



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
January 2, 1975

FHWA 01-75  
(202) 426-0677

Gasoline consumption figures for October 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 15 States, gasoline sales for October 1974 showed a 4.0 percent decrease from sales reported for October 1973, compared to decreases of 1.2 percent in August and 5.8 percent in September. Five States showed increases, while 10 States reported decreases in their sales from the same period a year ago.

Cumulative calendar year figures for the 10 months of 1974, that include data for 15 States, show a 4.6 percent decrease from 1973. Of the 15 States, one has reported decreases for 10 months in a row. During the first 10 months of 1974, gasoline sales declined by 322,000 barrels-per-day from the same period a year ago.

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

	<u>August</u>	<u>September</u>	<u>October</u>
1974 data based on.....	47 States	45 States	15 States
U.S. Barrels-per-day rate:			
1972 (All States).....	7,128,000	6,681,000	6,705,000
1973 (All States).....	7,197,000	7,142,000	7,121,000
1974.....	7,108,000	6,728,000	6,833,000
1974 Change from			
1972.....	-20,000	+47,000	+128,000
1973.....	-89,000	-414,000	-288,000

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.)

The FHWA issues each month a cumulated tabulation of gross gallons of motor gasoline sales reported in each State during the 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 July through October 1974 monthly motor-gasoline data by States, and a graph of the monthly national barrels-per-day rates, are attached.

TABLE MF-33G-12-18-74

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

DECEMBER 18, 1974

STATE	JUL. 74 (48 STATES)		CAL. YR. CUMUL.		AUG. 74 (47 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	167,861	1.2	1,075,385	-1.2	165,808	-5.7	1,241,193	-1.9
ALASKA	16,164	19.1	86,517	11.8	17,062	12.5	103,579	11.9
ARIZONA	98,659	-0.0	655,950	-7.9	100,568	-0.5	756,518	-7.0
ARKANSAS	110,319	2.1	660,096	-2.0	102,496	-7.3	762,592	-2.8
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
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
DTST. OF COL.	20,714	-6.4	137,464	-10.0	21,045	-3.9	158,509	-9.2
FLORIDA	368,048	-1.9	2,457,629	-5.0	363,990	-6.6	2,821,619	-5.2
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
IDAHO	41,995	-5.1	237,584	-12.4	39,681	-28.3	277,265	-15.1
ILLINOIS								
INDIANA	250,009	1.6	1,573,577	-5.8	247,077	-5.4	1,820,654	-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
MAINE	56,012	1.1	291,368	-4.3	57,291	-4.9	348,659	-4.4
MARYLAND	163,447	0.8	1,016,644	-7.6	165,731	-1.0	1,182,375	-6.7
MASSACHUSETTS	208,829	-0.2	1,312,062	-6.2	207,090	-4.8	1,519,152	-6.0
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
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	80,601	-3.6	577,789	-3.7
NEVADA	37,966	-1.2	214,309	-5.1	37,426	-5.7	251,735	-5.2
NEW HAMPSHIRE	39,799	1.2	220,775	-4.5	40,408	-4.9	261,183	-4.5
NEW JERSEY	276,160	-9.7	1,787,505	-5.9	304,490	5.8	2,091,995	-4.3
NEW MEXICO	61,619	-5.8	383,256	-5.3	63,792	7.0	447,048	-3.7
NEW YORK	559,823	-0.5	3,574,805	1.3	588,706	19.6	4,163,511	3.5
NORTH CAROLINA	248,370	0.7	1,617,476	-2.3	254,707	-5.3	1,872,183	-2.7
NORTH DAKOTA	41,403	-5.3	221,041	-7.7	43,386	-17.0	264,427	-9.4
OHIO	460,459	1.0	2,855,133	-4.5	465,211	-0.1	3,320,344	-3.9
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
SOUTH CAROLINA	134,690	-1.8	836,305	-3.0	134,322	-6.2	970,627	-3.5
SOUTH DAKOTA	43,937	-7.3	249,903	-5.4	46,826	3.2	296,729	-4.2
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	58,669	-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	0.6	1,395,832	-4.7	224,370	-4.5	1,620,211	-4.7
WASHINGTON	157,688	2.4	935,208	-5.2	162,810	-1.7	1,098,018	-4.7
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
WYOMING	34,915	-3.7	162,605	-4.0	34,971	-6.9	197,576	-4.5
TOTAL 1000 GAL.	8,057,775	-0.9	50,107,222	-4.4	7,878,195	-1.2	57,229,699	-4.0
RATE, BBL/DAY	7,200,000		6,550,000		7,108,000		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 GALLONS PER BARREL. DATA ARE COMPARABLE TO GASOLINE PORTION OF FIRST COLUMN ON FHMA TABLE MF-2. EXCLUDES WHERE INFORMATION IS AVAILABLE: EXPORTS, MILITARY, DEALER TRANSFERS AND SPECIAL FUELS (DIFSEL, LIQUEFIED PETROLEUM GASES, ETC.). CUMULATIVE FIGURES INCLUDE REVISIONS OF PRIOR MONTHLY DATA. FOR INFORMATION CALL KENT BRAMLETT, 202-426-0187.

TABLE MF-33G-12-18-74

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

DECEMBER 18, 1974

STATE	SEP. 74 (45 STATES)		CAL. YR. CUMUL.		OCT. 74 (15 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	150,684	-0.3	1,391,877	-1.7				
ALASKA	17,721	7.5	121,300	11.2				
ARIZONA	105,823	3.6	862,341	-5.8	97,935	1.7	960,276	-5.1
ARKANSAS	94,984	-2.3	857,576	-2.7	89,758	-14.2	947,334	-3.9
CALIFORNIA	815,418	-3.7	7,359,416	-5.5				
COLORADO	112,285	-7.8	983,316	-4.7				
CONNECTICUT								
DELAWARE	24,309	-16.4	221,990	-5.2	25,267	-4.0	247,257	-5.1
DIST. OF COL.	19,470	-5.5	177,979	-8.8	21,200	=1.1	199,179	=8.1
FLORIDA	324,159	-3.2	3,145,778	-5.0				
GEORGIA	221,518	-4.0	2,047,659	-4.2				
HAWAII	22,729	-0.6	205,265	-5.0				
IDAHO	55,912	31.4	333,177	-9.8	50,558	11.0	383,735	-7.5
ILLINOIS								
INDIANA	218,056	-6.2	2,038,710	-5.8	246,887	-2.9	2,285,597	-5.5
IOWA								
KANSAS	108,492	-45.3	980,613	-5.7				
KENTUCKY								
LOUISIANA	138,900	3.6	1,311,393	-1.4	152,737	-2.8	1,464,130	-1.5
MAINE	45,509	-0.1	394,168	-3.9				
MARYLAND	144,035	-4.6	1,326,410	-6.5	160,334	0.4	1,486,744	-5.8
MASSACHUSETTS	189,555	-0.5	1,708,707	-5.4	200,397	-2.1	1,909,104	-5.1
MICHIGAN								
MINNESOTA	172,422	-2.1	1,511,367	-5.1				
MISSISSIPPI	104,498	6.0	891,704	-2.5	100,807	-10.0	992,511	-3.3
MISSOURI	193,639	-23.9	1,948,017	-5.0				
MONTANA	43,559	615.6	332,340	3.3				
NEBRASKA	71,830	-9.2	649,619	-4.3	79,181	-3.8	728,800	-4.3
NEVADA	34,165	-0.1	285,900	-4.6				
NEW HAMPSHIRE	31,624	-4.4	292,807	-4.5	36,123	0.9	328,930	-4.0
NEW JERSEY	258,619	-4.0	2,350,614	-4.3	273,083	-11.4	2,623,697	-5.1
NEW MEXICO	53,047	-21.8	500,095	-6.0				
NEW YORK	558,786	-11.3	4,722,297	1.5				
NORTH CAROLINA	219,186	-8.7	2,091,369	-3.3				
NORTH DAKOTA	42,100	7.7	306,527	-7.4				
OHIO	412,850	-4.4	3,733,194	-4.0				
OKLAHOMA	135,401	-2.0	1,247,592	-4.4				
OREGON	104,772	-3.2	888,487	-6.6				
PENNSYLVANIA								
RHODE ISLAND	31,965	0.0	280,596	-4.3	30,423	-3.3	311,019	-4.2
SOUTH CAROLINA	116,593	-2.3	1,087,220	-3.4				
SOUTH DAKOTA	46,254	-3.9	342,983	-4.1				
TENNESSEE	200,670	11.8	1,619,434	-2.9				
TEXAS	574,813	-13.0	5,293,054	-4.0				
UTAH	53,196	-4.0	460,202	-4.7				
VERMONT	19,201	-8.3	175,080	-6.4				
VIRGINIA	191,399	-6.6	1,811,610	-4.9				
WASHINGTON	147,090	-1.5	1,245,108	-4.3	149,141	1.8	1,394,249	-3.7
WEST VIRGINIA	61,354	-5.2	570,054	-2.6				
WISCONSIN	176,845	-1.9	1,603,488	-3.9				
WYOMING	27,012	-3.3	224,588	-4.4				
TOTAL 1000 GAL.	6,892,449	-5.8	61,933,021	-4.0	1,713,831	-4.0	16,262,562	-4.6
RATE, BBL/DAY	6,728,000		6,644,000		6,833,000		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 GALLONS PER BARREL. DATA ARE COMPARABLE TO GASOLINE PORTION OF FIRST COLUMN IN 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 FRIDAY  
January 3, 1975

FHWA 02-75  
(202) 426-0677

Despite the serious effect of the energy crisis on the Federal-aid highway program, State highway departments, contractors, consultants, and local governments all provided favorable support during 1974 to the youth employment program of the U.S. Department of Transportation's Federal Highway Administration. This is a principal finding in an FHWA report, "Financial Benefits of the 1974 External Youth Opportunity Program," which was released today.

Federal Highway Administrator Norbert T. Tiemann said, "This program is symbolic of what can be accomplished when Federal, State and the private sector join in providing the leadership and cooperation in meeting the challenge of one of America's most urgent problems-jobs for youth. The next half century will continue to bring dramatic social changes. It will be our responsibility to continue to work toward creating an environment where our youths may prepare themselves to meet those challenges."

To establish a financial basis to the Youth Opportunity Program, the States and contractors were asked to participate in an initial, voluntary compilation of data. With 28 States responding, \$12,797,390 was reported as financial benefits to the youths from the program during 1974. The Federal government, States, contractors, county governments and motor carriers invested \$467,840, \$6,534,852, \$4,442,458, \$1,070,480, and \$281,760, respectively in the program. States, contractors, motor carriers and municipal governments provided an additional \$736,357 in administrative expenses.

The general projection resulting from this survey, which included information from the States computer systems and the 1973 statistical summary, indicates that expanded benefits for youth employment could reach \$30 million. This projection is based on similar statistical data anticipated from all 50 States.

During 1974, the States and contractors provided 35,176 jobs for youths. A high percentage of these jobs were filled by minority and disadvantaged youths.



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
January 15, 1975

FHWA 05-75  
(202) 426-0677

Two states, New Mexico and Hawaii, may continue to permit trucks with a gross weight in excess of 80,000 pounds to use their Interstate highways under an interpretation of the Federal Highway Amendments of 1974 issued today by Federal Highway Administrator Norbert T. Tiemann.

The 1974 amendments, signed into law January 4 by President Ford, raised the maximum gross weight for trucks on the Interstate System from 73,280 to 80,000 pounds. The amendments included language exempting certain vehicles that were legally allowed to operate on the Interstate System under the 1956 law which originally established the truck weight limits.

In interpreting this language, Administrator Tiemann determined that Hawaii and New Mexico would be permitted to continue the maximum weight limits they had in force on the Interstate System prior to the 1974 amendments. These limits are 80,800 pounds in the case of Hawaii and 86,400 pounds in the case of New Mexico.

At the same time, Tiemann ruled that 13 other states which permit weights in excess of 80,000 pounds on highways other than the Interstate System, must adhere to the 80,000 pound limit on their Interstate highways.

These 13 states are Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Washington and Wyoming.

The new law is a permissive one, which means that individual states which do not wish to raise the weight limits to 80,000 pounds on their Interstate System routes need not do so.

# # #

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY  
January 18, 1975

FHWA 03-75  
(202) 426-0677

The city of Auburn, California, has a new firehouse as a result of a Federal Highway Administration (FHWA) program called "Functional Replacement." The Maple Street Firehouse in Auburn, which was in the path of the proposed I-80 highway widening plan and which had to be razed, was one of many buildings throughout the country which have been, or are being, replaced under the new FHWA program.

The Federal participation in the replacement of State and local publicly owned facilities which are acquired for Federal-aid highways was instituted because it was realized that few States or their political subdivisions normally have the readily available financial resources necessary to accomplish the replacement.

When it is in the overall public interest, FHWA's Functional Replacement Program permits Federal participation in the costs of acquiring an adequate substitute site if one is required, and in the costs of constructing a replacement facility. Federal participation in these costs is determined on a pro rata basis according to the type of highway system involved (i.e., 90 percent on Interstate, 70 percent on most Primary and Secondary routes). In these instances, State transportation or highway departments may request FHWA approval of such functional replacement and must be able to incur such costs according to the provisions of their State laws.

Functional replacement can be a major tool in implementing plans that generate from social, economic, and environmental studies of highway locations and design:

—It eliminates burdensome additional costs to local governments and prevents interruption of necessary public services.

—It enables affected owning agencies to plan replacement facilities in a manner that is compatible with their physical and functional needs under current standards.

—It permits the decisionmaking process to be participated in by those who are affected. By encouraging local public agencies to contract for the design and actual replacement of their facilities in accordance with acceptable procedures, local policies and goals are not overlooked.

Some other examples of building replacement currently taking place under this program are:

--In Baltimore, Maryland, construction of a segment of Jones Falls Expressway (I-83) will require the removal of the Central District Police Station.

--In Frankfort, Kentucky, the Frankfort County East Elementary School and approximately eight acres of land will be required for the construction of a new interchange for U.S. Routes 60, 460 and 421.

--In Woodlyn, Pennsylvania, 57 units of the Delaware County Public Housing Authority's Kinder Park public housing facility will be required for the Mid-County Expressway (I-476) near Philadelphia.

--The proposed alignment of I-90 through Wallace, Idaho, will require the acquisition of the City Hall, which also contains the city's fire department facilities.

--Right-of-Way for I-80 in Lovelock, Nevada, required the acquisition of the Pershing County Jail.

Some examples of land replacement taking place under this program are:

--In Wichita, Kansas, I-35 required a partial acquisition of land from the Sedgwick County Girls' Detention Home.

--The proposed highway improvement of Route 24 in Moberly, Missouri, split in half and took away 3.86 acres of the city's Rothwell Park.

Traditional methods of paying for real estate require a deduction for the depreciation of the existing facility that is being acquired for a public project. Functional replacement represents a departure from this tradition. It provides a method of paying the cost necessary to replace the facility being acquired with a similarly needed facility. It has to be one that offers the same utility, including betterments and enlargements required by present day local laws, codes, and reasonable prevailing standards in that area for similar facilities.

The concept of payments for functional replacement is based upon three factors. First, publicly owned property developed and being used for public purposes seldom, if ever, is sold on the open market. Therefore, because there are few sales of comparable property, it is difficult to determine just compensation for the taking of such real property using normal appraisal methods. Second, the governmental body owning the public facility being acquired for highway purposes normally must obtain replacement facilities before vacating the original facilities. Third, in order to replace the public land and facilities being acquired, it often forces political subdivisions to impose additional taxes on their communities in order to construct new facilities.

FHWA policy authorizes functional replacement to be applied to real property owned by State, county, city or other public jurisdictions. The main question is, "Is it in the public interest to restore the functional utility of the facility?" If it is, FHWA will help do it.

For additional information on Federal functional replacement policies, write to the Office of Right-of-Way, Land Acquisition Division, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

(Note: Photographs of functional replacement projects are available upon request from FHWA's Office of Public Affairs, 202-426-0648.)

# # #



# DEPARTMENT OF TRANSPORTATION

TAD-493  
**NEWS**

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE  
January 19, 1975

FHWA 04-75  
(202) 426-0677

In a move to encourage a promising line of research in fast-drying, durable highway lane markings, the U.S. Department of Transportation's Federal Highway Administration (FHWA), as part of its safety research program, has signed a 2-year contract with Amicon Corporation, Inc., of Lexington, Massachusetts.

The new contract calls for the development of an epoxy and polyurethane road-line marking that will "dry" as fast as the best traffic paint, last at least several years without the need for repainting, and be applied to the road surface without the need for closing a lane for a long time, thus exposing the motorist and highway crews to the danger of accidents during installation.

The planned research is a direct outcome of a recent research effort on the part of the Minnesota Department of Highways, in which certain epoxy-based coatings were found to last at least 3 years, as compared with only a few months for most conventional traffic paints. However, the improved durability was achieved in Minnesota at the expense of satisfactory drying time—some 30 minutes were required—consequently entailing an extended lane closure period during the striping operation. The new research program with Amicon will aim at a drying period or "set" time of a few minutes and for a useful life at least equal to the life of the Minnesota epoxy coatings.

After an extensive laboratory formulation and testing effort, materials developed will be road-tested in late 1975 in Minnesota and Massachusetts. The testing process will determine how well the materials stand up over the winter to the heavy punishment of traffic, snowplows, salt, alternate freezing and thawing, sanding, and the many other hazards that reduce the life of ordinary traffic lane coatings. Then, over the summer the test materials will be exposed to the heat absorption and ultraviolet radiation from the sun and continued traffic abrasion. Their durability will be compared with the durability of the Minnesota epoxies as well as to conventional paints and thermoplastic stripes exposed under the same conditions. The study plan requires that the coatings not only remain intact but also remain clearly visible to the motorist at night and during the day throughout a long service life.

According to Federal Highway Administrator, Norbert T. Tiemann, "The Amicon contract is one of a series of FHWA safety research studies designed to give the motorist better guidance and safety assurance. It will not only provide more visible lane lines but will also assure that lane lines are placed quickly and in a way that will protect the motorist as well as highway installation crews."

The development and placement of durable lane markings is expected to save millions of dollars annually by eliminating the need for repainting several times during the year. Such improved markings are expected to provide more visible lane guidance in the winter when most paints wear out and cannot be renewed until warmer weather.

The search for materials that can be laid down more quickly and last a longer time is being pursued by the FHWA in several studies in which a variety of materials are being investigated at different research centers. A new instant-set coating will be tested in Colorado this winter while a study to develop more durable hot-applied thermoplastic stripes is to be started next year.

A major and related concern of FHWA's highway safety program is to develop companion marking materials and devices that will enable the motorist to see the lane lines at night as well as during the day, especially when it is raining or the pavement is wet. Southern and southwestern States use raised reflective markers to provide good wet-night visibility; however, in northern States the raised markers present an easy target for snowplows and do not survive very long on the pavement. Cooperative efforts by the State highway departments and the FHWA to develop wet-night visibility materials have produced some promising results. For example, a recessed plastic reflective marker was developed by Battelle Laboratories of Columbus, Ohio, and a steel-protected raised marker is being tested by the New Jersey Department of Transportation. Other organizations doing research for FHWA on wet-night visible lane lines are the New York State Department of Transportation, Pennsylvania State University, and the National Aeronautics and Space Administration.

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 12:00 NOON  
February 11, 1975

FHWA 13-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann said today that he will take a new look at the tolls being charged on Delaware River Port Authority Bridges between Philadelphia and New Jersey.

And, he added, because of the subsequent issuance of \$47 million refunding bonds by the Port Authority in June 1974, he is considering reopening the record compiled in April 1974 hearings in Philadelphia before Administrative Law Judge Edward V. Alfieri.

In the meantime, the current toll rates will continue in effect.

Administrator Tiemann explained that the bond issue could have the effect of altering the financial structure of the Delaware River Port Authority, the precise nature of which is essential in determining the reasonableness or justness of the tolls charged.

Pointing out that the Port Authority, in subsequent briefs, had made no mention of the new refunding bonds, Tiemann said:

"It seems that this omission cannot be classified as inadvertant or an oversight in view of the impact new refunding bonds might have upon the financial structure of the Authority. This omission certainly does not reflect the candor, openness, and the cooperative attitude that was presented by the Authority before and during the hearings. Obviously, without this information, I lack essential facts in carrying out my statutory duty to determine whether the tolls are reasonable and just."

The FHWA Administrator directed the Delaware River Port Authority to submit to him within 10 days the official statement of the Authority authorizing the issuance of the 1974 refunding bonds. In addition, he asked the Authority to submit for possible inclusion in the record its financial statement for calendar year 1974, traffic counts for the same period, and the Authority's proposed 1975 budget.

When these documents are received, he said, copies will be furnished to all parties of record for comments or objections. Administrator Tiemann will then determine whether they should be a part of the official record, and whether there is reason to change the tolls.

The current toll schedule was established on an interim basis by an order by Tiemann on December 21, 1973. The April 1974 hearings were held to consider the impact the energy crisis might have on the traffic over bridges.

Administrative Law Judge Alfieri on October 18, 1974, recommended to Administrator Tiemann that the tolls be established at the rate proposed previously by him on November 5, 1973: passenger cars, 50 cents; commuters, 35 cents; buses, 50 cents per axle; trucks, 50 cents per axle.

The Administrator's December 21, 1973, order set aside his November 5, 1973, schedule of toll rates and imposed, on an interim basis, subject to hearings on the energy crisis effect, a toll schedule of passenger cars, 60 cents; commuter rates, 40 cents; commuter carpool rates, 25 cents; trucks, 75 cents per axle; buses, two axles, \$1. These are the toll rates currently in effect.

The Port Authority operates the Walt Whitman Bridge, the Benjamin Franklin Bridge, and the Commodore Barry Bridge, which was open to traffic on February 1, 1974. Under construction is the Betsy Ross Bridge, which is not yet open to traffic.

# # #

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**DEPARTMENT OF  
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**NEWS**

**FEDERAL HIGHWAY ADMINISTRATION**

**WASHINGTON, D. C. 20590**

FOR RELEASE TUESDAY  
February 11, 1975

FHWA 08-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced the submission to Congress of the Federal Highway Administration's (FHWA) 1975 Annual Report on Urban Area Traffic Operations Improvement Programs.

The recent report is the sixth in a series of annual reports on a special FHWA program enacted by Congress in 1968 and entitled Traffic Operations Program to Increase Capacity and Safety (TOPICS).

Administrator Tiemann emphasized that "TOPICS is an action program directed toward the immediate solution of today's urban traffic problems by alleviating the twin bane of today's urban traffic scene: congestion and inadequate street and traffic facilities."

"The success of this program is borne out," said Tiemann, "by the fact that during the past 7 years TOPICS has grown from a pilot program to a fully-accepted, nationwide program which has had a significant impact on the planning and development of urban transportation facilities. The mechanism for an effective, continuing program has been firmly established and procedures have been refined to accelerate project implementation."

During fiscal years 1970 through 1973 a total of \$600 million was authorized by Congress specifically for TOPICS. This special status of TOPICS has enabled all States, the District of Columbia, and Puerto Rico, to establish effective programs and to implement construction projects to demonstrate the soundness of the TOPICS concept. As of June 30, 1974, approximately 3,300 construction projects had been authorized with more than 1,700 of these projects having been completed. Evaluations of a selected cross-section of these projects have shown that TOPICS projects are highly cost-effective.

At the close of fiscal year 1974, over 96 percent of the categorical funds apportioned for TOPICS had been obligated. Only 15 States and the District of Columbia had more than 5 percent of their categorical TOPICS funds remaining for obligation.

During fiscal year 1974 alone \$139.1 million in Federal-aid funds was obligated for TOPICS projects. Federal-aid funds other than those apportioned specifically for TOPICS accounted for \$95.3 million or 68.5 percent of this amount. Thus, many States are making the transition to the use of other Federal-aid funds for the TOPICS program.

"This indicates," said Administrator Tiemann "that a solid foundation has been established for continuation of the TOPICS program by State and local transportation agencies by means of State and local funds as well as with Federal-aid funds."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE UPON RECEIPT

FHWA 06-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that it is considering amending the Federal Motor Carrier Safety Regulations to permit dual occupancy of sleeper berths in trucks.

Present regulations prohibit dual occupancy of sleeper berths at any time. The proposed rule change would allow dual occupancy only when a vehicle is parked.

The proposed revision was initiated as a result of a number of requests received by FHWA's Bureau of Motor Carrier Safety to modify or revoke the absolute prohibition against dual occupancy. The restriction was based on the premise that sleeper berths were used by co-driver teams solely as a means of keeping a truck moving to complete a trip in the shortest possible time.

However, BMCS Director Robert A. Kaye explained that, "Today, although most sleeper berths are utilized by a co-driver while the vehicle is in operation, there is a growing demand to use the berths as a place of lodging while the vehicle is parked, in lieu of motels for economic reasons. The advent of husband and wife driving teams is rapidly changing the former usage."

"If the berth is wide enough to permit two occupants to recline comfortably for sufficient rest, the interest of highway safety does not appear to warrant the banning of dual berth occupancy when the vehicle is parked," Dr. Kaye said.

The Notice of Proposed Rule Making, Docket No. MC-57, Notice No. 75-1, was issued on January 2, 1975.

Interested persons are invited to submit their views in triplicate to 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 February 18, 1975.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE UPON RECEIPT

FHWA 07-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today issued a Notice of Proposed Rulemaking to amend the FHWA regulations for motorist-aid systems under the Federal-aid highway programs.

The proposed regulation would establish policy and procedures for Federal participation in the cost of installing motorist-aid systems along highway rights-of-way to permit stranded motorists to call for emergency assistance and to receive a prompt and effective response.

Previous FHWA policies would be changed by removing multiservice coded systems and radio-voice transmission systems from an experimental status and allowing them to be implemented under normal Federal-aid procedures in the same manner as single-service coded systems and wire-voice transmission systems.

A change in the regulation would place manufacturers or installers of coded message systems in competition with other coded message systems but not in competition with voice systems.

Other principal elements of the proposed regulations would:

= include the requirements for an operational plan to ensure prompt responses to motorists' problems and to assure adequate system maintenance.

= permit Federal participation in the costs of evaluating systems after they have been installed and require the evaluation of each project within 1 year after project acceptance.

= require the consideration of various design and location features to assure the safety of motorists using the system.

- more -

Interested persons are invited to submit inquiries and comments on these proposed regulations to the Federal Highway Administration, U.S. Department of Transportation, Room 4226, Washington, D.C. 20590, Docket Number 75-1, on or before the close of business February 25, 1975.

All written communications received by that date will be considered before final action is taken on this proposal.

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY  
February 15, 1975

FHWA 10-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that highway construction costs during the fourth quarter of 1974 rose 4.3 percent above the previous quarter, to 218.8 percent of the 1967 average.

This follows a 4.1 percent increase for the third quarter, indicating a definite slackening in the upward thrust of prices during the past two quarters compared with the previous five quarters. The 4.3 percent rise in the composite index was well below the 8.2 and 11.7 percent increases for previous quarters of 1973 and 1974. The composite price index for the fourth quarter is 30.4 percent above that for the fourth quarter of 1973.

The 4.3 percent increase in the composite price index reflected both upward and downward price movements among the index components. Excavation led the advance in highway construction costs with a 13.8 percent increase over the previous quarter, followed by structural steel which rose 12.3 percent. The increases in excavation and structural steel were partially offset by declines of 14.6 percent in the price of structural concrete and 2.5 percent in reinforcing steel. Compared with a year ago, structural steel was up 71.0 percent, structural reinforcement was up 55.5 percent and bituminous concrete was up 40.2 percent.

Since changes in price indexes from quarter to quarter tend to fluctuate erratically, a comparison on a quarterly basis could be somewhat misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that would tend to reduce erratic fluctuations 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. On this basis, the composite price index for the third quarter of 1974 rose 5.0 percent above that for the preceding quarter, compared with corresponding increases of 8.0 and 9.9 percent during the two previous quarters of 1974.

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 Price Index	Percentage Change	(Three-quarter moving index)	
			Three-quarter Price Index	Percentage Change
*				
4th quarter, 1972 . . .	-	-	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	209.5	+5.0
4th quarter, 1974 . . .	218.8	+4.3	-	-

\*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 fourth 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--		
	Fourth quarter 1974	Third quarter 1974	Fourth quarter 1973	Third quarter 1974	Fourth quarter 1973
	Excavation . . . . .	213.7	187.9	172.7	+13.8
Surfacing					
Portland cement concrete	205.6	199.2	167.9	+3.2	+22.4
Bituminous concrete . .	234.8	226.5	167.5	+3.7	+40.2
Composite surfacing .	219.7	212.4	167.7	+3.4	+31.0
Structures:					
Reinforcing steel . . .	276.8	283.9	178.0	-2.5	+55.5
Structural steel . . .	262.7	233.9	153.6	+12.3	+71.0
Structural concrete . .	185.4	217.0	161.5	-14.6	+14.8
Composite structures	224.1	233.7	162.0	-4.1	+38.3
Composite price index . . .	218.8	209.7	167.8	+4.3	+30.4

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

Unit	Individual Quarters		Three Quarters	
	3rd Qtr. 1974	4th Qtr. 1974	2nd Qtr. 1974 <sup>1/</sup>	3rd Qtr. 1974 <sup>2/</sup>
Excavation . . . Cu. Yd.	\$ 1.02	\$ 1.16	\$ .99	\$ 1.04
PCC surface. . . Sq. Yd.	8.82	9.10	8.49	8.83
Bit. conc. surf. Ton	14.64	15.18	14.62	15.16
Str. reinf . . . Lb.	.371	.362	.330	.360
Str. steel . . . Lb.	.577	.648	.526	.591
Str. concrete. . Cu. Yd.	152.57	130.33	139.92	139.18

<sup>1/</sup> Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1974.

<sup>2/</sup> Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1974.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
February 17, 1975

FHWA 11-75  
(202) 426-0677

Gasoline consumption figures for November 1974 show that motor-gasoline sales may have increased for the month, 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 November 1974 showed a 0.8 percent increase from sales reported for November 1973, compared to decreases of 6.0 percent in September and 3.5 percent in October. Nine States showed increases, while 18 States reported decreases in their sales from the same period a year ago.

Cumulative calendar year figures for the 11 months of 1974, that include data for 27 States, show a 3.8 percent decrease from 1973. Of the 27 States, 3 have reported decreases for 11 months in a row. During the first 11 months of 1974, gasoline sales declined by 264,000 barrels per day from the same period a year ago.

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

	<u>September</u>	<u>October</u>	<u>November</u>
1974 Data based on. . . . .	All States	43 States	27 States
U.S. Barrels-per-day rate:			
1972 (All States) . . . . .	6,681,000	6,705,000	6,535,000
1973 (All States) . . . . .	7,142,000	7,121,000	6,628,000
1974. . . . .	6,715,000	6,875,000	6,684,000
1974 Change from:			
1972. . . . .	+34,000	+170,000	+149,000
1973. . . . .	-427,000	-246,000	+56,000

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.)

The FHWA issues each month a cumulated tabulation of gross gallons of motor gasoline sales reported in each State during the 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 those 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 June through November 1974 monthly motor-gasoline data by States, and a graph of the monthly national barrels-per-day rates, are attached.

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

TABLE MF-33G-01-28-75

JANUARY 28, 1975

STATE	JUN. 74 (ALL STATES)		CAL. YR. CUMUL.		JUL. 74 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	159,930	0.5	907,524	-1.7	167,861	1.2	1,075,385	-1.2
ALASKA	14,062	15.9	70,353	10.2	16,164	19.1	86,517	11.8
ARIZONA	138,482	23.8	557,291	-9.2	98,659	-0.0	655,950	-7.9
ARKANSAS	101,224	-1.3	549,777	-2.8	110,319	2.1	660,096	-2.0
CALIFORNIA	852,361	-2.6	4,763,139	-6.6	881,223	-3.0	5,644,362	-6.1
COLORADO	128,239	7.8	614,619	-6.4	131,117	1.1	745,736	-5.1
CONNECTICUT	112,318	-4.9	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
DIST. OF COL.	19,367	-11.6	116,750	-10.6	20,714	-6.4	137,464	-10.0
FLORIDA	343,838	-3.1	2,089,581	-5.5	368,048	-1.9	2,457,629	-5.0
GEORGIA	233,628	-2.0	1,334,229	-4.1	247,980	-2.1	1,582,209	-3.8
HAWAII	25,185	3.8	132,824	-6.7	24,366	-1.9	157,190	-6.0
IDAHO	46,268	4.6	195,589	-13.9	41,995	-5.1	237,584	-12.4
ILLINOIS	415,273	-9.7	2,424,940	-6.6	445,009	-0.4	2,869,949	-5.6
INDIANA	241,416	-2.4	1,323,568	-7.1	250,009	1.6	1,573,577	-5.8
IOWA	259,754	-6.3	780,867	-16.0	149,165	1.8	930,032	-13.6
KANSAS	97,028	58.3	652,531	4.8	149,725	-17.6	802,256	-0.2
KENTUCKY	143,160	-4.3	803,699	-4.1	155,229	4.7	958,928	-2.7
LOUISIANA	149,110	-6.2	846,944	-3.6	167,659	7.1	1,014,603	-2.0
MAINE	45,628	-4.1	235,356	-5.5	56,012	1.1	291,368	-4.3
MARYLAND	152,692	-3.1	853,197	-9.1	163,447	0.8	1,016,644	-7.6
MASSACHUSETTS	188,760	-7.4	1,103,233	-7.2	208,829	-0.2	1,312,062	-6.2
MICHIGAN	385,060	-6.3	2,203,275	-1.8	422,448	-2.4	2,625,723	-1.9
MINNESOTA	178,942	-6.2	950,034	-6.8	194,215	1.7	1,144,249	-5.5
MISSISSIPPI	100,306	-11.1	570,818	-4.8	117,446	3.6	688,264	-3.4
MISSOURI	227,799	-5.4	1,271,588	-3.9	245,816	4.6	1,517,404	-2.6
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	-0.2	497,188	-3.7
NEVADA	32,888	-8.6	176,343	-5.9	37,966	-1.2	214,309	-5.1
NEW HAMPSHIRE	33,074	-4.4	180,976	-5.6	39,799	1.2	220,775	-4.5
NEW JERSEY	278,754	3.8	1,511,345	-5.1	276,160	-9.7	1,787,505	-5.9
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	-0.5	3,574,805	1.3
NORTH CAROLINA	241,603	-5.3	1,369,106	-2.8	248,370	0.7	1,617,476	-2.3
NORTH DAKOTA	35,611	-6.6	179,638	-8.3	41,403	-5.3	221,041	-7.7
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	-0.5	666,274	-7.6
PENNSYLVANIA	400,072	-7.6	2,146,301	-11.6	460,627	2.8	2,606,928	-9.4
RHODE ISLAND	35,024	17.0	184,399	-3.7	28,700	-14.1	213,099	-5.3
SOUTH CAROLINA	124,911	-2.5	701,615	-3.3	134,690	-1.8	836,305	-3.0
SOUTH DAKOTA	44,135	-5.4	205,966	-5.0	43,937	-7.3	249,903	-5.4
TENNESSEE	188,704	-4.3	1,043,669	-3.5	189,886	-0.7	1,233,555	-3.1
TEXAS	646,577	1.8	3,455,454	-4.1	645,643	-1.4	4,101,097	-3.7
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	-0.5	1,171,953	-5.6	223,879	0.6	1,395,832	-4.7
WASHINGTON	142,828	-2.2	777,520	-6.6	157,688	2.4	935,208	-5.2
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
WYOMING	28,410	-8.5	127,690	-4.1	34,915	-3.7	162,605	-4.0
TOTAL	8,998,904	-1.2	48,823,963	-5.3	9,385,859	-0.7	58,209,822	-4.6
RATE, BBL/DAY	7,142,000		6,423,000		7,209,000		6,537,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-01-28-75

JANUARY 28, 1975

STATE	AUG. 74 (ALL STATES)		CAL. YR. CUMUL.		SEP. 74 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	165,808	-5.7	1,241,193	-1.9	150,684	-0.3	1,391,877	-1.7
ALASKA	17,062	12.5	103,579	11.9	17,721	7.5	121,300	11.2
ARIZONA	100,568	-0.5	756,518	-7.0	105,823	3.6	862,341	-5.8
ARKANSAS	102,496	-7.3	762,592	-2.8	94,984	-2.3	857,576	-2.7
CALIFORNIA	899,636	-3.8	6,543,998	=5.8	815,418	-3.7	7,359,416	-5.5
COLORADO	125,295	1.3	871,031	-4.3	112,285	-7.8	983,316	-4.7
CONNECTICUT	120,124	-2.5	875,842	-4.4	108,159	-2.8	984,001	-4.2
DELAWARE	29,219	10.1	197,681	-3.6	24,309	-16.4	221,990	-5.2
DIST. OF COL.	21,045	-3.9	158,509	-9.2	19,470	-5.5	177,979	-8.8
FLORIDA	363,990	-6.6	2,821,619	-5.2	324,159	-3.2	3,145,778	-5.0
GEORGIA	243,932	-7.3	1,826,141	-4.3	221,518	-4.0	2,047,659	-4.2
HAWAII	25,346	-2.3	182,536	-5.5	22,729	-0.6	205,265	-5.0
IDAHO	39,681	-28.3	277,265	-15.1	55,912	31.4	333,177	-9.8
ILLINOIS	438,533	-2.7	3,308,482	-5.3	409,304	-6.4	3,717,786	-5.4
INDIANA	247,077	-5.4	1,820,654	-5.8	218,056	-6.2	2,038,710	-5.8
IOWA	146,748	-6.8	1,076,780	-12.7	133,092	-1.0	1,209,872	-11.5
KANSAS	69,865	88.8	872,121	3.7	108,492	-45.3	980,613	-5.7
KENTUCKY	153,419	-4.8	1,112,347	-3.0	135,108	-1.3	1,247,455	-2.8
LOUISIANA	157,890	=1.1	1,172,493	-1.9	138,900	3.6	1,311,393	-1.4
MAINE	57,291	-4.9	348,659	-4.4	43,190	-5.2	391,849	-4.5
MARYLAND	165,731	-1.0	1,182,375	-6.7	144,035	-4.6	1,326,410	-6.5
MASSACHUSETTS	207,090	-4.8	1,519,152	-6.0	189,555	-0.5	1,708,707	-5.4
MICHIGAN	427,837	-2.2	3,053,560	-1.9	375,121	-3.8	3,428,681	-2.1
MINNESOTA	194,696	-5.6	1,338,945	-5.5	172,422	-2.1	1,511,367	-5.1
MISSISSIPPI	98,942	-4.2	787,206	-3.5	104,498	6.0	891,704	-2.5
MISSOURI	236,974	-0.4	1,754,378	-2.3	193,639	-23.9	1,948,017	-5.0
MONTANA	45,754	-1.6	288,781	-8.5	43,559	615.6	332,340	3.3
NEBRASKA	80,601	-3.6	577,789	-3.7	71,830	-9.2	649,619	-4.3
NEVADA	37,426	-5.7	251,735	-5.2	34,165	=0.1	285,900	-4.6
NEW HAMPSHIRE	40,408	-4.9	261,183	-4.5	31,624	-4.4	292,807	-4.5
NEW JERSEY	304,490	5.8	2,091,995	-4.3	258,619	-4.0	2,350,614	-4.3
NEW MEXICO	63,792	7.0	447,048	-3.7	53,047	-21.8	500,095	-6.0
NEW YORK	588,706	19.6	4,163,511	3.5	558,786	-11.3	4,722,297	1.5
NORTH CAROLINA	254,707	-5.3	1,872,183	-2.7	219,186	-8.7	2,091,369	-3.3
NORTH DAKOTA	43,386	-17.0	264,427	-9.4	42,100	7.7	306,527	-7.4
OHIO	465,211	-0.1	3,320,344	-3.9	412,850	-4.4	3,733,194	-4.0
OKLAHOMA	159,893	1.1	1,112,191	-4.7	135,401	-2.0	1,247,592	-4.4
OREGON	117,441	-4.0	783,715	-7.0	104,772	-3.2	888,487	-6.6
PENNSYLVANIA	384,421	0.4	2,991,349	-8.2	409,983	-13.3	3,401,332	-8.9
RHODE ISLAND	35,532	-2.1	248,631	-4.8	31,965	0.0	280,596	-4.3
SOUTH CAROLINA	134,322	-6.2	970,627	-3.5	116,593	-2.3	1,087,220	-3.4
SOUTH DAKOTA	46,826	3.2	296,729	-4.2	46,254	-3.9	342,983	-4.1
TENNESSEE	185,209	-14.0	1,418,764	-4.7	200,670	11.8	1,619,434	-2.9
TEXAS	617,144	4.5	4,718,241	-2.7	574,813	-13.0	5,293,054	-4.0
UTAH	61,453	=0.7	407,006	-4.8	53,196	-4.0	460,202	-4.7
VERMONT	24,212	-6.0	155,879	-6.1	19,201	-8.3	175,080	-6.4
VIRGINIA	224,379	-4.5	1,620,211	-4.7	191,399	-6.6	1,811,610	-4.9
WASHINGTON	162,810	-1.7	1,098,018	-4.7	147,090	-1.5	1,245,108	-4.3
WEST VIRGINIA	71,221	1.1	508,700	-2.3	61,354	-5.2	570,054	-2.6
WISCONSIN	208,500	-4.0	1,426,643	-4.1	176,845	-1.9	1,603,488	-3.9
WYOMING	34,971	-6.9	197,576	-4.5	27,012	-3.3	224,588	-4.4
TOTAL	9,249,110	-1.3	67,458,932	-4.2	8,460,897	-6.0	75,919,829	-4.4
RATE, BBL/DAY	7,104,000		6,610,000		6,715,000		6,621,000	

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 GALLONS 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 (DIESFL, LIQUEFIED PETROLEUM GASES, ETC.). CUMULATIVE FIGURES INCLUDE REVISIONS OF PRIOR MONTHLY DATA. FOR INFORMATION CALL KENT BRAMLETT, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-01-2R-75

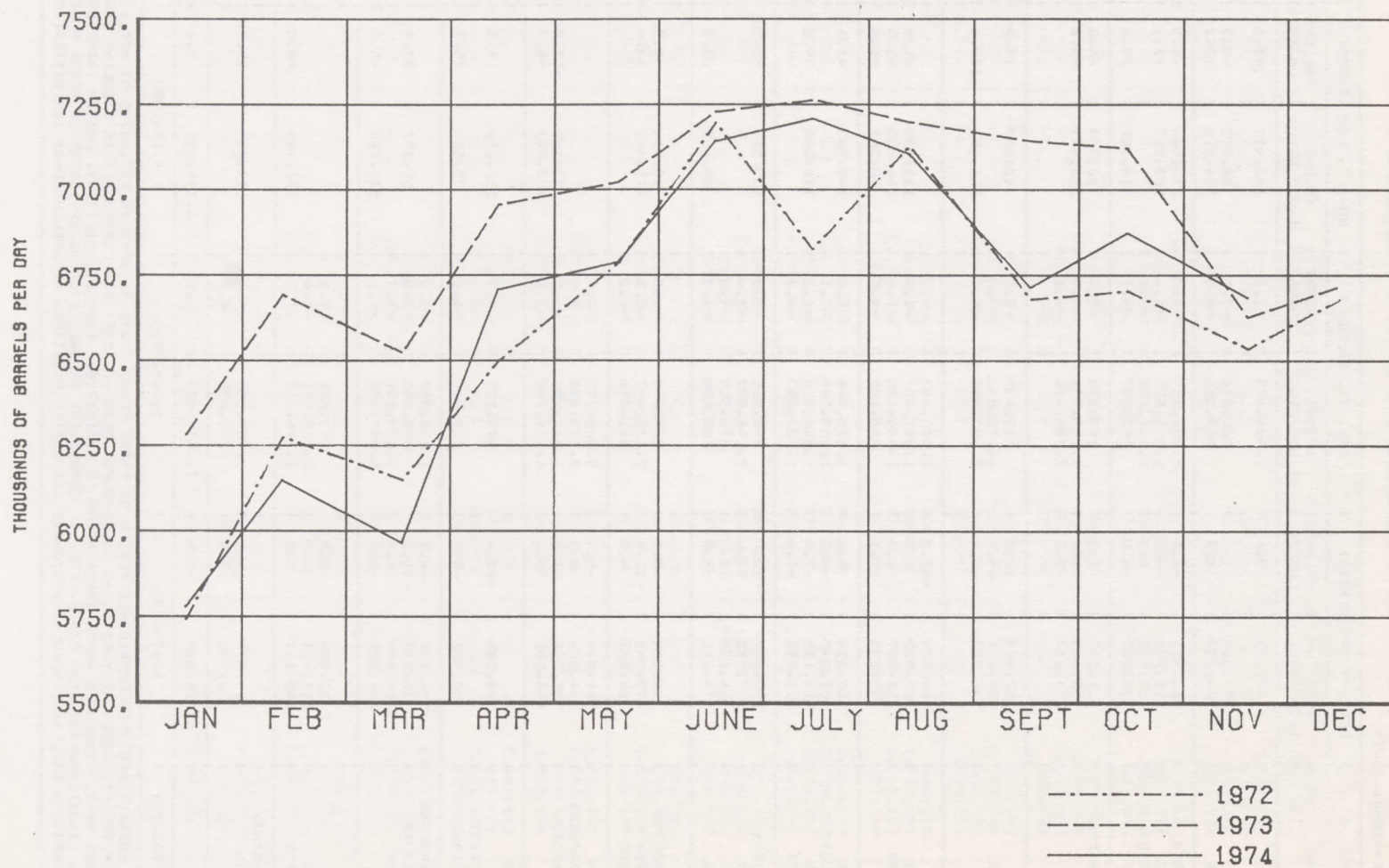
JANUARY 28, 1975

STATE	OCT. 74 (43 STATES)		CAL. YR. CUMUL.		NOV. 74 (27 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	162,602	-0.6	1,554,479	-1.6	148,411	-3.5	1,702,890	-1.7
ALASKA								
ARIZONA	97,935	1.7	960,276	-5.1	94,512	-0.2	1,054,788	-4.7
ARKANSAS	89,758	-14.2	947,334	-3.9	106,815	10.2	1,054,149	-2.7
CALIFORNIA	862,953	-2.4	8,222,369	-5.2	798,044	-5.9	9,020,413	-5.3
COLORADO	116,239	-4.1	1,099,555	-4.6	103,115	-2.1	1,202,670	-4.4
CONNECTICUT	117,898	-0.5	1,101,899	-3.9				
DELAWARE	25,267	-4.0	247,257	-5.1	24,106	25.4	271,363	-3.0
DIST. OF COL.	21,200	-1.1	199,179	-8.1	20,347	-4.8	219,526	-7.8
FLORIDA	350,613	-2.8	3,496,391	-4.8	338,819	-5.6	3,835,210	-4.9
GEORGIA	238,267	-3.3	2,285,926	-4.1				
HAWAII								
IDAHO	50,558	11.0	383,735	-7.5	42,658	17.8	426,393	-5.4
ILLINOIS	454,056	-5.3	4,171,842	-5.4				
INDIANA	246,887	-2.9	2,285,597	-5.5	222,681	122.1	2,508,278	-0.4
IOWA								
KANSAS	69,789	-43.8	1,050,402	-9.7				
KENTUCKY	149,952	1.8	1,397,407	-2.4	136,432	-1.8	1,533,839	-2.3
LOUISIANA	152,737	-2.8	1,464,130	-1.5	146,320	-5.9	1,610,450	-1.9
MAINE	46,256	0.1	438,105	-4.0	40,341	-6.4	478,446	-4.2
MARYLAND	160,334	0.4	1,486,744	-5.8	149,781	-3.1	1,636,525	-5.6
MASSACHUSETTS	200,397	-2.1	1,909,104	-5.1				
MICHIGAN	418,132	-1.9	3,846,813	-2.1	370,769	-4.2	4,217,582	-2.3
MINNESOTA	191,913	-1.1	1,703,280	-4.7				
MISSISSIPPI	100,807	-10.0	992,511	-3.3	100,588	-2.3	1,093,099	-3.2
MISSOURI	247,980	11.4	2,195,997	-3.4				
MONTANA	44,179	10.2	376,519	4.0				
NEBRASKA	79,181	-3.8	728,800	-4.3	65,665	-3.7	794,465	-4.2
NEVADA								
NEW HAMPSHIRE	36,123	0.9	328,930	-4.0	30,516	-4.3	359,446	-4.0
NEW JERSEY	273,083	-11.4	2,623,697	-5.1	271,462	13.4	2,895,159	-3.6
NEW MEXICO	60,921	4.0	561,016	-5.0				
NEW YORK	581,078	-3.7	5,303,375	0.9				
NORTH CAROLINA	244,276	0.5	2,335,645	-3.0				
NORTH DAKOTA	38,452	1.0	344,979	-6.5	32,169	-11.9	377,148	-7.0
OHIO	448,601	-0.6	4,181,795	-3.6	405,897	-6.7	4,587,692	-3.9
OKLAHOMA								
OREGON	88,785	-17.4	977,272	-7.7	112,016	16.5	1,089,288	-5.7
PENNSYLVANIA								
RHODE ISLAND	30,423	-3.3	311,019	-4.2	32,382	25.7	343,401	-2.0
SOUTH CAROLINA	126,137	-4.7	1,213,357	-3.5				
SOUTH DAKOTA	36,367	-11.2	379,350	-4.8	50,392	27.8	429,742	-1.9
TENNESSEE	189,857	-9.9	1,809,291	-3.7				
TEXAS	604,298	-4.9	5,897,352	-4.1	577,755	-5.5	6,475,107	-4.2
UTAH								
VERMONT	22,604	0.5	197,684	-5.6				
VIRGINIA	218,911	-0.3	2,030,521	-4.4				
WASHINGTON	149,141	1.8	1,394,249	-3.7	132,749	-4.0	1,526,998	-3.7
WEST VIRGINIA								
WISCONSIN	185,670	-4.1	1,789,158	-3.9	179,849	15.5	1,969,007	-2.4
WYOMING	26,050	-0.9	250,638	-4.0				
TOTAL	8,056,667	-3.5	76,474,979	-4.0	4,734,591	0.8	52,713,074	-3.8
RATE, BRL/DAY	6,875,000		6,668,000		6,684,000		6,651,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 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  
February 20, 1975

FHWA 14-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced the submission to Congress of the Federal Highway Administration's (FHWA) 1975 annual report on highway safety improvement programs.

The report, a compilation of individual State reports, covers the progress during fiscal year 1974 of the five highway safety improvement programs established by the Highway Safety Act of 1973.

"Based upon results reported by State highway departments," said Administrator Tiemann "the progress of the highway safety improvement programs is encouraging. However, it would be premature to attempt to judge the initial success or effectiveness of the programs at this time because of the small number of projects underway and the fact that projects are yet in an early stage of implementation.

Although the 1973 Act was not signed into law until well into the 1974 fiscal year, substantial efforts have been made by the States in developing statewide safety programs, completing and updating the required surveys, establishing priorities, and designing specific improvements. These preconstruction activities although obligating small amounts of funds, are essential to an effective comprehensive program."

In establishing the programs for improvements to railroad-highway grade crossings, high-hazard locations, and removal of roadside obstacles, the Act required each State to maintain surveys of:

=- railroad-highway grade crossings and identify those requiring separation, relocation or protective devices. Federal-aid funds are available for implementing safety improvements and at least half of such funds are available for protective devices. As a minimum, States must provide signs for all railroad-highway crossings.

=- high-hazard locations on all highways and to systematically eliminate or reduce these hazards.

=- all highway roadside obstacles which constitute a hazard to vehicles and pedestrians and to systematically eliminate such hazards.

These programs are for highways on any Federal-aid system and provide for 90 percent Federal-aid funding with 10 percent matching State funds.

Two additional programs authorized by the 1973 Act are the:

-- safer roads demonstration program for roads not on a Federal-aid highway system and for which 90 percent Federal-aid funding is available.

-- pavement marking demonstration program for all roads except the Interstate System and which emphasizes marking of rural roads. This program provides for 100 percent Federal-aid funding.

During the first 6 months of fiscal 1975, approximately \$167 million in Federal-aid highway funds has been obligated for highway safety projects. Of this sum \$62,793,000 was obligated for the special categorical programs established under the 1973 Act and the special bridge replacement program of 1970. Strong efforts have also been exerted by the States to implement safety projects authorized under other phases of the Federal-aid highway program: for the same time period, \$68,495,000 has been obligated for Interstate safety projects and \$35,468,000 for non-Interstate safety projects.

In addition, substantial amounts of Federal-aid highway funds will be expended during fiscal year 1975 for safety related items during the construction of projects not identified as safety projects. In calendar year 1974, approximately 11 percent (\$475 million) of total construction costs for federally aided highways was for such safety related items.

Major recommendations contained in the report involve specific suggestions for improved funding and administrative arrangements and for combining the existing safety improvement programs into a single highway safety program which would contain all the elements of the existing program and allow the States greater flexibility in meeting their highway safety needs.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 15-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today the release of a movie entitled, "Bikeways-Let's Get Serious." The movie was developed by the Maryland Department of Transportation, Division of Highways, in cooperation with the Federal Highway Administration.

The movie explains the Maryland State bicycle program and describes the steps taken in program development, planning, and implementation. It also shows the various types of bikeways and how they may be used in the development of a bikeway system.

Free loan copies of the movie are available from the Federal Highway Administration Regional Offices and also from:

Photographic Section  
Federal Highway Administration  
Washington, D.C. 20590

# # #

022175



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
March 6, 1975

FHWA 16-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the release of its fiscal year 1974 annual report on the Federally Coordinated Program of Research and Development in Highway Transportation (FCP).

In an effort to present in a clearer and more dramatic manner the agency's accomplishments and plans for highway-related research, the new report uses numerous graphic displays to highlight and supplement a minimum of narrative comment.

Also contained in this report is basic information on the FHWA R&D organization structure and facilities, the ways R&D results are made available to the public, the methods by which the FHWA R&D program is coordinated with highway-related activities of other Federal, State and private sector organizations, and the means by which R&D research results are implemented by highway planners and builders.

The report consists of two main parts. The first includes highlights of research and development accomplishments for the fiscal year plus basic information on FHWA's R&D organization, program structure, funding, relations with other agencies in the field, and publications. The second is set up according to categories and projects for the FCP and contains specific details on research developments, including progress made in converting results into highway practices.

Federal Highway Administrator Norbert T. Tiemann commented that "We are very pleased with and proud of this report. It not only represents a break from the typical statistically oriented annual report format, but also presents in clear and understandable form the many and varied accomplishments at the Federal-State cooperative highway research effort.

"Moreover, the report outlines, in a single document, the means by which the highway partnership has implemented highway research and development results into highway planning, construction, operations and maintenance on a nationwide scale."

According to data presented in the report, total fiscal year 1974 expenditures for R&D sponsored or performed by FHWA was \$51 million, with a little over half going to State highway departments and departments of transportation and the remainder being expended through FHWA. Major areas of emphasis in the R&D program during the fiscal year were cost reduction (38.3 percent) and safety improvement (28.5 percent) with other important areas including improvement of highway capacity and service, protection of the environment, energy conservation, and improvement of R&D payoff.

With its emphasis on R&D by cooperating agencies and contractors, the report provides some detail on the ways in which government agencies, as well as educational institutions, research contractors, and others, can apply to participate in this program.

Copies of the report are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; the price is \$2.30 postpaid (Stock No. 500-00091).

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

March 6, 1975

WASHINGTON, D. C. 20590

Revision of FHWA Release  
10-75 of Feb 15 1975  
(202) 426-0677)

Note to Editors:

Following the original press release, it was discovered that the cost of common excavation for a large tunnel in one State included items that should not have been included. An adjustment was therefore made in excavation which changed the indexes for excavation and the composite.

The U.S. Department of Transportation's Federal Highway Administration announced today that highway construction costs during the fourth quarter of 1974 rose 0.1 percent above the previous quarter, to 209.9 percent of the 1967 average.

This follows a 4.1 percent increase for the third quarter, indicating a definite slackening in the upward thrust of prices during the past two quarters compared with the previous five quarters. The 0.1 percent rise in the composite index was well below the 8.2 and 11.7 percent increases for previous quarters of 1973 and 1974. The composite price index for the fourth quarter is 25.1 percent above that for the fourth quarter of 1973.

The 0.1 percent increase in the composite price index reflected both upward and downward price movements among the index components. Structural steel led the advance in highway construction costs with a 12.3 percent increase over the previous quarter. The increase in structural steel was offset by declines of 14.6 percent in the price of structural concrete and 2.5 percent in reinforcing steel. Compared with a year ago, structural steel was up 71.0 percent, structural reinforcement was up 55.5 percent and bituminous concrete was up 40.2 percent.

Since changes in price indexes from quarter to quarter tend to fluctuate erratically, a comparison on a quarterly basis could be somewhat misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that would tend to reduce erratic fluctuations 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. On this basis, the composite price index for the third quarter of 1974 rose 3.7 percent above that for the preceding quarter, compared with corresponding increases of 8.0 and 9.9 percent during the two previous quarters of 1974.

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
*				
4th quarter, 1972 . . .	-	-	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	206.9	+3.7
4th quarter, 1974 . . .	209.9	+0.1	-	-

\*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 fourth 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--		
	Fourth quarter 1974	Third quarter 1974	Fourth quarter 1973	Third quarter 1974	Fourth quarter 1973
	Excavation . . . . .	190.6	187.9	172.7	+1.4
Surfacing					
Portland cement concrete	205.6	199.2	167.9	+3.2	+22.4
Bituminous concrete . .	234.8	226.5	167.5	+3.7	+40.2
Composite surfacing .	219.7	212.4	167.7	+3.4	+31.0
Structures:					
Reinforcing steel . . .	276.8	283.9	178.0	-2.5	+55.5
Structural steel. . . .	262.7	233.9	153.6	+12.3	+71.0
Structural concrete . .	185.4	217.0	161.5	-14.6	+14.8
Composite structures	224.1	233.7	162.0	-4.1	+38.3
Composite price index. . .	209.9	209.7	167.8	+0.1	+25.1

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1974	4th Qtr. 1974	2nd Qtr. 1974 <sup>1/</sup>	3rd Qtr. 1974 <sup>2/</sup>
Excavation . . . . .	Cu. Yd.	\$ 1.02	\$ 1.03	\$ .99	\$ 1.00
PCC surface. . . . .	Sq. Yd.	8.82	9.10	8.49	8.83
Bit. conc. surf. . . .	Ton	14.64	15.18	14.62	15.16
Str. reinf . . . . .	Lb.	.371	.362	.330	.360
Str. steel . . . . .	Lb.	.577	.648	.526	.591
Str. concrete . . . . .	Cu. Yd.	152.57	130.33	139.92	139.18

<sup>1/</sup> Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1974.

<sup>2/</sup> Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1974



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
March 7, 1975

FHWA 17-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced that federal-aid funds obligated for highway safety projects during calendar year 1974 were increased by 95 percent over the level of spending obligated in calendar year 1973.

Federal-aid highway spending for safety projects in 1974 amounted to \$314 million for 1,795 projects while in 1973, \$161 million was obligated for 651 projects.

FHWA financial data on the highway safety program indicates that during 1974:

-- the average cost per safety project on the Interstate Highway System increased 22 percent over 1973 costs.

-- the average cost per safety project for all federal-aid highway systems decreased 71 percent from 1973 costs.

According to Federal Highway Administrator Norbert T. Tiemann, the substantial increase in 1974 spending for safety projects "can be generally attributed to the FHWA's initiation of time-saving procedures for approving safety projects and the major emphasis on safety improvement programs."

"The decrease in the average cost per safety project," said Administrator Tiemann "results from the fact that the smaller safety projects approved in 1974 tended to be more cost-effective plus, more projects were being constructed by State highway department personnel."

\* \* \*



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY  
March 8, 1975

FHWA 18-75  
(202) 426-0677

A total of 3,981 Federal-aid highway and bridge construction contracts were awarded by the State highway departments during 1974, involving a total cost of approximately \$5.2 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate a decrease of 7.7 percent in the number of contracts and an increase of 12.1 percent in the total dollar amount of contracts, as compared with 1973.

The contracts awarded in 1974 averaged about \$1,311,900 with the median size about \$309,900. They varied from less than \$25,000 to nearly \$80 million, with a good distribution throughout the entire range.

Thirteen percent of the contracts awarded were for amounts less than \$50,000 and 25 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 62 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 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 Contracts

Calendar Year 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 - 49,000	515	12.94	\$ 14,260,200	0.27
50,000 - 99,999	469	11.78	35,140,500	0.67
100,000 - 249,999	857	21.53	142,567,200	2.73
250,000 - 499,999	624	15.67	221,557,900	4.24
500,000 - 999,999	527	13.24	378,385,000	7.25
1,000,000 - 2,999,999	552	13.86	954,309,600	18.27
3,000,000 - 4,999,999	177	4.45	687,715,200	13.17
5,000,000 - and over	<u>260</u>	<u>6.53</u>	<u>2,788,796,500</u>	<u>-53.40</u>
<b>Total</b>	<b>3,981</b>	<b>100.00</b>	<b>5,222,732,100</b>	<b>100.00</b>

DEPARTMENT OF TRANSPORTATION  
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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 WEDNESDAY  
March 12, 1975

FHWA 19-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a proposed noise enforcement regulation requiring compliance with the final Interstate Motor Carrier Noise Emission Standards issued by the Environmental Protection Agency on October 29, 1974.

Under the provision of Section 18 of the Noise Control Act of 1972, the EPA established maximum allowable external noise emission standards for interstate commercial motor vehicles with a gross vehicle weight rating or combination weight rating of more than 10,000 pounds, setting October 15, 1975, as the implementation date.

Section 18 of the Act also directs the Secretary of Transportation to issue enforcement regulations to complement the EPA standards, utilizing his power and duties of enforcement and inspection authorized by the Interstate Commerce Act and the DOT Act. FHWA's Bureau of Motor Carrier Safety has been delegated this responsibility.

BMCS Director Robert A. Kaye said, "Due to the short time frame dictated by the October 15, 1975 deadline, we have of necessity, specified a relatively short comment period for the Notice of Proposed Rulemaking on this subject. It is our intention to issue final rules by July 1, 1975, so that motor carriers will have in their possession all the necessary regulations at least 3 months prior to the effective date of the EPA standards." Kaye recommended that motor carriers begin immediately to test their vehicles so that retrofit programs, if they are determined to be necessary, can be accomplished in an orderly and timely manner.

The Notice of Proposed Rule Making, Docket MC-62, Notice 75-4, was issued on February 21, 1975.

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
March 13, 1975

FHWA 20-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today issued a second Notice of Proposed Rulemaking to amend Federal regulations under which one motor carrier may use a driver, regularly employed by another motor carrier, in trip lease or interchange service without taking all necessary steps to ensure that the driver is fully qualified.

A special exemption provision in Section 391.65 of the Motor Carrier Safety Regulations made this usage possible to facilitate lease and interchange operations, but not to create a pool of drivers whose qualifications are not the responsibility of any employer.

The new rule proposed by FHWA's Bureau of Motor Carrier Safety would restrict the issuance of a certificate only to drivers engaged in trip lease and interchange service. It also proposes an expiration date not later than the date on which the driver's current medical examiner's certificate expires. In addition, the Bureau proposes to preclude a driver who is regularly employed by the motor carrier, or a driver who has been employed by the carrier to drive no more than 60 days during the preceding year, from classification as an intermittent, casual, or occasional driver.

The Notice of Proposed Rule Making was published in the Federal Register on February 12.

Interested persons are invited to submit their views or comments to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590, in triplicate on or before April 14, 1975.

\* \* \*



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
March 14, 1975

FHWA 21-75  
(202) 426-0677

Bridge deck deterioration has become a major highway management problem for State and local governmental units throughout the United States. For the Nation's motorists, this problem has resulted not only in minor inconveniences such as detours, travel on roadways under repair, etc., but has also forced the diversion of funds from needed highway construction and safety improvement projects to costly bridge deck repairs.

According to Federal Highway Administrator Norbert T. Tiemann, a recently developed process for inserting small wax beads during the mixing of concrete "appears to offer great potential for a relatively inexpensive and effective solution to the bridge deck deterioration problem."

This new process was developed by the Monsanto Research Corporation under a contract with the U.S. Department of Transportation's Federal Highway Administration (FHWA).

The process requires mixing 3 percent (by weight) of wax beads with the concrete mix. When the poured concrete has hardened, the wax is melted by mildly heating the concrete slab so that the wax flows into the capillaries and pores of the concrete. Upon cooling, the wax solidifies and plugs the capillaries and pores thus preventing salt used in winter deicing operations from penetrating the concrete and causing deterioration of steel reinforcement bars.

Tests indicate that the wax neither alters the physical appearance of the concrete nor has any adverse effect on the skid resistance of the textured concrete surface.

"This unusual technique for improving the durability of concretes", said Tiemann "is yet another example of the innovative research efforts being undertaken by Federal and State highway agencies with the cooperation and assistance of private sector research organizations. The potential for savings in maintenance and repair costs as well as for improved motorist safety is substantial."

The FHWA is currently developing plans to field test the process on actual bridge construction projects during the coming construction season.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

RELEASE AT WILL

FHWA 22-75  
(202) 426-0677

Motorists traveling on U.S. Highway 101 (Bayshore Freeway) in Santa Clara, California, were surprised recently by the unexpected appearance of some strange looking objects on the median strip and opposite edges of the freeway. They were 50 foot steel towers containing cylinder-shaped attachments.

The installation was not the science fiction fantasy that initially occurred to a vivid imagination. Appearance of the strange facility promoted inquiries by roving newsmen who discovered the strange-looking devices were simply part of an experiment to study the ways automobiles disperse their own pollutants.

Sponsored by the Department of Transportation's Federal Highway Administration (FHWA) and conducted with the cooperation of the California Department of Transportation and Stanford Research Institute, the Santa Clara experiment is just one phase of a 3-year, \$400,000 study to develop better criteria for evaluating the effect of proposed highways on air quality.

According to research scientists conducting the study, increases in traffic volume tend to increase pollutant concentration. At the same time, fast-moving vehicles apparently disperse the pollutants more quickly. In this study, the researchers are attempting to determine the net effect of these two opposing factors on freeway air quality.

The five mysterious-appearing towers were constructed to support cylinders containing air quality sampling instruments, temperature sensors, and wind measurement instruments. In addition to the instrumentation located on the towers, air samplers were also installed on the ground beside the freeway and on the median strip.

The Santa Clara facility equipment monitored wind turbulence and temperature and pollutant content of the air at 35 locations on the towers and the ground. At selected times throughout the day and night, members of the research team drove along the freeway past the towers in vehicles which emit two different tracer gases at known rates. The tracer gases are invisible, non toxic, inert gases which were accumulated by the air samplers just as are normal automotive pollutants.

- more -

In addition, small electrically sensitive wires installed on the surface of each lane of the freeway detected passing vehicles to determine traffic volume, speed, and the percentage of large trucks.

By analyzing the combined data on tracer gases and normal automotive pollutants, the study team will determine both the rate at which traffic emits pollutants and the patterns of their dispersal.

Federal Highway Administrator Norbert T. Tiemann described the study as "part of a continuing Federal-state cooperative research effort. We are particularly proud of this study because it represents a major effort to assure that freeway design and operation does not have an adverse environmental impact on neighborhoods."

Photograph of the facility is available upon request from the FHWA Office of Public Affairs (202) 426-0677.

# # # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
March 14, 1975

FHWA 23-75  
(202) 426-0677

QUARTERLY REPORT ON THE FEDERAL-AID  
HIGHWAY PROGRAM, DECEMBER 31, 1974

Federal Highway Administrator Norbert T. Tiemann said today that based on the most recent cost estimates, 66 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of December 31, 1974.

"Putting it another way," Administrator Tiemann said, "34 percent of the estimated total cost of the Interstate System remains to be funded. And this does not take into account the effects of last year's inflation. Actually, it is expected that, based on today's prices, approximately 39 percent of the current estimated cost remains to be funded."

Tiemann pointed out that although considerable Interstate mileage has been put into use since the start of the program, a more objective status of the System can be provided by reviewing the status of fund obligations and by emphasizing the improvements required on some of the mileage that is open to traffic.

Total Interstate mileage now open to traffic is 36,272 miles, or 85.3 percent. Of this total, 11,390 miles are complete or essentially complete. The other 24,882 miles now in use include segments that are either currently under improvement or still requires additional development to meet full standards. This additional work generally involves such things as rest areas, lighting, fencing, safety improvement, landscaping, etc.

The 36,272 miles now open include 812 miles put into service in the 12-month period since December 31, 1973. In addition, further major improvements were completed on 271 miles which were already serving traffic.

Active construction or improvement is currently under way on 5,504 miles. This figure includes improvement of 2,773 miles which are already in use and construction of 2,731 miles, or 6.4 percent of the entire System, on new locations.



Some \$56.30 billion has been put to work on the Federal-Aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost \$42.52 billion, of which \$35.77 billion was for construction and \$6.75 billion for engineering and right-of-way acquisition. As of December 31, 1974, work estimated to cost \$13.78 billion was underway or authorized, including \$9.29 billion of construction; and \$4.49 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 \$2,661 billion was apportioned for fiscal year 1976 has also shown considerable accomplishment, with \$39.03 billion worth of work involving 283,191 miles of construction contracts completed or underway.

Construction contracts involving 272,933 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$29.39 billion; and contracts involving 10,258 miles at a cost of \$5.99 billion were underway on December 31. In addition, \$2.29 billion of engineering and right-of-way acquisition work had been completed and \$1.36 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 \$1.542 billion of tax revenue income during the 3 months ended December 31, about 71 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.547 billion. Disbursements for other highway related programs were \$48 million. The status of the Trust Fund is shown in table IV.

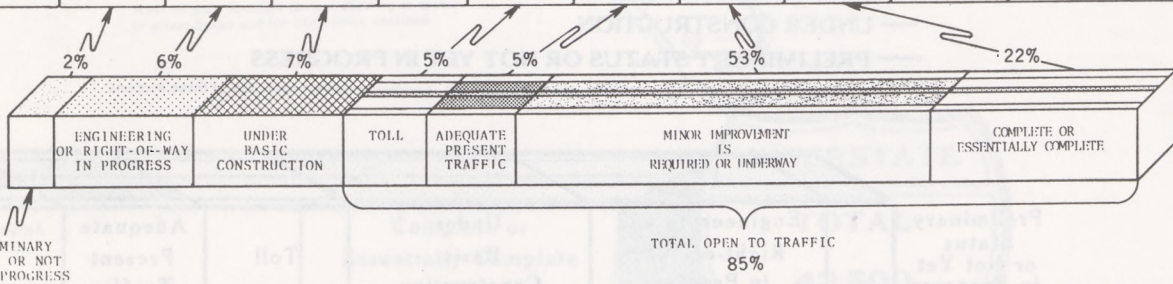


# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1974

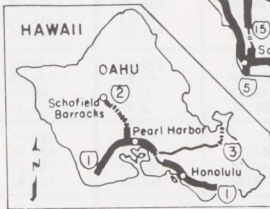
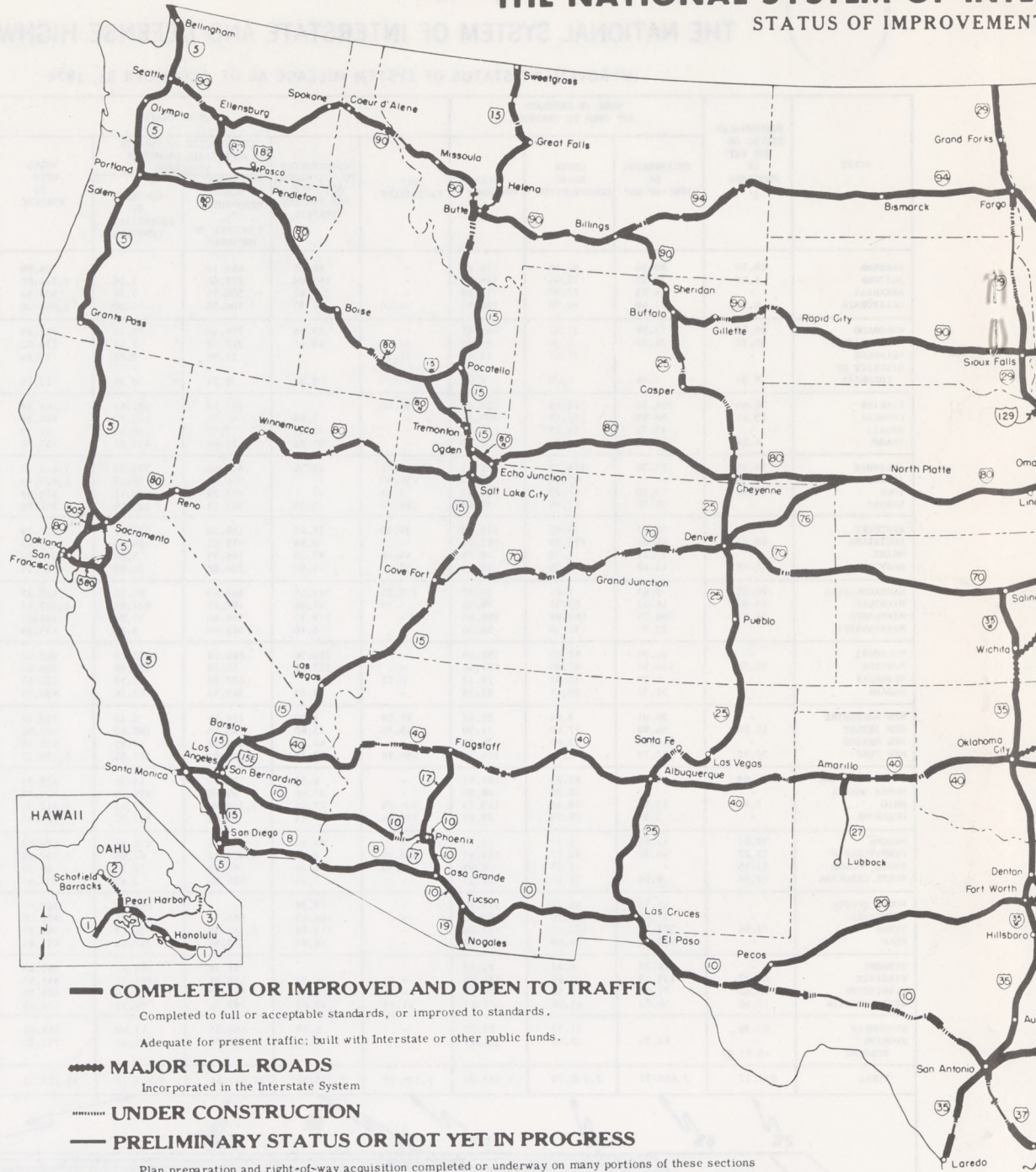
TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC					TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC		
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	18.70	80.40	94.40	174.80	-	48.80	656.10	-	704.90	898.40	ALABAMA
ARIZONA	1.00	74.33	72.46	146.79	-	145.04	877.66	2.10	1,024.80	1,172.59	ARIZONA
ARKANSAS	-	4.83	12.97	17.80	-	4.61	500.35	3.58	508.54	526.34	ARKANSAS
CALIFORNIA	4.70	121.40	66.70	188.10	10.10	124.30	1,906.30	53.60	2,094.30	2,287.10 2/	CALIFORNIA
COLORADO	45.21	73.98	31.97	105.95	-	39.76	710.24	75.29	825.29	976.45	COLORADO
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	212.52	3.54	278.02	347.29	CONNECTICUT
DELAWARE	=	=	11.47	11.47	14.30	=	11.96	=	29.14	40.61	DELAWARE
DISTRICT OF COLUMBIA	9.36	7.24	0.79	8.03	=	3.87	8.24	0.05	12.16	29.55	DISTRICT OF COLUMBIA
FLORIDA	30.60	216.50	112.88	329.38	94.00	-	357.81	594.97	1,046.78	1,406.76 3/	FLORIDA
GEORGIA	25.61	86.59	122.75	209.34	-	4.86	43.76	869.77	918.39	1,153.34	GEORGIA
HAWAII	-	15.32	14.13	29.45	-	2.01	1.44	18.65	22.10	51.55	HAWAII
IDAHO	4.62	32.96	19.81	52.77	=	93.85	22.01	437.88	553.74	611.13	IDAHO
ILLINOIS	16.68	85.30	176.21	261.51	154.92	61.34	857.66	375.53	1,449.45	1,727.64	ILLINOIS
INDIANA	14.30	-	89.19	89.19	156.90	-	850.80	18.23	1,025.93	1,129.42	INDIANA
IOWA	55.62	3.20	57.77	60.97	3.17	-	642.79	26.11	672.07	788.66	IOWA
KANSAS	=	23.50	15.90	39.40	187.70	3.45	361.15	229.50	781.80	821.20	KANSAS
KENTUCKY	-	45.73	73.97	119.70	39.20	15.42	188.56	374.11	617.29	736.99	KENTUCKY
LOUISIANA	40.01	14.66	172.42	187.08	-	0.86	415.51	74.58	490.95	718.04	LOUISIANA
MAINE	=	17.61	2.34	19.95	54.48	87.36	146.93	3.09	291.86	311.81	MAINE
MARYLAND	14.68	13.40	3.20	16.60	53.30	43.07	206.88	24.88	328.13	359.41	MARYLAND
MASSACHUSETTS	20.95	8.63	1.44	10.07	132.83	19.49	186.44	80.11	418.87	449.89 4/	MASSACHUSETTS
MICHIGAN	45.90	16.65	81.35	98.00	5.39	42.96	182.15	801.91	1,032.41	1,176.31	MICHIGAN
MINNESOTA	14.87	106.75	101.89	208.64	-	119.71	546.44	29.86	696.01	919.52	MINNESOTA
MISSISSIPPI	=	23.70	34.30	58.00	=	4.10	615.10	6.00	625.20	683.20	MISSISSIPPI
MISSOURI	-	66.70 4/	91.60	158.30	-	100.70	860.10	27.80	988.60	1,146.90	MISSOURI
MONTANA	24.58	139.54	67.90	207.44	-	217.42	16.18	723.04	956.64	1,188.66	MONTANA
NEBRASKA	=	1.21	26.91	28.12	0.22	-	450.20	2.19	452.61	480.73	NEBRASKA
NEVADA	=	58.35	25.41	83.76	=	3.13	343.92	103.74	450.79	534.55	NEVADA
NEW HAMPSHIRE	-	20.01	1.44	21.45	21.09	1.30	170.56	0.12	193.07	214.52	NEW HAMPSHIRE
NEW JERSEY	14.80	54.90	17.00	71.90	45.70	15.80	40.60	195.80	297.90	384.60 5/	NEW JERSEY
NEW MEXICO	=	44.29	25.85	70.14	-	44.99	872.22	11.95	929.16	999.30	NEW MEXICO
NEW YORK	24.52	52.79	72.16	124.95	490.78	27.21	280.62	385.51	1,184.12	1,333.59 6/	NEW YORK
NORTH CAROLINA	40.89	99.70	82.21	181.91	-	6.29	597.76	15.34	619.39	842.19	NORTH CAROLINA
NORTH DAKOTA	=	-	48.20	48.20	-	37.40	29.00	456.73	523.13	571.33	NORTH DAKOTA
OHIO	7.42	53.54	59.69	113.23	206.20	47.44	1,140.94	17.43	1,412.01	1,532.66	OHIO
OKLAHOMA	=	1.99	27.20	29.19	174.04	17.11	71.63	517.37	780.15	809.34	OKLAHOMA
OREGON	21.07	11.97	5.77	17.74	-	49.84	515.64	130.54	696.02	734.83	OREGON
PENNSYLVANIA	13.27	49.90	72.77	122.67	360.18	6.18	1,022.52	41.90	1,430.78	1,566.72	PENNSYLVANIA
RHODE ISLAND	23.76	-	6.89	6.89	0.50	4.46	52.65	10.73	68.34	98.99 7/	RHODE ISLAND
SOUTH CAROLINA	42.28	9.66	71.69	81.35	=	7.34	624.65	2.42	634.41	758.04	SOUTH CAROLINA
SOUTH DAKOTA	-	65.46	45.73	111.19	-	49.28	-	518.49	567.77	678.96	SOUTH DAKOTA
TENNESSEE	-	33.60	159.70	193.30	-	106.45	582.30	163.25	852.00	1,045.30	TENNESSEE
TEXAS	15.66	277.75	175.11	452.86	-	215.88	2,459.18	26.73	2,701.79	3,170.31	TEXAS
UTAH	=	205.24	78.09	283.33	=	58.81	337.50	257.50	653.81	937.14	UTAH
VERMONT	-	26.73	8.47	35.20	-	-	81.56	203.62	285.18	320.38	VERMONT
VIRGINIA	40.17	133.19	43.66	181.85	9.15	34.10	156.26	642.33	841.84	1,063.86	VIRGINIA
WASHINGTON	70.62	55.03	17.56	72.59	-	104.44	513.42	0.84	618.70	761.91	WASHINGTON
WEST VIRGINIA	12.68	36.03	41.04	77.07	81.71	12.89	292.74	34.31	421.65	511.40	WEST VIRGINIA
WISCONSIN	83.38	-	21.73	21.73	-	5.69	455.35	11.80	472.84	577.95	WISCONSIN
WYOMING	-	64.75	57.14	121.89	-	4.84	151.24	635.62	791.70	913.59	WYOMING
PENDING	-0.95 8/	=	=	=	=	=	=	=	=	-0.95 8/	PENDING
TOTAL	837.17	2,659.71	2,730.59	5,390.30	2,308.17	2,093.50	22,627.54	9,243.32	36,272.53	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 7.25 miles of the total 45.12 miles of I-93 and 13.00 miles of the total 119.93 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 Genessee 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

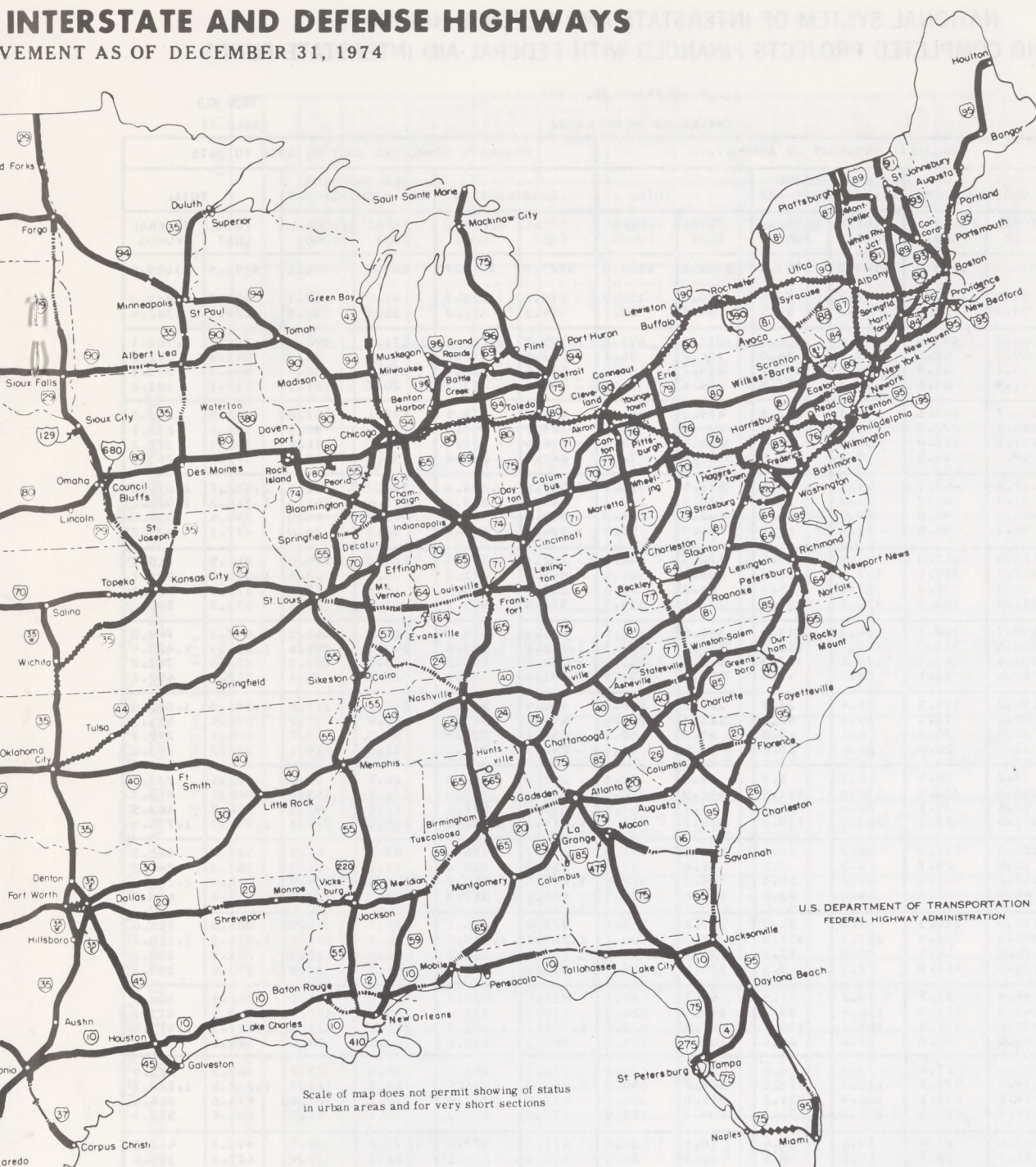


	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Required
Preliminary Status or Not Yet in Progress	2660 Miles	2731 Miles	2308 Miles	2093 Miles	837 Miles

Total

# INTERSTATE AND DEFENSE HIGHWAYS

AS OF DECEMBER 31, 1974



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

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

Minor Improvement is Required or Underway 22,628 Miles	Complete or Essentially Complete 9,243 Miles	<div style="border: 2px solid black; padding: 10px; text-align: center;"> <p><b>INTERSTATE</b></p> <p><b>TOTAL</b></p> <p><b>42,500</b></p> <p><b>MILES</b></p> </div>
Total Open to Traffic 36,272 Miles		

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

AS OF DECEMBER 31, 1974

8230 M3

/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	\$240.2	\$216.6	\$164.3	\$147.4	\$404.5	\$364.0	\$727.7	\$643.7	\$64.8	\$56.1	\$792.5	\$699.8
ALASKA												
ARIZONA	77.2	72.0	83.2	78.8	160.4	150.8	571.2	525.3	62.0	57.7	633.2	583.0
ARKANSAS	33.6	30.2	36.2	32.5	69.8	62.7	394.5	352.0	35.4	30.4	429.9	382.4
CALIFORNIA	564.3	493.4	447.0	400.4	1,011.3	893.8	3,109.9	2,712.1	1,171.4	990.0	4,281.3	3,702.1
COLORADO	69.0	62.5	37.2	34.0	106.2	96.5	583.5	522.1	57.8	50.1	641.3	572.2
CONNECTICUT	94.1	81.8	120.1	107.2	214.2	189.0	501.9	423.4	153.0	135.0	654.9	558.4
DELAWARE	71.9	64.6	12.7	11.5	84.6	76.1	94.4	83.7	20.7	17.9	115.1	101.6
FLORIDA	224.7	201.5	194.3	162.8	419.0	364.3	771.7	675.5	172.1	147.0	943.8	822.5
GEORGIA	318.5	272.9	91.1	82.0	409.6	354.9	677.7	597.6	90.9	80.5	768.6	678.1
HAWAII	137.6	118.9	68.8	59.4	206.4	178.3	144.4	125.4	58.5	51.8	202.9	177.2
IDAHO	69.3	64.3	9.2	8.5	78.5	72.8	242.0	220.8	33.4	29.3	275.4	250.1
ILLINOIS	527.4	468.7	51.1	45.1	578.5	513.8	2,017.5	1,748.8	385.2	331.0	2,402.7	2,079.8
INDIANA	91.8	82.7	28.2	25.5	120.0	108.2	946.6	847.8	171.6	154.4	1,118.2	1,002.2
IOWA	113.2	99.0	29.8	26.2	143.0	125.2	518.1	458.0	78.3	66.0	596.4	524.0
KANSAS	90.1	80.6	14.8	13.3	104.9	93.9	394.2	347.2	82.9	74.0	477.1	421.2
KENTUCKY	126.4	111.3	32.5	29.1	158.9	140.4	788.1	701.1	126.8	109.0	914.9	810.1
LOUISIANA	337.5	303.1	157.1	141.3	494.6	444.4	941.7	841.2	73.0	63.5	1,014.7	904.7
MAINE	26.5	22.8	17.7	15.8	44.2	38.6	257.4	225.5	14.5	12.6	271.9	238.1
MARYLAND	211.5	186.5	170.2	152.4	381.7	338.9	571.8	494.5	61.5	54.1	633.3	548.6
MASSACHUSETTS	190.7	166.1	154.8	139.4	345.5	305.5	685.9	598.8	161.3	141.2	847.2	740.0
MICHIGAN	360.4	321.0	169.7	152.3	530.1	473.3	1,312.2	1,121.8	349.7	298.6	1,661.9	1,420.4
MINNESOTA	161.6	145.7	174.6	157.0	336.2	302.7	760.0	685.2	118.8	105.8	878.8	791.0
MISSISSIPPI	59.4	53.1	54.5	48.8	113.9	101.9	491.4	439.0	21.3	18.1	512.7	457.1
MISSOURI	194.8	171.9	26.4	23.7	221.2	195.6	936.4	835.0	244.6	217.0	1,181.0	1,052.0
MONTANA	80.8	73.5	44.5	40.5	125.3	114.0	494.6	447.8	41.9	37.2	536.5	485.0
NEBRASKA	39.4	35.3	6.1	5.5	45.5	40.8	250.1	223.5	55.0	48.7	305.1	272.2
NEVADA	21.0	20.0	61.4	58.4	82.4	78.4	240.7	223.5	11.5	10.1	252.2	233.6
NEW HAMPSHIRE	29.7	26.5	6.7	5.9	36.4	32.4	232.2	202.2	28.9	25.1	261.1	227.3
NEW JERSEY	263.3	228.5	174.6	151.5	442.9	380.0	872.2	760.3	172.9	153.4	1,045.1	913.7
NEW MEXICO	42.1	39.1	30.6	28.2	72.7	67.3	479.0	441.2	47.7	42.3	526.7	483.5
NEW YORK	472.6	412.1	203.9	180.2	676.5	592.3	1,813.1	1,552.3	265.4	224.1	2,078.5	1,776.4
NORTH CAROLINA	121.3	109.0	60.7	54.6	182.0	163.6	475.7	416.6	48.1	41.9	523.8	458.5
NORTH DAKOTA	32.9	29.7	8.5	7.5	41.4	37.2	254.7	229.8	13.1	11.5	267.8	241.3
OHIO	533.1	463.4	61.2	55.1	594.3	518.5	1,665.8	1,460.7	748.6	664.9	2,414.4	2,125.6
OKLAHOMA	44.8	40.3	84.6	76.0	129.4	116.3	441.6	387.8	22.0	19.0	463.6	406.8
OREGON	130.0	119.3	87.8	81.0	217.8	200.3	722.0	645.1	79.3	70.9	801.3	716.0
PENNSYLVANIA	899.8	762.9	387.5	337.8	1,287.3	1,100.7	1,289.1	1,135.2	226.7	191.5	1,515.8	1,326.7
RHODE ISLAND	16.2	14.5	19.9	17.7	36.1	32.2	213.9	186.0	58.0	50.2	271.9	236.2
SOUTH CAROLINA	124.3	111.9	3.9	3.5	128.2	115.4	348.5	311.8	45.1	39.9	393.6	351.7
SOUTH DAKOTA	34.9	31.7	8.2	7.5	43.1	39.2	322.9	289.9	18.8	16.7	341.7	306.6
TENNESSEE	143.0	128.7	106.4	95.7	249.4	224.4	859.3	772.0	160.0	140.1	1,019.3	912.1
TEXAS	420.6	372.9	167.3	150.7	587.9	523.0	1,915.7	1,693.5	311.6	277.9	2,227.3	1,971.4
UTAH	99.0	90.8	67.6	64.0	160.6	154.8	483.3	450.6	62.3	55.5	545.6	506.1
VERMONT	26.2	23.6	7.3	6.6	33.5	30.2	338.7	302.2	28.5	23.2	367.2	325.4
VIRGINIA	424.9	379.7	123.3	111.1	548.2	490.8	1,108.9	986.4	159.9	141.3	1,268.8	1,127.7
WASHINGTON	224.1	203.1	166.9	151.2	391.0	354.3	857.6	743.0	118.2	102.4	975.8	845.4
WEST VIRGINIA	458.8	414.5	151.0	136.3	609.8	550.8	578.0	519.0	58.4	51.3	636.4	570.3
WISCONSIN	47.0	40.4	29.4	26.4	76.4	66.8	417.2	372.6	79.1	69.7	496.3	442.3
WYOMING	31.3	28.3	10.0	8.9	41.3	37.2	404.6	370.5	22.7	19.9	427.3	390.4
DIST. OF COL.	129.8	107.3	70.5	61.8	200.3	169.1	248.1	216.9	61.4	53.7	309.5	270.6
PUERTO RICO												
TOTAL	9,287.0	8,198.2	4,495.5	4,018.1	13,783.1	12,216.3	35,767.5	31,565.6	6,754.7	5,873.4	42,522.2	37,439.0

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

AS OF DECEMBER 31, 1974

/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	\$141.5	\$77.4	205.0	\$49.0	\$26.2	\$190.5	\$103.6	\$562.6	282.7	7,848.3	56.0	27.3	618.6	310.0
ALASKA	134.1	118.6	190.4	40.3	37.8	174.4	156.4	500.7	459.5	3,373.3	79.6	73.7	580.3	533.2
ARIZONA	40.1	37.9	65.0	1.7	1.3	47.8	39.2	337.4	228.0	2,190.9	4.8	3.2	342.2	231.8
ARKANSAS	90.4	55.6	274.9	19.8	10.0	110.2	65.6	426.2	212.4	5,750.4	23.1	11.1	449.3	223.5
CALIFORNIA	343.8	232.8	270.7	27.2	17.8	371.0	250.6	1,890.7	1,041.1	4,263.7	27.5	17.5	1,918.2	1,058.6
COLORADO	33.8	22.2	67.4	27.8	17.3	61.6	39.5	451.2	248.1	4,080.0	59.2	32.3	510.4	280.4
CONNECTICUT	65.2	38.4	20.0	24.6	12.6	89.8	51.2	256.4	126.7	281.3	30.7	15.2	287.1	141.9
DELAWARE	37.4	22.2	17.1	6.5	3.6	43.9	25.8	113.7	56.5	551.8	12.3	6.3	126.0	62.8
FLORIDA	207.8	127.5	171.6	33.3	18.8	241.1	146.3	679.7	319.5	3,808.1	10.3	5.2	690.0	324.7
GEORGIA	176.6	101.7	299.4	75.0	40.3	251.6	142.0	613.8	302.9	6,331.3	72.0	35.7	685.8	338.6
HAWAII	33.1	15.9	8.0	21.4	9.5	54.5	25.4	89.5	44.0	183.9	27.7	13.9	117.2	57.9
IDAHO	54.4	42.2	195.0	2.7	2.0	57.1	44.2	209.2	137.4	2,621.2	23.6	15.0	234.8	152.4
ILLINOIS	283.3	159.0	434.0	2.6	1.4	285.9	160.4	1,400.4	712.8	9,049.8	68.0	32.7	1,468.4	745.5
INDIANA	72.1	41.2	76.6	24.2	12.8	96.3	54.0	767.4	392.4	3,746.8	84.0	40.3	851.4	432.7
IOWA	74.4	42.5	530.1	6.7	4.5	81.1	47.0	639.3	330.8	13,258.9	19.3	9.7	658.6	340.5
KANSAS	79.9	47.3	294.8	5.6	2.8	85.5	50.1	628.2	309.9	14,716.5	48.9	24.4	677.1	334.3
KENTUCKY	107.7	59.9	93.5	52.4	27.6	160.1	87.5	436.8	219.7	2,510.1	80.0	39.3	516.8	259.0
LOUISIANA	146.5	80.4	129.2	46.8	24.0	193.3	104.4	463.5	227.1	2,999.2	21.3	10.5	485.3	237.6
MAINE	15.4	9.9	40.7	10.9	6.0	26.3	15.9	217.0	106.6	1,120.0	27.0	12.8	244.0	119.4
MARYLAND	89.6	49.1	67.8	59.9	35.0	149.5	84.1	324.0	158.2	1,565.3	6.4	3.2	330.4	161.4
MASSACHUSETTS	128.3	76.1	66.1	74.6	28.9	202.9	105.0	509.0	250.6	575.4	111.7	32.1	620.7	282.7
MICHIGAN	142.9	89.8	290.1	46.1	26.8	189.0	116.6	1,138.1	561.9	10,731.3	76.8	37.3	1,216.9	599.2
MINNESOTA	132.4	76.2	603.9	8.5	4.4	140.9	80.6	787.1	392.4	17,441.8	19.7	10.1	806.8	402.5
MISSISSIPPI	93.2	54.7	414.3	27.1	13.9	120.3	68.6	458.0	222.3	8,603.2	40.1	19.9	498.1	242.2
MISSOURI	122.6	82.1	176.6	99.6	57.1	222.2	139.2	747.9	379.4	10,372.6	137.1	66.1	685.0	445.5
MONTANA	37.5	26.8	142.7	24.2	15.8	61.7	42.6	379.6	231.2	5,192.3	38.5	21.6	418.1	252.8
NEBRASKA	100.0	62.9	465.2	5.7	3.5	105.7	66.4	489.2	247.7	9,256.3	41.5	20.7	530.7	268.4
NEVADA	18.0	16.9	60.8	30.0	27.1	48.0	44.0	158.2	136.1	2,021.3	17.1	14.4	175.3	152.5
NEW HAMPSHIRE	13.1	8.2	9.5	1.4	.8	14.5	9.0	159.2	76.4	524.4	5.7	2.6	164.9	81.0
NEW JERSEY	100.7	52.8	51.2	89.7	45.1	190.4	97.9	476.1	228.0	589.2	69.0	32.7	545.1	260.7
NEW MEXICO	41.8	28.0	51.9	7.5	5.0	49.3	33.0	312.8	203.0	2,828.3	32.0	19.3	344.8	222.3
NEW YORK	475.5	270.9	206.3	58.5	34.2	534.0	305.1	2,102.7	986.0	3,720.6	35.0	17.0	2,137.7	1,005.0
NORTH CAROLINA	158.0	98.5	187.7	46.6	24.1	204.6	122.6	656.8	324.0	5,272.9	114.4	56.5	771.2	381.1
NORTH DAKOTA	37.2	22.8	709.1	3.6	2.2	40.8	25.0	351.9	181.2	17,152.7	20.4	10.8	372.3	192.0
OHIO	334.7	181.5	192.6	8.7	4.8	343.4	186.3	1,059.4	539.5	3,017.0	169.0	85.9	1,228.4	625.4
OKLAHOMA	106.6	66.0	332.1	12.7	6.5	119.3	72.5	626.9	310.3	7,101.1	16.4	7.8	643.3	318.1
OREGON	53.6	25.6	40.1	14.8	10.0	68.4	35.6	366.9	224.4	2,316.1	24.5	14.4	391.4	238.8
PENNSYLVANIA	549.5	281.5	277.1	53.0	27.7	602.5	309.2	1,157.7	566.7	2,268.4	107.3	46.4	1,255.0	613.1
RHODE ISLAND	36.7	21.6	30.5	21.7	11.1	58.4	32.7	124.6	61.1	268.3	34.7	17.0	159.3	78.3
SOUTH CAROLINA	73.2	44.8	307.5	3.9	2.4	77.1	47.2	393.4	196.2	8,373.2	25.8	13.1	419.2	209.1
SOUTH DAKOTA	38.4	26.9	291.8	1.6	.9	40.0	27.8	379.7	206.0	11,325.9	5.5	3.0	385.2	209.6
TENNESSEE	118.3	70.8	202.7	52.2	27.2	170.5	98.0	574.4	287.0	8,419.9	63.7	30.3	638.1	317.9
TEXAS	357.3	218.2	866.3	.1	.1	357.4	218.2	1,958.0	1,004.8	21,822.3	8.5	4.7	1,966.5	1,009.5
UTAH	25.0	19.3	100.7	12.5	10.1	37.5	29.4	197.7	142.9	1,852.6	21.4	15.1	219.1	158.0
VERMONT	4.5	2.9	7.7	3.0	2.0	7.5	4.9	133.2	67.6	589.6	18.1	8.3	151.3	75.9
VIRGINIA	111.2	72.2	132.0	9.8	5.3	121.0	77.5	668.1	323.2	4,275.5	55.9	26.8	724.0	350.0
WASHINGTON	72.7	47.2	152.2	8.1	4.9	80.8	52.1	517.0	276.9	4,534.4	25.4	12.9	542.4	283.8
WEST VIRGINIA	52.1	28.4	26.6	31.2	17.1	83.3	45.5	251.5	126.6	1,156.5	43.4	21.6	294.9	148.2
WISCONSIN	107.8	68.4	285.7	44.1	23.7	151.9	92.1	697.3	349.2	7,745.9	61.9	31.0	759.2	380.2
WYOMING	13.1	11.1	58.5	6.2	5.0	19.3	16.1	231.2	157.0	2,837.7	12.5	8.6	243.7	165.6
DIST. OF COL.	39.1	25.9	18.0	2.6	1.8	41.7	27.7	125.7	70.9	120.1	14.6	7.5	140.3	78.4
PUERTO RICO	59.2	31.7	42.8	14.3	8.8	73.5	40.5	196.9	89.3	347.2	32.9	13.3	229.8	102.6
TOTAL	5,987.3	3,592.5	10,257.4	1,361.7	769.5	7,349.0	4,362.0	29,394.0	15,338.4	272,933.2	2,287.0	1,157.9	31,681.0	16,496.3

STATUS OF THE HIGHWAY TRUST FUND  
(Thousands of Dollars)

TABLE IV

	Three Months Ended December 31, 1974	Fiscal Year 7-1-74 to 12-31-74
Balance at beginning of period.....	1/\$ 8,186,922	\$7,666,652
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)....	1,098,182	2,265,141
Less motorboat fuel revenue <sup>2/</sup> .....	6,400	24,200
Net for highways.....	<u>\$ 1,091,782</u>	<u>\$2,240,941</u>
Trucks, buses, and trailers.....	155,816	281,333
Tires, tubes, and tread rubber.....	172,362	392,348
Vehicle use.....	48,402	138,053
Parts and accessories, trucks and buses.	39,700	73,735
Lubricating oil (net after refunds)....	33,740	56,397
Total excise revenues.....	<u>\$ 1,541,802</u>	<u>\$3,182,807</u>
Interest earned.....	267,146	280,004
Total income.....	<u>\$ 1,808,948</u>	<u>\$3,462,811</u>
Disbursements:		
For highways.....	\$ 1,546,609	\$2,657,252
National Highway Traffic Safety Admin.....	14,893	36,843
Highway safety construction programs.....	33,585	33,585
Trust Fund share other highway programs...	--	1,000
Total disbursements.....	<u>\$ 1,595,087</u>	<u>\$2,728,680</u>
Balance at end of period.....	\$ 8,400,783	\$8,400,783
Liability for unpaid authorizations (12-31-74) <sup>3/</sup>	\$22,132,000	
Balance less liability for unpaid authorizations	-\$13,731,217	

<sup>1/</sup> Revised.

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

<sup>3/</sup> Rounded to the millions of dollars.

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

Motor fuel: 4 cents per gallon.

New trucks, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:

10 percent on the manufacturer's wholesale price.

Highway vehicle tires and tubes: 10 cents per pound.

Other tires, and tread rubber: 5 cents per pound.

Heavy vehicle use: \$3 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.

Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.

Lubricating oil: 6 cents per gallon, if used for highway purposes.



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE TUESDAY  
March 18, 1975

FHWA 24-75  
(202) 426-0677

Preliminary gasoline consumption figures for December 1974 show that motor-gasoline sales decreased for the month, 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 December 1974 showed a 3.3 percent decrease from sales reported for December 1973, compared to a decrease of 3.5 percent in October and a 2.2 percent increase in November. Seventeen States showed increases, while 10 States reported decreases in their sales from the same period a year ago.

Cumulative calendar year figures for 1974, that include data for 27 States, show a 3.4 percent decrease from 1973. All of the 27 States have reported both increases and decreases during the year. During 1974, gasoline sales declined by 236,000 barrels per day from the same period a year ago.

Although, as noted below, these motor-gasoline consumption data and FHWA's monthly "Traffic Volume Trends" report represent somewhat different points of view, the 1973-1974 year-end percent reduction of -3.4 percent for wholesale gasoline sales exceeds the -2.6 percent full-year change shown in the latest traffic report. Assuming that these one-year percent changes are confirmed by more complete information, the relatively greater decline for gasoline consumption is at least partly attributable to lower driving speeds and other fuel conservation efforts.

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

TABLE MF-33G-03-03-75

MARCH 3, 1975

STATE	JAN. 74 (ALL STATES)		CAL. YR. CUMUL.		FEB. 74 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	140,386	-6.7	140,386	-6.7	129,236	-7.0	269,622	-6.8
ALASKA	12,230	17.7	12,230	17.7	10,927	8.8	23,157	13.3
ARIZONA	79,417	-22.0	79,417	-22.0	92,182	-6.7	171,599	-14.5
ARKANSAS	78,210	-3.7	78,210	-3.7	81,582	-11.5	159,792	-7.9
CALIFORNIA	757,548	-6.7	757,548	-6.7	697,461	-8.4	1,455,009	-7.5
COLORADO	93,315	-8.6	93,315	-8.6	97,378	-10.4	190,693	-9.6
CONNECTICUT	101,346	-7.7	101,346	-7.7	96,378	-6.6	197,724	-7.2
DELAWARE	20,143	-13.2	20,143	-13.2	21,266	-5.3	41,409	-9.3
DIST. OF COL.	19,353	-8.8	19,353	-8.8	17,379	-14.7	36,732	-11.7
FLORIDA	339,372	-9.1	339,372	-9.1	331,572	-5.7	670,944	-7.4
GEORGIA	206,683	-6.8	206,683	-6.8	198,368	-6.3	405,051	-6.6
HAWAII	21,143	-9.3	21,143	-9.3	20,152	-5.3	41,295	-7.4
IDAHO	12,355	-62.7	12,355	-62.7	38,487	25.8	50,842	-20.2
ILLINOIS	393,546	-6.9	393,546	-6.9	373,942	-5.2	767,488	-6.1
INDIANA	209,844	-9.6	209,844	-9.6	189,194	-10.7	399,038	-10.1
IOWA	117,634	-4.7	117,634	-4.7	105,042	-20.3	222,676	-12.8
KANSAS	69,805	2.6	69,805	2.6	127,136	-7.1	196,941	-3.9
KENTUCKY	121,139	-8.9	121,139	-8.9	115,685	-4.5	236,824	-6.8
LOUISIANA	131,843	1.8	131,843	1.8	129,070	1.1	260,913	1.5
MAINE	35,591	-11.4	35,591	-11.4	33,206	-8.2	68,797	-9.9
MARYLAND	134,724	-19.6	134,724	-19.6	125,070	-10.9	259,794	-15.6
MASSACHUSETTS	170,530	-10.3	170,530	-10.3	163,336	-8.8	333,866	-9.6
MICHIGAN	350,969	-10.1	350,969	-10.1	319,308	-7.2	670,277	-8.7
MINNESOTA	154,694	-2.8	154,694	-2.8	136,148	-8.2	290,842	-5.4
MISSISSIPPI	86,393	-12.5	86,393	-12.5	87,246	-5.9	173,639	-9.3
MISSOURI	198,905	-10.4	198,905	-10.4	190,491	-12.1	389,396	-11.2
MONTANA	21,659	-11.0	21,659	-11.0	28,738	-8.1	50,397	-9.4
NEBRASKA	57,645	-12.2	57,645	-12.2	63,400	1.9	121,045	-5.3
NEVADA	25,994	-4.6	25,994	-4.6	25,439	-5.2	51,433	-4.9
NEW HAMPSHIRE	27,550	-13.5	27,550	-13.5	27,867	-5.2	55,417	-9.5
NEW JERSEY	236,065	-0.9	236,065	-0.9	223,558	-15.8	459,623	-8.7
NEW MEXICO	50,604	-10.2	50,604	-10.2	46,175	-4.6	96,779	-7.6
NEW YORK	457,913	-10.6	457,913	-10.6	432,216	-5.4	890,129	-8.1
NORTH CAROLINA	198,944	-9.1	198,944	-9.1	190,047	-8.1	388,991	-8.6
NORTH DAKOTA	24,398	-14.6	24,398	-14.6	26,630	4.4	51,028	-5.6
OHIO	392,034	-6.4	392,034	-6.4	351,414	-5.7	743,448	-6.1
OKLAHOMA	125,503	-2.7	125,503	-2.7	116,833	-10.8	242,336	-6.8
OREGON	81,446	1.7	81,446	1.7	76,907	-22.9	158,353	-11.9
PENNSYLVANIA	312,633	-19.0	312,633	-19.0	350,197	-4.5	662,830	-11.9
RHODE ISLAND	29,203	3.0	29,203	3.0	27,497	-18.4	56,700	-8.6
SOUTH CAROLINA	108,822	-2.8	108,822	-2.8	102,573	-2.7	211,395	-2.8
SOUTH DAKOTA	37,544	14.4	37,544	14.4	23,166	-24.5	60,710	-4.4
TENNESSEE	160,085	-9.8	160,085	-9.8	134,281	-17.0	294,366	-13.2
TEXAS	534,685	-0.0	534,685	-0.0	511,694	-11.0	1,046,379	-5.7
UTAH	45,550	-5.3	45,550	-5.3	41,255	-6.8	86,805	-6.0
VERMONT	17,084	-11.5	17,084	-11.5	16,282	-13.0	33,366	-12.2
VIRGINIA	179,036	-6.5	179,036	-6.5	165,014	-9.2	344,050	-7.8
WASHINGTON	118,254	-9.2	118,254	-9.2	110,888	-4.5	229,142	-7.0
WEST VIRGINIA	55,661	-6.6	55,661	-6.6	51,504	-7.3	107,165	-7.0
WISCONSIN	160,120	-5.6	160,120	-5.6	143,339	-7.4	303,459	-6.5
WYOMING	18,731	-3.4	18,731	-3.4	17,137	-1.0	35,868	-2.2
TOTAL	7,534,281	-7.9	7,534,281	-7.9	7,231,293	-8.1	14,765,574	-8.0
RATE, BBL/DAY	5,787,000		5,787,000		6,149,000		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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-03-03-75

MARCH 3, 1975

STATE	MAR. 74 (ALL STATES)		CAL. YR. CUMUL.		APR. 74 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	153,289	0.9	422,911	-4.2	158,016	0.6	580,927	-2.9
ALASKA	10,814	17.8	33,971	14.7	10,308	3.9	44,279	12.0
ARIZONA	91,252	-7.6	262,851	-12.2	94,075	-6.0	356,926	-10.7
ARKANSAS	90,559	-4.0	250,351	-6.5	97,120	2.8	347,471	-4.1
CALIFORNIA	768,342	-12.8	2,223,351	-9.4	823,667	-4.1	3,047,018	-8.0
COLOKADO	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
DIST. OF COL.	19,558	-13.7	56,290	-12.4	19,894	-8.1	76,184	-11.3
FLORIDA	356,575	-10.2	1,027,519	-8.4	361,556	-1.6	1,389,075	-6.7
GEORGIA	223,897	-6.4	628,948	-6.5	230,672	-4.7	859,620	-6.0
HAWAII	21,816	-1.0	63,111	-5.3	21,758	-17.7	84,869	-8.8
IDAHO	34,757	-9.8	85,599	-16.3	37,313	-13.1	122,912	-15.4
ILLINOIS	392,598	-7.4	1,160,086	-6.5	411,363	-2.1	1,571,449	-5.4
INDIANA	212,804	-8.5	611,842	-9.6	229,785	-4.6	841,627	-8.3
IOWA	124,536	14.2	347,212	-4.7	142,524	-4.3	489,736	-4.6
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	-0.8	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
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
MICHIGAN	367,590	-3.9	1,037,867	-7.1	375,760	-0.1	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	-0.8	266,276	-6.5	98,835	7.3	365,111	-3.1
MISSOURI	208,904	4.4	598,300	-6.3	224,136	-2.3	822,436	-5.3
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	95,765	16.2	262,074	-3.8
NEVADA	27,325	-12.9	78,758	-7.8	30,174	2.1	108,932	-5.3
NEW HAMPSHIRE	31,352	-1.9	86,769	-6.9	28,995	-4.2	115,764	-6.3
NEW JERSEY	246,718	-10.6	706,341	-9.4	257,074	-2.8	963,415	-7.7
NEW MEXICO	50,133	2.4	146,912	-4.4	55,686	-10.9	262,598	-6.3
NEW YORK	487,068	-7.4	1,377,197	-7.9	481,190	-4.2	1,858,387	-6.9
NORTH CAROLINA	234,144	49.9	623,135	7.1	251,121	-24.8	874,256	-4.5
NORTH DAKOTA	24,987	-21.9	76,015	-11.7	32,549	-1.6	108,564	-8.9
OHIO	389,000	-7.5	1,132,448	-6.6	406,615	-6.2	1,539,063	-6.5
OKLAHOMA	132,106	-6.5	374,442	-6.7	138,440	-2.9	512,882	-5.7
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
SOUTH CAROLINA	114,767	-6.5	326,162	-4.1	122,684	-2.7	448,846	-3.7
SOUTH 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	549,690	-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	0.6	741,059	-6.2
WASHINGTON	125,336	-12.2	354,478	-8.9	134,433	-5.3	488,911	-7.9
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	19,980	4.8	74,495	-2.7
TOTAL	7,768,371	-8.5	22,533,945	-8.2	8,453,789	-3.6	30,987,734	-7.0
RATE, BBL/DAY	5,966,000		5,961,000		6,709,000		6,148,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-03-03-75

MARCH 3, 1975

STATE	MAY 74 (ALL STATES)		CAL. YR. CUMUL.		JUN. 74 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	166,667	0.8	747,594	-2.1	159,930	0.5	907,524	-1.7
ALASKA	12,012	-1.2	56,291	8.9	14,062	15.9	70,353	10.2
ARIZONA	61,883	-39.4	418,809	-16.5	138,482	23.8	557,291	-9.2
ARKANSAS	101,082	0.4	448,553	-3.1	101,224	-1.3	549,777	-2.8
CALIFORNIA	863,760	-5.4	3,910,778	-7.5	852,361	-2.6	4,763,139	-6.6
COLORADO	94,620	-15.8	486,380	-9.5	128,239	7.8	614,619	-6.4
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
DIST. OF COL.	21,199	-6.8	97,383	-10.4	19,367	-11.6	116,750	-10.6
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	107,911	-8.6	25,185	3.8	133,096	-6.5
IDAHO	26,409	-29.9	149,321	-18.3	46,268	4.6	195,589	-13.9
ILLINOIS	438,218	-7.5	2,009,667	-5.9	415,273	-9.7	2,424,940	-6.6
INDIANA	240,525	-7.5	1,082,152	-8.1	241,416	-2.4	1,323,568	-7.1
IOWA	31,377	-77.4	521,113	-20.1	259,754	-6.3	780,867	-16.0
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
MAINE	44,977	-0.4	189,728	-5.8	45,628	-4.1	235,356	-5.5
MARYLAND	158,441	-2.8	700,505	-10.3	152,692	-3.1	853,197	-9.1
MASSACHUSETTS	213,106	1.7	914,473	-7.2	188,760	-7.4	1,103,233	-7.2
MICHIGAN	404,588	19.5	1,818,215	-0.7	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
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	328,640	-6.9	84,637	6.9	413,277	-4.4
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	278,754	3.8	1,511,345	-5.1
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
NORTH CAROLINA	253,247	6.8	1,127,503	-2.2	241,603	-5.3	1,369,106	-2.8
NORTH DAKOTA	35,463	-8.2	144,027	-8.7	35,611	-6.6	179,638	-8.3
OHIO	429,850	-3.5	1,968,913	-5.8	426,715	-3.7	2,395,628	-5.5
OKLAHOMA	149,197	0.9	662,079	-4.3	146,961	-11.7	809,040	-5.7
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	400,072	-7.6	2,146,301	-11.6
RHODE ISLAND	32,580	-9.1	148,736	-7.9	37,068	23.8	185,804	-3.0
SOUTH CAROLINA	127,858	-2.4	576,704	-3.4	124,911	-2.5	701,615	-3.3
SOUTH DAKOTA	36,913	-4.7	161,831	-4.9	44,135	-5.4	205,966	-5.0
TENNESSEE	221,469	18.9	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	52,618	-6.8	286,864	-6.2
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	-0.5	1,171,953	-5.6
WASHINGTON	145,781	-5.9	634,692	-7.5	142,828	-2.2	777,520	-6.6
WEST VIRGINIA	70,846	1.2	299,417	-4.3	65,664	-2.7	365,081	-4.0
WISCONSIN	194,724	-0.9	823,003	-5.0	185,143	-8.6	1,008,146	-5.6
WYOMING	24,785	-2.9	99,280	-2.8	28,410	-8.5	127,690	-4.1
TOTAL	8,838,002	-3.3	39,825,736	-6.2	9,000,948	-1.2	48,826,684	-5.3
RATE, BBL/DAY	6,788,000		6,280,000		7,144,000		6,423,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-03-03-75

MARCH 3, 1975

STATE	JUL. 74 (ALL STATES)		CAL. YR. CUMUL.		AUG. 74 (ALL STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	167,861	1.2	1,075,385	-1.2	165,808	-5.7	1,241,193	-1.9
ALASKA	16,164	19.1	86,517	11.8	17,062	12.5	103,579	11.9
ARIZONA	98,659	-0.0	655,950	-7.9	100,568	-0.5	756,518	-7.0
ARKANSAS	110,319	2.1	660,096	-2.0	102,496	-7.3	762,592	-2.8
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
CONNECTICUT	122,671	2.2	755,718	-4.7	120,124	-2.5	875,842	-4.4
DELAWARE	28,523	2.9	168,462	-5.7	29,219	10.1	197,681	-3.6
DIST. OF COL.	20,714	-6.4	137,464	-10.0	21,045	-3.9	158,509	-9.2
FLORIDA	368,048	-1.9	2,467,629	-5.0	363,990	-6.6	2,821,619	-5.2
GEORGIA	247,980	-2.1	1,582,209	-3.8	243,932	-7.3	1,826,141	-4.3
HAWAII	24,366	-1.9	157,462	-5.8	25,346	-2.3	182,808	-5.4
IDAHO	41,995	-5.1	237,584	-12.4	39,681	-28.3	277,265	-15.1
ILLINOIS	445,009	-0.4	2,869,949	-5.6	438,533	-2.7	3,308,482	-5.3
INDIANA	250,009	1.6	1,573,577	-5.8	247,077	-5.4	1,820,654	-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
MAINE	56,012	1.1	291,368	-4.3	57,291	-4.9	348,659	-4.4
MARYLAND	163,447	0.8	1,016,644	-7.6	165,731	-1.0	1,182,375	-6.7
MASSACHUSETTS	208,829	-0.2	1,312,062	-6.2	207,090	-4.8	1,519,152	-6.0
MICHIGAN	422,448	-2.4	2,625,723	-1.9	427,837	-2.2	3,053,560	-1.9
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
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	83,288	-1.1	496,565	-3.8	80,601	-3.6	577,166	-3.8
NEVADA	37,966	-1.2	214,309	-5.1	37,426	-5.7	251,735	-5.2
NEW HAMPSHIRE	39,799	1.2	220,775	-4.5	40,408	-4.9	261,183	-4.5
NEW JERSEY	276,160	-9.7	1,787,505	-5.9	304,490	5.8	2,091,995	-4.3
NEW MEXICO	61,619	-5.8	383,256	-5.3	63,792	7.0	447,048	-3.7
NEW YORK	559,823	-0.5	3,574,805	1.3	588,706	19.6	4,163,511	3.5
NORTH CAROLINA	248,370	0.7	1,617,476	-2.3	254,707	-5.3	1,872,183	-2.7
NORTH DAKOTA	41,403	-5.3	221,041	-7.7	43,386	-17.0	264,427	-9.4
OHIO	460,459	1.0	2,856,087	-4.5	465,211	-0.1	3,321,298	-3.9
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	460,627	2.8	2,606,928	-9.4	384,421	0.4	2,991,349	-8.2
RHODE ISLAND	26,656	-20.3	212,460	-5.5	35,532	-2.1	247,992	-5.1
SOUTH CAROLINA	134,690	-1.8	836,305	-3.0	134,322	-6.2	970,627	-3.5
SOUTH DAKOTA	43,937	-7.3	249,903	-5.4	46,826	3.2	296,729	-4.2
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	0.6	1,395,832	-4.7	224,379	-4.5	1,620,211	-4.7
WASHINGTON	157,688	2.4	935,208	-5.2	162,810	-1.7	1,098,018	-4.7
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
WYOMING	34,915	-3.7	162,605	-4.0	34,971	-6.9	197,576	-4.5
TOTAL	9,383,102	-0.8	58,209,786	-4.6	9,249,110	-1.3	67,458,896	-4.2
RATE, BBL/DAY	7,207,000		6,537,000		7,104,000		6,610,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-03-03-75

MARCH 3, 1975

STATE	SEP. 74 (ALL STATES)		CAL. YR. CUMUL.		OCT. 74 (49 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	150,684	-0.3	1,391,877	-1.7	162,602	-0.6	1,554,479	-1.6
ALASKA	17,721	7.5	121,300	11.2	13,020	-11.5	134,320	8.5
ARIZONA	105,823	3.6	862,341	-5.8	97,935	1.7	960,276	-5.1
ARKANSAS	94,984	-2.3	857,576	-2.7	89,758	-14.2	947,334	-3.9
CALIFORNIA	815,418	-3.7	7,359,416	-5.5	862,953	-2.4	8,222,369	-5.2
COLORADO	112,285	-7.8	983,316	-4.7	116,239	-4.1	1,099,555	-4.6
CONNECTICUT	108,159	-2.8	984,001	-4.2	117,898	-0.5	1,101,899	-3.9
DELAWARE	24,309	-16.4	221,990	-5.2	25,267	-4.0	247,257	-5.1
DIST. OF COL.	19,470	-5.5	177,979	-8.8	21,200	-1.1	199,179	-8.1
FLORIDA	324,159	-3.2	3,145,778	-5.0	350,613	-2.8	3,496,391	-4.8
GEORGIA	221,518	-4.0	2,047,659	-4.2	238,267	-3.3	2,285,926	-4.1
HAWAII	22,729	-0.6	205,537	-4.9	23,323	-5.9	228,860	-5.0
IDAHO	55,912	31.4	333,177	-9.8	50,558	11.0	383,735	-7.5
ILLINOIS	409,304	-6.4	3,717,786	-5.4	454,056	-5.3	4,171,842	-5.4
INDIANA	218,056	-6.2	2,038,710	-5.8	246,887	-2.9	2,285,597	-5.5
IOWA	133,092	-1.0	1,209,872	-11.5				
KANSAS	108,492	-45.3	980,613	-5.7	69,789	-43.8	1,050,402	-9.7
KENTUCKY	135,108	-1.3	1,247,455	-2.8	149,952	1.8	1,397,407	-2.4
LOUISIANA	138,900	3.0	1,311,393	-1.4	152,737	-2.8	1,464,130	-1.5
MAINE	43,190	-5.2	391,849	-4.5	46,256	0.1	438,105	-4.0
MARYLAND	144,035	-4.6	1,326,410	-6.5	160,334	0.4	1,486,744	-5.8
MASSACHUSETTS	189,555	-0.5	1,708,707	-5.4	200,397	-2.1	1,909,104	-5.1
MICHIGAN	375,121	-3.8	3,428,681	-2.1	418,132	-1.9	3,846,813	-2.1
MINNESOTA	172,422	-2.1	1,511,367	-5.1	191,913	-1.1	1,703,280	-4.7
MISSISSIPPI	104,498	6.0	891,704	-2.5	100,807	-10.0	992,511	-3.3
MISSOURI	193,639	-23.9	1,948,017	-5.0	247,980	11.4	2,195,997	-3.4
MONTANA	43,559	615.6	332,340	3.3	44,179	10.2	376,519	4.0
NEBRASKA	71,830	-9.2	648,996	-4.4	79,181	-3.8	728,177	-4.4
NEVADA	34,165	-0.1	285,900	-4.6	33,751	-2.1	319,651	-4.3
NEW HAMPSHIRE	31,624	-4.4	292,807	-4.5	36,123	0.9	328,930	-4.0
NEW JERSEY	258,619	-4.0	2,350,614	-4.3	273,083	-11.4	2,623,697	-5.1
NEW MEXICO	53,047	-21.8	500,095	-6.0	60,921	4.0	561,016	-5.0
NEW YORK	558,786	-11.3	4,722,297	1.5	581,078	-3.7	5,303,375	0.9
NORTH CAROLINA	219,186	-8.7	2,091,369	-3.3	244,276	0.5	2,335,645	-3.0
NORTH DAKOTA	42,100	7.7	306,527	-7.4	38,452	1.0	344,979	-6.5
OHIO	412,850	-4.4	3,734,148	-3.9	448,601	-0.6	4,182,749	-3.6
OKLAHOMA	135,401	-2.0	1,247,592	-4.4	141,563	-4.5	1,389,155	-4.4
OREGON	104,772	-3.2	888,487	-6.6	88,785	-17.4	977,272	-7.7
PENNSYLVANIA	409,983	-13.3	3,401,332	-8.9				
RHODE ISLAND	31,965	0.0	279,957	-4.5	30,423	-3.3	310,380	-4.4
SOUTH CAROLINA	116,593	-2.3	1,087,220	-3.4	126,137	-4.7	1,213,357	-3.5
SOUTH DAKOTA	46,254	-3.9	342,983	-4.1	36,367	-11.2	379,350	-4.8
TENNESSEE	200,670	11.8	1,619,434	-2.9	189,857	-9.9	1,809,291	-3.7
TEXAS	574,813	-13.0	5,293,054	-4.0	604,298	-4.9	5,897,352	-4.1
UTAH	53,196	-4.0	460,202	-4.7	54,779	-2.1	514,981	-4.4
VERMONT	19,201	-8.3	175,080	-6.4	22,604	0.5	197,684	-5.6
VIRGINIA	191,399	-6.6	1,811,610	-4.9	218,911	-0.3	2,030,521	-4.4
WASHINGTON	147,090	-1.5	1,245,108	-4.3	149,141	1.8	1,394,249	-3.7
WEST VIRGINIA	61,354	-5.2	570,054	-2.0	70,516	0.3	640,570	-2.3
WISCONSIN	176,845	-1.9	1,603,488	-3.9	185,670	-4.1	1,789,158	-3.9
WYOMING	27,012	-3.3	224,588	-4.4	26,050	-0.9	250,638	-4.0
TOTAL	8,460,897	-6.0	75,919,793	-4.4	8,393,619	-3.5	79,702,208	-3.9
RATE, BBL/DAY	6,715,000		6,621,000		6,875,000		6,670,000	

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

TABLE MF-33G-03-03-75

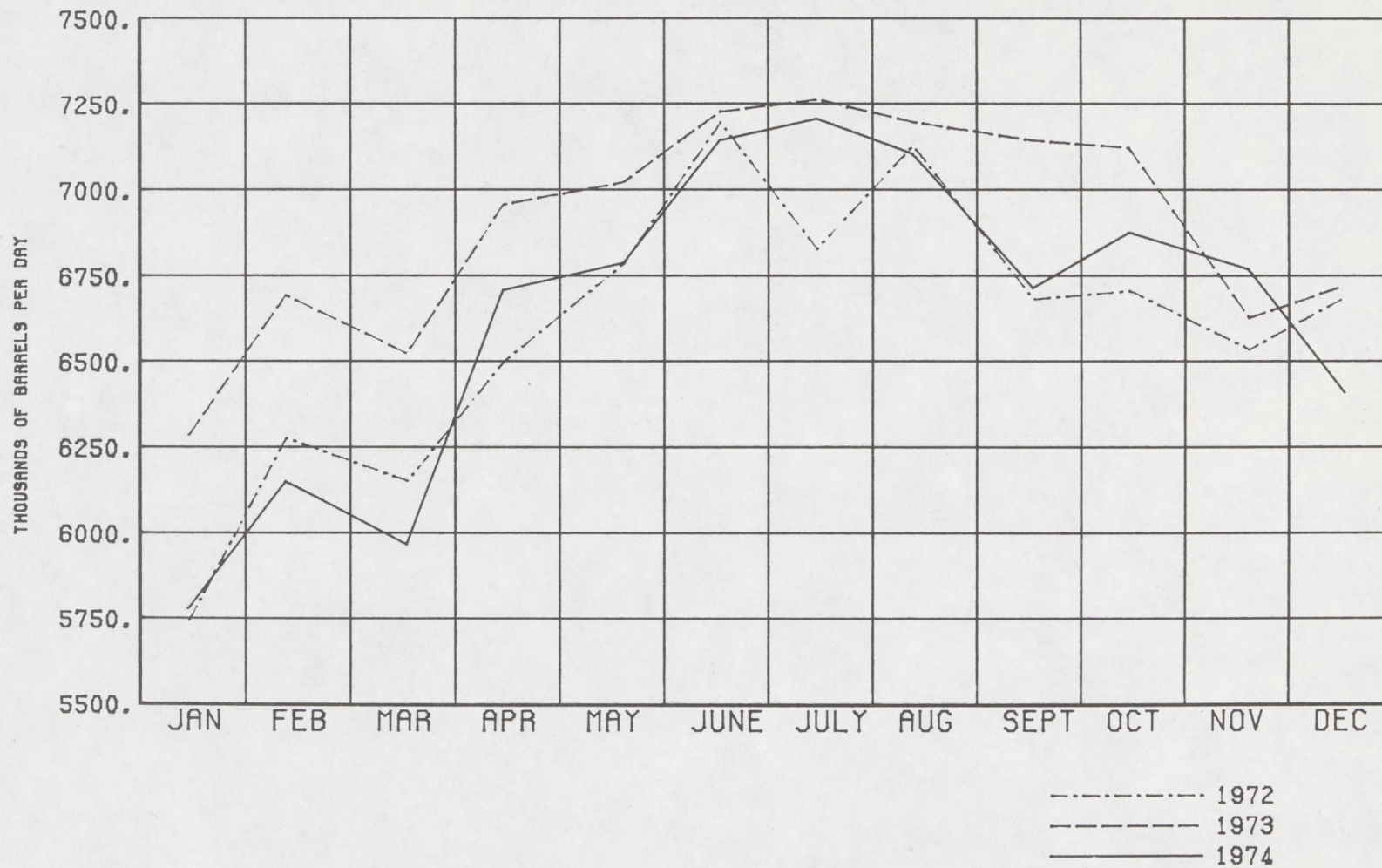
MARCH 3, 1975

STATE	NOV. 74 (45 STATES)		CAL. YR. CUMUL.		DEC. 74 (27 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	148,411	-3.5	1,702,890	-1.7				
ALASKA								
ARIZONA	94,512	-0.2	1,054,788	-4.7	106,125	0.4	1,160,913	-4.2
ARKANSAS	106,815	10.2	1,054,149	-2.7	98,046	5.6	1,152,195	-2.0
CALIFORNIA	798,044	-5.9	9,020,413	-5.3	867,580	6.3	9,887,993	-4.4
COLORADO	103,115	-2.1	1,202,670	-4.4	99,297	-5.2	1,301,967	-4.5
CONNECTICUT								
DELAWARE	24,100	25.4	271,363	-3.0	25,126	-9.8	296,489	-3.6
DIST. OF COL.	20,347	-4.8	219,526	-7.8	20,931	7.3	240,457	-6.6
FLORIDA	338,819	-5.6	3,835,210	-4.9	369,983	6.6	4,205,193	-4.0
GEORGIA	219,898	-4.2	2,505,824	-4.1				
HAWAII	22,327	4.5	251,187	-4.2	26,662	8.0	277,849	-3.2
IDAHO	36,482	0.8	420,217	-6.8	37,568	7.4	457,785	-5.8
ILLINOIS	423,367	-6.5	4,595,209	-5.5	429,542	1.6	5,024,751	-4.9
INDIANA	222,681	122.1	2,508,278	-0.4	230,765	-35.2	2,739,043	-4.7
IOWA								
KANSAS	195,235	106.9	1,245,637	-1.0				
KENTUCKY	136,432	-1.8	1,533,839	-2.3	142,749	5.0	1,676,588	-1.7
LOUISIANA	146,320	-5.9	1,610,450	-1.9	145,893	-1.4	1,756,343	-1.9
MAINE	40,341	-6.4	478,446	-4.2				
MARYLAND	149,781	-3.1	1,636,525	-5.6				
MASSACHUSETTS	187,569	-4.4	2,096,673	-5.0	200,248	9.8	2,296,921	-3.9
MICHIGAN	370,769	-4.2	4,217,582	-2.3				
MINNESOTA	163,293	-10.2	1,866,573	-5.2	167,512	1.4	2,034,085	-4.7
MISSISSIPPI	100,588	-2.3	1,093,099	-3.2	102,274	1.1	1,195,373	-2.9
MISSOURI	210,987	-11.3	2,406,984	-4.1	221,614	-4.2	2,628,598	-4.1
MONTANA	27,552	-31.7	404,071	0.5				
NEBRASKA	65,304	-4.3	793,481	-4.4	74,815	-7.9	868,296	-4.7
NEVADA	31,198	0.4	350,849	-3.9				
NEW HAMPSHIRE	30,516	-4.3	359,446	-4.0	31,113	5.7	390,559	-3.3
NEW JERSEY	271,462	13.4	2,895,159	-3.6				
NEW MEXICO	63,837	14.7	624,853	-3.3	58,679	5.2	683,532	-2.6
NEW YORK	503,390	35.5	5,806,765	3.2	545,954	-21.2	6,352,719	0.5
NORTH CAROLINA	231,117	1.7	2,566,762	-2.6				
NORTH DAKOTA	32,169	-11.9	377,148	-7.0				
OHIO	405,897	-6.7	4,588,646	-3.9	417,451	0.0	5,006,097	-3.6
OKLAHOMA								
OREGON	112,016	16.5	1,089,288	-5.7				
PENNSYLVANIA								
RHODE ISLAND	32,382	25.7	342,762	-2.2	28,978	-6.2	371,740	-2.5
SOUTH CAROLINA	117,779	-1.1	1,331,136	-3.3				
SOUTH DAKOTA	50,392	27.8	429,742	-1.9	26,702	-34.5	456,444	-4.7
TENNESSEE	195,694	-1.0	2,004,985	-3.4				
TEXAS	577,755	-5.5	6,475,107	-4.2				
UTAH	49,480	-4.3	564,461	-4.4				
VERMONT	18,483	-6.2	216,167	-5.7				
VIRGINIA	199,764	-4.0	2,230,285	-4.4	211,158	10.8	2,441,443	-3.2
WASHINGTON	132,749	-4.0	1,526,998	-3.7	139,946	12.0	1,666,944	-2.6
WEST VIRGINIA								
WISCONSIN	179,849	15.5	1,969,007	-2.4	176,537	-8.9	2,145,544	-3.0
WYOMING	21,731	-4.6	272,369	-4.1				
TOTAL	7,610,755	2.1	84,047,019	-3.5	5,003,248	-3.3	58,715,861	-3.4
RATE, BBL/DAY	6,768,000		6,677,000		6,498,000		6,663,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

# NATIONAL SALES OF MOTOR GASOLINE

## DAILY AVERAGE BY MONTH





# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Friday, March 21, 1975

FHWA 25-75  
(202) 426-0677

The U.S. Department of Transportation today announced that over \$2.478 billion in Federal and State funds was obligated through December 31 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.375 billion. Development highways and access roads completed or under construction in the region totaled 1,875 miles as of the end of December, an increase of 31 miles since September 30. Engineering and right-of-way acquisition were underway on an additional 415 miles; design had been approved or hearings held on 69 miles, while locations had been approved and design underway on 280 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

and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

The traditional partnership arrangement between the Federal Highway Administration and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway and Transportation Officials, and approved by the Federal Highway Administration.

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

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

As of December 31, 1974

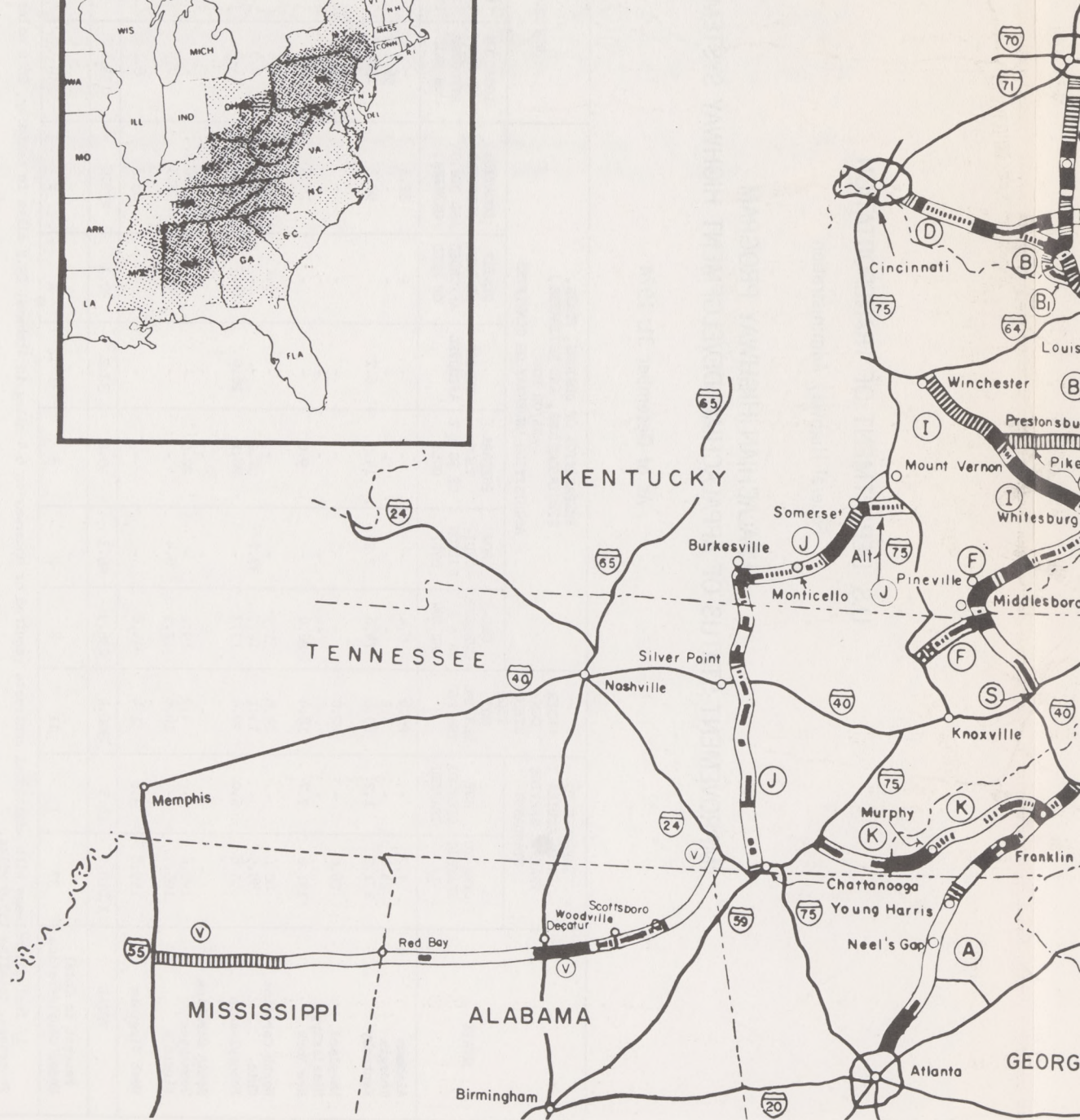
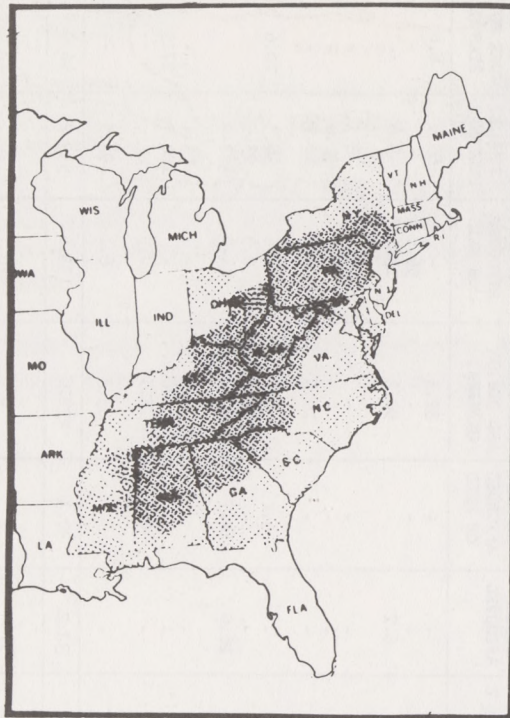
TABLE 1

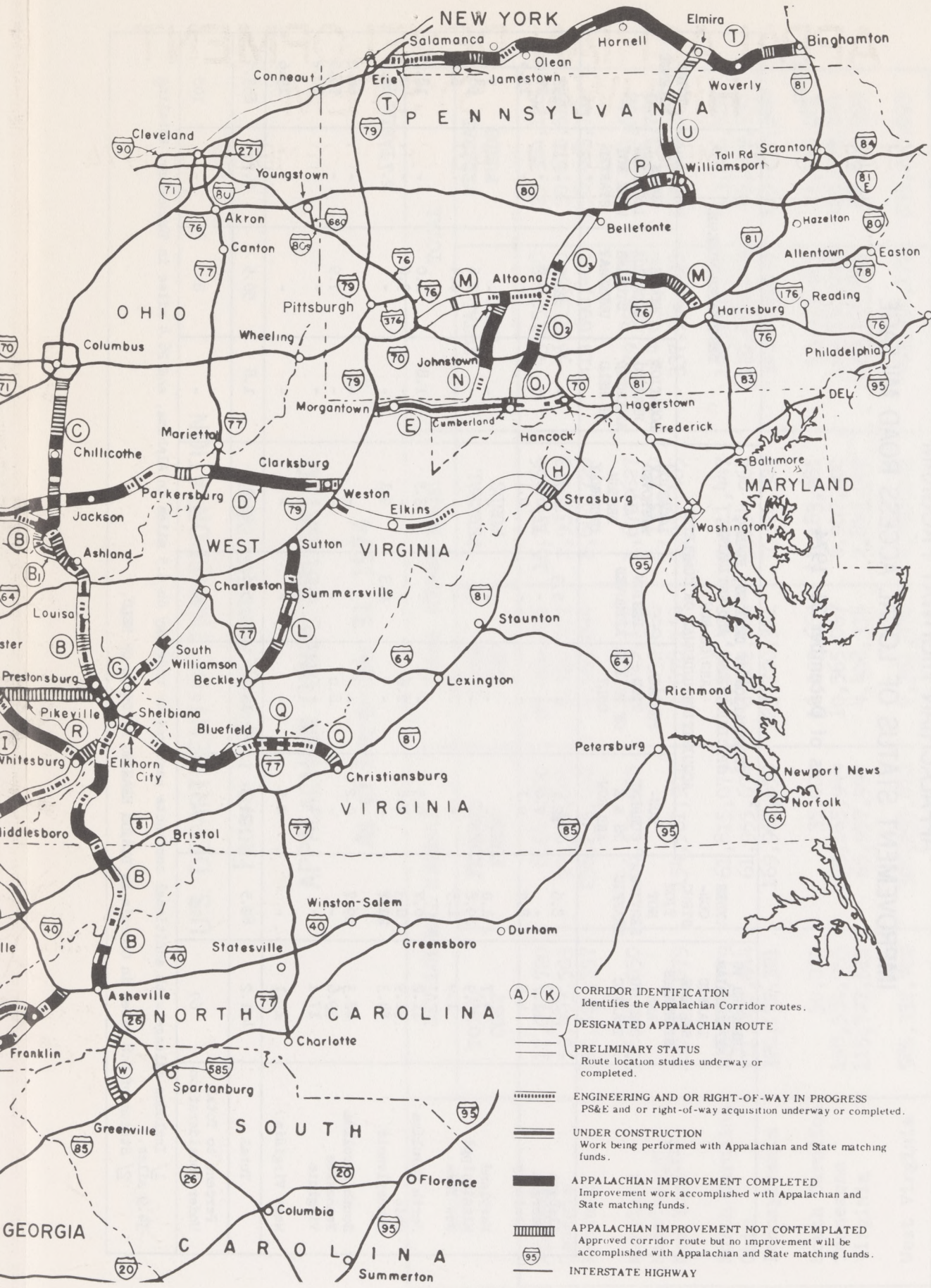
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <sup>1/</sup>	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	-	20.4	8.4	-	-	-	-	32.3	-	66.5	8.8	144.1	156.6
Georgia	24.0	-	5.2	-	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	171.2	1.2	85.6	74.6	2.2	14.9	6.2	-	50.3	13.1	3.6	-	422.9	586.8
Maryland	26.0	-	22.0	-	-	-	-	-	-	20.7	6.3	-	75.0	78.0
Mississippi	-	-	-	-	-	-	-	-	-	-	31.0	-	31.0	73.0
New York	131.0	7.7	18.4	26.0	-	9.0	-	-	10.5	4.8	10.9	-	218.3	254.3
North Carolina	80.6	-	24.8	31.5	-	-	-	6.1	7.4	1.5	34.3	10.6	196.8	206.5
Ohio	85.5	-	14.1	12.7	37.7	21.2	-	-	6.5	0.3	23.3	-	201.3	293.9
Pennsylvania	95.8	6.0	40.8	17.3	-	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	128.6	-	4.9	19.1	-	22.0	-	-	27.6	-	100.7	27.5	330.4	340.9
Virginia	106.5	-	18.8	12.5	6.4	-	-	9.5	3.5	18.9	-	-	176.1	200.9
West Virginia	159.8	3.6	51.4	34.8	-	-	-	-	63.3	6.1	94.5	-	413.5	426.4
TOTAL	1,016.7	18.5	306.4	236.9	46.3	95.2	32.2	30.3	258.6	133.5	539.2	46.9	2,760.7	3,234.0
Percent to Total Under Consideration	37	1	11	8	2	3	1	1	9	5	20	2	100	

<sup>1/</sup> Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 26.0 miles in Maryland, 93.4 miles in Tennessee, totaling 155.0 miles.  
<sup>2/</sup> From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 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 December 31, 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	12.1	-	5-3	8.7	-	22.6	-	193.3
Georgia	11.7	-	7.0	-	-	<u>2/</u> 0.8	-	8.0	-	27.5
Kentucky	4.5	8.7	0.1	-	-	0.1	-	-	-	13.4
Maryland	4.7	1.0	-	-	-	-	-	-	-	5.7
Mississippi	70.9	19.8	-	-	-	-	-	7.6	-	98.3
New York	1.9	1.5	-	2.5	-	-	-	0.4	-	6.3
North Carolina	11.2	0.7	0.5	-	-	3.5	1.8	1.0	-	18.7
Ohio	31.9	0.3	2.8	2.6	-	-	-	3.0	-	40.6
Pennsylvania	54.3	22.2	-	-	0.3	9.1	-	-	2.7	88.6
South Carolina	48.3	19.7	0.2	-	-	-	-	-	-	68.2
Tennessee	39.6	-	-	8.0	-	-	-	7.9	-	55.5
Virginia	17.1	-	1.1	-	-	-	-	-	-	18.2
West Virginia	19.1	-	0.5	-	-	-	-	-	-	19.6
Total	451.2	82.5	24.3	13.1	5.6	22.2	1.8	50.5	2.7	653.9
Percent to Total Under Consideration	69	13	4	2	1	3	-	8	-	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, and 26.4 miles in Tennessee, totaling 34.9 miles.  
2/ Status of 0.8 miles in Georgia is DESIGN HEARING AFFORDED OR HELD.

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED

As of December 31, 1974

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	17,092,720	8,649,560	26,060,238	16,734,566	43,152,958	25,384,126
Georgia	50,493,503	27,737,000	5,720,077	2,933,613	56,213,580	30,670,613
Kentucky	410,521,357	256,235,041	4,169,044	2,688,720	414,690,401	258,923,761
Maryland	126,864,050	66,136,035	3,029,114	1,672,627	129,893,164	67,808,662
Mississippi	-	-	14,032,666	8,733,780	14,032,666	8,733,780
New York	335,882,079	154,561,901	1,678,154	1,057,405	337,560,233	155,619,306
North Carolina	116,566,779	61,815,079	3,576,402	2,011,447	120,143,181	63,826,526
Ohio	111,802,644	61,955,674	8,682,504	3,154,264	120,485,148	65,109,938
Pennsylvania	320,172,321	169,961,659	23,320,321	9,326,329	343,492,642	179,287,988
South Carolina	50,000	35,000	16,023,669	11,183,281	16,073,669	11,218,281
Tennessee	158,584,955	99,165,944	10,565,067	6,907,900	169,150,022	106,073,844
Virginia	115,727,511	65,957,997	4,408,334	2,843,002	120,135,845	68,800,999
West Virginia	585,332,702	328,297,012	7,761,470	4,998,081	593,094,172	333,295,093
TOTAL	2,349,090,621	1,300,507,902	129,027,060	74,245,015	2,478,117,681	1,374,752,917



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
April 2, 1975

FHWA 27-75  
(202) 426-0677

In an innovative and precedent-setting session the Department of Transportation's Federal Highway Administration (FHWA) recently made available to interested industry representatives the benefits of its research and development efforts on a portable inspection device for use on steel bridges.

Conducted under the title, "Industry Disclosure Seminar," the meeting was held at the FHWA headquarters office in Washington, D.C., and is a part of the FHWA's ongoing "technology transfer" program. This program is designed to assure that information gathered through the agency's research and development program is made available to the private and public sectors.

Through the dissemination of such information, FHWA hopes to make the results of its R&D programs more readily available for the benefit of the public as well as to encourage additional research by private sector researchers for advancing the state-of-the-art or achieving technological improvements.

The new bridge inspection device consists of two separate self-contained portable instruments known as the Acoustic Crack Detector (ACD) and Magnetic Crack Definer (MCD) and was developed by the Southwest Research Institute of San Antonio, Texas under an FHWA contract. The instrument, designed to detect and determine the location, size, and characteristics of cracks in the structural members of steel bridges, is currently undergoing field testing by nine State highway agencies.

According to Federal Highway Administrator Norbert T. Tiemann, "This new device will be of substantial value in the inspection of more than 300,000 steel bridges currently in use in the United States."

"Results of the initial field tests," said Administrator Tiemann, "indicate that the instruments show promise in providing to those governmental units having jurisdiction over steel bridges an effective and efficient evaluation technique. We are pleased that through the means of this Industry Disclosure Seminar the benefits of publicly financed research and development efforts may be more readily made available for the benefit of the Nation's motoring public."

Information on the bridge inspection instrumentation and the FHWA technology transfer program may be obtained by contacting the FHWA's Office of Research and Development, Implementation Division (HDV-20), Washington, D.C. 20590, Telephone (202) 426-9230.

# # # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
April 3, 1975

FHWA 28-75  
(202) 426-0677

Problems relating to the availability and priority uses of petroleum-based products have made the need for developing petroleum-substitute materials more critical than ever before. For the Nation's motorists, these problems are of particular significance because the petroleum-based product known as asphalt is the primary binding ingredient used in the construction and maintenance of America's modern, safe and energy-efficient highway transportation system.

Anticipating the probable need for an asphalt substitute, the U.S. Department of Transportation's Federal Highway Administration recently initiated a research project designed to develop alternate binder products for the flexible pavement materials which are used to construct and maintain most of the Nation's roads.

The new project will begin with a study of the problems and potential in substituting sulfur for a portion of the asphalt in asphaltic concrete mixtures. Although this is not an entirely new process, such efforts in the past have generally concentrated on adding sulfur to asphaltic concrete mixes as a method to correct poor aggregates rather than as a means to reduce asphalt content.

The initial study will also explore methods to disperse the sulfur in the asphalt and to determine its effect upon the long-term durability of the paving mixture.

Selection of sulfur for this first effort was made because of the rather plentiful natural occurrence of sulfur and its even greater future abundance as a result of current programs to reduce air pollution. Additional efforts will be made to study such materials as wood resins for asphalt substitutes.

According to Federal Highway Administrator Norbert T. Tiemann, "the development of adequate substitutes for asphalt has the potential for substantial savings of valuable petroleum supplies as well as creating a beneficial means of utilizing waste products that up to now were environmentally harmful. We estimate" said Administrator Tiemann,

"that an annual savings of 10 to 26 million barrels of petroleum could be achieved through the substitution of sulfur products for asphalt in road construction projects."

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
April 4, 1975

FHWA 29-75  
(202) 426-0677

The Department of Transportation's Federal Highway Administration today announced that a revised issue of the Federal Motor Carrier Safety Regulations, containing amendments through October 1, 1974, is now available.

The purpose of the new publication, released by FHWA's Bureau of Motor Carrier Safety, is to provide motor carriers operating in interstate or foreign commerce applicable Federal Motor Carrier safety regulations in one publication.

Included are sections on:

- Qualification of drivers
- Driving of motor vehicles
- Parts and accessories necessary for safe operation
- Hours of service of drivers
- Inspection and maintenance
- Driving and parking rules when transporting hazardous materials

BMCS Director Robert A. Kaye said, "Under the Bureau's policy, the Federal Motor Carrier Safety Regulations are published annually, including amendments as of October 1 of each year."

The revised edition retains the previous looseleaf format which features three-holed punched paper capable of placement in a 96x loose-leaf binder. This will allow for page-by-page replacement or insert as regulations are revised or new regulations are issued.

Copies of the new edition at \$1.55 each may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. (Stock Number 050-004-00011).

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY  
April 5, 1975

FHWA 31-75  
(202) 426-0677

About one-third of the tenants displaced by Federal-aid highway construction are becoming homeowners thanks to the relocation benefits available through the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Federal Highway Administrator Norbert T. Tiemann reported today.

With that announcement, the Department of Transportation's Federal Highway Administration (FHWA) released statistical data on its relocation assistance program. The statistics relate to the number of people, businesses, farms, and nonprofit organizations relocated and the benefits paid under the provisions of the Act. The relocation and benefits reports released cover the Fiscal Years 1973 and 1974.

Administrator Tiemann said, "Of 5,819 tenants displaced in Fiscal Year 1973, approximately 35 percent became homeowners while in Fiscal Year 1974 approximately 28 percent of the 5,690 tenants displaced became homeowners." This was made possible through the downpayment provisions of Section 204 of the Uniform Act.

The Uniform Act provides that an owner or tenant occupant of residential property, including mobile homes, displaced by a Federal-aid highway will be relocated into a "comparable" replacement dwelling. It is the policy of the Federal Government that the displaced persons shall receive fair and humane treatment, and shall not suffer unnecessarily as a result of programs designed for the benefit of the public as a whole such as the building of highways. "Comparable" housing is a replacement dwelling which is decent, safe, and sanitary, functionally equivalent and substantially the same as the original dwelling acquired, regarding the number of rooms, area of living space, and construction.

During Fiscal Year 1973, a total of 29,260 persons, 238 farms, 2,694 businesses, and 67 nonprofit organizations were displaced. The total of all relocation payments for the year was \$43,773,000. The total expenditure was broken down as follows: 37 percent for owner replacement housing, 19 percent for tenant replacement housing, 26 percent for moving payments, and 18 percent for services. In addition to relocation payments, owners also receive payments for their property based on fair market value. Of the total number of persons displaced, 24 percent were of a minority composition.

For Fiscal Year 1974, a total of 24,684 persons, 208 farms, 2,625 businesses and 109 nonprofit organizations were displaced. The total of all relocation payments for the year was \$47,544,880. The total expenditure was broken down as follows: 38 percent for owner replacement housing, 21 percent for tenant replacement housing, 24 percent for moving payments, and 17 percent for services. Of the total number of persons displaced, 24 percent were of a minority composition.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
April 15, 1975

FHWA 33-75  
(202) 426-0677

Preliminary gasoline consumption figures for January 1975 show that motor-gasoline sales increased for the month, according to a summary prepared by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Based on reports from 33 States, gasoline sales for January 1975 showed a 9.0 percent increase from sales reported for January 1974, and a 0.3 percent increase over January 1973, compared to an increase of 2.3 percent in November 1974 and a 0.3 percent increase in December 1974. Thirty-two States showed increases for January 1975, while one State reported a decrease in its sales from the same period a year ago.

Cumulative calendar year figures for 1974, that include data for 48 States, show a 3.2 percent decrease from 1973. During 1974, gasoline sales declined by 224,000 barrels per day from the same period a year ago.

Although, as noted below, these motor-gasoline consumption data and FHWA's monthly "Traffic Volume Trends" report represent somewhat different points of view, the 1973-1974 year-end percent reduction of -3.2 percent for wholesale gasoline sales exceeds the -2.6 percent full-year change shown in the latest traffic report. Assuming that these one-year percent changes are confirmed by more complete information, the relatively greater decline for gasoline consumption is at least partly attributable to lower driving speeds and other fuel conservation efforts.

Following is a 4-year comparison of the indicated national barrels-per-day rate for the 3 most recent months:

	<u>November</u>	<u>December</u>	<u>January</u>
1974 Data based on .....	50 States	48 States	All States
1975 Data based on .....	-	-	33 States
U.S. Barrels-per-day rate:			
1972 (All States) .....	6,535,000	6,687,000	5,743,000
1973 (All States) .....	6,628,000	6,721,000	6,283,000
1974 .....	6,781,000	6,741,000	5,787,000
1975 .....	-	-	6,309,000
1974 Change from:			
1972 .....	+246,000	+54,000	+44,000
1973 .....	+153,000	+20,000	-496,000
1975 Change from:			
1972 .....	-	-	+566,000
1973 .....	-	-	+26,000
1974 .....	-	-	+522,000

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).

The FHWA issues each month a cumulated tabulation of gross gallons of motor-gasoline sales reported in each State during the 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 those 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 October through December 1974 and January 1975 monthly motor-gasoline data by States and a graph of the monthly national barrels-per-day rates are attached.

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

TABLE MF-33G-04-01-75

APRIL 1, 1975

STATE	OCT. 74 (ALL STATES)		CAL. YR. CUMUL.		NOV. 74 (50 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	162,602	-0.6	1,554,479	-1.6	148,411	-3.5	1,702,890	-1.7
ALASKA	14,502	-1.4	135,802	9.7	13,705	4.7	149,507	9.2
ARIZONA	97,448	1.2	959,337	-5.2	94,307	-0.5	1,053,644	-4.8
ARKANSAS	89,758	-14.2	947,334	-3.9	106,815	10.2	1,054,149	-2.7
CALIFORNIA	862,953	-2.4	8,222,369	-5.2	798,044	-5.9	9,020,413	-5.3
COLORADO	116,239	-4.1	1,099,555	-4.6	103,115	-2.1	1,202,670	-4.4
CONNECTICUT	117,698	-0.5	1,101,899	-3.9	110,553	-0.6	1,212,452	-3.6
DELAWARE	25,267	-4.0	247,257	-5.1	24,106	25.4	271,363	-3.0
DIST. OF COL.	21,200	-1.1	199,179	-8.1	20,347	-4.8	219,526	-7.8
FLORIDA	350,613	-2.8	3,496,391	-4.8	338,819	-5.6	3,835,210	-4.9
GEORGIA	238,267	-3.3	2,285,926	-4.1	219,898	-4.2	2,505,824	-4.1
HAWAII	23,323	-5.9	228,860	-5.0	22,327	4.5	251,187	-4.2
IDAHO	50,559	11.0	383,735	-7.5	36,482	0.8	420,217	-6.8
ILLINOIS	454,056	-5.3	4,171,842	-5.4	423,367	-6.5	4,595,209	-5.5
INDIANA	246,687	-2.9	2,285,597	-5.5	222,681	122.1	2,508,278	-0.4
IOWA	159,155	-4.3	1,369,007	-10.8	140,896	-8.1	1,509,903	-10.5
KANSAS	69,789	-43.8	1,050,402	-9.7	195,235	106.9	1,245,637	-1.0
KENTUCKY	149,652	1.3	1,397,407	-2.4	136,432	-1.8	1,533,839	-2.3
LOUISIANA	152,737	-2.8	1,464,130	-1.5	146,320	-5.9	1,610,450	-1.9
MAINE	46,256	0.1	438,105	-4.0	40,341	-6.4	478,446	-4.2
MARYLAND	160,334	0.4	1,486,744	-5.8	149,781	-3.1	1,636,525	-5.6
MASSACHUSETTS	200,257	-2.1	1,909,104	-5.1	187,569	-4.4	2,096,673	-5.0
MICHIGAN	418,132	-1.9	3,824,596	-2.7	370,769	-4.2	4,195,365	-2.8
MINNESOTA	191,913	-1.1	1,703,280	-4.7	163,293	-10.2	1,866,573	-5.2
MISSISSIPPI	100,807	-10.0	992,511	-3.3	100,588	-2.3	1,093,099	-3.2
MISSOURI	247,980	11.4	2,195,997	-3.4	210,967	-11.3	2,406,984	-4.1
MONTANA	44,179	10.2	376,519	4.0	27,552	-31.7	404,071	0.5
NEBRASKA	79,181	-3.8	728,177	-4.4	65,304	-4.3	793,481	-4.4
NEVADA	33,751	-2.1	319,651	-4.3	31,198	0.4	350,849	-3.9
NEW HAMPSHIRE	36,123	0.9	323,930	-4.0	30,516	-4.3	359,446	-4.0
NEW JERSEY	273,083	-11.4	2,623,697	-5.1	271,462	13.4	2,895,159	-3.6
NEW MEXICO	60,921	4.0	561,016	-5.0	63,837	14.7	624,853	-3.3
NEW YORK	581,078	-3.7	5,303,375	0.9	503,390	35.5	5,806,765	3.2
NORTH CAROLINA	244,276	0.5	2,335,645	-3.0	231,117	1.7	2,566,762	-2.6
NORTH DAKOTA	38,452	1.0	344,916	-6.5	32,169	-11.9	377,085	-7.0
OHIO	448,601	-0.6	4,182,745	-3.6	405,897	-6.7	4,588,646	-3.9
OKLAHOMA	141,563	-4.5	1,389,155	-4.4	135,304	-7.5	1,524,459	-4.7
OREGON	88,765	-17.4	977,272	-7.7	112,016	16.5	1,089,268	-5.7
PENNSYLVANIA	426,624	3.6	3,827,956	-7.6	466,965	14.1	4,294,921	-5.7
RHODE ISLAND	30,423	-3.3	310,380	-4.4	32,382	25.7	342,762	-2.2
SOUTH CAROLINA	126,137	-4.7	1,213,357	-3.5	117,779	-1.1	1,331,136	-3.3
SOUTH DAKOTA	36,367	-11.2	379,350	-4.8	50,392	27.8	429,742	-1.9
TENNESSEE	189,857	-9.9	1,809,291	-3.7	195,694	-1.0	2,004,985	-3.4
TEXAS	604,298	-4.9	5,897,352	-4.1	577,755	-5.5	6,475,107	-4.2
UTAH	54,779	-2.1	514,981	-4.4	49,480	-4.3	564,461	-4.4
VERMONT	22,604	0.5	197,684	-5.6	18,483	-6.2	216,167	-5.7
VIRGINIA	218,911	-0.3	2,030,521	-4.4	199,764	-4.0	2,230,285	-4.4
WASHINGTON	149,141	1.8	1,394,249	-3.7	132,749	-4.0	1,526,998	-3.7
WEST VIRGINIA	70,516	0.3	640,570	-2.3				
WISCONSIN	185,670	-4.1	1,789,158	-3.9	179,849	15.5	1,969,007	-2.4
WYOMING	26,050	-0.9	250,638	-4.0	21,731	-4.6	272,369	-4.1
TOTAL	8,980,373	-3.1	84,677,434	-4.3	8,477,973	2.3	92,714,837	-3.7
RATE, BBL/DAY	6,897,000		6,646,000		6,781,000		6,659,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

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

TABLE MF-33G-04-02-75

APRIL 2, 1975

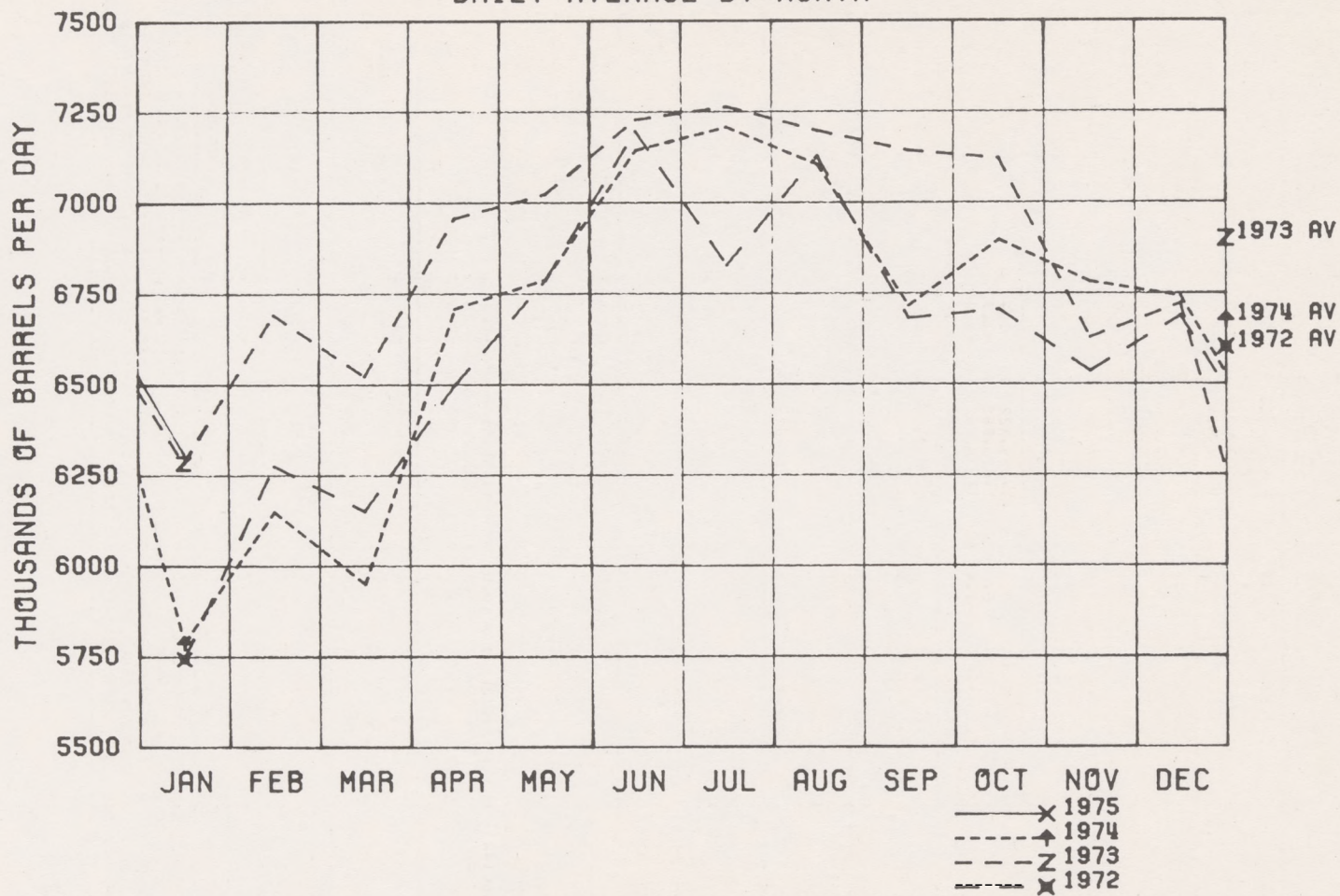
STATE	DEC. 74 (48 STATES)		CAL. YR. CUMUL.		JAN. 75 (33 STATES)		CAL. YR. CUMUL.	
	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE	AMOUNT 1,000 GAL.	PERCENT CHANGE
ALABAMA	159,769	3.4	1,862,659	-1.3	152,466	8.6	152,466	8.6
ALASKA	13,563	9.9	163,070	9.3				
ARIZONA	105,667	-0.0	1,159,311	-4.4	110,779	39.5	110,779	39.5
ARKANSAS	98,046	5.6	1,152,195	-2.0	93,434	19.5	93,434	19.5
CALIFORNIA	867,580	6.3	9,887,993	-4.4				
COLORADO	59,297	-5.2	1,301,967	-4.5	110,670	18.6	110,670	18.6
CONNECTICUT	114,856	10.1	1,327,308	-2.5	109,545	8.1	109,545	8.1
DELAWARE	25,126	-9.8	296,489	-3.6	23,926	18.8	23,926	18.8
DIST. OF COL.	20,931	7.3	240,457	-6.6	20,605	6.5	20,605	6.5
FLORIDA	369,983	6.6	4,205,193	-4.0	373,313	10.0	373,313	10.0
GEORGIA	233,815	4.1	2,739,639	-3.5	223,039	7.9	223,039	7.9
HAWAII	26,662	8.0	277,849	-3.2	23,207	9.8	23,207	9.8
IDAHO	37,568	7.4	457,785	-5.8	32,985	167.0	32,985	167.0
ILLINOIS	425,542	1.6	5,024,751	-4.9				
INDIANA	230,765	-35.2	2,739,043	-4.7	213,960	2.0	213,960	2.0
IOWA								
KANSAS	83,485	-29.2	1,329,122	-3.4				
KENTUCKY	142,749	5.0	1,676,588	-1.7				
LOUISIANA	145,893	-1.4	1,756,343	-1.9	144,702	9.8	144,702	9.8
MAINE	41,605	9.2	520,051	-3.3	39,456	10.9	39,456	10.9
MARYLAND	152,915	8.9	1,789,440	-4.5	146,004	8.4	146,004	8.4
MASSACHUSETTS	200,248	9.8	2,296,921	-3.9				
MICHIGAN	369,767	-4.1	4,565,132	-2.9	356,923	1.7	356,923	1.7
MINNESOTA	167,512	1.4	2,034,085	-4.7	155,170	0.3	155,170	0.3
MISSISSIPPI	102,274	1.1	1,195,373	-2.9	93,805	8.6	93,805	8.6
MISSOURI	221,614	-4.2	2,628,598	-4.1	206,705	3.9	206,705	3.9
MONTANA	43,948	-37.3	448,019	-5.1	35,494	63.9	35,494	63.9
NEBRASKA	74,815	-7.9	868,296	-4.7	67,736	17.5	67,736	17.5
NEVADA	31,761	14.5	382,610	-2.6				
NEW HAMPSHIRE	31,113	5.7	390,559	-3.3	30,406	10.4	30,406	10.4
NEW JERSEY	279,539	6.2	3,174,698	-2.8				
NEW MEXICO	58,679	5.2	683,532	-2.6	56,840	12.3	56,840	12.3
NEW YORK	545,954	-21.2	6,352,719	0.5	500,756	9.4	500,756	9.4
NORTH CAROLINA	253,524	11.4	2,820,286	-1.4				
NORTH DAKOTA	34,243	8.6	411,328	-5.9				
OHIO	417,451	0.0	5,006,097	-3.6	410,957	4.8	410,957	4.8
OKLAHOMA								
OREGON	98,383	10.7	1,187,671	-4.5	89,972	10.5	89,972	10.5
PENNSYLVANIA	518,957	34.9	4,813,878	-2.5				
RHODE ISLAND	28,978	-6.2	371,740	-2.5	30,378	4.0	30,378	4.0
SOUTH CAROLINA	125,522	10.0	1,456,658	-2.3				
SOUTH DAKOTA	26,702	-34.5	456,444	-4.7	34,909	-7.0	34,909	-7.0
TENNESSEE	176,577	-4.3	2,181,562	-3.5				
TEXAS	624,173	4.5	7,099,280	-3.5	576,157	7.8	576,157	7.8
UTAH	51,958	8.2	616,419	-3.4				
VERMONT	19,158	9.9	235,325	-4.6	18,848	10.3	18,848	10.3
VIRGINIA	211,158	10.8	2,441,443	-3.2	212,243	18.5	212,243	18.5
WASHINGTON	139,946	12.0	1,666,944	-2.6	129,953	9.9	129,953	9.9
WEST VIRGINIA								
WISCONSIN	176,537	-8.9	2,145,544	-3.0	167,200	4.4	167,200	4.4
WYOMING	22,091	10.7	294,460	-3.1				
TOTAL	8,452,399	0.3	98,132,874	-3.2	4,992,543	9.0	4,992,543	9.0
RATE, BBL/DAY	6,741,000		6,675,000		6,309,000		6,309,000	

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 GALLONS 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, HIGHWAY STATISTICS DIVISION, FEDERAL HIGHWAY ADMINISTRATION, 202-426-0187.

# NATIONAL SALES OF MOTOR GASOLINE

JANUARY 1975

## DAILY AVERAGE BY MONTH





# DEPARTMENT OF TRANSPORTATION

# NEWS

TAD-493

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
April 17, 1975

FHWA 34-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced that some 321,000 billboards have been removed from the Nation's highways in the last 3 years under the Federal Highway Administration's Outdoor Advertising Removal Program.

Federal Highway Administrator Norbert T. Tiemann, in announcing the new totals, commented that, "This total signifies outstanding progress in the program's 3 years of operation. In that period the states have obligated 99 percent of the nearly \$100 million that the Highway Administration has released to them for control of billboards."

Actual expenditures to date include \$42 million that has been paid to the owners of the outdoor advertising as compensation for removing their signs.

Provisions of the Highway Beautification Act of 1965 prohibited billboards within 660 feet of the rights-of-way of Federal-aid Interstate and Primary highways outside commercial and industrial areas.

The Federal-aid Highway Amendments of 1974, signed into law by President Ford on January 4, 1975, extends federal control over outdoor advertising by prohibiting those signs, displays and devices "erected beyond 660 feet from the right-of-way, located outside of urban areas, of such size as to be visible" and "erected with the purpose of their message being read from such main traveled way." The Act provides for just compensation for the removal of the advertising lawfully erected under State law.

In addition, the Federal Highway Amendments of 1974 authorizes \$50 million in appropriations for further funding in Fiscal Year 1975 for removal of outdoor advertising by the States.

Illinois leads the States in the number of billboards removed, as of December 31, 1974, with 22,694, followed by Missouri, 19,999; South Dakota, 17,863; Kentucky, 16,713; Texas, 15,619; Michigan, 15,386; Iowa, 14,484; New Jersey, 14,469; Nebraska, 14,216; Pennsylvania, 13,933; and Colorado, 13,914.

Nationwide Summary Report

Outdoor Advertising Removals under the Highway Beautification Act of 1965, and the Funds Obligated and Expended for the Removal of the Signs

STATE	Total Signs Removed for 3Yr. Period	Signs Removed During last Quarter 1974	Obligated Funds \$ for 3 Yr. Period	Expended Funds \$ for 3 Yr. Period
ALABAMA	2,544	323	639,450	313,884
ALASKA	4,111	205	18,750	--
ARIZONA	2,793	437	2,612,750	443,407
ARKANSAS	264	11	1,054,654	142,172
CALIFORNIA	2,165	179	3,287,500	1,541,342
COLORADO	13,914	175	2,000,000	1,588,400
CONNECTICUT	5,022	4,506	133,950	55,940
DELAWARE	2,163	143	650,000	27,306
FLORIDA	2,255	337	4,727,571	3,595,951
GEORGIA	11,090	487	2,236,898	185,942
HAWAII **	8	0	--	--
IDAHO	5,573	488	4,068,326	738,095
ILLINOIS	22,694	988	4,361,847	2,188,791
INDIANA	1,205	115	2,450,894	431,665
IOWA	14,484	91	873,889	372,280
KANSAS	4,335	94	1,512,714	736,294
KENTUCKY	16,713	1,063	3,400,148	2,204,923
LOUISIANA	808	25	5,250	4,500
MAINE	2,408	221	1,233,337	469,471
MARYLAND	4,984	467	1,526,626	211,633
MASSACHUSETTS	6,633	793	172,500	116,009
MICHIGAN	15,386	1,195	7,519,951	3,177,144
MINNESOTA	5,464	453	2,756,250	802,463
MISSISSIPPI	5,067	322	468,777	28,841
MISSOURI	19,999	2,939	84,391	84,391
MONTANA	9,798	239	1,225,934	1,004,359
NEBRASKA	14,216	1,307	914,999	408,528
NEVADA	1,288	219	1,391,625	392,269
NEW HAMPSHIRE	1,359	44	409,650	126,669
NEW JERSEY	14,469	1,861	150,000	30,000
NEW MEXICO	1,806	143	1,458,924	166,270
NEW YORK	1,625	458	1,466,250	761,254
NORTH CAROLINA	8,089	38	502,250	2,210
NORTH DAKOTA	1,974	65	814,424	11,277
OHIO	5,282	190	1,853,250	572,805
OKLAHOMA	562	28	1,166,700	447,024
OREGON	2,920	270	4,933,350	2,647,102
PENNSYLVANIA	13,933	448	2,166,500	1,090,931
RHODE ISLAND	465	59	101,662	9,319
SOUTH CAROLINA	4,875	394	2,101,484	125,321
SOUTH DAKOTA	17,863	481	789,049	102,922
TENNESSEE	1,512	56	628,700	92,465
TEXAS	15,619	2,128	5,549,996	2,153,155
UTAH	7,976	95	3,422,297	705,390
VERMONT	2,740	3	464,187	12,654
VIRGINIA	1,118	66	1,810,148	232,313
WASHINGTON	7,106	660	5,232,750	1,558,777
WEST VIRGINIA	2,243	251	782,374	168,808
WISCONSIN	5,240	1,159	2,418,780	905,211
WYOMING	3,951	94	229,170	186,975
DIST. OF COL. **	1	--	18,165	--
PUERTO RICO	1,406	55	26,150	--
TOTAL	321,518	26,868	89,885,230	32,882,902

FOOTNOTES

\*9,169,923 \*9,169,923  
99,055,153 42,052,825

\* Twenty-five states are entitled to bonus payments under legislation enacted prior to 1965.

\*\*Hawaii and the District of Columbia had earlier legislation prohibiting outdoor advertising.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
April 17, 1975

FHWA 34-75  
(202) 426-0677

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<b>TOTAL</b>	<b>321,518</b>	<b>26,868</b>	<b>89,885,230</b>	<b>32,882,902</b>

FOOTNOTES

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99,055,153      42,052,825

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DEPARTMENT OF  
TRANSPORTATION

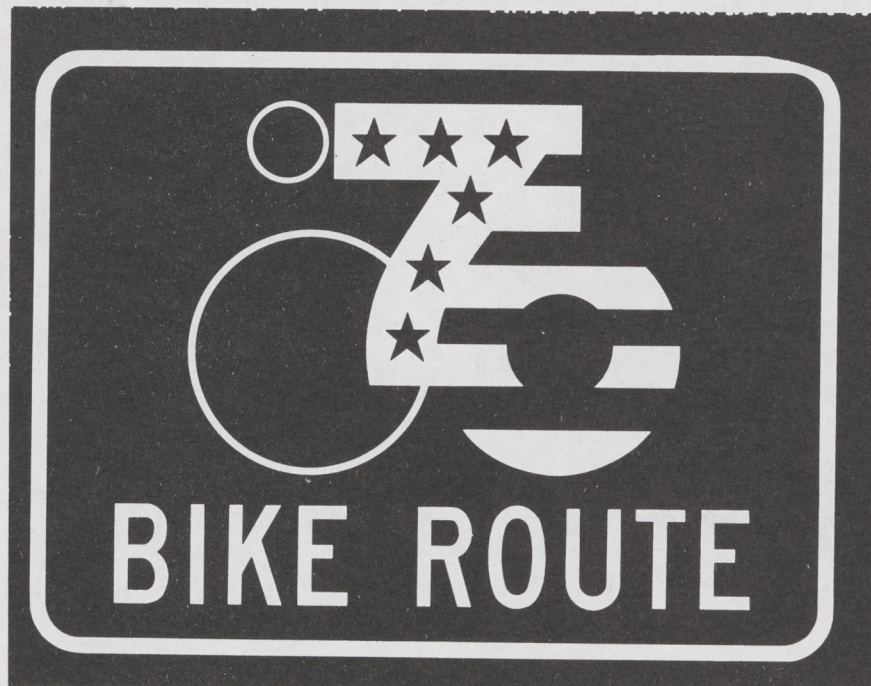
NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY  
April 19, 1975

FHWA 36-75  
(202) 426-0677



The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the approval of a special route marker design for a transcontinental bike route now being established in commemoration of the American Revolutionary Bicentennial.

The new marker which features white reflecting symbols on a green background has been designated as an experimental sign limited for optional use by States on the main arterial of the Bikecentennial National Bicycle Route which transverses the continental United States.

Conceived and established by Bikecentennial, Inc., of Missoula, Montana (a nonprofit corporation involved in the coordination of the research, development and acceptance of public bicycle routes) the Bikecentennial National Bicycle Route will cross parts of Virginia, West Virginia, Kentucky, Illinois, Missouri, Kansas, Colorado, Wyoming, Idaho, and Oregon.

The new bicycle route has a special historical significance in that it will parallel or cross many of the early pioneer trails used for the exploration and settlement of our Nation. Included among these historic pathways are the routes of the Lewis and Clark Expedition, Santa Fe Trail, Oregon Trail and Chisholm Trail.

Federal Highway Administrator Norbert T. Tiemann, in announcing the approval of the new route marker, stated that "the FHWA is particularly proud to be able to approve this special sign for it serves the dual purpose of commemorating our Nation's Bicentennial and promoting the use of cycling as an energy-efficient transportation and recreational mode."

"Furthermore" said Administrator Tiemann, "we are pleased to announce that costs for signing the Bikecentennial National Bicycle Route as well as other costs related to establishing this route are eligible for federal-aid funding."

The experimental status of the marker will lapse on December 31, 1976. At this time an approved national trail blazer sign will replace the experimental sign to mark this route and all other Interstate bike routes.

Interested organizations and associations may obtain detailed drawings and dimensional information on the new marker by contacting FHWA's Office of Traffic Operation, Traffic Control System Division (HTO-21), Washington, D.C. 20590 or by calling (202) 426-0411.

56859

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
FEDERAL HIGHWAY  
ADMINISTRATION  
DOT 512

FIRST CLASS





# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE  
April 20, 1975

FHWA 37-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced the release of a brochure describing a program which permits highway agencies to build new housing or refurbish existing housing when necessary to accommodate persons displaced by highway projects. The 21-page brochure is entitled "Housing Replacement as Last Resort" and explains how the program can be utilized and the administrative procedures and methods used to carry it out.

Federal Highway Administrator Norbert T. Tiemann said "It is the policy of the Federal Highway Administration that no person shall be required to move from his dwelling because of highway construction until comparable decent, safe, and sanitary replacement housing is available. In some instances this means 'last resort' housing must be made available in order to advance highway construction projects."

Last resort housing is authorized by Section 206(a) of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (The Uniform Act). The Uniform Act has as its purpose the fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs in order that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

A system of assistance and financial benefits is established by the Uniform Act to enable displaced families to occupy comparable decent, safe, and sanitary housing and thus achieve the purpose of the Act. Comparable housing may not be available however, or its cost may exceed the financial means of persons displaced even with the maximum financial benefits authorized by other parts of the Uniform Act. It is in such circumstances that replacement housing of last resort should be used. Under this program, substandard housing can be purchased and rehabilitated or new housing can be

constructed at project expense. Such housing is then made available to displaced families at prices or rents within their financial means. Innovative ways of providing such housing are encouraged.

The brochure, besides describing and clarifying last resort housing procedures, shows before and after picture comparisons of several relocations which have been undertaken by State highway agencies utilizing the last resort housing program.

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

# # #

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

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
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ADMINISTRATION  
DOT 512

**FIRST CLASS**





# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

FOR RELEASE MONDAY  
April 21, 1975

WASHINGTON, D. C. 20590

FHWA 38-75  
(202) 426-0677

Safety features introduced to Interstate Highway System designs in the late 1960s are proving to be real life-savers, the U.S. Department of Transportation's Federal Highway Administration reported today.

A recent study by FHWA of motor vehicle fatality rates on the Interstate System for the 1969-1972 period indicates that Interstate sections opened since the adoption of modern design and operational practices in 1967 show fatality rates averaging more than 20 percent below the rates for sections opened earlier.

During the 1969-1972 study period, there were 22 traffic deaths per billion vehicle-miles of travel on sections of the Interstate System opened during or after 1967. However, for this same study period, the death rate on those sections opened before 1967 was 28 persons per billion vehicle-miles of travel.

One of the major areas of emphasis by the Nation's transportation industry during the past decade has been to improve the safety of our highways and thereby reduce the human suffering and economic losses resulting from unsafe operating practices and conditions.

The primary turning point in this effort began in 1967 with the publication by the American Association of State Highway and Transportation Officials (AASHTO) of a report entitled "Highway Design and Operational Practices Related to Highway Safety." This report, popularly known as the "yellow book," was promptly endorsed by FHWA. The FHWA also acted to assure that the safety-effective features listed in the report were incorporated in the design and construction of the new Interstate Highways.

Some of the more safety-effective features of modern highway systems, such as breakaway signposts and energy absorbing impact attenuators which protect highway users from roadside obstacles were virtually unknown before 1967. Guardrail safety problems have now been largely overcome by the development of new types of guardrails, by burying formerly exposed ends and by strengthening connections with bridge rails. Other major safety developments include improved access controls, skid-resistant pavements,

pedestrian and wildlife crossings, bicycle and pedestrian pathways, median barriers, etc.

Federal Highway Administrator Norbert T. Tiemann indicated that the FHWA's roadside safety efforts have emphasized the design and construction of "forgiving roadsides" which provide room for drivers who leave the roadway to regain control of their vehicles before serious accidents occur.

"The finding that fatality rates are lower on those sections of the Interstate System opened in 1967 or after," said Administrator Tiemann "is evidence that Federal and State roadside safety efforts are producing significant safety benefits for the motoring public. Further, it supports our current efforts to upgrade safety features on those sections of the Interstate System opened before 1967."

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

FOR RELEASE TUESDAY  
April 22, 1975

WASHINGTON, D. C. 20590

FHWA 39-75  
(202) 426-0677

The Department of Transportation's Federal Highway Administration (FHWA) today announced that the agency will sponsor a National Seminar on Junkyards and Solid Waste Disposal in the Highway Environment on June 10 and 11 at the Sheraton-Silver Spring Motor Inn, Silver Spring, Maryland.

Federal Highway Administrator Norbert T. Tiemann, in making the announcement, commented on the extent of the problem, "Over eight million automobiles will go out of use this year. Of this number we expect that about 15 percent or 1.3 million will be abandoned. Generally, the abandonment place, individually or collectively, will be in sight of a highway. Add to this year's number the tremendous inventory of junked cars which are already despoiling our landscape and the enormity of the problem can be visualized."

The 2-day seminar will feature speakers and moderators who are experts in the various disciplinary areas involving junkyards and solid waste disposal including the government's role, private and community involvement, salvage, wrecking and dumping facilities, technology of processing recyclable materials, and private industry environmental and resource recovery programs.

Provisions of the Highway Beautification Act of 1965 prohibited junkyards or required their screening within 1,000 feet of the rights-of-way of Federal-aid Interstate and Primary highways. The Federal-aid Highway Amendments of 1974, signed into law by President Ford on January 4, 1975, extend federal control over junkyards and authorize \$15 million in appropriations for just compensation to "be paid the owner for the relocation, removal, or disposal of junkyards lawfully established under State law."

Room reservations must be made directly with the Sheraton-Silver Spring Motor Inn no later than May 19, 1975.

Attendance at this seminar must be limited to no more than 500 people, therefore, persons planning to attend should contact Mrs. Anna Mae Karl for registration purposes. Mrs. Karl may be contacted by calling (202) 426-0142 or writing to the Federal Highway Administration, Land Acquisition Division (HRW-10), Washington, D.C. 20590, Attention: Mrs. A. M. Karl.



DEPARTMENT OF  
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590



FOR RELEASE FRIDAY  
April 25, 1975

FHWA 40-75  
(202) 426-0677

Increasing importance of multioccupancy commuter transportation vehicles such as buses and carpools as a means of energy conservation and the growing efforts to construct and designate preferential urban highway lanes to promote the use of such vehicles has created the need for a unique pavement marking symbol and regulatory signs.

In recognition of this need, the National Advisory Committee on Uniform Traffic Control Devices recently met and, after careful study of this problem, recommended new standards for preferential lane markings and regulatory signs. These new markings and signs have now been approved for State and local highway agency use by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

The new pavement marking consists of an elongated diamond shape figure approximately 2-1/2 feet wide and 12 feet long, formed by 6-inch wide white lines. This diamond shape appears as a symbol on the signs used to mark these special lanes. These signs may either be ground-mounted and/or mounted overhead directly over the center of the reserved lane.

To reflect these new standards, the FHWA has issued appropriate revisions for Parts II and III of the Manual on Uniform Traffic Control Devices (1971 edition).

Interested traffic authorities, trade associations, commuter organizations, or industry groups involved in the fabrication, installation and maintenance of traffic control signs may obtain detailed drawings, dimensional data, and information on location and spacing of these signs by contacting FHWA's Office of Traffic Operations, Traffic Controls System Division (HTO-21), Washington, D.C., 20590, or by calling area code (202) 426-0411.

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# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
May 5, 1975

FHWA 43-75  
(202) 426-0677

Rising material and labor costs and increased efforts to conserve construction materials have made the maintenance of the Nation's highways and streets one of the most critical programs for State and local governments.

In recognition of this national problem, the U.S. Department of Transportation's Federal Highway Administration (FHWA) is currently preparing a new research and development program to assist State and local highway agencies in achieving more economical and energy-efficient highway maintenance programs.

To help formulate this new program the Federal Highway Administration contracted with the National Academy of Science's Transportation Research Board to determine the principal research requirements for State and local highway maintenance engineers. The Transportation Research Board has held four meetings involving local maintenance and other highway engineers to obtain their views. Three of these meetings were regional in scope and were held in Illinois, Georgia, and Texas. The fourth, held in October 1974, was national in scope and involved 60 engineers. During the national meeting, views presented at the regional meetings were considered and a list of 28 maintenance subjects requiring further research was developed.

The Transportation Research Board further refined this list and, using additional information from engineers all over the Nation, prepared a priority listing of maintenance subjects to be researched.

Among the top subjects on this priority list were improved procedures to optimize the expenditure of maintenance funds, better procedures to manage the use of deicing chemicals, the development of equipment to recycle used highway materials, studies to more accurately determine the effects of increased vehicle weights and dimensions, and better integration of maintenance needs into preconstruction procedures.

The Federal Highway Administration is now revising and expanding its Federally Coordinated Program for Research and Development in Highway Transportation to include the subjects on this priority list.

Federal Highway Administrator Norbert T. Tiemann, in announcing the expanded FHWA research effort said, "This new research program is being developed to meet the expressed needs of operating highway maintenance engineers. The extensive contacts made at State and local levels will assure that our new efforts will be addressing the maintenance problem areas of these highway agencies."

Information of the Federally Coordinated Program for Research and Development in Highway Transportation can be obtained by contacting the FHWA's Office of Research and Development, Washington, D.C. 20590.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
May 6, 1975

FHWA 42-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the opening of its third skid measurement calibration center.

Located at Yucca, Arizona, the new facility has been designated the Western Field Test and Evaluation Center. The purpose of the FHWA skid measurement centers is to standardize the measurement of pavement skid resistance. Through regulation of pavement skid resistance, the frequency and severity of accidents associated with skidding can be materially decreased.

Services of the center, a phase of the FHWA's Federally Coordinated Program of Research and Development in Highway Transportation, are available to State highway department and other agencies utilizing skid measurement systems.

Other centers currently being operated by the FHWA are located at East Liberty, Ohio, at the Ohio Transportation Research Center, and College Station, Texas, at the Texas Transportation Institute.

To date, 20 States with a total of 26 skid measurement systems have utilized the services of the two operating centers. The FHWA has received requests from another 21 State highway agencies for the calibration of an additional 27 skid measurement systems. These systems are currently being scheduled into the appropriate centers.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
May 7, 1975

FHWA 41-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the publication of a new handbook on traffic control devices which was recently developed by the National Advisory Committee on Uniform Traffic Control Devices (NAC).

Entitled "TRAFFIC CONTROL DEVICES-An Operating Guide," the new handbook was prepared by the NAC to supplement material in the "Manual on Uniform Traffic Control Devices." The handbook presents typical values or ranges of values used for implementing traffic control measures as well as providing examples of specifications, contract plan sheets, and work orders for those not familiar with such documents.

While FHWA officials indicated that the handbook is not intended to serve as a directive of the FHWA, it would be of substantial value as a reference guide for State and local governmental personnel having responsibility for or contact with the details of traffic control devices.

Copies of the publication may be obtained from the U.S. Government Printing Office at a cost of \$2.80 per copy, stock number 050-001-00093-8.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
May 8, 1975

FHWA 44-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced the release of a report entitled "Bus Rapid Transit Options for Densely Developed Areas."

It reviews significant options, assesses their costs, service and community impacts, and shows how they can meet metropolitan transportation needs. Also, the report explores various types of bus technology and their bus rapid transit implications. It identifies the various types of bus facilities that can be provided, and indicates where and when each becomes operationally and economically feasible.

Federal Highway Administrator Norbert T. Tiemann said, "The report is intended as a guide for community leaders, transportation planners, and citizens who are interested in providing fast, reliable metropolitan bus rapid transit service. The community emphasis on improved urban bus service is timely in view of the growing resistance to new highway construction in high-density urban areas, and the needs to conserve energy and maintain air-quality standards."

Buses are the dominant form of public transport in the Nation's cities. They carry more than 70 percent of all United States transit riders and serve 15 billion passenger-miles of travel annually. The widespread reliance on bus transport underlies current efforts to establish priorities on city streets and to expedite bus flow in central urban areas. Communities increasingly look to intensifying their city centers over the next few decades. Simultaneously, they often opt for public transport improvements to serve and catalyze downtown growth. Effective use of buses can reduce pressures for urban highway construction and additional downtown parking facilities. Express bus services can complement fixed-guideway rapid transit or reduce the mileage requirements for such systems.

This report is based on the premise that express bus service has important national applicability. Availability of extensive street and expressway systems, coupled with the flexibility of the bus itself makes possible regional bus rapid transit services with minimum capital investments and environmental impacts.

Many cities have improved their bus services by modernizing equipment, reducing fares, increasing express operations and providing bus priorities in (or on approaches to) the city center. More than 200 bus priority treatments exist or are under active consideration in cities throughout the world in an attempt to maximize person-flow and minimize person-delay. They vary in type, location, usage, design details, operating efficiency, costs, and benefits. They encompass three broad categories--those relating to freeways, arterials, and terminals.

A review of these measures indicates that substantial progress has been made in expediting the line-haul portion of express bus trips. However, the provision of effective service and distribution in densely developed urban areas--especially in the city center--remains an important challenge.

Current busway proposals--as well as existing busways and contra-flow freeway lanes--generally provide good access to the Central Business District (CBD) perimeter but do not substantially improve service within the downtown core. Many treatments rely on terminals or on-street distribution systems which in large measure duplicate service patterns and inefficiencies of former inter-urban electric railways.

Buses utilizing the Shirley Busway in Virginia for example, experience their greatest delays in downtown Washington. The bus travel times required to reach the Shirley Busway from the city center equal the travel times from downtown areas in Chicago and Cleveland to outer limits of rail transit lines (15 minutes).

-- Good use has been made of downtown bus terminals where they exist (New York, San Francisco). However, terminals are not always located near major employment centers in which case they must rely on secondary distribution systems.

-- Curb bus lanes (as in downtown Washington, D.C.) do not usually provide desired service levels of reliability.

-- Limited use of contra-flow bus lanes, median bus lanes, and bus-only streets has been successful. Contra-flow bus lanes operate in a few cities--Chicago, San Juan, Indianapolis, Harrisburg, Miami, and Los Angeles. Median lanes are found in Washington Street (Chicago), 14th Street (Washington), and Canal Street (New Orleans).

--Elevated busways, (such as proposed for St. Louis and Memphis), have not been accepted. A significant exception is the Runcorn, England, Busway which is elevated through the downtown area and located on surface (often with signal-controlled intersections) in outlying areas. The New Town development allows overhead structures to be integrally incorporated into the town center and outlying commercial centers.

--The only underground busways now in use are a half-mile tunnel in Providence and a short two-level subway in Harvard Square, Cambridge. Both of these were built originally for street cars and later converted. Construction complexity, ventilation problems, and costs (often in relation to capacity provided) have been the principal reasons underlying inaction on new bus subways.

This report shows how bus rapid transit facilities can be provided in densely developed urban areas without freeways. This has been a principal concern of bus rapid transit planning--since ways to optimize regional express bus service, including preferential bus treatments or urban freeways, have been well documented.

Copies of the report are being distributed to State transportation and highway agencies, and FHWA field personnel. Also, distribution will be made to local planning agencies and the report is for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 for \$3.05 a copy.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
May 9, 1975

FHWA 45-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that highway construction costs during the first quarter of 1975 decreased 1.2 percent below the previous quarter, to 207.3 percent of the 1967 average.

This was the first decrease in 2 years. It follows a 0.1 percent increase for the fourth quarter of 1974, indicating a very definite slackening in the upward thrust of prices since the beginning of last year. The composite price index for the first quarter is 10.6 percent above a year ago, which is the smallest yearly increase since the fourth quarter of 1973. This compares with a yearly increase for the second quarter of 1974 of 38 percent.

The 1.2 percent decrease in the composite price index reflects both upward and downward price movements among the index components. Portland cement concrete surfacing and structural concrete each rose 8 percent above the previous quarter. These increases were offset by a decline of 8 percent in the price of reinforcing steel and a drop of 11 percent in structural steel. Bituminous concrete surfacing dropped 8 percent.

Compared with a year ago, structural steel was up 26 percent, structural reinforcement was up 18 percent and portland cement concrete surfacing was up 21 percent. Excavation and bituminous concrete surfacing each increased 5 percent above a year earlier. These were the smallest yearly increases since the beginning of 1974.

Since changes in price indexes from quarter to quarter tend to fluctuate erratically, a comparison on a quarterly basis could be somewhat misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that would tend to reduce erratic fluctuations 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. On this basis, the composite price index for the fourth quarter of 1974 rose 0.7 percent above the preceding quarter, compared with corresponding increases of 9.9, 8.0, and 3.7 percent for the previous three quarters, indicating a continuing and substantial decline in the rate of inflation.

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
* 1st quarter, 1973 . . .	-	-	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	206.9	+3.7
4th quarter, 1974 . . .	209.9	+0.1	208.3	+0.7
1st quarter, 1975 . . .	207.3	-1.2	-	-

\*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 first quarter of 1975, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100		Percentage change this quarter from--		
	First quarter 1975	Fourth quarter 1974	First quarter 1974	Fourth quarter 1974	First quarter 1974
	Excavation . . . . .	188.1	190.6	179.7	-1.3
Surfacing					
Portland cement concrete	222.3	205.6	184.4	+8.1	+20.5
Bituminous concrete . . . .	215.7	234.8	205.4	-8.1	+5.0
Composite surfacing . . . .	219.1	219.7	194.6	-0.3	+12.6
Structures:					
Reinforcing steel . . . . .	253.9	276.8	215.1	-8.3	+18.1
Structural steel . . . . .	234.0	262.7	186.0	-10.9	+25.8
Structural concrete . . . . .	200.5	185.4	184.4	+8.1	+8.7
Composite structures . . . .	219.7	224.1	190.2	-2.0	+15.5
Composite price index . . . . .	207.3	209.9	187.4	-1.2	+10.6

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

Unit	Individual Quarters		Three Quarters	
	4th Qtr. 1974	1st Qtr. 1975	3rd Qtr. 1974 <sup>1/</sup>	4th Qtr. 1974 <sup>2/</sup>
Excavation . . . Cu. Yd.	\$ 1.03	\$ 1.02	\$ 1.00	\$ 1.02
PCC surface. . . Sq. Yd-	9.10	9.84	8.83	9.09
Bit. conc. surf. Ton	15.18	13.95	15.16	14.59
Str. reinf . . . Lb.	.362	.332	.360	.360
Str. steel . . . Lb.	.648	.577	.591	.600
Str. concrete. . Cu. Yd.	130.33	140.93	139.18	140.10

<sup>1/</sup> Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1974.

<sup>2/</sup> Weighted average unit prices for the 3rd and 4th quarters of 1974 and 1st quarter of 1975.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
May 15, 1975

FHWA 48-75  
(202) 426-0677

More than half of the \$2 billion in impounded highway funds released by President Ford on February 11 have been obligated to date, the U.S. Department of Transportation's Federal Highway Administration announced today.

Thirty five States have so far obligated \$1,085,495,000 of the \$2 billion, and 11 additional States have indicated that they will also make use of these funds.

"It looks very much as though we will have all, or most, of the \$2 billion obligated by our deadline, June 30, which is the end of the current fiscal year," said Federal Highway Administrator Norbert T. Tiemann.

Initially, \$4.6 billion of highway funds were released for obligation in fiscal 1975. When President Ford released the additional \$2 billion in impounded funds, the level of funding for Federal-aid highway program for this fiscal year was raised to \$6.6 billion.

The 35 States that have obligated some of the additional \$2 billion had already obligated all of their original funds from the initial \$4.6 billion.

Taking account of the States that have not yet reached their share of the original \$4.6 billion, there remains a total of about \$1.5 billion to be obligated to reach the \$6.6 billion level by June 30.

The \$2 billion in additional highway funds released by the President to stimulate the economy and relieve unemployment was part of the Federal-aid highway funds that have been accruing in recent years because of the fact that the full amount authorized annually for the highway program has not been released to the States for obligation. To combat inflationary trends and other economic reasons, various Administrations have annually withheld (or "impounded") a portion of the funds.

Only six States have indicated that they will not benefit from the release of the additional \$2 billion, and one of them, Pennsylvania, will very nearly use all of its initial allocation for the present fiscal year. The others, with their problems, are: Rhode Island, New Jersey and the District of Columbia (lack of plans ready to be implemented); and Connecticut and New York (court injunctions which have stopped or delayed work on controversial Interstate System routes).

Overall, the average rate of obligations by all of the States in the February-April period represent an 85-percent increase over the previous 7-month period and a 113 percent boost over the February-April period of a year ago.

Following is a compilation of the States that have so far taken advantage of the additional \$2 billion and the amounts that they have so far obligated.

Alabama	\$30,886,000
Alaska	22,571,000
Arizona	730,000
Arkansas	43,802,000
California	16,350,000
Colorado	17,694,000
Florida	45,676,000
Georgia	54,189,000
Hawaii	67,296,000
Idaho	16,494,000
Indiana	32,998,000
Iowa	44,699,000
Kansas	31,260,000
Kentucky	30,373,000
Louisiana	64,206,000
Michigan	36,818,000
Mississippi	34,419,000
Missouri	35,274,000
Montana	37,360,000
Nebraska	50,371,000
Nevada	3,201,000
New Hampshire	2,676,000
New Mexico	10,745,000
North Dakota	11,128,000
Ohio	1,818,000
Oklahoma	20,787,000
Oregon	32,391,000
South Carolina	14,666,000
South Dakota	15,249,000
Tennessee	36,327,000
Texas	72,133,000
Utah	19,936,000
West Virginia	68,693,000
Wisconsin	16,338,000
Wyoming	45,941,000



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
May 15, 1975

FHWA 46-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has released a report, entitled "Minimum Age Requirements of the Federal Motor Carrier Safety Regulations," which analyzes available statistical and narrative information relating to the age of commercial drivers to determine if a reduction in the minimum age (now 21) is desirable.

As a result of the study, the Bureau has concluded that no change in the minimum age should be considered at this time.

The new report is a compilation of statistical data concerning the inexperience of youthful drivers, driver education programs, behavioral characteristics, responsibilities of commercial drivers, and comments from interested people.

Compiled by FHWA's Bureau of Motor Carrier Safety, it discloses that:

- Most commercial vehicle drivers under the age of 21 lack the general maturity, skill, and judgment that is necessary in operating commercial motor vehicles.
- The demands placed on commercial vehicle drivers far exceed those of passenger car operators.

Copies of the new report may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
May 16, 1975

FHWA 47-75  
(202) 426-0677

A considerable degree of difference exists in the quality of training being offered by truck driver training schools throughout the country.

That is the conclusion reached in a study made for the U.S. Department of Transportation's Federal Highway Administration by Rowland and Company, Inc., Haddonfield, New Jersey.

The study, which was authorized by FHWA's Bureau of Motor Carrier Safety, has developed state-of-the-art information regarding curriculum content, resource materials and length of study necessary to master the basic knowledge and skills required to produce safe commercial vehicle drivers.

As a result of the study findings, the Bureau intends to develop a universal training standard for commercial driver training courses in three phases:

(1) BMCS will propose course content and duration which will be initially issued in the form of a "recommended practice." This will be based upon the research data, current industry practices, and the latest innovative training methods. The Bureau may also consider an amendment to the Federal Motor Carrier Safety Regulations recommending that the training for new drivers, currently specified in the regulations, be met by following this "recommended practice."

(2) The "recommended practice" will be validated to ensure maximum student achievement consistent with safe driver training procedures and to allow for any additional amendments.

(3) Upon completion of the validation study, the Bureau intends to issue a universal training standard to replace the "recommended practice." The training standard will enable motor carriers, as well as a prospective school proprietor, or existing schools, to upgrade their curricula (where necessary) to ensure uniform quality in training.

BMCS Director Robert A. Kaye said, "In the past, motor carriers were able to recruit potential commercial drivers from a relatively large reservoir of young people from rural areas who had developed a high degree of skill in motor vehicle operations from their experiences with farm vehicles. But with increased urbanization and congestion on the Nation's highways, motor carriers can no longer depend on this group as a source of new drivers. Future commercial vehicle drivers must be recruited from urban areas where young people lack experience in the operation of anything but passenger cars. The formulation of training criteria is therefore essential to ensure that future commercial vehicle drivers are adequately trained for these jobs. The Bureau is convinced that this is one of the more significant actions undertaken to fulfill its mission of advancing safety of commercial motor carrier operations."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
May 22, 1975

FHWA 49-75  
(202) 426-0677

The Federal Highway Administration (FHWA) has announced a nationwide ride-sharing promotional campaign aimed at employers. The purpose of the campaign is to help persuade employers to become more involved in productive ride sharing programs for their employees. The campaign is being sponsored by the FHWA in cooperation with the Highway Users Federation for Safety and Mobility (HUFSA).

The campaign involves the direct mail-out of promotional materials to 60,000 companies throughout the country employing at least 100 persons. The mail-out materials include a comprehensive package designed to highlight the benefits of a ride sharing program for employees, encourage top management sponsorship and support of such a program, and provide detailed information on implementing a program. Three items are being sent to each company:

1. "Pool it NEWS" - A Ride Sharing Newsletter for Employers. The newsletter is being issued every 2 months beginning March 1975.

2. A letter on carpooling advantages for the employer signed by the Chairman of the Board of the 3M Company.

3. "How to Pool it" - A Ride Sharing Manual for Employers. The manual gives detailed guidance in implementing and maintaining ride sharing programs. Additional copies of the manual are available from the Urban Planning Division of FHWA.

The FHWA/HUFSA campaign aimed at employers is being coordinated with the "Double up, America" campaign, sponsored by the Office of the Secretary of Transportation through the Advertising Council. The Advertising Council operation is geared to the preparation and distribution of public service announcements to the communications media. The "Double up" campaign has produced posters, bumper stickers, and envelope stuffers suitable for use by employers. This material

is available at minimal cost directly from the printer. Order forms for these items as well as other information on the "Double up" campaign and ride sharing in general are contained in a "Double up" Kit. The second issue of "Pool it NEWS" contains a mail-in coupon for employers to request the kit as well as additional copies of the "How to Pool it" manual.

The primary emphasis of the FHWA/HUFSAM mail-out campaign is to interest employers who have not yet been approached with the carpool message. The campaign should generate additional interest as well in those areas where regional or statewide carpool promotional activities are already underway. Efforts will be made to refer those companies requesting further information to the appropriate State or regional agency.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
May 28, 1975

FHWA 51-75  
(202) 426-0677

QUARTERLY REPORT ON THE FEDERAL-AID  
HIGHWAY PROGRAM, MARCH 31, 1975

Federal Highway Administrator Norbert T. Tiemann said today that based on the most recent cost estimates, 67 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of March 31, 1975.

"Putting it another way," Administrator Tiemann said, "33 percent of the estimated total cost of the Interstate System remains to be funded. And this does not take into account the effects of last year's inflation. Actually, it is expected that, based on today's prices, approximately 38 percent of the current estimated cost remains to be funded."

Tiemann pointed out that although considerable Interstate mileage has been put into use since the start of the program, a more objective status of the System can be provided by reviewing the status of fund obligations and by emphasizing the improvements required on some of the mileage that is open to traffic.

Total Interstate mileage now open to traffic is 36,616 miles, or 86.2 percent. Of this total, 11,460 miles are complete or essentially complete. The other 25,156 miles now in use include segments that are either currently under improvement or still require additional development to meet full standards. This additional work generally involves such things as rest areas, lighting, fencing, safety improvement, landscaping, etc.

The 36,616 miles now open include 902 miles put into service in the 12-month period since March 31, 1974. In addition, further major improvements were completed on 121 miles which were already serving traffic.

Active construction or improvement is currently under way on 5,379 miles. This figure includes improvement of 2,818 miles which are already in use and construction of 2,561 miles, or 6.0 percent of the entire System, on new locations.



Some \$57.21 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 \$43.16 billion, of which \$36.36 billion was for construction and \$6.80 billion for engineering and right-of-way acquisition. As of March 31, 1975, work estimated to cost \$14.05 billion was underway or authorized, including \$9.46 billion of construction; and \$4.59 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 \$2,661 billion was apportioned for fiscal year 1976 has also shown considerable accomplishment, with \$39.62 billion worth of work involving 284,910 miles of construction contracts completed or underway.

Construction contracts involving 274,195 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$29.80 billion; and contracts involving 10,715 miles at a cost of \$6.09 billion were underway on March 31. In addition, \$2.32 billion of engineering and right-of-way acquisition work had been completed and \$1.41 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 \$1.428 billion of tax revenue income during the 3 months ended March 31, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.041 billion. Disbursements for other highway related programs were \$57 million. The status of the Trust Fund is shown in table IV.

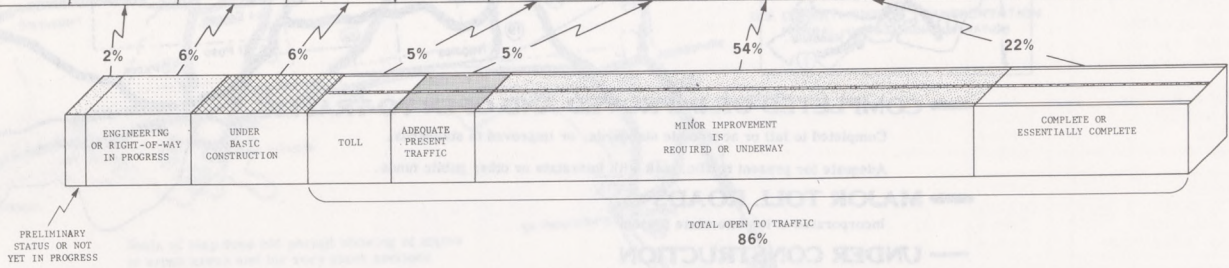


# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1975

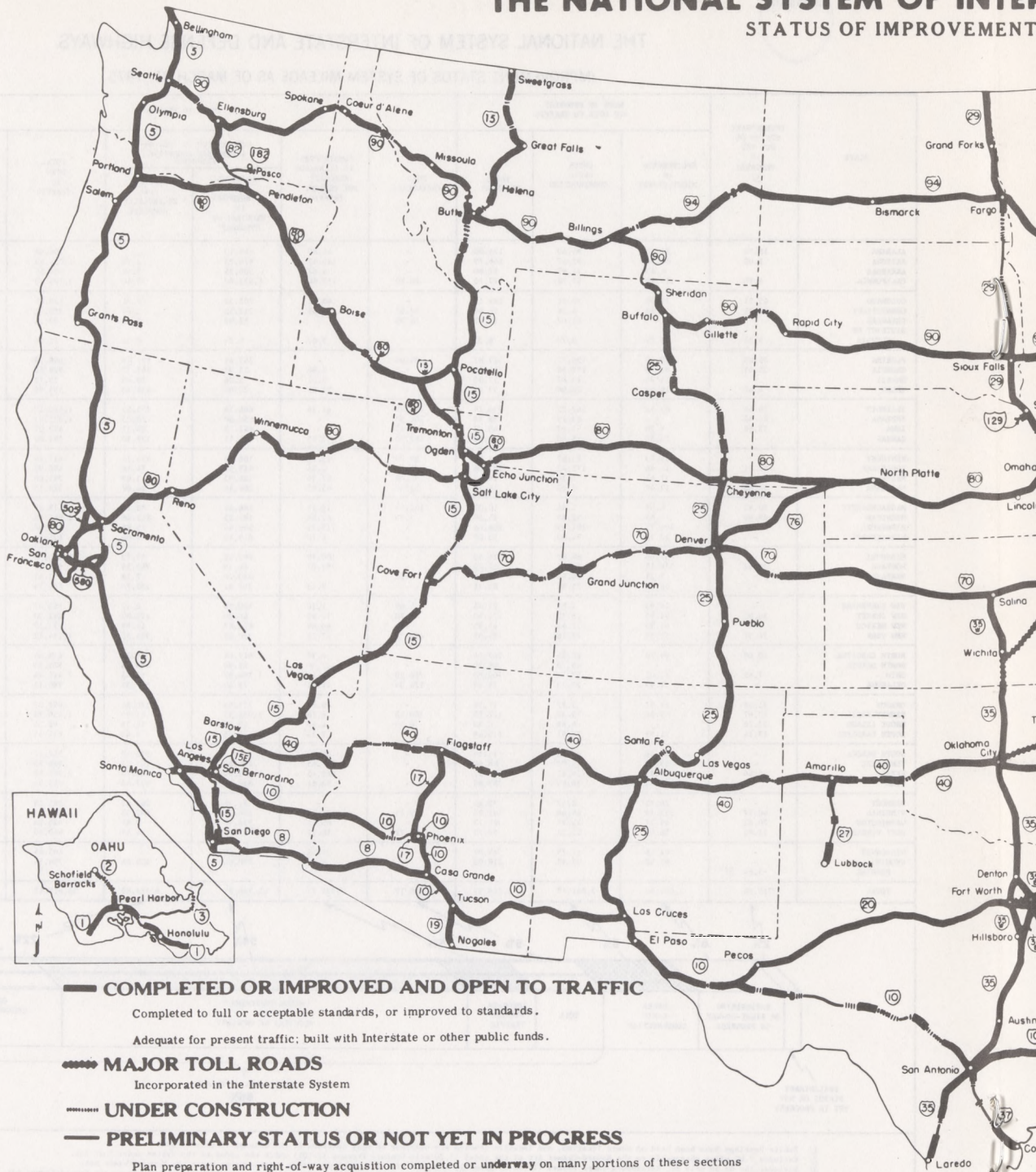
TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS <sup>1/</sup>	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC		
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	18.70	80.40	94.40	174.80	-	48.80	656.10	704.90	898.40	ALABAMA	
ARIZONA	1.00	64.32	82.47	146.79	-	146.47	876.23	1,024.80	1,172.59	ARIZONA	
ARKANSAS	-	4.83	12.97	17.80	-	4.61	500.35	508.54	526.34	ARKANSAS	
CALIFORNIA	4.70	119.40	57.70	177.10	10.10	117.80	1,923.60	2,105.10	2,286.90 <sup>2/</sup>	CALIFORNIA	
COLORADO	45.21	73.98	28.21	102.19	-	48.62	702.39	780.4	829.05	COLORADO	
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	212.52	278.02	347.29	CONNECTICUT	
DELAWARE	-	-	11.47	11.47	14.30	-	11.96	29.14	40.61	DELAWARE	
DISTRICT OF COLUMBIA	9.36	7.24	0.79	8.03	-	3.87	8.24	12.16	29.55	DISTRICT OF COLUMBIA	
FLORIDA	30.60	197.60	130.27	327.87	94.00	-	357.81	1,048.29	1,406.76 <sup>3/</sup>	FLORIDA	
GEORGIA	25.61	86.59	112.58	199.17	-	4.86	53.93	869.77	1,153.34	GEORGIA	
HAWAII	-	13.96	13.87	27.83	-	-	-	18.65	51.55	HAWAII	
IDAH0	4.62	26.93	26.98	53.91	-	93.85	22.00	438.13	612.51	IDAH0	
ILLINOIS	16.68	83.54	167.25	250.79	154.92	61.34	868.38	375.53	1,727.64	ILLINOIS	
INDIANA	14.30	3.20	89.19	89.19	156.90	-	850.80	1,025.93	1,129.42	INDIANA	
IOWA	55.62	23.50	15.90	39.40	187.70	-	642.79	26.11	788.66	IOWA	
KANSAS	-	-	-	-	-	3.45	361.15	229.50	821.20	KANSAS	
KENTUCKY	-	45.73	73.97	119.70	39.20	15.42	188.56	374.11	617.29	KENTUCKY	
LOUISIANA	40.01	14.66	172.42	187.08	-	0.86	415.51	74.58	490.95	LOUISIANA	
MAINE	-	17.61	2.34	19.95	54.48	87.36	146.93	3.09	291.86	MAINE	
MARYLAND	14.68	13.40	3.20	16.60	53.30	43.07	206.88	24.88	328.13	MARYLAND	
MASSACHUSETTS	20.95	8.63	1.44	10.07	132.83	19.49	186.44	80.11	449.89 <sup>4/</sup>	MASSACHUSETTS	
MICHIGAN	45.90	16.65	58.85	75.50	-	42.96	182.15	825.48	1,055.98	MICHIGAN	
MINNESOTA	14.87	106.75	101.89	208.64	-	119.71	546.44	29.86	696.01	MINNESOTA	
MISSISSIPPI	-	23.70	34.30	58.00	-	4.10	615.10	6.00	683.20	MISSISSIPPI	
MISSOURI	-	57.60	68.80	126.40	-	100.70	860.10	59.70	1,146.90	MISSOURI	
MONTANA	19.62	138.15	74.25	212.40	-	198.07	16.18	742.39	1,188.66	MONTANA	
NEBRASKA	-	1.21	26.91	28.12	0.22	-	450.20	2.19	480.73	NEBRASKA	
NEVADA	-	58.35	25.41	83.76	-	3.13	343.92	103.74	534.55	NEVADA	
NEW HAMPSHIRE	-	19.93	1.52	21.45	21.09	1.30	170.56	0.12	193.07	NEW HAMPSHIRE	
NEW JERSEY	14.80	54.90	16.70	71.60	45.70	15.80	40.90	195.80	298.20	NEW JERSEY	
NEW MEXICO	-	44.29	21.64	65.93	-	46.89	874.87	11.61	933.37	NEW MEXICO	
NEW YORK	24.52	52.79	72.16	124.95	490.78	27.21	280.62	385.51	1,184.12	NEW YORK	
NORTH CAROLINA	40.89	99.70	62.96	162.66	-	6.29	617.01	15.34	638.64	NORTH CAROLINA	
NORTH DAKOTA	-	48.20	48.20	48.20	-	37.40	29.00	456.73	571.33	NORTH DAKOTA	
OHIO	7.42	52.02	57.78	109.80	206.20	47.44	1,144.37	17.43	1,415.44	OHIO	
OKLAHOMA	-	1.99	27.20	29.19	174.04	17.11	71.63	517.37	809.34	OKLAHOMA	
OREGON	21.07	11.97	3.77	17.74	-	49.84	515.64	130.54	696.02	OREGON	
PENNSYLVANIA	12.67	49.96	73.31	123.27	360.18	6.18	1,022.52	41.90	1,430.78	PENNSYLVANIA	
RHODE ISLAND	23.76	-	6.89	6.89	0.50	4.46	52.65	10.73	68.34	RHODE ISLAND	
SOUTH CAROLINA	13.14	31.58	78.91	110.49	-	7.34	624.65	2.42	634.41	SOUTH CAROLINA	
SOUTH DAKOTA	-	65.46	45.73	111.19	-	49.28	-	518.49	678.96	SOUTH DAKOTA	
TENNESSEE	-	33.60	55.00	88.60	-	188.65	604.80	163.25	956.70	TENNESSEE	
TEXAS	15.66	209.21	176.21	385.42	-	268.45	2,473.94	2,769.12	3,170.20	TEXAS	
UTAH	195.04	88.84	283.88	483.88	-	58.81	337.50	257.50	653.81	UTAH	
VERMONT	-	26.73	8.47	35.20	-	-	81.56	203.62	320.38	VERMONT	
VIRGINIA	40.17	133.19	48.66	181.85	9.15	34.10	156.26	841.84	1,063.86	VIRGINIA	
WASHINGTON	49.78	15.95	65.73	81.68	-	88.54	536.18	0.84	761.91	WASHINGTON	
WEST VIRGINIA	11.84	36.87	22.23	59.10	81.71	18.76	305.56	34.43	511.40	WEST VIRGINIA	
WISCONSIN	-	62.28	21.73	84.01	-	25.89	468.05	-	493.94	WISCONSIN	
WYOMING	-	63.68	55.35	119.03	-	4.84	150.84	638.88	794.56	WYOMING	
PENDING	-3.64 <sup>8/</sup>	-	-	-	-	-	-	-	-3.64 <sup>8/</sup>	PENDING	
<b>TOTAL</b>	<b>715.56</b>	<b>2,607.60</b>	<b>2,561.17</b>	<b>5,168.77</b>	<b>2,308.17</b>	<b>2,224.78</b>	<b>22,768.83</b>	<b>9,313.89</b>	<b>36,615.67</b>	<b>42,500.00</b>	<b>TOTAL</b>



<sup>1/</sup> Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.  
<sup>2/</sup> 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.  
<sup>3/</sup> 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.  
<sup>4/</sup> Excludes 7.25 miles of the total 65.12 miles of I-93 and 13.00 miles of the total 119.93 miles of I-495 around Boston which are chargeable to the Howard-Cramer Act.  
<sup>5/</sup> 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.  
<sup>6/</sup> Excludes 52.80 miles of the total 67.20 mile Genesee Expressway (I-190) and the entire 10.60 miles (I-190) in Rochester, which are chargeable to the Howard-Cramer Act.  
<sup>7/</sup> 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.  
<sup>8/</sup> 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 ROUTES STATUS OF IMPROVEMENT



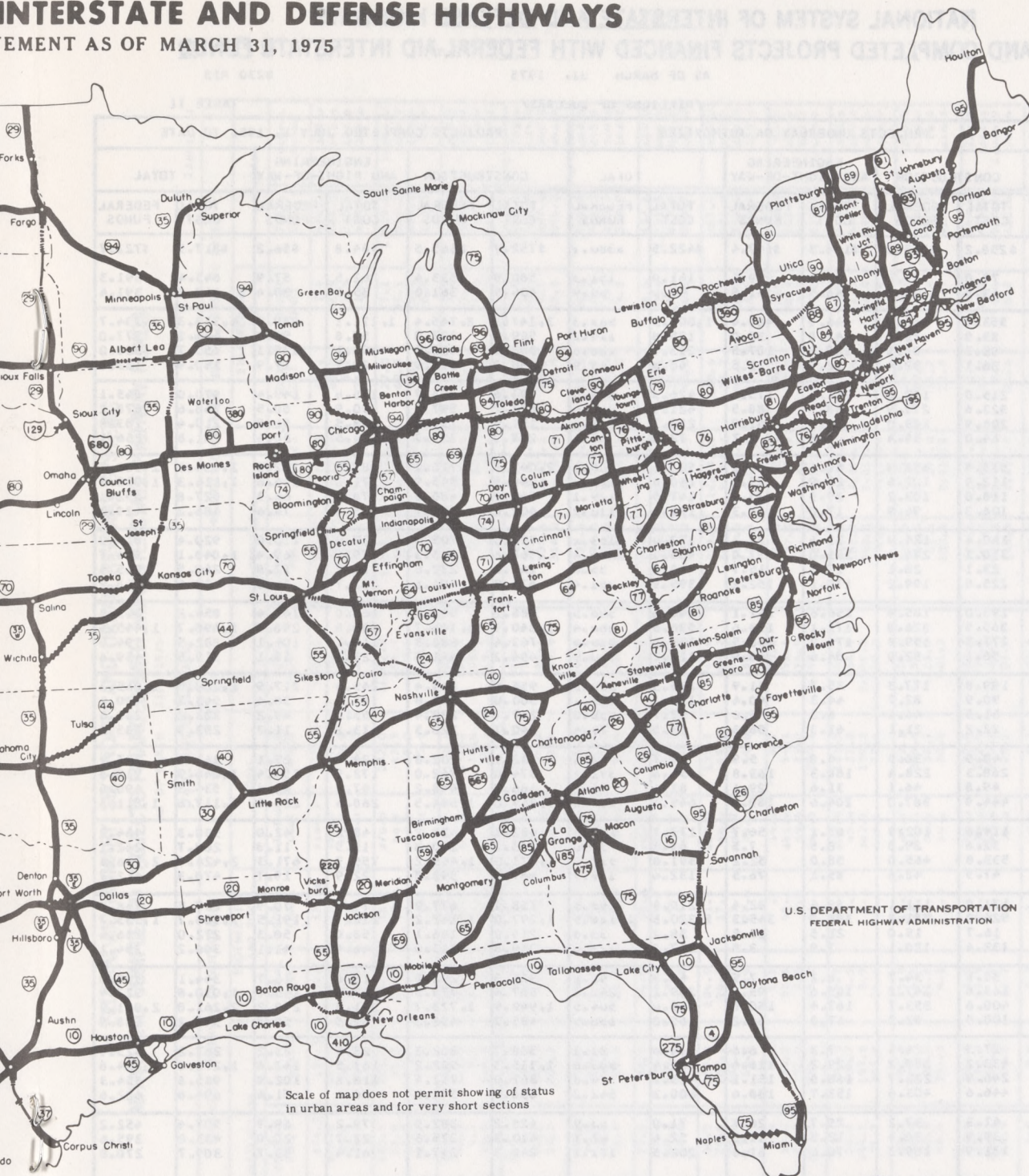
**Preliminary Status or Not Yet in Progress**  
715 Miles

<b>Engineering and Right-of-Way in Progress</b> 2,608 Miles	<b>Under Basic Construction</b> 2,561 Miles	<b>Toll</b> 2,308 Miles	<b>Adequate Present Traffic</b> 2,225 Miles	<b>Minor Requirements</b> 2,000 Miles
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Total

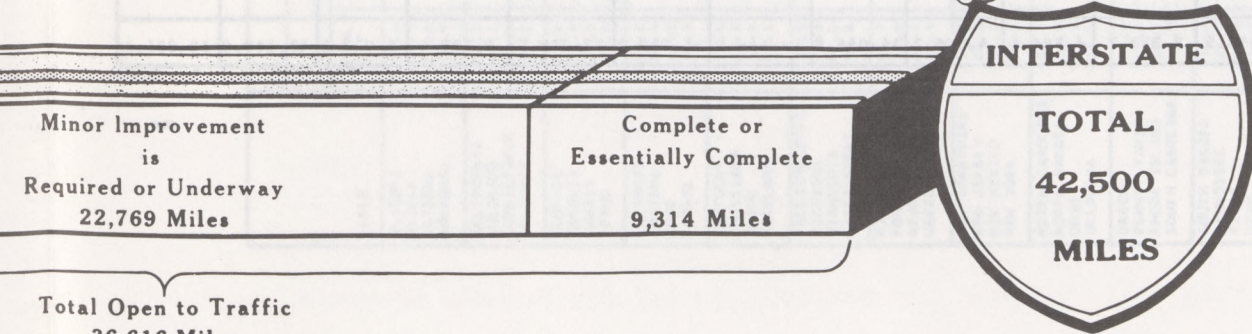
# INTERSTATE AND DEFENSE HIGHWAYS

AS OF MARCH 31, 1975



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

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



Total Open to Traffic  
36,616 Miles

# NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1975

8230 M13

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$258.2	\$233.0	\$164.3	\$147.4	\$422.5	\$380.4	\$752.7	\$665.5	\$64.8	\$56.2	\$817.5	\$721.7
ALASKA												
ARIZONA	77.0	71.8	84.0	79.5	161.0	151.3	580.9	533.4	62.5	57.9	643.4	591.3
ARKANSAS	43.5	39.1	46.5	41.8	90.0	80.9	404.5	361.0	35.5	30.4	440.0	391.4
CALIFORNIA	553.6	482.9	446.9	400.4	1,000.5	883.3	3,147.2	2,745.4	1,171.1	989.3	4,318.3	3,734.7
COLORADO	83.0	75.2	42.8	39.0	125.8	114.2	589.0	527.0	57.8	50.0	646.8	577.0
CONNECTICUT	93.3	81.1	120.4	107.5	213.7	188.6	502.6	423.9	135.1	135.1	655.7	559.0
DELAWARE	36.1	32.4	12.7	11.5	48.8	43.9	130.2	115.9	20.7	17.9	150.9	133.8
FLORIDA	215.0	192.6	211.3	175.4	426.3	368.0	794.6	695.7	175.4	149.4	970.0	845.1
GEORGIA	323.6	277.9	98.3	88.5	421.9	360.4	677.7	597.7	90.9	80.5	768.6	678.2
HAWAII	208.9	183.0	71.8	61.8	280.7	244.8	151.9	132.0	58.5	51.8	210.4	183.8
IDAHO	64.0	59.4	8.3	7.7	72.3	67.1	247.3	225.7	34.5	30.4	281.8	256.1
ILLINOIS	513.4	456.3	50.1	44.2	563.5	500.5	2,047.3	1,776.1	387.0	332.6	2,434.3	2,108.7
INDIANA	112.9	101.6	27.9	25.3	140.8	126.9	944.5	845.9	171.8	154.6	1,116.3	1,000.5
IOWA	118.0	103.2	29.5	25.9	147.5	129.1	549.2	485.8	78.6	66.3	627.8	552.1
KANSAS	106.3	94.9	17.0	15.3	123.3	110.2	402.6	354.7	83.6	74.6	486.2	429.3
KENTUCKY	140.4	124.9	31.6	28.3	172.0	153.2	792.5	705.0	127.9	110.0	920.4	815.0
LOUISIANA	310.1	278.4	155.0	137.0	465.1	415.1	968.6	865.3	79.5	69.4	1,048.1	934.7
MAINE	23.1	20.1	17.7	15.7	40.8	35.0	265.8	232.6	14.7	12.8	280.5	245.4
MARYLAND	225.8	199.2	170.1	152.2	395.9	351.4	571.9	494.6	61.7	54.3	633.6	548.9
MASSACHUSETTS	190.0	165.4	156.6	141.1	346.6	306.5	688.2	599.9	166.0	145.4	854.2	745.3
MICHIGAN	365.5	326.8	171.1	153.6	536.6	480.4	1,340.9	1,146.7	349.8	298.7	1,690.7	1,445.4
MINNESOTA	177.3	159.8	176.2	158.5	353.5	318.3	763.4	688.3	119.1	106.1	882.5	794.4
MISSISSIPPI	58.1	52.0	54.6	48.9	112.7	100.9	494.2	441.5	21.3	18.1	515.5	459.6
MISSOURI	199.8	177.3	35.7	31.9	235.5	209.2	954.9	847.4	245.6	217.9	1,200.5	1,065.3
MONTANA	90.9	82.7	44.3	40.4	135.2	123.1	500.0	452.0	43.3	38.4	543.3	490.4
NEBRASKA	51.5	46.4	6.2	5.6	57.7	52.0	267.7	239.4	55.5	49.2	323.2	288.6
NEVADA	22.2	21.1	61.3	58.3	83.5	79.4	240.7	223.5	13.2	11.7	253.9	235.2
NEW HAMPSHIRE	40.9	36.5	6.8	5.9	47.7	42.4	232.9	202.8	28.9	25.1	261.8	227.9
NEW JERSEY	268.3	228.4	188.3	163.8	456.6	392.2	874.0	762.0	172.9	153.4	1,046.9	915.4
NEW MEXICO	49.8	46.1	31.6	29.1	81.4	75.2	486.7	448.2	47.8	42.4	534.5	490.6
NEW YORK	444.9	387.0	204.6	180.8	649.5	567.8	1,849.0	1,584.5	268.6	226.8	2,117.6	1,811.3
NORTH CAROLINA	114.6	102.9	63.1	56.7	177.7	159.0	482.1	422.2	48.2	42.0	530.3	464.2
NORTH DAKOTA	32.6	29.5	8.5	7.5	41.1	37.0	255.2	230.3	13.5	11.8	268.7	242.1
OHIO	533.8	465.0	58.0	52.2	591.8	517.2	1,671.0	1,465.2	755.7	671.3	2,426.7	2,136.5
OKLAHOMA	47.5	42.6	85.1	76.5	132.6	119.1	447.4	393.0	22.9	19.7	470.3	412.7
OREGON	121.0	111.1	89.4	82.4	210.4	193.5	758.1	677.9	79.4	70.9	837.5	748.8
PENNSYLVANIA	924.0	781.2	396.5	345.3	1,320.5	1,126.5	1,297.0	1,142.2	226.7	191.5	1,523.7	1,333.7
RHODE ISLAND	16.7	15.0	21.5	18.8	38.2	33.8	214.0	186.1	58.0	50.3	272.0	236.4
SOUTH CAROLINA	133.4	120.1	3.9	3.5	137.3	123.0	349.8	313.0	46.4	41.1	396.2	354.1
SOUTH DAKOTA	38.1	34.7	8.2	7.5	46.3	42.2	325.3	292.1	18.8	16.7	344.1	308.8
TENNESSEE	163.6	147.2	105.6	95.1	269.2	242.3	867.4	779.3	163.4	143.1	1,030.8	922.4
TEXAS	400.6	353.7	167.4	150.8	568.0	504.5	1,949.9	1,723.7	311.9	278.2	2,261.8	2,001.9
UTAH	100.5	92.3	67.8	64.2	168.3	156.5	485.7	452.8	62.5	55.7	548.2	508.5
VERMONT	27.3	24.5	7.3	6.6	34.6	31.1	338.7	302.2	28.5	23.2	367.2	325.4
VIRGINIA	433.2	387.2	129.2	116.4	562.4	503.6	1,115.3	992.2	161.5	142.6	1,276.8	1,134.8
WASHINGTON	246.9	223.7	166.8	151.1	413.7	374.8	867.0	751.4	118.8	102.9	985.8	854.3
WEST VIRGINIA	446.6	403.6	153.7	138.6	600.3	542.2	636.0	571.2	58.6	51.4	694.6	622.6
WISCONSIN	41.3	37.2	29.7	26.7	71.0	63.9	428.2	382.5	79.2	69.7	507.4	452.2
WYOMING	39.9	36.4	12.5	11.3	52.4	47.7	410.3	375.6	22.7	20.0	433.0	395.6
DIST. OF COL.	131.9	109.3	70.6	61.8	202.5	171.1	248.3	217.1	61.4	53.7	309.7	270.8
PUERTO RICO												
<b>TOTAL</b>	<b>9,458.5</b>	<b>8,353.7</b>	<b>4,588.4</b>	<b>4,095.2</b>	<b>14,046.9</b>	<b>12,448.9</b>	<b>36,360.4</b>	<b>32,089.5</b>	<b>6,799.6</b>	<b>5,912.1</b>	<b>43,160.0</b>	<b>38,001.6</b>

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

AS OF MARCH 31, 1975

/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	\$133.6	\$74.3	198.5	\$50.7	\$27.1	\$184.3	\$101.4	\$580.0	291.6	7,883.3	56.2	27.4	636.2	319.0
ALASKA	158.4	146.2	220.0	37.9	35.0	196.3	181.8	503.8	462.6	3,376.8	85.0	78.8	588.8	541.4
ARIZONA	47.6	39.6	62.4	1.3	1.0	48.9	40.6	338.7	229.1	2,196.5	5.2	3.5	343.9	232.6
ARKANSAS	112.4	72.6	267.5	18.9	9.0	131.3	82.2	434.6	216.6	5,795.9	24.1	11.6	458.7	226.2
CALIFORNIA	345.1	235.4	282.0	25.4	16.0	370.5	252.0	1,902.8	1,048.9	4,282.0	27.0	17.1	1,929.8	1,060.0
COLORADO	37.1	25.0	65.3	29.7	18.5	66.6	43.5	458.7	4,118.1	60.5	33.1	519.2	285.7	
CONNECTICUT	62.6	37.0	19.2	25.3	13.3	78.9	50.3	259.4	128.4	282.1	30.7	15.2	290.1	143.6
DELAWARE	35.2	21.4	17.5	7.0	4.0	42.2	25.4	120.1	59.6	554.5	13.1	6.8	133.2	66.4
FLORIDA	207.4	129.2	186.1	35.8	20.2	245.2	149.4	686.7	322.6	3,812.9	10.3	5.2	697.0	327.8
GEORGIA	170.4	98.9	315.5	80.1	43.1	250.5	142.0	623.7	307.9	6,340.6	72.2	35.8	695.9	343.7
HAWAII	19.6	9.7	3.1	20.2	9.1	39.8	18.8	103.6	50.7	188.6	28.7	14.2	132.3	65.0
IDAHO	45.6	35.4	145.5	2.5	1.9	46.1	37.3	219.3	144.8	2,673.4	26.0	15.3	245.3	160.1
ILLINOIS	279.1	160.3	395.5	2.3	1.3	281.4	161.6	1,425.7	725.4	9,113.8	68.6	33.0	1,494.3	758.4
INDIANA	80.4	47.7	77.0	25.5	13.7	105.9	61.4	770.8	394.2	3,753.3	84.2	40.4	519.2	434.6
IOWA	67.1	42.2	552.1	8.0	5.4	72.1	47.6	648.1	335.1	13,327.2	19.3	9.7	667.4	344.8
KANSAS	96.3	59.2	268.3	5.5	2.7	99.8	61.9	639.9	316.0	14,789.6	50.4	25.5	690.3	341.5
KENTUCKY	121.6	70.6	95.5	54.2	29.2	175.8	99.8	443.8	223.3	2,530.3	81.5	40.1	525.3	263.4
LOUISIANA	140.7	79.6	110.6	52.9	28.2	195.6	107.8	478.7	234.6	3,023.6	22.6	10.9	501.3	245.5
MAINE	16.6	10.8	43.6	11.2	6.3	27.0	17.1	217.9	107.0	1,121.1	27.6	13.1	245.5	120.1
MARYLAND	92.1	51.8	69.9	62.5	36.6	154.6	88.4	328.0	160.2	1,568.4	7.0	3.5	335.0	163.7
MASSACHUSETTS	128.8	77.3	58.7	74.0	28.0	202.8	106.1	518.1	255.6	584.1	114.3	33.4	632.4	289.0
MICHIGAN	147.3	95.2	356.2	46.0	26.8	195.3	122.0	1,152.4	569.0	10,757.9	79.1	37.4	1,231.5	606.4
MINNESOTA	142.5	84.2	669.4	8.5	4.4	151.0	88.6	797.8	397.9	17,568.4	19.7	10.1	817.5	408.0
MISSISSIPPI	96.8	58.0	376.7	27.7	14.2	124.5	72.2	468.9	227.7	8,684.4	40.3	20.0	509.2	247.7
MISSOURI	134.7	90.5	187.8	104.9	61.2	239.0	151.7	749.0	379.9	10,373.9	138.6	66.6	887.6	440.5
MONTANA	39.8	28.6	165.1	26.2	17.2	66.0	45.8	383.2	233.8	5,206.2	38.7	21.7	421.9	255.5
NEBRASKA	130.7	85.6	633.5	5.0	3.1	133.7	88.7	492.4	249.5	9,289.5	42.0	20.9	534.4	270.4
NEVADA	19.4	17.8	60.8	29.9	27.0	49.3	44.8	158.3	138.1	2,021.3	17.8	15.1	176.1	153.2
NEW HAMPSHIRE	12.8	7.8	9.4	1.5	.9	14.3	8.7	159.2	78.4	524.4	5.7	2.6	164.9	81.0
NEW JERSEY	88.0	45.9	44.2	93.6	48.2	94.1	94.1	492.1	237.1	556.9	70.9	33.9	563.0	271.0
NEW MEXICO	41.4	27.8	52.9	8.0	5.4	49.4	33.2	314.9	204.2	2,829.6	32.0	19.3	346.9	223.5
NEW YORK	444.1	258.1	221.1	68.2	41.3	512.3	299.4	2,143.0	1,007.5	3,723.8	35.3	17.1	2,178.3	1,024.0
NORTH CAROLINA	156.7	99.1	187.3	46.7	24.4	203.4	123.5	664.7	328.4	5,285.5	114.9	56.7	779.6	365.1
NORTH DAKOTA	41.9	25.6	846.7	3.5	2.2	45.4	27.8	354.9	182.8	17,240.8	21.6	11.5	376.5	194.3
OHIO	353.8	194.1	197.8	8.9	5.1	362.7	199.2	1,060.5	540.0	3,017.5	169.2	86.0	1,229.7	620.0
OKLAHOMA	114.1	71.3	337.5	11.5	6.1	125.0	77.4	629.7	312.2	7,117.9	18.4	8.8	648.1	321.0
OREGON	71.8	32.3	90.8	15.9	10.8	87.7	43.1	374.0	229.0	2,330.7	24.7	14.4	398.7	243.4
PENNSYLVANIA	548.6	280.9	270.5	54.5	28.7	603.1	309.6	1,157.9	566.6	2,288.9	107.3	46.4	1,265.2	613.0
RHODE ISLAND	35.1	20.8	27.8	21.8	11.3	56.9	32.1	125.5	61.6	271.0	35.2	17.2	160.7	78.8
SOUTH CAROLINA	76.0	48.4	331.5	4.0	2.4	80.0	50.8	401.3	200.4	8,419.3	27.8	14.5	429.1	214.9
SOUTH DAKOTA	43.3	31.6	301.4	2.0	1.2	45.3	32.8	383.8	209.4	11,383.3	5.6	3.1	389.4	212.5
TENNESSEE	121.7	73.9	172.3	53.5	28.5	175.2	102.4	579.3	290.2	8,461.3	65.2	31.0	644.5	321.2
TEXAS	344.6	214.1	838.2	.2	.1	344.8	214.2	1,989.9	1,022.3	21,908.7	8.5	4.6	1,998.4	1,020.9
UTAH	24.1	18.9	98.1	12.7	10.2	30.8	29.1	201.0	145.4	1,861.5	21.6	15.2	222.6	160.6
VERMONT	4.4	3.0	8.4	3.2	2.1	7.0	5.1	133.6	67.8	590.0	18.1	8.4	151.7	76.2
VIRGINIA	99.8	65.0	102.6	10.0	5.4	109.8	70.4	684.1	331.2	4,304.9	55.9	26.8	740.0	358.0
WASHINGTON	63.6	47.6	128.0	8.2	5.1	71.6	52.7	529.0	278.1	4,566.7	25.9	13.1	554.9	291.2
WEST VIRGINIA	57.7	32.7	99.9	30.8	16.9	88.5	49.6	254.3	128.4	1,156.9	44.1	22.0	298.4	150.4
WISCONSIN	121.1	80.0	323.6	44.7	24.1	160.8	104.1	710.5	356.0	7,793.0	62.0	31.0	772.5	387.0
WYOMING	23.9	20.2	79.5	6.9	5.0	30.0	25.8	231.8	157.4	2,837.7	12.6	8.7	244.4	100.1
DIST. OF COL.	38.9	25.4	18.8	2.6	1.8	41.3	27.2	125.7	70.9	120.1	14.7	7.5	140.4	78.4
PUERTO RICO	59.2	31.7	43.2	14.6	9.0	73.8	40.7	197.8	89.5	347.2	32.9	13.3	230.7	102.8
TOTAL	6,093.5	3,740.7	10,714.7	1,406.1	802.8	7,499.0	4,543.5	29,802.8	15,558.0	274,155.1	2,320.8	1,178.8	32,123.6	16,730.8

STATUS OF THE HIGHWAY TRUST FUND  
(Thousands of Dollars)

TABLE IV

	Three Months Ended <u>March 31, 1975</u>	Fiscal Year 7-1-74 to <u>3-31-75</u>
Balance at beginning of period .....	\$8,400,783	\$7,666,652
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds) .....	\$ 994,544	\$3,259,685
Less motorboat fuel revenue <u>1/</u> .....	1,500	25,700
Net for highways .....	\$ 993,044	\$3,233,985
Trucks, buses, and trailers .....	171,253	452,586
Tires, tubes, and tread rubber .....	178,110	570,458
Vehicle use .....	40,329	178,382
Parts and accessories, trucks and buses .....	34,019	107,754
Lubricating oil (net after refunds) .....	11,174	67,571
Total excise revenues .....	\$1,427,929	\$4,610,736
Interest earned .....	7,964	287,968
Total income .....	\$1,435,893	\$4,898,704
Disbursements:		
For highways .....	\$1,041,243	\$3,698,495
National Highway Traffic Safety Admin .....	31,368	68,211
Highway safety construction programs .....	21,661	55,246
Trust Fund share other highway programs .....	4,000	5,000
Total disbursements .....	\$1,098,272	\$3,826,952
Balance at end of period .....	\$8,738,404	\$8,738,404
Liability for unpaid authorizations (12-31-74) <u>2/</u> .	\$21,448,000	
Balance less liability for unpaid authorizations.	-\$12,709,596	

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

2/ Rounded to the millions of dollars.

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

Motor fuel: 4 cents per gallon.

New trucks, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:

10 percent on the manufacturer's wholesale price.

Highway vehicle tires and tubes: 10 cents per pound.

Other tires, and tread rubber: 5 cents per pound.

Heavy vehicle use: \$3 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.

Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.

Lubricating oil: 6 cents per gallon, if used for highway purposes.



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
May 28, 1975

FHWA 50-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced that it will hold a two-day "National Seminar on Junkyards and Solid Waste Disposal in the Highway Environment," June 10 and 11 at the Sheraton-Silver Spring Motor Inn, Silver Spring, Maryland (copy of agenda attached).

Federal Highway Administrator Norbert T. Tiemann, in discussing the seminar, said there is a need for better communication between government and the private sector on the problem of junkyards and solid waste disposal. "In implementing the Highway Beautification Act of 1965," he said, "two factors have come to be recognized as essential in controlling junkyards adjacent to Interstate and Primary highways. First, this problem must be solved in the context of our larger national problem of managing solid waste disposal, and second, the solution will require commitment of public and private effort in nationwide cooperative programs."

The seminar will feature speakers and moderators who are experts in the areas of junkyards, solid waste disposal and environment, private and community involvement, salvage, wrecking and dumping facilities, technology of processing recyclable materials, and private industry environmental and resource recovery programs. The keynote address will be given by Deputy Secretary of Transportation John W. Barnum. Presiding official at the seminar will be David R. Levin, Director of FHWA's Office of Right-of-Way.

From 300 to 500 leaders and key technical and professional people in the public and private sectors concerned with highways and solid waste management are expected to attend. The seminar is designed to provide a forum for exchanging information and ideas which can widen the cooperation between these sectors, and thus improve the management of roadside environment and solid waste disposal.

Provisions of the Highway Beautification Act of 1965 call for control of junkyards located within 1,000 feet of the rights-of-way of Federal-aid Interstate and Primary highways. The Federal-Aid Highway Amendments of 1974 authorized \$15 million in appropriations for fiscal year 1975 to cover screening and removal costs associated with junkyard control.

Attendance at the seminar will be limited to no more than 500 people. Persons planning to attend should register as soon as possible. They can do so by contacting (202) 426-0142, or by writing to the Federal Highway Administration, Real Property Acquisition Division (HRW-10), Washington, D.C. 20590 - Attention: Mrs. A. M. Karl.

# # #

National Seminar on Junkyards and Solid Waste Disposal  
in the Highway Environment

June 10-11, 1975

Sheraton - Silver Spring Motor Inn

Silver Spring, Maryland

Tuesday Morning

- 8:00 a.m. Registration
- 9:00 a.m. Call to Order - David R. Levin, Director,  
Office of Right-of-Way, FHWA,  
Presiding
- 9:05 a.m. Welcome - Governor Norbert T. Tiemann,  
Federal Highway Administrator
- 9:30 a.m. Keynote Address - "The Challenge of Dealing with  
America's Recyclable Resources"  
- Deputy Secretary John W. Barnum
- 10:00 a.m. Break
- 10:25 a.m. "An Overview of Scrap Metal Supply/Demand"  
- Samuel B. Sherwin, Deputy Assistant Secretary  
for Domestic Business, Domestic and International  
Business Administration, U.S. Department of  
Commerce
- 10:55 a.m. "The Much Maligned Junkyard - Its Problems,  
Contributions and Future"  
- Donald Rouse, NATWA - The Association of  
Auto and Truck Recyclers
- 11:25 a.m. "The Processing of Recyclable Materials"  
- Herschel Cutler, Director, Institute of  
Scrap Iron and Steel
- 12:00 p.m. Lunch

Tuesday Afternoon

THEME - A National Strategy for Meeting the Challenge of Roadside  
Junk Disposal

- 1:30 p.m. Call to Order - James A. McLane, Highway Beautification  
Specialist, FHWA, Presiding
- 1:35 p.m. "An Overview of Scrap Metal Resource Recovery"  
- H. Lancier Hickman, Director of  
Operations, Solid Waste Management  
Programs, Environmental Protection Agency
- 2:10 p.m. "Private Industry Environmental and Resource  
Recovery Programs"  
- M. J. Mighdoll, Executive Vice President,  
National Association of Recycling Industries

- 2:45 p.m. Break
- 3:00 p.m. "Federal Government Environmental and Resource Recovery Programs"  
- Dr. Beatrice E. Willard, President, Thorne Ecological Institute and Member, Council on Environmental Quality
- 3:30 p.m. "The Coordination of State Programs"  
- Joseph L. Boren, Director, Solid Waste Management, Connecticut Department of Environmental Protection
- 4:00 p.m. "Private Programs and Community Involvement"  
- Roger W. Powers, President, Keep America Beautiful, Inc.
- 4:30 p.m. Adjourn

### Wednesday Morning

THEME - Applying Innovative Ideas to the Challenge of Disposal

(Four concurrent workshops)

9:00 - 12:00

1. Design and Screening of Salvage, Wrecking and Dump Facilities

Moderator: Larry Isaacson, FHWA

Panelists: Don Ripple, Waste Management, Inc. (Detroit)

Charles Anderson, Chief, Landscape Bureau, Maryland Department of Transportation

Grant Milliron, Legislative Committee Chairman, NATWA

James F. Anderton, Summit Steel, Inc. (Lansing, Michigan)

2. Community Planning for Locating Salvage and Disposal Sites

Moderator: Mrs. Eleanor Winsor, Executive Director, Pennsylvania Environmental Council

Panelists: Robert L. Plavnick, Managing Director, Raymond, Parish, Pine, and Plavnick, Washington, D.C.

Ellis Metheny, Esthetics Committee, NATWA - Superior Parts, Inc., Logansport, Indiana

Mrs. Marion J. McCoy, Planning and Zoning Officer, Anne Arundel County, Maryland

Eugene J. Wingerter, Executive Director, National Solid Wastes Management Association, Washington, D.C.

3. Collecting and Disposing of Abandoned  
Automobiles

Moderator: Robert McFadden, Motor Vehicle  
Manufacturers Association

Panelists: Lt. Robert L. Mitchell, California  
Highway Patrol, Sacramento, California  
Calvin Lieberman, Ace Steel  
Baling, Toledo, Ohio  
James Owens, Director, Materials  
Division, U.S. Department of  
Commerce  
Raymond F. Cerrito, Chairman, Rhode Island  
Auto Wrecking and Salvage Yard Regulatory  
Licensing Commission - Vice President  
and Secretary, Cerrito Bros., Inc.,  
Johnston, Rhode Island

4. Organizing Community Programs

Moderator: William Bently, Division of Solid  
Waste Management, New York State  
Department of Environmental  
Conservation, Albany, New York

Panelists: Mrs. Emily Leonard, Division of  
Program Development, Keep  
America Beautiful, Inc.  
Al Rachal, Jr., Coordinator,  
Governor's Keep Virginia Beautiful  
Program, Richmond, Virginia  
O. B. White, Right-of-Way  
Supervisor, Idaho Division  
of Highways, Boise, Idaho  
Ms. Helen Keith, President,  
Tennessee Beautiful, Inc.,  
Memphis, Tennessee

Lunch

Wednesday Afternoon

THEME - Defining Our Goals

1:30 p.m.	Call to Order - James A. McLane, Highway Beautification Specialist, FHWA, Presiding
1:35 p.m.	Workshop Summations - Panel Moderators
2:05 p.m.	"The Market Value of Roadside Beauty" - Dexter MacBride, American Society of Appraisers
2:50 p.m.	"Applying Technology to Environmental Protection" - F. Eugene Smith, F. Eugene Smith Associates, Industrial Design
3:45 p.m.	Conclusion - David R. Levin, Director, Office of Right-of-Way, FHWA



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
May 29, 1975

FHWA 52-75  
(202) 426-0677

U.S. Secretary of Transportation William T. Coleman, Jr. today announced details of the eighth annual "The Highway and Its Environment" competition.

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

Any outstanding highway or highway-oriented improvement in the United States or its possessions, in 10 categories, is eligible for submission by the August 30, 1975, deadline. Entries can be submitted by State, county or local highway agencies, freeway or toll authorities, civic organizations, business and industry, and consultants and contractors.

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

"The continuing increase in the number and quality of entries in this competition from year to year is indicative that there is widespread recognition of the economic, social and cultural benefits inherent in the scenic enhancement of our Nation's highways. The Federal Highway Administration's encouragement and participation in this competition is designed to demonstrate and promote the compatibility of highways and the environment."

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

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

# # # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
May 23, 1975

FHWA 53-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced that his agency had signed an agreement of cooperation with the Ministry of Roads and Transport of the Government of Iran to provide that country with advisory technical assistance service in the fields of highway construction, maintenance, planning, training, research, design, safety, and laboratory improvement and modernization.

Initiation of the cooperative agreement came as a result of a request from the Government of Iran for U.S. technical assistance in completing an accelerated road construction program. The Government of Iran recently commenced a long-term program of internal development; however, insufficient capacity of transport networks has served as a bottleneck in this development program. Shortages of skilled engineers and technicians also have hindered program progress.

According to the Iranian Ministry of Roads and Transport, the long-term roadbuilding program will require completion of 3,500 miles of asphalt paved primary and secondary highways and 3,500 miles of gravel roads which are now under construction. In addition, during the next 10 years, plans call for the construction of 2,175 miles of new 4- and 6-lane expressway and making major improvements to 4,350 miles of National System roads and 9,300 miles of Regional System feeder roads.

The agreement also provides for development of a maintenance structure and the procurement of equipment to adequately maintain these roads. Establishment of road construction and research laboratory facilities and a comprehensive highway safety program are major additional program priorities.

Under terms of the agreement, the U.S. Department of Transportation's Federal Highway Administration (FHWA) will establish a small mission in Iran's capital of Teheran. The mission will be staffed

by FHWA and private sector staff engineers and technicians who will provide technical advice and assistance to Iranian engineers and administrators charged with supervision of the road construction program. Relocation of the FHWA technical advisory staff to Iran will be accomplished during the next several months. The FHWA will be reimbursed for costs of all services provided to Iran through means of an advanced dollar working fund.

The agreement also calls for the FHWA to serve as Iran's procurement agent for the purchase in the U.S. of a variety of road construction equipment, replacement parts and repair machinery. Payment for such equipment will be handled through means of an irrevocable letter of credit established by the Government of Iran in a U.S. Bank. It is currently anticipated that approximately \$25 million in equipment purchases will be made for Iran from U.S. companies in 1975 with an additional purchase of \$100 million in 1976. FHWA will be reimbursed for its services as a procurement agent.

According to Administrator Tiemann, this "agreement continues the FHWA policy of providing technical advice and assistance to nations attempting to provide a better life for their citizens through internal transportation improvements. It is fitting," said Mr. Tiemann "that the Western World which learned the value of a comprehensive internal road network from the Persian ancestors of present day Iranians should now have opportunity to repay that historic debt."

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