114	138,475	93,588	6,853	-	100,441	19,017	19,017	38,034	-	-	(1,625)	-	Arkansas
California	1,386,647	83,457	1,303,190	476,113	168,310	-	644,423	208,265	183,233	391,498	4,859	262,410	(23,979)	8/ 267,269	California
Colorado	139,109	15,137	123,972	64,490	10,712	2,113	77,315	30,241	15,403	45,644	760	253	-	1,013	Colorado
Connecticut	195,052	10,561	184,491	82,540	15,246	41,584	139,370	5,969	11,086	17,055	28,066	-	-	28,066	Connecticut
Delaware ^{7/}	44,393	1,884	42,509	8,093	6,432	17,972	32,497	-	2,000	2,000	8,012	-	-	8,012	Delaware ^{7/}
Dist. of Col.	45,337	2,533	42,804	-	-	-	-	-	-	-	-	15,016	-	15,016	Dist. of Col.
Florida	552,653	20,671	531,982	226,660	24,975	15,567	267,202	70,759	45,763	116,522	90,911	57,347	(41,086)	148,258	Florida
Georgia	284,499	8,636	275,863	158,774	15,126	15,405	189,305	37,864	5,574	43,438	43,120	-	-	43,120	Georgia
Hawaii	27,561	-	27,561	7,814	-	7,384	15,198	-	-	12,363	-	-	(2,353)	-	Hawaii
Idaho	63,355	2,017	61,338	39,313	4,797	-	44,110	11,682	5,546	17,228	-	-	-	-	Idaho
Illinois	683,356	53,279	630,077	294,799	48,796	5,650	349,245	152,467	111,983	264,450	16,382	-	-	16,382	Illinois
Indiana	333,527	16,015	317,512	152,142	18,605	-	170,747	88,092	56,526	144,618	2,147	-	-	2,147	Indiana
Iowa	218,114	5,338	212,776	103,369	6,554	-	109,923	73,595	29,258	102,853	-	-	(6,925)	-	Iowa
Kansas	146,974	8,866	138,108	74,265	8,445	17,821	100,531	17,968	18,462	36,430	1,147	-	(714)	1,147	Kansas
Kentucky	275,487	5,370	270,117	183,813	404	58,704	242,921	24,180	3,016	27,196	-	-	-	-	Kentucky
Louisiana	180,422	9,028	171,394	93,987	3,667	28,501	126,155	29,132	16,087	45,239	-	-	(2,888)	-	Louisiana
Maine	71,022	3,755	67,267	51,236	4,628	8,147	64,011	2,590	666	3,256	-	-	-	-	Maine
Maryland	320,344	16,452	303,892	147,607	16,708	28,022	192,337	51,793	48,791	100,584	10,971	-	-	10,971	Maryland
Massachusetts	255,464	18,495	236,969	117,089	16,584	54,271	187,944	30,468	18,577	49,025	-	-	-	-	Massachusetts
Michigan	562,770	29,399	533,371	201,304	8,025	42,595	249,924	179,960	101,487	281,447	-	-	(4,748)	-	Michigan
Minnesota	238,320	8,422	229,898	115,667	13,870	14,530	144,067	63,166	22,261	85,427	404	-	(3,578)	404	Minnesota
Mississippi	147,947	7,761	140,186	70,179	7,196	19,164	96,539	9,819	1,414	43,647	-	-	(13)	-	Mississippi
Missouri	293,060	12,840	280,220	223,528	17,418	-	240,946	9,819	29,455	39,274	-	-	-	-	Missouri
Montana	54,104	2,682	51,422	29,924	4,676	-	34,600	13,340	3,482	16,822	-	-	(1,794)	-	Montana
Nebraska	114,350	3,143	111,207	54,225	4,924	2,014	61,163	25,536	24,508	50,044	-	-	(3,444)	-	Nebraska
Nevada	52,051	5,687	46,364	27,036	3,161	-	30,197	3,975	1,988	5,963	-	10,204	-	10,204	Nevada
New Hampshire	57,131	2,537	54,594	36,961	4,020	7,260	48,241	3,294	3,059	6,353	-	-	-	-	New Hampshire
New Jersey ^{7/}	448,412	17,339	431,073	30,787	35,348	24,372	90,507	23,656	13,461	37,117	303,449	-	-	303,449	New Jersey ^{7/}
New Mexico	80,428	4,244	76,184	53,472	7,617	806	61,895	6,182	1,991	8,173	-	6,116	(11,976)	6,116	New Mexico
New York ^{7/}	827,279	47,730	779,549	438,964	58,526	156,341	653,831	63,614	52,104	115,718	10,000	-	-	10,000	New York ^{7/}
North Carolina	377,064	18,476	358,588	261,616	35,760	31,119	328,495	29,825	29,825	268	-	-	-	268	North Carolina
North Dakota	43,348	1,545	41,803	23,709	2,256	-	25,965	9,816	4,470	14,286	1,552	-	(131)	1,552	North Dakota
Ohio	590,626	28,417	562,209	183,544	45,843	108,129	337,516	154,866	69,827	224,693	-	-	-	-	Ohio
Oklahoma	198,868	8,736	190,132	79,782	11,668	3,118	94,568	56,116	8,383	64,499	-	31,065	(29,589)	31,065	Oklahoma
Oregon	151,701	9,804	141,897	62,352	13,987	5,605	81,944	29,141	16,796	45,937	14,016	-	-	14,016	Oregon
Pennsylvania	623,558	22,330	601,228	321,622	68,440	106,329	496,391	62,736	42,101	104,837	-	-	-	-	Pennsylvania
Rhode Island ^{7/}	48,147	2,457	45,690	4,009	3,458	13,647	21,114	87	300	387	24,189	-	-	24,189	Rhode Island ^{7/}
South Carolina	159,481	6,444	153,037	120,274	10,561	2,838	133,673	14,562	-	14,562	978	-	-	4,802	South Carolina
South Dakota	49,070	2,110	46,960	32,766	2,971	-	35,737	10,072	1,151	11,223	-	-	-	-	South Dakota
Tennessee	279,262	7,995	271,267	123,754	10,704	18,378	152,836	66,072	26,167	92,239	25,409	783	(33,820)	26,192	Tennessee
Texas	842,703	29,045	813,658	440,251	40,063	-	480,314	41,413	-	41,413	291,931	-	(20,552)	291,931	Texas
Utah	63,795	7,100	56,695	37,008	7,029	-	44,037	7,139	4,390	11,529	1,129	-	-	1,129	Utah
Vermont	44,305	1,167	43,138	20,017	5,655	10,698	36,370	5,752	587	6,339	429	-	-	429	Vermont
Virginia	383,462	24,652	358,810	322,261	2,731	-	324,992	3,211	30,607	33,818	-	-	-	-	Virginia
Washington	285,075	17,146	267,929	77,501	22,313	32,732	132,546	55,687	18,985	74,672	50,837	9,874	-	8/ 60,711	Washington
West Virginia	135,299	3,303	131,996	89,189	915	41,892	131,996	-	-	-	-	-	(294)	-	West Virginia
Wisconsin	241,096	15,883	225,213	93,947	15,199	18,226	127,372	54,672	31,129	85,801	12,040	-	(619)	8/ 12,040	Wisconsin
Wyoming	36,322	1,996	34,326	22,917	1,976	-	24,893	6,744	2,689	9,433	-	-	(10)	-	Wyoming
Total	13,144,890	653,545	12,491,345	6,125,814	871,600	994,672	7,992,086	1,969,854	1,189,292	3,159,146	934,027	406,086	(195,202)	1,340,113	Total

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

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

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

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

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

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

^{7/} In Alaska, Del., N.J., N.Y., and R.I., highway-user revenues are placed in the State general fund. For discussion of general fund States' financing, see "Highway Finance" text under "Funds attributable to highway users".

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

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS — 1973

TABLE MF-3
OCTOBER 1974

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISBURSED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 1/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 5/			
						CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 2/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 1/	OFFSET BY GENERAL FUNDS FOR HIGHWAY (NON ADDITIVE) 8/	TOTAL
Alabama	155,120	1,008	156,128	1,381	154,747	52,476	5,525	23,613	81,614	65,288	7,845	73,133	-	-	(443)	-
Alaska 2/	9,802	256	10,058	25	10,033	9,462	-	-	9,462	-	571	571	-	-	-	-
Arizona	90,690	-618	90,072	1,580	88,492	41,056	13,616	-	54,672	18,992	14,828	33,820	-	-	-	-
Arkansas	103,277	-369	102,908	2,962	99,946	70,191	1,229	-	71,420	14,263	14,263	28,526	-	-	-	-
California	752,502	-181	752,321	2,372	749,949	386,233	-	-	386,233	195,710	168,006	363,716	-	-	-	-
Colorado	95,120	-	95,120	10,401	84,719	47,937	1,541	-	49,478	20,402	7,926	28,328	-	-	-	-
Connecticut	143,272	491	143,763	504	143,259	82,141	13,760	3,199	99,100	5,947	11,044	16,991	27,168	-	-	27,168
Delaware	25,930	-	25,930	70	25,860	4,923	3,913	10,933	19,769	-	1,217	1,217	4,874	-	-	4,874
Dist. of Col.	21,287	-314	20,973	12	20,961	-	-	-	-	4,846	16,115	20,961	-	-	-	-
Florida	363,451	4,357	367,808	1,762	366,046	223,680	-	15,567	239,247	69,881	45,763	115,644	11,155	-	-	11,155
Georgia	234,901	-	234,901	944	233,957	141,560	1,488	-	156,783	33,759	4,970	38,729	38,445	-	-	38,445
Hawaii	14,520	-1,169	13,351	(2/)	13,351	5,967	-	7,384	-	-	-	-	-	-	(506)	-
Idaho	40,888	46	40,934	146	40,788	23,787	3,879	-	27,666	7,576	5,546	13,122	-	-	-	-
Illinois	385,638	-53	385,585	1,779	383,806	137,917	-	2,643	140,560	130,715	107,909	238,624	4,622	-	-	4,622
Indiana	240,143	3,979	244,122	449	243,673	115,954	14,313	-	130,267	67,772	43,487	111,259	2,147	-	-	2,147
Iowa	118,675	-406	118,269	966	117,303	60,424	617	-	61,041	40,146	16,116	56,262	-	-	-	-
Kansas	103,127	=738	102,389	428	101,961	54,944	5,695	13,293	73,932	13,403	13,771	27,174	855	-	(714)	855
Kentucky	173,815	-	173,815	-	173,815	120,296	-113	38,541	158,950	12,885	1,980	14,865	-	-	-	-
Louisiana	148,899	430	149,329	985	148,344	81,789	251	24,834	106,874	27,318	14,152	41,470	-	-	(2,074)	-
Maine	50,692	162	50,854	2,689	48,165	36,687	3,313	5,833	45,833	1,855	477	2,332	-	-	-	-
Maryland	177,324	-200	177,124	1,896	175,228	83,241	-	19,618	102,859	37,321	28,205	65,526	6,843	-	-	6,843
Massachusetts	184,701	-1,467	183,234	719	182,515	75,474	10,015	24,271	139,760	26,800	15,955	42,755	-	-	-	-
Michigan	396,160	3,883	400,043	2,181	397,862	190,429	5,218	31,839	187,486	134,516	75,860	210,376	-	-	(3,553)	-
Minnesota	147,560	-12,605	134,955	896	134,059	68,798	8,250	8,643	85,691	34,857	13,178	48,035	333	-	-	333
Mississippi	117,094	-1,922	115,162	1,966	113,196	63,709	1,320	19,164	84,193	27,589	1,414	29,003	-	-	-	-
Missouri	196,352	-2,640	193,712	791	193,921	143,548	11,189	-	154,737	9,819	29,455	39,274	-	-	-	-
Montana	35,309	-	35,309	413	34,896	23,139	2,076	-	25,215	6,997	2,684	9,681	-	-	-	-
Nebraska	81,209	-17	81,192	400	80,792	38,601	3,379	1,601	43,581	19,044	18,167	37,211	-	-	(3,000)	-
Nevada	26,965	98	27,063	213	26,850	19,215	1,672	20,887	3,975	1,988	5,963	-	-	-	-	-
New Hampshire	37,616	-	37,616	164	37,452	25,951	2,353	5,039	33,043	2,286	2,123	4,409	-	-	-	-
New Jersey 2/	284,304	-	284,304	994	283,310	19,167	22,403	24,372	65,942	15,125	8,531	23,656	193,712	-	-	193,712
New Mexico	53,912	301	54,213	950	53,263	44,541	1,320	806	45,667	-	480	480	-	-	(9,450)	6,116
New York 2/	491,384	23,542	514,926	770	514,156	286,426	31,566	102,018	420,013	41,517	46,101	87,618	6,525	-	-	6,525
North Carolina	279,721	1	279,722	9,989	269,733	192,969	23,381	31,119	247,466	21,999	21,999	21,999	268	-	-	268
North Dakota	25,438	-2,398	23,040	182	23,858	13,625	1,296	-	14,921	5,840	2,923	8,763	174	-	(19)	174
Ohio	379,106	-	379,106	1,010	378,096	178,995	36,976	67,879	283,850	55,400	38,846	94,246	-	-	-	-
Oklahoma	112,146	-443	111,703	1,221	110,482	63,500	-	3,118	66,618	40,809	3,055	43,864	-	-	(2,174)	-
Oregon	85,649	-878	84,771	176	84,595	38,056	6,526	3,421	48,003	17,786	10,251	28,037	8,555	-	-	8,555
Pennsylvania	446,249	-3,486	442,763	1,839	440,924	217,759	46,338	71,991	335,087	62,736	42,101	104,837	-	-	-	-
Rhode Island 2/	32,172	-	32,172	346	31,826	2,431	2,439	9,624	14,494	61	212	273	17,059	-	-	17,059
South Carolina	133,880	-137	133,743	608	133,135	102,564	9,006	2,419	113,989	14,562	-	14,562	3,824	-	760	4,584
South Dakota	30,224	-1,069	29,155	240	28,915	23,061	2,052	-	25,113	3,614	188	3,802	-	-	-	-
Tennessee	199,904	-1,077	198,827	418	198,409	88,840	8,800	1,478	90,318	59,805	26,167	85,972	22,119	-	(17,817)	22,119
Texas	393,154	-3,032	390,122	1,964	388,158	262,098	21,136	-	283,234	7,300	-	7,300	97,624	-	-	97,624
Utah	47,981	-	47,981	1,328	46,653	34,731	5,575	-	40,306	3,462	2,038	5,500	-	-	-	847
Vermont	22,410	-	22,410	38	22,372	10,381	2,933	5,948	18,862	2,983	305	3,288	222	-	-	222
Virginia	247,474	987	248,461	1,152	247,309	220,493	1,483	-	221,976	3,211	22,122	25,333	-	-	-	-
Washington	160,187	-832	159,355	779	158,576	42,873	12,348	31,662	86,883	53,887	17,806	71,693	-	-	-	-
West Virginia	71,457	-741	70,716	386	70,330	47,853	-	22,477	70,330	-	-	-	-	-	(467)	-
Wisconsin	159,756	34	159,790	1,240	158,550	70,840	116	13,755	84,711	41,260	23,493	64,753	-	-	-	9,086
Wyoming	22,921	272	22,649	27	22,622	12,147	1,042	-	13,189	6,744	2,689	9,433	-	-	-	-
Total	8,352,458	3,511	8,355,969	64,751	8,291,218	4,361,588	348,933	692,978	5,403,499	1,470,064	954,322	2,424,386	447,371	15,962	(40,217)	463,333

1/ See table MF-1 for details of receipts.
 2/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general revenues. Amount shown in some States include pro-rata costs of administering motor-vehicle laws. Amount for Hawaii not reported.
 3/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro-rata motor-fuel tax portion of the amounts distributed from the common fund.
 4/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets.
 5/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties), and W. Va.
 6/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the

terms of the Hayden-Carthewright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.
 7/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.
 8/ Gross nonhighway allocation of motor-fuel revenues were offset, in the amount shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.
 9/ In Alaska, Del., N.J., N.Y., and R.I., motor-fuel revenues were placed in the State general fund. For discussion of general fund States' financing, see "Highway Finance" text under "Funds attributable to highway users".
 10/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles.

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS = 1973

Compiled for the calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-3
OCTOBER 1974

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUSTMENTS DUE TO UNDISTRIBUTED BALANCES, FUND IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/				STATE
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 8/	TOTAL	
Alabama	50,516	-6,479	44,037	5,441	38,596	17,069	1,898	8,819	27,786	6,268	4,327	10,595	215	-	(2,621)	215	Alabama
Alaska 9/	7,251	199	7,450	1,669	5,781	5,453	-	-	5,453	-	328	328	-	-	-	-	Alaska 9/
Arizona	42,800	-594	42,206	7,451	34,755	26,040	-	1,306	34,755	-	-	-	-	-	-	-	Arizona
Arkansas	40,343	-662	39,681	1,152	38,529	23,397	-	-	29,021	4,754	4,754	9,508	-	-	(1,625)	-	Arkansas
California	632,846	1,480	634,326	81,085	553,241	89,880	168,310	-	298,190	12,555	15,227	27,782	4,859	262,410	(23,979)	10/ 267,269	California
Colorado	44,588	-599	43,989	4,736	39,253	17,453	-	572	20,924	9,839	7,477	17,316	-	253	-	1,013	Colorado
Connecticut	51,417	-128	51,289	10,057	41,232	399	1,486	38,385	40,270	22	-	64	898	-	-	898	Connecticut
Delaware 9/	18,463	-	18,463	1,814	16,649	3,170	2,519	7,039	12,728	-	783	3,138	-	-	-	3,138	Delaware 9/
Dist. of Col.	24,380	-16	24,364	2,521	21,843	-	-	-	-	1,264	5,563	6,827	-	15,016	-	15,016	Dist. of Col.
Florida	184,767	78	184,845	18,909	165,936	2,980	24,975	-	27,955	878	-	878	79,756	57,347	(41,086)	137,103	Florida
Georgia	49,598	-	49,598	41,906	7,692	17,214	13,638	1,670	32,522	4,105	604	4,709	4,675	-	-	4,675	Georgia
Hawaii	14,174	36	14,210	(2/)	14,210	1,847	-	-	1,847	12,363	-	12,363	-	-	(1,847)	-	Hawaii
Idaho	22,501	-80	22,421	1,871	20,550	15,526	918	-	16,444	4,106	-	4,106	-	-	-	-	Idaho
Illinois	299,091	-1,320	297,771	51,500	246,271	156,882	48,796	3,007	208,685	21,752	4,074	25,826	11,760	-	-	11,760	Illinois
Indiana	87,402	2,003	89,405	15,566	73,839	8,282	4,292	-	40,480	20,320	13,039	33,359	-	-	-	-	Indiana
Iowa	101,275	-1,430	99,845	4,372	95,473	42,945	5,937	-	48,882	33,449	13,142	46,591	-	-	(6,925)	-	Iowa
Kansas	44,998	-413	44,585	8,438	36,147	19,321	2,750	4,528	26,599	4,565	4,691	9,256	292	-	-	292	Kansas
Kentucky	101,672	-	101,672	5,370	96,302	63,517	291	20,163	83,971	11,295	1,036	12,331	-	-	-	-	Kentucky
Louisiana	30,583	510	31,093	8,043	23,050	12,198	3,416	3,667	19,281	1,834	1,935	3,769	-	(814)	-	-	Louisiana
Maine	16,937	3,231	20,168	1,066	19,102	14,549	1,315	2,314	18,178	735	189	924	-	-	-	-	Maine
Maryland	143,942	-722	143,220	14,556	128,664	64,366	16,708	8,404	89,478	14,472	20,586	35,058	4,128	-	-	4,128	Maryland
Massachusetts	70,026	2,204	72,230	17,776	54,454	41,615	6,569	-	48,184	3,648	2,622	6,270	-	-	-	-	Massachusetts
Michigan	165,557	-2,830	162,727	27,218	135,509	50,875	2,807	10,756	64,438	45,444	25,627	71,071	-	-	(1,195)	-	Michigan
Minnesota	100,069	3,296	103,365	7,526	95,839	46,869	5,820	-	58,376	28,300	9,083	37,392	71	-	(3,578)	71	Minnesota
Mississippi	32,878	-93	32,785	5,795	26,990	6,470	5,876	-	12,346	14,644	-	14,644	-	-	(13)	-	Mississippi
Missouri	94,380	3,968	98,348	12,049	86,299	80,070	6,229	-	86,299	-	-	-	-	-	-	-	Missouri
Montana	18,952	-157	18,795	2,269	16,526	6,785	2,600	-	9,385	6,343	798	7,141	-	-	(1,794)	-	Montana
Nebraska	33,004	154	33,158	2,743	30,415	15,624	1,545	413	17,582	6,492	6,341	12,833	-	-	(2,444)	-	Nebraska
Nevada	24,988	-	24,988	5,474	19,514	7,821	1,489	-	9,310	-	-	9,310	-	10,204	-	10,204	Nevada
New Hampshire	19,458	57	19,515	2,373	17,142	11,310	1,667	2,221	15,198	1,008	936	1,944	-	-	-	-	New Hampshire
New Jersey 9/	163,804	304	164,108	16,345	147,763	11,620	12,945	-	24,565	8,531	4,930	13,461	109,737	-	-	109,737	New Jersey 9/
New Mexico	26,236	-21	26,215	3,294	22,921	8,931	6,297	-	15,228	6,182	1,511	7,693	-	-	(2,526)	-	New Mexico
New York 9/	312,353	-	312,353	46,960	265,393	152,535	26,960	54,323	233,818	22,097	6,003	28,100	3,475	-	-	3,475	New York 9/
North Carolina	97,339	3	97,342	8,487	88,855	68,650	12,379	-	81,029	7,826	-	7,826	-	-	-	-	North Carolina
North Dakota	19,381	-73	19,308	1,363	17,945	10,084	960	-	11,044	3,976	1,547	5,523	1,378	-	(112)	1,378	North Dakota
Ohio	208,796	2,724	211,520	27,407	184,113	4,549	8,867	40,250	53,666	30,981	130,447	130,447	-	-	-	-	Ohio
Oklahoma	87,199	-34	87,165	7,515	79,650	16,282	11,668	-	27,950	15,307	5,328	20,635	-	31,065	(27,415)	31,065	Oklahoma
Oregon	68,478	-1,548	66,930	9,628	57,302	24,296	7,461	2,184	33,941	11,355	6,545	17,900	5,461	-	-	5,461	Oregon
Pennsylvania	182,467	-1,672	180,795	20,491	160,304	103,864	22,102	34,338	160,304	-	-	-	-	-	-	-	Pennsylvania
Rhode Island 9/	15,994	19	15,975	2,111	13,864	1,578	1,019	4,023	6,620	26	88	114	7,130	-	-	7,130	Rhode Island 9/
South Carolina	25,302	436	25,738	5,836	19,902	17,710	1,555	419	19,684	-	-	-	218	-	-	218	South Carolina
South Dakota	20,105	-190	19,915	1,870	18,045	9,705	919	-	10,624	6,458	963	7,421	-	-	-	-	South Dakota
Tennessee	80,431	4	80,435	7,577	72,858	34,914	10,704	16,900	62,518	6,267	-	6,267	3,290	783	(16,003)	4,073	Tennessee
Texas	455,069	-2,488	452,581	27,081	425,500	178,513	18,927	-	197,080	34,113	-	34,113	194,307	-	(20,552)	194,307	Texas
Utah	16,043	-229	15,814	5,772	10,042	2,277	1,454	-	3,731	3,677	2,352	6,029	282	-	-	282	Utah
Vermont	22,216	-321	21,895	2,829	20,766	9,636	2,722	5,150	17,508	2,769	282	3,051	-	-	-	207	Vermont
Virginia	134,032	969	135,001	23,500	111,501	101,768	1,248	-	103,016	8,485	8,485	-	-	-	-	-	Virginia
Washington	125,720	-	125,720	16,367	109,353	34,628	9,965	1,070	45,663	1,800	1,179	2,979	50,837	9,874	-	10/ 60,711	Washington
West Virginia	64,064	519	64,583	2,917	61,666	41,336	915	19,415	61,666	-	-	-	-	-	(294)	-	West Virginia
Wisconsin	82,372	-1,066	81,306	66,663	23,107	23,107	15,083	4,471	42,661	13,412	7,636	21,048	-	2,954	(152)	10/ 2,954	Wisconsin
Wyoming	13,020	653	13,673	1,969	11,704	10,770	934	-	11,704	-	-	-	-	-	(10)	-	Wyoming
Total	4,789,277	-356	4,788,921	588,794	4,200,127	1,764,226	522,667	301,694	2,588,587	505,900	228,860	734,760	486,656	390,124	(154,985)	876,780	Total

1/ See table MV-2 for details of receipts.
 2/ Collection expenses in many States include service charges deducted by county and local collectors. Amounts shown in some States include pro-rata costs of administering motor-fuel tax laws. Amount for Hawaii not reported.
 3/ Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro-rata motor-vehicle revenue portion of the amounts distributed from the common fund.
 4/ Includes direct expenditures by States on local roads and streets, as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets. Entries include amounts used for service of obligations for local roads.
 5/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties), and W. Va.
 6/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the

Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.
 7/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.
 8/ Gross nonhighway allocations of motor-vehicle and motor-carrier revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.
 9/ In Alaska, Del., N.J., N.Y., and R.I., motor-vehicle revenues were placed in the State general fund. For discussion of general fund States' financing, see "Highway Finance" text under "Funds attributable to highway users".
 10/ The nonhighway allocations of "vehicle license fees" in Calif. and "motor-vehicle excise taxes" in Wash. (see table MV-2, footnote 7), and registration fees in Wis. were in lieu of personal property taxes formerly imposed on motor vehicles.



**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
November 11, 1974

FHWA 94-74
(202) 426-0677

A Federal Court in Harrisburg, Pennsylvania, has convicted two dispatchers for a large interstate trucking firm of violating Federal law by instructing a driver to violate the Federal Motor Carrier Safety Regulations. This verdict was the culmination of legal action initiated by the Department of Justice at the request of the U.S. Department of Transportation's Federal Highway Administration.

The two dispatchers, both employed by Motor Freight Express of York, Pennsylvania, entered no contest pleas on October 21, 1974, before U.S. District Judge R. Dixon Herman of the Middle District of Pennsylvania. They were fined \$100 apiece.

The Government's criminal information, filed by United States Attorney S. John Cottone, charged both dispatchers, as well as the carrier's chief dispatcher, with aiding and abetting a violation of a provision of the Federal regulations which restricts the daily driving time of commercial drivers to 10 hours. The dispatchers had, the Government said, twice ordered a driver to complete a run, even though he advised them by telephone that he would exceed the 10-hour limitation if he did so. The charges against the chief dispatcher were dismissed on motion of the Government.

The prosecution was handled by Assistant United States Attorney John A. Hall of Mr. Cottone's staff. Documentation of the violations was obtained through investigation by Regional Accident Investigation Specialist Darwin D. Garvin of the Federal Highway Administration's Bureau of Motor Carrier Safety.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
November 12, 1974

FHWA 92-74
(202) 426-0677

The U.S. Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled \$18.9 billion in calendar year 1973. Expenditures totaled \$18.8 billion.

The \$18.9 billion total receipts included \$1.2 billion in borrowed funds and \$4.6 billion in Federal aid.

Federal Highway Administrator Norbert T. Tiemann said the \$4.6 billion Federal aid to the States accounted for 48 percent of the \$9.5 billion of total capital expenditures for highways by the States. Some \$3.9 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The \$18.9 billion of State receipts for highways in 1973 was 2 percent higher than the \$18.5 billion in 1972. Of the \$18.9 billion total receipts, State road-user taxes provided \$11.2 billion or 59 percent. Federal-aid funds, derived from Federal road-user taxes, comprised \$4.6 billion of the total receipts, or 24 percent. Of the remainder, \$1.0 billion came from tolls, \$7.2 billion from proceeds of highway construction bonds, and \$933 million from other sources.

Expenditures for current highway purposes totaled \$17.9 billion in 1973, 3.0 percent higher than in 1972. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$9.3 billion, of which \$3.9 billion was for projects on the Interstate System and \$4.3 billion for work on other Federal-aid systems.

Maintenance expenditures were \$2.5 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$2.9 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$3.0 billion.

Retirement of highway bonds during 1973 took \$856 million, bringing total disbursements to \$18.8 billion. The \$212 million excess of receipts over disbursements was placed into highway fund reserves.

The \$8.2 billion capital outlay on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching monies, but also includes work for which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1971, 1972, and 1973 follows:

	(Billions of dollars)		
	<u>1971</u>	<u>1972</u>	<u>1973</u>
Receipts:			
State highway-user tax revenue..	\$9.2	\$10.2	\$11.2
Federal funds.....	5.1	4.8	4.6
Other.....	<u>1.6</u>	<u>1.8</u>	<u>1.9</u>
Total current income.....	15.9	16.8	17.7
Construction bonds.....	<u>2.6</u>	<u>1.7</u>	<u>1.2</u>
Total receipts.....	18.5	18.5	18.9
Disbursements:			
Capital outlay:			
Interstate System.....	4.2	4.3	3.9
Other Federal-aid systems.....	4.5	4.2	4.3
Other roads and streets.....	<u>1.2</u>	<u>1.4</u>	<u>1.3</u>
Subtotal.....	9.9	9.9	9.5
Maintenance.....	2.1	2.3	2.5
Administration and enforcement	1.8	1.9	2.1
Interest on debt.....	0.6	0.6	0.8
Grants-in-aid to local			
governments.....	<u>2.5</u>	<u>2.7</u>	<u>3.0</u>
Total current expenditures..	16.9	17.4	17.9
Debt retirement.....	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>
Total disbursements.....	17.7	18.2	18.8

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration. These and tables for 1973 on motor vehicles, motor fuel, and mileage will appear in the Administration's annual publication HIGHWAY STATISTICS, to be printed later this year.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS--SUMMARY -- 1973¹

TABLE SF-21
OCTOBER 1974

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	RECEIPTS										DISBURSEMENTS										
	STATE HIGHWAY USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	SUBTOTAL, CURRENT EXPENDITURES	BOND RETIREMENT 4/	TOTAL DISBURSEMENTS	
					FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES				FEDERAL-AID SYSTEMS			OTHER ROADS AND STREETS								TOTAL
										INTER- STATE	OTHER FEDERAL AID SYSTEMS	TOTAL									
Alabama	193,128	-	-	14,653	86,452	3,148	830	20,001	318,212	67,721	89,748	157,469	10,733	168,202	24,465	17,408	17,529	71,677	299,281	17,116	316,397
Alaska	15,814	8,665	38,059	532	68,829	730	1,564	22,711	156,904	-	82,489	82,489	5,641	88,130	30,522	26,353	4,781	1,866	151,652	3,579	155,231
Arizona	123,247	-	-	312	60,294	2,833	2,704	1,007	190,397	62,550	38,644	101,194	-	101,194	18,230	36,196	124	34,804	190,548	1,200	191,748
Arkansas	138,475	273	3,645	1,069	30,357	3,845	791	-	178,455	23,640	50,260	73,900	1,712	75,612	19,881	19,291	143	40,292	155,219	4,245	159,464
California	1,035,921	42,718	-	23,149	326,949	18,635	12,479	-	1,459,851	287,377	145,235	432,612	225,300	657,912	123,141	269,923	5,776	382,326	1,439,078	8,555	1,447,633
Colorado	122,959	-	1,495	3,451	61,108	5,191	-	-	194,204	46,646	48,349	94,995	1,233	96,228	25,646	20,225	124	51,081	193,304	1,990	195,294
Connecticut	156,425	35,669	-	17,980	47,471	-	1	35,104	292,850	42,145	61,060	103,205	24,904	128,109	37,663	48,619	32,639	15,939	262,969	68,530	331,499
Delaware	34,497	-	-	4,133	27,160	-	-	31,564	117,011	29,365	11,660	41,025	13,725	54,750	11,113	15,005	10,779	2,000	93,647	13,489	107,136
Dist. of Col.	27,788	-	1,387	772	16,956	-	-	10,750	57,653	15,095	10,064	25,159	2,219	27,378	14,828	16,195	4,256	-	62,657	1,854	64,511
Florida	383,724	58,362	-	30,548	141,561	-	11,520	10,265	685,980	126,684	143,424	270,108	171,108	441,216	47,527	42,235	109,317	695,738	25,443	716,611	
Georgia	232,743	-	-	5,460	91,073	389	-	44,001	373,666	98,316	80,926	179,242	54,203	233,445	47,264	33,999	12,330	9,549	336,587	11,717	348,304
Hawaii	27,561	-	7,479	58	37,846	-	331	6,694	82,969	36,850	22,739	59,589	72	59,661	2,738	3,329	3,357	12,363	81,448	4,027	85,475
Idaho	61,338	-	-	445	35,929	4,315	1,094	-	103,121	22,710	24,160	46,870	-	46,870	13,903	11,992	-	21,841	94,606	-	94,606
Illinois	613,695	68,201	-	15,982	193,018	22	7,346	20,002	918,266	222,906	119,623	342,529	70,073	412,602	100,429	102,095	18,864	222,425	856,415	21,483	877,998
Indiana	315,365	20,911	-	13,239	83,221	-	2	6,696	439,432	77,132	93,354	170,486	271	170,757	39,096	47,644	6,823	131,888	395,208	13,226	408,434
Iowa	212,776	1,384	39,506	7,267	64,796	20	1,629	5,029	332,407	40,409	117,753	158,162	1,061	159,223	32,235	23,936	389	98,905	314,688	25	314,713
Kansas	136,961	16,605	-	10,632	54,462	94	693	40,379	259,826	42,893	42,350	85,243	440	85,683	38,561	24,519	15,291	31,761	195,815	9,822	205,637
Kentucky	270,117	20,387	18,202	27,668	116,065	177	2,587	-	455,203	67,988	114,896	182,884	106,314	289,198	69,696	44,641	59,162	5,569	468,266	20,709	488,975
Louisiana	171,394	650	52,353	4,988	110,337	10,331	3,028	56,500	409,581	112,877	100,898	213,775	42,521	256,296	52,553	37,698	19,207	391,319	16,640	407,959	
Maine	67,267	13,143	927	3,384	27,206	-	-	-	115,452	23,970	20,592	44,562	7,268	51,830	35,462	10,640	4,830	3,104	105,866	5,754	111,620
Maryland	292,921	38,911	-	13,222	86,703	-	11,416	47,276	490,449	76,903	198,372	275,275	8,356	283,631	33,651	56,214	24,594	130,827	528,917	32,431	561,348
Massachusetts	236,969	49,611	737	7,669	67,356	62	-	-	362,342	108,489	44,016	152,505	5,267	157,772	66,377	33,889	40,696	339,682	61,329	401,011	
Michigan	533,371	6,192	29,625	11,603	189,310	-	13,913	-	784,076	158,489	118,340	276,829	4,468	281,297	53,574	73,798	15,725	271,608	796,002	35,109	831,111
Minnesota	229,494	-	-	20,038	97,283	440	-	-	351,267	77,208	100,459	177,667	4,302	181,969	68,846	20,691	4,575	71,317	347,398	8,249	355,647
Mississippi	140,186	-	33,697	5,343	37,424	893	968	52,667	271,178	23,904	122,124	146,028	465	146,493	15,539	18,996	11,353	44,478	368,859	9,258	246,117
Missouri	280,220	-	-	9,283	242	76,570	446	1,170	367,931	77,377	122,712	200,089	35	200,124	70,010	42,299	-	45,281	357,714	-	357,714
Montana	51,422	-	618	107	53,106	4,546	165	-	109,964	42,100	26,731	68,831	1,263	70,094	13,591	13,579	-	10,825	108,089	-	108,089
Nebraska	111,207	-	9,814	2,248	32,903	363	3,667	-	160,202	19,990	54,039	74,029	1,709	75,738	17,210	18,028	161,637	1,000	168,637	-	168,637
Nevada	36,160	-	-	633	38,098	67	525	-	75,483	29,407	11,676	41,083	4,908	45,991	10,350	8,286	-	6,030	70,657	-	70,657
New Hampshire	54,594	6,967	-	1,089	23,383	17	2,331	-	88,381	27,016	14,180	41,196	4,020	45,216	20,389	12,218	1,776	5,056	84,655	7,975	92,630
New Jersey	127,624	143,002	-	45,162	117,583	-	11	248,067	681,449	124,745	48,167	172,912	172,943	345,855	66,215	76,608	91,085	21,609	601,369	70,806	672,175
New Mexico	70,068	-	-	916	32,297	585	1,024	-	104,890	32,091	23,682	55,773	970	56,743	31,109	13,059	50	8,625	109,586	600	110,186
New York	769,549	199,751	-	31,891	258,346	-	-	102,651	1,362,188	362,797	300,690	663,487	22,456	685,943	201,491	109,517	115,724	103,366	1,216,014	124,959	1,341,000
North Carolina	358,320	348	-	15,099	100,024	-	2,718	-	476,509	37,440	89,020	126,460	102,157	228,617	92,472	69,609	7,416	29,303	427,417	18,000	445,417
North Dakota	40,251	-	1,661	220	33,057	520	3,103	-	78,812	15,211	29,740	44,951	83	45,034	8,720	15,267	-	15,267	76,451	-	76,451
Ohio	562,209	39,923	-	12,774	166,397	80	19,800	-	801,183	152,143	160,247	312,390	12,478	324,868	87,074	96,807	33,981	220,610	763,340	70,332	833,672
Oklahoma	159,067	19,350	5,236	7,082	51,704	4,723	4,837	-	251,999	31,079	72,888	103,967	29,237	133,204	31,423	23,901	9,733	66,083	264,344	4,585	268,929
Oregon	127,881	902	-	8,260	81,260	33,683	865	-	252,851	61,608	39,461	101,069	1,821	102,890	31,847	27,754	2,139	74,657	239,287	4,400	243,687
Pennsylvania	601,228	109,585	894	39,208	221,511	563	9,563	151,943	1,134,495	192,636	219,504	412,140	149,885	562,025	273,981	122,549	99,520	104,893	1,162,968	52,126	1,215,094
Rhode Island	21,501	2,828	-	297	46,622	-	-	7,511	78,759	16,241	16,927	28,168	213	28,381	8,786	6,652	387	387	51,826	9,260	61,086
South Carolina	148,235	-	-	83	52,171	40	1,708	35,138	237,375	29,889	78,611	108,500	17,816	126,316	41,411	22,325	1,838	14,602	206,492	1,000	207,492
South Dakota	46,960	-	8,434	178	34,412	42	1,919	-	91,945	21,957	40,401	62,358	1,181	63,539	12,015	11,308	-	11,563	98,425	-	98,425
Tennessee	245,075	-	1,781	3,648	80,522	282	4,636	-	335,944	81,617	179,648	13,052	192,700	31,966	27,423	6,618	73,167	331,874	11,760	343,634	
Texas	521,727	13,533	4,355	12,122	193,965	10,701	3,519	-	759,922	182,886	238,560	421,446	9,037	430,483	124,959	97,640	1,794	44,406	699,282	6,559	705,841
Utah	55,566	-	-	3,005	58,770	957	104	-	118,402	59,756	19,017	78,773	1,119	79,892	11,680	15,279	-	18,608	125,459	-	125,459
Vermont	42,709	-	-	262	24,448	-	-	31,000	98,119	24,778	13,115	37,893	577	38,470	15,400	10,601	4,283	4,159	75,953	6,415	79,368
Virginia	358,810	49,423	19,137	11,004	126,046	-	5,306	-	569,726	115,874	207,640	323,514	15,771	339,285	139,220	90,209	8,717	567,249	25,586	592,835	
Washington	207,218	24,309	-	10,832	113,720	8,776	2,671	40,192	407,718	57,211	108,845	166,056	4,067	170,123	54,084	47,031	20,299	109,718	401,255	19,454	420,709
West Virginia	131,996	10,632	5,668	8,182	187,128	1,077	-	120,374	465,057	150,969	272,141	14,774	14,774	65,083	25,800	31,909	-	409,707	18,766	428,473	
Wisconsin	213,173	-	-	57	67,505	429	7,220	24,033	312,417	22,823	104,196	131,019	14,395	145,414	44,463	34,497	7,849	78,717	310,940	10,410	321,350
Wyoming	34,326	-	46	1,454	27,597	8,244	766	-	72,433	26,313	14,451	36,769	4,491	41,260	1						



**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
November 13, 1974

FHWA 97-74 (202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has published a compilation of 1973 motor-vehicle registrations by Standard Metropolitan Statistical Areas (SMSA's). Registrations are shown for three vehicle types: Automobiles, trucks, and motorcycles. The tabulations were made from county registration data provided by the States.

Data are shown for 224 of the 265 SMSA's in the United States. The SMSA's for which registration totals are shown include 66 percent of all automobiles registered and contain 65 percent of the nation's population. The very large SMSA's show a slightly lower automobile ownership rate per person than the less populous ones.

Copies of "Motor-Vehicle Registrations by Standard Metropolitan Statistical Areas - 1973" can be obtained from the Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.



DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

FEDERAL HIGHWAY ADMINISTRATION **WASHINGTON, D. C. 20590**

FOR RELEASE WEDNESDAY
November 13, 1974

FHWA 98-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that highway construction costs during the third quarter of 1974 rose 4.1 percent above the previous quarter, to 209.7 percent of the 1967 average. This follows a 7.4 percent increase for the second quarter. The composite price index for the third quarter is 35.2 percent above that for the third quarter of 1973.

Since price indexes have a tendency to fluctuate erratically from quarter to quarter, a comparison on a quarterly basis can therefore be somewhat misleading. A better indicator of the change in prices and one that would normally tend to reduce erratic fluctuations in the price index is a three-quarter moving index. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. The composite price index on this basis for the second quarter of 1974 rose 8.0 percent above that for the first quarter of 1974, placing it 35.1 percent above its level of a year ago.

Also on a three-quarter moving basis, structural reinforcement led the advance in highway construction costs with a 17.3 percent increase over the previous quarter, setting it at 66.2 percent above the similar period a year ago. Structural steel rose 15.3 percent above the previous quarter and 41.9 percent above its level a year ago.

Price escalation was evident in all items. Excavation rose 3.1 percent above the previous quarter and 30.8 percent above a year ago. Portland cement surfacing continued to escalate and was up 6.1 percent above the previous quarter and 26.9 percent above the level of a year ago. Bituminous concrete prices increased 9.8 percent above the previous quarter and were 49.6 percent higher than during the comparable period of a year ago. There were also substantial increases of 11.1 and 25.7 percent in structural concrete prices over the same comparable periods.

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

The composite price index during the past 2 years and the percentage change from the preceding quarter have been as follows:

	Quarterly		(Three-quarter moving index)	
	Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
3rd quarter, 1972 . . .	-	-	139.5	+1.9
4th quarter, 1972 . . .	144.4	+2.3	141.0	+1.1
1st quarter, 1973 . . .	137.8	-4.6	142.8	+1.3
2nd quarter, 1973 . . .	145.9	+5.9	147.7	+3.5
3rd quarter, 1973 . . .	155.1	+6.3	155.9	+5.5
4th quarter, 1973 . . .	167.8	+8.2	168.2	+7.9
1st quarter, 1974 . . .	187.4	+11.7	184.8	+9.9
2nd quarter, 1974 . . .	201.4	+7.4	199.6	+8.0
3rd quarter, 1974 . . .	209.7	+4.1	-	-

*For the three-quarter moving index, these are the middle quarters of the three-quarter periods.

The price levels of the component items of the quarterly index in the third 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--		
	Third quarter 1974	Second quarter 1974	Third quarter 1973	Second quarter 1974	Third quarter 1973
	Excavation	187.9	178.0	149.5	+5.5
Surfacing					
Portland cement concrete	199.2	191.4	160.4	+4.1	+24.2
Bituminous concrete . .	226.5	243.8	148.7	-7.1	+52.4
Composite surfacing .	212.4	216.8	154.7	-2.0	+37.3
Structures:					
Reinforcing steel . . .	283.9	261.2	161.9	+8.7	+75.4
Structural steel. . . .	233.9	224.9	170.9	+4.0	+36.9
Structural concrete . .	217.0	195.0	157.3	+11.3	+38.0
Composite structures	233.7	215.4	162.1	+8.5	+44.1
Composite price index. . .	209.7	201.4	155.1	+4.1	+35.2

The U.S. Average contract unit prices for the index items during the various periods shown are:

Unit	Individual Quarters		Three Quarters	
	2nd Qtr. 1974	3rd Qtr. 1974	1st Qtr. 1974 ^{1/}	2nd Qtr. 1974 ^{2/}
Excavation . . . Cu. Yd.	\$.96	\$ 1.02	\$.96	.99
PCC surface. . . Sq. Yd.	8.48	8.82	8.00	8.49
Bit. conc. surf. Ton	15.77	14.64	13.32	14.62
Str. reinf. . . . Lb.	.342	.371	.282	.330
Str. steel Lb.	.555	.577	.456	.526
Str. concrete. . Cu. Yd	137.07	152.57	125.93	139.92

^{1/} Weighted average unit prices for the 4th quarter of 1973 and 1st and 2nd quarters of 1974.
^{2/} Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1974.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY
November 16, 1974

FHWA 99-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the release of a special report on bicycle pathway safety and design.

Entitled "Bikeways-State of the Art," the report was prepared for the FHWA's Office of Research and Development by the engineering design firm of DeLeuw, Cather and Company of San Francisco, California.

According to Federal Highway Administrator Norbert T. Tiemann, "the report documents current approaches to solving the design problems which are encountered by traffic engineers and other groups responsible for facility design, operations, and maintenance of safe and efficient bikeways."

"This report" commented Administrator Tiemann, "should be of great value to State and local governmental bodies in their development of bikeway programs under provisions of the Federal-Aid Highway Act of 1973 or other State and locally funded programs."

Recognizing that the majority of bicycle-motor vehicle collisions occur at intersections, the report describes several methods for redesigning these locations to improve the accommodation and safety of the bicyclist as well as the motorist. Bikeway graphics material including signing and roadway markings are also presented as are standards for the design and placement of route signing along bikeway systems.

While bicycle facility design standards have previously been based upon European research findings or intuitive judgments, this report presents preliminary guidelines on those requirements which should be used until they are either confirmed or modified by further research.

Copies of this report may be obtained from the National Technical Information Service, Department of Commerce, 5285 Port Royal Road, Springfield, Virginia 22151.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
November 21, 1974

FHWA 103-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced a formalized policy of involving a greater number of minority business enterprises in its headquarters contract programs.

Federal Highway Administrator Norbert T. Tiemann said the policy is twofold:

-- to seek out minority firms with the potential of fulfilling contracts for both commodities and services.

-- to make every effort to reserve a certain number of dollars for minority contractors.

FHWA program offices, the Office of Civil Rights, and the Contracts and Procurement Division will collectively work in close cooperation with the Office of Minority Business Enterprise (OMBE) to ensure that minority business enterprises are presented every opportunity to compete for FHWA Headquarters contracts.

The initial goal for those offices responsible for the expenditure of FHWA Headquarters contract funds is to award at least \$800,000 or more in contracts to MBE's in fiscal year 1975. Each project identified for exclusive MBE's participation will be within the \$50,000 to \$100,000 range. Generally, awards will be made through competition among qualified MBE's; however, when it is appropriate, the 8 (A) award procedure under the Small Business Act will be used. Through this procedure the SBA becomes the prime contractor and assumes the responsibility for the implementation and letting of sub-contracts to MBE's.

Administrator Tiemann further stated that "although Minority Business Enterprise programs have been in effect since 1969 by Presidential Executive Orders 11458 and 11625, MBE contract awards by FHWA Headquarters and Regional offices have been relatively few when compared to our overall contract funding program. This new policy, initiated by President Ford, seeks to correct that inequity."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
November 22, 1974

FHWA 102-74
(202) 426-0677

Energy conservation efforts by American motorists can make a substantial contribution toward the achievement of our National program for energy self-sufficiency. One major way is by increasing the vehicle occupancy rate (the average number of passengers per vehicle).

The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced today that Federal-State cooperative efforts in this area were showing a high degree of success both from the standpoint of numbers of projects implemented and in numbers of people using high occupancy vehicles.

According to Federal Highway Administrator Norbert T. Tiemann, "the application of preferential traffic control practices for multi-passenger vehicles on congested urban highways has proven to be effective in inducing more carpooling and increasing ridership on buses. The utilization of exclusive lanes, fringe parking facilities, improved signalization and a variety of other traffic control systems have amply demonstrated that given adequate incentives, the American public is willing to 'double-up' and conserve energy in support of the program initiated by President Ford."

At the same time, Administrator Tiemann expressed concern that more widespread implementation of these types of highway projects was not taking place as experience with ongoing projects demonstrated that: (1) they can be made operational very quickly, (2) the public will accept them, (3) enforcement has not been the problem many feared it would be, (4) they do promote shifts of commuters who formerly drove alone to carpools and buses, and (5) they do not require large capital investments but instead usually involve only the minor costs required to change signing and pavement markings.

"The potential benefits of even a modest 10 percent increase in the average number of persons per automobile for urban area work trips, that is from 1.40 persons per auto to 1.54 can be best appreciated," said Mr. Tiemann, "when it is recognized that this would be equivalent to a 60 percent increase in public transportation ridership."

Citing the results achieved on specific highway projects, Mr. Tiemann noted that the two Shirley Highway (I-95) reserved lanes in Northern Virginia now provide 16,000 bus commuters and over 3,000 auto commuters in 700 cars, a 10-to-15-minute time savings each morning. Prior to the start of the reserved lanes for buses in September 1969, there were less than 2,000 bus commuters on the highway. Later inclusion of carpools with a minimum of four persons did not adversely affect the bus ridership.

In Los Angeles two metered entrance ramps to the San Diego Freeway (I-405) were restriped to allow carpools with two or more persons to bypass the other cars waiting to enter the freeway. The number of carpools more than doubled.

In San Francisco carpools of three or more occupants were given separate lanes in the toll plaza area of the Bay Bridge so they could obtain the same time advantage that buses were given a year earlier. The number of carpools increased 80 percent and bus ridership continued to increase.

Hawaii and Florida have also recently implemented preferential highway lanes for buses and carpools and are realizing similarly impressive results.

"Although it is easy to compute impressive fuel savings, reductions in vehicle emissions and decreases in urban highway congestion for this limited number of projects," Mr. Tiemann cautioned, "realistically, we will not have any lasting impact on a nationwide scale until a significantly increased number of projects are in operation."

As a means of encouraging state initiatives in these areas, Mr. Tiemann stated that highway programs funds available to the states for all of the various Federal-aid highway systems can be used to construct such highway projects. In addition the Federal Highway Administration can approve carpool demonstration projects that share the costs involved in designating existing highway lanes for carpools or buses and carpools whether or not the highways are on the Federal-aid systems. If the states elect to do this with their apportioned Federal-aid urban system funds, the Federal share is increased to 90 percent as against 70 percent for normal highway projects.

The provision of the special legislation which increases the normal Federal share is due to expire on December 31 of this year, but Mr. Tiemann explained that the FHWA is trying to get the deadline date extended by one year. He said states should act quickly in requesting FHWA approval of such carpool projects before the current deadline expires to be certain of obtaining the benefit of the increased Federal share.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
November 25, 1974

FHWA 100-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration and Urban Mass Transportation Administration have issued guidelines for administering a new Rural Highway Public Transportation Demonstration Program.

The Federal-Aid Highway Act of 1973 authorized the new program, along with funding up to a total of \$30 million.

Purpose of the program is to:

1. Increase the mobility of persons in rural areas who do not have reasonable access to alternate forms of transportation and are often deprived of mobility when public transportation is inadequate or nonexistent.
2. Encourage the various programs or agencies which provide transportation or social services to develop a coordinated approach to the organization and financing of public transportation.
3. Develop the results of the demonstrations into a useful guide for rural areas needing public transportation.
4. Develop the technical, organizational and economic information needed for future decisions regarding national programs for rural transportation.

Projects eligible for Federal funds under the program include highway traffic control devices; construction of passenger loading areas and facilities, including shelters; fringe and transportation corridor parking facilities to serve bus and other public mass transportation passengers; and purchase of passenger equipment other than rolling stock for fixed rail. Reasonable expenses for operating costs that are an integral part of new demonstration projects, as well as project supervision, monitoring, and evaluation costs, are eligible for Federal funding. However, no program funds may be used to provide operating subsidies for existing operations.

The Washington Headquarters Office of FHWA and UMTA will select projects to be funded in two phases: (1) for fiscal 1975 from the first year appropriation of \$9.65 million, and (2) from applications to be submitted in fiscal 1976, based on an expected appropriation of up to \$20.35 million.

Emphasis will be placed on selecting a wide range of projects, including different sizes, types, and geographical locations.

In selecting demonstration programs for implementation, FHWA and UMTA will consider, among other things, innovative features that have the potential for nationwide application; the commitment of local, State, or other Federal programs to participate in the demonstration; the likelihood of continuation of the project after the expiration of the demonstration; and the adaptability of the system to the needs of the elderly and the handicapped.

Proposals for demonstration programs may be submitted by any public agency or nonprofit public purpose organization, preferably with State or areawide responsibilities. Proposals should be sent to State highway or transportation departments by February 6, 1975. The State agencies will forward each proposal received, with comments and recommendations, through the FHWA Division Offices to the FHWA Regional Offices. Regional representatives of FHWA, UMTA, and the Secretary of Transportation will review the applications and recommend to the Washington Headquarters offices for final approval not more than 10 proposals worthy for demonstration for each Region.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
December 9, 1974

FHWA 107-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the publication of a pamphlet explaining how Federal-aid highway funds can be used for the planning and construction of bicycle and pedestrian facilities.

Entitled "Bicycle and Pedestrian Facilities in the Federal-aid Highway Program," the pamphlet is a guide for those organizations interested in encouraging the development of bicycle and pedestrian pathways along Federal-aid highway routes.

Federal Highway Administrator Norbert T. Tiemann, in announcing release of the new pamphlet, commented that the pamphlet was "another part of the continuing effort by the FHWA to promote all possible means for more effective use of our nation's highway system. This is particularly important with regard to cycling," said Administrator Tiemann "for it is the one mode of highway usage that is not only low cost but is also energy efficient and pollution free as well."

The increased attractiveness and importance of cycling as a recreational activity and as a commuter transportation mode was recognized by the Congress when it expanded the Federal involvement in bicycling and pedestrian programs by the passage of the Federal-Aid Highway Act of 1973. Under the provisions of that Act, FHWA can authorize States to use their regularly apportioned Federal-aid highway funds for the construction of bikeways and pedestrian walkways outside the normal Federal-aid highway rights-of-way.

The ever-increasing importance of the potential of the bicycle as an urban commuter and recreational vehicle is attested to by the fact that more than 40 percent of all urban trips are of 4 miles or less. For this length of trip, the bicycle is more than an adequate mode of transportation and is often competitive, in terms of total trip time, with other methods of transportation.

Popularity of the bicycle as a means of transportation is further evidenced by the fact that in 1972 bicycle sales exceeded automobile sales for the first time since the early part of this century. Purchases for adult use alone accounted for 56 percent of all sales.

Copies of this pamphlet may be purchased at 45 cents each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 (Stock Number 5001-0082).

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FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
December 12, 1974

FHWA 108-74
(202) 426-0677

Gasoline consumption figures for September 1974 show that motor gasoline sales continue to decline, according to a summary prepared by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Based on reports from 27 States, gasoline sales for September 1974 showed a 2.9 percent decrease from sales reported for September 1973, compared to decreases of 0.9 percent in July and 1.2 percent in August. Six States showed increases, while twenty-one States reported decreases in their sales from the same period a year ago.

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 the 9 months of 1974, that include data for 27 States, show a 4.5 percent decrease from 1973. Of the 27 States, three have reported decreases for 9 months in a row. During the first 9 months of 1974, gasoline sales declined by 309,000 barrels-per-day from the same period a year ago.

Following is a three-year comparison of the indicated national barrels-per-day rate for the 3 most recent months:

	<u>July</u>	<u>August</u>	<u>September</u>
1974 data based on	46 States	45 States	27 States
U.S. Barrels-per-day rate:			
1972 (All States)	6,827,000	7,128,000	6,681,000
1973 (All States)	7,263,000	7,197,000	7,142,000
1974	7,197,000	7,108,000	6,938,000
1974 Change from			
1972	+370,000	-20,000	+257,000
1973	-66,000	-89,000	-204,000

The FHWA issues 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. Thus, there is not necessarily a close correlation between these data and that shown in the Federal Highway Administration's monthly "Traffic Volume Trends" report; also, the traffic counts reflect travel by all vehicles, not limited to only those powered by gasoline. 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 tables that show January through September 1974 monthly motor-gasoline data by States, and a graph of the monthly national barrels-per-day rates, are attached.

STATE	JAN.74 (ALL STATES)		CAL. YR. CUMUL.		FEB.74 (ALL STATES)		CAL. YR. CUMUL.		MAR.74 (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	140,386	-6.7	140,386	-6.7	129,236	-7.0	269,622	-6.8	153,289	.9	422,911	-4.2
ALASKA	12,230	17.7	12,230	17.7	10,927	8.8	23,157	13.3	10,814	17.8	33,971	14.7
ARIZONA	79,417	-22.0	79,417	-22.0	92,182	-6.7	171,599	-14.5	91,252	-7.6	262,851	-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	768,342	-12.8	2,223,351	-9.4
COLORADO	93,315	-8.6	93,315	-8.6	97,378	-10.4	190,693	-9.6	79,937	-25.4	270,630	-14.9
CONNECTICUT	101,346	-7.7	101,346	-7.7	96,378	-6.6	197,724	-7.2	103,843	-9.5	301,567	-8.0
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	19,558	-13.7	56,290	-12.4
FLORIDA	339,372	-9.1	339,372	-9.1	331,572	-5.7	670,944	-7.4	356,575	-10.2	1,027,519	-8.4
GEORGIA	206,683	-6.8	206,683	-6.8	198,368	-6.3	405,051	-6.6	223,897	-6.4	628,948	-6.5
HAWAII	21,143	-9.3	21,143	-9.3	19,880	-6.6	41,023	-8.0	21,816	-1.0	62,839	-5.7
IDAH0	12,355	-62.7	12,355	-62.7	38,487	25.8	50,842	-20.2	34,757	-9.8	85,599	-16.3
ILLINOIS	393,546	-6.9	393,546	-6.9	373,942	-5.2	767,488	-6.1	392,598	-7.4	1,160,086	-6.5
INDIANA	209,844	-9.6	209,844	-9.6	189,194	-10.7	399,038	-10.1	212,804	-8.5	611,842	-9.6
IOWA	117,634	-4.7	117,634	-4.7	105,042	-20.3	222,676	-12.8	124,536	14.2	347,212	-4.7
KANSAS	69,805	2.6	69,805	2.6	127,136	-7.1	196,941	-3.9	95,784	-9.7	292,725	-5.9
KENTUCKY	121,139	-8.9	121,139	-8.9	115,685	-4.5	236,824	-6.8	135,450	-4.7	372,274	-6.0
LOUISIANA	131,843	1.8	131,843	1.8	129,070	1.1	260,913	1.5	136,562	-8.9	397,475	-2.3
MAINE	35,591	-11.4	35,591	-11.4	33,206	-8.2	68,797	-9.9	37,885	-5.4	106,682	-8.3
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	367,590	-3.9	1,037,867	-7.1
MINNESOTA	154,694	-2.8	154,694	-2.8	136,148	-8.2	290,842	-5.4	143,193	-11.2	434,035	-7.4
MISSISSIPPI	86,393	-12.5	86,393	-12.5	87,246	-5.9	173,639	-9.3	92,637	-8.8	266,276	-6.5
MISSOURI	198,905	-10.4	198,905	-10.4	190,491	-12.1	389,396	-11.2	208,904	4.4	598,300	-6.3
MONTANA	21,659	-11.0	21,659	-11.0	28,738	-8.1	50,397	-9.4	33,609	36.3	84,006	4.7
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	25,439	-5.2	51,433	-4.9	27,325	-12.9	78,758	-7.8
NEW HAMPSHIRE	27,550	-13.5	27,550	-13.5	27,867	-5.2	55,417	-9.5	31,352	-1.9	86,769	-6.9
NEW JERSEY	236,065	-9.9	236,065	-9.9	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	50,133	2.4	146,912	-4.4
NEW YORK	457,913	-10.6	457,913	-10.6	432,216	-5.4	890,129	-8.1	487,068	-7.4	1,377,197	-7.9
N. CAROLINA	198,944	-9.1	198,944	-9.1	190,047	-8.1	388,991	-8.6	234,144	49.9	623,135	7.1
N. DAKOTA	24,398	-14.6	24,398	-14.6	26,630	4.4	51,028	-5.6	24,987	-21.9	76,015	-11.7
OHIO	392,034	-6.4	392,034	-6.4	351,414	-5.7	743,448	-6.1	389,000	-7.5	1,132,448	-6.6
OKLAHOMA	125,503	-2.7	125,503	-2.7	116,833	-10.8	242,336	-6.8	132,106	-6.5	374,442	-6.7
OREGON	81,446	1.7	81,446	1.7	76,907	-22.9	158,353	-11.9	89,152	-12.5	247,505	-12.1
PENNSYLVANIA	312,633	-19.0	312,633	-19.0	350,197	-4.5	662,830	-11.9	211,012	-48.2	873,842	-24.7
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	102,573	-2.7	211,395	-2.8	114,767	-6.5	326,162	-4.1
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	180,663	1.4	475,029	-8.2
TEXAS	534,685	-0.0	534,685	-0.0	511,694	-11.0	1,046,379	-5.7	549,690	-6.1	1,596,069	-5.8
UTAH	45,550	-5.3	45,550	-5.3	41,255	-6.8	86,805	-6.0	46,345	-10.7	133,150	-7.7
VERMONT	17,084	-11.5	17,084	-11.5	16,282	-13.0	33,366	-12.2	18,124	-7.8	51,490	-10.7
VIRGINIA	179,036	-6.5	179,036	-6.5	165,014	-9.2	344,050	-7.8	187,453	-10.0	531,503	-8.6
WASHINGTON	118,254	-9.2	118,254	-9.2	110,888	-4.5	229,142	-7.0	125,336	-12.2	354,478	-8.9
WEST VIRGINIA	55,661	-6.6	55,661	-6.6	51,504	-7.3	107,165	-7.0	61,778	-2.7	168,943	-5.5
WISCONSIN	160,120	-5.6	160,120	-5.6	143,339	-7.4	303,459	-6.5	157,021	-7.2	460,480	-6.7
WYOMING	18,731	-3.4	18,731	-3.4	17,137	-1.0	35,868	-2.2	18,647	-10.6	54,515	-5.3
TOTAL 1000 GAL.	7,534,281	-7.9	7,534,281	-7.9	7,231,021	-8.1	14,765,302	=8.0	7,768,371	-8.5	22,533,673	-8.2
RATE, BBL/DAY	5,787,000		5,787,000		6,149,000		5,959,000		5,966,000		5,961,000	

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.

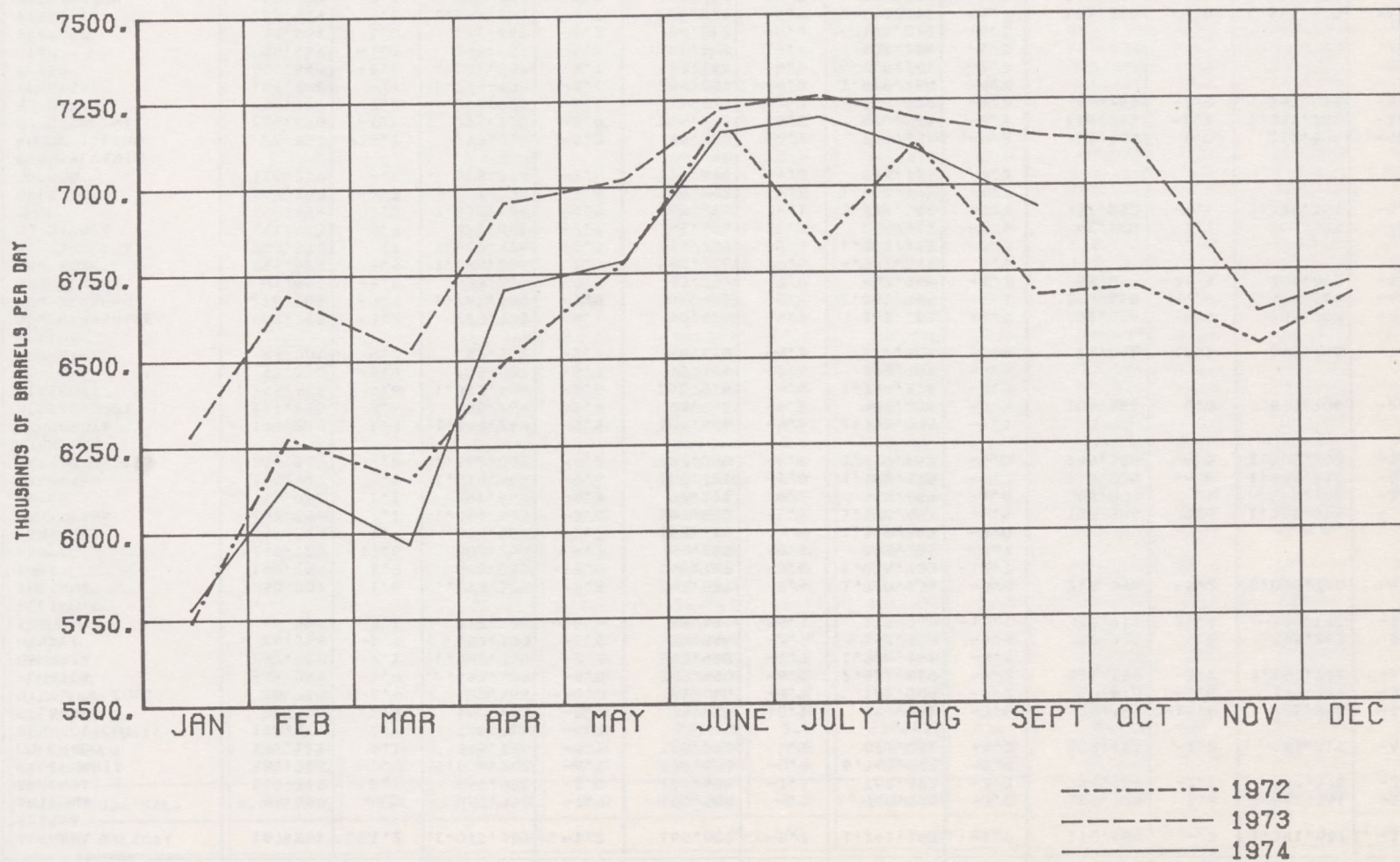
STATE	APR.74 (ALL STATES)		CAL. YR. CUMUL.		MAY 74 (ALL STATES)		CAL. YR. CUMUL.		JUN.74 (50 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE	AMOUNT 1000 GAL.	PERCENT CHANGE
ALABAMA	158,016	.6	580,927	-2.9	166,667	.8	747,594	=2.1	159,930	.5	907,524	-1.7
ALASKA	10,308	3.9	44,279	12.0	12,012	-1.2	56,291	8.9	14,062	15.9	70,353	10.2
ARIZONA	94,075	-6.0	356,926	-10.7	61,883	-39.4	418,809	-16.5	138,482	23.8	557,291	-9.2
ARKANSAS	97,120	2.8	347,471	-4.1	101,082	.4	448,553	-3.1	101,224	-1.3	549,777	-2.8
CALIFORNIA	823,667	-4.1	3,047,018	-8.0	863,760	-5.4	3,910,778	-7.5	852,361	-2.6	4,763,139	-6.6
COLORADO	121,130	13.2	391,760	-7.8	94,620	-15.8	486,380	-9.5	128,239	7.8	614,619	-6.4
CONNECTICUT	103,657	-5.2	405,224	-7.3	115,505	-2.1	520,729	-6.2	112,318	-4.9	633,047	-5.9
DELAWARE	23,917	-5.2	88,535	-8.3	25,731	-4.8	114,266	-7.5	25,673	-5.8	139,939	-7.2
DIST. OF COL.	19,894	-8.1	76,184	-11.3	21,199	-6.8	97,383	-10.4	19,367	-11.6	116,750	-10.6
FLORIDA	361,556	-1.6	1,389,075	-6.7	356,668	-3.0	1,745,743	-6.0	343,838	-3.1	2,089,581	-5.5
GEORGIA	230,672	-4.7	859,620	-6.0	240,981	1.3	1,100,601	-4.5	233,628	-2.0	1,334,229	-4.1
HAWAII	21,758	-17.7	84,597	-9.1	23,042	-8.0	107,639	-8.9	25,185	3.8	132,824	-6.7
IDAHO	37,313	-13.1	122,912	-15.4	26,409	-29.9	149,321	-18.3	46,268	4.6	195,589	-13.9
ILLINOIS	411,392	-2.1	1,571,478	-5.4	438,218	-7.5	2,009,696	-5.9	415,273	-9.7	2,424,969	-6.6
INDIANA	229,785	-4.6	841,627	-8.3	240,525	-7.5	1,082,152	-8.1	241,416	-2.4	1,323,568	-7.1
IOWA	142,524	-4.3	489,736	-4.6	31,377	-77.4	521,113	-20.1	259,754	-6.3	780,867	-16.0
KANSAS	95,672	10.8	388,397	-2.3	167,106	2.0	555,503	-1.0	97,028	58.3	652,531	4.8
KENTUCKY	139,244	-.8	511,518	-4.7	149,021	-1.7	660,539	-4.0	143,160	-4.3	803,699	-4.1
LOUISIANA	145,806	1.8	543,281	-1.3	154,553	-9.0	697,834	-3.1	149,110	-6.2	846,944	-3.6
MAINE	38,069	-4.6	144,751	-7.4	44,977	-.4	189,728	-5.8	45,628	-4.1	235,356	-5.5
MARYLAND	144,093	-5.7	542,064	-12.3	158,441	-2.8	700,505	-10.3	152,692	-3.1	853,197	-9.1
MASSACHUSETTS	185,090	-9.6	701,367	-9.6	213,106	1.7	914,473	-7.2	188,760	-7.4	1,103,233	-7.2
MICHIGAN	375,760	-.1	1,413,627	-5.3	404,588	19.5	1,818,215	-7.7	385,060	-6.3	2,203,275	-1.8
MINNESOTA	158,554	-6.3	592,589	-7.1	178,503	-6.5	771,092	-7.0	178,942	-6.2	950,034	-6.8
MISSISSIPPI	98,835	7.3	365,111	-3.1	105,401	-3.9	470,512	-3.3	100,306	-11.1	570,818	-4.8
MISSOURI	224,136	-2.3	822,436	-5.3	221,353	3.3	1,043,789	-3.6	227,799	-5.4	1,271,588	-3.9
MONTANA	26,893	-45.1	110,899	-14.2	39,889	-12.1	150,788	-13.6	45,009	2.4	195,797	-10.4
NEBRASKA	95,675	16.1	261,984	-3.8	66,566	-17.5	328,550	-6.9	84,637	6.9	413,187	-4.4
NEVADA	30,174	2.1	108,932	-5.3	34,523	-5.2	143,455	-5.3	32,888	-8.6	176,343	-5.9
NEW HAMPSHIRE	28,995	-4.2	115,764	-6.3	32,138	-4.5	147,902	-5.9	33,074	-4.4	180,976	-5.6
NEW JERSEY	257,074	-2.6	963,415	-7.7	269,176	-4.0	1,232,591	-6.9	278,754	3.8	1,511,345	-5.1
NEW MEXICO	55,686	-10.9	202,598	-6.3	56,588	-7.5	259,186	-6.6	62,451	1.2	321,637	-5.2
NEW YORK	481,190	-4.2	1,858,387	-6.9	590,267	7.9	2,448,654	-3.7	566,328	33.6	3,014,982	1.6
N. CAROLINA	251,121	-24.8	874,256	-4.5	253,247	6.8	1,127,503	-2.2	241,603	-5.3	1,369,106	-2.8
N. DAKOTA	32,549	-1.6	108,564	-8.9	35,463	-8.2	144,027	-8.7	35,611	-6.6	179,638	-8.3
OHIO	405,661	-6.4	1,538,109	-6.5	429,850	-3.5	1,967,959	-5.9	426,715	-3.7	2,394,674	-5.5
OKLAHOMA	138,440	-2.9	512,882	-5.7	149,197	.9	662,079	-4.3	146,961	-11.7	809,040	-5.7
OREGON	94,815	-7.1	342,320	-10.8	102,121	-4.4	444,441	-9.4	105,614	-6.9	550,055	-8.9
PENNSYLVANIA	469,334	13.5	1,343,176	-14.6	403,053	-4.6	1,746,229	-12.5				
RHODE ISLAND	30,507	5.0	116,156	-7.6	33,219	-7.4	149,375	-7.5	35,024	17.0	184,399	-3.7
S. CAROLINA	122,684	-2.7	448,846	-3.7	127,858	-2.4	576,704	-3.4	124,911	-2.5	701,615	-3.3
S. DAKOTA	32,859	-7.3	124,918	-5.0	36,913	-4.7	161,831	-4.9	44,135	-5.4	205,966	-5.0
TENNESSEE	158,467	-12.3	633,496	-9.3	221,469	18.9	854,965	-3.3	188,704	-4.3	1,043,669	-3.5
TEXAS	591,954	-6.1	2,188,023	-5.9	620,854	-3.7	2,808,877	-5.4	646,577	1.8	3,455,454	-4.1
UTAH	48,030	-5.3	181,180	-7.1	53,066	-2.3	234,246	-6.0	52,618	-6.8	286,864	-6.2
VERMONT	17,227	-3.4	68,717	-9.0	19,287	-6.9	88,004	-8.6	19,809	-4.0	107,813	-7.7
VIRGINIA	209,556	.6	741,059	-6.2	211,033	-8.7	952,092	-6.8	219,861	-.5	1,171,953	-5.6
WASHINGTON	134,433	-5.3	488,911	-7.9	145,781	-5.9	634,692	-7.5	142,828	-2.2	777,520	-6.6
WEST VIRGINIA	59,628	-7.2	228,571	-5.9	70,846	1.2	299,417	-4.3	65,664	-2.7	365,081	-4.0
WISCONSIN	167,799	-4.5	628,279	-6.1	194,724	-.9	823,003	-5.0	185,143	-8.6	1,008,146	-5.6
WYOMING	19,980	4.8	74,495	-2.7	24,785	-2.9	99,280	-2.8	28,410	-8.5	127,690	-4.1
TOTAL 1000 GAL.	8,452,774	-3.6	30,986,447	-7.0	8,838,641	-3.3	39,825,088	-6.2	8,598,832	-.9	46,677,691	-5.0
RATE, BBL/DAY	6,709,000		6,148,000		6,789,000		6,280,000		7,165,000		6,444,000	

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.

STATE	JUL.74 (46 STATES)		CAL. YR. CUMUL.		AUG.74 (45 STATES)		CAL. YR. CUMUL.		SEP.74 (27 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	167,861	1.2	1,075,385	-1.2	165,808	-5.7	1,241,193	-1.9	150,684	-0.3	1,391,877	-1.7
ALASKA												
ARIZONA	98,659	-0.0	655,950	-7.9	100,568	-0.5	756,518	-7.0	105,823	3.6	862,341	-5.8
ARKANSAS	110,319	2.1	660,096	-2.0	102,496	-7.3	762,592	-2.8	94,984	-2.3	857,576	-2.7
CALIFORNIA	881,223	-3.0	5,644,362	-6.1	899,636	-3.8	6,543,998	-5.8				
COLORADO	131,117	1.1	745,736	-5.1	125,295	1.3	871,031	-4.3	112,285	-7.8	983,316	-4.7
CONNECTICUT	122,671	2.2	755,718	-4.7								
DELAWARE	28,523	2.9	168,462	-5.7	29,219	10.1	197,681	-3.6	24,309	-16.4	221,990	-5.2
DIST. OF COL.	20,714	-6.4	137,464	-10.0	21,045	-3.9	158,509	-9.2	19,470	-5.5	177,979	-8.8
FLORIDA	368,048	-1.9	2,457,629	-5.0	363,990	-6.6	2,821,619	-5.2	324,159	-3.2	3,145,778	-5.0
GEORGIA	247,980	-2.1	1,582,209	-3.8	243,932	-7.3	1,826,141	-4.3				
HAWAII	24,366	-1.9	157,190	-6.0	25,346	-2.3	182,536	-5.5	22,729	-0.6	205,265	-5.0
IDAHO	41,995	-5.1	237,584	-12.4	39,681	-28.3	277,265	-15.1	55,912	31.4	333,177	-9.8
ILLINOIS												
INDIANA	250,009	1.6	1,573,577	-5.8	247,077	-5.4	1,820,654	-5.8	218,056	-6.2	2,038,710	-5.8
IOWA	149,165	1.8	930,032	-13.6	146,748	-6.8	1,076,780	-12.7				
KANSAS	149,725	-17.6	802,256	-0.2	69,865	88.8	872,121	3.7				
KENTUCKY	155,229	4.7	958,928	-2.7	153,419	-4.8	1,112,347	-3.0				
LOUISIANA	167,659	7.1	1,014,603	-2.0	157,890	-1.1	1,172,493	-1.9	138,900	3.6	1,311,393	-1.4
MAINE	56,012	1.1	291,368	-4.3	57,291	-4.9	348,659	-4.4	45,509	-0.1	394,168	-3.9
MARYLAND	163,447	.8	1,016,644	-7.6	165,731	-1.0	1,182,375	-6.7	144,035	-4.6	1,326,410	-6.5
MASSACHUSETTS	208,829	-0.2	1,312,062	-6.2	207,090	-4.8	1,519,152	-6.0	189,555	-0.5	1,708,707	-5.4
MICHIGAN												
MINNESOTA	194,215	1.7	1,144,249	-5.5	194,696	-5.6	1,338,945	-5.5				
MISSISSIPPI	117,446	3.6	688,264	-3.4	98,942	-4.2	787,206	-3.5	104,498	6.0	891,704	-2.5
MISSOURI	245,816	4.6	1,517,404	-2.6	236,974	-0.4	1,754,378	-2.3				
MONTANA	47,230	-6.8	243,027	-9.7	45,754	-1.6	288,781	-8.5				
NEBRASKA	84,001	-0.2	497,188	-3.7	80,116	-4.2	577,304	-3.8	71,042	-10.2	648,346	-4.5
NEVADA												
NEW HAMPSHIRE	39,799	1.2	220,775	-4.5	40,408	-4.9	261,183	-4.5	31,624	-4.4	292,807	-4.5
NEW JERSEY	276,160	-9.7	1,787,505	-5.9	304,490	5.8	2,091,995	-4.3	258,619	-4.0	2,350,614	-4.3
NEW MEXICO	61,619	-5.8	383,256	-5.3	63,792	7.0	447,048	-3.7	53,047	-21.8	500,095	-6.0
NEW YORK	559,823	-0.5	3,574,805	1.3	588,706	19.6	4,163,511	3.5				
N. CAROLINA	248,370	.7	1,617,476	-2.3	254,707	-5.3	1,872,183	-2.7				
N. DAKOTA	41,403	-5.3	221,041	-7.7	43,386	-17.0	264,427	-9.4	42,100	7.7	306,527	-7.4
OHIO	460,459	1.0	2,855,133	-4.5	465,211	-0.1	3,320,344	-3.9	12,850	-4.4	3,733,194	-4.0
OKLAHOMA	143,258	-4.7	952,298	-5.6	159,893	1.1	1,112,191	-4.7				
OREGON	116,219	-0.5	666,274	-7.6	117,441	-4.0	783,715	-7.0				
PENNSYLVANIA												
RHODE ISLAND	28,700	-14.1	213,099	-5.3	35,532	-2.1	248,631	-4.8	31,965	0.0	280,596	-4.3
S. CAROLINA	134,690	-1.8	836,305	-3.0	134,322	-6.2	970,627	-3.5	116,593	-2.3	1,087,220	-3.4
S. DAKOTA	43,937	-7.3	249,903	-5.4	46,826	3.2	296,729	-4.2	46,254	-3.9	342,983	-4.1
TENNESSEE	189,886	-0.7	1,233,555	-3.1	185,209	-14.0	1,418,764	-4.7				
TEXAS	645,643	-1.4	4,101,097	-3.7	617,144	4.5	4,718,241	-2.7				
UTAH	58,689	-1.8	345,553	-5.5	61,453	-0.7	407,006	-4.8				
VERMONT	23,854	1.8	131,667	-6.2	24,212	-6.0	155,879	-6.1				
VIRGINIA	223,879	.6	1,395,832	-4.7	224,379	-4.5	1,620,211	-4.7	191,399	-6.6	1,811,610	-4.9
WASHINGTON	157,688	2.4	935,208	-5.2	162,810	-1.7	1,098,018	-4.7	147,090	-1.5	1,245,108	-4.3
WEST VIRGINIA	72,398	3.9	437,479	-2.8	71,221	1.1	508,700	-2.3				
WISCONSIN	209,997	3.8	1,218,143	-4.1	208,500	-4.0	1,426,643	-4.1	176,845	-1.9	1,603,488	-3.9
WYOMING	34,915	-3.7	162,605	-4.0	34,971	-6.9	197,576	-4.5				
TOTAL 1000 GAL.	8,003,645	-0.9	49,806,396	-4.4	7,823,222	-1.2	56,873,900	-4.0	3,330,336	-2.9	30,052,979	-4.5
RATE. BBL/DAY	7,197,000		6,549,000		7,108,000		6,620,000		6,938,000		6,615,000	
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.												

NATIONAL SALES OF MOTOR GASOLINE

DAILY AVERAGE BY MONTH





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY
December 14, 1974

FHWA 109-74
(202) 426-0677

Gasoline shortages during the first quarter of 1974 and higher gasoline prices throughout the year seriously reduced motor-fuel tax revenues available for highway construction in 1974, the U.S. Department of Transportation's Federal Highway Administration reported today. Estimates of 1975 motor-fuel tax revenues indicate that on a nationwide basis motor-fuel tax revenues will increase over 1974 revenues. Although the estimates reflect legislated increases in motor-fuel tax rates, the increase in revenues will be less than experienced in previous years. Tables HF-11, HF-12, and HF-21 show that, despite the slight recovery in motor-fuel tax revenues and a sharp increase in highway borrowing, rapidly escalating highway construction costs will force the States to dip into reserves to carry out their anticipated 1975 highway construction programs unless additional tax revenues are raised.

Federal Highway Administration economists calculate that Federal excise taxes on highway users will generate more than \$6.3 billion to the Federal Highway Trust Fund in 1975. State and local highway-user imposts consisting of motor-fuel taxes, motor-vehicle registration fees, tolls, parking fees, and other user revenues are estimated to yield \$13.3 billion. Revenues from property tax assessments, general fund appropriations, and other taxes and fees primarily at the local government level are anticipated to push total current revenues available for highways at all levels of government to \$26.0 billion. Highway construction bond sales are expected to yield another \$2.7 billion, but debt service on previous bond issues is projected to require \$2.4 billion, leaving \$26.3 billion available for highway improvements, maintenance, and administration.

In the event that it becomes necessary to further restrict highway fuel consumption, these forecasts of motor-fuel tax revenues would have to be revised downward.

According to the annual Federal Highway Administration (FHWA) planning estimate, 1974 State motor-fuel tax receipts will be 3 percent lower than in 1973, but total current revenues available for highways will be more than 3 percent greater than in 1973 reflecting the growth in other revenue items.

Based on estimates provided by the 50 States and the District of Columbia, FHWA forecasts show that the States will spend \$10.2 billion for capital outlay, \$5.5 billion for maintenance, administration, highway police and safety, and \$1.8 billion for debt service on State highway obligations in 1975. Counties, townships, and municipalities are expected to spend another \$2.3 billion for capital outlay, \$5.5 billion for maintenance, administration, highway police and safety, and \$0.8 billion for debt service on local highway obligations. Federal government expenditures of \$0.6 billion bring the estimated total disbursements for highways by all units of government in 1975 to \$26.7 billion.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States are estimated at approximately \$4.6 billion for 1974 and 1975.

The Federal-aid highway systems are parts of the State and local road and street systems. In the Federal-aid program, costs are generally shared on a 90-percent Federal, 10-percent State basis for Interstate projects and on a 70-30 basis for other Federal-aid projects. The State and local governments also undertake some construction on the Federal-aid systems wholly with their own funds.

Actual amounts for 1972, estimates for 1973 and 1974, and forecasts for 1975 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-11, HF-12, and HF-21. As indicated previously, these forecasts are subject to revision should motor-fuel consumption be further restricted.

Although not shown in the accompanying tables, total long-term debt for highway purposes outstanding at the end of 1973 was \$23.0 billion. This was increased by \$601 million in 1974 and is expected to be additionally increased by \$1.2 billion in 1975, with the total outstanding debt reaching \$24.8 billion at the end of 1975.

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1972 - 1975

(In millions of dollars)

TABLE HF-11
NOVEMBER 1974

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT							TOTAL	FEDERAL GOVERNMENT							TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES		FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
1972								1973								
Imposts on highway users: ^{2/}																
Motor-fuel and vehicle taxes	5,370	-	-	5,370	10,236	65	103	15,774	6,069	-	-	6,069	11,151	73	105	17,395
Tolls	-	-	-	-	949	27	151	1,127	-	-	-	-	1,022	28	159	1,209
Parking fees	-	-	-	-	1	2	79	82	-	-	-	-	1	2	89	92
Subtotal	5,370	-	-	5,370	11,186	94	333	16,983	6,069	-	-	6,069	12,174	103	353	18,696
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	742	644	1,386	-	-	-	-	-	760	655	1,415
General fund appropriations	-	257	332	589	175	428	1,217	2,409	-	101	483	584	192	450	1,340	2,586
Other taxes and fees	-	-	12	12	166	38	62	278	-	-	11	11	190	47	72	320
Subtotal	-	257	344	601	341	1,208	1,923	4,073	-	161	494	1,595	382	1,257	2,047	4,321
Investment income and other receipts	219	10	86	315	352	112	189	968	320	7	114	441	456	120	200	1,217
Total current income	5,589	267	430	6,286	11,879	1,434	2,445	22,024	6,389	108	608	7,105	13,012	1,470	2,640	24,237
Bond issue proceeds (par value) ^{3/}	-	-	-	-	1,672	241	546	2,459	-	-	-	-	1,212	250	600	2,062
Grand total receipts	5,589	267	430	6,286	13,551	1,655	2,991	24,483	6,389	108	608	7,105	14,224	1,730	3,240	26,299
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-4,561	-	-	-4,561	-4,561	-	-	-	-4,248	-	-	-4,248	-4,248	-	-	-
All other funds	-	-204	-135	-4,339	+237	85	17	-	-	-207	-326	-533	+414	+110	+9	-
State agencies:																
Highway user imposts	-	-	-	-	-2,514	1,559	955	-	-	-	-	-	-2,782	+1,710	+1,072	-
All other funds	-	-	-	-	-217	82	135	-	-	-	-	-	-214	+73	+141	-
Counties and townships	-	-	-	-	+76	-147	71	-	-	-	-	-	+30	-153	+73	-
Municipalities	-	-	-	-	+74	-2	-	-	-	-	-	-	+55	-42	-27	-
Subtotal	-4,561	-204	-135	-4,900	+2,217	1,577	1,105	-	-4,248	-207	-326	-4,781	+1,831	+1,742	+1,201	-
Funds drawn from (+) or placed in (-) reserves	-851	-7	-	-858	-220	-64	-142	-1,284	-1,958	+148	-	-1,810	-275	-142	-189	-2,416
Total funds available	177	56	295	528	15,548	3,168	3,955	23,199	183	49	282	514	15,780	3,330	4,259	23,883
	1974 (PRELIMINARY)								1975 (FORECAST)							
Imposts on highway users: ^{2/}																
Motor-fuel and vehicle taxes	6,588	-	-	6,588	11,177	80	107	17,952	6,346	-	-	6,346	11,730	87	109	18,272
Tolls	-	-	-	-	971	29	168	1,168	-	-	-	-	1,009	30	176	1,215
Parking fees	-	-	-	-	2	2	99	103	-	-	-	-	2	2	102	113
Subtotal	6,588	-	-	6,588	12,150	111	374	19,223	6,346	-	-	6,346	12,741	119	394	19,600
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	780	666	1,446	-	-	-	-	-	800	677	1,477
General fund appropriations	-	221	344	565	220	470	1,510	2,765	-	215	385	600	251	490	1,660	3,001
Other taxes and fees	-	-	10	10	154	57	82	303	-	-	10	10	217	64	92	393
Subtotal	-	221	354	575	374	1,307	2,258	4,514	-	215	395	610	468	1,354	2,449	4,761
Investment income and other receipts	429	9	104	542	475	128	210	1,355	515	9	112	636	500	137	219	1,492
Total current income	7,017	230	458	7,705	12,999	1,546	2,742	25,092	6,861	224	507	7,592	13,709	1,610	3,042	25,953
Bond issue proceeds (par value) ^{3/}	-	-	-	-	1,100	260	650	2,010	-	-	-	-	1,750	275	700	2,725
Grand total receipts	7,017	230	458	7,705	14,099	1,806	3,492	27,102	6,861	224	507	7,592	15,459	1,885	3,742	28,678
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-4,369	-	-	-4,369	-4,369	-	-	-	-4,338	-	-	-4,338	-4,338	-	-	-
All other funds	-	-199	-167	-4,366	+241	+111	+14	-	-	-194	-174	-368	+237	+116	+15	-
State agencies:																
Highway user imposts	-	-	-	-	-2,863	+1,746	+1,117	-	-	-	-	-	-3,063	+1,839	+1,225	-
All other funds	-	-	-	-	-244	+93	+161	-	-	-	-	-	-270	+92	+178	-
Counties and townships	-	-	-	-	+95	-160	+75	-	-	-	-	-	+90	-167	+77	-
Municipalities	-	-	-	-	+90	+2	-22	-	-	-	-	-	+95	+2	-97	-
Subtotal	-4,369	-199	-167	-4,735	+1,678	+1,772	+1,275	-	-4,338	-194	-174	-4,706	+1,427	1,881	1,397	-
Funds drawn from (+) or placed in (-) reserves	-2,453	-	-	-2,453	-440	-68	-201	-2,319	-2,317	+1	-	-2,316	+581	-46	-237	-2,018
Total funds available	195	31	291	517	16,180	3,520	4,566	24,783	206	31	333	570	17,467	3,720	4,903	26,660

^{1/} Federal and State data are generally for calendar year; local data for fiscal years ending in various months of the calendar year. Data for 1972 are final; those for later years are subject to future adjustments.

^{2/} Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds

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

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1972 - 1975

(In millions of dollars)

TABLE HF-12
NOVEMBER 1974

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1972								1973							
Capital Outlay:	-	-	-	-	5,993	40	-	6,033	-	-	-	-	5,594	43	-	5,637
On rural State-administered highways	-	-	-	-	3,391	-	11	3,402	-	-	-	-	3,389	-	17	3,405
On municipal extensions of State highways	-	-	-	-	353	903	-	1,256	-	-	-	-	337	957	-	1,294
On local rural roads	-	-	-	-	163	66	1,049	1,278	-	-	-	-	202	70	1,055	1,327
On local municipal roads and streets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Not classified by system	2/ 35	23	248	306	-	-	-	306	2/ 30	20	227	277	-	-	-	277
Subtotal	35	23	248	306	9,900	1,009	1,060	12,275	30	20	227	277	9,521	1,070	1,072	11,940
Maintenance and traffic services:	-	-	-	-	1,845	7	-	1,852	-	-	-	-	2,035	7	-	2,042
On rural State-administered highways	-	-	-	-	391	-	33	424	-	-	-	-	423	-	34	457
On municipal extensions of State highways	-	-	-	-	27	1,588	-	1,615	-	-	-	-	24	1,679	-	1,703
On local rural roads	-	-	-	-	18	42	1,433	1,493	-	-	-	-	28	44	1,566	1,638
On local municipal roads and streets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Not classified by system	-	3	46	49	-	-	-	49	-	3	54	57	-	-	-	57
Subtotal	-	3	46	49	2,281	1,637	1,466	5,439	-	3	54	57	2,510	1,730	1,600	5,897
Administration and research 3/	142	30	1	173	886	233	300	1,600	153	26	1	180	973	237	349	1,738
Highway law enforcement and safety	-	-	-	-	991	63	617	1,671	-	-	-	-	1,114	68	718	1,900
Interest on debt	-	-	-	-	707	78	165	950	-	-	-	-	779	85	177	1,041
Total current disbursements	177	56	295	528	14,765	3,020	3,616	21,929	183	49	282	514	14,897	3,190	3,915	22,516
Debt retirement (par value) 4/	=	=	=	=	783	148	339	1,270	=	=	=	=	883	140	344	1,367
Grand total disbursements	177	56	295	528	15,548	3,168	3,955	23,199	183	49	282	514	15,780	3,330	4,259	23,883
	1974 (PRELIMINARY)								1975 (FORECAST)							
Capital Outlay:	-	-	-	-	5,440	46	-	5,486	=	-	-	-	5,754	48	-	5,802
On rural State-administered highways	-	-	-	-	3,405	-	13	3,418	-	-	-	-	3,679	-	13	3,692
On municipal extensions of State highways	-	-	-	-	381	1,020	-	1,401	-	-	-	-	484	1,083	-	1,567
On local rural roads	-	-	-	-	228	74	1,066	1,368	-	-	-	-	290	79	1,077	1,446
On local municipal roads and streets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Not classified by system	2/ 34	24	225	283	-	-	-	283	2/ 36	24	260	320	-	-	-	320
Subtotal	34	24	225	283	9,454	1,140	1,079	11,956	36	24	260	320	10,207	1,210	1,090	12,827
Maintenance and traffic services:	-	-	-	-	2,214	7	-	2,221	-	-	-	-	2,425	7	-	2,432
On rural State-administered highways	-	-	-	-	469	-	35	504	-	-	-	-	514	-	36	550
On municipal extensions of State highways	-	-	-	-	46	1,776	-	1,822	-	-	-	-	50	1,874	-	1,924
On local rural roads	-	-	-	-	37	47	1,700	1,784	-	-	-	-	41	49	1,855	1,945
On local municipal roads and streets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Not classified by system	-	3	65	68	-	-	-	68	-	3	71	74	-	-	-	74
Subtotal	-	3	65	68	2,766	1,830	1,735	6,399	-	3	71	74	3,030	1,930	1,891	6,925
Administration and research 3/	161	4	1	166	1,030	243	388	1,827	170	4	2	176	1,115	247	428	1,966
Highway law enforcement and safety	-	-	-	-	1,210	75	825	2,110	-	-	-	-	1,333	80	935	2,348
Interest on debt	-	-	-	-	800	92	190	1,082	-	-	-	-	822	98	205	1,125
Total current disbursements	195	31	291	517	15,260	3,380	4,217	23,374	206	31	333	570	16,507	3,565	4,549	25,191
Debt retirement (par value) 4/	=	=	=	=	920	140	349	1,409	=	=	=	=	960	155	354	1,469
Grand total disbursements	195	31	291	517	16,180	3,520	4,566	24,783	206	31	333	570	17,467	3,720	4,903	26,660

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1972 are final; those for later years are subject to future adjustment.

2/ Includes payments to Puerto Rico of \$7 million in 1972; \$8 million in 1973; \$8 million in 1974 and \$9 million in 1975.

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

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

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1972 - 1975

BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

TABLE HF-21
NOVEMBER 1974

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS				RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL
	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL												
<u>1972</u>																				
State Highway Departments	446	465	3,229	4,140	551	469	3,140	4,160	109	96	634	839	-	7	175	182	1,106	1,037	7,178	9,321
State Toll Facilities	1	7	153	161	1	5	73	79	30	18	291	339	-	-	-	-	32	30	517	579
Local Toll Facilities	-	-	2	2	-	-	-	-	-	-	-	-	-	-	2	2	-	-	4	4
Counties and Townships	-	-	-	-	18	16	213	247	-	-	-	-	54	49	658	761	72	65	871	1,008
Municipalities	-	-	-	-	6	11	113	130	-	-	-	-	45	72	810	927	51	83	923	1,057
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	11	288	299	-	11	288	299
Total	447	472	3,384	4,303	576	501	3,539	4,616	139	114	925	1,178	99	139	1,933	2,171	1,261	1,226	9,781	12,268
<u>1973</u>																				
State Highway Departments	411	439	2,889	3,739	536	467	3,152	4,155	101	103	631	835	-	10	179	189	1,048	1,019	6,851	8,918
State Toll Facilities	-	5	166	171	3	13	105	121	12	12	287	311	-	-	-	-	15	30	558	603
Local Toll Facilities	-	-	-	-	-	1	6	7	-	-	-	-	-	-	2	2	-	1	8	9
Counties and Townships	-	-	-	-	19	17	225	261	-	-	-	-	57	52	699	808	76	69	924	1,069
Municipalities	-	-	-	-	7	10	110	127	-	-	-	-	46	73	818	937	53	83	928	1,064
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	10	259	269	-	10	259	269
Total	411	444	3,055	3,910	565	508	3,598	4,671	113	115	918	1,146	103	145	1,957	2,205	1,192	1,212	9,528	11,932
<u>1974</u>																				
State Highway Departments	368	382	2,654	3,404	473	482	3,349	4,304	79	98	718	895	-	8	289	297	920	970	7,010	8,900
State Toll Facilities	1	3	136	140	2	12	101	115	11	12	277	300	-	-	-	-	14	27	514	555
Local Toll Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	2	2
Counties and Townships	-	-	-	-	20	18	241	279	-	-	-	-	61	55	744	860	81	73	985	1,139
Municipalities	-	-	-	-	7	11	117	135	-	-	-	-	48	73	822	943	55	84	939	1,078
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	263	275	-	12	263	275
Total	369	385	2,790	3,544	502	523	3,808	4,833	90	110	995	1,195	109	148	2,120	2,377	1,070	1,166	9,713	11,949
<u>1975</u>																				
State Highway Departments	413	395	2,709	3,517	535	535	3,700	4,770	76	108	804	988	-	9	338	347	1,024	1,047	7,551	9,622
State Toll Facilities	-	4	141	145	3	13	109	125	13	12	290	315	-	-	-	-	16	29	540	585
Local Toll Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	2	2
Counties and Townships	-	-	-	-	21	19	256	296	-	-	-	-	65	59	789	913	86	78	1,045	1,209
Municipalities	-	-	-	-	7	11	118	136	-	-	-	-	49	71	830	953	56	85	948	1,089
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	299	311	-	12	299	311
Total	413	399	2,850	3,662	566	578	4,183	5,327	89	120	1,094	1,303	114	154	2,258	2,526	1,182	1,251	10,385	12,818

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



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.
December 16, 1974

FHWA 111-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today forecast that the death toll on the Nation's highways in 1974 will be the lowest since 1963.

Further, FHWA said 1974 will be by far the safest year in history in terms of the number of deaths per 100 million vehicle/miles of travel.

Using conservative estimates, FHWA anticipates that highway fatalities in 1974 will total 46,000. This would be 9,100 fewer deaths than the 55,100 in 1973.

Based on National Highway Traffic Safety Administration fatality data for the first 10 months of 1974, FHWA estimates that the death rate from motor vehicle accidents will be only 3.6 fatalities per 100 million vehicle miles travelled.

"This would be the lowest traffic fatality rate in United States history, by far," said Federal Highway Administrator Norbert T. Tiemann. "It would be a reduction of 14 percent from the previous record of 4.2 deaths per 100 million vehicle miles in 1973."

"Not since 1963 has the total number of traffic deaths been below 47,000. Since then, however, traffic volume has increased by 50 percent (from 805 billion to 1.27 trillion vehicle miles) which makes the decline in numbers of deaths all the more dramatic," Mr. Tiemann added.

He said, "We are extremely pleased with the excellent safety record being compiled this year on our roads and streets. It's 'no accident' that 1974 is our best year."

"Motorists have been driving slower and at more uniform rates of speed due to the national 55 mph speed limit. Along with an increasing emphasis on driver behavior, we have the contribution of safer vehicles, and last but far from least, the efforts of Federal, State and local officials to design, construct and maintain safer roads.

"While we are pleased with the 1974 record, we remain very much concerned about traffic safety and will continue to work with the

State and local highway agencies to make our Nation's highways even safer for the public."

Statistics for the first 10 months of 1974 show that the actual number of traffic deaths totalled 37,600, compared with 46,600 for the same period in 1973.

Data for individual States during 1974 can be obtained from the Office of Public Affairs, FHWA, (202) 426-0662.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
December 23, 1974

FHWA 112-74
(202) 426-0677

Extensive research efforts by Federal and State governments to develop efficient and effective snow removal and deicing systems for especially critical locations on the Nation's highways may finally be approaching the point of achieving a payoff.

A recent study conducted by the U.S. Department of Transportation's Federal Highway Administration (FHWA) considered and evaluated a number of energy sources for highway deicing systems. In the past, such deicing systems depended upon conventional energy sources such as fossil fuels (coal and oil) and electricity. However, the need to conserve energy has made these sources even less attractive. Use of fission waste material from nuclear reactors as a possible energy source was rejected by researchers because of cost and other problems in transporting and using such materials.

Instead, findings contained in the study conclude that it is technically and economically feasible to use "earth heat," (i.e. energy stored in the earth). Because the use of "earth heat" would not drain scarce energy resources, it is particularly attractive today.

Exploitation of "earth heat" has been made possible through utilization of the "heat pipe," a highly efficient heat transport device, which makes it possible to transport heat from the warmer earth to the cooler pavement without using any other energy. The "heat pipe" is a sealed chamber containing a small amount of ammonia under pressure. The heat exchange is accomplished by evaporation of the ammonia in the lower end of the pipe and condensation of the gas thus formed in the section of the pipe embedded in the cooler pavement. The black iron heat pipes extend 30 to 40 feet deep into the ground. Gravity returns the liquid ammonia from the pavement section to the bottom of the heat pipes. The heat pipes are spaced about every 6 inches through the pavement. The earth heat pipe system uses the volume of earth immediately below and adjacent to the road's surface and could be used in combination with other heat sources in circumstances where the earth's energy is insufficient to overcome severe climatic conditions.

- more -

An "earth heat" system can be built into a new highway and possibly added during pavement resurfacing. The cost of such a system, or for that matter any pavement heating system, limits its application to especially critical locations, e.g., sharp curves, steep hills, speed-change lanes, ramps, and bridge decks.

"The heat pipe system," said Federal Highway Administrator Norbert T. Tiemann, "represents a substantial contribution to energy conservation as well as to highway safety by combining man's technological achievements and man's historic desire to exploit the earth's natural energy sources."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
December 24, 1974

FHWA 110-74
(202) 426-0677

Premature deterioration of reinforced concrete highway bridge decks, as a consequence of the use of deicing salts and a variety of other factors, has become a major highway management problem involving substantial repair costs as well as inconvenience for the Nation's motoring public.

In an effort to assist State highway agencies overcome this problem, the U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the inauguration of two demonstration projects to be conducted by its Region 15 Demonstration Projects Division in Arlington, Virginia.

The initial project (Demonstration Project No. 33 - Bridge Deck Evaluation Techniques) is designed to test and evaluate a variety of techniques and procedures for determining the degree and extent of concrete bridge deck deterioration.

A second project (Demonstration Project No. 34 - Cathodic Protection) will demonstrate an electrical method to stop the corrosion of reinforcing steel which occurs in bridge decks.

FHWA engineers have described the premature deterioration of bridge decks as a matter of great national concern. Newly constructed decks, some as new as 2 years, and older decks which have provided good service for many years are deteriorating at an alarming rate. When deicing salts penetrate the concrete surface of bridge decks, resultant corrosion products cause the concrete to crack and break up.

Concrete normally protects the reinforcement bars from corrosion. However the penetration of deicing chemicals results in the corrosion of the reinforcement bars and causes the concrete to crack. The removal of the protecting concrete allows an electrical current to flow from the surface of the steel through the concrete to another location on the steel by means of the moisture in the concrete. The area from which the current leaves the steel begins to corrode and is called the ANODE and the area by which the current enters the steel is the CATHODE. When the flow of current stops, the corrosion stops.

One method of stopping the current flow is a system called CATHODIC PROTECTION (CP). CP is the external application of a direct current to the surface of the top mat of steel in sufficient amounts to overcome the internal current flow between the anode and cathode. A sacrificial anode is provided and allowed to corrode and the reinforcing steel becomes the cathode (i.e., cathodic protection).

Cathodic protection has been used for many years to control the corrosion of buried pipe lines and structures in salt water environments. In the past, the use of CP in highway related corrosion problems has been to protect piers, pilings, and other underground and underwater installations. Recently, CP systems have been installed on several bridge decks to control the corrosion of the reinforcing steel.

According to Federal Highway Administrator Norbert T. Tiemann, "the potential of cathodic protection as an effective means for overcoming many bridge deck deterioration problems is highly promising. This preventive maintenance process," said Administrator Tiemann, "along with improved techniques for evaluating bridge deck deterioration can have a substantial effect on reduction of maintenance and repair costs for our Nation's highway systems."

To encourage and assist the States in applying these new highway technologies, the FHWA is inviting interested States to participate in the demonstration project programs for bridge deck evaluation and cathodic protection. States establishing approved demonstration projects will be provided technical assistance and Federal-aid financing by FHWA.

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WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
December 24, 1974

FHWA 118-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the release of a brochure explaining the Federal Relocation Assistance Program. The brochure entitled "Your Rights and Benefits as a Highway Relocatee," is designed to assist those who are required to relocate because of construction of Federal-aid highways.

The 54-page brochure explains the many relocation services and payment benefits that individuals, families, farms, businesses and nonprofit organizations may be eligible for under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the rules and regulations promulgated by FHWA.

Federal Highway Administrator Norbert T. Tiemann said, "It is the policy of the Federal Highway Administration that displaced persons shall receive fair and humane treatment, and shall not suffer unnecessarily as a result of highway programs designed for the benefit of the public as a whole. The Uniform Relocation Act represents the most humane and just legislation on relocation assistance ever enacted by the Federal Government."

The brochure describes in a popular style the different payment benefits and the relocation assistance services for which a highway displacee may be eligible. The payment benefits can include reimbursement for the cost of moving personal property from homes, farms, and businesses, as well as a replacement housing payment to relocate an individual or family into a comparable decent, safe, and sanitary dwelling. Moving costs also are paid, but under certain circumstances, owners of farms and businesses may elect to receive a fixed payment in lieu of actual moving expenses, direct losses of tangible personal property, and searching expenses.

As stated in the brochure, all persons, families, businesses, and farms that are displaced by a Federal or Federally-assisted program shall be offered relocation assistance services for the purpose of finding and successfully relocating to suitable replacement property. These services are provided by qualified personnel, employed by the

acquiring agency, who will personally assist displacees in any way possible in the relocation process.

Copies of the brochure are being distributed to State transportation and highway agencies and FHWA field personnel.

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DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
December 26, 1974

FHWA 113-74
(202) 426-0677

The 1975 Annual Midwinter Civil Rights Workshop held by the U.S. Department of Transportation's Federal Highway Administration and the State highway departments will be held at the Sheraton Silver Spring Motor Inn in Silver Spring, Maryland, January 13 through January 17, 1975.

Officials from the various State Transportation and Highway Departments and the Federal Highway Administration's Headquarters and Field Offices will participate in the 4-day session.

Objectives of the Workshop are:

-- To present the views of experts in the field of Civil Rights, administration, management and labor that hopefully will generate improved techniques in the implementation of the Civil Rights programs as mandated by the Congress and Presidential directives.

-- To make an in-depth analysis of problems created in State highway departments because of increased FHWA Civil Rights program emphasis.

-- And to assess affirmative action activities of unions associated with highway construction.

Deputy Secretary of Transportation John W. Barnum, Federal Highway Administrator Norbert T. Tiemann, and Deputy Federal Highway Administrator Joseph R. Coupal, Jr., will attend the opening session, with Administrator Tiemann delivering the keynote address.

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DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
December 27, 1974

FHWA 114-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has awarded 36 fellowships worth \$5,000 each for full-time graduate study in highway safety and traffic engineering during the 1974-75 academic year. Except for one fellow who will begin study in the spring, all grant recipients are now enrolled in school.

Federal Highway Administrator Norbert T. Tiemann said, "The objective of the program is to assist State and local agencies to develop the expert manpower needed for the implementation of their highway safety programs. We believe that the specialized training provided by this fellowship program will yield more effective safety programs, and greater safety benefits to drivers and pedestrians."

The fellowship program is administered by FHWA's National Highway Institute (NHI) in cooperation with the FHWA's Office of Highway Safety.

Approximately 80 candidates for the program were evaluated by a panel of judges representing the highway safety interests of government, industry, and the academic community. The 36 successful candidates represent 18 States and will attend 22 universities.

Of the fellowship winners, 28 are employed by States, five by cities, and one by a county. Two are not presently employed by public agencies.

The candidates were permitted to select their own universities, provided that they offered strong programs in highway safety and traffic engineering.

The selected universities are responsible for designating faculty advisors prior to commitment of funds by the FHWA. Advisors will submit reports of student progress as requested by the NHI. The universities also will be responsible for administering the fellowship grants.

Fellowship recipients must agree to work for State or local public agencies in a field related to highway safety for at least 3 years after completing their fellowship study. During the 3-year interval, they will be requested to respond to brief annual questionnaires that will assist the NHI in the evaluation of the worth of the program.

Those who have been awarded fellowships, along with their present or prospective employers and the schools which they attend, are as follows:

-- Nicholas E. Barr, New York State Department of Transportation, Rensselaer Polytechnic Institute

-- Robert N. Brenner III, Maryland Department of Public Safety, University of Maryland

-- Benjamin E. Burritt, Arizona Highway Department, Arizona State University

-- John L. Carr, Kentucky Bureau of Highways, University of Kentucky

-- Allen W. Carter, Washington State Highway Commission, University of Washington

-- Bartholomew T. Cima, Illinois Department of Transportation, Northwestern University

-- James A. Cox, Utah State Department of Highways, Brigham Young University

-- Lester C. Crigler, Kentucky Bureau of Highways, University of Kentucky

-- Ralph Doerres, Jr., Ohio Department of Transportation, Ohio University

-- James B. Diamond, Virginia Department of Highways, Virginia Polytechnic Institute

-- John D. Eppich (a State or local highway agency), Pennsylvania State University

-- Carol S. Estes, Kansas State Highway Commission, Kansas State University

-- Eric J. Falkowski (a State or local highway agency), New York University

== G. Haney Frakes, Jr., Florida Department of Transportation,
University of Florida

== Joseph J. Giordano, Rhode Island Department of Transportation,
Polytechnic Institute of New York

== Terry S. Grubb, Tennessee Department of Transportation,
University of Tennessee

== Mahfouz B. Guirguis, Kentucky Bureau of Highways, University
of Kentucky

== Dennis B. Ingham, Washington State Highway Department,
University of Washington

== Max Jarolem, New York State Department of Transportation,
Polytechnic Institute of New York

== Robert W. Jenkins, Texas Highway Department, Texas A & M
University

== Dennis P. King, West Virginia Department of Highways,
West Virginia University

-- Jim C. Lee, City of Amarillo, Texas, University of Oklahoma

-- Gordon J. Mayer, Jr., Texas Highway Department, Texas A & M
University

-- John M. Mounce, Texas Highway Department, Texas A & M University

-- Gary A. Norris, City of Seattle, Washington, University of
Washington

-- Servando M. Parapar, Metropolitan Dade County Department of
Traffic and Transportation, University of Florida

-- Ronnie Peters, City of Beverly Hills, California, California
State University at Long Beach

== Richard L. Quesenberry, Virginia Department of Highways,
Virginia Polytechnic Institute

-- David W. Robertson, City of Raleigh Traffic Department,
North Carolina State University

- Nawazish A. Salaria, City of New Haven, University of Connecticut
- Allan J. Schenkelberg, Minnesota Department of Highways,
University of Minnesota
- John E. Selk, Kansas State Highway Commission, University of
Kansas
- John A. Serth, New York State Department of Transportation,
Polytechnic Institute of New York
- Jackie Sykes, Kentucky Bureau of Highways, University of Kentucky
- John R. Wiggins, North Carolina Department of Transportation
and Highway Safety, North Carolina State University
- Thomas J. Zibrida, Pennsylvania Department of Transportation,
Pennsylvania State University

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FOR RELEASE SATURDAY
December 28, 1974

FHWA 115-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has awarded 39 fellowships worth \$5,000 each for full-time graduate study and research in highway transportation during the 1974-75 academic year. All grant recipients are now attending school.

Federal Highway Administrator Norbert T. Tiemann said, "The objective of the program is to assist State and local highway agencies to develop expert manpower, to perform in those areas where a deficiency of skills exists.

"The program enables recipients with Bachelors or equivalent level degrees to study and to do research in transportation related fields. The program encourages free and unstructured inquiry into problems in highway transportation and community interrelationship. The program is intended to complement rather than duplicate existing research capabilities of FHWA."

The fellowship program is administered by FHWA's National Highway Institute (NHI).

Approximately 120 candidates for the program were evaluated by a panel of judges representing the highway transportation interests of government, industry and the academic community. The 39 successful candidates represent 18 States and will attend 29 universities. Of the fellowship winners, 35 are employed by States, and one by a county. Three are students.

The candidates selected their own universities from among those that offer opportunities for research and study in highway transportation or related fields.

The selected universities are responsible for designating faculty advisors prior to commitment of funds by the FHWA. Advisors will submit

reports of student progress as requested by the NHI. The universities will also be responsible for administering the fellowship grants to the students.

Fellowship recipients agree to remain as employees with State or local agencies in a field related to highway transportation for at least 3 years. They will be requested to respond to brief annual questionnaires that will assist the NHI in the evaluation of the worth of the program.

Those who have been awarded fellowships, along with their present employers, the schools which they attend, and their study programs are as follows:

-- Lynne K. Alden, Vermont Department of Highways, University of Vermont, Environmental Science

-- Robert D. Aye, Washington State Highway Commission, University of Washington, Water and Air Quality

-- Ramkumar Beniwal, Maine Department of Transportation, University of Kentucky, Soils Engineering

-- Edwin O. Betz, Vermont Department of Highways, University of Vermont, Environmental Science

-- James P. Biggers, Illinois Department of Transportation, Southern Illinois University, Botany and Zoology

-- David M. Champagne, New York State Department of Transportation, State University of New York, Environmental Science and Water Resource Management

-- Alexander S. Custodio, California Department of Transportation, California State University-Sacramento, Environmental Engineering

-- Bruno R. Degiorgi, New York State Department of Transportation, Rensselaer Polytechnic Institute, Urban and Environmental Studies

-- Ernest C. Englehardt, Jr., Vermont Department of Highways, University of Vermont, Environmental Science

-- Michael J. Fuller, Washington State Highway Commission, Portland State University, Business Administration

-- Thomas A. Gelbach, California Department of Transportation, University of California-Los Angeles, Transportation Engineering

-- Jacqueline S. Gillian, California Department of Transportation, University of California-Los Angeles, Urban Planning

-- Madan M. Gupta, Maine Department of Transportation, University of Maine, Structural Engineering

-- Louis J. Hallisey, Massachusetts Department of Public Works, Boston University, Urban Affairs

-- Roy A. Imbsen, California Department of Transportation, University of California-Davis, Structural Engineering

-- Harold L. James, New Mexico State Highway Department, University of Oregon, Environmental Planning and Land Use

-- Peter G. King, New York State Department of Transportation, Carnegie-Mellon University, Transportation Engineering

-- Louis E. Krug, California Department of Transportation, San Jose State University, Transportation Engineering

-- Tchuoc W. Lee, Michigan Department of State Highways and Transportation, Michigan State University, Acoustics and Noise Abatement

-- Augustine P. MacGrath, San Bernardino County Road Department, University of Southern California, Public Administration

-- John C. Manrodt, New Jersey Department of Transportation, Princeton University, Urban Transportation

-- George R. McCombe, New Jersey Department of Transportation, Newark College of Engineering, Transportation Engineering

-- Frederic C. Murphy, New Hampshire Department of Public Works and Highways, University of New Hampshire, Public Administration

-- Wayne D. Nielsen, Arkansas State Highway Department, State College of Arkansas, Business Administration

-- Roger P. Quane, Maryland Police Training Commission, University of Maryland, Curriculum Research and Organizational Management

-- Ranjeet Rathore, Virginia Department of Highways, Polytechnic Institute of New York, Transportation Planning and Engineering

== James A. Richardson, Vermont Department of Highways, University of Vermont, Environmental Science

== Tommie H. Roper, Washington State Highway Commission, Pacific Lutheran University, Business Administration

== Terry J. Rosapep (student), Virginia Polytechnic Institute, Urban and Regional Planning

== Steve A. Salter, Wisconsin Department of Transportation, University of Wisconsin, Civil Engineering

== Daniel J. Shea, Washington State Highway Commission, University of Washington, Transportation Systems

== Chen Shirman (student), Rutgers University, Urban and Regional Planning

== Hiram T. Smith (student), Montana State University, Civil Engineering

== George A. Swier, Wisconsin Department of Transportation, University of Wisconsin-Milwaukee, Urban Planning

-- Tommy A. Vaughn, Colorado State Department of Highways, Colorado State University, Environmental Engineering

-- Stephen E. Warren, New Jersey Department of Transportation, Polytechnic Institute of New York, Transportation Engineering

-- James T. Weaver, Montana Department of Highways, Montana State University, Hydraulics and Hydrology

-- Richard M. Weed, New Jersey Department of Transportation, Trenton State College, Applied Mathematics

== Richard P. Yukubousky, New York State Department of Transportation, University of Washington, Urban Studies

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
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FHWA 116-74
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has awarded 56 scholarships worth \$2,500 each for full-time post secondary study in fields related to highway transportation during the 1974-75 academic year. The 56 grant recipients are now enrolled in school.

Federal Highway Administrator Norbert T. Tiemann said, "The objective of the program is to assist State and local highway agencies to develop their employees' skills through training and education in those areas where a deficiency of skills exists. The program is designed to provide one academic year of college training for highway agency employees and to enhance their contributions in the field of highway transportation."

The scholarship program is administered by FHWA's National Highway Institute (NHI).

Approximately 150 candidates for the program were evaluated by a panel of judges representing the highway transportation interests of government, industry, and the academic community. The 56 successful candidates represent 25 States and will attend 40 community colleges, technical institutes, and universities. Of the scholarship winners, 53 are employed by States, two by cities, and one by the District of Columbia.

The candidates selected their own schools in light of the opportunities which the schools offered for study related to the needs of their highway agencies.

The selected schools are responsible for designating faculty advisors prior to commitment of funds by the FHWA. Advisors will submit reports of student progress as requested by the NHI. The schools will be responsible for administering the scholarship grants to the students.

Scholarship recipients must agree to work for State or local public agencies in highway transportation for at least 3 years following the completion of the study. They will also be requested to respond to brief annual questionnaires that will assist the NHI in the evaluation of the program.

Those who have been awarded scholarships, along with their present employers, the schools which they attend, and their related study programs are as follows:

- David W. Anderson, Washington State Highway Commission, St. Martin's College (Olympia, Washington), Civil Engineering
- Gordon J. Anderson, Minnesota Department of Highways, University of Minnesota, Transportation Technology
- James C. Annaccone, New York State Department of Transportation, State University of New York-Buffalo, Civil Engineering
- David M. Babcock, Michigan Department of State Highways and Transportation, Michigan State University, Resource Development.
- Dennis R. Begalke, Wisconsin Department of Transportation, University of Wisconsin-Platteville, Civil Engineering
- Robert W. Braam, North Carolina Department of Transportation, North Carolina State University, Transportation Engineering
- James S. Campbell, Kentucky Bureau of Highways, Hazard Community College (Hazard, Kentucky), Civil Engineering
- James K. Cox, Ohio Department of Transportation, Ohio State University, Civil Engineering
- Raymond C. Crouse, North Carolina Department of Transportation and Highway Safety, North Carolina State University, Civil Engineering
- Carl L. Davis, Nebraska Department of Roads, University of Nebraska-Omaha, Construction Engineering
- Wayne L. Dupree, Florida Department of Transportation, Tallahassee Community College, Civil Engineering Technology
- Louis M. Everhart (not presently employed), Oklahoma State University Technical Institute, Engineering Technology

- James S. Fergus, Michigan Department of State Highways and Transportation, Michigan State University, Civil Engineering
- Rose M. Foucek, New York State Department of Transportation, Polytechnic Institute of New York, Civil Engineering
- Clarence W. Gillespie, Jr., Virginia Department of Highways and Transportation, Central Virginia Community College (Lynchburg, Virginia), Engineering Technology
- William G. Hansen, Utah State Department of Highways, University of Utah, Engineering Technology
- Glendon L. Heard, District of Columbia Department of Highways and Traffic, University of Maryland, Civil Engineering
- Thomas W. Herb, Connecticut Department of Transportation, University of New Haven (Connecticut), Civil Engineering
- Gary F. Jessup, North Carolina Department of Transportation and Highway Safety, W. W. Holding Technical Institute (Raleigh, North Carolina), Applied Sciences
- Robert E. Johnson, Sr., New York State Department of Transportation, Union College (Schenectady, New York), Civil Engineering
- James A. Kresge, Washington State Highway Commission, University of Washington, Transportation Technology
- Freddie D. Lentz, Nebraska Department of Roads, University of Nebraska-Omaha, Engineering Technology
- Thomas F. Lepore, Connecticut Department of Transportation, University of Hartford (Connecticut), Environmental Engineering
- Lannie W. Lingle, Washington State Highway Commission, University of Washington, Building Construction
- Jose A. Lopez, Texas Highway Department, Texas A & I University (Kingsville, Texas), Civil Engineering
- Peer Lund, Connecticut Department of Transportation, Western Connecticut State College, Environmental Sciences
- Michael L. Mason, Kentucky Department of Transportation, Kentucky State University, Drafting Technology
- Richard E. Masucci, Massachusetts Department of Public Works, University of Massachusetts, Civil Engineering

-- William K. McLoughlin, New York State Department of Transportation, Union College (Schenectady, New York), Civil Engineering

-- Gerald W. Middleton, Oklahoma Department of Highways, Oklahoma State University, Civil Engineering Technology

-- Rodney A. Nelson, Washington State Highway Commission, University of Washington, Urban Planning

-- Jeffrey P. O'Neill, Washington State Highway Commission, University of Washington, Civil Engineering

-- Edwin Oppenheim, California Department of Transportation, San Diego Community College, Physical Sciences

-- Terrence P. Pelowski, Michigan Department of State Highways and Transportation, Lawrence Institute of Technology (Southfield, Michigan), Construction Engineering

-- Louis J. Pettis, Jr., Michigan Department of State Highways and Transportation, Michigan State University, Urban Planning

-- Allan E. Pint, Minnesota Department of Highways, University of Minnesota, Environmental Sciences

-- Carol J. Roedel, City of Greeley (Colorado), Colorado State University, Civil Engineering

-- James D. Ronyak, City of Eugene (Oregon), Lane Community College (Eugene, Oregon), Environmental Technology

-- Robert M. Rowan, Georgia Department of Transportation, Southern Technical Institute (Marietta, Georgia), Civil Engineering Technology

-- Anthony N. Slezak, Jr., New York State Department of Transportation, Hudson Valley Community College, Civil Engineering Technology

-- Fred F. Small, Virginia Department of Highways, Virginia Commonwealth University (Richmond, Virginia), Public Safety

-- Randall N. Snyder, Ohio Department of Transportation, Columbus Technical Institute, Civil Engineering Technology

-- Julianne Y. Sparks, Minnesota Highway Department, University of Minnesota, Civil Engineering

-- L. P. Stingley, Arizona Highway Department, Phoenix College,
Civil Engineering

-- Gerald W. Sudimick, Connecticut Department of Transportation,
University of New Haven, Civil Engineering

-- Harrison E. Tiller, North Carolina Department of Transportation
and Highway Safety, North Carolina State University, Transportation
Technology

-- William A. Tyndall, North Carolina Department of Transportation,
North Carolina State University, Civil Engineering

-- Norman R. Van Wagoner, Utah State Department of Highways,
University of Utah, Electrical Engineering

-- David N. Vinchattle, Iowa State Highway Commission, Iowa State
University, Civil Engineering

-- Michael G. Vogt, New Jersey Department of Transportation,
Newark College of Engineering, Civil Engineering

-- George F. Welk, North Dakota State Highway Department, North Dakota
State University, Civil Engineering

-- Donald R. Wiertella, Michigan Department of State Highways and
Transportation, Michigan State University, Civil Engineering

-- William C. Wilkins, Jr., North Carolina Department of Transportation
and Highway Safety, University of North Carolina-Charlotte, Engineering
Technology

-- David E. Williams, Maine Department of Transportation, University
of Maine, Civil Engineering

-- Samuel R. Winterbottom, Utah State Department of Highways,
University of Utah, Civil Engineering

-- Randall C. Wright, Michigan Department of State Highways and
Transportation, Michigan State University, Civil Engineering