



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
June 2, 1975

FHWA 56-75  
(202) 426-0677

The Federal Highway Administration (FHWA) of the Department of Transportation announced today the release of the publication, "User Documentation for the FHWA Carpool Matching Program, 2nd Edition." This new edition of the user documentation includes a description of all the improvements and additions that have been added to this technical guide for the FHWA carpool computer matching program since the original edition of the user documentation was released in January 1974.

All the improvements and additions described in this new user documentation are included in the latest version of the matching program released on October 1, 1974. The major improvements to the program, including the mail list output sort, 99 x 99 grid system, and shortened master list output option are user suggested improvements.

Anyone desiring additional copies of the user documentation may forward their requests to the following address:

Chief, Urban Planning Division - HHP-26  
Federal Highway Administration  
Department of Transportation  
Washington, D.C. 20590

Future improvements to the matching program will be included in work presently being performed under contract with Bigelow-Crain Associates of Menlo Park, California, to develop a second generation carpool and transit information system. This new second generation program is scheduled for completion by summer 1976.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
June 4, 1975

FHWA 55-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has initiated a rulemaking procedure to determine whether to require the use of automatic speed recording devices on interstate buses.

The recording device, known as a tachograph, produces a record in chart form showing such vehicle functions as engine speed, vehicle speed, and engine operation and shut-off.

The recorded data could be of assistance to carriers in supervising drivers' activities, in monitoring commercial vehicle compliance with the national 55-m.p.h. speed limit, and the control of drivers' hours-of-service.

The petition for rulemaking was filed with FHWA's Bureau of Motor Carrier Safety by a manufacturer of tachographs. It contends that the use of the device would be justified on the basis of improved safety and would result in an overall reduction of operating costs for motor carriers.

Comments on the proposal will be received until September 2, 1975, and should be addressed to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590 (Docket No. MC-63; Notice No. 75-6).

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY  
June 4, 1975

FHWA 55-75  
(202) 426-0677

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# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
June 12, 1975

FHWA 57-75  
(202) 426-0677

The Department of Transportation today announced that over \$2.547 billion in Federal and State funds was obligated through March 31 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.424 billion. Development highways and access roads completed or under construction in the region totaled 1,892 miles as of the end of March, an increase of 17 miles since December 31. Engineering and right-of-way acquisition were underway on an additional 414 miles; design had been approved or hearings held on 59 miles, while locations had been approved and design underway on 298 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 total 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 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 March 31, 1975

TABLE 1

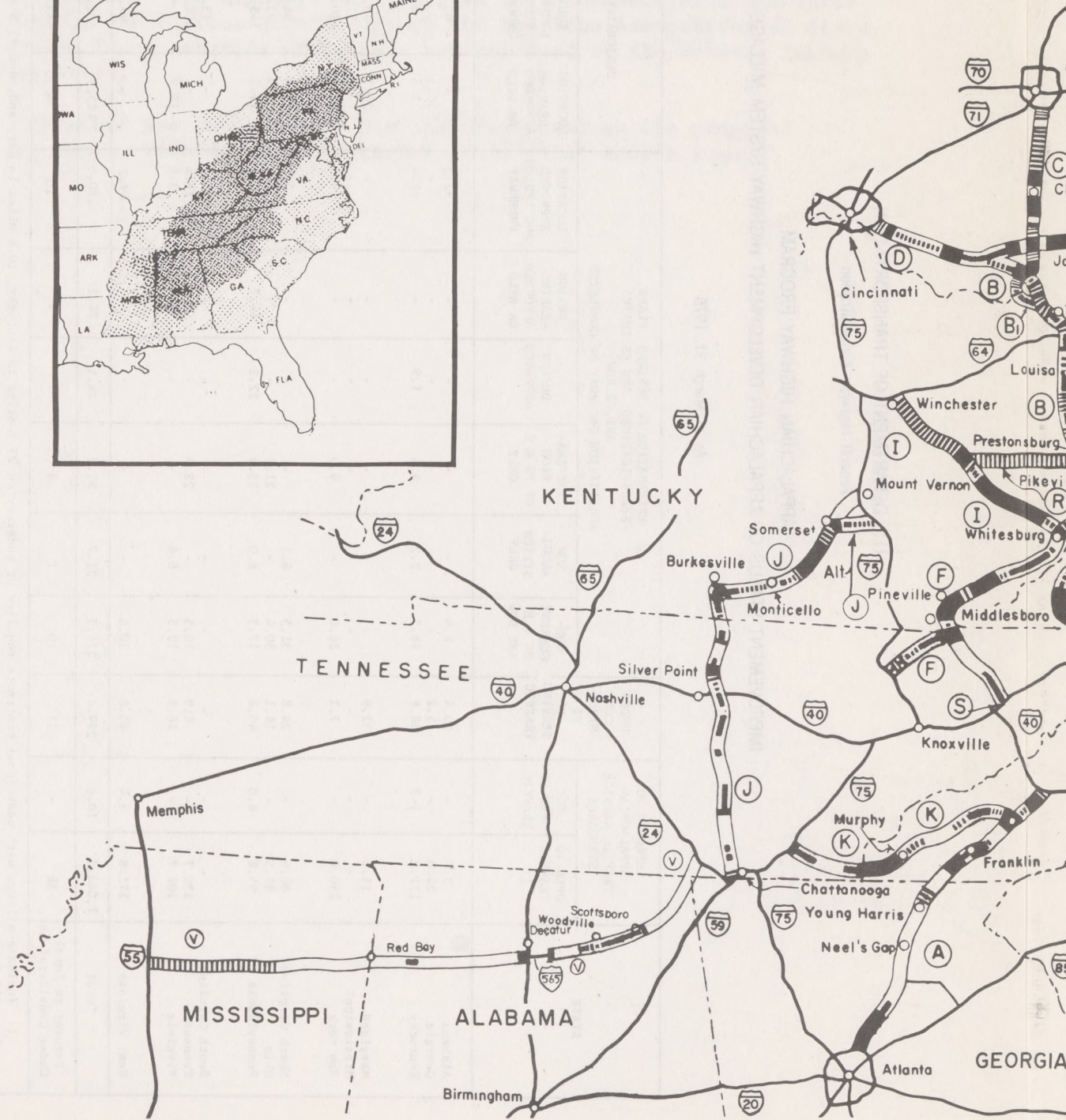
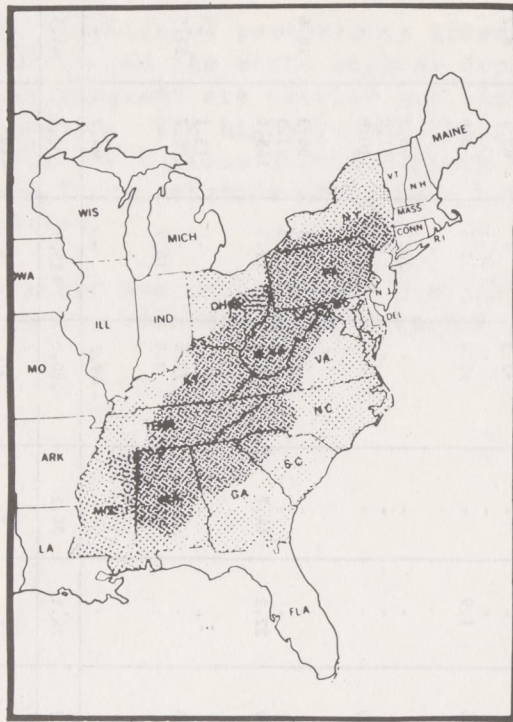
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <sup>1/</sup>	NOT OPEN TO TRAFFIC		CON-CURRENT 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	-	69.1	6.2	144.1	156.6
Georgia	24.0	=	5.2	-	-	-	-	-	-	56.5	=	=	85.7	88.0
Kentucky	171.2	1.2	88.8	78.5	2.2	8.6	1.9	=	66.4	1.3	3.6	-	423.7	587.6
Maryland	15.1	-	32.9	-	-	-	-	-	-	20.7	6.3	=	75.0	78.0
Mississippi	-	-	-	-	-	-	=	=	=	=	31.0	-	31.0	73.0
New York	150.0	=	7.1	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	50.4	=	21.2	-	-	6.5	0.3	23.3	=	201.3	293.9
Pennsylvania	95.8	6.0	40.8	17.3	8.0	23.9	22.2	14.7	57.2	21.5	145.1	-	452.5	505.1
South Carolina	-	-	-	-	-	-	-	-	-	-	13.1	-	13.1	23.6
Tennessee	130.7	-	4.9	16.5	-	22.5	=	-	27.6	-	100.7	27.5	330.4	340.9
Virginia	108.7	=	16.6	12.5	6.4	=	=	9.5	3.5	18.9	-	-	176.1	200.9
West Virginia	171.8	3.4	43.8	30.6	=	=	-	-	69.2	=	94.7	-	413.5	426.4
Total	1,041.1	10.6	299.4	271.7	22.7	85.2	24.1	24.2	280.6	125.5	532.1	44.3	2,761.5	3,234.8
Percent to Total Under Consideration	38	-	11	10	1	3	1	1	10	4	19	2	100	-

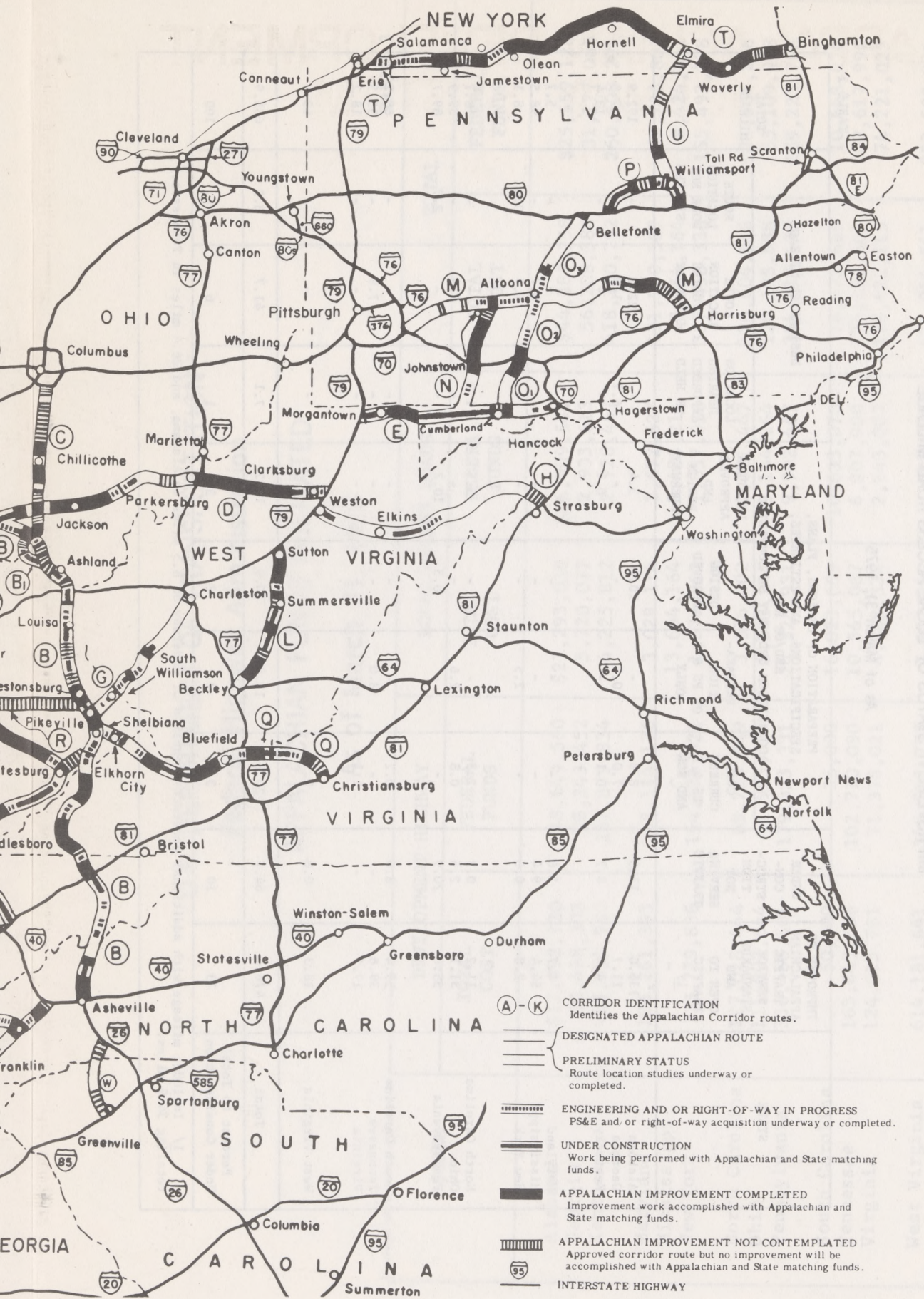
<sup>1/</sup> Includes mileage with additional contracts required or underway on 29.2 miles in Kentucky, 10.4 miles in Maryland, and 95.5 miles in Tennessee, totaling 135.1 miles.

<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 MARCH 31, 1975





- (A) - (K) CORRIDOR IDENTIFICATION  
Identifies the Appalachian Corridor routes.
- DESIGNATED APPALACHIAN ROUTE
- PRELIMINARY STATUS  
Route location studies underway or completed.
- ENGINEERING AND OR RIGHT-OF-WAY IN PROGRESS  
PS&E and/or right-of-way acquisition underway or completed.
- UNDER CONSTRUCTION  
Work being performed with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT COMPLETED  
Improvement work accomplished with Appalachian and State matching funds.
- APPALACHIAN IMPROVEMENT NOT CONTEMPLATED  
Approved corridor route but no improvement will be accomplished with Appalachian and State matching funds.
- INTERSTATE HIGHWAY

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

As of March 31, 1975

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	11.5	8.8	-	10.6	3.4	-	22.6	-	192.9	
Georgia	11.7	-	7.0	0.8	-	-	6.1	1.9	-	27.5	
Kentucky	4.5	8.7	0.1	-	"	0.1	"	"	-	13.4	
Maryland	4.7	1.0	-	-	-	-	-	-	-	5.7	
Mississippi	84.4	9.4	-	-	-	-	-	4.7	-	98.5	
New York	2.8	0.6	-	2.5	"	"	-	1.7	0.5	8.1	
North Carolina	11.2	0.7	2.3	-	-	3.5	1.0	-	-	18.7	
Ohio	31.1	2.5	0.8	2.6	-	-	-	2.9	-	39.9	
Pennsylvania	55.6	20.9	"	"	0.3	10.2	-	-	2.7	89.7	
South Carolina	59.4	8.6	0.2	-	-	-	-	-	-	68.2	
Tennessee	39.6	-	-	8.0	-	-	-	7.9	-	55.5	
Virginia	17.1	"	1.1	"	-	-	"	"	-	18.2	
West Virginia	18.3	0.8	0.5	-	-	-	-	-	-	19.6	
Total	476.4	64.7	20.8	13.9	10.9	17.2	7.1	41.7	3.2	655.9	
Percent to Total Under Consideration	73	10	3	2	2	3	1	6	-	100	
<u>1/</u> Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, and 26.4 miles in Tennessee, totaling 34.9 miles.											

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED

As of March 31, 1975

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	\$27,293,038	\$16,909,566	\$44,385,758	\$25,559,126
Georgia	50,488,303	28,243,452	5,720,077	2,933,613	56,208,380	31,177,065
Kentucky	413,934,980	257,879,834	4,225,812	2,728,457	418,160,792	260,608,291
Maryland	128,261,393	67,114,176	3,029,114	1,672,627	131,290,507	68,786,803
Mississippi	-	-	13,654,164	8,424,211	13,654,164	8,424,211
New York	335,779,836	154,436,322	1,678,502	1,057,056	337,458,338	155,493,378
North Carolina	127,028,444	69,289,849	3,576,402	2,011,447	130,604,846	71,301,296
Ohio	111,802,644	61,955,674	8,383,244	3,154,264	120,185,888	65,109,938
Pennsylvania	330,488,501	179,323,331	24,328,931	9,902,467	354,817,432	189,225,798
South Carolina	50,000	35,000	16,023,669	10,633,070	16,073,669	10,668,070
Tennessee	163,645,536	102,710,090	10,565,067	6,907,900	174,210,603	109,617,990
Virginia	124,013,781	71,378,021	4,408,334	2,843,002	128,422,115	74,221,023
West Virginia	614,181,641	348,592,755	7,902,900	4,998,081	622,084,541	353,590,836
Total	2,416,767,779	1,349,608,064	130,789,254	74,175,761	2,547,557,033	1,423,783,825



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
June 18, 1975

FHWA 58-75  
(202) 426-0677

One of the major longstanding needs in roadside highway safety efforts has been for a bridge rail design which was capable of not only withstanding impacts by large, high-speed vehicles (trucks and buses) but also would protect small impacting vehicles from severe damage.

Research engineers with the U.S. Department of Transportation's Federal Highway Administration (FHWA), concerned over this problem, conceived the idea of utilizing a bridge rail design incorporating steel rings as the primary energy-absorbing device.

To test this new design concept, the FHWA contracted with the Southwest Research Institute of San Antonio, Texas, to construct a simulated bridge deck with the special bridge rail design and to conduct crash tests with a variety of vehicles.

Specific performance goals established for testing of the new design, known as the Collapsing Ring Bridge Rail System (CRBRS), included such requirements as:

= reduction in impact severity, as compared with conventional nondeflecting bridge rail designs, for passenger vehicles striking the system at 60 mph.

= redirection of heavy vehicles impacting the system at 60 mph.

= capability of the approach section of the system to handle collisions by passenger vehicles at 60 mph.

- more -

Ten full-scale crash tests were performed on the initial design of this system with vehicles ranging from 2,000 to 40,000 pounds. Performance goals were met in all cases. Redirection of high-speed, heavy-weight vehicles was achieved; vehicle damage was limited to sheet damage of the impacting front quarter and side panels with limited suspension damage in the same area. Damage to the bridge rail ranged from slight, for light-weight vehicle impacts, to extreme, for heavy vehicle impacts.

Tests were documented by strain gage, vehicle accelerometer and high-speed movie data as well as permanent deformation measurements.

Several tests were conducted on an improved design of this bridge rail concept. One involved a 40,000 pound scenic cruiser bus impacting at 60 mph. Significant improvement in vehicle redirection and important reduction on bridge rail damage were noted in this test. In another test, a 70,000 pound tractor-trailer was contained by the bridge rail when impacted at 45 mph and 10 degrees. A standard size passenger car was then successfully redirected in a 60 mph, 25-degree impact even though the damage to the bridge rail from the previous 70,000 pound tractor-trailer impact was not repaired.

Federal Highway Administrator Norbert T. Tiemann, in commenting upon the new bridge rail design, expressed "great satisfaction that the test results bore out the original dreams of FHWA research engineers." "The real pay-off," said Administrator Tiemann "will be in the lifesaving aspects of this innovative system."

# # #

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FEDERAL HIGHWAY ADMINISTRATION  
Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
July 1, 1975

FHWA 62-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has awarded a contract to the Northern Vocational Training Company, Cheverly, Maryland, to develop and conduct a program for pre-entry training of 120 women in the highway construction crafts.

The 30 month contract is confined to three crafts with 40 women assigned to each craft. They are:

- Operating Engineers - 30 months training
- Off-the-Road Truck Drivers - 27 months training
- Highway Bridge Carpenters - 28 months training

Basic objective of the program is to train women in the techniques and theory in these respective areas to qualify for employment as on-the-job trainees or apprentices in those crafts.

NVTC will also be responsible for providing lodging, meals, and transportation to and from the training sites and, periodic reports on the progress of the trainees.

The recruitment of trainees will begin immediately and will terminate in approximately 4 weeks. Recruitment efforts will be national in scope and will include womens organizations in various areas of the country.

Federal Highway Administrator Norbert T. Tiemann said, "History will prove that women play a substantial role and contribute significantly to the success of many national projects in many areas of human endeavor. Today another area is added to that growing field of women involvement--highway construction. With their ardent support we are taking another momentous step toward the goal of equal opportunities for women."

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

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DEPARTMENT OF  
TRANSPORTATION

NEWS

TAB-493

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
July 16, 1975

FHWA 60-75  
202-426-0677

The Federal Highway Administration has published the final report of the study, "Immediate Impact of Gasoline Shortages on Urban Travel Demand" by Robert L. Peskin, Joseph L. Schofer, and Peter R. Stopher of Northwestern University. This research was done under contract with the Federal Highway Administration in order to determine the reactions of the traveling public to the gasoline shortages of the winter of 1974.

In this research, individual household's reactions to the shortages were studied in three time frames: past actions (February and March 1974); present perception (summer 1974); and future expectations (unspecified future energy crisis). The project findings indicate that (1) gasoline price was not an important consideration in automobile use while the supply of gasoline was constrained, (2) use of public transportation was the least common aspect of tripmaking changed during the gasoline shortage period, and the most common change was stopping at several destinations in a single journey away from home, (3) there was a significant reduction in nonwork trips during the shortage period, and (4) no change was found in desired home or work location.

The report is available through the National Technical Information Service, Springfield, Virginia 22151. The accession number is PB240866/AS. The paper copy price is \$5.75. Microfiche is \$2.25 per copy.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
July 22, 1975

FHWA 65-75  
(202) 426-0677

The problem of properly analyzing the surrounding air and assuring the control of air quality in highway transportation corridors may be on the way to becoming less of a problem because of a demonstration project recently initiated by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

This demonstration project (Project Number 35, Air Quality Monitoring), involves two mobile vans equipped with a wide variety of air quality monitoring equipment. These vans will be driven from State to State by FHWA personnel to demonstrate techniques for measuring and analyzing air pollution and to assist States in their equipment selection.

Need for this new demonstration program came about from the air quality guidelines recently issued by the FHWA. These guidelines were required by the Clean Air and Federal-Aid Highway Acts of 1970 as a means of providing a system to address the abatement, prevention and control of air pollution. The guidelines require air quality analyses consistent with the complexity of highway proposals and prevalent meteorological conditions.

Because many State highway agencies and personnel have had little opportunity or need for conducting air quality monitoring programs, the FHWA, through its demonstration project program, is assisting in meeting this requirement.

According to Federal Highway Administrator Norbert T. Tiemann, "this training effort will attempt to provide State personnel with information on the types, cost, operation, maintenance, and reliability of available air quality monitoring equipment. In addition," said Mr. Tiemann, "State personnel will be given the opportunity to operate the demonstration equipment."

Individuals and organizations desiring additional information on this demonstration project should contact the FHWA's Region 15

Office, Demonstration Project Division, 1000 N. Glebe Rd.,  
Arlington, Virginia 22201, or telephone (703) 557-9080.

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FEDERAL HIGHWAY ADMINISTRATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

TAD-493

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
July 23, 1975

FHWA 66-75  
(202) 426-0677

A new tool will soon be available to highway bridge engineers in their efforts to control deterioration of concrete bridge decks. The device, known as the "concrete delamination detector," is expected to quickly join the growing selection of tools designed to monitor bridge deck deterioration. At present, State and local highway agencies are spending over \$70 million annually nationwide to repair these decks.

This bridge deck deterioration problem has increased significantly as highway departments increased the use of deicing materials required for safer winter driving. Effective deicers for winter-weather roads contain chlorides, which quickly contaminate the concrete cover over the bridge deck reinforcing steel. The chloride-induced corrosion rapidly results in delamination or layering of the deck concrete.

The concrete delamination detector is a mechanical-electrical instrument utilizing sonic frequencies to identify and record information on the existence and extent of subsurface delamination of bridge deck concrete. The detector is most useful as a general survey tool. But as a working tool for bridge repair crews, it provides valuable assistance to manual-sonic techniques confronted with excessive noise interference or with asphaltic overlays that block sonic detection with the human ear.

The instrument was developed at the Texas Transportation Institute under Highway Planning and Research funded contract with the Texas Highway Department and in cooperation with the Federal Highway Administration (FHWA). Field performance test evaluations were conducted by three State highway agencies. As a result of the performance endorsements from these tests, the concrete delamination detector is now being used as one of the major tools in the FHWA's Nationwide Demonstration Project Number 33, "Bridge Deck Evaluation Techniques."

Individuals and organizations desiring information on this program should contact the FHWA's Region 15 Office, Demonstration Project Division, 1000 N. Glebe Road, Arlington, Virginia 22201, or telephone (703) 557-0522.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
June 24, 1975

FHWA 59-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today released an illustrated brochure entitled "Improving Urban Mobility - Through Better Transportation Management."

In releasing the publication, Federal Highway Administrator Norbert T. Tiemann stated, "this urban mobility brochure will be especially interesting and helpful to local decisionmakers, transit operators and others who have the responsibility for improving the transportation system. The brochure is actually a concise catalog of imaginative techniques that are being used in a variety of ways to manage urban traffic more effectively."

These strategies include improving the people-carrying capacity of streets, improving public transit service and adjusting the demand for transportation services and facilities.

Techniques to improve the people-carrying capacity on the streets include traffic management schemes, reserved lanes for high occupancy vehicles, and commuter ride sharing programs.

Techniques to improve public transit service include better scheduling and routing; public information systems; facilitating transfer and fare collection; and alternative vehicle types and services, such as para-transit.

Techniques to adjust the demand for transportation services and facilities include staggered work schedules, "gliding" or flexible hours, and encouraging bicycling and walking.

The techniques described are relatively low-cost methods which can be implemented quickly and also offer environmental and energy conservation benefits.

The technique or combination of techniques used depends on the needs and resources of the specific area, but each can be a positive response to the complex issues involved in urban transportation today.

- more -

The publication is being widely distributed to Federal Highway Administration field offices, State transportation agencies, and metropolitan planning organizations. It is also available for \$1.05 a copy from the U.S. Government Printing Office, Washington, D.C. 20402.

A limited number is also available, free of charge, to public agencies through the Federal Highway Administration Office of Public Affairs.

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
July 24, 1975

FHWA 67-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a final rule which prohibits overloading or underinflating tires on trucks or buses operated in interstate or foreign commerce.

On April 8, 1974, FHWA's Bureau of Motor Carrier Safety issued a notice of proposed rulemaking in response to petitions filed by PROD, Inc., a nonprofit association of professional interstate truck and bus drivers, and representatives of the International Brotherhood of Teamsters, and as a result of investigations conducted by the Bureau's staff.

BMCS Director Robert A. Kaye said, "After careful review of all responses to the Notice of Proposed Rulemaking, the Bureau issued the new rule, noting that

— "the frequency and severity of accidents caused by overloaded or underinflated tires are well documented by law enforcement officials, the media, and the Bureau's safety investigators; and

— "the Bureau believes available evidence shows that tire failures attributed to cuts, bruises, punctures, and other road hazards are often accelerated by overloaded or underinflated tires."

The new rule becomes effective on October 1, 1975, and is found in Section 383.75 paragraph (f) of the Federal Motor Carrier Safety Regulations. For convenience, the new rule contains a table which lists acceptable tire loads corresponding to various inflation pressures for the most common sizes of tires by interstate motor carriers.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
July 28, 1975

FHWA 68-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has awarded a \$43,978 contract to the Data Transformation Corporation of New York City to develop a handbook for commercial truck drivers to promote greater compliance with and understanding of the Federal Motor Carrier Safety Regulations.

Basic objective of the contract, administered by FHWA's Bureau of Motor Carrier Safety, is to reduce the legal language of the Federal Motor Carrier Safety Regulations as it applies to truck drivers into a simplified version which can be readily understood. The handbook also is intended as a useful training tool for commercial drivers operating in interstate and foreign commerce.

BMCS Director Robert A. Kaye said, "A clear understanding of the Federal Motor Carrier Safety Regulations by commercial truck drivers, has always been an area of concern by the Bureau as we have pursued more rigid compliance with the safety regulations. We believe that with this new handbook as a ready reference, truck drivers' interest will increase, thereby motivating them to become greater exponents of safety on our Nation's highways."

The contract is for 8 months, with the conceptualized booklet and recommendation to be delivered by February 1976. It is planned that a camera-ready copy will be made available to private and public sources on a loan basis.

# # #



DEPARTMENT OF  
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590



FOR RELEASE SATURDAY  
July 26, 1975

FHWA 69-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the approval of a special symbol sign to indicate rest and scenic areas on Federal-aid highways having restroom facilities for the handicapped.

This new sign features a white stylized symbol of a person seated in a wheelchair (the International Symbol of Access for the Handicapped) and a white border on a blue background. The new 24-inch by 24-inch

sign is intended to be installed beneath rest and scenic area advance guide signs.

As an internationally recognized symbol, the new sign will provide handicapped travellers information on individual rest areas having restroom facilities designed to accommodate them, rather than requiring the handicapped to exit from the highway to search for appropriate facilities.

The new symbol sign was recommended by the National Advisory Committee on Uniform Traffic Control Devices and approved by Federal Highway Administrator Norbert T. Tiemann.

Interested organizations and associations may obtain detailed drawings and signing instructions for the new sign by contacting the FHWA's Office of Traffic Operations, Traffic Control System Division (HTO-21), Washington, D.C. 20590, or by calling (202) 426-0411.

# # #

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
July 23, 1975

FHWA 70-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration and the Office of Minority Business Enterprise (OMBE), U.S. Department of Commerce, have signed a "memorandum of understanding" on ways to increase the participation of minority business enterprises in Federal-aid construction contracting programs.

In signing the agreement Federal Highway Administrator Norbert T. Tiemann said, "It is the President's desire that we move toward equal opportunity of contract participation in the field of highway construction for minority business enterprises. The Federal Highway Administration, recognizing the need for increased contract participation by minority business enterprises, has adopted procedures to implement this national policy."

Under the agreement FHWA will:

- review the feasibility of setting reasonable and appropriate goals for Federal-aid - MBE contracts and subcontracts.
- ensure by appropriate reviews and monitoring that State highway agencies, other recipients of Federal funds and contractors, establish procedures which will accomplish the objectives of this agreement.
- share data and experiences with OMBE at national and regional headquarters levels.
- assist in identifying capable minority construction contractors, vendors, suppliers, equipment dealers, and service firms.
- maintain a data system to evaluate the progress of this program.
- promote the MBE program with those Local, State and National associations involved in and closely related to the construction industry.

OMBE's Director, Alex Armendaris said, "We in OMBE feel that this

cooperative undertaking with the Federal Highway Administration is a significant step in helping to further bring minority contractors into the mainstream of the American economy." "OMBE will provide the full resources of its national staff and its nationwide network of business development organizations, to assist minority construction contractors, vendors, and suppliers to compete successfully in obtaining and performing highway contracts and subcontracts," the Director added. Signing for the Director was Samuel J. Cornelius, Deputy Director.

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY P.M.  
July 30, 1975

FHWA 71-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann, in a ceremony here today, presented two Presidential Medals of Honor for Lifesaving on the Highways. Held at a noon luncheon at the Washington Hilton Hotel, it was the third national awards ceremony since the medal of honor for civilians was authorized 18 years ago.

Two professional truckdrivers, Albert L. Mead of Tonawanda, New York, and Wendell W. Betts of Buxton, Maine, were the recipients of the Presidential Medal. They were cited for their efforts to save the lives of four persons entrapped in a burning recreational vehicle following an accident on the Massachusetts Turnpike, in Blandford, Massachusetts, on June 8, 1974. Despite their heroic rescue attempts the victims died, of the intense heat build-up within the vehicle, before they could be reached.

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

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

The awards luncheon was sponsored by the American Trucking Associations, Inc.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY P.M.  
July 30, 1975

FHWA 72-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today made a tentative finding that there are insufficient grounds for initiating formal adjudication and the holding of public hearings on toll increases on bridges operated by the Port Authority of New York and New Jersey.

However, he announced that an informal conference will be held on August 25, at 10 a.m., in Room 305 Center at 26 Federal Plaza in New York City. Mr. David E. Wells, Chief Counsel of the Federal Highway Administration, will preside for Administrator Tiemann, and the conference will be open to the public, although only parties of record who have filed a formal complaint will be allowed to participate in the discussions.

Federal, State, and municipal governmental agencies are invited to formally intervene and have representatives attend and participate in the conference. Formal petitions of intervention must be submitted before the close of business on August 22 to the Office of the Chief Counsel, Federal Highway Administration, Room 4226, Washington, D.C. 20590.

Conference participants are requested to submit to FHWA any documentary evidence they may have bearing on the issues in the proceedings.

After the Toll Authority increased the tolls on four bridges in the metropolitan New York area on May 5, Administrator Tiemann received 14 complaints that the increases were unreasonable and unjust. As a consequence, FHWA investigators responded to the complaints and subsequently issued a report (available upon request). Tiemann said that the FHWA investigating team has been directed to prepare a supplementary report based on information produced at the August 25 informal conference. Upon receipt of this report and review of the investigation file, he will then issue a final order as to whether the matter will be set down for public hearing.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
August 8, 1975

FHWA 73-75  
(202) 426-0677

Motor-vehicle registrations in the United States were nearly 130 million during calendar year 1974, the U.S. Department of Transportation reported today. The total of 129,943,087 motor vehicles, released by the Federal Highway Administration, is 4,273,095 higher than the 1973 figure. This is a 3.4 percent increase over the previous year--the smallest yearly increase since 1970.

The 1974 registration total includes 104,898,256 automobiles, 446,547 buses and 24,598,284 trucks. The percentage increases over 1973 are 2.9 for automobiles, 5.1 for buses, and 5.8 for trucks.

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

California registered 13.7 million motor vehicle in 1974, followed by Texas with 8.0 million, and New York with 7.5 million. Pennsylvania registered 7.1 million motor vehicles, Ohio 7.0 million, Illinois 6.2 million, Florida 5.6 million, and Michigan 5.4 million. There were an additional 26 States with more than 2 million motor vehicles registered.

Motorcycles and trailers are not included in the above figures. Most States combine motorcycles, motor scooters, and motorized bicycles into one registration group, and the 1974 total of these registrations was 4,961,589. State laws governing trailer registration vary greatly and undergo frequent changes. The Federal Highway Administration reports that there were 12,466,698 trailers registered, but because of the laws that exempt some kinds of trailers, it considers the total to be of limited significance.

The 1974 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

# STATE MOTOR-VEHICLE REGISTRATIONS--1974<sup>1</sup>

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

TABLE MV-1  
JULY 1975

STATE	MOTOR VEHICLES												COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1973-1974					MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			TOTAL 1973 REGISTRATIONS	INCREASE OR DECREASE 1974	PER-CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 3/		
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 4/	PUBLICLY OWNED 2/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 2/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED 2/	TOTAL							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)			
Alabama	1,845,795	8,373	1,854,168	1,848	6,364	8,212	527,174	20,190	547,364	2,374,817	34,927	2,409,744	2,353,629	56,115	2.4	77,586	473		
Alaska 5/	123,000	2,000	125,000	802	39	841	58,550	3,631	62,181	182,352	5,670	188,022	172,167	15,855	9.2	13,000	-		
Arizona	1,070,637	10,914	1,081,551	674	2,115	2,789	374,561	15,034	389,595	1,445,872	28,063	1,473,935	1,419,452	54,483	3.8	64,628	390		
Arkansas	842,921	5,060	847,981	1,878	5,467	7,345	383,167	7,090	390,217	1,227,966	17,577	1,245,543	1,185,423	60,120	5.1	44,919	36		
California	11,079,545	82,574	11,162,119	12,445	11,024	23,469	2,379,693	119,118	2,498,811	13,471,683	212,716	13,684,399	13,412,774	271,625	2.0	665,334	6,787		
Colorado	1,386,813	7,746	1,394,559	1,266	3,594	4,860	445,022	17,686	462,708	1,833,101	29,026	1,862,127	1,802,567	59,560	3.3	92,486	239		
Connecticut	1,820,149	8,641	1,828,790	7,134	555	7,689	139,577	15,341	154,918	1,966,860	24,537	1,991,397	1,949,832	41,565	2.1	65,058	288		
Delaware	282,161	2,671	284,832	1,237	88	1,325	55,106	2,569	57,675	338,504	5,388	343,892	333,137	10,695	3.2	7,415	36		
Dist. of Col.	238,827	8/ 7,492	246,319	2,060	325	2,385	9,726	4,168	13,894	250,613	11,985	262,598	261,207	1,391	0.5	3,760	581		
Florida	4,669,297	35,457	4,704,754	3,311	11,422	14,733	839,462	57,121	896,583	5,512,070	104,000	5,616,070	5,347,245	268,825	5.0	185,900	1,640		
Georgia	2,524,976	9,519	2,534,495	3,568	8,833	12,401	671,949	24,962	696,911	3,200,493	43,314	3,243,807	3,170,412	73,395	2.3	104,022	578		
Hawaii	416,904	3,652	420,556	1,770	89	1,859	59,325	3,565	62,890	477,999	7,306	485,305	477,780	7,525	1.6	9,921	19		
Idaho	400,853	3,743	404,596	719	1,929	2,648	212,873	12,986	225,859	614,445	18,658	633,103	590,126	42,977	7.3	46,101	136		
Illinois	5,248,728	28,631	5,277,359	15,316	5,756	21,072	864,860	32,111	896,971	6,128,904	66,498	6,195,402	5,951,948	243,454	4.1	207,137	436		
Indiana	2,532,798	9,424	2,542,222	7,417	5,897	13,314	383,366	19,614	402,980	3,233,581	34,935	3,268,516	3,232,321	36,195	1.1	144,727	306		
Iowa	1,497,497	8,627	1,506,124	1,627	7,604	9,231	494,619	23,712	518,331	1,993,743	39,943	2,033,686	1,978,631	55,055	2.8	138,021	190		
Kansas	1,245,736	6,655	1,252,391	1,304	3,655	4,959	511,683	16,204	527,887	1,758,723	26,514	1,785,237	1,777,799	7,438	0.4	91,561	793		
Kentucky	1,618,664	7,513	1,626,177	1,454	5,025	6,479	514,404	17,287	531,691	2,134,235	29,825	2,164,060	2,090,748	73,312	3.5	57,858	176		
Louisiana	1,603,481	12,503	1,615,984	11,181	3,456	14,637	491,232	12,673	503,905	2,105,894	28,632	2,134,526	2,057,279	77,247	3.8	59,354	368		
Maine	498,863	2,255	498,118	778	1,186	1,964	133,253	3,820	137,073	629,894	7,261	637,155	596,345	40,810	6.8	25,811	21		
Maryland	1,991,078	9,106	2,000,184	7,702	3,005	10,707	322,597	12,545	335,142	2,321,377	24,656	2,346,033	2,258,772	87,261	3.9	64,923	154		
Massachusetts	2,714,469	11,533	2,726,002	8,014	4,454	12,468	283,136	21,346	304,482	3,005,619	36,333	3,041,952	2,951,795	90,157	3.1	82,881	-		
Michigan	4,510,270	25,907	4,536,177	8,449	14,133	22,582	808,897	41,697	850,594	5,324,851	76,053	5,400,904	5,239,792	161,112	3.1	298,676	1,158		
Minnesota	1,931,493	10,921	1,942,414	5,481	8,728	14,209	553,001	22,595	575,596	2,489,975	42,244	2,532,219	2,452,616	79,603	3.2	138,998	306		
Mississippi	962,459	2,454	964,913	2,812	5,062	7,874	368,458	13,302	381,760	1,320,427	20,818	1,341,245	1,312,445	28,800	2.2	34,606	12		
Missouri	2,135,997	6,283	2,142,280	3,905	5,487	9,392	659,561	14,228	673,789	2,799,463	25,998	2,825,461	2,744,553	80,908	2.9	108,817	52		
Montana	360,845	2,262	363,107	1,048	684	1,732	210,481	8,163	218,644	574,211	11,109	585,320	567,056	18,264	3.2	39,646	46		
Nebraska	803,041	4,371	807,412	889	1,920	2,809	324,133	10,324	334,457	1,128,063	16,615	1,144,678	1,096,840	47,838	4.4	49,136	73		
Nevada	333,195	5,033	338,228	252	696	948	109,052	7,823	116,875	442,499	13,552	456,051	436,978	19,073	4.4	16,861	286		
New Hampshire	401,717	2,133	403,870	1,013	206	1,219	78,545	6,669	85,214	481,275	9,028	490,303	462,110	28,193	6.1	27,145	-		
New Jersey	3,723,178	29,523	3,752,701	7,419	3,511	10,930	352,412	52,408	404,820	4,083,009	85,442	4,168,451	4,073,749	94,702	2.3	83,153	1,468		
New Mexico	526,071	6,422	532,493	2,931	625	3,556	745,881	10,522	756,403	1,756,993	17,569	1,774,562	1,725,637	48,925	5.2	33,521	101		
New York 5/	6,625,945	36,955	6,662,900	17,877	12,645	30,522	725,800	61,800	787,600	7,369,622	111,400	7,481,022	7,319,493	161,529	2.2	98,155	845		
North Carolina	2,750,913	22,240	2,773,153	8,548	15,257	23,805	718,957	53,854	772,811	3,478,418	91,351	3,569,769	3,445,377	124,392	3.6	117,014	501		
North Dakota	318,253	2,367	320,620	604	1,207	1,811	197,846	6,297	204,143	516,703	9,871	526,574	6/ 490,442	36,132	7.4	22,387	42		
Ohio	6,078,928	18,902	6,097,830	8,272	12,980	21,252	813,243	33,156	846,399	6,900,443	65,038	6,965,481	6/ 6,643,998	321,483	4.8	237,573	514		
Oklahoma	1,399,791	5,560	1,399,351	1,895	6,207	8,102	616,360	20,836	637,196	2,008,046	32,603	2,040,649	1,984,145	56,504	2.8	104,059	162		
Oregon	1,271,191	10,398	1,281,589	2,318	4,028	6,346	274,373	17,288	291,661	1,547,882	31,854	1,579,736	1,505,880	73,856	-1.6	71,438	379		
Pennsylvania	6,137,529	28,999	6,166,528	18,361	4,284	22,645	893,047	34,454	927,501	7,048,937	62,332	7,116,674	6,674,740	441,934	6.6	280,433	724		
Rhode Island 2/	507,433	2,567	510,000	808	120	928	64,877	3,545	68,422	573,118	6,232	579,350	562,830	16,520	2.9	20,583	417		
South Carolina	1,328,259	6,107	1,334,366	2,238	6,868	9,106	313,976	13,560	327,536	1,644,473	26,535	1,671,008	1,601,114	69,894	4.4	56,567	139		
South Dakota	329,139	1,726	330,865	654	1,359	2,013	165,799	8,247	174,046	495,952	11,332	506,924	486,059	20,865	4.3	22,964	55		
Tennessee	1,979,096	8,794	1,987,890	2,583	5,323	7,906	549,627	22,958	572,585	2,531,306	37,075	2,568,381	2,466,821	101,560	4.1	97,995	183		
Texas	5,960,744	46,362	6,007,106	14,542	11,903	26,445	1,928,529	91,189	2,019,718	7,903,815	149,454	8,053,269	7,815,645	237,624	3.0	277,444	2,031		
Utah	582,326	6,407	588,733	400	663	1,063	211,161	8,668	219,829	793,887	15,738	809,625	6/ 777,370	32,255	4.1	51,935	130		
Vermont	228,486	1,498	229,984	490	555	1,045	50,953	2,960	53,913	279,929	5,013	284,942	274,563	10,379	3.8	13,435	-		
Virginia	2,636,189	19,936	2,656,125	2,131	8,785	10,916	484,835	19,868	504,703	3,123,155	48,589	3,171,744	6/ 2,990,592	181,152	6.1	89,753	225		
Washington	1,811,150	8,873	1,820,023	3,814	6,971	10,785	580,029	27,609	607,638	2,394,993	49,453	2,444,446	2,370,610	73,836	3.1	109,483	679		
West Virginia 5/	687,199	4,558	691,757	744	1,535	2,279	232,671	7,910	240,581	920,614	14,003	934,617	911,005	23,612	2.6	62,000	101		
Wisconsin	2,123,027	8,636	2,131,663	6,305	3,063	9,368	411,884	24,632	436,516	2,541,216	36,331	2,577,547	2,472,201	105,346	4.3	104,444	454		
Wyoming	185,728	2,169	187,897	1,166	895	2,021	111,606	5,272	116,878	298,500	8,296	306,796	293,912	12,884	4.4	16,181	64		
<b>Total</b>	<b>104,269,784</b>	<b>628,472</b>	<b>104,898,256</b>	<b>218,689</b>	<b>227,858</b>	<b>446,547</b>	<b>23,480,577</b>	<b>1,117,707</b>	<b>24,598,284</b>	<b>127,969,050</b>	<b>1,974,037</b>	<b>129,943,087</b>	<b>125,669,992</b>	<b>4,273,095</b>	<b>3.4</b>	<b>4,936,805</b>	<b>24,784</b>		



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE TUESDAY  
August 12, 1975

FHWA 74-75  
(202) 426-0677

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

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

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

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

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

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

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

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

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
August 14, 1975

FHWA 75-75  
(202) 426-0677

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

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

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

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

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

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

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

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

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

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

# # #



# CARPOOL AND SAVE MONEY

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

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
August 15, 1975

FHWA 76-75  
(202) 426-0677

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

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

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

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

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

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

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
August 18, 1975

FHWA 77-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that the cost of highway construction during the second quarter of 1975 decreased 3.9 percent below the previous quarter, to 199.3 percent of the 1967 average. "This occurred," said Federal Highway Administrator Norbert T. Tiemann, "during a period when contract lettings were substantially increased due to the additional Federal-aid highway funds released during the last 5 months of fiscal year 1975."

The drop in the cost of highway construction continued the downward trend in prices that started in the preceding quarter. The 3.9 percent decrease follows a 1.2 percent decrease in the first quarter. The composite price index for the second quarter is 1.0 percent below that of a year ago. This contrasts sharply with an average annual rate of increase of 32.5 percent in the four quarters of 1974.

The 3.9-percent decrease in the composite price index reflects downward price movements in 5 of the 6 index components. Portland cement concrete surfacing led the decline in prices with a drop of 16.4 percent, followed by structural steel with a drop of 6.0 percent. Bituminous concrete surfacing was the only index component that rose, registering a 2.9-percent increase. The composite surfacing index fell 7.2 percent, principally because of sharply lower prices for Portland cement concrete surfacing.

Excavation and structural concrete were higher than a year ago by 3.9 and 2.0 percent, respectively. Compared with a year ago, bituminous concrete surfacing was down 9.0 percent and reinforcing steel was down 6.2 percent. Portland cement concrete surfacing dropped 3.0 percent and structural steel slipped 2.2 percent below a year ago.

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 first quarter of 1975 fell 2.0 percent below the preceding quarter. This is the first quarterly decrease in 3 years and reflects a deceleration in the rate of inflation during the past 4 quarters.

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 Percentage Change	(Three-quarter moving index)	
			Three-quarter Price Index	Percentage Change
*				
2nd quarter, 1973 . . .	---	-----	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	204.1	-2.0
2nd quarter, 1975 . . .	199.3	-3.9	-----	----

\*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 second 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--	
	Second quarter 1975	First quarter 1975	Second quarter 1974	First quarter 1975	Second quarter 1974
	Excavation .....	184.9	188.1	178.0	-1.7
Surfacing					
Portland cement concrete	185.7	222.3	191.4	-16.4	-3.0
Bituminous concrete .....	221.9	215.7	243.8	+2.9	-9.0
Composite surfacing .....	203.2	219.1	216.8	-7.2	-6.2
Structures:					
Reinforcing steel .....	244.9	253.9	261.2	-3.5	-6.2
Structural steel .....	219.9	234.0	224.9	-6.0	-2.2
Structural concrete .....	199.0	200.5	195.0	-0.8	+2.0
Composite structures .....	213.1	219.7	215.4	-3.0	-1.0
Composite price index .....	199.3	207.3	201.4	-3.9	-1.0

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

Unit	Individual Quarters		Three Quarters	
	1st Qtr. 1975	2nd Qtr. 1975	4th Qtr. 1974 <sup>1/</sup>	1st Qtr. 1975 <sup>2/</sup>
Excavation .....Cu. Yd.	\$. 1.02	\$ 1.00	\$ 1.02	\$ 1.01
PCC surface .....Sq. Yd.	9.84	8.22	9.09	8.80
Bit. conc. surf. Ton	13.95	14.35	14.59	14.44
Str. reinf ..... Lb.	.332	.320	.360	.341
Str. steel ..... Lb.	.577	.542	.600	.587
Str. concrete...Cu. Yd.	140.93	139.85	140.10	135.56

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

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
August 27, 1975

FHWA 78-75  
(202) 426-0677

QUARTERLY REPORT ON THE FEDERAL-AID  
HIGHWAY PROGRAM, June 30, 1975

Federal Highway Administrator Norbert T. Tiemann said today that based on the most recent cost estimates, 69.6 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of June 30, 1975.

"Putting it another way," Administrator Tiemann said, "30.4 percent of the estimated total cost of the Interstate System remains to be funded. And this does not take into account the effects of the last 18 months' inflation. Actually, it is expected that, based on today's prices, approximately 37.9 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 measure 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 36,905 miles, or 86.8 percent. Of this total, 10,948 miles are complete or essentially complete. The other 25,957 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 36,905 miles now open include 1,084 miles put into service in the 12-month period since June 30, 1975. In addition, further major improvements were completed on 155 miles which were already serving traffic.

Active construction or improvement is currently under way on 5,159 miles. This figure includes improvement of 2,631 miles which are already in use and construction of 2,528 miles, or 6.0 percent of the entire System, on new locations.



Some \$59.31 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 \$43.69 billion, of which \$36.86 billion was for construction and \$6.83 billion for engineering and right-of-way acquisition. As of June 30, 1975, work estimated to cost \$15.62 billion was underway or authorized, including \$10.85 billion of construction: and \$4.77 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 \$41.65 billion worth of work involving 290,138 miles of construction contracts completed or underway since 1956.

Construction contracts involving 275,094 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$30.10 billion: and contracts involving 15,044 miles at a cost of \$7.63 billion were underway on June 30, 1975. In addition, \$2.37 billion of engineering and right-of-way acquisition work had been completed and \$1.55 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 \$1.577 billion of tax revenue income during the 3 months ended June 30, about 70 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$955 million. Disbursements for other highway related programs were \$58 million. The status of the Trust Fund is shown in table IV.

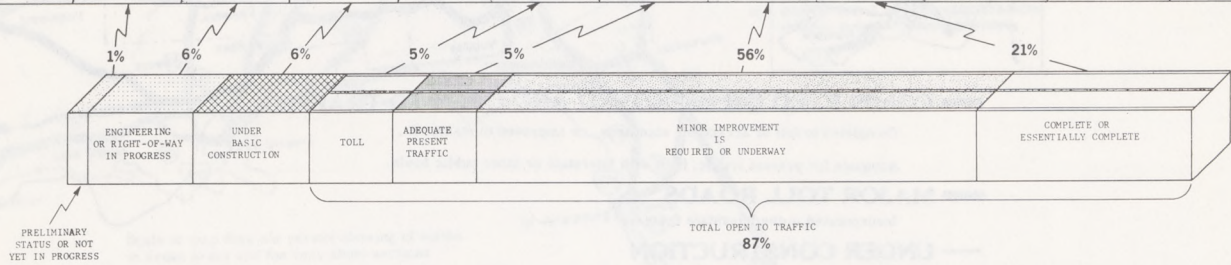


# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1975

TABLE I

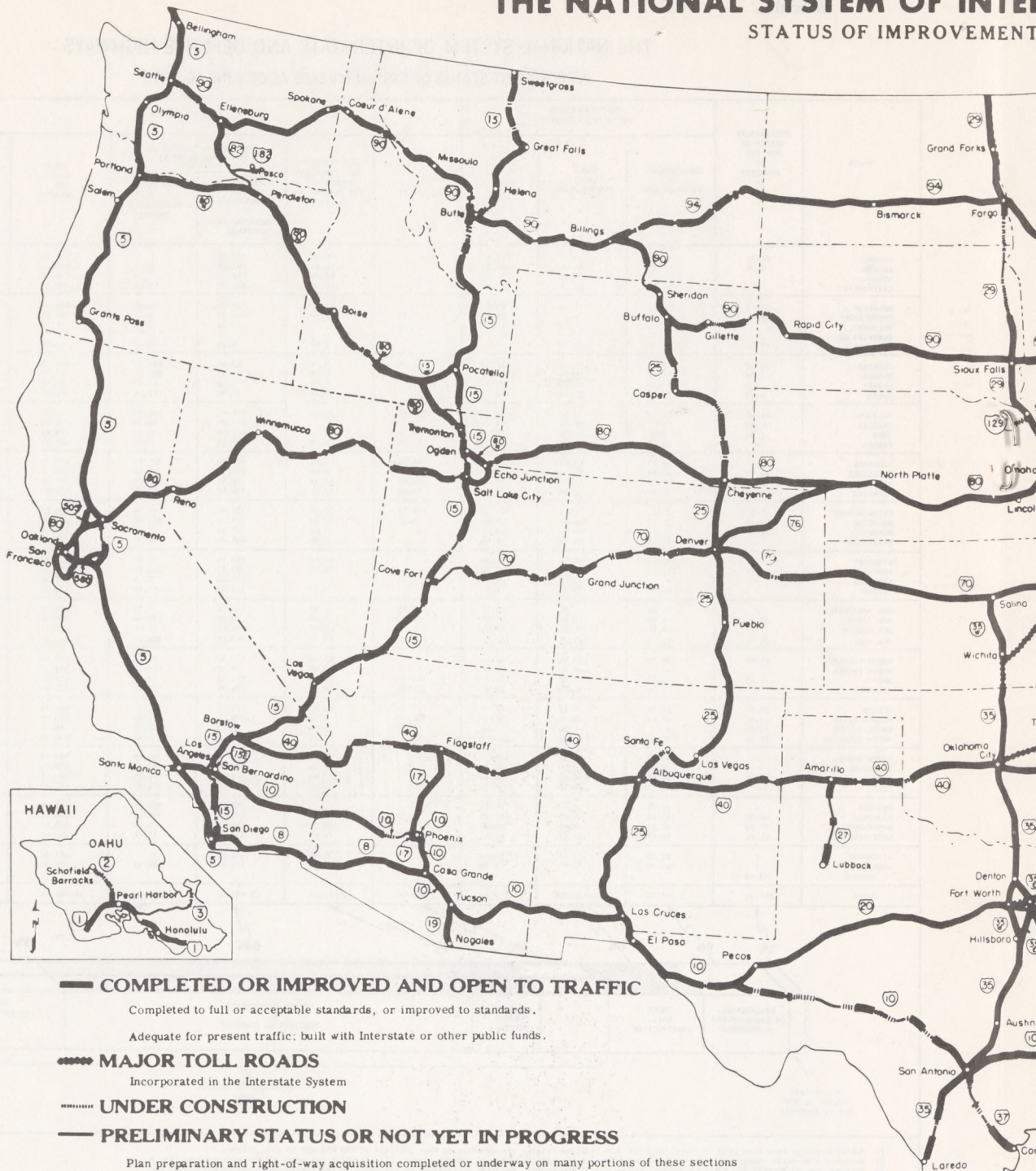
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC		
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	18.70	76.00	94.40	170.40	-	48.80	660.50	709.30	898.40	ALABAMA	
ARIZONA	1.00	62.71	84.08	146.79	-	134.82	887.88	1,022.70	1,172.59	ARIZONA	
ARKANSAS	-	2.25	9.32	11.57	-	10.84	500.35	511.19	526.34	ARKANSAS	
CALIFORNIA	-	114.10	67.40	181.50	10.10	116.40	1,925.30	2,105.40	2,286.90 2/	CALIFORNIA	
COLORADO	45.21	59.82	25.83	85.65	-	38.65	738.03	865.59	976.45	COLORADO	
CONNECTICUT	40.21	21.82	4.27	26.09	12.31	47.69	213.72	271.72	347.29	CONNECTICUT	
DELAWARE	-	11.47	11.47	22.94	14.30	-	12.44	24.00	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	33.40	189.00	123.23	312.23	91.20	9.71	357.81	1,061.10	1,406.73 3/	FLORIDA	
GEORGIA	4.90	85.25	116.84	202.09	-	5.46	72.47	869.77	1,154.69 4/	GEORGIA	
HAWAII	-	12.98	14.85	27.83	-	2.01	3.06	18.65	51.55	HAWAII	
IDAHO	4.62	22.43	31.46	53.89	-	79.48	22.00	452.36	612.53	IDAHO	
ILLINOIS	16.68	74.92	172.63	247.55	154.92	61.34	878.58	1,463.41	1,727.64	ILLINOIS	
INDIANA	14.30	-	89.19	156.90	-	156.90	850.80	1,007.70	1,129.42	INDIANA	
IOWA	55.62	3.20	55.98	59.18	3.17	-	644.58	26.11	788.66	IOWA	
KANSAS	-	21.10	16.05	37.15	187.70	5.60	590.15	784.05	821.20	KANSAS	
KENTUCKY	-	37.05	82.65	119.70	39.20	12.02	168.38	397.69	736.99	KENTUCKY	
LOUISIANA	40.01	16.82	132.44	149.26	-	0.86	453.33	74.58	718.04	LOUISIANA	
MAINE	-	2.25	17.70	19.95	54.48	87.36	146.93	3.09	291.86	MAINE	
MARYLAND	14.68	8.80	5.30	14.10	53.30	43.07	208.88	25.38	359.41	MARYLAND	
MASSACHUSETTS	5.95	23.63	1.44	25.07	132.83	22.60	179.96	83.48	448.89 5/	MASSACHUSETTS	
MICHIGAN	40.40	22.15	58.85	81.00	5.46	30.80	157.16	862.56	1,177.38	MICHIGAN	
MINNESOTA	14.01	63.07	65.94	129.01	-	13.06	763.15	0.69	919.92	MINNESOTA	
MISSISSIPPI	-	23.70	34.30	58.00	-	10.40	608.80	6.00	683.20	MISSISSIPPI	
MISSOURI	-	57.60	68.80	126.40	-	91.40	860.10	69.00	1,146.90	MISSOURI	
MONTANA	19.62	131.55	80.85	212.40	-	198.07	396.12	362.45	1,188.66	MONTANA	
NEBRASKA	-	3.21	3.21	6.42	0.22	-	475.11	2.19	480.73	NEBRASKA	
NEVADA	-	48.90	25.90	74.80	-	3.13	312.84	143.78	534.55	NEVADA	
NEW HAMPSHIRE	-	18.62	2.83	21.45	21.09	1.30	170.56	0.12	214.52	NEW HAMPSHIRE	
NEW JERSEY	18.20	54.90	16.70	71.60	45.70	15.80	39.60	197.10	388.00 6/	NEW JERSEY	
NEW MEXICO	-	34.91	31.02	65.93	-	46.89	874.87	11.61	999.30	NEW MEXICO	
NEW YORK	24.52	52.79	67.25	120.04	490.78	27.21	283.28	388.01	1,333.84 7/	NEW YORK	
NORTH CAROLINA	40.89	99.70	62.96	162.66	-	87.50	535.80	15.34	842.19	NORTH CAROLINA	
NORTH DAKOTA	-	48.20	48.20	96.40	-	37.40	29.00	456.73	571.33	NORTH DAKOTA	
OHIO	7.42	52.23	57.88	110.11	206.20	40.06	1,151.38	17.43	1,532.58	OHIO	
OKLAHOMA	-	1.99	27.51	29.50	174.04	16.80	121.86	467.14	809.34	OKLAHOMA	
OREGON	21.07	11.97	5.77	17.74	-	49.84	515.64	130.54	734.83	OREGON	
PENNSYLVANIA	12.67	45.09	72.38	117.47	360.18	6.18	1,028.32	41.90	1,566.72	PENNSYLVANIA	
RHODE ISLAND	23.66	-	6.89	6.89	0.60	3.94	52.39	11.51	98.99 8/	RHODE ISLAND	
SOUTH CAROLINA	13.14	31.58	78.91	110.49	-	7.34	624.65	2.42	758.04	SOUTH CAROLINA	
SOUTH DAKOTA	-	49.90	61.29	111.19	-	49.78	-	518.49	678.96	SOUTH DAKOTA	
TENNESSEE	-	24.90	63.70	88.60	-	156.35	636.90	163.25	1,045.10	TENNESSEE	
TEXAS	15.45	190.52	168.94	359.46	-	268.40	2,504.61	22.23	3,170.15	TEXAS	
UTAH	-	192.17	63.95	256.12	-	52.79	314.11	314.67	937.69	UTAH	
VERMONT	-	26.73	8.47	35.20	-	-	81.56	203.62	320.38	VERMONT	
VIRGINIA	40.17	133.89	48.66	182.55	9.15	34.10	157.06	641.53	1,064.56	VIRGINIA	
WASHINGTON	77.03	38.33	20.93	59.26	-	86.25	538.53	0.84	761.91	WASHINGTON	
WEST VIRGINIA	11.84	36.87	22.23	59.10	81.71	16.97	309.72	32.06	511.40	WEST VIRGINIA	
WISCONSIN	-	62.28	21.73	84.01	-	25.89	468.05	-	577.95	WISCONSIN	
WYOMING	-	44.08	74.95	119.03	-	4.84	150.84	638.88	913.59	WYOMING	
PENDING	-9.42 9/	-	-	-	-	-	-	-	-9.42 9/	PENDING	
<b>TOTAL</b>	<b>675.31</b>	<b>2,391.79</b>	<b>2,528.32</b>	<b>4,920.11</b>	<b>2,305.54</b>	<b>2,112.55</b>	<b>23,685.40</b>	<b>8,801.09</b>	<b>36,904.58</b>	<b>42,500.00</b>	<b>TOTAL</b>



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 35.10 miles of the total 37.80 mile spur of I-175 to Albany and 5.00 miles of the total 6.00 miles (I-420) and 7.70 miles of the total 9.50 miles (I-675) in Atlanta, which are chargeable to the Howard-Cramer Act.  
 5/ 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.  
 6/ 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.  
 7/ Excludes 54.30 miles of the total 68.70 mile Genesee Expressway (I-390) and the entire 10.60 miles (I-590) in Rochester, which are chargeable to the Howard-Cramer Act.  
 8/ 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.  
 9/ 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



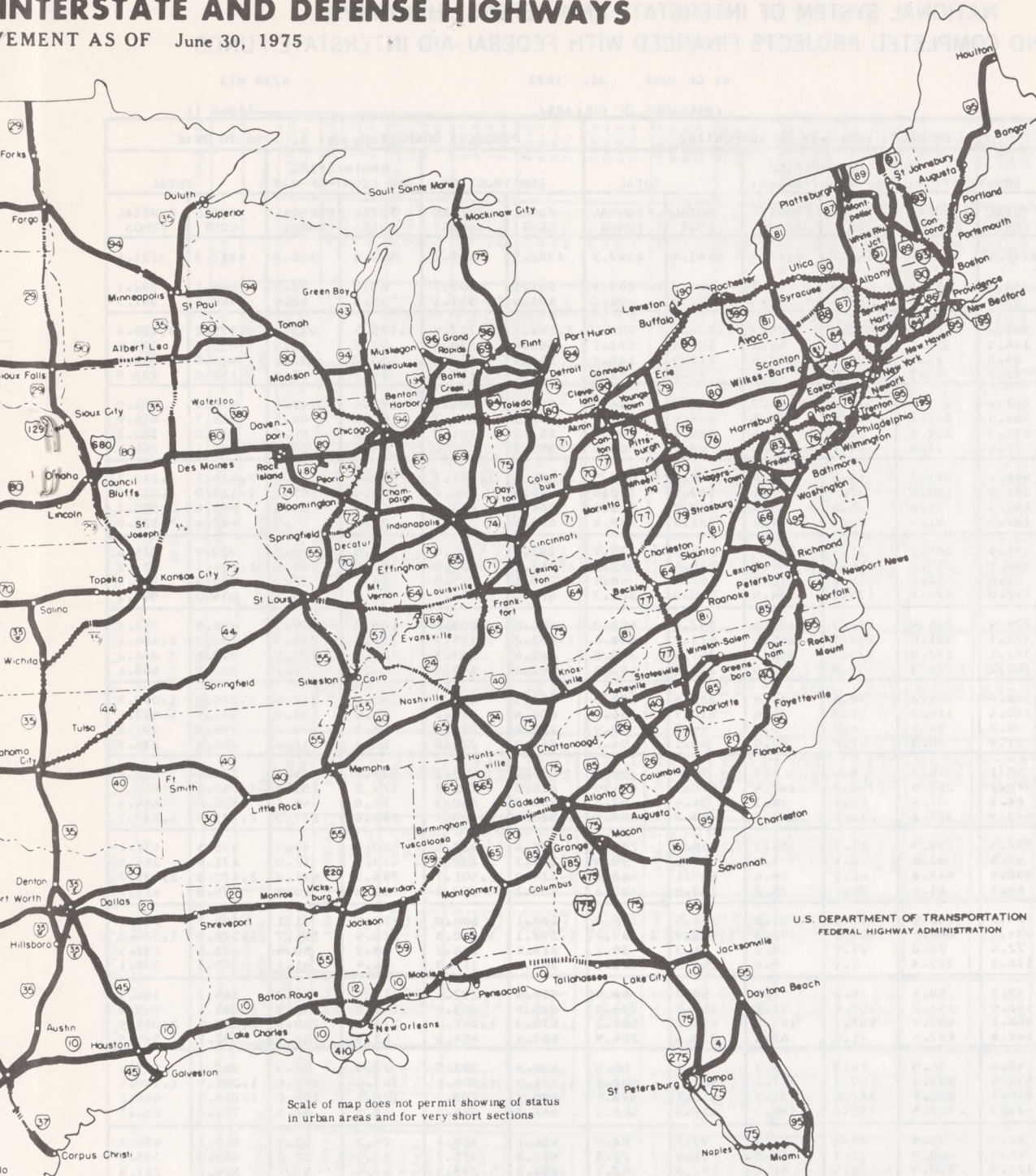
**Preliminary Status or Not Yet in Progress**  
 675 Miles

	<b>Engineering and Right-of-Way in Progress</b> 2,392 Miles	<b>Under Basic Construction</b> 2,528 Miles	<b>Toll</b> 2,306 Miles	<b>Adequate Present Traffic</b> 2,113 Miles	<b>Minor Requirements</b> 2,113 Miles
--	--	--	----------------------------	--	--

Total  
 13,032 Miles

# INTERSTATE AND DEFENSE HIGHWAYS

STATEMENT AS OF June 30, 1975



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Minor Improvement is Required or Underway 23,685 Miles	Complete or Essentially Complete 8,801 Miles	INTERSTATE  <b>TOTAL</b> <b>42,500</b> <b>MILES</b>
Total Open to Traffic 36,905 Miles		

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

AS OF JUNE 30, 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	\$276.9	\$249.9	\$164.5	\$147.6	\$441.4	\$397.5	\$752.5	\$665.2	\$64.8	\$56.2	\$817.3	\$721.4
ALASKA												
ARIZONA	134.3	127.0	84.6	80.1	218.9	207.1	581.1	533.7	63.0	58.4	644.1	592.1
ARKANSAS	43.1	38.6	47.4	42.6	90.5	81.2	404.6	361.1	35.5	30.4	440.1	391.5
CALIFORNIA	581.8	509.1	474.2	424.9	1,056.0	934.0	3,199.7	2,792.0	1,175.5	993.8	4,375.2	3,785.8
COLORADO	144.3	131.1	44.5	40.6	188.8	171.7	592.4	529.8	57.8	50.0	650.2	579.8
CONNECTICUT	84.0	73.9	126.9	112.5	210.9	186.4	533.7	450.1	153.2	135.2	686.9	585.3
DELAWARE	43.2	38.7	14.8	13.4	58.0	52.1	130.2	115.9	20.7	17.9	150.9	133.8
FLORIDA	222.4	199.3	221.6	184.7	444.0	384.0	801.2	701.6	175.4	149.4	976.6	851.0
GEORGIA	383.5	331.8	104.9	94.4	488.4	426.2	677.8	597.7	90.9	80.5	768.7	678.2
HAWAII	237.3	207.1	89.4	77.4	326.7	284.5	151.2	131.2	58.8	51.0	210.0	182.2
IDAH0	77.5	71.8	9.7	9.0	87.2	80.8	250.5	228.6	34.6	30.5	285.1	259.1
ILLINOIS	686.6	621.7	58.5	51.6	745.1	673.3	2,054.1	1,781.7	382.6	328.6	2,436.7	2,110.3
INDIANA	122.8	110.5	27.7	25.1	150.5	135.6	956.6	856.8	172.4	155.1	1,129.0	1,011.9
IOWA	162.7	89.6	26.6	23.7	129.3	113.3	564.9	499.8	81.5	68.5	646.4	568.3
KANSAS	162.8	91.8	18.7	16.8	121.5	108.6	403.5	355.5	83.9	77.9	487.4	430.4
KENTUCKY	171.5	149.3	31.7	28.4	203.2	177.7	793.0	705.4	127.9	110.0	920.9	815.4
LOUISIANA	339.4	305.2	156.0	137.9	495.4	443.1	1,012.1	903.8	79.6	69.5	1,091.7	973.3
MAINE	37.0	32.2	18.2	16.2	55.2	48.4	269.1	235.5	14.7	12.8	283.8	248.3
MARYLAND	422.0	374.8	173.0	154.9	595.0	528.7	572.1	494.7	61.9	54.4	634.0	549.1
MASSACHUSETTS	279.9	246.4	172.7	155.6	452.6	402.0	692.6	603.5	165.9	145.3	858.5	748.8
MICHIGAN	426.7	381.0	184.5	165.6	611.2	546.6	1,352.2	1,155.7	350.1	298.9	1,702.3	1,454.6
MINNESOTA	161.1	172.0	176.3	158.5	367.4	330.5	769.4	693.7	121.1	107.9	890.5	801.6
MISSISSIPPI	105.2	94.3	54.8	49.0	160.0	143.3	501.6	448.0	21.3	18.1	522.9	466.1
MISSOURI	185.2	164.2	38.4	34.4	223.6	188.6	970.3	861.6	245.6	217.9	1,215.9	1,079.5
MONTANA	127.4	116.2	43.3	39.4	170.7	156.6	506.6	457.7	44.9	39.9	551.5	497.6
NEBRASKA	38.2	34.3	6.2	5.6	44.4	39.9	283.6	253.6	55.5	49.2	339.1	302.8
NEVADA	31.9	30.3	67.2	63.9	99.1	94.2	242.3	224.8	13.3	11.8	255.6	236.5
NEW HAMPSHIRE	52.1	46.7	6.6	5.7	58.7	52.4	233.3	203.1	29.1	25.3	262.4	228.4
NEW JERSEY	278.2	237.5	192.3	167.4	470.5	404.9	875.5	763.2	172.9	153.3	1,048.4	916.5
NEW MEXICO	66.3	61.4	28.1	26.1	94.4	87.5	486.8	448.3	52.0	46.1	538.8	494.4
NEW YORK	433.5	377.2	216.2	191.2	649.7	568.4	1,879.4	1,603.7	269.0	227.0	2,139.4	1,830.7
NORTH CAROLINA	222.3	199.8	62.7	56.3	285.0	256.1	488.4	427.5	50.0	43.6	538.4	471.1
NORTH DAKOTA	47.4	42.8	8.6	7.6	56.0	50.4	267.7	232.5	13.7	12.0	271.4	244.5
OHIO	496.4	433.8	60.7	54.6	557.1	488.4	1,714.3	1,501.7	756.5	671.8	2,470.8	2,173.5
OKLAHOMA	68.3	61.4	84.2	75.7	152.5	137.1	452.1	397.1	23.8	20.5	475.9	417.6
OREGON	154.7	142.2	89.8	82.8	244.5	225.0	769.1	688.0	79.6	71.1	848.7	759.1
PENNSYLVANIA	1,034.9	886.7	404.0	352.5	1,438.9	1,239.2	1,297.1	1,142.3	226.9	191.7	1,524.0	1,334.0
RHODE ISLAND	22.4	20.0	21.9	19.2	44.3	39.2	216.3	188.2	58.3	50.4	274.6	238.5
SOUTH CAROLINA	136.9	123.4	5.1	4.6	142.0	128.0	351.9	315.0	46.4	41.1	398.3	356.1
SOUTH DAKOTA	42.5	39.5	8.2	7.4	50.7	46.9	325.3	292.1	18.9	16.8	344.2	308.9
TENNESSEE	146.9	132.2	103.4	93.1	250.3	225.3	895.5	804.6	165.8	145.3	1,061.3	949.9
TEXAS	458.1	405.7	197.1	177.5	655.2	583.2	1,974.3	1,745.0	314.6	280.5	2,288.9	2,025.5
UTAH	148.4	137.6	71.0	67.3	219.4	204.9	687.8	454.6	63.3	56.4	551.1	511.0
VERMONT	46.6	36.5	10.5	9.3	51.1	45.8	338.8	302.3	28.5	23.3	367.3	325.6
VIRGINIA	430.9	385.1	130.1	117.1	561.0	502.2	1,231.3	1,006.6	161.6	142.8	1,292.9	1,149.4
WASHINGTON	245.1	222.1	167.0	151.3	412.1	373.4	898.7	780.2	120.1	104.0	1,018.8	884.2
WEST VIRGINIA	473.2	427.4	155.6	140.3	628.8	567.7	662.7	595.4	58.5	51.3	721.2	646.7
WISCONSIN	61.5	55.4	35.7	32.1	97.2	87.5	436.1	389.6	79.2	69.7	515.3	459.3
WYOMING	66.7	60.9	11.7	10.5	78.4	74.4	410.4	375.7	22.9	20.2	433.3	395.9
DIST. OF COL.	121.9	100.9	70.5	61.8	192.4	162.7	268.3	233.3	61.4	53.7	329.7	287.0
PURTO RICO												
<b>TOTAL</b>	<b>10,447.6</b>	<b>9,627.9</b>	<b>4,777.5</b>	<b>4,265.4</b>	<b>15,625.1</b>	<b>13,893.3</b>	<b>36,860.7</b>	<b>32,528.8</b>	<b>6,825.7</b>	<b>5,934.0</b>	<b>43,686.4</b>	<b>38,462.8</b>

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

AS OF JUNE 30, 1975

8230 M13

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$160.5	\$92.0	233.1	\$53.7	\$29.7	\$214.2	\$122.3	\$582.9	293.4	7,890.2	56.6	27.6	639.5	321.0
ALASKA	183.3	170.1	298.2	40.2	37.8	223.5	207.9	505.5	464.2	3,379.0	87.0	80.7	592.5	544.9
ARIZONA	68.1	56.5	79.2	1.1	.8	69.2	57.3	340.6	230.6	2,199.8	5.5	3.7	346.1	234.2
ARKANSAS	125.1	81.8	289.7	18.9	9.6	144.0	91.4	437.0	214.8	6,822.8	24.1	11.6	461.1	229.4
CALIFORNIA	469.3	336.3	365.0	30.2	19.8	499.5	356.1	1,921.2	1,082.4	4,307.5	30.1	19.3	1,951.3	1,080.7
COLORADO	61.2	42.9	139.4	31.3	19.5	92.5	62.4	461.4	254.5	4,118.6	61.4	33.7	522.8	288.2
CONNECTICUT	88.3	57.3	25.9	27.3	14.1	115.6	71.4	263.0	130.6	282.8	30.9	15.3	293.9	145.9
DELAWARE	40.6	25.2	28.0	7.3	4.2	47.9	29.4	120.3	55.7	554.5	13.2	6.9	133.5	66.6
FLORIDA	234.6	151.3	223.1	38.5	21.5	278.0	172.8	689.8	324.4	3,815.6	10.3	5.2	700.1	329.6
GEORGIA	235.9	145.4	997.6	85.1	46.2	321.0	191.6	628.8	310.3	6,345.6	73.0	36.3	701.8	366.6
HAWAII	30.2	12.4	10.1	29.1	13.5	59.3	25.9	109.7	53.6	189.2	28.8	14.4	138.5	48.0
IDAHO	71.8	56.1	222.3	4.2	3.2	76.0	59.3	219.6	145.1	2,674.3	26.3	15.5	245.9	140.6
ILLINOIS	425.9	290.5	752.1	2.8	1.5	428.7	292.0	1,431.8	728.1	9,122.5	68.3	32.9	1,500.1	781.0
INDIANA	161.2	104.9	142.5	45.2	27.7	206.4	132.6	777.2	398.1	3,757.1	84.5	40.6	861.7	438.7
IOWA	109.1	72.0	721.5	13.0	9.0	122.1	81.0	647.2	335.4	13,370.8	15.6	9.8	666.8	345.2
KANSAS	95.4	61.4	286.0	6.1	3.2	101.5	64.6	647.1	319.7	14,814.8	50.4	25.4	697.5	345.1
KENTUCKY	135.7	82.7	107.8	70.5	40.5	206.2	123.2	453.7	224.8	2,537.7	85.4	42.0	539.1	269.8
LOUISIANA	165.4	93.1	116.4	54.6	29.3	280.0	122.4	486.6	236.5	3,028.5	22.7	10.9	509.3	249.4
MAINE	18.1	12.2	62.5	11.5	6.6	29.6	18.8	221.1	108.8	1,128.5	28.0	13.3	249.1	122.1
MARYLAND	132.7	80.4	214.7	65.2	38.6	197.9	119.0	328.1	160.2	1,568.4	7.2	3.6	335.3	163.8
MASSACHUSETTS	176.8	111.6	65.1	79.9	33.0	256.7	144.6	520.7	257.3	592.0	115.7	34.2	636.4	291.5
MICHIGAN	232.5	159.8	508.0	50.9	29.9	283.4	189.7	1,161.8	574.3	10,771.6	80.1	37.9	1,241.9	622.2
MINNESOTA	189.8	119.0	841.1	12.6	7.4	202.4	126.4	803.6	400.6	17,621.3	20.3	10.3	823.8	430.9
MISSISSIPPI	131.0	81.3	460.7	27.4	14.1	158.4	95.4	472.6	220.3	8,698.2	41.1	20.4	513.7	249.7
MISSOURI	167.2	109.1	202.4	83.5	49.9	240.7	153.0	757.5	384.1	10,389.6	159.8	76.9	917.3	461.0
MONTANA	50.6	36.6	239.4	27.2	17.9	77.8	54.5	385.5	235.3	5,212.3	39.5	22.2	425.0	267.5
NEBRASKA	120.7	79.8	648.2	4.9	3.1	125.6	82.9	506.0	255.6	9,372.1	42.2	21.0	546.2	276.6
NEVADA	21.8	10.1	87.1	38.7	33.9	60.5	53.0	163.4	142.9	2,049.7	17.9	15.2	181.3	158.1
NEW HAMPSHIRE	13.6	8.5	10.3	1.7	1.0	15.3	9.5	160.0	78.0	525.7	5.7	2.6	165.7	81.5
NEW JERSEY	121.3	65.5	54.7	94.2	51.8	220.5	121.3	495.4	239.1	599.3	70.9	33.9	566.3	273.0
NEW MEXICO	55.6	37.2	83.2	8.1	5.5	63.7	42.7	321.1	208.8	2,839.8	32.5	19.5	353.6	228.3
NEW YORK	468.7	278.7	288.0	27.3	47.6	546.0	326.3	2,164.9	1,017.9	3,747.8	37.3	18.3	2,202.2	1,036.2
NORTH CAROLINA	219.1	142.6	250.2	65.1	37.3	284.2	179.9	665.7	325.0	5,298.2	115.1	56.8	780.8	385.8
NORTH DAKOTA	67.2	36.6	1,124.1	4.3	3.0	61.5	39.6	361.3	186.5	17,412.1	22.9	12.2	384.2	198.7
OHIO	369.2	208.7	263.9	13.9	8.6	383.1	217.3	1,088.5	554.0	3,036.7	173.0	88.3	1,261.5	642.3
OKLAHOMA	133.2	86.3	354.3	11.6	6.2	144.8	92.5	640.2	317.6	7,163.5	18.6	8.9	658.8	326.5
OREGON	73.5	44.2	176.3	17.0	11.8	90.5	56.0	382.7	234.0	2,332.5	24.7	14.4	407.4	248.4
PENNSYLVANIA	632.4	365.7	298.8	58.8	31.1	691.2	396.8	1,161.1	588.2	2,292.2	107.3	46.4	1,268.4	624.6
RHODE ISLAND	39.2	23.7	28.3	22.0	11.1	41.2	34.8	126.4	61.9	271.0	35.5	17.4	161.9	79.3
SOUTH CAROLINA	98.0	65.9	778.8	5.7	3.6	103.7	69.5	404.9	202.4	8,442.4	28.7	15.1	433.6	217.5
SOUTH DAKOTA	58.6	45.9	403.7	2.4	1.5	61.0	47.4	385.6	210.8	11,398.5	5.8	3.2	391.4	224.0
TENNESSEE	152.3	97.0	215.8	53.7	28.7	206.0	125.7	589.8	295.7	8,483.4	65.6	31.2	655.4	326.9
TEXAS	425.3	270.2	1,050.5	.1	.1	425.4	270.2	2,018.6	1,040.2	22,005.2	8.7	4.8	2,027.3	1,045.0
UTAH	38.0	31.8	152.4	16.0	13.6	54.0	45.4	201.7	146.8	1,866.5	22.1	15.8	223.8	162.6
VERMONT	7.0	4.8	9.8	3.1	2.1	10.1	6.9	133.6	67.9	590.0	18.2	8.4	151.8	76.3
VIRGINIA	115.0	75.4	124.2	11.0	6.1	126.0	81.5	689.8	334.3	4,308.0	55.7	26.7	745.5	361.0
WASHINGTON	70.2	52.4	232.5	8.4	5.3	78.6	57.7	533.5	282.2	4,579.2	26.0	13.2	559.5	294.4
WEST VIRGINIA	81.1	48.3	34.3	32.6	18.3	113.7	66.6	255.6	129.1	1,157.6	44.4	22.2	300.0	161.3
WISCONSIN	157.7	106.9	578.3	46.4	25.4	204.1	132.3	713.3	357.4	7,806.0	62.6	31.5	775.9	388.9
WYOMING	31.9	26.7	90.9	8.7	7.2	50.6	33.0	233.4	158.7	2,851.1	13.6	9.4	247.0	168.1
DIST. OF COL.	38.9	23.6	25.4	2.3	1.5	41.2	25.1	130.4	73.7	124.4	15.1	7.8	145.5	81.5
PUERTO RICO	76.0	48.3	48.0	14.7	9.1	90.7	57.4	198.9	90.0	347.3	32.9	13.3	231.8	103.3
TOTAL	2,630.8	1,934.2	15,043.8	1,544.5	903.0	9,175.3	5,837.2	30,097.9	15,725.4	275,094.0	2,372.5	1,208.3	32,470.4	16,933.7

NATIONAL STATUS OF THE HIGHWAY TRUST FUND  
(Thousands of Dollars)

TABLE IV

	Three Months Ended <u>June 30, 1975</u>	<u>Fiscal Year 7-1-74 to 6-30-75</u>
Balance at beginning of period .....	\$8,738,404	\$7,666,652
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds).....	\$1,109,476	\$4,369,161
Less motorboat fuel revenue <u>1/</u> .....	3,300	29,000
Net for highways .....	<u>\$1,106,176</u>	<u>\$4,340,161</u>
Trucks, buses, and trailers .....	149,037	601,623
Tires, tubes, and tread rubber .....	227,018	797,476
Vehicle use .....	43,077	221,459
Parts and accessories, trucks and buses.....	35,413	143,167
Lubricating oil (net after refunds) .....	16,716	84,287
Total excise revenues .....	<u>\$1,577,437</u>	<u>\$6,188,173</u>
Interest earned .....	297,686	585,654
Total income .....	<u>\$1,875,123</u>	<u>\$6,773,827</u>
Disbursements:		
For highways .....	\$954,991	\$4,653,485
National Highway Traffic Safety Admin.....	37,156	105,368
Highway safety construction programs .....	17,979	73,225
Trust Fund share other highway programs .....	2,605	7,605
Total disbursements .....	<u>\$1,012,731</u>	<u>\$4,839,683</u>
Balance at end of period .....	\$9,600,796	\$9,600,796
Liability for unpaid authorizations (6-30-75) <u>2/</u> .....	\$20,444,000	
Balance less liability for unpaid authorizations.....	-\$10,843,204	

- 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 TUESDAY  
September 2, 1975

FHWA 79-75  
(202) 426-0677

A total of 2,810 Federal-aid highway and bridge construction contracts were awarded by the State highway departments during the first 6 months of 1975, involving a total cost of approximately \$2.5 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate increases of 54 percent in the number of contracts and 2 percent in the total dollar amount of contracts, as compared with the same period for 1974.

The contracts awarded in the first half of 1975 averaged about \$893,800, with median size about \$245,200. They varied from less than \$25,000 to nearly \$32 million, with a good distribution throughout the entire range.

Fourteen percent of the contracts awarded were for amounts less than \$50,000 and 26 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 68 percent of contracts awarded and 13 percent of the total dollar amount.

In the Federal-aid program the States select and design the projects to be built, award the contracts, and supervise the construction, subject to Federal Highway Administration review, approval, and control. The Federal share of the project costs is approximately 90 percent on the Interstate System and approximately 70 percent on all other Federal-aid systems. The funds for the Federal-aid program come from user taxes levied on the highway users.

Summary by Size of Contract

First Half - 1975

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	380	13.52	10,582,800	0.42
50,000 - 99,999	364	12.95	26,512,300	1.06
100,000 - 249,999	683	24.31	113,123,900	4.50
250,000 - 499,999	476	16.94	170,314,900	6.78
500,000 - 999,999	338	12.03	235,320,000	9.37
1,000,000 - 2,999,999	357	12.70	636,422,100	25.34
3,000,000 - 4,999,999	114	4.06	438,196,600	17.45
5,000,000 and over	<u>98</u>	<u>3.49</u>	<u>881,038,200</u>	<u>35.08</u>
Totals	2810	100.00	2,511,510,800	100.00

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 THURSDAY  
September 11, 1975

FHWA 81-75  
(202) 426-0677

The U.S. Department of Transportation today announced that over \$2.665 billion in Federal and state funds was obligated through June 30 for development highways and local access roads in the 13-state Appalachian region. The Federal share was \$1.504 billion. Development highways and access roads completed or under construction in the region totaled 1,924 miles as of the end of June, an increase of 32 miles since March 31. Engineering and right-of-way acquisition were underway on an additional 398 miles; design had been approved or hearings held on 67 miles, while locations had been approved and design underway on 295 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 1971 and 1972; \$180 million for each of the fiscal years 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 June 30, 1975

TABLE 1

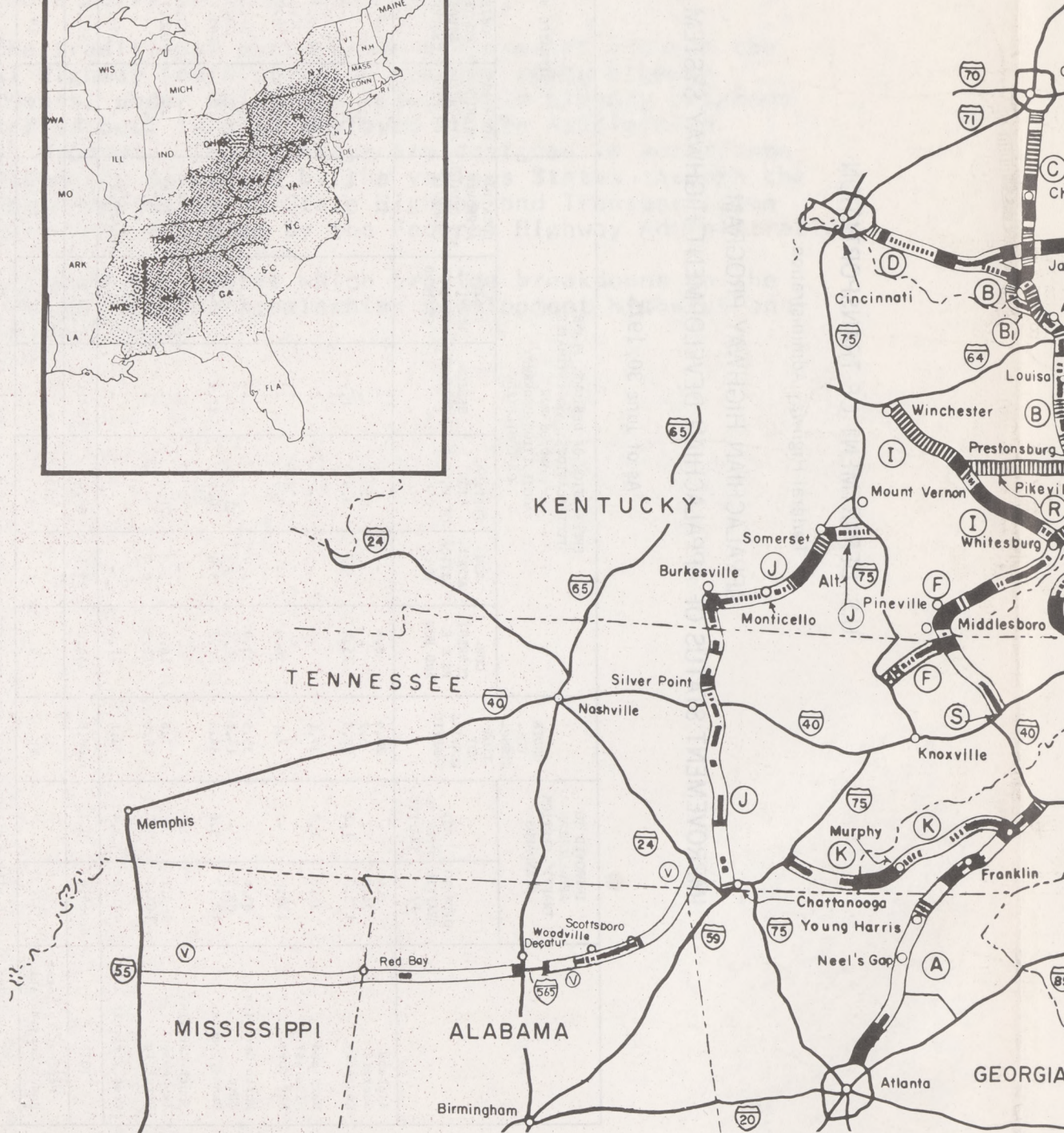
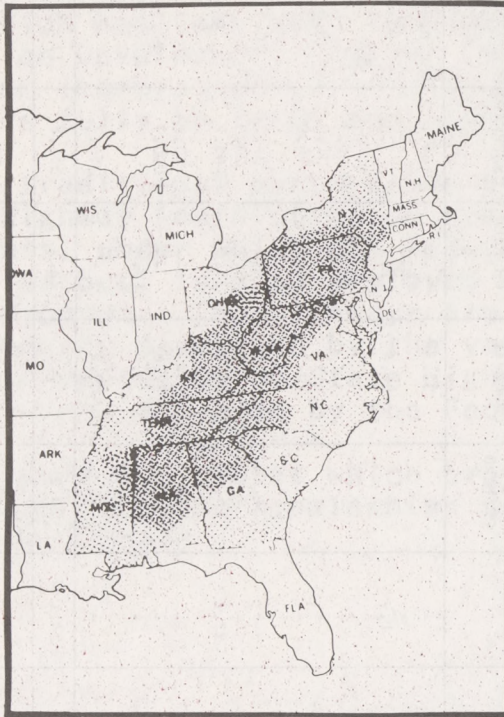
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED					DESIGNATED MILEAGE			PARTICIPATING MILEAGE <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE	
	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	6.4	-	20.4	8.4	-	-	-	-	32.3	-	69.1	6.2	142.8	156.6
Georgia	24.0	-	5.2	-	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	173.9	1.2	88.8	75.8	2.2	8.9	1.9	=	66.4	1.3	3.3	=	423.7	587.6
Maryland	25.0	1.5	27.1	-	-	-	-	-	-	20.7	6.3	-	80.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	31.0	70.0	101.0	104.0
New York	150.0	=	7.1	26.0	=	9.0	=	=	10.5	4.8	10.9	=	218.3	254.3
North Carolina	83.6	-	35.5	23.9	8.9	-	-	-	7.4	1.5	34.3	10.6	205.7	206.5
Ohio	85.5	-	14.1	50.4	-	21.2	-	-	6.5	0.3	23.3	-	201.3	293.9
Pennsylvania	102.7	3.6	36.3	21.2	8.0	20.0	22.2	14.7	57.2	21.5	145.1	=	452.5	505.1
South Carolina	-	-	-	-	-	-	-	-	-	-	13.1	-	13.1	30.7
Tennessee	134.2	-	2.6	16.5	-	21.3	-	-	27.6	-	100.7	27.5	330.4	340.9
Virginia	108.7	=	16.6	12.5	6.4	=	=	9.5	3.5	18.9	=	=	176.1	200.9
West Virginia	171.8	3.4	53.1	21.3	=	=	=	=	69.2	-	94.7	=	413.5	426.4
TOTAL	1,065.8	9.7	306.8	256.0	25.5	80.4	24.1	24.2	280.6	125.5	531.8	114.3	2,844.7	3,279.5
Percent to Total Under Consideration	37	=	11	9	1	3	1	1	10	4	19	4	100	=

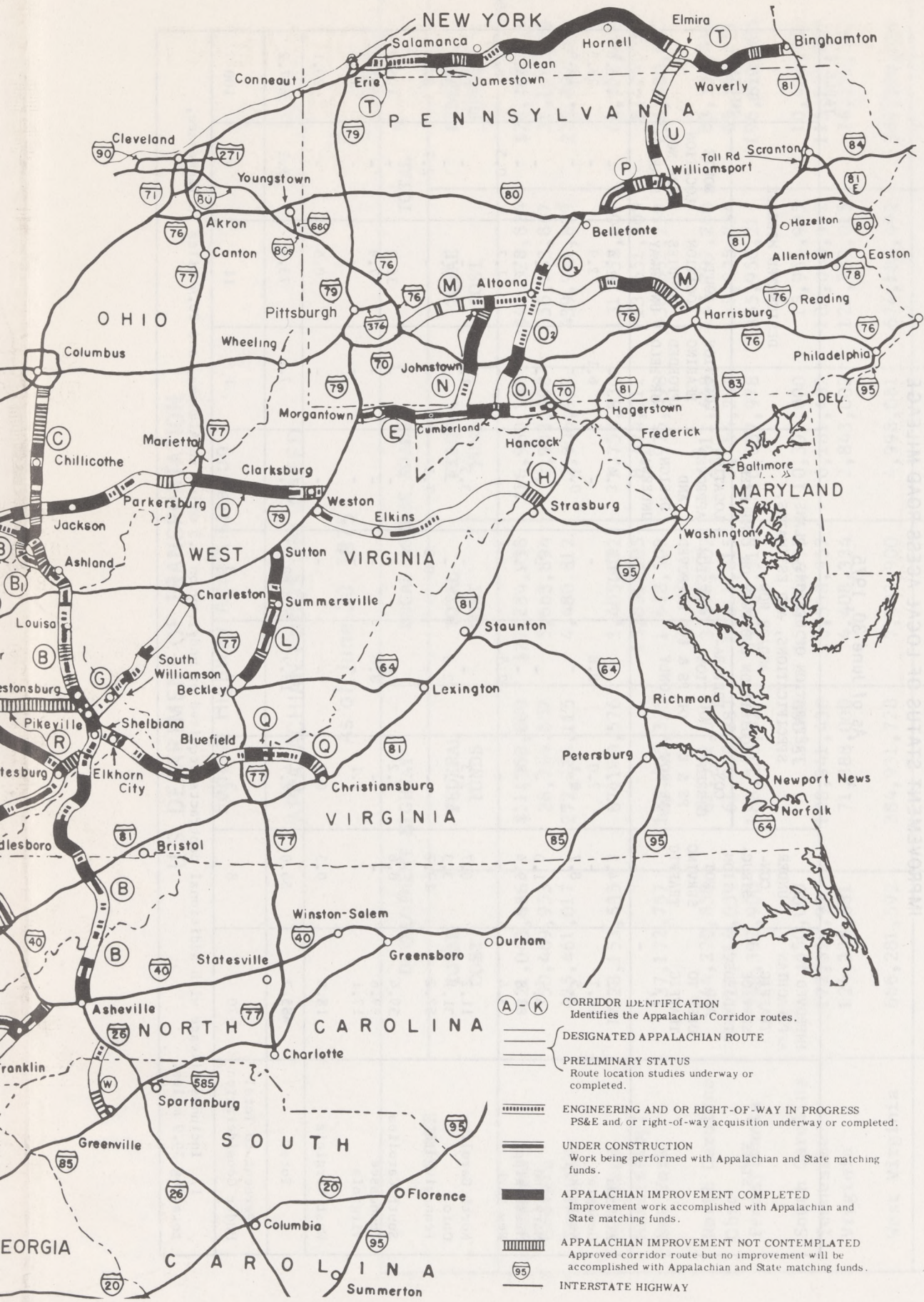
<sup>1/</sup> Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 9.6 miles in Maryland, and 96.7 miles in Tennessee, totaling 141.9 miles.

<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 JUNE 30, 1975





U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

APPALACHIA HIGHWAY PROGRAM  
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

As of June 30, 1975

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	143.2	4.3	9.7	-	10.6	3.4	-	21.4	-	192.6
Georgia	11.7	-	7.0	0.8	-	-	6.1	2.9	-	28.5
Kentucky	4.5	8.7	0.1	-	-	0.1	-	-	-	13.4
Maryland	4.7	1.0	-	-	-	-	-	-	-	5.7
Mississippi	83.8	9.4	1.8	-	7.8	-	-	1.3	-	104.1
New York	3.4	-	-	2.5	-	-	-	1.7	0.5	8.1
North Carolina	11.2	0.7	2.3	-	-	3.5	1.0	-	-	18.7
Ohio	31.1	3.3	-	2.6	-	-	-	2.9	-	39.9
Pennsylvania	57.2	19.7	-	-	0.3	7.5	-	-	2.7	87.4
South Carolina	59.4	8.6	0.2	-	-	-	-	36.8	-	105.0
Tennessee	39.6	-	-	8.0	-	-	-	7.9	-	55.5
Virginia	17.1	-	1.1	-	-	-	-	-	-	18.2
West Virginia	18.8	0.3	0.5	-	-	-	-	0.5	-	20.1
Total	485.7	56.0	22.7	13.9	18.7	14.5	7.1	75.4	3.2	697.2
Percent to Total Under Consideration	70	8	3	2	3	2	1	11	-	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.

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED

As of June 30, 1975

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	\$21,043,886	\$11,258,000	\$27,284,938	\$16,950,166	\$48,328,824	\$28,208,166
Georgia	50,489,953	28,244,607	5,663,894	2,933,598	56,153,847	31,178,205
Kentucky	435,461,017	272,785,115	4,480,812	2,906,957	439,941,829	275,692,072
Maryland	128,153,535	67,170,576	3,405,072	1,755,830	131,558,607	68,926,406
Mississippi	-	-	13,651,305	8,424,211	13,651,305	8,424,211
New York	337,172,757	155,405,335	1,678,502	975,498	338,851,259	156,380,833
North Carolina	144,220,858	81,322,000	3,576,402	2,011,448	147,797,260	83,333,448
Ohio	112,414,039	61,908,887	8,811,815	3,454,264	121,225,854	65,363,151
Pennsylvania	340,392,900	186,255,827	25,565,314	10,637,978	365,958,214	196,893,805
South Carolina	50,000	35,000	15,904,995	10,391,000	15,954,995	10,426,000
Tennessee	172,529,975	108,941,430	10,538,957	6,181,432	183,068,932	115,122,862
Virginia	124,328,681	71,388,000	4,408,334	2,843,002	128,737,015	74,231,002
West Virginia	666,281,592	384,931,728	7,902,900	4,998,081	674,184,492	389,929,809
Total	\$2,532,539,193	\$1,429,646,505	\$132,873,240	\$74,463,465	\$2,665,412,433	\$1,504,109,970



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

TAD-493

FOR RELEASE FRIDAY  
September 12, 1975

FHWA 82-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration today announced the release of a research report on citizen involvement in the development of highway projects.

Entitled "Citizen Participation and the Role of the Public Hearing," the federally funded report was prepared by the Virginia Highway and Transportation Research Council.

The report discusses various techniques and organizational structures used by the nation's 50 state highway agencies for administering public hearings and otherwise involving the public in the highway development process.

New and innovative hearing techniques which are being used successfully in other parts of the country were sought out for possible application in Virginia and in other States as well.

Every state transportation agency representative interviewed agreed that the public involvement procedures utilized prior to the formal public hearing were crucial to the success of both the public hearing and the entire public involvement program. The degree of thoroughness with which the pre-hearing strategy is administered also affects any subsequent attempts at public involvement. Most agency officials interviewed agreed that if a systematic series of informative public meetings are conducted which resolve most of the problems normally surrounding transportation projects, the role of a formal public hearing can be reduced.

The report suggests that while the public hearing has not outlived its utility, it may be in need of a role change. It is necessary and desirable that two-way communication between transportation decisionmakers and the community be established throughout the entirety of the

transportation planning process through forums, informal meetings, citizen advisory groups and the like. However, somewhere in the process a summary, or roundup of information is necessary to assure both transportation planners and citizens that they both fully understand all prior decisions. The instrument to serve that purpose is the formal public hearing.

Basically, the nation's state transportation agencies utilize either one of two administrative operations for the conduct of public hearings. In 29 agencies the programs have centralized administrations whereby the majority of mandates and the guidance for public hearings emanate from the agency's central office. In 21 agencies the responsibility for the administration of public hearings and the general public involvement program is delegated to district or regional offices. In 14 agencies the division charged with conducting environmental studies also has charge of the public hearing and general public involvement program.

A copy of the report may be obtained from:

Environmental Programs Division (HEV-12)  
Federal Highway Administration  
Department of Transportation  
Washington, D.C. 20590

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
September 17, 1975

FHWA 84-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a Notice of Proposed Rulemaking to permit the use of coiled nylon tubing as brake hose between the frame of a towed commercial vehicle and its adjustable axle.

The proposed rulemaking stems from the initiative of FHWA's Bureau of Motor Carrier Safety and from the result of a test program conducted by the Fruehauf Trailer Manufacturing Company and the United Trucking Company of Detroit, Michigan.

The test program involved 43 vehicles equipped with brake hoses of coiled nylon tubing and 40 vehicles equipped with conventional rubber brake hoses. Covering approximately one million miles of operations under different weather conditions and in several regions of the country, the study findings showed that the coiled nylon tubing was suitable for use between the frame of a towed commercial vehicle and its adjustable axle.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY

September 17, 1975

FHWA 85-75  
(202) 426-0677

Several new highway drainage grate inlets which show promise of providing improved safety for bicyclists as well as increased efficiency in handling storm drainage were recently studied by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

While drainage grate inlets are generally a small and unnoticed part of the highway storm water drainage system, they are extremely important for motorist safety and roadside erosion control by transmitting water from the road surfaces to underground sewer collection lines. With the huge growth in cycling, a major problem has been to design highway drainage grates which can be economically manufactured as well as being hydraulically efficient while providing safe passage for the narrow wheels of bicycles.

The common parallel bar grate currently in use has become a safety problem in many urban areas as a result of the recent popularity of bicycles. Attempts to modify existing grates or to use grates designed for other purposes to improve bicycle safety have resulted in flooding of streets during heavy storms.

The true size and extent of this problem is borne out by the fact that nearly 7-1/2 million highway drainage grates are currently in use in the United States. Further, to replace all of these grates would involve an investment of approximately \$2.4 million.

The promise noted in this first study has led the FHWA, in cooperation with U.S. Department of Interior's Bureau of Reclamation, to initiate a more extensive research study to develop a new grate design which will satisfy the FHWA requirements relating to hydraulic efficiency, strength, economy, ease in maintenance, and maximum safety for bicycles and pedestrians.

- more -

According to Federal Highway Administrator Norbert T. Tiemann "by focusing the combined efforts of hydraulic experts with the FHWA and the Bureau of Reclamation on this important project, we hope to speed up the quest to develop a superior multipurpose grate. This cooperative research effort," said Mr. Tiemann, "will test new design concepts as well as modifications of grate designs now in use."

Because bicycle and pedestrian safety are to be among the foremost factors in design of new grates, final tests of designs will include all aspects of bicycle speed and maneuverability under wet and dry conditions as well as for pedestrian passage.

Importance of these factors was stressed by Administrator Tiemann's comment that "bicycles and pedestrian related activities have become a common and important means of energy-efficient transportation and recreational activity in our society. Consequently the FHWA accepts the responsibility for providing the cyclist and pedestrian with the same degree of safety and convenience as their motorist counterparts."

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
September 17, 1975

FHWA 86-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced that over \$1.26 billion dollars in Federal-aid highway funds was obligated by state highway agencies for Low Capital Transportation Improvements during fiscal year 1975.

Low Capital Transportation Improvements (LCTI) is an FHWA systems management concept and provides for the identification and monitoring of those types of federally aided highway improvements which emphasize optimum utilization of existing highway transportation systems. The various Federal-aid highway programs in which state highway agencies may participate provide for traffic engineering and safety improvements, people-moving improvements such as direct transit projects and carpooling activities, bicycle and pedestrian facilities, and nonconstruction oriented projects such as staggered work hours and 4-day workweeks.

According to Federal Highway Administrator Norbert T. Tiemann, "The level of fiscal effort for the LCTI program in fiscal year 1975 was particularly noteworthy. In consideration of the fact that this effort involved 16 percent of the total level of Federal-aid highway obligations (\$7.88 billion) in fiscal year 1975, the achievement is considered an outstanding accomplishment. However," said Administrator Tiemann, "increasing the safety and efficiency of our nation's highway transportation system is of such overriding importance that every care must be taken to assure that low capital transportation improvement efforts will not be relaxed."



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 19, 1975

FHWA 87-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued a summary report analyzing highway accidents of commercially operated vehicles for 1973.

The report, compiled by FHWA's Bureau of Motor Carrier Safety, concerns all motor carriers engaged in interstate or foreign commerce which are required to report accidents that result in a fatality, personal injury or \$2,000 or more in property damage. It discloses that in the 12-month period there were 30,911 accidents of all types reported, resulting in 3,058 fatalities, 35,245 injuries and \$169.7 million in property damage.

Data in the report is displayed in various ways including type of carrier, type of accident, age and experience of driver, type of cargo, and number of hours driven.

The report reflects major changes in the motor carrier accident reporting program.

These changes are:

-- private carriers (who had previously been exempted) are now included in the reporting requirements.

-- minimum reportable property damage increased from \$250 to \$2,000.

-- accident reporting forms were revised to improve clarity and facilitate automatic data processing of accident information.

Single copies of the report, entitled "1973 Accidents of Major Carriers of Property," 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 TUESDAY A.M.  
September 23, 1975

FHWA 91-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today suggested that it may soon be necessary to restrict automobiles in the central business districts of large cities, and disclosed that federally funded demonstration programs using this technique will be launched in several cities next year.

Addressing the 43rd annual meeting of the International Bridge, Tunnel and Turnpike Association in Paris, France, Tiemann said:

"I personally feel that the time is not far off when we will have to bite the bullet and restrict private automobiles in the central business district, or at least a part of it, in many of our cities. In other words, we need to create auto-free zones in our large cities."

A former Governor of Nebraska, Tiemann added:

"I do not make this suggestion naively; I am well aware of the opposition such action would generate. Certainly it would be unpopular politically. But I think it is an idea whose time must soon come."

He said that auto-free zones would be feasible in a variety of urban settings--commercial, residential, historic and institutional. "Restricting or excluding cars from certain areas of historic, esthetic or monumental importance can create areas that might be better enjoyed by people walking or riding special forms of conveyances, be these jitneys, minibuses, or whatever."

- more -

Tiemann disclosed that the Federal Highway Administration is participating in an advisory capacity to the Urban Mass Transportation Administration in an auto-restricted zone feasibility study. "Upon completion of this 12-months study," he said, "several cities selected as part of the study will be used for demonstration projects. The demonstration projects which we will be implementing in these cities next year will show us whether the auto-free zone concept is feasible in our large cities. I think that it will work. I may be wrong--but we are going to find out."

Turning to what he termed an essential need for a balanced transportation system in the United States, Tiemann said:

Tiemann concluded:

"I think it would make a lot of sense to put all of the surface transportation funds into one pot, and all of the facilities under one jurisdiction. I think the result would be better overall transportation for all of us."

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
September 23, 1975

FHWA 93-75  
(202) 426-0677

U.S. Secretary of Transportation William T. Coleman, Jr., today announced a preliminary selection of 45 projects in 31 states to be funded under the Rural Highway Public Transportation Demonstration Program.

Federal Highway Administrator Norbert T. Tiemann and Urban Mass Transportation Administrator Robert E. Patricelli noted that the program, administered jointly by the two Administrations, was authorized under provisions of the Federal-Aid Highway Act of 1973.

Actual funding of the projects identified today will occur after a state agency or Indian tribe satisfactorily completes public notice and hearing requirements.

While the initial appropriation of federal funds is \$9.65 million, the two departments modal Administrators noted that they ". . . are anticipating fiscal year 1976 appropriations from Congress of approximately twice the initial amount. This should greatly assist in enabling us to respond to those applicants who could not be accommodated as a result of the intense competition for the initial \$9.65 million appropriation. This competition resulted in more than 350 proposals requesting approximately \$120 million."

In addition to those projects selected, an additional 17 projects in 14 states were notified that the department will consider funding them upon enactment of a fiscal year 1976 appropriation bill. This notification was designed to encourage these applicants to take action on public hearings so that when additional federal funding becomes available, the time required for obligating the funds can be shortened.

The remaining applicants were invited to strengthen their proposals and resubmit for further evaluation.

Any others who have not yet submitted applications for funding under the Rural Highway Public Transportation Demonstration Program also may apply for use of fiscal 1976 funds.

The following attachment lists the projects in both categories.

# # #

Rural Highway Public Transportation Demonstration Program

Preliminary Selection of Projects to be Funded

<u>State and Project Name</u>	<u>Estimated Funding</u>
1. Alabama - Macon Co. CAA	\$170,969
2. Arkansas - South Central Arkansas (SCAT)	\$450,000
3. California - City of Escalon	\$ 65,200
4. - Humboldt County	\$208,000
5. - San Bernardino County	\$113,960
6. - Tuolumne County	\$ 66,000
7. Colorado - Clear Creek County	\$ 25,000
8. Florida - Suwannee Valley Transit System	\$400,000
9. Kansas - NE Kansas Community Action Agency	\$225,843
10. - State Department of Social and Rehabilitation Services	\$500,000
11. Kentucky - Cumberland Area Transit System	\$436,797
12. Louisiana - Jefferson Davis Community Action Association	\$ 79,963
13. Maine - Tribal Governors, Inc.	\$175,000
14. Massachusetts - Franklin County	\$314,000
15. Michigan - Eastern Upper Peninsula Tri-County Rural Transportation System	\$242,934
16. Minnesota - Chippewa County	\$114,200
17. Mississippi - Prairie Opportunity, Inc. (CAA)	\$107,853
18. Montana - Fort Peck Indian Reservation	\$175,000
19. Nebraska - City of Neligh	\$ 49,145
20. Nevada - Shoshone - Paiute Tribal Council	\$ 70,000



<u>State and Project Name</u>	<u>Estimated Funding</u>
43. Vermont - State Proposal Department of Highways	\$300,000
44. Washington - Grays Harbor Transportation Authority	\$205,000
45. West Virginia - TRIP	\$1,200,000
1. - Project Name	
2. Idaho - El Paso County of Advertising	
3. Illinois - Golden Circle Winter Activities - Blue Lake	
4. Iowa - Auxiliary County Community Activities - Iowa City	
5. - Project Name	
6. Kentucky - Fifth Party Transportation Project	
7. Maine - Northern Lakes Area	
8. Michigan - Big Rapids Area	
9. Nevada - Lincoln County	
10. New Hampshire - North Country Council	
11. New York - Putnam County Committee on Economic Opportunities	
12. Pennsylvania - Transportation Planning Study - Crawford County, Pennsylvania Sewer, Planning Association	
13. - Rural Transportation - Project - Indiana County	
14. - Rural Transportation - Project - Indiana County	
15. Virginia - Rural Highway Maintenance Demonstration Program - James City County	
16. Washington - King of Sound	

Projects Notified of Interest Pending Additional Funding

State and Project Name

1. Arkansas - Economic Opportunity Agency of Washington County,  
Fayetteville
2. California - Campesinos Unidos
3. - Fresno County
4. Idaho - SE Idaho Council of Governments
5. Illinois - Golden Circle Senior Citizens Council Inc.
6. Iowa - Woodbury County Community Action Agency, Sioux City
7. - MATURA Action Corporation, Creston
8. Kentucky - FIVCO Rural Transportation System
9. Maine - Northern Kennebec Valley
10. Michigan - Big Rapids Area
11. Nevada - Lincoln County
12. New Hampshire - North Country Council
13. New York - Dutchess County Committee for Economic Opportunities
14. Pennsylvania - Transportation Outreach Program - Crawford County,  
Pennsylvania Community Action Association
15. - Rural Transportation Demonstration Project -  
Rural Transportation Alliance, Indiana County
16. Virginia - Rural Highway Public Transportation Demonstration Program -  
James City County
17. Washington - City of Prosser



DEPARTMENT OF  
TRANSPORTATION

NEWS

TAD-493

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

OUR CHANGING WORLD

\* \*

ADDRESS BY FEDERAL HIGHWAY ADMINISTRATOR NORBERT T. TIEMANN AT  
43RD ANNUAL MEETING OF INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE  
ASSOCIATION, CENTRE INTERNATIONALE DE PARIS, PARIS, FRANCE,  
SEPTEMBER 23, 1975

\* \*

GOOD MORNING, AND IN DEFERENCE TO OUR LOCATION I SHOULD  
ALSO ADD, "BON JOUR."

IT IS A GENUINE PLEASURE AND PRIVILEGE TO BE HERE WITH  
YOU IN PARIS TODAY, AND I WISH TO CONVEY TO YOU GREETINGS  
FROM SECRETARY OF TRANSPORTATION WILLIAM T. COLEMAN, JR.,  
ALONG WITH HIS HOPES THAT YOUR MEETING BE A SUCCESSFUL AND  
PRODUCTIVE ONE.

AT FIRST GLANCE IT MIGHT SEEM STRANGE THAT THE HEAD OF  
A GOVERNMENTAL AGENCY DEDICATED TO CONSTRUCTING NON-TOLL  
ROADS, BRIDGES AND TUNNELS SHOULD BE SPEAKING AT A MEETING  
SUCH AS YOURS. THE FACT IS, HOWEVER, THAT WE HAVE MUCH IN  
COMMON, INCLUDING THE FACT THAT THE FEDERAL HIGHWAY ADMINIS-  
TRATOR HAS JURISDICTION IN REGULATING TOLL RATES ON BRIDGES  
UNDER FEDERAL STATUTES. THE FACILITIES YOU REPRESENT

HAVE LONG PLAYED AN IMPORTANT ROLE IN THE DEVELOPMENT OF HIGHWAY TRANSPORTATION. I HAVE DONE A LITTLE RESEARCH ON THIS SUBJECT, AND I HAVE FOUND THAT TOLLS WERE KNOWN IN THE ANCIENT WORLD. THEY WERE PARTICULARLY POPULAR IN EUROPE DURING THE MIDDLE AGES WHEN THEY WERE WIDELY USED TO SUPPORT BRIDGE CONSTRUCTION. IN FACT, A VALUED MEDIEVAL PRIVILEGE--BESTOWN FOR SPECIAL SERVICES OR IN RETURN FOR A PAYMENT--WAS FREEDOM FROM TOLLS. (I IMAGINE THERE ARE SOME MOTORISTS WHO WOULD LIKE TO SEE THAT POLICY RESTORED IN OUR PRESENT DAY.)

AT AVIGNON IN SOUTHERN FRANCE, WHERE THE ROMANS ONCE HELD SWAY, THE CHAPEL ON THE BRIDGE ALSO SERVED AS A TOLL STATION. THE FEE FOR A RIDER AND HORSE WAS EQUIVALENT TO TWO PENNIES. ON THE OLD LONDON BRIDGE, TOLLS WERE CHARGED FOR TRAFFIC OVER IT AS WELL AS FOR NAVIGATION UNDER IT. DURING THE 18TH AND 19TH CENTURIES, MANY MAJOR HIGHWAYS WERE BUILT BY PRIVATE COMPANIES WHO HAD THE RIGHT TO COLLECT TOLLS. BY 1820, BRITAIN HAD 20,000 MILES OF TOLL TURNPIKES.

AS A MATTER OF FACT, THE FIRST ENGINEERED AND PLANNED ROAD EVER BUILT IN THE UNITED STATES WAS A PRIVATELY CONSTRUCTED TOLL ROAD, THE TURNPIKE BETWEEN PHILADELPHIA AND LANCASTER, PENNSYLVANIA, WHICH COST \$465,000, WAS 62 MILES IN LENGTH, AND OPENED IN 1794. THE NEXT MAJOR ROAD BUILT IN THE UNITED STATES, THE NATIONAL PIKE, WHICH OPENED IN 1818 BETWEEN CUMBERLAND, MARYLAND, AND WHEELING, WEST VIRGINIA, AND WHICH WAS SUBSEQUENTLY EXTENDED TO SPRINGFIELD, OHIO,

AND PART OF THE WAY TO VANDALIA, ILLINOIS, OPENED AS A FREE ROAD. HOWEVER, THE CONGRESS OF THAT ERA QUICKLY CONVERTED IT TO TOLL STATUS WHEN THE MAINTENANCE COSTS BECAME KNOWN.

TOLL FACILITIES STILL PLAY AN IMPORTANT ROLE IN THE UNITED STATES TODAY, EVEN AS PART OF THE INTERSTATE SYSTEM. MORE THAN 2,300 MILES OF TOLL FREEWAYS, BRIDGES AND TUNNELS HAVE BEEN INCORPORATED INTO THE INTERSTATE SYSTEM BY CONGRESSIONAL DECREE. INCLUDED ARE SUCH WELL-KNOWN FACILITIES AS THE NEW YORK THRUWAY, THE MAINE, MASSACHUSETTS, CONNECTICUT, NEW JERSEY, PENNSYLVANIA, OHIO, INDIANA AND KANSAS TURNPIKES, THE KENNEDY EXPRESSWAY IN MARYLAND AND DELAWARE, THE TRI-STATE AND NORTHWEST TOLLWAYS IN ILLINOIS, AND THE TURNER TURNPIKE IN OKLAHOMA. THESE ARE ALL INTERSTATE ROUTES, AND AS SUCH HAD TO MEET THE SAME HIGH ENGINEERING STANDARDS REQUIRED FOR ALL INTERSTATE ROUTES.

OF COURSE, MANY TOLL BRIDGES AND TUNNELS ALSO ARE TO BE FOUND ON OUR INTERSTATE SYSTEM.

THE REASON THESE FACILITIES WERE INCORPORATED INTO THE INTERSTATE SYSTEM WAS THAT THEY WERE BUILT, OR WERE BEING BUILT BEFORE THE FEDERAL-AID HIGHWAY ACT OF 1956 WAS PASSED, CREATING THE HIGHWAY TRUST FUND AND LAUNCHING THE INTERSTATE PROGRAM WITH ITS 90 PERCENT FEDERAL - 10 PERCENT STATE FINANCING. IN FACT, THE EXISTENCE OF THESE TOLL FREEWAYS, WITH THEIR OBVIOUS SUPERIORITY OVER OLDER ROADS, MAY WELL HAVE HASTENED THE START OF THE INTERSTATE PROGRAM.

SO WE DO HAVE MUCH IN COMMON--AND THAT INCLUDES THE NUMEROUS, AND SERIOUS PROBLEMS FACING US TODAY.

CERTAINLY FOREMOST AMONG THESE PROBLEMS IS THE WORLD-WIDE ENERGY CRISIS.

THIS IS A PROBLEM WHICH AFFECTS ALL NATIONS, AND WHICH IMPACTS ON EVERY FACET OF OUR LIVES. FOR THE SIMPLE FACT IS--STATED BLUNTLY--OUR WORLD IS RUNNING OUT OF OIL. THERE HAVE BEEN SOME ESTIMATES THAT UNLESS NEW SOURCES OF FOSSIL FUELS ARE DISCOVERED, THE EARTH'S SUPPLY OF OIL WILL BE DEPLETED IN ABOUT 35 YEARS. THAT, OBVIOUSLY, IS A GRIM PROSPECT, AND ONE THAT EVERYONE CONCERNED SHOULD BE PLANNING FOR NOW.

ALL NATIONS SHOULD FOCUS THEIR TECHNOLOGY ON DEVELOPING NEW FORMS OF FUEL, TO BE PREPARED FOR THAT INEVITABLE DAY WHEN THE LAST DROP OF OIL COMES OUT OF THAT LAST WELL. FOR EXAMPLE, THE UNITED STATES IS SAID TO HAVE ENOUGH COAL TO LAST ANOTHER 200 YEARS, AND THERE IS HOPE THAT BY THE YEAR 2000 IT WILL BE PRACTICAL TO LIQUIFY IT INTO A PETROLEUM-TYPE FUEL. SOLAR, NUCLEAR, GEOTHERMAL AND MAGNETIC SOURCES ARE OTHER PROMISING POSSIBILITIES AS FUTURE FORMS OF ENERGY, AND WE MUST EXPLORE ALL OF THEM ZEALOUSLY.

THAT IS THE LONG-TERM PROBLEM. THERE ALSO IS A SHORT-TERM ONE. IN THE UNITED STATES AT THE PRESENT TIME, GASOLINE SEEMS TO BE PLENTIFUL--IF EVER MORE EXPENSIVE. THE REASON IS THAT WE ARE BUYING INCREASING AMOUNTS OF OIL FROM THE ORGANIZATION OF PETROLEUM EXPORTING COUNTRIES. THIS DEPENDENCY OBVIOUSLY PUTS US IN A PRECARIOUS POSITION,

AND ALSO IS A SEVERE STRAIN ON OUR ECONOMY. FOR INSTANCE, THE UNITED STATES PAID \$24.6 BILLION TO THE OPEC NATIONS DURING 1974 FOR OIL IMPORTS AS COMPARED WITH \$7.8 BILLION ONLY ONE YEAR EARLIER! AND SO FAR THIS YEAR THE PAYMENTS HAVE BEEN RUNNING AT AN EVEN HIGHER RATE.

OPEC'S SURPLUS FOREIGN EXCHANGE--THAT IS, THE MONEY THAT IS LEFT OVER AFTER THEY HAVE PAID FOR IMPORTS AND DOMESTIC IMPROVEMENTS--IS NOW RUNNING AT A RATE OF \$70 BILLION A YEAR. THAT AVERAGES OUT TO ALMOST \$8 MILLION AN HOUR, OR MORE THAN \$22,000 EVERY SECOND!

WITH THIS KIND OF MONEY, IT WOULD THEORETICALLY BE POSSIBLE TO BUY THE BANK OF AMERICA IN 10 DAYS, THE EXXON CORPORATION IN 79 DAYS, AND ALL THE COMPANIES ON THE NEW YORK STOCK EXCHANGE IN A LITTLE OVER 9 YEARS.

SUCH PURCHASING POWER IS TRULY AWESOME, AND WHILE I CERTAINLY DON'T THINK THAT ANY OF THESE THINGS ARE GOING TO HAPPEN, IT DOES PUT INTO PERSPECTIVE THE PROBLEMS THAT WE COULD ENCOUNTER IF SUCH A MASSIVE REDISTRIBUTION OF THE WORLD'S WEALTH CONTINUES. AT THE PRESENT TIME, INVESTMENTS BY MIDDLE EAST NATIONS IN THE UNITED STATES ARE AROUND \$11 BILLION.

OF COURSE, TRANSPORTATION--PARTICULARLY HIGHWAY TRANSPORTATION--HAS A VITAL STAKE IN THE ENERGY CRUNCH. TRANSPORTATION CONSUMES 19 PERCENT OF ALL THE ENERGY USED IN THE WORLD, AND HIGHWAY TRANSPORTATION ACCOUNTS FOR 15.5 PERCENT OF THAT TOTAL.

IN THE UNITED STATES, ABOUT 52 PERCENT OF THE ANNUAL CONSUMPTION OF PETROLEUM PRODUCTS IS FOR TRANSPORTATION PURPOSES--AND THE MOTOR VEHICLE IS THE BIGGEST USER. EVERY DAY NEARLY 7 MILLION BARRELS OF GASOLINE AND DIESEL FUEL ARE CONSUMED BY OUR 108 MILLION AUTOMOBILES, 25 MILLION TRUCKS AND HALF A MILLION BUSES.

OBVIOUSLY, WE MUST REDUCE THESE FIGURES IF WE DO NOT INTEND TO RECKLESSLY GAMBLE OUR NATIONAL FUTURE. AND TO DO SO WE MUST CONSERVE ON OUR USE OF PETROLEUM.

THERE ARE SEVERAL WAYS TO ACCOMPLISH THIS. AS YOU KNOW, IN THE UNITED STATES A NATIONAL 55 MPH SPEED LIMIT HAS BEEN IMPOSED TO SAVE FUEL (AND A NOT SO INCIDENTAL BYPRODUCT HAS BEEN SAVING LIVES, AS WELL). AT THE DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION WE ARE DEADLY SERIOUS ABOUT THIS SPEED LIMIT. DURING THE PAST FEW MONTHS IN TRAVELING AROUND THE COUNTRY, I HAVE TAKEN EVERY OPPORTUNITY TO WARN STATE OFFICIALS THAT IF THEY DO NOT ACTIVELY--AND SERIOUSLY--ENFORCE THE 55 MPH LIMIT, THEY WILL BE RISKING ALL OF THEIR FEDERAL-AID HIGHWAY FUNDS. THAT IS THE SANCTION PROVIDED BY LAW--AND I ASSURE YOU THAT WE INTEND TO INVOKE IT IF NECESSARY. I HOPE THAT IT WILL NOT BE, AND THAT ALL OF THE STATES WILL GIVE THEIR WHOLEHEARTED SUPPORT TO THIS DRIVE TO REDUCE PETROLEUM CONSUMPTION.

ANOTHER THING THAT WE CAN DO--AND IN FACT ARE DOING-- IS TO VIGOROUSLY PROMOTE CARPOOLING OR USE OF MASS TRANSIT

FACILITIES AMONG COMMUTERS. WE SIMPLY CANNOT AFFORD THE ONE CAR--ONE OCCUPANT CONCEPT ANY LONGER.

WE CAN ALL SHARPLY CURTAIL OUR PLEASURE DRIVING, TAKE FEWER TRIPS, AND PLAN SHOPPING EXCURSIONS MORE EFFICIENTLY.

AND PERHAPS MOST OF ALL, WE MUST HAVE SMALLER, MORE FUEL-EFFICIENT CARS. I DON'T THINK THERE IS ANY QUESTION ABOUT THAT ANY MORE. FOR AMERICANS, IT ALWAYS IS AN UNUSUAL--AND IMPRESSIVE--SIGHT TO SEE ALL THE SMALL VEHICLES ON THE STREETS HERE IN PARIS, OR IN ANY EUROPEAN CITY. THE EUROPEANS ARE AHEAD OF US ON THIS; WE AMERICANS HAVE STUCK WITH OUR OUTSIZE CARS WITH THEIR OMNIVOROUS THIRST FOR GASOLINE FAR TOO LONG. IT IS ENCOURAGING TO NOTE THAT DETROIT FINALLY SEEMS TO BE GETTING THAT MESSAGE AND IS TAKING STEPS TO DO SOMETHING ABOUT IT.

ANOTHER PROBLEM AREA TODAY--WHICH, OF COURSE, HAS A RELATIONSHIP TO THE ENERGY CRISIS--IS THE EVER-GROWING CONGESTION AND AIR AND NOISE POLLUTION IN OUR LARGE CITIES. I PERSONALLY FEEL THAT THE TIME IS NOT FAR OFF WHEN WE WILL HAVE TO BITE THE BULLET AND RESTRICT PRIVATE AUTOMOBILES IN THE CENTRAL BUSINESS DISTRICT, OR AT LEAST A PART OF IT, IN MANY OF OUR CITIES. IN OTHER WORDS, WE NEED TO CREATE AUTO-FREE ZONES IN OUR LARGE CITIES.

I DO NOT MAKE THIS SUGGESTION NAIVELY; I AM WELL AWARE OF THE OPPOSITION SUCH ACTION WOULD GENERATE. CERTAINLY IT WOULD BE UNPOPULAR POLITICALLY. BUT I THINK IT IS AN IDEA WHOSE TIME MUST SOON COME.

I HAVE ASKED OUR PLANNERS AT THE FEDERAL HIGHWAY

ADMINISTRATION TO GIVE SERIOUS CONSIDERATION TO THIS. EVEN WITH THE IMPROVED TRAFFIC CONTROLS THAT HAVE BEEN DEVELOPED, MANY AREAS OF OUR CITIES REMAIN HEAVILY BOGGED DOWN WITH AUTOMOBILE TRAFFIC. THE AUTO-FREE ZONE CONCEPT WOULD NOT ONLY GO A LONG WAY TOWARDS SOLVING THIS PROBLEM, BUT IT WOULD ALSO ENHANCE THE ENVIRONMENTAL QUALITY OF THE AREA--AND POSSIBLY ALSO STIMULATE THE DOWNTOWN ECONOMY.

AUTO-FREE OR PEDESTRIAN-ORIENTED ZONES WOULD BE FEASIBLE IN A VARIETY OF URBAN SETTINGS--COMMERCIAL, RESIDENTIAL, HISTORIC, AND INSTITUTIONAL. I KNOW THAT ACTION IN THIS DIRECTION HAS ALREADY BEEN TAKEN IN A NUMBER OF EUROPEAN CITIES, AND, ON A LIMITED SCALE, IN A FEW AMERICAN CITIES.

HOWEVER, THE GREATEST ATTENTION HAS BEEN FOCUSED UPON COMMERCIAL AREAS WITH HIGH CONCENTRATIONS OF PEDESTRIAN ACTIVITY, INVOLVING MANY SHORT TRIPS BETWEEN SHOPS, OFFICES AND PARKING FACILITIES.

RESTRICTING OR EXCLUDING CARS FROM CERTAIN AREAS OF HISTORIC, ESTHETIC, OR MONUMENTAL IMPORTANCE CAN CREATE AREAS THAT MIGHT BE BETTER ENJOYED BY PEOPLE WALKING OR RIDING SPECIAL FORMS OF CONVEYANCES, BE THESE JITNEYS, MINI-BUSES, OR WHATEVER.

WHEN YOU CHECK INTO THE AUTO-FREE ZONES THAT HAVE BEEN CONSTRUCTED IN THE UNITED STATES SO FAR, YOU FIND THAT MANY OF THEM WERE STIMULATED BY AN ECONOMIC DECLINE OF THE CENTRAL BUSINESS DISTRICT OR BY URBAN RENEWAL OR REDEVELOPMENT OPPORTUNITIES. RELATIVELY FEW AUTO-FREE ZONES HAVE BEEN GENERATED IN THE NORMAL COMPREHENSIVE PLANNING PROCESS FOR

AN URBAN AREA; MOST HAVE BEEN CONCEIVED ON A PROJECT BASIS AND THEN INCORPORATED INTO THE OVERALL PLANNING PROCESS. SUCH A PROCEDURE HAS NUMEROUS DRAWBACKS. FOR AUTO-FREE ZONES TO HAVE WIDE APPLICATION AND BENEFIT, THEY MUST BE CONSIDERED INITIALLY IN THE COMPREHENSIVE PLANNING PROGRAM OF A CITY AND CAREFULLY RELATED TO OTHER ELEMENTS OF URBAN GROWTH.

AT THE FEDERAL HIGHWAY ADMINISTRATION WE ARE PROMOTING THIS APPROACH, AND WE ARE ENCOURAGING CITIES TO USE FEDERAL-AID HIGHWAY FUNDS SET ASIDE FOR URBAN SYSTEMS TO IMPLEMENT THEIR PLANS.

IN ADDITION, WE ARE PARTICIPATING IN AN ADVISORY CAPACITY TO THE URBAN MASS TRANSPORTATION ADMINISTRATION IN AN AUTO-RESTRICTED ZONE, MULTI-USE VEHICLE SYSTEMS FEASIBILITY STUDY. UPON COMPLETION OF THIS 12-MONTHS STUDY, SEVERAL CITIES SELECTED AS PART OF THE STUDY WILL BE USED FOR DEMONSTRATION PROJECTS.

WE ALSO ARE ACTING IN AN ADVISORY CAPACITY TO UMTA IN AN ALTERNATIVE APPROACH TO THE AUTO-FREE ZONE. THIS COMBINES "CONGESTION PRICING," WHICH INVOLVES CHARGES FOR VEHICLES USING CONGESTED STREETS DURING PEAK HOURS OF TRAVEL, WITH EXPANSION OF SERVICE BY BUSES, SHARED TAXIS, AND OTHER TRANSPORTATION MODES WHICH OCCUPY RELATIVELY LITTLE SPACE PER PASSENGER CARRIED.

THE DEMONSTRATION PROJECTS WHICH WE WILL BE IMPLEMENTING IN SEVERAL CITIES NEXT YEAR WILL SHOW US WHETHER THE AUTO-FREE ZONE CONCEPT IS FEASIBLE IN OUR LARGE CITIES. I

THINK THAT IT WILL WORK. I MAY BE WRONG--BUT WE ARE GOING TO FIND OUT!

ANOTHER PROBLEM WHICH CONFRONTS ALL OF US ALWAYS IS THAT OF HIGHWAY SAFETY. WHETHER OUR PRIMARY INTEREST LIES IN TOLL OR FREE ROADS, THIS MUST BE ONE OF OUR MAJOR CONCERNS. THE APPALLING FACT IS THAT SINCE THE AUTOMOBILE CAME INTO EXISTENCE, IT HAS KILLED MORE THAN 25 MILLION PEOPLE IN THE WORLD. THAT IS MORE THAN THE 23.5 MILLION DEATHS IN WARS AROUND THE WORLD DURING THE SAME PERIOD. IT IS IRONIC THAT THE AUTOMOBILE, WHICH PROVIDED MAN WITH MORE PERSONAL FREEDOM THAN HE EVER DREAMED OF, IS ALSO ONE OF MAN'S GREATEST KILLERS.

WHILE OTHERS WORK ON THE PROBLEMS OF MAKING PEOPLE BETTER AND SAFER DRIVERS, AND OF MANUFACTURING SAFER VEHICLES, THOSE OF US IN THE HIGHWAY FIELD MUST CONSTANTLY SEEK WAYS OF MAKING OUR ROADS SAFER THROUGH INNOVATIVE ENGINEERING TECHNIQUES, AND BY ELIMINATING HAZARDOUS CONDITIONS ON EXISTING ROADS. THE DEATH TOLL ON OUR HIGHWAYS CAN BE SLASHED--AND IT MUST BE.

THE PLAGUE OF INFLATION IS RAMPANT, AND SPARES NONE OF US. IN HIGHWAY TRANSPORTATION, AS IN OTHER FIELDS, IT MEANS THAT YOU GET MUCH LESS FOR YOUR MONEY THAN YOU DID FORMERLY. THIS HAS SERIOUS IMPLICATIONS FOR THE FUTURE. MAJOR CAPITAL INVESTMENTS IN HIGHWAYS ARE GOING TO HAVE TO BE VERY CAREFULLY JUSTIFIED, BECAUSE WE ARE GOING TO HAVE TO SPEND THE FUNDS THAT WE HAVE AS WISELY AS POSSIBLE.

IN THE UNITED STATES, AFTER THE INTERSTATE SYSTEM IS FINALLY COMPLETED, I DO NOT FORESEE EXTENSIVE NEW HIGHWAY CONSTRUCTION. RATHER, I EXPECT THE EMPHASIS TO BE ON UPGRADING AND IMPROVING THE EXISTING FACILITIES, COMBINED WITH BETTER MANAGEMENT OF THEM. OTHER THAN IN THE DEVELOPING NATIONS, I EXPECT THIS WILL ALSO BE TRUE IN MOST OTHER COUNTRIES.

IN MOST INSTANCES, I THINK, WE ARE GOING TO HAVE TO MAKE DO WITH WHAT WE HAVE, BY ADDING LANES TO HIGHWAYS, REPAIRING OR RECONSTRUCTING BRIDGES, MAKING BETTER USE OF SIGNALIZATION AND TRAFFIC MARKINGS, REPAVING, REPLACING BOTTLENECKS AND HAZARDOUS STRETCHES OF HIGHWAY, ETC. BUILDING NEW BRIDGES OR TUNNELS ARE MAJOR CAPITAL INVESTMENTS AND WILL HAVE TO BE WEIGHED VERY CAREFULLY; BUT IT IS POSSIBLE TO ADD CAPACITY TO EXISTING BRIDGES BY DOUBLE-DECKING OR CANTILEVERING, AND EXISTING TUNNELS CAN BE IMPROVED BY MODERN LIGHTING AND PAINTING, ALONG WITH IMPROVED VENTILATION SYSTEMS.

IN THE UNITED STATES, WE HAVE SOME 3.7 MILLION MILES OF ROADS AND STREETS. OUR EFFORTS IN THE FUTURE SHOULD BE FOCUSED ON MAKING THEM BETTER SERVE US BY ADDING IMPROVEMENTS TO THEM WHEREVER NECESSARY. THIS WILL BE NO EASY TASK, HOWEVER. IT IS GOING TO BE A MASSIVE JOB, ONE THAT WILL KEEP US BUSY FOR A LONG TIME TO COME.

AT THE SAME TIME, WE MUST REMEMBER THAT IT IS ESSENTIAL THAT WE HAVE A BALANCED TRANSPORTATION SYSTEM. WHILE

HIGHWAYS WILL CONTINUE TO BE THE PRINCIPAL TRANSPORTATION MODE IN THE YEARS AHEAD, WE CANNOT NEGLECT OUR AIRLINES, OUR RAILROADS, OR OUR WATERWAYS. EACH IS AN ESSENTIAL INGREDIENT IN OUR OVERALL TRANSPORTATION SYSTEM.

SOME OF THE IDEAS I HAVE SUGGESTED HERE TODAY MIGHT SEEM TO BE RATHER DRASTIC CHANGES FROM EXISTING METHODS; BUT AS THE ITALIAN PROVERB PUTS IT, "ANY PLAN IS BAD WHICH IS NOT SUSCEPTIBLE TO CHANGE."

WITH THE PROBLEMS WE PRESENTLY HAVE, TOGETHER WITH THOSE THAT LOOM IN THE YEARS AHEAD, I AM CONVINCED THAT WE ARE GOING TO HAVE TO CHANGE MANY OF OUR HABITS AND METHODS. WE MUST ADAPT TO CHANGING CIRCUMSTANCES.

I DO NOT EXPECT THAT IT WILL BE EASY. I AM SURE THAT MANY DARK CLOUDS WILL BE ENCOUNTERED ON THE ROAD AHEAD. HOWEVER, IF WE ALL WORK COOPERATIVELY, MAINTAIN OUR DETERMINATION AND FAITH, AND FULLY EXPLOIT ALL OF OUR EXPERTISE AND TECHNOLOGY, I AM CONVINCED THAT WE CAN OVERCOME EVEN THE SEVEREST PROBLEMS.

THANK YOU.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
October 6, 1975

FHWA 94-75  
(202) 426-0677

There were 106.7 billion gallons (404.0 billion liters) of motor fuel taxed and consumed in the United States in 1974 according to the Federal Highway Administration, U.S. Department of Transportation. This is 4.3 billion gallons less than were consumed in 1973. Net State motor-fuel tax receipts totaled \$8.12 billion. Federal motor-fuel taxes, which are transferred into the Highway Trust Fund, are not included in this report.

Data compiled from reports of State agencies to the Federal Highway Administration show that consumption of motor fuel taxed at prevailing rates was 3.9 percent lower than for 1973, the first decrease in consumption since 1943. Net State motor-fuel receipts decreased only 2.7 percent, reflecting recent tax rate changes.

The States reported that 111.0 billion gallons (420.2 billion liters) of motor fuel were consumed in 1974, excluding military use, but 3.84 percent was tax exempt or subject to full tax refund. The total gallonage taxed was 106.7 billion gallons (404.0 billion liters), of which over 600 million gallons (2.4 billion liters) were taxed at lower than prevailing rates because of special use. The net of 106.1 billion gallons (401.6 billion liters) was made up of 96.5 billion gallons of gasoline and 9.5 billion gallons of special fuels (36.5 billion and 36.4 billion liters, respectively). Special fuels consist primarily of diesel fuel, with small amounts of liquefied petroleum gases. The net special fuels total was 0.2 percent less than in 1973, in sharp contrast to increases ranging from 6.3 to 15.3 percent during the last ten years. These nongasoline fuels now constitute almost 9 percent of the total motor-fuel market.

California's net quantity taxed of 10.5 billion gallons (39.8 billion liters) was the largest in the nation. Texas was second with 7.6 billion gallons (29.0 billion liters) and New York third with 5.6 billion gallons (21.3 billion liters). Ohio, Pennsylvania, Illinois, Michigan, Florida, New Jersey, and Georgia reported amounts ranging from 5.4 billion to 3.0 billion gallons. The above 10 States accounted for over 51 percent of the total U.S. taxed motor fuel, and 49 percent of the net motor-fuel tax receipts in 1974. Nine other States each reported consumption of more than 2 billion gallons.

Gross receipts from State gallonage taxes totaled \$8.35 billion, and related fees yielded another \$69 billion. Deductions of refunds, distributor's expenses, and dedications (3.6 percent of all gallonage collections) left a 1974 net total of \$8.12 billion.

State gasoline tax rates at the end of 1974 ranged from 5 to 10 cents per gallon, with a weighted national average of 7.59 cents. Two States did not tax diesel fuel, while nine States taxed it at rates higher than those for gasoline.

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

# STATE MOTOR-FUEL TAX RECEIPTS - 1974<sup>1</sup>

(IN THOUSANDS OF DOLLARS)

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

TABLE MF-1  
AUGUST 1975

STATE	TAX RATE ON DECEMBER 31 IN CENTS PER GALLON		RECEIPTS FROM TAXATION OF MOTOR FUEL							OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX					ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) <sup>2/</sup>	GROSS TAX COLLECTIONS <sup>3/</sup>	DEDUCTIONS BY DISTRIBUTORS FOR EXPENSES	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DEDICATED REVENUE FROM NONHIGHWAY GASOLINE <sup>4/</sup>	ADJUSTED GALLONAGE RECEIPTS	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES <sup>5/</sup>	FINES AND PENALTIES	MISCEL- LANEOUS RECEIPTS	TOTAL		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
ALABAMA	7	8	145,009	528	144,481	939	143,542	981	142,861	405	6,585	-	2,539	9,529	152,390	ALABAMA
ALASKA	8	8 6 0	13,441	-	13,441	181	13,260	301	12,459	-	-	-	-	-	12,459	ALASKA
ARIZONA	6/ 8	6/ 8	95,447	-	95,447	2,058	93,389	803	92,586	30	-	267	896	1,193	93,779	ARIZONA
ARKANSAS	8.5	9.5 6 7.5	107,914	7/ 951	106,963	471	106,492	-	106,492	-	-	-	-	-	106,492	ARKANSAS
CALIFORNIA	7	7 6 6	743,446	-	743,446	13,758	729,688	10,995	718,693	15	-	-	5	20	718,713	CALIFORNIA
COLORADO	7	7	96,818	7/ -	96,818	3,568	93,250	-	93,250	-	-	-	224	771	93,776	COLORADO
CONNECTICUT	10	10	140,072	-	140,072	1,067	139,005	-	139,005	58	-	5	708	771	139,776	CONNECTICUT
DELAWARE	9	8	27,545	-	27,545	522	27,023	-	27,023	3	-	17	-	20	27,043	DELAWARE
DIST. OF COL.	8	8	18,997	-	18,997	-	18,997	-	18,997	11	-	-	-	11	19,008	DIST. OF COL.
FLORIDA	8	8	352,997	1,443	351,554	4,011	347,543	5,101	344,442	56	-	-	11	5,315	349,757	FLORIDA
GEORGIA	7.5	7.5	230,844	7/ 1,678	229,166	3,468	225,698	-	225,698	3	5,173	75	541	776	226,474	GEORGIA
HAWAII	5	5 6 4	14,168	-	14,168	104	14,064	46	14,018	-	-	0	-	-	14,018	HAWAII
IDAHO	8.5	8.5	41,368	7/ 381	40,987	2,706	38,281	502	37,779	-	-	-	78	78	37,857	IDAHO
ILLINOIS	7.5	7.5	397,139	7/ 938	389,201	19,743	369,458	2,015	367,445	-	-	-	-	-	367,445	ILLINOIS
INDIANA	8	8	257,484	7/ 2,534	254,950	5,566	249,384	1,381	247,883	23	-	15	-	2,125	250,008	INDIANA
IOWA	7	8 6 7	131,280	7/ -	131,280	13,762	117,518	-	116,137	2	2,087	0	101	110	116,247	IOWA
KANSAS	7	8 6 5	105,635	-	105,635	8,304	97,331	-	97,331	10	133	-	32	175	97,476	KANSAS
KENTUCKY	8/ 9	8/ 9	167,099	7/ 1,885	165,214	1,885	163,329	-	163,329	-	-	-	-	-	163,329	KENTUCKY
LOUISIANA	8	8	151,414	-	151,414	1,614	149,800	-	149,800	-	554	144	-	698	150,498	LOUISIANA
MAINE	9	9	50,088	-	50,088	747	49,341	782	48,559	-	-	19	-	19	48,578	MAINE
MARYLAND	9	9	174,212	7/ -	174,212	3,021	171,191	849	170,342	-	-	183	268	451	170,793	MARYLAND
MASSACHUSETTS	7.5	7.5	182,538	1,804	180,734	1,757	178,977	2,345	176,632	273	-	-	-	273	176,905	MASSACHUSETTS
MICHIGAN	9	7 6 9	404,467	-	404,467	9,680	394,787	4,923	389,864	20	-	118	-	138	390,002	MICHIGAN
MINNESOTA	7	7	150,559	-	150,559	10,059	140,500	1,531	138,969	25	501	0	-	526	139,495	MINNESOTA
MISSISSIPPI <sup>2/</sup>	9	10 6 8	121,045	-	121,045	1,322	119,723	509	119,214	-	-	70	2,372	2,442	121,656	MISSISSIPPI <sup>2/</sup>
MISSOURI	7	7	193,705	7/ -	193,705	9,598	184,107	-	184,107	-	-	35	328	580	184,687	MISSOURI
MONTANA	7	9 6 7	39,186	-	39,186	2,415	36,771	224	36,547	3	214	-	117	389	37,053	MONTANA
NEBRASKA	8.5	8.5	82,792	911	81,881	5,997	75,884	146	75,738	17	-	-	4	21	75,759	NEBRASKA
NEVADA	6	6	25,893	7/ 225	25,668	451	25,217	429	24,788	-	114	65	-	179	24,967	NEVADA
NEW HAMPSHIRE	9	9	36,892	-	36,892	899	35,993	108	35,885	0	-	96	-	96	36,000	NEW HAMPSHIRE
NEW JERSEY	8	8 6 4	277,538	-	277,538	6,502	271,036	-	271,036	113	-	49	0	162	271,198	NEW JERSEY
NEW MEXICO	7	7	53,635	-	53,635	633	53,002	290	52,712	20	-	92	360	472	53,184	NEW MEXICO
NEW YORK	8	10 6 8	507,768	-	507,768	7,164	500,604	4,500	496,104	-	-	-	36	66	496,170	NEW YORK
NORTH CAROLINA	9	9	273,127	-	273,127	8,635	264,492	-	264,492	30	-	7,525	134	298	272,449	NORTH CAROLINA
NORTH DAKOTA	7	7	31,359	7/ 642	30,717	7,552	23,165	68	23,097	-	169	22	6	198	23,295	NORTH DAKOTA
OHIO	7	7	381,035	-	381,035	10,474	370,561	1,853	368,708	1	-	-	-	-	368,708	OHIO
OKLAHOMA	6.5	6.5	109,606	2,466	107,140	-	107,140	-	107,140	-	-	1,212	113	-	108,465	OKLAHOMA
OREGON	7	7	82,489	-	82,489	2,519	79,970	114	79,856	-	-	-	-	12	79,868	OREGON
PENNSYLVANIA	6/ 9	6/ 9	433,800	4,641	429,159	5,800	423,359	160	423,199	-	-	-	307	833	424,032	PENNSYLVANIA
RHODE ISLAND	8	8	31,982	-	31,982	376	31,606	-	31,606	1	-	-	-	1	31,607	RHODE ISLAND
SOUTH CAROLINA	8	8	127,068	636	126,432	1,458	124,974	489	124,485	-	4,376	-	691	5,067	129,552	SOUTH CAROLINA
SOUTH DAKOTA	7	7 6 6	36,107	7/ 765	35,342	5,815	29,527	221	29,306	1	-	8	161	170	29,476	SOUTH DAKOTA
TENNESSEE	7	8 6 7	172,099	7/ 781	171,318	782	171,096	-	171,096	-	24,091	51	-	24,142	195,238	TENNESSEE
TEXAS	5	6.5 6 5	396,610	7/ 7,751	388,859	5,291	383,568	2,565	381,003	-	-	75	-	75	381,078	TEXAS
UTAH	7	7	46,322	7/ 414	45,908	528	45,380	438	44,942	-	-	43	688	731	45,673	UTAH
VERMONT	9	9	21,387	-	21,387	-	21,387	63	21,324	0	-	-	-	-	21,324	VERMONT
VIRGINIA	8/ 9	8/ 9 6 0	250,818	-	250,818	8,945	241,873	445	241,428	3	-	80	-	83	241,511	VIRGINIA
WASHINGTON	9	9 6 0	163,053	-	163,053	2,539	160,514	1,428	159,086	0	-	-	13	13	159,099	WASHINGTON
WEST VIRGINIA	8.5	8.5	73,237	-	73,237	1,945	71,292	-	71,292	-	-	-	296	296	71,588	WEST VIRGINIA
WISCONSIN	7	7	161,129	-	161,129	6,708	154,421	197	154,224	-	780	34	-	814	155,235	WISCONSIN
WYOMING	7	0	24,431	-	24,431	1,350	23,081	-	23,081	3	-	-	-	3	22,887	WYOMING
TOTAL	10/ 7.59	10/ 7.78	8,354,624	38,374	8,316,250	214,284	8,101,966	46,504	8,055,462	1,126	53,514	2,579	11,477	68,696	8,124,158	TOTAL
PERCENTAGE	-	-	100.00	0.46	99.54	2.56	96.98	0.56	96.42	-	-	-	-	-	-	PERCENTAGE

<sup>1/</sup> THIS TABLE INCLUDES THE REVENUES FROM STATE TAXES ON ALL MOTOR-VEHICLE FUELS. IN MOST STATES, HOWEVER, THE TAX ON SPECIAL FUELS (FUELS OTHER THAN GASOLINE) IS APPLICABLE ONLY TO THE GALLONAGE USED ON THE HIGHWAYS. FOR THE FEW STATES THAT APPLY THE TAX TO ALL FUEL SOLD, THE REVENUE AND REFUNDS COVERING THE NONHIGHWAY PORTION OF THESE SPECIAL FUELS HAVE BEEN EXCLUDED.

<sup>2/</sup> WHERE TWO TAX RATES ARE SHOWN FOR A STATE, THE FIRST APPLIES TO DIESEL FUEL AND THE SECOND TO LIQUEFIED PETROLEUM GASES. SOME STATES IMPOSE ADDITIONAL REGISTRATION FEES OR MILEAGE TAXES ON VEHICLES USING SPECIAL FUELS. SUCH ADDITIONAL FEES IN VERMONT AND WYOMING ARE IN LIEU OF GALLONAGE TAXES. NATURAL GAS IN CALIFORNIA IS TAXED AT 6 CENTS PER GALLON OR 7 CENTS PER 100 CUBIC FEET.

<sup>3/</sup> INCLUDES, IN SOME STATES, RECEIPTS IN THE FORM OF TAX CREDITS FOR REFUND CLAIMS ACCEPTED BY DISTRIBUTORS ACTING AS AGENTS OF THE STATE AND REVENUE CREDITS TO USERS WHO ARE LICENSED AS DISTRIBUTORS.

<sup>4/</sup> THE AMOUNTS IN THIS COLUMN ARE PROCEEDS FROM THE TAXES ON AVIATION AND MARINE FACILITIES, EXCEPT: IN NEBRASKA, NORTH DAKOTA, OREGON, PENNSYLVANIA, VERMONT, AND WYOMING THESE AMOUNTS ARE TAX PROCEEDS FROM AVIATION GASOLINE USE ONLY; AND IN FLORIDA, ILLINOIS, MARYLAND, MASSACHUSETTS, NEW YORK, OHIO, AND SOUTH CAROLINA THEY ARE TAX PROCEEDS FROM MARINE GASOLINE USE ONLY. THE AMOUNT FOR CALIFORNIA INCLUDES THE TAX ON GASOLINE USED FOR AGRICULTURAL PURPOSES AND BY OFF-HIGHWAY RECREATIONAL VEHICLES. THE MAINE FIGURE INCLUDES TAX PROCEEDS FROM GASOLINE USED IN SNOWMOBILES. THE AMOUNT FOR VIRGINIA INCLUDES THE TAX ON GASOLINE USED FOR AGRICULTURAL PURPOSES. IN INDIANA THE AMOUNT INCLUDES THE TAX FOR AGRICULTURAL AND MARINE USE ONLY. THE DEDICATIONS FOR AGRICULTURAL USE WERE FOR AGRICULTURAL RESEARCH. THE DEDICATIONS FOR OFF-HIGHWAY

RECREATIONAL VEHICLES AND SNOWMOBILES WERE FOR IMPROVEMENT OF RECREATIONAL FACILITIES. THE AMOUNTS FOR MAINE AND MARYLAND INCLUDE DEDICATIONS FOR IMPROVEMENT OF HUNTING AND FISHING FACILITIES.

<sup>5/</sup> FEES FOR INSPECTION OF MOTOR-VEHICLE FUEL, INsofar AS POSSIBLE, FEES FOR INSPECTION OF FUELS NOT USED ON THE HIGHWAYS HAVE BEEN ELIMINATED.

<sup>6/</sup> TAX RATE CHANGES IN 1974 WERE AS FOLLOWS: ARIZONA, 7 TO 8 CENTS, SEPTEMBER 1; PENNSYLVANIA, 8 TO 9 CENTS, SEPTEMBER 1.

<sup>7/</sup> FOLLOWING ARE PERCENTAGE ALLOWANCES MADE IN CONSIDERATION OF BOTH EXPENSE OF COLLECTION AND GALLONAGE LOSSES IN HANDLING (ESTIMATES OF THE ALLOWANCE FOR EXPENSE ONLY ARE SHOWN IN PARENTHESES): ARIZONA, FROM 1 TO 2 (FROM 0 TO 1); IDAHO, INDIANA, NEVADA, AND UTAH, 2 (1); KENTUCKY, 2 1/4 (1 1/4); SOUTH DAKOTA, FROM 2 TO 4 1/2 (FROM 1 TO 3 1/2); TENNESSEE, 1 1/2 (1/2). COLORADO, GEORGIA, IOWA, MARYLAND, MISSOURI, NORTH DAKOTA, AND TEXAS ALSO MAKE ALLOWANCES FOR BOTH PURPOSES, BUT SEGREGATION BETWEEN COLLECTION EXPENSE AND LOSS IS NOT AVAILABLE.

<sup>8/</sup> TRUCKS OR COMBINATIONS WITH MORE THAN TWO AXLES PAY AN 11-CENT TAX IN KENTUCKY AND VIRGINIA. IN NEBRASKA GASOLINE CONTAINING A GRAIN ALCOHOL ADDITIVE IN PLACE OF LEAD IS TAXED AT 3 CENTS PER GALLON LESS THAN OTHER GASOLINE.

<sup>9/</sup> SPECIAL COUNTY TAXES OF 3 CENTS PER GALLON IN HANCOCK COUNTY, AND 2 CENTS PER GALLON IN HARRISON AND JACKSON COUNTIES, IMPOSED FOR SEAWALL PROTECTION, ARE NOT INCLUDED IN THIS TABLE.

<sup>10/</sup> WEIGHTED AVERAGE TAX RATE FOR SEAWALL PROTECTION, ARE NOT INCLUDED IN THIS TABLE.

<sup>11/</sup> WEIGHTED AVERAGE TAX RATE FOR SEAWALL PROTECTION, ARE NOT INCLUDED IN THIS TABLE.

<sup>12/</sup> WEIGHTED AVERAGE TAX RATE FOR SEAWALL PROTECTION, ARE NOT INCLUDED IN THIS TABLE.

U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

MOTOR-FUEL CONSUMPTION -- 1974<sup>1</sup>

(IN THOUSANDS OF GALLONS AND THOUSANDS OF LITERS EXCEPT AS NOTED)

(ONE GALLON = 3.785412 LITERS)

TABLE MF-2  
AUGUST 1975

COMPILED FOR THE CALENDAR YEAR FROM REPORTS  
OF STATE AUTHORITIES AND OTHER SOURCES

STATE	GROSS AMOUNT REPORTED		GALLONS EXEMPTED FROM PAYMENT OF TAX <sup>4/</sup>	GROSS GALLONS ASSESSED FOR TAXATION	GALLONS SUBJECT TO REFUND OF ENTIRE TAX	NET TOTAL GALLONS	NET AMOUNT TAXED									AT OTHER RATES <sup>5/</sup>		STATE
	GALLONS <sup>2/</sup>	LITERS <sup>3/</sup>					AT PREVAILING RATES			ALL MOTOR FUELS			RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS				
							GASOLINE			SPECIAL FUELS								
							TAX RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	PERCENT CHANGE 1974 1973	TAX RATE ON DEC. 31 IN CENTS PER GALLON <sup>5/</sup>	NUMBER OF GALLONS	PERCENT CHANGE 1974 1973			NUMBER OF GALLONS 1974	NUMBER OF GALLONS 1973	PERCENT CHANGE 1974 1973	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)		
ALABAMA	2,056,442	7,784,480	15,113	2,041,329	-	2,041,329	7	1,832,516	-1.2	8	193,784	1.5	2,026,300	2,046,600	-1.0	VARIOUS	15,029	ALABAMA
ALASKA	192,687	729,400	15,142	177,545	43	177,502	8	125,211	12.2	8 & 0	29,618	7/	2,026,300	2,046,600	-1.0	2 & 4	22,673	ALASKA
ARIZONA	1,290,964	4,886,831	11,529	1,279,435	20,899	1,258,536	8	1,100,239	-6.0	8/ 8	151,490	1.3	1,251,729	1,320,381	-5.2	6 & 807	6,807	ARIZONA
ARKANSAS	1,303,940	4,935,950	25,027	1,278,913	332	1,278,581	8.5	1,121,878	-1.6	9.5 & 7.5	151,497	-2.6	1,273,375	1,296,153	-1.8	2	5,206	ARKANSAS
CALIFORNIA	10,653,268	40,327,009	3,995	10,649,273	127,220	10,522,053	7	9,759,168	-4.4	7 & 6	710,901	-2.1	10,470,078	10,935,249	-4.3	1 & 2	51,975	CALIFORNIA
COLORADO	1,406,831	5,325,435	44,795	1,362,036	51,114	1,310,922	7	1,206,058	-4.9	7	104,864	-1.4	1,310,922	1,375,030	-4.7	5	1,722	COLORADO
CONNECTICUT	1,418,975	5,371,405	43,346	1,375,629	9,815	1,365,814	10	1,273,915	-2.7	10	90,177	-1.6	1,364,092	1,401,253	-2.7	5	1,975	CONNECTICUT
DELAWARE	314,546	1,190,686	6,448	308,098	5,969	302,129	9	284,020	-4.5	8	18,109	7.6	302,129	314,240	-3.9	-	-	DELAWARE
DIST. OF COL.	258,137	977,155	21,374	236,763	-	236,763	8	228,550	-6.9	8	8,213	-11.0	236,763	254,826	-7.1	-	-	DIST. OF COL.
FLORIDA	4,519,213	17,107,063	83,037	4,436,176	27,439	4,408,737	8	4,065,080	-3.5	8	302,111	-4.6	4,367,191	4,521,062	-3.4	3 & 4	41,546	FLORIDA
GEORGIA	3,089,195	11,693,876	18,150	3,071,045	-	3,071,045	7.5	2,711,248	-4.8	7.5	345,759	7/	3,057,007	3,160,560	-3.3	1	14,038	GEORGIA
HAWAII	3,281,246	11,202,486	3,881	287,365	-	287,365	5	269,919	-3.1	5 & 4	12,419	7.5	282,338	289,981	-2.6	1	5,027	HAWAII
IDAHO	498,131	1,885,631	4,940	493,191	28,671	464,520	8.5	419,685	-3.0	8.5	40,703	-13.3	460,388	479,387	-4.0	3.5	4,132	IDAHO
ILLINOIS	5,494,266	20,798,060	26,728	5,227,018	259,105	4,967,913	7.5	4,470,288	-5.1	7.5	487,565	6.0	4,967,853	5,179,718	-4.1	-	-	ILLINOIS
INDIANA	3,118,258	11,803,891	57,203	3,061,055	70,460	2,990,595	8	2,611,380	-4.8	8	379,213	-2.3	2,990,595	3,132,286	-4.5	-	-	INDIANA
IOWA	1,859,829	7,040,219	28,793	1,831,036	180,775	1,650,261	8	1,437,470	-8.1	8 & 7	212,791	0.2	1,650,261	1,776,998	-7.1	-	-	IOWA
KANSAS	1,473,778	5,578,857	29,676	1,444,102	113,411	1,330,691	7	1,187,087	-2.4	8 & 5	143,604	-1.8	1,330,691	1,362,720	-2.4	-	-	KANSAS
KENTUCKY	1,831,991	6,934,841	19,984	1,812,007	-	1,812,007	9/ 9	1,638,228	-1.7	9/ 9	179,779	-5.1	1,638,228	1,830,128	-2.0	3	5,688	KENTUCKY
LOUISIANA	1,920,713	7,270,690	7,412	1,913,301	20,039	1,893,262	8	1,714,370	-0.6	8	164,370	7.1	1,879,157	1,877,317	-0.1	1	18,377	LOUISIANA
MAINE	564,190	2,135,692	2,578	561,612	2,424	559,188	9	509,643	-2.8	9	42,373	3.7	552,016	565,579	-2.4	1 & 4	7,172	MAINE
MARYLAND	1,908,330	7,223,815	10,103	1,898,227	18,595	1,879,632	9	1,753,735	-3.4	9	125,897	7.6	1,879,632	1,932,601	-2.7	-	-	MARYLAND
MASSACHUSETTS	2,412,172	9,131,065	14,141	2,398,031	12,640	2,385,391	7.5	2,256,253	-4.4	7.5	129,138	1.6	2,385,391	2,488,320	-4.1	-	-	MASSACHUSETTS
MICHIGAN	4,820,347	18,246,599	180,754	4,639,593	103,571	4,536,022	9	4,242,781	-4.9	7 & 9	275,335	-3.6	4,518,116	4,747,333	-5.8	3 & 5	17,906	MICHIGAN
MINNESOTA	2,217,438	8,339,916	28,031	2,189,407	137,982	2,051,425	7	1,861,782	-5.2	7	183,353	-2.7	2,045,135	2,151,793	-4.0	VARIOUS	6,290	MINNESOTA
MISSISSIPPI	1,333,864	5,049,225	11,981	1,321,883	-	1,321,883	9	1,167,365	-2.4	10 & 8	137,746	1.6	1,305,111	1,331,078	-2.0	1	16,772	MISSISSIPPI
MISSOURI	2,899,028	10,574,015	57,105	2,841,923	140,403	2,701,520	7	2,431,090	-3.9	7	270,430	-3.2	2,701,520	2,808,389	-3.8	-	-	MISSOURI
MONTANA	1,972,949	7,372,082	11,550	1,961,399	34,501	1,926,898	8	1,808,357	-7.9	9 & 7	72,667	-2.9	1,926,898	2,018,600	-7.6	1	2,901	MONTANA
NEBRASKA	983,666	3,723,581	11,450	972,216	56	972,160	8.5	784,285	-9.8	8.5	115,766	0.0	900,053	985,033	-8.6	VARIOUS	72,107	NEBRASKA
NEVADA	437,561	1,656,349	4,545	433,016	6,639	426,377	6	371,438	-2.6	6	54,939	13.1	426,377	429,905	-0.8	-	-	NEVADA
NEW HAMPSHIRE	409,599	1,550,080	4,632	404,967	7,780	398,297	9	378,167	-3.7	9	19,135	4.6	397,202	410,915	-3.3	4	1,095	NEW HAMPSHIRE
NEW JERSEY	3,455,290	13,083,482	24,200	3,432,090	84,412	3,347,678	8	3,059,941	-2.8	8 & 4	287,737	-0.8	3,363,678	3,434,976	-2.7	-	-	NEW JERSEY
NEW MEXICO	790,342	2,991,770	28,730	761,612	9,307	752,305	7	645,495	-4.1	7	106,810	3.9	752,305	775,874	-3.0	-	-	NEW MEXICO
NEW YORK	5,926,093	22,432,704	247,492	5,678,601	52,282	5,626,319	8	5,267,812	-9.7	10 & 8	267,697	-4.3	5,535,509	6,110,356	-9.4	VARIOUS	90,810	NEW YORK
NORTH CAROLINA	3,085,952	11,681,600	66,585	3,019,367	52	3,019,315	9	2,895,586	-5.1	9	123,729	-2.8	2,992,653	3,074,900	-6.1	1	15,379	NORTH CAROLINA
NORTH DAKOTA	459,042	1,737,623	7,819	451,223	106,057	345,166	7	297,454	-7.8	7	47,712	6.1	367,166	367,490	-0.1	-	-	NORTH DAKOTA
OHIO	5,562,795	21,057,471	65,849	5,496,946	137,307	5,359,639	7	4,796,385	-3.5	7	553,451	-1.8	5,349,836	5,535,560	-3.4	1	9,803	OHIO
OKLAHOMA	1,871,581	7,084,705	160,417	1,711,164	-	1,711,164	6.5	1,515,456	-3.3	6.5	177,426	2.4	1,692,882	1,739,879	-2.7	2	18,282	OKLAHOMA
OREGON	1,341,632	5,078,630	-	1,341,632	36,261	1,305,371	7	1,145,677	-4.6	7	154,006	7/	1,297,683	1,378,008	-5.7	1	10,871	OREGON
PENNSYLVANIA	5,195,995	19,668,982	87,994	5,108,001	48,763	5,059,238	8/ 9	4,419,895	-7.7	8/ 9	628,472	-1.7	5,048,367	5,389,034	-6.3	1.5	10,871	PENNSYLVANIA
RHODE ISLAND	395,406	1,496,775	1,924	393,482	4,696	388,786	8	369,120	-1.5	8	23,666	-2.5	388,786	395,052	-1.6	-	-	RHODE ISLAND
SOUTH CAROLINA	1,604,112	6,072,225	18,286	1,585,825	9,671	1,576,155	8	1,419,573	-2.4	8	147,454	0.0	1,567,027	1,601,509	-2.2	1	9,128	SOUTH CAROLINA
SOUTH DAKOTA	503,539	1,906,103	7,993	495,546	76,222	419,324	7	358,934	-4.9	7 & 6	47,096	-3.9	406,030	426,373	-4.8	3.5 & 4	13,294	SOUTH DAKOTA
TENNESSEE	2,446,546	9,261,185	23,756	2,422,790	6,094	2,416,696	7	2,143,326	-3.7	8 & 7	265,905	1.2	2,409,231	2,488,299	-3.2	1	7,465	TENNESSEE
TEXAS	7,873,756	29,805,410	117,287	7,756,469	107,179	7,649,310	5	6,941,558	-3.1	6.5 & 5	694,669	0.1	7,636,227	7,857,105	-2.8	4 & 6	13,083	TEXAS
UTAH	689,118	2,608,596	23,319	665,799	-	665,799	7	582,114	-3.4	7	73,071	1.2	655,185	674,839	-2.9	0.5 & 4	10,614	UTAH
VERMONT	235,336	890,844	201	235,135	-	235,135	9	235,135	-4.6	0	-	-	235,135	246,356	-4.6	-	-	VERMONT
VIRGINIA	2,689,917	10,182,444	65,454	2,624,203	24,729	2,599,524	9/ 9	2,330,673	-3.2	9/ 9	251,240	-3.1	2,581,913	2,667,253	-3.2	VARIOUS	17,621	VIRGINIA
WASHINGTON	1,819,994	6,889,427	10,463	1,799,531	37,950	1,761,581	9	1,625,897	-3.0	9 & 0	135,252	0.4	1,781,149	1,810,546	-2.7	2	432	WASHINGTON
WEST VIRGINIA	851,045	3,221,556	3,337	847,708	8,700	839,008	8.5	757,523	-1.4	8.5	81,048	-12.7	838,571	861,136	-2.6	4	437	WEST VIRGINIA
WISCONSIN	2,346,786	8,883,552	27,772	2,319,014	84,571	2,234,443	7	2,033,201	-2.7	7	201,242	6.1	2,234,443	2,279,948	-2.0	-	-	WISCONSIN
WYOMING	359,826	1,362,090	5,446	354,380	-	354,380	8	255,987	-4.5	0	65,366	22.0	321,353	321,787	-0.1	VARIOUS	33,027	WYOMING
TOTAL GALLONS	10/111,004,587	"																



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
October 15, 1975

FHWA 96-75  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced the establishment of a Federal Highway Administration (FHWA) Division Office for Iran. Mr. Daniel S. Hammond, a career FHWA official, who has been serving as FHWA Division Administrator for the District of Columbia, was named as Division Administrator.

Established as part of a cooperative agreement between the FHWA and the Iranian Ministry of Roads and Transport, the new Division Office will be located in Tehran, the capital of Iran. The office will be staffed with approximately 11 FHWA employees representing various technical and administrative functions.

The cooperative agreement came about 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 to hinder completion of this development program. Shortages of skilled engineers and technicians also have hindered progress.

The Iran Division Office will provide that country's highway engineers and administrators with advisory technical assistance in the fields of highway construction, maintenance, planning, design, training, research, safety and laboratory improvement and modernization. The FHWA will be reimbursed for costs of all services provided to Iran through means of a recently established dollar working fund.

According to the Iranian Ministry of Roads and Transport, the long term roadbuilding program will require completion of 7,000 kilometers of asphalt paved primary and secondary highways

and 15,000 kilometers of gravel roads some of which are now under construction. In addition, during the next 10 years, plans call for the construction of 3,500 kilometers of new 4- and 6-lane expressways.

The agreement also provides for assistance in upgrading maintenance, construction and material laboratory units, including training of personnel and procurement of equipment. In addition, the development of a comprehensive highway safety program will have a high priority.

In announcing the new Iranian Office, Federal Highway Administrator Tiehmann said, "We are pleased that Iran has given the U.S. the opportunity to assist that nation in providing a better life for its citizens through a comprehensive internal transportation improvement program. This is in keeping with FHWA's long-standing policy of providing technical advice and assistance to nations throughout the world."

An advance team of FHWA personnel left for Tehran on September 20, 1975, to arrange for office space and housing for personnel of the new division and to begin the program of cooperation and assistance. The remaining members of the Iran Division Office are scheduled to depart in October, November and December 1975.

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
October 17, 1975

FHWA 97-75  
(202) 426-0677

Amendments to a recently issued rule in the Federal Motor Carrier Safety Regulations (FMCSR) concerning overloading and underinflation of tires on commercial vehicles operating in Interstate or foreign commerce have been announced by the U.S. Department of Transportation's Federal Highway Administration.

The new amendments authorized by FHWA's Bureau of Motor Carrier Safety are in response to petitions filed by several trucking associations, tire manufacturers, motor carriers, and trailer manufacturers stating that the initial amendments were too restrictive and would result in exorbitant costs.

The petitions further contended that:

- the rule should not prohibit overinflation of tires.
- loads should be increased for reduced speed operations.
- the tire pressure gauge correction factor should be changed.
- European tire markings should be used.
- the metric units for pressure should be changed to kilopascals.
- more time should be given for industry compliance.
- A 4-year delay should be given for specialized equipment for transportation of heavy loads.

BMCS Director Robert A. Kaye, after careful consideration of all petitions, denied the change in metric tire pressure units and European tireload marking, further stating that, "The metric units were published to indicate that in the future, change to this system will be made. The European tireloading data was not included as the decision was made to resolve any problems that arise by administrative action."

The new changes will:

- allow higher inflation pressures provided the load rating of the tire is not exceeded.
- grant a 1 year extension of time to equip axles other than front axles with tires meeting FMVSS No. 119.
- permit increased loads for vehicles travelling at reduced speeds specified by a State special permit.
- allow the use on front axles of tires that are not marked to indicate they meet FMVSS No. 119 for 6 months provided the load rating of the tire is not exceeded.

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

FOR RELEASE THURSDAY  
October 30, 1975

WASHINGTON, D. C. 20590

FHWA 100-75  
(202) 426-0677

Nationwide passenger car registrations are expected to total over 107 million in 1975. The U.S. Department of Transportation's Federal Highway Administration announced today that by yearend, there should be about 107,371,000 automobiles registered. This would be a 2.4 percent increase over the 104.9 million registered in 1974. Trucks and buses should total 26,356,000, a 5.3 percent gain over 1974.

The expected total motor-vehicle registrations in 1975 of 133,727,000 are an increase of 3,789,198 over last year's 129,937,802. The estimated 2.9-percent rise over the 1974 registrations is a decrease from the 3.4-percent growth in 1974.

The perennial leader in numbers of motor vehicles registered, California, is expected to have 14.0 million, followed by 8.3 million in Texas, 7.6 million in New York, 7.3 million in Pennsylvania, 7.1 million in Ohio, and 6.4 million in Illinois. Florida and Michigan will have more than 5 million each, and New Jersey over 4 million. North Carolina, Georgia, Indiana, Virginia, and Massachusetts occupy the 3 million class, while States with 2 million include Alabama, Connecticut, Iowa, Kentucky, Louisiana, Maryland, Minnesota, Missouri, Oklahoma, Tennessee, Washington, and Wisconsin. There will be 8 additional States with registrations of more than 1 million.

The 10 leading States account for 70.1 million motor vehicles or 52.4 percent of the national total.

Motorcycle registration growth is expected to be somewhat lower than in 1974, but the increment should be about 52.8 thousand, a 10.6 percent increase over 1974. The motorcycle totals include all registered motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1975 registrations is shown on the reverse side of this page.

# ESTIMATE OF 1975 MOTOR-VEHICLE REGISTRATIONS<sup>1</sup>

TABLE ES-V  
SEPTEMBER 1975

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1974	ESTIMATED 1975	PERCENT INCREASE 1975 1974	REGISTERED 1974	ESTIMATED 1975	PERCENT INCREASE 1975 1974	REGISTERED 1974	ESTIMATED 1975	PERCENT INCREASE 1975 1974	REGISTERED 1974	ESTIMATED 1975	
Alabama	1,854,168	1,876,000	1.2	555,576	581,000	4.6	2,409,744	2,457,000	2.0	78,059	85,000	Alabama
Alaska	126,441	135,000	6.7	67,015	75,000	11.9	193,456	210,000	8.6	11,760	12,000	Alaska
Arizona	1,081,551	1,109,000	2.5	392,384	413,000	5.3	1,473,935	1,522,000	3.3	65,018	73,000	Arizona
Arkansas	847,981	875,000	3.2	397,562	414,000	4.1	1,245,543	1,289,000	3.5	44,955	50,000	Arkansas
California	11,162,119	11,392,000	2.1	2,522,280	2,642,000	4.7	13,684,399	14,034,000	2.6	672,121	699,000	California
Colorado	1,394,559	1,429,000	2.5	467,568	486,000	3.9	1,862,127	1,915,000	2.8	92,725	101,000	Colorado
Connecticut	1,828,790	1,870,000	2.3	162,607	164,000	0.9	1,991,397	2,034,000	2.1	65,346	73,000	Connecticut
Delaware	284,832	289,000	1.5	59,000	62,000	5.1	343,832	351,000	2.1	7,451	8,000	Delaware
Dist. of Col.	246,319	249,000	1.1	16,279	15,000	-7.9	262,598	264,000	0.5	4,341	4,000	Dist. of Col.
Florida	4,704,754	4,855,000	3.2	911,316	989,000	8.5	5,616,070	5,844,000	4.1	187,540	212,000	Florida
Georgia	2,534,495	2,609,000	2.9	709,312	763,000	7.6	3,243,807	3,372,000	4.0	104,600	117,000	Georgia
Hawaii	420,556	428,000	1.8	64,749	69,000	6.6	485,305	497,000	2.4	9,940	10,000	Hawaii
Idaho	404,596	419,000	3.6	228,507	242,000	5.9	633,103	661,000	4.4	46,237	49,000	Idaho
Illinois	5,277,359	5,406,000	2.4	918,043	987,000	7.5	6,195,402	6,393,000	3.2	207,573	234,000	Illinois
Indiana	2,542,222	2,572,000	1.2	726,294	756,000	4.1	3,268,516	3,328,000	1.8	145,033	157,000	Indiana
Iowa	1,506,124	1,528,000	1.5	527,562	559,000	6.0	2,033,686	2,087,000	2.6	138,201	154,000	Iowa
Kansas	1,252,391	1,271,000	1.5	532,846	549,000	3.0	1,785,237	1,820,000	1.9	92,354	102,000	Kansas
Kentucky	1,626,177	1,653,000	1.6	537,883	572,000	6.3	2,164,060	2,225,000	2.8	58,034	63,000	Kentucky
Louisiana	1,613,984	1,635,000	1.2	518,542	557,000	7.4	2,134,526	2,192,000	2.7	59,722	67,000	Louisiana
Maine	498,118	520,000	4.4	139,037	152,000	9.3	637,155	672,000	5.5	25,832	28,000	Maine
Maryland	2,000,184	2,055,000	2.7	345,849	369,000	6.7	2,346,033	2,424,000	3.3	65,077	75,000	Maryland
Massachusetts	2,726,002	2,787,000	2.2	315,950	332,000	5.1	3,041,952	3,119,000	2.5	82,881	95,000	Massachusetts
Michigan	4,536,177	4,619,000	1.8	864,727	919,000	6.4	5,400,904	5,538,000	2.5	299,834	327,000	Michigan
Minnesota	1,942,414	1,967,000	1.3	589,805	630,000	6.8	2,532,219	2,597,000	2.6	139,304	156,000	Minnesota
Mississippi	964,913	983,000	1.9	376,332	396,000	5.2	1,341,245	1,379,000	2.8	34,618	38,000	Mississippi
Missouri	2,142,280	2,180,000	1.8	683,181	713,000	4.4	2,825,461	2,893,000	2.4	108,869	121,000	Missouri
Montana	363,107	370,000	1.9	222,213	232,000	4.4	585,320	602,000	2.8	39,692	42,000	Montana
Nebraska	807,412	826,000	2.3	337,266	353,000	4.7	1,144,678	1,179,000	3.0	49,209	55,000	Nebraska
Nevada	338,228	348,000	2.9	117,823	124,000	5.2	456,051	472,000	3.5	17,147	18,000	Nevada
New Hampshire	403,870	418,000	3.5	86,433	94,000	8.8	490,303	512,000	4.4	27,145	32,000	New Hampshire
New Jersey	3,752,701	3,839,000	2.3	415,790	428,000	2.9	4,168,451	4,267,000	2.4	84,621	93,000	New Jersey
New Mexico	532,493	552,000	3.7	230,959	239,000	3.5	763,452	791,000	3.6	33,622	36,000	New Mexico
New York	6,662,900	6,772,000	1.6	818,122	842,000	2.9	7,481,022	7,614,000	1.8	107,598	117,000	New York
North Carolina	2,773,153	2,844,000	2.6	796,616	853,000	7.1	3,569,769	3,697,000	3.6	117,515	135,000	North Carolina
North Dakota	320,620	332,000	3.5	205,954	220,000	7.0	526,574	552,000	4.8	22,429	25,000	North Dakota
Ohio	6,097,830	6,206,000	1.8	867,651	903,000	4.1	6,965,481	7,109,000	2.1	238,087	260,000	Ohio
Oklahoma	1,395,351	1,425,000	2.1	645,298	675,000	4.6	2,040,649	2,100,000	2.9	104,221	111,000	Oklahoma
Oregon	1,281,589	1,331,000	3.9	298,147	311,000	4.3	1,579,736	1,642,000	3.9	71,817	83,000	Oregon
Pennsylvania	6,166,528	6,354,000	3.0	950,146	978,000	3.0	7,116,674	7,332,000	3.0	281,157	335,000	Pennsylvania
Rhode Island	499,918	510,000	2.0	67,933	71,000	4.5	567,851	581,000	2.3	20,085	22,000	Rhode Island
South Carolina	1,334,366	1,384,000	3.7	336,642	352,000	4.6	1,671,008	1,736,000	3.9	56,706	69,000	South Carolina
South Dakota	330,865	337,000	1.9	176,059	185,000	5.1	506,924	522,000	3.0	23,019	25,000	South Dakota
Tennessee	1,987,890	2,029,000	2.1	580,491	626,000	7.8	2,568,381	2,655,000	3.4	98,178	112,000	Tennessee
Texas	6,007,106	6,165,000	2.6	2,046,163	2,134,000	4.3	8,053,269	8,299,000	3.1	279,475	309,000	Texas
Utah	588,733	608,000	3.3	220,892	236,000	6.8	809,625	844,000	4.2	52,065	55,000	Utah
Vermont	229,984	235,000	2.2	54,958	56,000	1.9	284,942	291,000	2.1	13,435	15,000	Vermont
Virginia	2,656,125	2,785,000	4.9	515,619	540,000	4.7	3,171,744	3,325,000	4.8	89,978	105,000	Virginia
Washington	1,826,023	1,883,000	3.1	618,423	654,000	5.8	2,444,446	2,537,000	3.8	110,162	124,000	Washington
West Virginia	703,208	720,000	2.4	232,189	246,000	5.9	935,397	966,000	3.3	60,201	66,000	West Virginia
Wisconsin	2,131,663	2,194,000	2.9	445,884	471,000	5.6	2,577,547	2,665,000	3.4	104,898	123,000	Wisconsin
Wyoming	187,897	193,000	2.7	118,899	127,000	6.8	306,796	320,000	4.3	16,245	17,000	Wyoming
Total	104,901,066	107,371,000	2.4	25,036,736	26,356,000	5.3	129,937,802	133,727,000	2.9	4,966,132	5,494,000	Total

<sup>1/</sup> These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1975 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles except

those owned by the military services. Registrations shown for 1974 are from Table MV-1, 1974. New York 1974 registrations are estimated.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
October 31, 1975

FHWA 98-75  
(202) 426-0677

Motor-fuel consumption in the United States is expected to be 112.8 billion gallons (426.9 billion liters) in 1975, a 2.6 percent increase over 1974, the Federal Highway Administration of the Department of Transportation announced today.

Total consumption for each of the first 6 months of 1975 shows an increase from the corresponding month of 1974. However, the 1975 consumption is expected to be 1.4 percent below the level for 1973. The estimate is based on available reports from the States and other sources, FHWA reports.

The highway use of motor fuel is expected to be 2.6 percent above 1974, compared with a 3.8 percent decrease in 1974 from 1973.

In 1975, the highway use of motor fuel should be more than 109 billion gallons (413 billion liters). This is 816 gallons (3,089 liters) of fuel for every registered motor vehicle (excluding motorcycles). The total will include 99.7 billion gallons (377.3 billion liters) of gasoline and 9.4 billion gallons (35.7 billion liters) of special fuels (diesel, butane, etc.).

California is expected to lead the States in highway motor-fuel consumption in 1975 with 10.7 billion gallons (40.6 billion liters). Texas and New York are next with 7.9 and 6.1 billion gallons (29.8 and 23.1 billion liters), respectively. These are followed by Illinois, Ohio, and Pennsylvania with over 5 billion gallons each; Florida and Michigan with more than 4 billion gallons each; and Georgia and New Jersey with over 3 billion gallons each. These 10 States will account for almost 52 percent of the total highway consumption. Nine other States will use more than 2 billion gallons each of motor fuel on the highways in 1975.

The consumption of gasoline for nonhighway purposes, including agriculture, construction, aviation, marine, etc., is expected to be slightly above the 3.6 billion gallons (13.7 billion liters) total for the previous year.

# ESTIMATE OF MOTOR-FUEL USE-1975<sup>1</sup>

(In thousands of gallons and thousands of liters except as noted; one gallon = 3.785412 liters)

TABLE ES-F  
SEPTEMBER 1975

STATE	HIGHWAY USE					NONHIGHWAY USE OF GASOLINE	TOTAL USE			STATE	
	GASOLINE	SPECIAL FUELS	TOTAL	PERCENT CHANGE			GALLONS PER MOTOR VEHICLE	AMOUNT	PERCENT CHANGE		
				1975 1974	1975 1973				1975 1974		1975 1973
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		
Alabama	1,873,791	186,876	2,060,667	3.0	2.1	839	44,819	2,105,486	3.0	1.9	Alabama
Alaska	129,227	37,689	166,916	11.1	43.0	795	40,495	207,411	8.3	32.6	Alaska
Arizona	1,132,963	149,625	1,282,588	4.3	-1.5	843	49,532	1,332,120	4.3	-1.1	Arizona
Arkansas	1,140,905	142,185	1,283,090	1.6	-0.2	995	27,299	1,310,389	1.7	-0.3	Arkansas
California	9,981,690	755,741	10,737,431	3.0	-1.4	765	224,929	10,962,360	2.9	-1.5	California
Colorado	1,270,740	102,060	1,372,800	2.3	-2.0	717	56,363	1,429,163	2.1	-2.3	Colorado
Connecticut	1,315,129	82,418	1,397,547	0.7	-1.7	687	23,322	1,420,869	0.7	-1.8	Connecticut
Delaware	294,831	17,022	311,853	2.3	-1.6	888	6,592	318,445	1.9	-1.2	Delaware
Dist. of Col.	242,232	16,813	259,045	2.9	-3.7	981	4,237	263,282	2.9	-3.6	Dist. of Col.
Florida	4,187,212	313,715	4,500,927	3.7	0.1	770	120,597	4,621,524	3.5	0.0	Florida
Georgia	2,753,325	327,281	3,080,606	1.6	-1.8	914	49,977	3,130,583	1.6	-1.8	Georgia
Hawaii	274,592	14,282	288,874	3.8	1.3	581	10,825	299,699	3.9	1.0	Hawaii
Idaho	411,673	45,335	457,008	0.7	-3.4	691	41,501	498,509	1.1	-5.0	Idaho
Illinois	4,625,094	514,894	5,139,988	0.9	-3.1	804	276,036	5,416,024	1.0	-3.0	Illinois
Indiana	2,634,103	359,589	2,993,692	0.6	-4.1	900	95,139	3,088,831	0.4	-4.1	Indiana
Iowa	1,505,069	205,982	1,711,051	3.5	-3.8	820	208,607	1,919,658	4.2	-4.7	Iowa
Kansas	1,230,193	140,732	1,370,925	4.1	1.7	753	136,983	1,507,908	4.3	1.3	Kansas
Kentucky	1,687,075	150,585	1,837,660	3.2	0.4	826	30,368	1,868,028	3.1	0.3	Kentucky
Louisiana	1,768,101	159,260	1,927,361	4.1	3.2	879	51,152	1,978,513	4.0	3.1	Louisiana
Maine	520,161	40,160	560,321	1.6	-1.1	834	11,520	571,841	1.7	-1.0	Maine
Maryland	1,771,457	118,175	1,889,632	0.8	-1.9	780	26,265	1,915,897	0.8	-1.9	Maryland
Massachusetts	2,295,847	122,107	2,417,954	1.6	-2.6	775	27,274	2,445,228	1.5	-2.7	Massachusetts
Michigan	4,433,470	254,859	4,688,329	1.9	-2.5	847	163,042	4,851,371	2.0	-3.1	Michigan
Minnesota	1,892,323	181,886	2,074,209	1.9	-2.8	799	154,286	2,228,495	1.6	-3.0	Minnesota
Mississippi	1,156,639	127,422	1,284,061	-0.7	-2.5	931	27,987	1,312,048	-0.7	-3.0	Mississippi
Missouri	2,462,965	251,500	2,714,465	0.4	-2.1	938	143,837	2,858,302	0.3	-3.3	Missouri
Montana	419,304	71,496	490,800	1.2	-3.6	815	28,658	519,458	0.5	-4.7	Montana
Nebraska	837,474	111,214	948,688	6.3	-2.4	805	81,262	1,029,950	5.8	1.4	Nebraska
Nevada	374,429	52,611	427,040	2.1	1.1	905	15,626	442,666	2.1	1.2	Nevada
New Hampshire	386,233	17,504	403,737	1.2	-1.9	789	6,686	410,423	1.2	-1.7	New Hampshire
New Jersey	3,193,403	264,891	3,458,294	2.2	-0.4	810	60,940	3,519,234	2.1	-0.4	New Jersey
New Mexico	675,282	107,664	782,946	4.2	0.8	990	15,861	798,807	4.2	0.9	New Mexico
New York	5,831,464	270,353	6,101,817	6.8	-2.9	801	198,275	6,300,092	6.7	-3.2	New York
North Carolina	2,732,043	257,724	2,989,767	0.6	-1.0	809	79,460	3,069,227	0.7	-1.0	North Carolina
North Dakota	311,850	43,330	355,180	3.8	-3.4	643	99,998	455,178	2.1	-4.6	North Dakota
Ohio	4,889,084	525,966	5,415,050	1.3	-2.1	762	142,808	5,557,858	1.2	-2.1	Ohio
Oklahoma	1,578,101	177,781	1,755,882	4.2	1.4	836	48,449	1,804,331	4.1	1.1	Oklahoma
Oregon	1,162,521	155,238	1,317,759	2.2	-3.6	803	51,267	1,369,026	2.1	-3.5	Oregon
Pennsylvania	4,690,521	578,194	5,268,715	4.2	-1.7	719	128,035	5,396,750	4.0	-2.2	Pennsylvania
Rhode Island	357,123	21,360	378,483	-0.5	-1.9	651	11,827	390,310	-0.4	-2.2	Rhode Island
South Carolina	1,477,169	142,293	1,619,462	4.0	1.8	933	33,355	1,652,817	3.8	1.5	South Carolina
South Dakota	379,493	45,926	425,419	4.2	-0.1	815	86,775	512,194	3.1	-1.6	South Dakota
Tennessee	2,258,501	249,951	2,508,452	5.3	1.9	945	42,829	2,551,281	5.2	1.9	Tennessee
Texas	7,168,557	710,983	7,879,540	3.8	0.8	949	171,064	8,050,604	3.7	0.8	Texas
Utah	590,128	72,194	662,322	0.2	-1.9	785	18,374	680,696	0.1	-2.8	Utah
Vermont	234,052	18,377	252,429	0.8	-2.6	867	5,668	258,097	1.0	-2.8	Vermont
Virginia	2,419,229	234,945	2,654,174	1.1	-1.9	798	52,074	2,706,248	1.0	-2.1	Virginia
Washington	1,648,096	142,575	1,790,671	2.2	-0.6	706	62,565	1,853,236	2.2	-0.2	Washington
West Virginia	785,024	91,430	876,454	4.0	0.1	907	10,385	886,839	3.9	0.1	West Virginia
Wisconsin	2,029,414	196,815	2,226,229	0.2	-1.8	835	106,777	2,333,006	0.4	-2.1	Wisconsin
Wyoming	259,599	59,222	318,821	-0.4	-0.3	996	36,230	355,051	-0.4	-0.3	Wyoming
Total Gallons	99,678,901	9,438,230	109,117,131	2.6	-1.2	816	3,648,232	112,765,393	2.6	-1.4	Total Gallons
Total Liters	377,325,708	35,727,589	413,053,297	=	=	3,089	13,810,061	426,863,472	=	=	Total Liters

<sup>1/</sup> These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1975, and information available on current trends, motor-fuel production, and other factors. These data are comparable to that shown in tables ME-21, 25, and 26.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
November 4, 1975

FHWA 102-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has amended the Federal Motor Carrier Safety Regulations to allow the use of coiled nylon brake tubing as airbrake hose on commercial semi-trailers and full trailers.

The rule change follows FHWA's Bureau of Motor Carrier Safety's Notice of Proposed Rulemaking published in the Federal Register (40 FR 37045) on August 25, 1975.

BMCS Director Robert A. Kaye said, "Evaluation of the results from extensive testing of nylon tubing and conventional rubber brake hoses shows that the use of coiled nylon brake tubing will assist in reducing the potential of airbrake hose failures and thereby enhance highway safety."

The rule change is effective April 1, 1976; however, the Bureau has no objection to voluntary compliance before the effective date of the rule.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
November 11, 1975

FHWA 102-75  
(202) 426-0677

Four State highway agencies, a neighborhood organization of low-income families, a county public works agency, an international lumber company, an architectural firm and an oil company were first place winners in the "Eighth Annual Awards/1975- The Highway and Its Environment" contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate and encourage the compatibility of highways and environment.

The competition, designed to give public recognition to agencies, organizations and business enterprises which have taken action to protect, preserve or enhance the highway environment, is open to State, county and local highway agencies, freeway and toll authorities, civic organizations, business and industry, and consultants and contractors.

The 1975 contest attracted 670 photographic entries from 46 States, the District of Columbia, and Puerto Rico which illustrated how highways cannot only be attractive, but can even have a positive esthetic and environmental impact upon the areas traversed.

In describing the 1975 awards program as the largest ever, Federal Highway Administrator Norbert T. Tiemann emphasized that the Eighth Annual Awards competition "was indicative of the increasing interest and concern exhibited by the governmental, public and private sectors in assuring that the Nation's highways make a positive contribution to the roadside environment."

"Preservation, improvement, and enhancement of our natural environment," said Administrator Tiemann "has always been a prime objective of the Federal Highway Administration and we welcome interest and support from all sectors."

The Oregon State Highway Division and the Utah Department of Transportation each won first place awards in two of the ten contest categories. One first place award each was won by the following governmental units: the

California Department of Transportation, the Arkansas State Highway Department, and the Nevada County (California) Department of Public Works. Other first place winners were the Weyerhaeuser Company of Tacoma, Washington, the Cleveland Ohio architectural firm of Dalton, van Dijk, Johnson and Partners, and the Continental Oil Company.

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

- I. "Outstanding Section of Highway in Its Rural Environment"-- Utah Department of Transportation--Segment of Interstate 70 in Spotted Wolf Canyon between Rattlesnake Bench and Saleratus, Utah.
- II. "Outstanding Section of Highway in Its Urban Environment"-- Oregon State Highway Division--Design and development of 1st to 7th Avenue viaduct crossing several streets and railroad lines and serving as an entranceway to Eugene, Oregon.
- III. "Outstanding Bridge, Overpass, Tunnel Approach, Interchange Structure, or other Structural Feature"--Oregon State Highway Division--Clarno Bridge crossing the John Day River near Clarno, Oregon.
- IV. "Outstanding Safety Rest Area and Information Center"--Arkansas State Highway Department--Safety rest area on U.S. 71 near Waldron, Scott County, Arkansas.
- V. "Outstanding Highway-Oriented Public or Private Enterprise which Preserves the Environment"--Weyerhaeuser Company--Design and location of Weyerhaeuser Company's world corporate headquarters near Interstate 5 and State Route 18 northeast of Tacoma, Washington.
- VI. "Outstanding Example of Mass Transportation Within or Adjacent to the Highway Right-of-Way"--Dalton, van Dijk, Johnson and Partners, Architects--Design of a bus shelter for the Cleveland Clinic Foundation, Cleveland, Ohio.
- VII. "Outstanding Multiple Use of Highway Right-of-Way in Urban or Rural Areas"--Utah Department of Transportation and Peoples Freeway, Inc.-- Use of highway rights-of-way along Interstate 15 in Salt Lake City, Utah, by a neighborhood organization of low-income families to grow vegetables for the needy and handicapped.
- VIII. "Outstanding Sympathetic Treatment of Historic, Cultural or Natural Environment"--Nevada County (California) Department of Public Works--Restoration of a century-old covered bridge at Bridgeport, Nevada County, California. This bridge, built in 1862, is the oldest covered bridge west of the Mississippi River and is the only surviving example of its design in the United States.

- IX. "Outstanding Landscape Treatment Along Roadsides and Interchanges"--California Department of Transportation--Landscape treatment of Interstate 5 in Oceanside, California allows motorists to enjoy both a nearby lagoon and highway plantings--
- X. "Outstanding Motorist Service Station"--Continental Oil Company--Design and development of service station off Interstate 70 in Vail, Colorado, which is functionally and esthetically complementary to the Interstate and the city of Vail--

Second and Third place winners for each of the categories were also selected. Second place winners in the various categories were:

- I. Montana Department of Highways--Segment of Interstate 94 southwest of Custer, Montana.
- II. City of Dallas, Texas--Redevelopment of total streetscape of Akard Street into an urban pedestrian area for the corridor area between downtown Dallas and the Municipal and Convention Center complex.
- III. Howard, Needles, Tammen & Bergendoff--Design of West Fremont Interchange connecting Interstate 405 and the Industrial Freeway in Portland, Oregon.
- IV. Union Camp Corporation--Travel center fronting on a two-acre lagoon in a woodland setting at the intersection of Interstate 95 and Georgia Highway 204 near Savannah, Georgia.
- V. City of Sonora, California--Development of a minipark along State Highway 49 in Sonora.
- VI. Virginia Department of Highways and Transportation--Development of a commuter parking lot off Parham Road in Henrico County, Virginia.
- VII. Minnesota Department of Highways--Development of creative play areas on the highway right-of-way along Interstate 35 and King Creek Park in Duluth, Minnesota.
- VIII. California Department of Transportation--Scenic acquisition and ecological preservation of 130 acres of headlands and coastal plains between State Route 1 and the Pacific Ocean near the city of Fort Bragg, California, which serves as a haven for many species of fish and wildlife.
- IX. Wisconsin Department of Transportation--Natural regeneration of native grasses, wildflowers, shrubs, and trees with landscaping along Interstate 94 and State Route 35 near Hudson, Wisconsin.
- X. Shell Oil Company--Service station in Portola, California, incorporates existing tree-lined main avenue and features landscaped screen walls.

Third-place awards went to the following:

- I. Wisconsin Department of Transportation--Segment of State Highway 72 in the Rush River Valley, near Ellsworth, Pierce County, Wisconsin.
- II. City of Oakwood, Ohio--Redevelopment of State Route 48 through business district of City of Oakwood, Ohio.
- III. Missouri State Highway Department--State Route 106 bridge over Current River near Owls Bend in Shannon County, Missouri.
- IV. Arizona Department of Transportation,--Highways Division--Ehrenberg rest area on Interstate 10 near Arizona-California border.
- V. Bellefield Office Park--Development of an office complex adjacent to Interstate 405 in Bellevue, Washington.
- VI. Massachusetts Department of Public Works--Development of a mass transit station under an elevated highway structure on the highway right-of-way in Charlestown, Massachusetts.
- VII. Birmingham Beautification Board of Birmingham, Alabama--Development of A Commemorative Garden Walk, a plaza of greenery and water cascades which is located under the 20th Street North Expressway and approaches the Birmingham Civic Center.
- VIII. California Department of Transportation--Design and production of relief carvings depicting early pioneer travel on an interchange structure along State Route 299E and Old Oregon Trail near Redding, California.
- IX. Urban Walls=Atlanta (Georgia)--Artwork on the walls of downtown buildings as part of an effort to improve the visual environment of downtown Atlanta.
- X. The Bubble Machine--Landscaping of service station at Merrydale Road and Willow Avenue in San Rafael area of Marin County, California, has been placed to complement both the highway and the environment.

Judging for the 1975 awards program was completed on October 31, 1975 at the Birmingham Museum of Art, Birmingham, Alabama. Judges for the contest were Ray W. Burgess, President, American Public Works Association; Mrs. Sherrie Stephens Cutler, Executive Vice President, ECODESIGN; Ronald Lee Fleming, Executive Director, VISION, INC.; Dr. Marion T. Hankerd, Project Director, National Association of County Engineers; Ms. Carol R. Johnson, Landscape Architect, Carol R. Johnson and Associates; D. Grant Mickle, President (retired), Highway Users Federation; and Mrs. Marshall Steves, Texas Highway Awards competition judge.

Photographs of the award winning projects will be on exhibit at the Birmingham Museum of Art from November 2 through December 14, 1975.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE IN ST. LOUIS, MISSOURI  
MONDAY, NOVEMBER 17, 1975, 10:30 A.M.

FHWA 107-75  
(202) 426-0677

U.S. Secretary of Transportation William T. Coleman, Jr., in a ceremony here today, presented two Presidential Medals of Honor for Lifesaving on the Highways. This was the fourth national award ceremony since the medal of honor for civilians was authorized 18 years ago.

Rodney Dee Elliott, age 17, the son of Mr. and Mrs. Emmitt Elliott, of Downing, Missouri, was the recipient of the Presidential medal for rescuing a woman from a burning truck near Rutledge, Missouri, on May 19, 1974. The intense heat damaged Elliott's eyes, temporarily blinding him for several days following the accident.

Andrew Rodriquez, Jr., of Grand Island, Nebraska, was cited posthumously for rescuing another driver from a burning truck on July 25, 1974, near Chapman, Nebraska. During the rescue effort, Rodriquez received fatal third degree burns over 60 percent of his body resulting in his death five days later. The award was accepted by his widow, Mrs. Cheryl J. Rodriquez, who was also critically injured in the same accident.

The presentations were made at the opening session of the American Association of State Highway and Transportation Officials' annual meeting at Stouffer's Riverfront Inn.

In making the awards, Secretary Coleman said: "It is not that those who act courageously know not fear or love of life. It is, rather, their passion for living and their great love for humanity that gives them mastery over fear and the capacity to put the needs of others ahead of self interest."

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
November 19, 1975

FHWA 104-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced that it has awarded a \$624,000 contract to Sperry Systems Management Division, Sperry Rand Corporation, Great Neck, New York, to conduct a feasibility and design study of an Integrated Motorist Information System (IMIS) for the Northern Long Island Corridor.

According to Federal Highway Administrator Norbert T. Tiemann, "the study would determine the feasibility of establishing, on an operating network of roadways, a demonstration project involving an integrated motorist information and traffic management system and will include the preparation of several alternative preliminary designs for consideration by the New York State Department of Transportation and other local government units."

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

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

"A major emphasis of this demonstration project," said Administrator Tiemann, "would be to show how modern, sophisticated traffic control technology and techniques can enhance the efficiency and quality of transportation on existing urban and interurban freeways. The project

would also provide a much needed facility for conducting research and development to advance the state-of-the-art."

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

Included in the study corridor are the Long Island Expressway, the Northern State Parkway and parallel arterial highways from Hauppauge on the east to Flushing Meadows on the west.

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

The study is scheduled to begin during November 1975 and to be completed by February 1978.

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DEPARTMENT OF TRANSPORTATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
November 21, 1975

FHWA 106-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration estimated today that the States will collect about \$13.5 billion of revenue from State road-user taxes in 1975. This is 3.2 percent greater than the \$13.1 billion collected in 1974. These figures do not include tolls, which are not classified as regular State road-user tax receipts.

State motor-fuel taxes will account for approximately \$8.4 billion or about 62 percent of the 1975 State road-user revenues, up \$304 million, or 3.7 percent, from 1974. Eight States have increased their gasoline tax rates in 1974 and 1975.

Motor-vehicle and motor-carrier receipts should total approximately \$5.1 billion. This is a 2.2 percent increase over the amount received by the States in 1974. The 1974 increase was 4.1 percent over 1973.

A table showing the State road-user tax estimate for 1975 is on the back of this sheet.

# ESTIMATE OF STATE HIGHWAY-USER TAX RECEIPTS-1975<sup>1</sup>

(In thousands of dollars)

TABLE ES-R  
OCTOBER 1975

STATE	MOTOR FUEL			MOTOR VEHICLES AND MOTOR CARRIERS					TOTAL HIGHWAY USER TAXES		STATE
	NET GALLONAGE RECEIPTS	OTHER RECEIPTS 2/	TOTAL	MOTOR VEHICLE REGIS- TRATION FEES	OTHER MOTOR VEHICLE FEES 3/	MOTOR CARRIER TAXES 4/	MISCEL- LANEOUS RECEIPTS	TOTAL	AMOUNT	PERCENT CHANGE 1975 1974	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
Alabama	147,791	9,813	157,604	45,161	9,436	380	300	55,277	212,881	4.0	Alabama
Alaska	14,071	0	14,071	8,355	989	485	250	10,079	24,150	11.4	Alaska
Arizona	102,184	1,234	103,418	28,201	7,455	11,830	7,800	55,286	158,704	9.1	Arizona
Arkansas	108,216	-	108,216	36,230	4,905	750	2,210	44,095	152,311	2.0	Arkansas
California	741,205	21	741,226	632,043	13,650	1,080	27,400	674,173	1,415,399	2.6	California
Colorado	94,243	240	94,483	23,205	5,868	17,075	4,000	50,148	144,631	1.5	Colorado
Connecticut	140,174	824	140,998	40,032	1,670	1,670	4,850	56,837	197,835	1.5	Connecticut
Delaware	27,777	21	27,798	11,076	6,585	-	800	18,461	46,259	2.0	Delaware
Dist. of Col.	19,558	12	19,570	11,471	10,680	1,020	1,250	24,421	43,991	0.7	Dist. of Col.
Florida	358,904	5,498	364,402	172,677	27,229	4,680	9,100	213,686	578,088	5.4	Florida
Georgia	229,505	848	230,353	42,939	4,117	1,265	4,000	52,321	282,674	2.1	Georgia
Hawaii	21,278	2	21,280	14,046	507	80	470	15,103	36,383	27.0	Hawaii
Idaho	38,731	80	38,811	10,567	2,690	6,550	3,000	22,807	61,618	2.6	Idaho
Illinois	372,289	-	372,289	281,059	28,850	1,250	19,800	330,959	703,248	3.2	Illinois
Indiana	249,285	2,134	251,419	70,722	14,885	1,435	6,900	93,942	345,361	1.0	Indiana
Iowa	117,275	117	117,392	97,373	7,821	225	7,750	113,169	230,561	2.3	Iowa
Kansas	101,270	178	101,448	37,347	6,460	1,805	3,700	49,312	150,760	5.0	Kansas
Kentucky	171,711	-	171,711	38,272	66,137	735	4,500	109,644	281,355	3.8	Kentucky
Louisiana	154,979	663	155,642	20,136	8,348	715	5,100	34,299	189,941	-1.3	Louisiana
Maine	49,790	19	49,809	15,935	1,895	645	1,400	19,875	69,684	-1.6	Maine
Maryland	172,637	495	173,132	70,340	65,605	-	5,750	141,695	314,827	1.0	Maryland
Massachusetts	190,801	275	191,076	50,400	14,370	930	4,800	70,500	261,576	14.7	Massachusetts
Michigan	397,383	117	397,500	152,864	14,934	1,610	6,500	175,708	573,208	1.9	Michigan
Minnesota	165,771	547	166,318	90,842	8,988	640	1,100	101,570	267,888	12.3	Minnesota
Mississippi	118,365	2,575	120,940	28,319	4,105	135	3,000	35,559	156,499	0.3	Mississippi
Missouri	188,330	625	188,955	90,359	8,565	1,500	5,600	106,024	294,979	3.0	Missouri
Montana	37,217	553	37,770	13,254	2,560	380	3,800	19,994	57,764	2.3	Montana
Nebraska	79,519	22	79,541	30,477	3,268	300	2,400	36,445	115,986	4.5	Nebraska
Nevada	25,853	205	26,058	17,053	1,133	5,275	1,900	25,361	51,419	3.2	Nevada
New Hampshire	36,357	111	36,468	15,272	4,260	410	1,215	21,157	57,622	3.1	New Hampshire
New Jersey	260,018	164	260,182	127,341	19,103	1,500	11,400	159,344	439,526	-0.1	New Jersey
New Mexico	54,055	490	54,545	15,622	2,452	10,700	2,600	31,374	85,919	-4.3	New Mexico
New York	518,654	73	518,727	231,628	40,860	33,100	25,000	330,588	849,315	5.5	New York
North Carolina	267,225	8,037	275,262	90,920	5,859	-	4,650	101,429	376,691	2.0	North Carolina
North Dakota	24,255	226	24,481	16,976	2,857	760	2,700	23,293	47,774	5.8	North Dakota
Ohio	372,285	-	372,285	141,154	22,650	43,690	10,200	217,694	589,979	0.4	Ohio
Oklahoma	112,183	1,400	113,583	82,311	8,676	675	2,100	93,762	207,345	3.3	Oklahoma
Oregon	82,004	17	82,021	13,360	4,930	37,140	4,100	59,530	141,551	-15.6	Oregon
Pennsylvania	473,605	861	474,466	168,973	19,500	-	9,600	198,073	672,539	8.8	Pennsylvania
Rhode Island	35,804	1	35,805	12,487	2,351	405	875	16,118	51,923	10.1	Rhode Island
South Carolina	130,431	5,267	135,698	17,284	1,442	875	5,925	25,526	161,224	4.6	South Carolina
South Dakota	33,506	101	33,607	15,949	775	4,455	1,800	22,979	56,586	9.0	South Dakota
Tennessee	178,752	25,402	204,154	75,156	11,123	1,100	1,500	88,879	293,033	4.6	Tennessee
Texas	394,923	77	395,000	234,649	218,462	665	13,775	467,551	862,551	2.8	Texas
Utah	45,581	863	46,444	11,371	1,295	500	3,100	16,266	62,710	2.2	Utah
Vermont	21,663	-	21,663	13,565	7,198	1,000	650	22,413	44,076	1.4	Vermont
Virginia	243,388	98	243,486	65,503	59,618	2,050	3,625	130,796	374,282	1.3	Virginia
Washington	161,877	20	161,897	117,277	11,750	2,150	5,500	136,677	298,574	1.9	Washington
West Virginia	73,263	323	73,586	30,135	32,636	5	2,100	64,876	138,462	1.9	West Virginia
Wisconsin	155,257	825	156,082	84,840	6,650	850	4,000	96,340	252,422	1.5	Wisconsin
Wyoming	22,824	3	22,827	3,440	456	8,625	2,835	15,356	38,183	3.0	Wyoming
Total	8,354,022	71,477	8,425,499	3,765,768	847,223	215,100	268,680	5,096,771	13,522,270	3.2	Total
Percentage	61.78	0.53	-	27.84	6.26	1.59	1.99	-	100.00	-	Percentage

1/ These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption and motor-vehicle registrations for the early months of 1975, and information available on current trends, fee and tax changes, motor-vehicle production and other factors. These data are comparable to those shown on FHWA tables MF-1 and MV-2.

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

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

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
November 21, 1975

FHWA 105-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has issued explicit regulations, effective December 1, 1975, to promote increased participation of minority business enterprises in Federal-aid highway construction activity.

Federal Highway Administrator Norbert T. Tiemann said: "Provisions of Executive Order 11625 support the full participation of all minorities in our free enterprise system and specifically direct each Federal department and agency to promote minority business enterprises. Furthermore, it is the policy and responsibility of the Federal Highway Administration to promote, support, and insure increased participation by minorities in Federal-aid highway construction contracts. We intend to implement that policy."

To assure fair and equitable involvement of minority business enterprises, State highway agencies and FHWA Division Administrators will review and evaluate State licensing and prequalification requirements for Federal-aid highway construction contracts. This procedure will serve as a deterrent to any unusual and unreasonable requirements placed on minorities.

Under the FHWA regulations, State highway agencies shall take the following affirmative actions:

- seek out and compile a list of minority business firms that wish to participate in the Federal-aid highway construction program.
- distribute the list to all prime contractors securing contract proposals on Federal-aid projects.

--identify to minority and other firms those general contractors who have received contract proposals, unless such disclosure is prohibited by State law.

--require Federal-aid contract bidders to certify whether or not they intend to subcontract any portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises as potential subcontractors.

--include appropriate provisions in Federal-aid contract to assure that prime contractors requesting permission to sublet part of the job take affirmative action as required, or subletting will be refused.

--require the contractor to designate a liaison officer who will be responsible for the contractor's minority business enterprise program. To adequately monitor the program, minority business contract and subcontract awards will be reported quarterly to the Federal Highway Administration.

These regulations become effective on December 1, 1975, and are applicable for contracts and projects authorized by FHWA Division Administrators thereafter.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
November 24, 1975

FHWA 101-75  
(202) 426-0677

The Department of Transportation's Federal Highway Administration and Urban Mass Transportation Administration issued proposed "payback" regulations concerning deleted segments of the Interstate System.

Under existing law, local and State officials may jointly request the Department of Transportation to remove from the designated Interstate System a freeway not essential to the continuity of the entire system, and to replace it with another Interstate or mass transit project.

When such a request is approved, it has been the policy of the Federal Highway Administration to require the repayment by the State of the Federal share of funds already expended on the segment which is not to be completed.

Under the proposed regulations, when a State withdraws an Interstate segment, it would be required to pay back all Federal funds which had been reimbursed to the State for obligations and expenses incurred in developing the project after January 1, 1971. With regard to reimbursements for obligations incurred prior to January 1, 1971, repayment would be required only when the item purchased with Federal-aid funds was (1) tangible, and (2) had a recoverable cost at the time of the withdrawal action. Such items will ordinarily include real property acquired for right-of-way and construction items and materials. Excluded from the repayment requirement are obligations incurred before January 1, 1971, involving nontangible items such as preliminary engineering costs; relocation assistance costs; incidental right-of-way acquisition costs, and construction engineering costs.

The reason for the January 1, 1971, date is: the maximum amount of Federal funds available for an Interstate substitution is the Federal share of the cost it would require to complete the withdrawn segment based on the 1972 Interstate Cost Estimate, which reflects the cost

to complete unfinished Interstate segments as of January 1, 1971, (as adjusted upwards by price increases since then). Obligations incurred before that date do not affect the maximum amount legally available for a substitute project.

The proposed regulations would permit States to make paybacks by:

1. Cash payment.
2. A reduction from scheduled Federal-aid progress payments under terms and conditions agreed to by the State and the Federal Highway Administrator.
3. A reduction from the Federal funds available for the substitute project under the Interstate transfer provision.
4. Any combination of the above.

The proposed regulations also provide methods for determining projects costs to be repaid on obligations incurred before January 1, 1971.

Inquiries, comments, views, and arguments on the proposed regulations may be submitted before January 5, 1976, to the Federal Highway Administration, Room 4226, Docket No. 75-3, Washington, D.C. 20590.

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
November 25, 1975

FHWA 111-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the award of a \$361,000 contract with the Research Triangle Institute of Research Triangle Park, North Carolina, for a study of highway safety management programs and for the development of model highway safety management programs for use by State and local highway agencies.

Plans for the study call for survey and evaluation of current practices to identify both the areas for needed improvement and the management techniques offering greatest potential for meeting the requirements of State and local highway agencies.

In awarding the contract, Federal Highway Administrator Norbert T. Tiemann noted that "Although a framework for significant progress in highway safety exists in our present cooperative Federal, State and local programs, if these programs are to be fully effective, more efficient management and coordination must be developed at all levels. We look to this study to provide the improved management tools for doing this job."

The major focus of the forthcoming research study will be concentrated on implementing the National Highway Safety Program Standards within the purview of FHWA's responsibility, plus special programs for highway-railroad crossings, pavement marking, removal of roadside obstacles, identification and correction of hazardous locations, and Federal-aid "Safer Roads Demonstration Programs."

The study is scheduled to start in November 1975 and to be completed by August 1977. Responsibility for overseeing the conduct of this study has been assigned to the Environmental Design and Control Division of the FHWA's Office of Research.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
November 26, 1975

FHWA 110-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration announced today that the cost of highway construction during the third quarter of 1975 increased 2.3 percent above the previous quarter, to 203.9 percent of the 1967 average.

The 2.3 percent increase follows a 3.9 percent decrease for the previous quarter. The composite price index for the third quarter is 2.7 percent below a year ago. This contrasts sharply with an average annual rate of increase of 32.5 percent in the four quarters of 1974.

The 2.3 percent increase in the composite price index reflects upward price movements in 5 of the 6 index components. Bituminous concrete surfacing led the rise in prices with an increase of 8.6 percent, followed by Portland cement concrete surfacing with an increase of 3.2 percent. Structural reinforcement was the only index component that declined, registering a drop of 11.6 percent, and was primarily responsible for a 0.7 percent drop in the composite structures index.

All the index components except excavation and bituminous concrete surfacing were lower than a year ago. Structural steel reinforcement was down 23.8 percent, while structural steel slipped 3.6 percent. Structural concrete dropped 6.8 percent and Portland cement concrete surfacing fell 3.8 percent below the level of a year ago. Excavation and bituminous concrete surfacing were 0.5 and 6.4 percent higher respectively, than a year ago.

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 second quarter of 1975 fell 0.6 percent below the preceding quarter, indicating a continuation in the slackening in the upward thrust of prices since the first quarter of last year.

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
*				
3rd quarter, 1973 . . .	---	---	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	204.1	-2.0
2nd quarter, 1975 . . .	199.3	-3.9	202.8	-0.6
3rd quarter, 1975 . . .	203.9	+2.3	---	---

\*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 third 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--	
	Third quarter 1975	Second quarter 1975	Third quarter 1974	Second quarter 1975	Third quarter 1974
	Excavation .....	188.8	184.9	187.9	+2.1
Surfacing					
Portland cement concrete	191.7	185.7	199.2	+3.2	-3.8
Bituminous concrete .....	241.0	221.9	226.5	+8.6	+6.4
Composite surfacing .....	215.5	203.2	212.4	+6.1	+1.5
Structures:					
Reinforcing steel .....	216.4	244.9	283.9	-11.6	-23.8
Structural steel .....	225.4	219.9	233.9	+2.5	-3.6
Structural concrete .....	202.2	199.0	217.0	+1.6	-6.8
Composite structures .....	211.5	213.1	233.7	-0.7	-9.5
Composite price index .....	203.9	199.3	209.7	+2.3	-2.7

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

	Unit	Individual Quarters		Three Quarters	
		2nd Qtr. 1975	3rd Qtr. 1975	1st Qtr. 1975 <sup>1/</sup>	2nd Qtr. 1975 <sup>2/</sup>
Excavation .....	Cu. Yd.	\$ 1.00	\$ 1.02	\$ 1.01	\$ 1.01
PCC surface ....	Sq. Yd.	8.22	8.49	8.80	8.53
Bit. conc. surf.	Ton	14.35	15.58	14.44	14.95
Str. reinf .....	Lb.	.320	.283	.341	.302
Str. steel .....	Lb.	.542	.556	.587	.556
Str. concrete ..	Cu. Yd.	139.85	142.13	135.56	141.20

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

<sup>2/</sup> Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1975.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
November 28, 1975

FHWA 112-75  
(202) 426-0677

QUARTERLY REPORT ON THE FEDERAL-AID  
HIGHWAY PROGRAM, September 30, 1975

Federal Highway Administrator Norbert T. Tiemann said today that based on the most recent cost estimates, 69.9 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of September 30, 1975.

"Putting it another way," Administrator Tiemann said, "30.1 percent of the estimated total cost of the Interstate System remains to be funded. And this does not take into account the effects of the last 21 months' inflation. Actually, it is expected that, based on today's prices, approximately 37.6 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 measure 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 37,125 miles, or 87.3 percent. Of this total, 11,100 miles are complete or essentially complete. The other 26,025 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 37,125 miles now open include 1,104 miles put into service in the 12-month period since September 30, 1974. In addition, further major improvements were completed on 130 miles which were already serving traffic.

Active construction or improvement is currently under way on 5,007 miles. This figure includes improvement of 2,554 miles which are already in use and construction of 2,453 miles, or 5.8 percent of the entire System, on new locations.



Some \$59.53 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 \$44.31 billion, of which \$37.45 billion was for construction and \$6.86 billion for engineering and right-of-way acquisition. As of September 30, 1975, work estimated to cost \$15.22 billion was underway or authorized, including \$10.41 billion of construction, and \$4.81 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 \$41.98 billion worth of work involving 291,152 miles of construction contracts completed or underway since 1956.

Construction contracts involving 276,568 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$30.60 billion, and contracts involving 14,584 miles at a cost of \$7.38 billion were underway on September 30, 1975. In addition, \$2.40 billion of engineering and right-of-way acquisition work had been completed and \$1.60 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 \$1.326 billion of tax revenue income during the 3 months ended September 30, about 76 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.728 billion. Disbursements for other highway related programs were \$76 million. The status of the Trust Fund is shown in table IV.

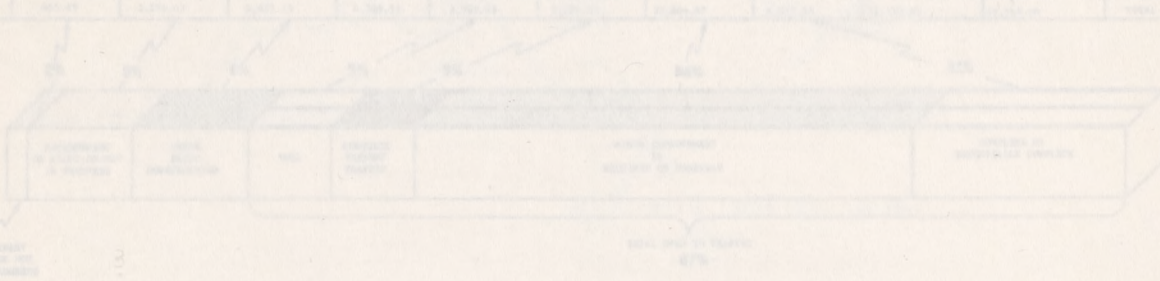


TABLE II. FEDERAL-AID INTERSTATE PROGRAM, JULY 1, 1956, TO SEPTEMBER 30, 1975. (Dollars in billions of dollars.)

1. Includes \$1.25 billion of construction contracts completed or authorized as of September 30, 1975, and \$4.81 billion of engineering and right-of-way acquisition work completed or authorized as of September 30, 1975.

2. Includes \$10.41 billion of construction contracts completed or authorized as of September 30, 1975, and \$4.81 billion of engineering and right-of-way acquisition work completed or authorized as of September 30, 1975.

3. Includes \$10.41 billion of construction contracts completed or authorized as of September 30, 1975, and \$4.81 billion of engineering and right-of-way acquisition work completed or authorized as of September 30, 1975.



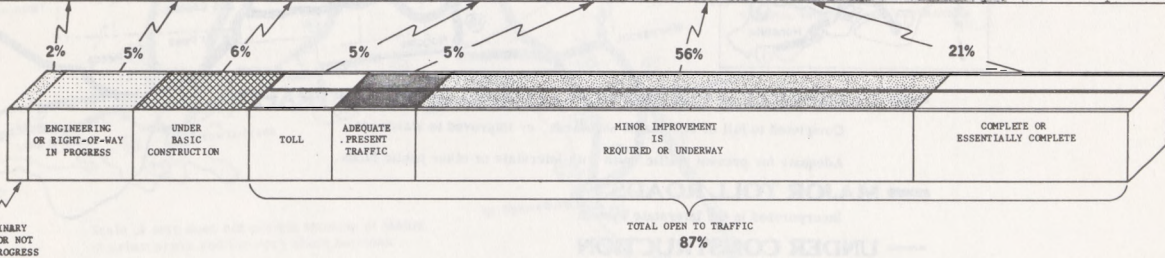
# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1975



TABLE I

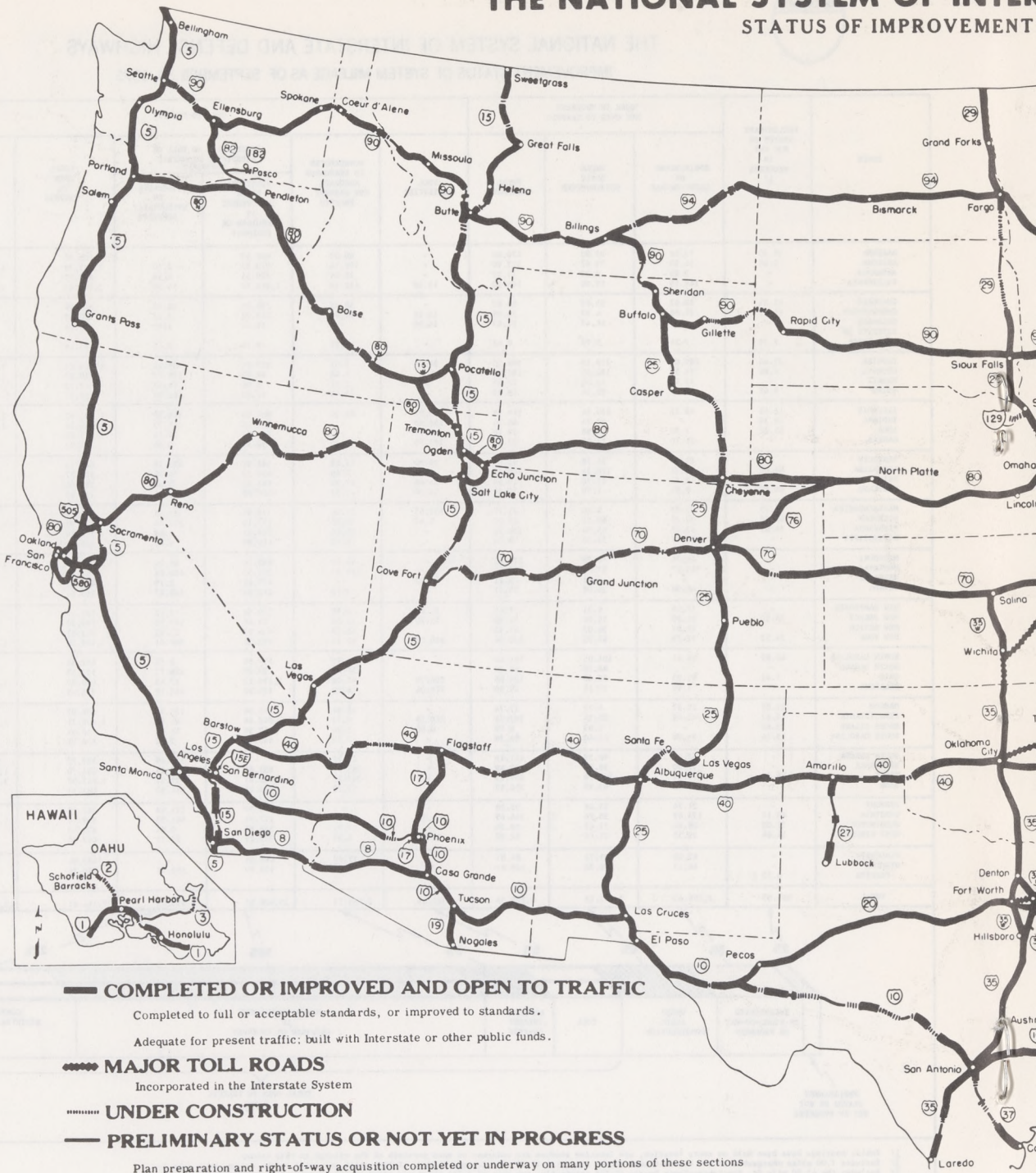
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS <sup>1/</sup>	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC					TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC		
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	18.70	72.60	97.80	170.40	-	48.80	660.50	-	709.30	898.40	ALABAMA
ARIZONA	1.00	54.93	72.87	127.80	-	128.14	913.55	2.10	1,043.79	1,172.59	ARIZONA
ARKANSAS	-	2.25	9.32	11.57	-	10.84	500.35	3.58	514.77	526.34	ARKANSAS
CALIFORNIA	-	114.10	52.00	166.10	10.10	110.10	1,946.10	54.50	2,120.80	2,286.90 <sup>2/</sup>	CALIFORNIA
COLORADO	45.21	59.82	25.83	85.65	-	38.65	738.03	68.91	845.59	976.45	COLORADO
CONNECTICUT	40.21	21.82	4.27	26.09	12.31	47.69	213.72	7.27	280.99	347.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	12.44	2.40	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	33.40	189.00	119.10	308.10	91.20	7.01	357.81	609.21	1,065.23	1,406.73 <sup>3/</sup>	FLORIDA
GEORGIA	4.90	71.52	120.07	191.59	-	5.46	82.97	869.77	958.20	1,154.69 <sup>4/</sup>	GEORGIA
HAWAII	-	12.98	14.85	27.83	-	2.01	3.06	18.65	23.72	51.55	HAWAII
IDAHO	4.62	18.98	30.24	49.22	-	79.48	17.32	461.91	558.71	612.55	IDAHO
ILLINOIS	16.68	49.15	170.14	219.29	154.92	61.38	906.80	368.57	1,491.67	1,727.64	ILLINOIS
INDIANA	14.30	68.74	68.74	137.48	156.90	871.25	871.25	18.23	1,046.38	1,129.42	INDIANA
IOWA	55.62	3.20	55.98	59.18	3.17	-	-	-	63.86	788.66	IOWA
KANSAS	-	21.10	16.05	37.15	187.70	5.60	590.15	0.60	784.05	821.20	KANSAS
KENTUCKY	-	37.05	54.78	91.83	39.20	12.02	168.38	425.56	645.16	736.99	KENTUCKY
LOUISIANA	40.01	23.02	126.26	149.28	-	0.86	553.33	74.58	528.77	718.04	LOUISIANA
MAINE	-	2.25	17.70	19.95	54.48	87.36	144.62	5.40	291.86	311.81	MAINE
MARYLAND	14.68	8.80	5.30	14.10	53.30	43.07	208.88	25.38	330.63	359.41	MARYLAND
MASSACHUSETTS	5.75	23.83	1.44	25.27	132.83	22.60	179.96	83.48	418.87	449.89 <sup>5/</sup>	MASSACHUSETTS
MICHIGAN	40.40	20.25	60.75	81.00	5.46	30.80	157.16	862.56	1,055.98	1,177.38	MICHIGAN
MINNESOTA	14.01	63.07	65.94	129.01	-	13.06	763.15	0.69	776.90	919.92	MINNESOTA
MISSISSIPPI	-	23.70	34.30	58.00	-	8.40	610.80	6.00	625.20	683.20	MISSISSIPPI
MISSOURI	-	49.70	76.70	126.40	-	91.40	860.10	69.00	1,020.50	1,146.90	MISSOURI
MONTANA	-	144.17	87.85	232.02	-	198.07	304.53	454.04	956.64	1,188.66	MONTANA
NEBRASKA	-	-	3.21	3.21	0.22	-	475.11	2.19	477.52	480.73	NEBRASKA
NEVADA	-	48.90	20.01	68.91	-	3.13	312.84	149.67	465.64	534.55	NEVADA
NEW HAMPSHIRE	-	17.14	4.31	21.45	21.09	1.30	170.56	0.12	193.07	214.52	NEW HAMPSHIRE
NEW JERSEY	18.20	54.90	16.70	71.60	45.70	15.80	39.60	197.10	298.20	388.00 <sup>6/</sup>	NEW JERSEY
NEW MEXICO	-	29.91	36.02	65.93	-	46.89	874.87	11.61	933.37	999.30	NEW MEXICO
NEW YORK	24.52	52.79	67.25	120.04	490.78	27.21	283.28	388.01	1,189.28	1,333.84 <sup>7/</sup>	NEW YORK
NORTH CAROLINA	40.89	61.61	101.05	162.66	-	87.50	535.80	9.58	632.88	836.43	NORTH CAROLINA
NORTH DAKOTA	7.42	52.23	52.43	104.66	206.20	40.04	1,156.83	456.73	1,450.50	1,532.58	NORTH DAKOTA
OHIO	-	1.99	27.51	29.50	174.04	16.80	121.86	462.79	775.49	804.99	OHIO
OKLAHOMA	-	11.97	5.77	17.74	-	49.84	515.64	130.56	696.02	734.83	OKLAHOMA
OREGON	21.07	45.09	58.24	103.33	360.18	6.18	1,042.46	61.90	1,450.72	1,566.72	OREGON
PENNSYLVANIA	23.66	6.89	6.89	13.78	0.60	3.94	52.39	11.51	68.44	98.99 <sup>8/</sup>	PENNSYLVANIA
RHODE ISLAND	13.14	24.98	61.40	86.38	-	7.34	648.76	2.42	658.52	758.04	RHODE ISLAND
SOUTH CAROLINA	-	42.80	68.39	111.19	-	49.28	-	518.49	567.77	678.96	SOUTH CAROLINA
TENNESSEE	-	20.80	58.60	79.40	-	145.45	657.00	163.25	965.70	1,045.10	TENNESSEE
TEXAS	15.45	176.39	162.76	339.15	-	267.23	2,526.07	22.22	2,815.52	3,170.12	TEXAS
UTAH	-	192.17	63.95	256.12	-	52.79	314.11	314.67	681.57	937.69	UTAH
VERMONT	-	21.74	13.46	35.20	-	-	73.90	211.28	285.18	320.38	VERMONT
VIRGINIA	40.17	133.89	30.76	164.65	6.50	34.10	177.61	641.53	859.74	1,064.56	VIRGINIA
WASHINGTON	77.03	36.64	22.62	59.26	-	77.91	546.87	0.84	625.62	781.91	WASHINGTON
WEST VIRGINIA	11.84	29.55	22.65	52.20	81.71	5.99	327.29	32.37	447.36	511.40	WEST VIRGINIA
WISCONSIN	-	62.28	21.73	84.01	-	25.89	468.05	-	493.94	577.95	WISCONSIN
WYOMING	-	44.13	78.70	122.83	-	1.04	138.99	650.73	790.76	913.59	WYOMING
PENDING	0.72 <sup>9/</sup>	-	-	-	-	-	-	-	-	0.72 <sup>9/</sup>	PENDING
<b>TOTAL</b>	<b>665.63</b>	<b>2,256.43</b>	<b>2,453.13</b>	<b>4,709.56</b>	<b>2,302.89</b>	<b>2,059.72</b>	<b>23,806.67</b>	<b>8,955.53</b>	<b>37,124.81</b>	<b>42,500.00</b>	<b>TOTAL</b>



- 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 35.10 miles of the total 37.80 mile spur of I-175 to Albany and 5.00 miles of the total 6.00 miles (I-420) and 7.70 miles of the total 9.50 miles (I-475) in Atlanta, which are chargeable to the Howard-Cramer Act.
- 5/ 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.
- 6/ Excludes 27.30 miles chargeable to the Howard-Cramer Act of the total 34.30 mile Trenton-Asbury Park Spur (I-195) which as added to the system under that Act.
- 7/ Excludes 34.30 miles of the total 68.70 mile Genesee Expressway (I-390) and the entire 10.60 miles (I-590) in Rochester, which are chargeable to the Howard-Cramer Act.
- 8/ 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.
- 9/ Consists of mileage which has not been assigned to any specific route and is a reserve for final measurement of the system.

# THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

## STATUS OF IMPROVEMENT



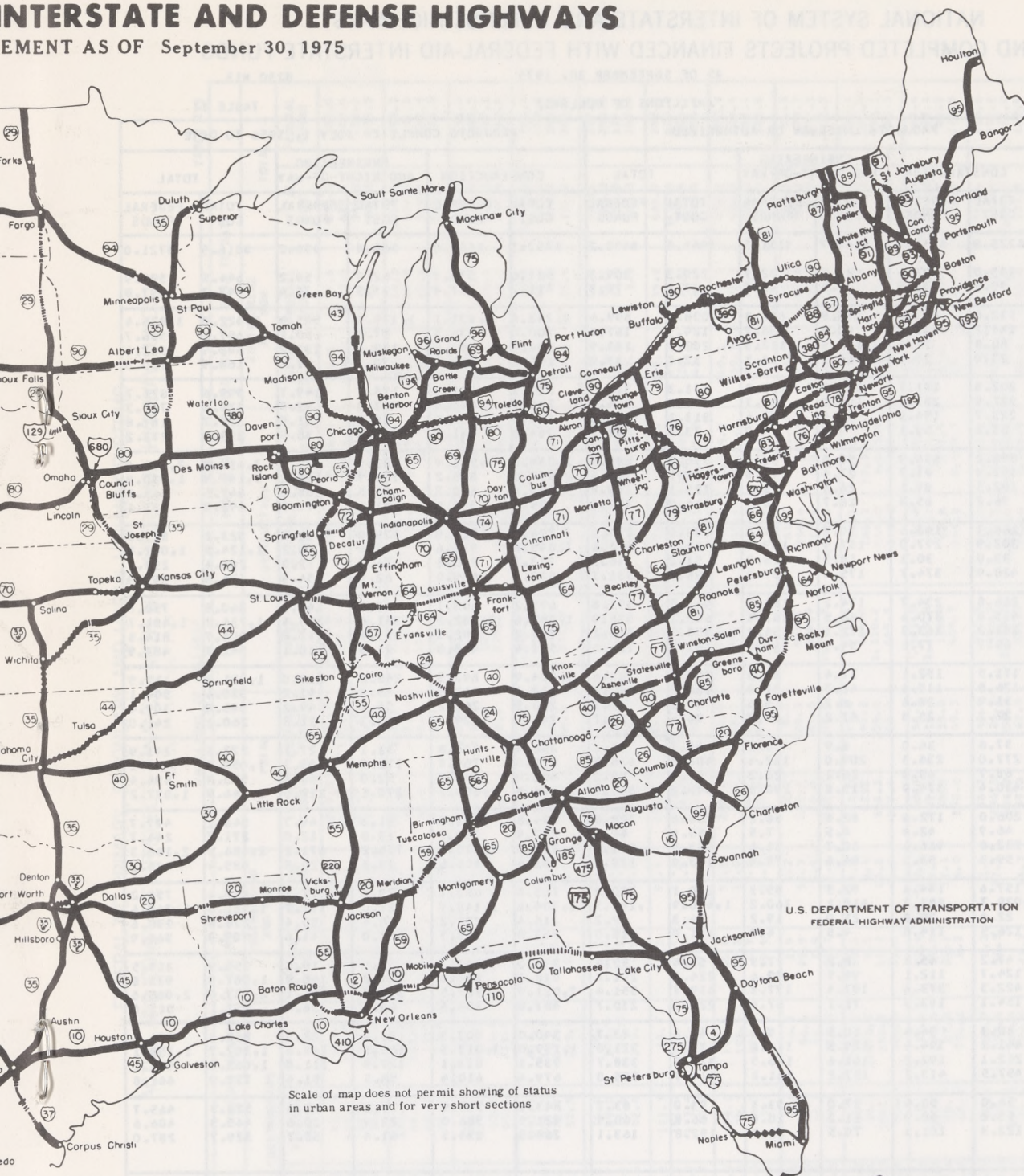
Preliminary Status or Not Yet in Progress  
666 Miles

Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor Requirements
2,256 Miles	2,453 Miles	2,303 Miles	2,060 Miles	2,000 Miles

Total

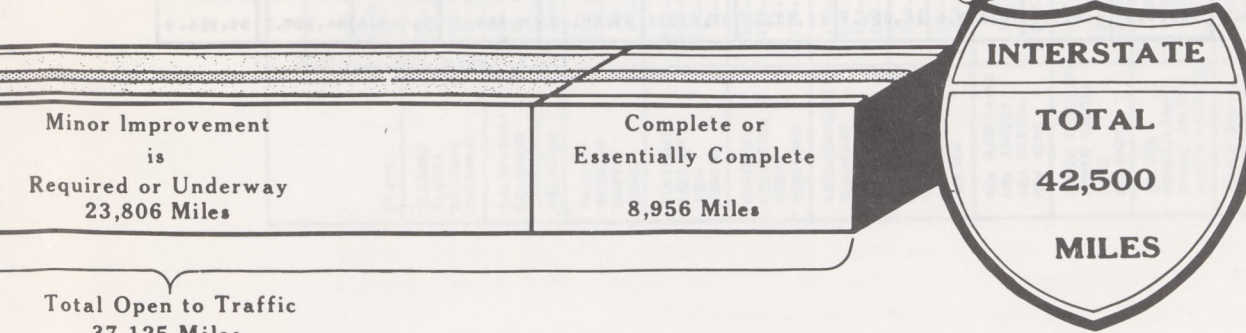
# INTERSTATE AND DEFENSE HIGHWAYS

AS OF September 30, 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



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

AS OF SEPTEMBER 30, 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	\$275.9	\$249.0	\$168.7	\$151.2	\$444.6	\$400.2	\$752.1	\$664.8	\$64.8	\$56.2	\$816.9	\$721.0
ALASKA												
ARIZONA	133.0	126.6	87.3	82.7	220.3	209.3	581.6	533.7	62.9	58.2	644.5	591.9
ARKANSAS	39.5	35.6	47.6	42.7	87.1	78.3	411.7	367.4	35.5	30.4	447.2	397.8
CALIFORNIA	532.8	473.3	475.8	426.3	1,008.6	899.6	3,243.4	2,831.1	1,178.6	995.3	4,422.0	3,826.4
COLORADO	144.2	131.0	40.3	36.7	184.5	167.7	600.0	536.6	57.8	50.1	657.8	586.7
CONNECTICUT	80.8	71.4	126.9	112.5	207.7	183.9	536.7	452.6	153.2	135.2	689.9	587.8
DELAWARE	23.0	20.6	14.7	13.3	37.7	33.9	148.2	132.1	20.7	17.9	168.9	150.0
FLORIDA	202.3	181.7	229.0	191.3	431.3	373.0	823.9	722.0	175.7	149.7	999.6	871.7
GEORGIA	327.9	281.7	103.0	92.7	430.9	374.4	730.9	645.4	93.5	82.9	824.4	728.3
HAWAII	223.7	194.9	89.4	77.4	313.1	272.3	156.9	136.8	58.8	51.0	215.7	187.8
IDAHO	63.6	59.1	9.7	9.0	73.3	68.1	264.8	241.7	34.6	30.5	299.4	272.2
ILLINOIS	698.2	634.9	58.6	51.6	756.8	686.5	2,054.6	1,781.9	383.9	329.7	2,438.5	2,111.6
INDIANA	101.9	91.7	27.4	24.8	129.3	116.5	977.0	875.2	172.9	155.6	1,149.9	1,030.8
IOWA	102.5	89.1	26.6	23.7	129.1	112.8	565.6	500.2	81.5	68.5	647.1	568.7
KANSAS	96.2	85.9	18.7	16.8	114.9	102.7	409.3	360.6	83.5	74.5	492.8	435.1
KENTUCKY	168.1	146.6	30.8	27.6	198.9	174.2	794.1	706.5	129.0	111.0	923.1	817.5
LOUISIANA	307.9	277.0	157.9	139.6	465.8	416.6	1,043.8	932.6	80.5	70.2	1,124.3	1,002.8
MAINE	33.0	30.3	18.2	16.2	51.2	46.5	273.7	240.3	14.7	12.8	288.4	253.1
MARYLAND	420.9	374.7	175.4	157.0	596.3	531.7	272.4	495.0	62.4	54.9	634.8	549.9
MASSACHUSETTS	266.8	234.7	174.2	156.9	441.0	391.6	695.2	605.7	165.6	145.1	860.8	750.8
MICHIGAN	415.6	370.6	186.5	167.4	602.1	538.0	1,382.6	1,182.2	351.6	299.5	1,734.2	1,481.7
MINNESOTA	181.2	163.3	172.1	154.8	353.3	318.1	779.0	702.3	125.7	112.0	904.7	814.3
MISSISSIPPI	86.7	77.6	54.7	49.0	141.4	126.6	521.4	465.8	21.3	18.1	542.7	483.9
MISSOURI	171.5	152.1	37.4	33.5	208.9	185.6	1,004.9	892.5	246.8	219.0	1,251.7	1,111.5
MONTANA	126.8	115.6	41.7	37.9	168.5	153.5	512.3	462.9	46.3	41.2	558.6	504.1
NEBRASKA	31.9	28.6	6.2	5.6	38.1	34.2	290.5	260.2	55.5	49.2	346.0	309.4
NEVADA	27.2	25.8	67.2	63.9	94.4	89.7	246.9	229.2	13.3	11.8	260.2	241.0
NEW HAMPSHIRE	37.8	34.0	6.9	6.2	44.7	40.2	246.4	214.8	31.1	27.1	277.5	241.9
NEW JERSEY	277.0	236.3	209.0	182.4	486.0	418.7	878.0	764.8	172.9	153.3	1,050.9	918.1
NEW MEXICO	68.7	63.0	28.2	26.2	96.9	89.2	486.8	448.3	52.0	46.1	538.8	494.4
NEW YORK	430.4	374.9	215.8	190.8	646.2	565.7	1,876.8	1,609.2	270.1	228.0	2,146.9	1,837.2
NORTH CAROLINA	206.0	172.6	62.6	56.2	268.6	228.8	494.8	433.0	51.3	44.7	546.1	477.7
NORTH DAKOTA	46.9	42.4	8.5	7.5	55.4	49.9	257.9	232.7	13.8	12.0	271.7	244.7
OHIO	532.8	466.4	60.7	54.6	593.5	521.0	1,730.3	1,515.1	756.2	671.2	2,486.5	2,186.3
OKLAHOMA	59.3	53.3	84.6	75.8	143.9	129.1	461.6	405.6	23.8	20.5	485.4	426.1
OREGON	157.6	144.8	92.5	85.3	250.1	230.1	763.8	683.1	79.6	71.1	843.4	754.2
PENNSYLVANIA	1,028.7	883.3	418.2	360.2	1,446.9	1,243.5	1,304.6	1,148.7	227.0	191.7	1,531.6	1,340.4
RHODE ISLAND	22.4	20.0	21.9	19.2	44.3	39.2	216.4	188.2	58.4	50.4	274.8	238.6
SOUTH CAROLINA	126.5	114.0	4.5	4.0	131.0	118.0	362.8	325.3	47.0	41.6	409.8	366.9
SOUTH DAKOTA	47.2	45.3	8.2	7.5	55.4	52.8	337.0	302.7	18.9	16.8	355.9	319.5
TENNESSEE	124.7	112.1	99.5	89.6	224.2	201.7	918.1	824.9	169.8	148.9	1,087.9	973.8
TEXAS	422.3	373.6	197.4	177.8	619.7	551.4	2,021.9	1,787.5	315.5	281.1	2,337.4	2,068.6
UTAH	154.1	143.3	71.1	67.4	225.2	210.7	487.8	454.6	63.3	56.4	551.1	511.0
VERMONT	38.3	34.4	10.5	9.3	48.8	43.7	340.0	303.3	28.6	23.3	368.6	326.6
VIRGINIA	441.2	394.4	129.5	116.6	570.7	511.0	1,139.0	1,013.5	163.7	144.6	1,302.7	1,158.1
WASHINGTON	212.1	192.2	161.6	146.5	373.7	338.7	935.1	813.1	127.9	111.0	1,063.0	924.1
WEST VIRGINIA	457.5	413.2	157.2	141.8	614.7	555.0	679.4	610.4	58.5	51.4	737.9	661.8
WISCONSIN	56.0	50.4	37.0	33.3	93.0	83.7	443.1	395.9	79.2	69.8	522.3	465.7
WYOMING	55.6	50.9	11.2	10.0	66.8	60.9	421.9	386.0	23.4	20.6	445.3	406.6
DIST. OF COL.	122.3	101.3	70.5	61.8	192.8	163.1	268.3	233.3	61.4	53.7	329.7	287.0
PUERTO RICO												
<b>TOTAL</b>	<b>10,408.4</b>	<b>9,239.5</b>	<b>4,813.3</b>	<b>4,292.1</b>	<b>15,221.7</b>	<b>13,531.6</b>	<b>37,445.1</b>	<b>33,051.3</b>	<b>6,864.1</b>	<b>5,965.6</b>	<b>44,309.2</b>	<b>39,016.9</b>

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

AS OF SEPTEMBER 30, 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	\$155.3	\$91.4	219.4	\$53.7	\$29.8	\$209.0	\$121.2	\$599.8	301.4	7,924.7	56.6	27.6	656.4	329.0
ALASKA	150.6	139.7	268.9	32.1	30.3	182.7	170.0	538.6	493.9	3,434.9	96.5	89.5	635.1	583.4
ARIZONA	68.9	58.8	85.1	1.0	.8	69.9	59.6	340.7	230.4	2,199.8	5.5	3.8	346.2	234.2
ARKANSAS	120.6	79.7	299.2	19.1	9.8	139.7	89.5	443.2	220.9	5,831.6	24.1	11.6	467.3	232.5
CALIFORNIA	445.8	338.2	324.1	30.5	20.1	476.3	358.3	1,939.4	1,074.1	4,341.3	29.9	19.2	1,969.3	1,093.3
COLORADO	66.6	46.9	181.9	32.3	20.2	98.9	67.1	465.6	257.6	4,125.5	61.9	34.0	527.5	291.6
CONNECTICUT	61.2	42.0	19.9	27.6	14.4	88.8	56.4	288.6	144.6	289.4	30.9	15.3	319.5	159.9
DELAWARE	39.4	24.4	17.4	8.5	5.0	47.9	29.4	120.7	60.0	554.7	13.2	6.9	133.9	66.9
FLORIDA	247.7	167.2	260.7	41.9	23.4	289.6	190.6	693.6	326.1	3,820.7	10.7	5.5	704.3	331.6
GEORGIA	208.8	129.6	907.1	86.2	47.0	295.0	176.6	646.8	318.9	6,381.8	73.3	36.4	720.1	355.3
HAWAII	29.9	12.2	10.0	27.0	13.3	56.9	25.5	109.2	53.4	189.3	29.0	14.2	138.2	67.6
IDAHO	69.5	54.6	211.5	5.3	4.1	74.8	58.7	223.2	147.3	2,686.8	26.4	15.5	249.6	162.8
ILLINOIS	474.7	343.5	857.0	2.1	1.2	476.8	344.7	1,441.7	733.5	9,151.0	68.9	33.2	1,510.6	766.7
INDIANA	156.0	104.2	134.2	38.7	23.4	194.7	127.6	792.3	407.9	3,777.9	85.5	41.1	877.8	449.0
IOWA	108.8	72.7	672.1	13.0	9.0	121.8	81.7	654.9	339.7	13,438.1	19.6	9.8	674.5	349.5
KANSAS	88.2	57.3	229.0	6.4	3.3	94.6	60.6	653.3	323.1	14,876.2	50.4	25.4	703.7	348.5
KENTUCKY	122.8	76.0	88.2	77.8	46.1	200.6	122.1	467.1	234.8	2,556.5	85.8	42.2	552.9	277.0
LOUISIANA	155.7	89.0	102.9	54.8	29.3	210.5	118.3	500.2	245.3	3,042.3	23.1	11.1	523.3	256.4
MAINE	12.9	10.4	46.9	11.9	6.9	24.8	17.3	226.8	112.7	1,144.8	28.2	13.4	255.0	126.1
MARYLAND	135.5	92.4	217.3	74.8	43.6	210.3	136.0	328.1	160.2	1,568.4	7.2	3.6	335.3	163.8
MASSACHUSETTS	176.9	111.7	65.7	80.3	33.4	257.2	145.1	522.9	258.7	592.0	115.8	34.2	638.7	292.9
MICHIGAN	222.7	151.3	572.9	67.1	39.1	289.8	190.4	1,175.4	582.0	10,808.1	80.2	38.0	1,255.6	620.0
MINNESOTA	185.2	117.4	852.5	12.8	7.5	198.0	124.9	814.1	406.2	17,649.3	20.3	10.3	834.4	416.5
MISSISSIPPI	122.2	76.1	428.5	27.4	14.1	149.6	90.2	481.2	234.3	8,726.0	41.2	20.5	522.4	254.8
MISSOURI	155.9	104.0	194.3	86.8	52.3	242.7	156.3	776.6	395.5	10,424.8	160.1	77.2	936.7	472.7
MONTANA	41.5	30.1	196.5	27.2	18.0	68.7	48.1	396.4	243.1	5,266.3	39.7	22.3	436.1	265.4
NEBRASKA	126.0	84.7	680.8	4.7	3.0	130.7	87.7	512.3	259.8	9,412.5	42.6	21.3	554.9	281.1
NEVADA	14.5	12.3	53.4	39.4	34.7	53.9	47.0	170.9	149.8	2,083.7	18.0	15.2	188.9	165.0
NEW HAMPSHIRE	10.6	6.8	6.2	1.9	1.2	12.5	8.0	164.4	81.7	531.8	5.7	2.6	170.1	84.3
NEW JERSEY	122.5	77.0	54.6	99.9	52.3	222.4	129.3	495.8	239.4	599.3	70.9	33.9	566.7	273.3
NEW MEXICO	57.1	39.0	92.6	7.9	5.4	65.0	44.4	326.9	212.4	2,844.8	33.0	19.9	359.9	232.3
NEW YORK	435.0	279.8	258.3	85.7	54.8	520.7	334.6	2,214.4	1,042.8	3,775.9	38.5	19.2	2,252.9	1,062.0
NORTH CAROLINA	207.8	136.0	246.3	65.2	37.9	273.0	173.9	672.3	332.1	5,302.6	118.1	58.1	790.4	390.2
NORTH DAKOTA	57.4	36.8	1,078.3	4.9	3.4	62.3	40.2	364.3	188.7	17,560.2	22.9	12.2	387.2	200.9
OHIO	342.2	194.4	248.7	16.1	10.2	358.3	204.6	1,110.2	564.8	3,053.1	173.0	88.3	1,283.2	653.1
OKLAHOMA	145.8	95.8	380.8	11.6	6.2	157.4	102.0	649.8	323.4	7,183.8	18.6	8.9	668.4	332.3
OREGON	72.9	43.7	178.6	17.9	12.4	90.8	56.1	383.8	234.9	2,339.4	24.7	14.5	408.5	249.4
PENNSYLVANIA	643.5	380.1	291.6	63.6	34.1	707.1	414.2	1,169.9	572.7	2,297.2	107.3	46.4	1,277.2	619.1
RHODE ISLAND	37.4	22.7	27.8	22.1	11.1	59.5	33.8	128.1	62.8	271.5	35.6	17.4	163.7	80.2
SOUTH CAROLINA	96.0	65.3	774.2	6.2	4.0	102.2	69.3	409.7	205.3	8,489.5	28.8	15.2	438.5	220.5
SOUTH DAKOTA	52.9	42.5	352.2	3.2	2.1	56.1	44.6	391.8	215.3	11,495.2	5.8	3.3	397.6	218.6
TENNESSEE	154.2	99.1	238.4	50.3	27.1	204.5	126.2	596.2	299.1	8,506.9	69.2	33.1	665.4	332.2
TEXAS	394.7	255.3	966.4	394.7	255.3	394.7	255.3	2,065.0	1,066.9	22,170.0	9.0	5.0	2,074.0	1,071.9
UTAH	39.8	33.2	179.2	17.2	14.7	57.0	47.9	201.7	146.8	1,866.9	22.1	15.8	223.8	162.6
VERMONT	7.1	4.9	10.3	2.7	1.8	9.8	6.7	134.1	68.3	592.1	18.7	8.7	152.8	77.0
VIRGINIA	111.6	73.6	134.0	21.6	13.5	133.2	87.1	691.7	335.5	4,309.4	55.6	26.6	747.3	362.1
WASHINGTON	62.4	46.6	185.3	9.6	6.3	72.0	52.9	543.4	288.5	4,628.4	26.0	13.3	569.4	301.8
WEST VIRGINIA	77.3	46.6	31.2	32.7	18.4	110.0	65.0	258.0	130.2	1,160.1	44.3	22.1	302.3	152.3
WISCONSIN	147.5	100.5	518.8	47.2	26.0	194.7	126.5	727.5	366.3	7,913.6	62.7	31.5	790.2	397.8
WYOMING	24.6	20.5	45.2	8.2	6.8	32.8	27.3	242.4	166.3	2,899.2	14.3	9.8	256.7	176.1
DIST. OF COL.	39.5	24.0	28.2	2.2	1.5	41.7	25.5	132.5	75.6	126.0	15.3	8.0	147.8	83.6
PUERTO RICO	72.0	48.4	59.5	14.6	9.0	86.6	57.4	207.7	94.5	352.2	33.1	13.4	240.8	107.9
TOTAL	7,379.4	4,890.6	14,584.1	1,602.9	943.2	8,978.3	5,833.8	30,605.1	16,029.7	276,567.8	2,397.7	1,225.5	33,002.8	17,255.2

STATUS OF THE HIGHWAY TRUST FUND  
(Thousands of Dollars)

TABLE IV

THREE MONTHS  
ENDED  
SEPTEMBER 30, 1975

Balance at beginning of period .....	\$ 9,597,390
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds) .....	\$ 1,026,899
Less motorboat fuel revenue <sup>2/</sup> .....	-16,200
Net for highways .....	\$ 1,010,699
Trucks, buses, and trailers .....	118,952
Tires, tubes, and tread rubber .....	80,701
Vehicle use .....	74,955
Parts and accessories, trucks and buses .....	26,323
Lubricating oil (net after refunds) .....	14,823
Total excise revenues .....	\$ 1,326,453
Interest earned .....	11,890
Total income .....	\$ 1,338,343
Disbursements:	
For highways .....	\$ 1,728,318
National Highway Traffic Safety Admin.....	22,600
Highway safety construction programs .....	44,382
Total disbursements .....	\$ 1,795,300
Balance at end of period .....	\$ 9,140,433
Liability for unpaid authorizations (9-30-75) <sup>3/</sup> .....	\$18,563,000
Balance less liability for unpaid authorizations .....	-\$ 9,422,567

<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 SATURDAY  
November 29, 1975

FHWA 113-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration has released a report, "Control of Large Commercial Vehicle Accidents Caused by Front-tire Failure," which indicates that no new regulatory action in this area is presently needed.

Prepared for FHWA's Bureau of Motor Carrier Safety by the Dynamic Science Division of Ultra-Systems, Inc., of Phoenix, Arizona, the report includes:

- an evaluation of currently used commercial devices designed to minimize the effect of front-tire failures.
- a ranking of 12 devices tested.
- a cost/benefit analysis of the devices.
- identification of front-tire failure problems.
- a summary of other findings pertinent to front-tire failure studies.

The report indicates that the most effective devices tested were a safety roller (which fits inside the tire when mounted on a rim), front axles with reduced kingpin offset, a cantilever tire, and power steering.

Commenting on the report, BMCS Director Robert A. Kaye said: "The findings of the study indicate that front-tire failures do not occur with sufficient frequency to justify a BMCS requirement for the devices at this time for all interstate commercial vehicles in use. This finding is not to be construed as an indication that such devices do not have safety merit."

Copies of the final report may be purchased from the National Technical Information Service (NTIS), Springfield, Virginia 22161, at a cost of \$8.50 per copy. Requests should include the full title, the contract no. (DOT-FH-11-8562), and the NTIS accession no. (PB245863/AS).

# # #

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
December 4, 1975

FHWA 88-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration is proposing an amendment to the Federal Motor Carrier Safety Regulations which would permit the use of automatic front brake limiting devices on commercial vehicles which do not have compressed air brake systems.

The present rule (FMCSR) restricts limiting valves to air systems and air-assisted hydraulic systems. The new rule would lift that restriction, authorizing the use of limiting valves in all hydraulic systems.

The proposed amendment is in response to a petition filed by Wagner Electric Corporation, manufacturer of commercial motor vehicle brake systems which contends that:

-- metering valves are available for hydraulic brake systems which reduce pressure to the front brakes until certain conditions of application are met.

-- these valves should reduce front-wheel lockup and skid in low deceleration stops on low friction surfaces.

-- wear on the front brakes should be reduced due to decreased workload during normal stopping.

FHWA's Bureau of Motor Carrier Safety has concluded that the petition contains adequate justification for rulemaking.

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, before the close of business on March 12, 1976.

# # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
December 26, 1975

FHWA 114-75  
(202) 426-0677

The Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled \$19.4 billion in calendar year 1974. Expenditures totaled \$19.7 billion.

The \$19.4 billion total receipts included \$841 million in borrowed funds and \$5.1 billion in Federal aid.

Federal Highway Administrator Norbert T. Tiemann said the \$5.1 billion Federal aid to the States accounted for 50.5 percent of the \$10.1 billion of total capital expenditures for highways by the States. Some \$3.7 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The \$19.4 billion of State receipts for highways in 1974 was 2.6 percent higher than the \$18.9 billion in 1973. Of the \$19.4 billion total receipts, State road-user taxes provided \$11.2 billion or about 58 percent. Federal-aid funds derived from Federal road-user taxes comprised \$4.7 billion of the total receipts, or 24 percent. Of the remainder, \$966 million came from tolls, \$841 million from proceeds of highway construction bonds, and \$1.6 billion from other sources, including \$369 million of Federal funds from the general treasury.

Expenditures for current highway purposes totaled \$18.9 billion in 1974, 5.6 percent higher than in 1973. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$10.1 billion. In addition to the \$3.7 billion for projects on the Interstate System, \$5.0 billion was spent for work on other Federal-aid systems and \$1.4 billion for programs on non-Federal-aid roads and streets.

Maintenance expenditures were \$2.7 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$3.1 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$3.0 billion.

Retirement of highway bonds during 1974 took \$859 million, bringing total disbursements to \$19.7 billion. The \$334 million excess of disbursements over receipts was drawn from highway fund reserves.

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

Comparisons of receipts and disbursements for 1972, 1973, and 1974 follow:

	(Billions of Dollars)		
	<u>1972</u>	<u>1973</u>	<u>1974</u>
<b>Receipts:</b>			
State Highway-User Tax Revenue . . . . .	\$10.2	\$11.2	\$11.2
Federal Funds . . . . .	4.8	4.6	5.1
Other . . . . .	<u>1.8</u>	<u>1.9</u>	<u>2.3</u>
Total Current Income . . . . .	16.8	17.7	18.6
Construction Bonds . . . . .	<u>1.7</u>	<u>1.2</u>	<u>0.8</u>
	\$18.5	\$18.9	\$19.4
<b>Disbursements:</b>			
<b>Capital Outlay:</b>			
Interstate System . . . . .	\$ 4.3	\$ 3.9	\$ 3.7
Other Federal-Aid Systems . . . . .	4.2	4.3	5.0
Other Roads and Streets . . . . .	<u>1.4</u>	<u>1.3</u>	<u>1.4</u>
Subtotal . . . . .	9.9	9.5	10.1
Maintenance . . . . .	2.3	2.5	2.7
Administration and enforcement . . . . .	1.9	2.1	2.3
Interest on Debt . . . . .	0.6	0.8	0.8
Grants-in-aid to Local			
Governments . . . . .	<u>2.7</u>	<u>3.0</u>	<u>3.0</u>
Total Current Expenditures . . . . .	17.4	17.9	18.9
Debt Retirement . . . . .	<u>0.8</u>	<u>0.9</u>	<u>0.8</u>
Total Disbursements . . . . .	\$18.2	\$18.8	\$19.7

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration. These and tables for 1974 on motor vehicles, motor fuel, and mileage will appear in the Administration's annual publication HIGHWAY STATISTICS, to be published early next year.

# STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS--SUMMARY --1974<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-21  
DECEMBER 1975

STATE	RECEIPTS										DISBURSEMENTS									
	STATE HIGHWAY USER TAX REVENUES <sup>2/</sup>	ROAD AND CROSSING TOLLS <sup>3/</sup>	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL FUNDS		TRANS-FERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS <sup>4/</sup>	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	BOND RETIREMENT <sup>5/</sup>	TOTAL DISBURSEMENTS	
					FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES				FEDERAL-AID SYSTEMS		OTHER ROADS AND STREETS	TOTAL							
										INTER-STATE	OTHER FEDERAL AID SYSTEMS									
ALABAMA	196,262	-	-	5,950	105,226	9,193	14,359	-	330,990	69,369	108,531	17,545	195,445	28,046	17,030	15,877	81,974	17,529	355,901	
ALASKA	20,579	9,656	57,870	6,583	73,118	516	542	9,058	177,922	-	90,869	2,865	93,734	31,808	45,725	5,298	1,721	3,811	182,097	
ARIZONA	132,612	-	-	755	71,762	1,651	4,267	-	211,047	56,140	48,659	-	104,799	23,078	38,169	69	36,944	200	203,259	
ARKANSAS	145,836	-	1,572	393	35,357	21,984	-	-	215,142	29,088	70,936	1,380	101,404	29,985	25,188	-	46,998	-	203,575	
CALIFORNIA	1,009,426	20,488	-	26,699	346,788	21,020	13,504	-	1,437,925	243,988	184,189	208,307	636,484	136,433	255,250	5,285	367,492	8,707	1,409,651	
COLORADO	122,302	-	1,713	3,944	83,010	7,852	-	-	218,821	64,974	52,584	120	117,678	30,314	24,528	71	52,793	2,040	227,424	
CONNECTICUT	156,296	34,199	-	17,046	53,939	-	236	30,073	291,789	45,918	56,281	48,200	150,399	43,172	54,549	32,627	17,987	70,582	369,316	
DELAWARE	43,213	20,268	16,827	5,081	21,045	-	-	-	106,434	27,801	13,846	4,493	46,140	10,508	21,004	13,581	2,000	15,077	108,310	
DIST. OF COL.	26,214	-	-	1,276	16,658	-	-	17,100	61,248	5,431	13,297	2,604	21,332	14,030	10,787	4,912	-	2,065	53,126	
FLORIDA	397,934	54,593	-	46,140	164,435	-	9,355	17,960	690,417	188,143	223,677	100,532	512,352	58,997	76,848	42,697	105,338	30,905	827,137	
GEORGIA	243,304	-	-	7,965	128,260	2,369	1,409	20,000	403,307	124,859	118,276	70,714	313,849	51,765	35,431	9,497	14,190	13,620	438,352	
HAWAII	28,568	-	20,322	93	46,508	-	321	5,219	101,031	48,965	14,464	21	63,450	6,675	3,127	2,100	13,106	4,668	112,493	
IDAHO	59,787	-	-	1,923	39,301	4,566	845	-	106,422	21,597	32,973	-	54,570	17,154	13,537	-	27,232	-	93,493	
ILLINOIS	588,302	70,310	-	13,138	209,706	21	14,443	75,006	970,926	232,189	148,391	116,712	497,292	102,128	96,675	24,236	211,408	11,934	943,673	
INDIANA	318,306	-	833	10,718	76,870	-	2,984	-	430,298	50,707	123,023	1,600	175,330	58,076	64,172	6,420	13,877	7,597	514,472	
IOWA	214,138	1,412	59,886	8,720	61,497	-	1,018	-	346,671	46,582	154,570	2,009	203,161	36,504	26,585	454	99,167	340	366,211	
KANSAS	130,252	14,595	-	11,480	61,854	100	458	-	218,743	54,221	49,673	656	104,550	46,495	24,591	10,663	27,638	6,987	220,924	
KENTUCKY	263,990	21,029	53,378	27,501	104,978	61	701	-	471,638	57,265	110,387	60,083	227,735	76,424	39,751	62,090	5,911	22,499	434,410	
LOUISIANA	190,372	730	97,011	3,508	112,806	4,200	6,450	-	415,083	104,321	138,909	59,866	333,096	46,909	43,000	19,919	9,170	17,054	473,148	
MAINE	64,258	12,224	538	4,343	26,179	-	3,976	10,314	121,826	24,062	15,247	9,711	49,020	41,376	11,449	4,565	3,380	9,506	119,296	
MARYLAND	275,346	37,399	13,216	13,041	108,586	-	17,746	44,196	509,530	68,990	148,523	10,204	227,717	37,328	55,084	25,884	112,547	33,255	491,815	
MASSACHUSETTS	208,316	6,459	7,542	6,469	82,650	-	43,750	395,086	45,905	67,944	29,544	143,393	46,531	74,403	44,300	58,505	33,255	278,505	991,815	
MICHIGAN	527,270	6,013	37,780	24,909	170,501	60	7,647	-	773,730	195,274	131,569	1,035	327,378	55,677	59,590	14,457	287,370	35,449	780,421	
MINNESOTA	230,823	-	-	25,213	103,336	403	13,645	-	373,420	69,366	108,913	376	178,655	41,647	25,109	4,281	75,530	7,249	336,471	
MISSISSIPPI	148,400	-	42,491	9,341	45,521	1,306	1,052	1,606	249,717	29,664	135,316	10,493	175,473	18,625	21,329	13,755	45,177	10,751	285,110	
MISSOURI	274,261	-	9,119	7,337	141,069	392	807	-	432,985	88,867	158,915	104	247,886	93,027	45,890	-	41,931	-	428,734	
MONTANA	53,791	-	635	268	50,032	4,848	84	-	109,628	34,397	22,237	1,720	58,354	13,543	10,178	-	10,178	-	95,287	
NEBRASKA	110,309	-	14,314	2,794	46,528	807	3,952	-	178,704	17,876	69,891	3,755	91,522	23,206	17,973	961	49,517	1,000	184,179	
NEVADA	35,133	-	-	1,741	32,765	86	413	-	70,138	31,220	12,397	5,210	48,827	13,881	6,222	-	5,589	-	74,519	
NEW HAMPSHIRE	53,748	6,399	-	1,324	26,595	207	2,311	6,000	96,584	17,254	17,189	5,095	39,538	22,910	14,393	1,747	5,045	5,035	88,668	
NEW JERSEY	228,563	138,265	-	56,698	118,045	-	1,244	22,083	564,898	134,888	43,334	117,762	295,984	82,923	95,977	96,842	24,685	61,682	658,093	
NEW MEXICO	75,959	-	2,038	59,377	713	182	-	-	138,269	39,017	38,095	781	77,893	36,771	14,507	29	12,968	600	142,768	
NEW YORK	734,009	197,879	4,098	37,867	253,725	-	-	-	1,227,578	216,084	349,082	59,111	624,277	175,049	107,156	107,222	78,211	126,560	1,218,475	
NORTH CAROLINA	353,060	352	-	25,061	82,631	-	1,763	-	462,867	38,045	76,696	93,796	208,537	121,441	86,963	6,750	29,575	18,000	471,266	
NORTH DAKOTA	42,390	-	3,039	187	34,227	322	4,479	-	84,644	11,597	37,630	249	69,476	9,520	7,976	-	16,748	-	83,720	
OHIO	552,910	37,921	-	13,587	222,696	394	14,500	50,189	892,197	144,274	159,655	22,420	326,349	95,502	117,608	32,570	228,855	73,418	874,302	
OKLAHOMA	158,379	18,636	8,436	8,463	59,823	17,116	6,687	-	277,540	22,495	93,819	33,454	149,768	36,297	26,249	10,316	69,439	5,143	297,212	
OREGON	139,846	896	-	5,881	81,717	18,489	1,753	25,000	273,582	65,317	43,188	1,174	109,679	31,305	32,732	1,980	64,928	3,930	244,524	
PENNSYLVANIA	588,606	96,830	105	42,225	253,528	3,638	6,559	252,255	1,243,746	172,672	259,431	137,487	569,590	296,547	132,678	111,649	111,196	48,993	1,270,653	
RHODE ISLAND	34,716	2,726	-	362	30,802	-	-	-	68,606	25,130	14,172	-	39,302	10,739	7,327	387	9,381	74,538		
SOUTH CAROLINA	143,409	-	-	189	48,437	57	4,331	30,000	226,473	36,053	93,281	24,071	153,405	47,356	23,337	2,157	14,542	3,500	244,297	
SOUTH DAKOTA	49,793	-	9,120	306	44,868	165	1,214	-	105,446	20,816	37,091	6,057	63,964	14,373	11,739	-	12,472	-	102,548	
TENNESSEE	272,139	-	16,222	2,795	77,988	48	9,125	15,200	393,517	81,898	124,235	19,348	225,481	36,788	28,622	71,506	12,404	381,259		
TEXAS	519,581	12,059	4,694	14,728	230,452	9,888	14,596	-	805,998	213,122	302,008	10,987	526,117	133,092	110,176	1,628	41,373	4,696	817,082	
UTAH	53,587	-	-	6,287	52,426	602	-	-	112,902	54,667	17,792	1,036	73,495	12,564	15,440	-	12,818	-	114,317	
VERMONT	41,429	-	-	109	25,846	-	-	-	67,384	20,892	12,703	905	34,500	16,492	10,677	5,005	5,860	7,260	79,794	
VIRGINIA	364,633	48,720	20,364	7,372	190,433	-	7,832	103,000	742,354	133,706	302,133	19,266	455,105	99,228	58,344	10,521	37,802	27,569	688,569	
WASHINGTON	209,107	24,633	-	16,542	113,178	8,993	7,481	10,082	390,016	45,856	113,201	4,610	163,667	59,323	21,250	85,851	18,415	393,654		
WEST VIRGINIA	133,568	10,656	6,487	10,970	197,422	-	-	40,234	399,337	121,574	108,401	10,284	240,259	72,288	30,517	35,491	-	23,150	401,705	
WISCONSIN	218,052	-	-	122	58,960	2,798	11,743	13,038	304,713	21,256	87,526	12,057	120,839	44,308	32,190	8,194	81,126	18,280	304,937	
WYOMING	33,932	-	240	2,429	28,803	11,763	705	-	77,872	21,706	26,286	5,069	53,061	13,422	7,439	-	7,439	-	81,420	
TOTAL	11,217,316	965,838	507,852	549,911	4,911,814	156,628	216,719	841,36												



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Region 6	819 Taylor Street Fort Worth, Texas 76102	817-334-3225 or 3221
Region 7	P.O. Box 19715 Kansas City, Missouri 64141	816-926-7896
Region 8	Building 40, Room 151 Denver, Colorado 80225	303-234-2339
Region 9	Two Embarcadero Center San Francisco, California 94111	415-556-3553 or 3554
Region 10	222 S.W. Morrison Street Portland, Oregon 97204	503-423-2093

\* \* \*

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
December 30, 1975

FHWA 117-75  
(202) 426-0677

Highway travel in the United States in 1975 showed a recovery from the depressed levels of 1974 and returned to about the 1973 level, according to statistics released today by the Department of Transportation's Federal Highway Administration.

Federal Highway Administrator Norbert T. Tiemann said that the preliminary estimate of travel for 1975 (based on information for the first 9 months of the year and projections for the last 3 months) is 1,315 billion vehicle miles. This is an increase of 1.9 percent from the 1,290 billion vehicle-miles reported for 1974 and slightly above the 1,309 billion for 1973. It is significant however, that the 2 percent increase in travel from 1974 to 1975 is less than half of the pre-energy crisis average annual rate of increase.

For highway travel, 1974 was an unusual year in two respects: (1) there was a decrease in total travel for the first time since World War II and (2) there was a significant increase in fuel efficiency, reversing the downward trend of recent years.

Although actual shortages of gasoline and long lines at service stations had disappeared by the end of March 1974, travel in 1974 remained below 1973 levels every month until December, which reflected an increase over December 1973. (December 1973 was after the onset of the fuel crisis and associated efforts to reduce travel).

Between 1966 and 1973 fuel efficiency dropped from 12.47 miles per gallon to 11.85 miles per gallon. (These are averages for all vehicles including trucks and buses). In 1974, it rose to 12.13 miles per gallon. There are a number of factors which influenced this, including reduced speed limits; changes in driving habit, i.e., slower acceleration, fewer speed changes, reduced use of automobile air conditioning, etc.; and increasing numbers of small cars in the automobile population.

In 1974, there was little change in the distribution of travel by highway system and vehicle type except that urban travel as a percentage of total travel increased, reflecting the greater reduction in rural travel and in long trips.

With less than 16 percent of the nation's total of 3.8 million miles, main rural roads served 34.6 percent of the 1974 travel. Urban streets accounted for 54.8 percent of the total travel, although they represent only 17 percent of the total mileage. Local rural roads accounted for 10.6 percent of the travel on approximately 67 percent of the mileage.

The Interstate System, including both completed Interstate freeways and traveled-way sections, accounted for about 1 percent of the total mileage of roads and streets and carried 19 percent of the travel. The traveled-way consists of those roads and streets presently carrying traffic which will be served by Interstate System freeways when completed.

The Federal-aid Primary System (including Interstate) and the Federal-aid Urban System represented less than 8 percent of the mileage and carried 57 percent of the travel. All Federal-aid systems combined, which include 24 percent of the total U.S. road and street mileage, carried 74 percent of the travel.

Passenger cars represented nearly 78 percent of the vehicles and accounted for 77 percent of the travel; motorcycles, 3.7 percent of all vehicles and 1.7 percent of all travel; trucks and truck combinations, 18 percent of all vehicles and 21 percent of all travel; similar figures for buses were less than one-half of 1 percent.

In the area of vehicle performance, annual miles per vehicle-dropped again from 10,083 in 1973 to 9,563 in 1974. Gallons of fuel consumed per vehicle dropped from 851 in 1973 to 788 in 1974. Miles traveled per gallon of fuel consumed increased from 11.85 in 1973 to 12.13 in 1974.

Additional travel and related data for the Nation for 1974 are shown on the accompanying table VM-1 by road class and vehicle type. These data are based on estimates prepared annually by the state highway departments. The summary of state estimates of travel by administrative highway system is shown on table VM-2. Also included is table RD-2, showing travel, fuel consumption, vehicle registrations and other related items on a state-by-state basis. The figures shown in this table are estimates prepared by the state highway departments, based in some cases on preliminary data, that may not agree with final data published by the Federal Highway Administration.

# ESTIMATED MOTOR VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA—1974<sup>1</sup>

Source: Program Management Division  
Office of Highway Planning, FHWA

TABLE VM-1  
NOVEMBER 1975

ITEM	PASSENGER VEHICLES						CARGO VEHICLES				
	PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBINATIONS	ALL TRUCKS	ALL MOTOR VEHICLES
	PASSENGER CARS <u>2/</u>	MOTOR-CYCLES <u>2/</u>	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL	ALL BUSES					
Motor-vehicle travel:											
(million vehicle-miles)											
Main rural roads			314,782	965	920	1,885	316,667	85,804	43,741	129,545	446,212
Local rural roads			113,352	90	1,010	1,100	114,452	21,336	1,474	22,810	137,262
All rural roads			428,134	1,055	1,930	2,985	431,119	107,140	45,215	152,355	583,474
Urban streets			589,757	1,555	520	2,075	591,832	104,229	10,110	114,339	706,171
Total travel	995,544	22,347	1,017,891	2,610	2,450	5,060	1,022,951	211,369	55,325	266,694	1,289,645
Number of vehicles registered (thousands)	104,857.4	4,966.4	109,823.8	90.1	356.8	446.9	110,270.7	23,524.4	1,064.6	24,589.0	134,859.7
Average miles traveled per vehicle	9,494	4,500	9,268	28,968	6,867	11,322	9,277	8,985	51,968	10,846	9,563
Fuel consumed (million gallons)	73,797	447	74,244	525	333	858	75,102	21,116	10,083	31,199	106,301
Average fuel consumption per vehicle (gallons)	704	90	676	5,827	933	1,920	681	898	9,471	1,269	788
Average miles traveled per gallon of fuel consumed	13.49	50.00	13.71	4.97	7.32	5.90	13.62	10.01	5.49	8.55	12.13

<sup>1/</sup> For the 50 States and District of Columbia.

<sup>2/</sup> Separate estimates of passenger car and motorcycle travel are not available by highway category.

# VEHICLE MILES, BY STATE AND HIGHWAY SYSTEM—1974

Source: Program Management Division  
Office of Highway Planning, FHWA

(In millions of miles)

TABLE VM-2  
NOVEMBER 1975

FEDERAL HIGHWAY ADMINISTRATION REGION	STATE	FEDERAL-AID HIGHWAY SYSTEM													NOT ON FEDERAL-AID SYSTEMS								TOTAL URBAN AND MUNICIPAL	TOTAL				
		INTERSTATE RURAL			INTERSTATE URBAN			TOTAL INTERSTATE	OTHER PRIMARY			SECONDARY				FEDERAL AID URBAN	TOTAL FEDERAL AID RURAL	TOTAL FEDERAL AID URBAN	TOTAL FEDERAL AID	OTHER STATE RURAL	OTHER STATE URBAN AND MUNICIPAL	LOCAL RURAL			LOCAL URBAN AND MUNICIPAL	TOTAL RURAL	TOTAL URBAN AND MUNICIPAL	
		FINAL	TRAVELED WAY 1/	TOTAL RURAL	FINAL	TRAVELED WAY 1/	TOTAL URBAN		RURAL	URBAN	TOTAL	STATE RURAL	STATE URBAN	LOCAL RURAL	LOCAL URBAN													TOTAL
		01	31	02	32	03	04		05	06	07	08	14	09	10													11
REGION 1	Connecticut	819	248	1,067	2,777	459	3,236	4,303	1,296	1,980	3,176	1,051	909	6	40	2,006	1,106	3,420	7,171	10,591	254	1,436	286	5,438	3,960	14,045	18,005	
	Maine	600	151	751	1,08	16	767	1,542	1,542	2,070	1,023	214	1,102	214	4	2,436	4,845	2,962	5,390	20,310	25,700	37	869	528	1,106	22,285	28,237	
	Massachusetts	1,795	123	1,918	3,401	1,391	4,792	6,710	2,165	9,059	11,220	491	1,102	824	114	4	946	1,246	4,127	193	213	175	370	1,349	1,899	5,078	47,284	
	New Hampshire	585	27	612	200	59	259	871	1,441	1,782	824	114	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	New Jersey	986	108	1,094	3,795	946	4,741	5,835	3,020	6,060	9,080	66	56	1,738	1,757	3,617	6,958	5,918	19,572	25,490	935	2,944	3,578	14,297	14,996	36,177	5,078	
	New York	3,204	302	3,506	6,953	409	7,362	11,048	8,753	13,435	22,188	2,400	1,985	1,790	1,343	7,538	4,572	16,649	28,697	45,345	183	4,293	14,996	21,085	34,177	65,262	1,078	
	Rhode Island	140	22	162	866	79	945	1,106	312	1,055	1,367	247	489	21	21	974	759	741	3,465	4,206	51	13	122	1,102	914	4,630	5,544	
	Vermont	523	37	560	48	8	56	616	315	278	1,133	489	15	174	13	691	-	2,138	362	2,500	67	3	210	244	2,415	609	5,544	
	<b>Total</b>	<b>8,832</b>	<b>1,017</b>	<b>9,849</b>	<b>18,148</b>	<b>3,367</b>	<b>21,515</b>	<b>31,364</b>	<b>19,444</b>	<b>32,632</b>	<b>52,076</b>	<b>6,611</b>	<b>4,884</b>	<b>4,549</b>	<b>5,810</b>	<b>21,854</b>	<b>16,649</b>	<b>40,453</b>	<b>81,790</b>	<b>122,243</b>	<b>2,836</b>	<b>5,325</b>	<b>9,626</b>	<b>38,101</b>	<b>52,891</b>	<b>126,216</b>	<b>179,107</b>	
REGION 3	Delaware	144	(2/)	144	346	490	981	583	1,564	417	238	-	-	-	655	-	1,542	1,614	3,156	-	-	-	126	193	1,668	1,807	3,475	
	Dist. of Col.	-	-	-	288	158	446	446	1,065	1,065	-	-	-	-	552	552	-	1,542	1,614	3,156	-	-	-	126	193	1,668	1,807	
	Maryland	1,482	-	1,482	430	3,762	5,244	3,563	3,671	7,234	1,826	1,600	505	485	4,416	164	7,376	9,682	17,058	540	72	3,202	2,724	11,418	12,478	23,896	2,997	
	Pennsylvania	5,881	341	6,222	2,806	744	3,550	9,772	9,641	15,209	24,850	6,792	4,864	61	109	11,826	912	22,716	24,644	47,340	3,657	2,430	4,452	9,708	30,825	36,782	67,607	
	Virginia	3,393	480	3,873	2,000	883	2,883	6,756	5,458	8,903	3,881	605	2,521	133	7,141	3,062	15,733	10,109	25,842	172	166	2,077	5,377	17,982	15,652	33,634	37,604	
	West Virginia	1,028	371	1,399	257	125	382	1,781	2,222	1,098	3,320	1,572	270	1,197	73	3,112	92	6,390	1,905	8,295	22	150	650	1,007	7,062	3,056	10,118	
	<b>Total</b>	<b>11,928</b>	<b>1,192</b>	<b>13,120</b>	<b>9,029</b>	<b>2,340</b>	<b>11,369</b>	<b>24,489</b>	<b>21,865</b>	<b>25,071</b>	<b>46,936</b>	<b>14,488</b>	<b>7,578</b>	<b>4,284</b>	<b>1,352</b>	<b>27,702</b>	<b>4,647</b>	<b>53,757</b>	<b>50,017</b>	<b>103,774</b>	<b>4,391</b>	<b>2,818</b>	<b>10,807</b>	<b>19,897</b>	<b>68,955</b>	<b>72,736</b>	<b>141,692</b>	
REGION 4	Alabama	1,653	576	2,229	813	586	1,399	3,628	5,070	4,149	9,219	1,882	340	1,307	332	3,861	358	10,488	6,578	17,066	42	81	1,382	5,391	11,872	12,050	23,922	
	Florida	3,710	1,275	4,985	2,742	1,186	3,928	8,913	6,872	3,282	10,154	4,956	2,230	1,928	537	9,651	10,997	18,741	20,934	39,675	1,420	1,172	3,828	15,872	24,403	37,978	65,002	
	Georgia	4,186	683	4,869	3,427	1,112	3,539	8,408	6,909	2,325	9,234	3,473	413	1,979	613	6,478	351	17,230	7,241	24,471	93	534	2,539	7,445	19,862	15,220	35,082	
	Kentucky	2,984	158	3,142	972	537	1,509	4,651	5,004	2,315	7,319	4,380	860	290	90	5,590	539	12,776	5,313	18,089	1,457	660	1,184	2,421	15,417	8,394	23,811	
	Mississippi	1,451	120	1,571	443	353	796	2,367	4,697	1,061	5,758	1,107	107	1,446	344	3,004	714	8,822	3,022	11,843	8	627	1,248	9,456	4,298	13,754		
	North Carolina	2,383	778	3,161	1,112	592	1,704	4,865	6,562	3,038	9,540	10,891	3,136	3	21	14,051	530	20,557	8,839	29,396	1,883	647	40	3,034	22,480	12,520	35,000	
	South Carolina	2,356	260	2,616	709	30	739	3,355	6,132	3,225	3,426	1,332	173	22	4,953	-	12,347	5,225	17,563	416	1,360	433	240	13,964	6,816	20,012		
	Tennessee	4,100	130	4,230	2,578	232	2,810	7,040	6,394	4,623	11,084	3,406	277	1,102	201	3,096	558	13,232	8,536	21,768	68	5	2,241	6,740	15,541	15,241	30,756	
	<b>Total</b>	<b>22,823</b>	<b>3,980</b>	<b>26,803</b>	<b>12,796</b>	<b>3,628</b>	<b>16,424</b>	<b>43,227</b>	<b>47,980</b>	<b>23,983</b>	<b>71,563</b>	<b>11,621</b>	<b>8,695</b>	<b>8,188</b>	<b>2,160</b>	<b>50,664</b>	<b>14,417</b>	<b>114,192</b>	<b>65,679</b>	<b>179,871</b>	<b>5,387</b>	<b>4,467</b>	<b>12,288</b>	<b>42,325</b>	<b>131,867</b>	<b>112,471</b>	<b>244,338</b>	
REGION 5	Illinois	4,277	768	5,045	6,667	495	7,162	12,207	8,464	10,091	18,555	844	1,141	1,932	734	4,651	3,847	16,285	22,975	39,260	1,091	2,471	2,694	13,694	20,070	39,140	59,210	
	Indiana	4,125	122	4,247	2,701	273	2,974	7,221	6,794	2,714	9,508	3,881	1,098	1,977	325	7,281	4,768	12,049	28,778	34,546	99	1,379	1,579	18,418	18,575	36,993		
	Michigan	3,306	117	3,423	5,023	1,076	6,099	9,522	6,891	7,398	14,289	1,756	301	6,623	1,377	10,057	12,336	18,693	27,511	46,204	24	50	627	1,248	9,456	4,298	13,754	
	Minnesota	1,164	183	1,347	2,052	469	2,521	3,868	4,903	3,491	8,394	1,094	164	3,283	427	4,968	529	10,627	7,132	17,759	13	49	1,779	4,796	12,611	11,977	24,588	
	Missouri	1,988	110	2,098	8,104	664	8,768	14,766	7,839	7,629	15,468	5,116	2,515	2,658	2,799	13,088	1,800	21,611	23,541	45,152	260	366	5,845	11,821	27,356	35,728	63,084	
	Wisconsin	1,985	150	2,135	1,123	351	1,474	3,609	5,014	3,356	9,170	2,191	6	1,851	609	4,657	3,707	11,991	9,152	21,143	72	2	1,464	4,844	13,927	14,038	27,965	
	<b>Total</b>	<b>20,845</b>	<b>1,350</b>	<b>22,195</b>	<b>25,670</b>	<b>3,328</b>	<b>28,998</b>	<b>51,193</b>	<b>40,705</b>	<b>34,679</b>	<b>75,384</b>	<b>14,882</b>	<b>5,225</b>	<b>18,324</b>	<b>6,271</b>	<b>44,702</b>	<b>27,017</b>	<b>96,106</b>	<b>102,190</b>	<b>198,296</b>	<b>1,600</b>	<b>3,037</b>	<b>16,498</b>	<b>48,158</b>	<b>114,204</b>	<b>153,395</b>	<b>267,589</b>	
REGION 6	Arkansas	1,553	-	1,553	636	-	636	2,189	3,237	1,395	4,632	2,783	559	270	106	3,718	520	7,843	3,216	11,059	93	72	940	1,311	8,816	4,999	13,815	
	Louisiana	1,404	489	1,893	1,269	99	1,368	3,261	2,948	1,994	4,942	1,065	56	6	5	5,399	2,400	9,103	15,932	6,828	556	1,412	699	11,463	8,028	19,491		
	New Mexico	1,627	253	1,880	525	127	652	2,532	1,862	704	2,566	1,182	198	10	6	1,396	1,341	4,934	2,901	7,835	118	60	588	807	5,640	3,798	9,438	
	Oklahoma	2,246	42	2,288	1,369	-	1,369	3,657	4,080	1,468	5,548	2,657	504	539	1,158	6,904	2,444	9,964	7,179	16,743	365	21	1,057	3,067	10,996	10,508	21,504	
	Texas	6,915	1,114	8,029	9,798	467	10,295	16,284	12,259	9,427	21,686	8,945	3,140	-	-	11,995	6,355	29,133	29,177	58,310	1,583	753	3,451	14,594	34,167	44,524	78,691	
	<b>Total</b>	<b>13,745</b>	<b>1,898</b>	<b>15,643</b>	<b>13,587</b>	<b>693</b>	<b>14,280</b>	<b>29,923</b>	<b>24,386</b>	<b>14,988</b>	<b>39,374</b>	<b>19,228</b>	<b>5,702</b>	<b>822</b>	<b>1,270</b>	<b>27,522</b>	<b>13,060</b>	<b>60,579</b>	<b>49,300</b>	<b>109,879</b>	<b>3,105</b>	<b>1,452</b>	<b>7,468</b>	<b>20,759</b>	<b>71,172</b>			

# TRAVEL AND RELATED DATA BY STATE—1974

SOURCE: PROGRAM MANAGEMENT DIVISION  
OFFICE OF HIGHWAY PLANNING  
FEDERAL HIGHWAY ADMINISTRATION

TABLE RD-2  
DECEMBER 1975

REGION CODE	STATE	ANNUAL VEHICLE MILES IN MILLIONS (1)	VEHICLES REGISTERED IN THOUSANDS (2)	ANNUAL MILES PER VEHICLE (3)	GALLONS OF MOTOR FUEL IN MILLIONS (4)	GALLONS PER VEHICLE (5)	MILES TRAVELED PER GALLON (6)	POPULATION IN THOUSANDS (7)	LICENSED DRIVERS IN THOUSANDS (8)	LICENSED DRIVERS AS % OF POP. (9)	PERSONS PER VEHICLE (10)	LICENSED DRIVERS PER VEHICLE (11)	ANNUAL TRAVEL PER CAPITA (MILES) (12)	TRAVEL PER LICENSED DRIVER (MILES) (13)	
01	CONNECTICUT	18005	2049	8787	1385	675	13.00	3121	1839	58.93	1.53	0.90	5768	9790	
	MAINE	6713	636	10555	540	849	12.44	1017	650	63.92	1.60	1.03	6600	10327	
	MASSACHUSETTS	28237	3062	9221	2393	781	11.80	5800	3326	57.35	1.90	1.09	4868	8489	
	NEW HAMPSHIRE	5078	514	9879	394	766	12.89	817	525	64.26	1.59	1.03	6215	9672	
	NEW JERSEY	47244	4506	10484	3431	761	13.77	7414	4217	56.88	1.65	0.94	6372	11203	
	NEW YORK	65262	8025	8132	6071	756	10.75	18498	8732	47.21	2.31	1.09	3528	7473	
	RHODE ISLAND	5544	673	8237	389	578	14.26	948	527	55.60	1.41	0.79	5848	10519	
	VERMONT	3024	274	11036	235	857	12.87	468	296	63.25	1.71	1.09	6461	10216	
	REGION TOTAL	179107	19739	9073	14838	751	12.08	38083	20112	52.82	1.93	1.02	4703	8905	
	03	DELAWARE	3475	375	9266	302	805	11.51----	589	377	64.01	1.58	1.01	5899	9217
DIST OF COLUMBIA		2957	262	11286	250	954	11.83	723	332	45.92	2.76	1.27	4089	8906	
MARYLAND		23896	2323	10286	1928	829	12.40	4127	2358	57.14	1.78	1.02	5790	10134	
PENNSYLVANIA		67607	7117	9499	5353	752	12.63	11835	6874	58.09	1.67	0.97	5712	9835	
VIRGINIA		33634	3186	10556	2628	824	12.80	4908	3067	62.49	1.55	0.97	6852	10966	
WEST VIRGINIA		10118	996	10158	877	880	11.54	1794	1221	68.07	1.81	1.23	5639	8286	
REGION TOTAL		141687	14259	9936	11338	795	12.50	23976	14229	59.35	1.69	1.00	5909	9957	
04	ALABAMA	23922	2414	9909	2038	844	11.74	3710	1940	52.30	1.54	0.81	6447	12330	
	FLORIDA	62021	5944	10434	4436	746	13.99	8248	5170	62.69	1.39	0.87	7519	11996	
	GEORGIA	35082	3250	10794	3039	935	11.55	4882	3452	70.71	1.51	1.07	7185	10162	
	KENTUCKY	23811	2164	11003	1793	828	13.28	3365	1742	51.77	1.56	0.81	7076	13668	
	MISSISSIPPI	13734	1320	10404	1293	979	10.63	2281	1378	60.42	1.73	1.05	6021	9966	
	NORTH CAROLINA	35000	3566	9814	2966	831	11.81	5350	3161	59.09	1.51	0.89	6542	11072	
	SOUTH CAROLINA	20012	1670	11983	1593	953	12.57	2784	1463	52.56	1.67	0.88	7188	13678	
	TENNESSEE	30756	2583	11907	2330	902	13.20	4104	2372	57.80	1.59	0.92	7494	12966	
	REGION TOTAL	244338	22911	10664	19488	850	12.54	34724	20678	59.55	1.52	0.91	7036	11816	
	05	ILLINOIS	59210	6212	9531	5099	820	11.62	11131	6300	56.60	1.80	1.02	5319	9398
INDIANA		36993	3487	10608	2960	848	12.50	5304	3813	71.89	1.53	1.10	6974	9701	
MICHIGAN		55749	5346	10428	4288	802	13.01	9217	5850	63.47	1.73	1.10	6048	9529	
MINNESOTA		24588	2850	8627	1997	700	12.32	3910	2420	61.90	1.36	0.85	6288	10160	
OHIO		63084	6441	9794	5257	816	12.00	10709	6781	63.33	1.67	1.06	5890	9303	
WISCONSIN		27965	2507	11154	2219	885	12.61	4566	2664	58.35	1.83	1.07	6124	10497	
REGION TOTAL		267589	26843	9968	21820	812	12.27	44837	27628	62.07	1.68	1.04	5968	9615	
06	ARKANSAS	13515	1240	10899	1277	1029	10.59	2037	1273	62.50	1.65	1.03	6634	10616	
	LOUISIANA	19545	2475	7896	1814	732	10.78	3819	2033	53.24	1.55	0.83	5117	9613	
	NEW MEXICO	9438	756	12484	768	1015	12.29	1123	702	62.52	1.49	0.93	8404	13444	
	OKLAHOMA	21494	2044	10515	1669	816	12.88	2709	1724	63.04	1.33	0.85	7934	12467	
	TEXAS	78691	8037	9791	7581	943	10.39	11981	7288	60.83	1.50	0.91	6567	10797	
	REGION TOTAL	142683	14552	9805	13109	900	10.89	21609	13020	60.09	1.49	0.90	6584	10958	
	07	IOWA	19065	2169	8789	1619	746	11.78	2904	1834	63.16	1.34	0.85	6565	10395
KANSAS		15203	1837	8275	1328	722	11.45	2270	1635	72.03	1.24	0.90	6697	9298	
MISSOURI		29710	2825	10516	2630	940	11.30	4864	2909	59.81	1.73	1.03	6108	10213	
NEBRASKA		10940	1162	9414	930	800	11.77	1543	1049	67.99	1.33	0.91	7090	10428	
REGION TOTAL		74918	7993	9372	6507	814	11.52	11581	7427	64.14	1.45	0.93	6469	10087	
08		COLORADO	16156	1841	8775	1306	709	12.38	2532	1643	64.89	1.38	0.90	6380	9833
		MONTANA	5823	589	9886	502	852	11.60	735	495	67.35	1.25	0.85	7922	11763
	NORTH DAKOTA	4371	527	8294	355	673	12.32	640	362	56.57	1.22	0.69	6829	12074	
	SOUTH DAKOTA	5093	506	10065	408	806	12.49	692	403	58.24	1.37	0.80	7359	12637	
	UTAH	7457	749	9955	656	875	11.37	1173	719	61.30	1.57	0.96	6357	10371	
	WYOMING	3452	316	10924	353	1117	9.78	359	264	73.54	1.14	0.84	9615	13075	
	REGION TOTAL	42352	4528	9353	3580	790	11.84	6131	3886	63.39	1.36	0.86	6907	10898	
09	ARIZONA	15686	1572	9978	1266	805	12.40	2100	1226	58.39	1.34	0.78	7469	12794	
	CALIFORNIA	127600	13723	9298	10317	751	12.37	20933	13176	62.95	1.53	0.97	6095	9684	
	HAWAII	3920	501	7824	280	558	14.00	847	492	58.09	1.70	0.99	4628	7967	
	NEVADA	4195	443	9469	420	948	9.99	573	398	69.46	1.30	0.90	7321	10540	
	REGION TOTAL	151401	16239	9323	12283	756	12.33	24453	15292	62.54	1.51	0.95	6191	9900	
10	ALASKA	2095	0	0	0	0	0.0	0	0	0.0	0.0	0.0	0	0	
	IDAHO	5657	705	8024	455	645	12.44	799	555	69.47	1.14	0.79	7080	10192	
	OREGON	15233	1560	9641	1296	820	11.76	2266	1540	67.97	1.44	0.98	6722	9891	
	WASHINGTON	22585	2445	9237	1737	710	13.01	3448	2122	61.55	1.42	0.87	6550	10643	
	REGION TOTAL	45570	4730	9634	3483	737	13.07	6513	4217	64.75	1.38	0.90	6996	10806	
	U.S. TOTAL	1289645	131794	9785	106451	807	12.12	211967	126689	59.77	1.61	0.97	6084	10179	



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
December 31, 1975

FHWA 115-75  
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced a \$6 million Bikeway Demonstration Program aimed at promoting bicycling as a viable surface transportation alternative. The new funds are available only for construction of bicycle facilities and are to supplement funds already available for bicycle projects under the regular Federal-aid Highway Program. Funds will be provided to States and local communities on an 80 percent Federal and 20 percent State or local matching basis. The monies are not available for constructing facilities in rural areas.

The Bikeway Demonstration Program was established under the Federal-aid Highway Amendments of 1974 Act. Funds, however, were not available until the Congress recently provided for an appropriation as a part of the Federal-aid Highway Act of 1975. The monies will be available until expended.

According to Federal Highway Administrator Norbert T. Tiemann, "the Bikeway Demonstration Program will provide additional Federal funding for bikeway projects of national interest and which serve to promote bicycling as an alternative mode of transportation for commuter and/or recreational use. Such projects, when implemented in large scale, will help to reduce problems of urban congestion, air and noise pollution, and energy consumption. This demonstration program will stimulate interest in the construction of bikeway facilities and in the utilization of other Federal monies available for bikeway construction."

An implementing directive outlining the scope of the program, eligibility criteria, and application procedures is under development and will be published shortly in the Federal Register.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
December 31, 1975

FHWA 118-75  
(202) 426-0677

Nationwide receipts for highways by Federal, State, and local governments will reach \$29.8 billion in 1976, according to recent estimates prepared by the U.S. Department of Transportation's Federal Highway Administration.

According to Federal Highway Administrator Norbert T. Tiemann, the 1976 estimated receipts will be about 5 percent higher than the \$28.4 billion total receipts available in 1975.

Revenues to the Highway Trust Fund, obtained wholly from highway users, will be approximately \$6.2 billion, or 21 percent of the total receipts. State and local motor-fuel and motor-vehicle fees and other imposts on highway-users, plus tolls and parking receipts will account for an additional \$13.6 billion or 45 percent of the total funds available for highways.

Highway disbursements in 1976 are expected to exceed \$28 billion with capital outlay accounting for \$13.6 billion or 48 percent of the total. Maintenance is expected to exceed \$7.3 billion or 26 percent and the remaining 26 percent will be expended on administration and research, highway law enforcement and safety, and debt service on State and local highway obligations. These amounts are shown in table HF-12.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States and local governments are estimated at approximately \$6.6 and \$7.0 billion for 1975 and 1976, respectively. It is estimated that \$600 million annually of Federal revenue sharing funds will be used primarily by local governments for highway purposes in 1975 and 1976.

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

Actual amounts for 1973, estimates for 1974 and 1975, and forecasts for 1976 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-11, HF-12, and HF-21.

Although not shown in the accompanying tables, total long-term debt for highway purposes outstanding at the end of 1974 was \$23.1 billion. This was increased by \$519 million in 1975 and is expected to be additionally increased by \$416 million in 1976, with the total outstanding debt reaching \$24.0 billion at the end of 1976.

# TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1973-1976

(In millions of dollars)

TABLE HF-11  
NOVEMBER 1975

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT							TOTAL	FEDERAL GOVERNMENT							TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES		FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL	STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1973								1974							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	6,069	-	-	6,069	11,163	74	109	17,415	6,104	-	-	6,104	11,229	78	115	17,526
Tolls	-	-	-	-	1,022	28	156	1,206	-	-	-	-	966	30	165	1,161
Parking fees	-	-	-	-	1	1	91	93	-	-	-	-	-	1	104	105
Subtotal	6,069	-	-	6,069	12,186	103	356	18,714	6,104	-	-	6,104	12,195	109	384	18,792
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	844	653	1,497	-	-	-	-	-	891	670	1,561
General fund appropriations	-	272	625	897	267	413	1,421	2,998	-	231	950	1,181	453	432	1,586	3,652
Other taxes and fees	-	-	11	11	163	34	83	291	-	-	15	15	194	36	105	350
Subtotal	-	272	636	908	430	1,291	2,157	4,786	-	231	965	1,196	647	1,359	2,361	5,563
Investment income and other receipts	320	7	115	442	456	148	203	1,249	510	9	95	614	545	157	225	1,541
Total current income	6,389	279	751	7,419	13,072	1,542	2,716	24,749	6,614	240	1,060	7,914	13,387	1,625	2,970	25,896
Bond issue proceeds (par value) <sup>3/</sup>	-	-	-	-	1,216	210	528	1,954	-	-	-	-	846	225	570	1,641
Grand total receipts	6,389	279	751	7,419	14,288	1,752	3,244	26,703	6,614	240	1,060	7,914	14,233	1,850	3,540	27,537
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-4,251	-	-	-4,251	+4,248	+2	+1	-	-4,699	-	-	-4,699	+4,695	+2	+2	-
All other funds	-	-207	-468	-675	+257	+293	+125	-	-	-213	-776	-989	+304	+458	+227	-
State agencies:																
Highway-user impost	-	-	-	-	-2,797	+1,714	+1,083	-	-	-	-	-	-2,819	+1,745	+1,074	-
All other funds	-	-	-	-	-262	+102	+160	-	-	-	-	-	-240	+105	+135	-
Counties and Townships	-	-	-	-	+80	-169	+89	-	-	-	-	-	+111	-201	+90	-
Municipalities	-	-	-	-	+85	+2	-87	-	-	-	-	-	+106	+2	-108	-
Subtotal	-4,251	-207	-468	-4,926	+1,611	+1,944	+1,371	-	-4,699	-213	-776	-5,688	+2,157	+2,111	+1,420	-
Fund drawn from (+) or placed in (-) reserves	-1,955	-24	-	-1,979	-124	-223	-184	-2,510	-1,689	-2	-	-1,691	+329	-171	-64	-1,597
Total funds available	183	48	283	514	15,775	3,473	4,431	24,193	226	25	284	535	16,719	3,790	4,896	25,940
	1975 (PRELIMINARY)								1976 (FORECAST)							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	5,864	-	-	5,864	11,511	82	121	17,578	6,157	-	-	6,157	12,000	86	129	18,372
Tolls	-	-	-	-	997	31	175	1,203	-	-	-	-	1,028	33	185	1,246
Parking fees	-	-	-	-	-	1	117	118	-	-	-	-	-	1	130	131
Subtotal	5,864	-	-	5,864	12,508	114	413	18,899	6,157	-	-	6,157	13,028	120	444	19,749
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	939	690	1,629	-	-	-	-	-	987	710	1,697
General appropriations	-	233	976	1,209	392	463	1,768	3,832	-	237	988	1,225	415	494	1,963	4,097
Other taxes and fees	-	-	12	12	209	38	125	384	-	-	12	12	224	40	145	421
Subtotal	-	233	988	1,221	601	1,440	2,583	5,845	-	237	1,000	1,237	639	1,521	2,818	6,215
Investment income and other receipts	600	9	95	704	600	166	249	1,719	717	9	95	821	650	174	273	1,918
Total current income	6,464	242	1,083	7,789	13,709	1,720	3,245	26,463	6,874	246	1,095	8,215	14,317	1,815	3,535	27,882
Bond issue proceeds (par value) <sup>3/</sup>	-	-	-	-	1,226	230	535	1,991	-	-	-	-	1,156	235	545	1,936
Grand total receipts	6,464	242	1,083	7,789	14,935	1,950	3,780	28,454	6,874	246	1,095	8,215	15,473	2,050	4,080	29,818
Intergovernmental payments:																
Federal government:																
Highway Trust Fund	-5,565	-	-	-5,565	+5,565	-	-	-	-5,955	-	-	-5,955	+5,955	-	-	-
All other funds	-	-214	-772	-986	+299	+459	+278	-	-	-217	-786	-1,003	+311	+462	+230	-
State agencies:																
Highway user impost	-	-	-	-	-2,975	+1,841	+1,134	-	-	-	-	-	-3,050	+1,888	+1,162	-
All other funds	-	-	-	-	-249	+108	+141	-	-	-	-	-	-258	+111	+147	-
Counties and Townships	-	-	-	-	+115	-206	+91	-	-	-	-	-	+120	-212	+92	-
Municipalities	-	-	-	-	+110	+2	-112	-	-	-	-	-	+115	+2	-117	-
Subtotal	-5,565	-214	-772	-6,551	+2,865	+2,204	+1,482	-	-5,955	-217	-786	-6,958	+3,193	+2,251	+1,514	-
Funds drawn from (+) or placed in (-) reserves	-632	-	-	-632	-578	-211	-56	-1,477	-644	-	-	-644	-801	-214	-91	-1,750
Total funds available	267	28	311	606	17,222	3,943	5,206	26,977	275	29	309	613	17,865	4,087	5,503	28,068

<sup>1/</sup> Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1973 are final; those for later years are subject to future adjustments.  
<sup>2/</sup> Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds

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

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1973 - 1976

(In millions of dollars)

TABLE HF-12  
NOVEMBER 1975

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1973								1974							
Capital outlay:																
On rural State-administered highways	=	=	=	=	5,594	15	=	5,609	=	=	=	=	5,973	16	=	5,989
On municipal extensions of State highways	=	=	=	=	3,388	=	16	3,404	=	=	=	=	3,418	=	18	3,436
On local rural roads	=	=	=	=	337	1,041	=	1,378	=	=	=	=	392	1,197	=	1,589
On local municipal roads and streets	=	=	=	=	202	44	1,251	1,497	=	=	=	=	289	50	1,430	1,769
Not classified by system	2/	30						277	2/	34			218			268
Subtotal		30	20	227	277			12,165		34	16	218	268	10,072	1,263	13,051
Maintenance and traffic services:																
On rural State-administered highways	=	=	=	=	2,035	6	=	2,041	=	=	=	=	2,174	7	=	2,181
On municipal extensions of State highways	=	=	=	=	423	=	40	463	=	=	=	=	482	=	45	527
On local rural roads	=	=	=	=	24	1,742	=	1,766	=	=	=	=	26	1,879	=	1,905
On municipal roads and streets	=	=	=	=	28	44	1,550	1,622	=	=	=	=	20	47	1,748	1,815
Not classified by system	=	3		54	57			57	=	4		65	69			69
Subtotal	=	3	54	57	2,510	1,792	1,590	5,949	=	4	65	69	2,702	1,933	1,793	6,497
Administration and research <sup>3/</sup>	153	25	2	180	973	261	321	1,735	192	5	1	198	1,036	268	342	1,844
Highway law enforcement and safety	=	=	=	=	1,114	81	703	1,898	=	=	=	=	1,227	82	735	2,044
Interest on debt	=	=	=	=	774	81	186	1,041	=	=	=	=	795	84	191	1,070
Total current disbursements	183	48	283	514	14,892	3,315	4,067	22,788	226	25	284	535	15,832	3,630	4,509	24,506
Debt retirements (par value) <sup>4/</sup>	=	=	=	=	883	158	364	1,405	=	=	=	=	887	160	387	1,434
Grand total disbursements	183	48	283	514	15,775	3,473	4,431	24,193	226	25	284	535	16,719	3,790	4,896	25,940
	1975 (PRELIMINARY)								1976 (FORECAST)							
Capital outlay:																
On rural State-administered highways	=	=	=	=	5,767	17	=	5,784	=	=	=	=	5,816	18	=	5,834
On municipal extensions of State highways	=	=	=	=	3,416	=	20	3,436	=	=	=	=	3,505	=	20	3,525
On local rural roads	=	=	=	=	482	1,253	=	1,735	=	=	=	=	561	1,310	=	1,871
On local municipal roads and streets	=	=	=	=	385	53	1,519	1,957	=	=	=	=	448	55	1,609	2,112
Not classified by system	2/	51	22	241	314			314	2/	51	22	232	305			305
Subtotal		51	22	241	314	10,050	1,323	13,226		51	22	232	305	10,330	1,383	13,647
Maintenance and traffic services:																
On rural State-administered highways	=	=	=	=	2,402	7	=	2,409	=	=	=	=	2,536	7	=	2,543
On municipal extensions of State highways	=	=	=	=	545	=	48	593	=	=	=	=	587	=	50	637
On local rural roads	=	=	=	=	28	1,954	=	1,982	=	=	=	=	29	2,027	=	2,056
On local municipal roads and streets	=	=	=	=	22	49	1,858	1,929	=	=	=	=	22	51	1,964	2,037
Not classified by system	=	3		68	71			71	=	3		76	79			79
Subtotal	=	3	68	71	2,997	2,010	1,906	6,984	=	3	76	79	3,174	2,085	2,014	7,352
Administration and research <sup>3/</sup>	216	3	2	221	1,115	273	366	1,975	224	4	1	229	1,182	275	388	2,074
Highway law enforcement and safety	=	=	=	=	1,333	85	782	2,200	=	=	=	=	1,413	86	827	2,326
Interest on debt	=	=	=	=	829	87	204	1,120	=	=	=	=	845	88	216	1,149
Total current disbursements	267	28	311	606	16,324	3,778	4,797	25,505	275	29	309	613	16,944	3,917	5,074	26,548
Debt retirement (par value) <sup>4/</sup>	=	=	=	=	898	165	409	1,472	=	=	=	=	921	170	429	1,520
Grand total disbursements	267	28	311	606	17,222	3,943	5,206	26,977	275	29	309	613	17,865	4,087	5,503	28,068
<p>1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1973 are final; those for later years are subject to future adjustment.</p> <p>2/ Includes payments to Puerto Rico of \$8 million in 1973; \$8 million in 1974; \$9 million in 1975; and \$9 million in 1976.</p> <p>3/ Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.</p> <p>4/ Redemption premiums and discounts are included with interest payments. Redemption of short-term notes, or by refunding, is excluded.</p>																

# ESTIMATED EXPENDITURES FOR HIGHWAYS, 1973 - 1976

## BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

TABLE HF-21  
NOVEMBER 1975

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS				RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL
	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL												
<b>1973</b>																				
State Highway Departments	411	439	2,889	3,739	536	467	3,152	4,155	101	103	631	835	-	10	179	189	1,048	1,019	6,851	8,918
State Toll Facilities	-	5	166	171	3	13	105	121	12	12	287	311	-	-	-	-	15	30	558	603
Local Toll Facilities	-	-	-	-	-	1	6	7	-	-	-	-	-	-	3	3	-	1	9	10
Counties and Townships	-	-	-	-	21	18	231	270	-	-	-	-	64	55	710	829	85	73	941	1,099
Municipalities	-	-	-	-	7	12	132	151	-	-	-	-	53	92	962	1,107	60	104	1,094	1,258
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	411	444	3,055	3,910	567	511	3,626	4,704	113	115	918	1,146	117	167	2,113	2,397	1,208	1,237	9,712	12,157
<b>1974</b>																				
State Highway Departments	317	369	2,957	3,643	520	512	3,909	4,941	99	100	727	926	1	11	223	235	937	992	7,816	9,745
State Toll Facilities	-	3	90	93	-	-	40	40	6	9	179	194	-	-	-	-	6	12	309	327
Local Toll Facilities	-	-	-	-	4	1	6	11	-	-	-	-	-	-	-	-	4	1	9	14
Counties and Townships	-	-	-	-	23	21	266	310	-	-	-	-	72	62	818	952	95	83	1,084	1,262
Municipalities	-	-	-	-	5	14	151	170	-	-	-	-	56	104	1,105	1,265	61	118	1,256	1,435
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	317	372	3,047	3,736	552	548	4,372	5,472	105	109	906	1,120	129	186	2,400	2,715	1,103	1,215	10,725	13,043
<b>1975 (Preliminary)</b>																				
State Highway Departments	350	352	2,821	3,523	479	500	3,850	4,829	107	128	954	1,189	-	14	295	309	936	994	7,920	9,850
State Toll Facilities	-	1	99	100	-	-	7	7	5	8	80	93	-	-	-	-	5	9	186	200
Local Toll Facilities	-	-	-	-	2	1	22	25	-	-	-	-	-	-	-	-	2	1	25	28
Counties and Townships	-	-	-	-	25	21	278	324	-	-	-	-	75	66	857	998	100	87	1,135	1,322
Municipalities	-	-	-	-	7	14	146	167	-	-	-	-	66	111	1,168	1,345	73	125	1,314	1,512
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	350	353	2,920	3,623	513	536	4,303	5,352	112	136	1,034	1,282	141	203	2,610	2,954	1,116	1,228	10,867	13,211
<b>1976 (Forecast)</b>																				
State Highway Departments	398	370	2,931	3,699	497	515	3,965	4,977	110	123	906	1,139	-	15	325	340	1,005	1,023	8,127	10,155
State Toll Facilities	-	2	106	108	-	-	14	14	5	8	40	53	-	-	-	-	5	10	160	175
Local Toll Facilities	-	-	-	-	2	1	22	25	-	-	-	-	-	-	-	-	2	1	25	28
Counties and Townships	-	-	-	-	25	22	292	339	-	-	-	-	79	69	895	1,043	104	91	1,187	1,382
Municipalities	-	-	-	-	7	16	155	178	-	-	-	-	70	117	1,237	1,424	77	133	1,392	1,602
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	398	372	3,037	3,807	531	554	4,448	5,533	115	131	946	1,192	149	213	2,737	3,099	1,193	1,270	11,168	13,631

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