



**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
January 9, 1976

FHWA 1-76
(202) 426-0677

The U. S. Department of Transportation's Federal Highway Administration recently awarded a research contract to the University of Tennessee, Knoxville, Tennessee, in the amount of \$139,800 to study the safety and operational characteristics of all types of on-street parking arrangements.

Angle and parallel parking, as well as innovative alternatives, are to be included in this examination. Selected parking arrangements will be studied on a representative cross-section of streets and under various traffic conditions so that site-specific parking arrangement guidelines can be developed. These guidelines will be incorporated into a guidebook which can be used by local officials to determine site-specific on-street parking arrangements.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
January 13, 1976

FHWA 02-76
(202) 426-0677

Roads and streets in the United States, under the jurisdiction of all levels of government, totaled over 3.8 million miles in 1974, the U.S. Department of Transportation announced today. The data were compiled by the Department's Federal Highway Administration from information supplied by the States.

Of the 3,815,807-mile total, 637,655 miles or 17 percent, are municipal roads and streets, and 3,178,152 miles are roads in rural areas. This represents an 8,924-mile increase over the 1973 figure, which primarily occurred in the municipal areas. Rural mileage increased by less than 2,400 miles.

In the United States, the Federal Government has jurisdiction only of roads in National Forests, Parks, etc. The Federal-aid systems are parts of the road systems under the jurisdiction and control of State and local governments, which have sole responsibility for their operation and maintenance. With the exception of the Off-System Rural Roads Program and the Federal-aid Safer Roads Demonstration Program, Federal-aid highway funds, obtained from Federal highway-user taxes, are used for construction, through the cooperative Federal-State program, on only that mileage which is designated as part of a Federal-aid system. The Federal-aid systems comprise 25 percent of the total road and street mileage, 26 percent of rural, and 19 percent of urban mileage as shown in table M-12. The distribution of Federal-aid system mileage among the State and local systems is shown in the accompanying table M-21. The mileage in each category is shown State-by-State in table M-12.

Almost 477,000 miles of roads and streets, or 12.5 percent of the United States total, are on the State primary systems; an additional 313,404 miles, 8 percent of the total, are also under State control. Roads and streets under local control amount to 2.80 million miles, or 73.4 percent of the total. Over 224,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 5.9 percent of the total United States mileage.

About 748,000 miles of all roads and streets in the United States, or 19 percent of the total, are unsurfaced; 1.25 million miles or 33 percent of the total have surfaces of granular material, gravel, crushed stone, or slag; 1.8 million miles, accounting for 48 percent of the total, have surfaces ranging from bituminous surface treatment to bituminous and portland cement concrete. This last group includes the surfaces which the public generally thinks of as "paved," although some of the lowest types, if old and not well maintained, may appear to be gravel roads.

The accompanying table M-1 reports mileage for 1974, by States, classified by system. Table M-2 summarizes these data, by type of surface, for the United States as a whole.

The road and street mileage in the United States have grown but little in extent in recent years. Although construction of highways on new location continues, most construction is for the resurfacing, widening, elimination of hazards, and other improvements of existing roads and streets. The annual change in total United States mileage reflects construction on new location and abandonments, but does not reflect extensive reconstruction on existing locations. A comparison of rural, municipal, and total mileage for the years 1945-74 follows:

<u>Year</u>	<u>Rural Mileage</u> (1,000 miles)	<u>Municipal Mileage</u> (1,000 miles)	<u>Total Mileage</u> (1,000 miles)
1945	3,012	306	3,318
1950	2,990	323	3,313
1955	3,045	373	3,418
1960	3,108	430	3,538
1965	3,183	507	3,690
1966	3,188	510	3,698
1967	3,184	521	3,705
1968	3,152	532	3,684
1969	3,162	548	3,710
1970	3,169	561	3,730
1971	3,166	593	3,759
1972	3,173	613	3,786
1973	3,176	631	3,807
1974	3,178	638	3,816

TOTAL ROAD AND STREET MILEAGE--1974

CLASSIFIED BY SYSTEM

MILEAGE AS OF DECEMBER 31, 1974 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-1
NOVEMBER 1975

STATE	RURAL MILEAGE									MUNICIPAL MILEAGE					TOTAL RURAL AND MUNICIPAL MILEAGE	STATE		
	UNDER STATE CONTROL				UNDER LOCAL CONTROL					UNDER FEDERAL CONTROL 1/	TOTAL RURAL ROADS	UNDER STATE CONTROL					UNDER LOCAL CONTROL, LOCAL CITY STREETS 2/	TOTAL MUNICIPAL MILEAGE
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 5/	TOTAL	EXTEN-SIONS OF STATE PRIMARY SYSTEM			EXTEN-SIONS OF STATE SECONDARY ROADS 3/	TOTAL					
ALABAMA	8,615	10,329	875	19,819	48,288	-	-	48,288	275	68,382	1,963	80	2,043	15,990	18,033	86,415	ALABAMA	
ALASKA	3,877	1,027	-	4,904	-	-	1,766	1,766	1,676	8,346	357	167	524	978	1,502	9,848	ALASKA	
ARIZONA	5,667	-	-	5,667	21,465	-	-	21,465	17,953	45,085	356	-	356	6,664	7,020	52,105	ARIZONA	
ARKANSAS	13,758	-	-	13,758	47,886	-	4,535	52,421	1,836	68,015	1,966	-	1,966	8,129	10,095	78,110	ARKANSAS	
CALIFORNIA	12,691	-	1,581	14,272	71,416	-	-	71,416	36,554	122,242	2,409	-	2,409	44,965	47,374	169,616	CALIFORNIA	
COLORADO	8,467	-	-	8,467	66,805	-	-	66,805	862	76,134	616	-	616	7,574	8,190	84,324	COLORADO	
CONNECTICUT	328	1,001	189	1,518	-	3,955	3	3,958	-	5,476	881	1,475	2,356	11,021	13,377	18,853	CONNECTICUT	
DELAWARE	533	3,691	135	4,359	-	-	-	-	-	4,359	98	145	243	558	801	5,160	DELAWARE	
DIST. OF COL.	-	-	-	-	-	-	-	-	-	-	-	-	-	6/ 1,102	6/ 1,102	6/ 1,102	DIST. OF COL.	
FLORIDA	10,134	2,666	-	12,800	57,336	-	-	57,336	1,184	71,320	2,106	258	2,364	24,407	26,771	98,091	FLORIDA	
GEORGIA	15,760	-	113	15,873	68,459	-	-	68,459	1,035	85,367	2,475	-	2,475	12,747	15,222	100,589	GEORGIA	
HAWAII	466	389	41	896	1,646	-	-	1,646	100	2,642	64	19	83	956	1,039	3,681	HAWAII	
IDAHO	4,641	-	137	4,778	14,061	-	11,230	25,291	23,161	53,230	353	-	353	2,931	3,284	56,514	IDAHO	
ILLINOIS	13,015	-	156	13,171	15,432	72,973	-	88,405	298	101,874	3,942	-	3,942	25,314	29,256	131,130	ILLINOIS	
INDIANA	10,056	-	157	10,213	65,276	-	-	65,276	66	75,555	1,238	-	1,238	14,613	15,851	91,406	INDIANA	
IOWA	8,808	-	274	9,082	89,789	-	-	89,789	69	98,940	1,243	-	1,243	12,649	13,892	112,832	IOWA	
KANSAS	9,686	-	422	10,108	113,026	-	-	113,026	94	123,228	783	-	783	10,713	11,496	134,724	KANSAS	
KENTUCKY	4,259	19,430	189	23,878	39,396	-	-	39,396	609	63,883	381	758	1,139	4,911	6,050	69,933	KENTUCKY	
LOUISIANA	3,886	10,274	32	14,192	28,147	-	-	28,147	323	42,662	909	995	1,904	9,694	11,598	54,260	LOUISIANA	
MAINE	3,465	7,220	267	10,952	-	7,861	-	7,861	168	18,981	460	429	889	1,674	2,563	21,544	MAINE	
MARYLAND	1,032	3,768	227	5,027	16,084	-	1,690	17,774	381	23,182	58	295	353	3,893	4,246	27,428	MARYLAND	
MASSACHUSETTS	1,055	-	682	1,737	-	11,899	-	11,899	12	13,648	1,891	-	1,891	15,830	17,721	31,369	MASSACHUSETTS	
MICHIGAN	8,022	-	221	8,243	87,951	-	21	87,972	2,460	98,675	1,300	-	1,300	18,616	19,916	118,591	MICHIGAN	
MINNESOTA	10,112	-	975	11,087	41,724	56,299	-	98,023	1,539	110,649	2,085	-	2,085	15,600	17,685	128,334	MINNESOTA	
MISSISSIPPI	9,766	-	-	9,766	49,723	-	-	49,723	239	59,728	1,078	-	1,078	6,144	7,222	66,950	MISSISSIPPI	
MISSOURI	6,869	22,972	-	29,842	68,455	-	-	68,455	707	99,004	920	1,273	2,193	15,527	17,720	116,724	MISSOURI	
MONTANA	6,188	48	71	6,307	59,775	-	-	59,775	9,576	75,658	171	43	214	2,333	2,547	78,205	MONTANA	
NEBRASKA	9,341	-	497	9,838	62,571	17,794	-	80,365	579	90,782	520	-	520	6,496	7,016	97,798	NEBRASKA	
NEVADA	2,142	4,037	-	6,179	27,911	-	-	27,911	13,645	47,735	106	128	234	1,686	1,920	49,655	NEVADA	
NEW HAMPSHIRE	1,269	1,756	41	3,066	-	7,051	3	7,054	142	10,262	750	597	1,347	3,547	4,894	15,156	NEW HAMPSHIRE	
NEW JERSEY	770	-	837	1,607	6,802	5,300	16	12,118	13	13,738	1,425	-	1,425	17,541	18,966	32,704	NEW JERSEY	
NEW MEXICO	11,667	-	61	11,728	46,417	-	-	46,417	6,832	64,977	1,037	-	1,037	4,184	5,221	70,198	NEW MEXICO	
NEW YORK	10,641	-	1,222	11,863	12,979	31,152	2	44,133	35	56,031	5,584	-	5,584	46,128	51,712	107,743	NEW YORK	
NORTH CAROLINA	11,868	59,115	459	71,442	-	-	-	-	2,112	73,554	1,650	2,274	3,924	11,146	15,070	88,624	NORTH CAROLINA	
NORTH DAKOTA	6,703	-	27	6,730	17,573	77,055	1	94,629	1,298	102,657	275	-	275	3,002	3,277	105,934	NORTH DAKOTA	
OHIO	16,005	-	1,079	17,084	29,873	39,153	-	69,026	29	86,139	3,158	-	3,158	20,950	24,108	110,247	OHIO	
OKLAHOMA	10,880	-	644	11,524	81,893	-	-	81,893	34	93,451	1,284	-	1,284	13,730	15,014	108,465	OKLAHOMA	
OREGON	4,430	2,530	2,600	9,560	28,252	-	6,827	35,079	52,375	97,014	433	189	622	6,248	6,870	133,884	OREGON	
PENNSYLVANIA	13,617	25,017	3,930	42,564	653	46,288	-	46,941	858	90,363	3,041	2,946	5,987	18,518	24,505	114,868	PENNSYLVANIA	
RHODE ISLAND	283	-	262	545	-	474	-	474	-	1,019	771	-	771	3,685	4,456	5,475	RHODE ISLAND	
SOUTH CAROLINA	8,759	23,608	163	32,530	20,408	-	-	20,408	555	53,493	1,065	4,036	5,101	2,037	7,138	60,631	SOUTH CAROLINA	
SOUTH DAKOTA	8,676	-	134	8,810	32,320	36,798	-	69,118	1,570	79,498	285	-	285	2,749	3,034	82,532	SOUTH DAKOTA	
TENNESSEE	7,959	-	347	8,306	59,211	-	28	59,239	1,027	68,756	1,755	-	1,755	10,531	12,286	81,042	TENNESSEE	
TEXAS	61,633	-	10	61,643	135,819	-	-	135,819	1,027	198,489	7,783	-	7,783	47,523	55,306	253,795	TEXAS	
UTAH	4,834	-	-	4,834	21,287	-	-	21,287	-	17,603	43,724	657	-	657	4,006	4,663	48,387	UTAH
VERMONT	2,419	-	195	2,614	-	10,015	-	10,015	188	12,817	231	-	231	788	1,019	13,836	VERMONT	
VIRGINIA	8,155	41,656	-	49,811	885	-	-	885	2,121	52,817	1,501	1,203	2,706	6,900	9,606	62,423	VIRGINIA	
WASHINGTON	6,239	-	8,360	14,599	39,933	-	-	39,933	16,776	71,308	673	-	673	9,549	10,222	81,530	WASHINGTON	
WEST VIRGINIA	4,892	26,443	668	32,003	-	-	-	-	823	32,826	530	249	779	2,860	3,639	36,465	WEST VIRGINIA	
WISCONSIN	10,176	-	587	10,763	18,866	59,886	361	79,113	68	89,944	1,752	-	1,752	13,024	14,776	104,720	WISCONSIN	
WYOMING	5,936	-	-	5,936	15,395	-	6,085	21,480	3,077	30,493	161	-	161	1,203	1,364	31,857	WYOMING	
TOTAL	410,450	266,977	28,868	706,295	1,731,188	483,953	32,568	2,247,709	224,148	3,178,152	66,532	17,559	84,091	553,564	637,655	3,815,807	TOTAL	

1/ MILEAGE IN FEDERAL PARKS, FORESTS, AND RESERVATIONS THAT ARE NOT A PART OF THE STATE AND LOCAL HIGHWAY SYSTEMS.

2/ INCLUDES ALL ROADS, STREETS, AND PUBLIC WAYS NOT UNDER STATE CONTROL IN MUNICIPALITIES AND DELIMITED UNINCORPORATED PLACES HAVING AN ESTIMATED POPULATION OF 1,000 OR MORE.

3/ INCLUDES MILEAGE OF COUNTY ROADS UNDER STATE CONTROL IN ALL COUNTIES OF DELAWARE, NORTH CAROLINA, AND WEST VIRGINIA; 10 COUNTIES IN ALABAMA; RURAL BOROUGHS IN ALASKA; ALL BUT 2 COUNTIES IN VIRGINIA; SOME MILEAGE IN KENTUCKY AND NEVADA; MILEAGE

DESIGNATED AS FARM-TO-MARKET IN LOUISIANA; AND THE STATE-AID SYSTEM IN MAINE.

4/ INCLUDES MILEAGE OF STATE PARK, FOREST, INSTITUTIONAL, TOLL AND OTHER ROADS THAT ARE NOT A PART OF THE STATE HIGHWAY SYSTEM.

5/ INCLUDES MILEAGE IN SPECIAL HIGHWAY DISTRICTS AND MILEAGE NOT IDENTIFIED BY ADMINISTRATIVE AUTHORITY.

6/ INCLUDES 87 MILES OF STREETS IN FEDERAL PARKS.

TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1974

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

MILEAGE AS OF DECEMBER 31, 1974 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-2
NOVEMBER 1975

SYSTEM	NONSURFACED MILEAGE ^{1/}			SURFACED MILEAGE ^{2/}				TOTAL SURFACED MILEAGE	TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J		
RURAL MILEAGE:									
UNDER STATE CONTROL:									
STATE PRIMARY SYSTEMS	436	2,204	2,640	8,627	110,650	247,335	41,198	407,810	410,450
SECONDARY ROADS UNDER STATE CONTROL:									
STATE SECONDARY SYSTEMS ^{3/}	2,114	236	2,350	4,983	63,808	40,569	1,370	110,730	113,080
LOCAL ROADS UNDER STATE CONTROL ^{4/}	10,013	5,603	15,616	44,202	59,876	33,813	390	138,281	153,897
SUBTOTAL STATE SYSTEMS	<u>12,563</u>	<u>8,043</u>	<u>20,606</u>	<u>57,812</u>	<u>234,334</u>	<u>321,717</u>	<u>42,958</u>	<u>656,821</u>	<u>677,427</u>
STATE PARKS, FORESTS, AND RESERVATIONS, ETC. ^{5/}	2,316	9,153	11,469	9,109	3,458	3,863	969	17,399	28,868
TOTAL	<u>14,879</u>	<u>17,196</u>	<u>32,075</u>	<u>66,921</u>	<u>237,792</u>	<u>325,580</u>	<u>43,927</u>	<u>674,220</u>	<u>706,295</u>
UNDER LOCAL CONTROL:									
COUNTY ROADS	198,952	238,307	437,259	783,454	343,408	156,185	10,882	1,293,929	1,731,188
TOWN AND TOWNSHIP ROADS	46,854	42,887	89,741	264,059	96,900	32,158	1,095	394,212	483,953
OTHER LOCAL ROADS	7,904	5,466	13,370	13,618	4,661	776	143	19,198	32,568
TOTAL	<u>253,710</u>	<u>286,660</u>	<u>540,370</u>	<u>1,061,131</u>	<u>444,969</u>	<u>189,119</u>	<u>12,120</u>	<u>1,707,339</u>	<u>2,247,709</u>
UNDER FEDERAL CONTROL:									
NATIONAL PARKS, FORESTS, RESERVATIONS, ETC. ^{5/}	82,487	70,973	153,460	52,106	10,627	7,723	232	70,688	224,148
TOTAL RURAL MILEAGE	351,076	374,829	725,905	1,180,158	693,388	522,422	56,279	2,452,247	3,178,152
MUNICIPAL MILEAGE:									
UNDER STATE CONTROL:									
EXTENSIONS OF STATE PRIMARY SYSTEMS	12	34	46	153	7,226	45,893	13,214	66,486	66,532
EXTENSIONS OF SECONDARY ROADS UNDER STATE CONTROL ^{3/ 4/}	176	92	268	347	8,302	7,516	1,126	17,291	17,559
TOTAL	<u>188</u>	<u>126</u>	<u>314</u>	<u>500</u>	<u>15,528</u>	<u>53,409</u>	<u>14,340</u>	<u>83,777</u>	<u>84,091</u>
UNDER LOCAL CONTROL:									
LOCAL CITY STREETS	4,872	17,278	22,150	68,951	239,371	178,743	44,349	531,414	553,564
TOTAL MUNICIPAL MILEAGE	5,060	17,404	22,464	69,451	254,899	232,152	58,689	615,191	637,655
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	356,136	392,233	748,369	1,249,609	948,287	754,574	114,968	3,067,438	3,815,807

^{1/} NONSURFACED INCLUDES A AND B, PRIMITIVE AND UNIMPROVED, AND C, GRADED AND DRAINED ROADS.

^{2/} SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: D, SOIL-SURFACED; E, SLAG, GRAVEL, OR STONE; F, BITUMINOUS SURFACE TREATED; G-1, MIXED BITUMINOUS, AND H-1, BITUMINOUS PENETRATION HAVING A COMBINED THICKNESS OF SURFACE AND BASE LESS THAN 7 INCHES AND/OR LOW LOAD-BEARING CAPACITY; G-2, MIXED BITUMINOUS, AND H-2, BITUMINOUS PENETRATION HAVING A COMBINED THICKNESS OF SURFACE AND BASE 7 INCHES OR MORE AND/OR HIGH LOAD-BEARING CAPACITY WITH OR WITHOUT PORTLAND CEMENT CONCRETE BASE; I, BITUMINOUS CONCRETE AND SHEET ASPHALT WITH OR WITHOUT PORTLAND CEMENT CONCRETE BASE; AND J, PORTLAND CEMENT CONCRETE WITH OR WITHOUT BITUMINOUS WEARING SURFACE LESS THAN ONE INCH IN COMPACTED THICKNESS. SEGREGATION OF G AND H SURFACES ACCORDING TO THICKNESS AND LOAD-BEARING CAPACITY IS NOT UNIFORM FOR ALL STATES. WHERE NO SEGREGATION WAS REPORTED FOR THEM, THE MILEAGE WAS CLASSIFIED AS G-1, AND H-1.

^{3/} INCLUDES MILEAGE DESIGNATED AS FARM-TO-MARKET IN LOUISIANA AND AS STATE-AID IN MAINE.

^{4/} INCLUDES MILEAGE OF COUNTY ROADS UNDER STATE CONTROL IN ALL COUNTIES OF DELAWARE, NORTH CAROLINA, AND WEST VIRGINIA; 10 COUNTIES IN ALABAMA; RURAL BOROUGHS IN ALASKA; ALL BUT 2 COUNTIES IN VIRGINIA; AND SOME COUNTY MILEAGE IN KENTUCKY AND NEVADA.

^{5/} STATE AND NATIONAL PARK, FOREST, RESERVATION, TOLL, AND OTHER ROADS THAT ARE NOT A PART OF THE STATE SYSTEM.

TOTAL ROAD AND STREET MILEAGE--1974¹

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

Mileage as of December 31, 1974 compiled from reports of State authorities

TABLE M-12
NOVEMBER 1975

STATE	FEDERAL-AID HIGHWAY SYSTEMS																	NOT ON FEDERAL-AID				ALL SYSTEMS						
	INTERSTATE						OTHER PRIMARY			SECONDARY				ALL FEDERAL-AID				FEDERAL-AID PRIMARY URBAN TYPE II	OTHER STATE RURAL	OTHER STATE URBAN AND MUNICIPAL	LOCAL RURAL	LOCAL URBAN AND MUNICIPAL	RURAL	URBAN	TOTAL			
	RURAL			URBAN			TOTAL	RURAL	URBAN	TOTAL	STATE		LOCAL		TOTAL	RURAL	URBAN									TOTAL		
	FINAL	TRAVELED WAY 2/	TOTAL	FINAL	TRAVELED WAY 2/	TOTAL					RURAL	URBAN	RURAL	URBAN													RURAL	URBAN
Alabama	611	125	736	94	68	162	898	4,733	705	5,438	150	4,058	167	11,023	356	15,604	20,550	1,560	22,090	554	952	30	48,354	14,435	69,856	16,559	86,415	
Alaska	-	-	-	-	-	-	-	1,696	32	1,728	(4/)	2,409	28	-	-	2,437	4,105	60	4,165	69	-	-	-	5,306	308	9,411	437	9,848
Arizona	973	163	1,136	52	23	75	1,211	2,095	119	2,214	1,042	1,190	10	1,638	116	14,554	6,559	1,362	8,021	111	819	5	37,406	5,743	44,884	7,221	52,105	
Arkansas	429	-	429	79	6	85	314	3,112	417	3,529	240	10,194	333	3,853	145	14,255	17,588	1,400	18,988	196	965	140	49,680	8,141	68,233	9,877	78,110	
California	1,424	111	1,535	670	106	776	2,311	5,779	1,188	6,967	3,762	4,403	250	8,775	1,415	14,863	20,492	7,371	27,863	7,114	2,306	19	97,502	34,812	120,300	49,316	169,616	
Colorado	733	120	853	92	-	92	945	3,254	328	3,582	1,080	4,382	98	-	-	4,480	8,489	1,598	10,087	5	53	9	67,554	6,616	76,096	8,228	84,324	
Connecticut	107	35	142	171	10	181	323	577	369	946	467	888	311	13	36	1,248	1,620	1,364	2,984	701	646	577	3,771	10,174	6,037	12,816	18,853	
Delaware	8	1	9	21	-	21	30	434	96	530	103	1,283	164	-	1	1,448	1,726	385	2,111	7	135	-	1,887	1,020	3,748	1,412	45,160	
Dist. of Col.	-	-	-	12	18	30	30	-	109	109	14	-	-	-	111	111	-	264	264	129	-	-	-	-	709	-	1,102	1,102
Florida	880	280	1,160	167	169	336	1,496	3,091	469	3,560	1,348	7,356	597	5,597	232	13,782	17,208	2,982	20,190	2,761	993	180	51,148	22,819	69,349	28,742	98,091	
Georgia	734	193	927	184	14	198	1,125	6,685	730	7,415	94	8,811	269	10,776	435	20,291	27,199	1,726	28,925	-	516	173	58,817	12,158	86,532	14,057	100,589	
Hawaii	8	11	19	14	16	30	49	454	47	501	27	331	10	441	894	124	1,018	113	1,131	113	89	-	1,575	886	2,558	1,123	3,681	
Idaho	528	51	579	26	10	36	615	2,464	49	2,513	204	1,795	13	3,760	55	5,623	8,598	357	8,955	-	145	1	44,658	2,755	53,401	3,113	56,514	
Illinois	1,121	226	1,347	328	78	406	1,753	8,501	1,923	10,424	436	5,965	438	12,255	550	15,188	24,048	3,753	27,801	191	1,614	935	76,649	23,940	102,311	28,819	131,130	
Indiana	816	98	914	210	25	235	1,149	3,779	589	4,368	1,750	5,986	262	11,853	498	17,999	21,932	3,334	25,266	-	178	45	53,254	12,663	75,364	16,042	91,406	
Iowa	579	104	683	93	36	129	812	8,507	554	9,061	188	-	-	32,858	307	33,165	42,048	1,178	43,226	502	458	11	57,228	11,407	99,734	13,098	112,832	
Kansas	671	10	681	111	12	123	804	6,616	345	6,961	166	2,853	13	21,297	235	24,398	31,447	882	32,329	453	212	8	91,743	9,979	123,402	11,322	134,724	
Kentucky	533	84	617	84	18	103	720	3,352	413	3,765	95	6,572	267	7,922	143	14,904	18,463	1,021	19,484	317	972	69	43,620	5,491	63,055	6,823	69,878	
Louisiana	394	156	550	17	3	120	677	4,912	69	5,081	32	2,255	32	17,972	-	17,972	18,030	1,800	19,832	-	3,742	292	28,482	8,862	43,306	10,856	54,260	
Maine	269	18	287	23	4	27	314	1,443	178	1,621	64	2,501	112	-	-	2,613	4,231	381	4,612	90	6,861	286	8,024	1,671	19,116	2,428	21,544	
Maryland	177	1	178	151	31	182	360	1,368	479	1,847	45	2,214	361	4,413	576	7,564	8,173	1,643	9,816	550	609	49	12,833	3,371	21,615	5,813	27,428	
Massachusetts	202	202	404	31	34	251	453	892	1,069	1,961	1,726	2,911	787	774	2,269	2,298	4,111	6,409	1,323	562	14	10	10,734	12,187	13,594	17,775	31,369	
Michigan	698	32	730	334	86	420	1,150	4,569	960	5,529	3,915	2,322	59	22,669	625	25,675	30,290	5,979	36,269	253	263	6	69,113	12,687	99,666	18,925	118,591	
Minnesota	542	139	681	154	84	238	919	6,331	758	7,089	319	4,072	83	25,883	681	30,719	36,967	1,899	38,866	294	987	26	74,505	13,656	112,459	15,875	128,334	
Mississippi	545	28	573	80	23	103	676	5,342	360	5,702	612	4,166	78	11,918	241	16,403	21,999	1,394	23,393	-	173	50	38,047	5,287	60,219	6,731	66,950	
Missouri	764	88	852	225	36	261	1,113	6,431	503	6,934	736	23,251	334	24	39	23,864	30,774	1,873	32,647	874	227	54	68,344	14,578	99,345	17,379	116,724	
Montana	928	231	1,159	29	7	36	1,195	5,077	87	5,164	278	-	-	5,925	3	5,928	12,861	404	12,565	24	71	-	63,415	2,130	75,647	2,558	78,205	
Nebraska	425	17	442	28	13	41	483	5,374	229	5,603	100	3,771	10	13,574	130	17,485	23,161	510	23,671	162	497	-	67,363	6,105	91,021	6,777	97,798	
Nevada	433	83	516	18	3	21	537	1,824	76	1,900	100	2,284	15	1,302	32	3,633	5,926	244	6,170	-	1,128	10	40,496	1,851	47,550	2,105	49,655	
New Hampshire	163	17	180	30	6	36	216	912	119	1,031	190	1,599	81	26	3	1,709	2,717	429	3,146	72	1,040	363	7,167	3,368	10,924	4,232	15,156	
New Jersey	110	21	131	188	55	243	374	849	614	1,463	1,440	24	13	1,202	593	1,832	2,206	2,903	5,109	892	546	71	6,688	19,398	9,440	23,264	32,704	
New Mexico	854	32	906	75	21	96	1,002	2,753	198	2,951	687	5,745	116	149	5	6,015	9,353	1,102	10,655	-	2,532	96	53,085	3,830	65,170	5,028	70,198	
New York	672	188	860	512	81	593	1,453	6,910	3,284	10,194	2,174	2,933	1,202	9,064	2,483	15,682	19,767	9,736	29,503	952	1,097	157	57,041	18,993	77,905	29,838	107,743	
North Carolina	521	84	605	98	64	162	871	3,189	563	3,752	202	8,213	527	19,422	803	28,965	31,533	2,257	33,790	545	564	69	45,152	40,601	85,753	6,823	88,624	
North Dakota	506	53	559	17	3	20	579	4,102	69	4,171	203	2,193	3	11,776	29	14,902	18,030	325	18,955	-	7	1	84,437	8,506	103,097	2,837	105,934	
Ohio	922	29	951	490	67	567	1,538	4,835	1,415	6,250	429	8,669	901	9,050	1,991	21,811	24,705	5,323	30,028	623	1,480	76	59,599	18,441	85,784	24,463	110,247	
Oklahoma	651	18	669	129	-	129	798	4,520	349	4,869	1,294	6,083	198	9,573	519	16,373	20,845	2,489	23,334	-	366	16	73,062	11,687	94,273	14,192	108,465	
Oregon	588	4	592	108	29	137	729	2,978	285	3,263	128	3,390	145	5,278	366	9,179	12,238	1,061	13,299	1,525	2,632	6	80,770	5,652	95,440	8,244	103,884	
Pennsylvania	1,176	36	1,212	255	130	385	1,597	5,456	1,354	6,810	180	11,837	1,787	107	40	13,771	18,612	3,746	22,358	1,515	23,695	1,943	48,593	16,764	90,900	23,968	114,868	
Rhode Island	24	7	31	44	23	67	98	107	212	319	146	249	166	52	101	568	439	692	1,131	262	339	106	3,025	1,390	4,085	5,475		
South Carolina	557	123	680	77	12	89	769	3,838	591	4,429	11	19,684	722	1,172	20	21,598	25,374	1,433	26,807	128	8,362	3,550	20,396	1,388	54,132	6,499	60,631	
South Dakota	555	137	692	13	7	20	712	5,036	105	5,141	255	2,619	-	11,057	12	13												

TOTAL ROAD AND STREET MILEAGE--1974

CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

MILEAGE AS OF DECEMBER 31, 1974 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-21
NOVEMBER 1975

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS							TOTAL FEDERAL-AID SYSTEMS	FEDERAL-AID PRIMARY URBAN TYPE II HIGHWAYS	NOT ON FEDERAL-AID SYSTEMS	TOTAL
				TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM ^{1/}			FEDERAL-AID URBAN HIGHWAY SYSTEM	TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM						
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		RURAL	URBAN	TOTAL				
STATE PRIMARY HIGHWAY SYSTEM:														
RURAL	31,055	2,137	33,192	200,786	8,175	208,961	913	175,133	2,826	177,959	387,833	60	22,557	410,450
MUNICIPAL 5,000 AND OVER	409	6,231	6,640	2,261	24,653	26,914	4,347	762	6,903	7,665	38,926	636	2,780	42,342
MUNICIPAL UNDER 5,000	938	195	1,133	12,740	872	13,612	122	8,891	339	9,230	22,964	9	1,217	24,190
SUBTOTAL	32,402	8,563	40,965	215,787	33,700	249,487	5,382	184,786	10,068	194,854	449,723	705	26,554	476,982
STATE SECONDARY HIGHWAY SYSTEM:														
RURAL	50	10	60	2,218	271	2,489	73	68,183	1,359	69,542	72,104	189	40,787	113,080
MUNICIPAL 5,000 AND OVER	5	57	62	121	647	768	556	454	1,818	2,272	3,596	764	3,761	8,121
MUNICIPAL UNDER 5,000	2	1	3	121	24	145	6	1,973	40	2,013	2,164	6	2,779	4,949
SUBTOTAL	57	68	125	2,460	942	3,402	635	70,610	3,217	73,827	77,864	959	47,327	126,150
LOCAL ROADS UNDER STATE CONTROL:														
RURAL	54	-	54	168	6	174	207	49,348	408	49,756	50,137	88	103,672	153,897
MUNICIPAL 5,000 AND OVER	-	21	21	=	101	101	140	194	532	726	967	129	945	2,041
MUNICIPAL UNDER 5,000	1	1	2	6	1	7	1	700	42	742	750	5	1,693	2,448
SUBTOTAL	55	22	77	174	108	282	348	50,242	982	51,224	51,854	222	106,310	158,386
TOTAL STATE HIGHWAYS														
	32,514	8,653	41,167	218,421	34,750	253,171	6,365	305,638	14,267	319,905	579,441	1,886	180,191	761,518
COUNTY ROADS	=	=	=	206	24	230	4,283	285,934	4,551	290,485	294,998	3,629	1,432,561	1,731,188
TOWN, TOWNSHIP AND OTHER LOCAL	5	=	5	124	8	132	412	6,113	87	6,200	6,744	59	509,718	516,521
CITY STREETS ^{2/}	1	84	85	44	1,028	1,072	22,810	8,743	10,928	19,671	43,553	20,804	489,207	553,564
ROADS NOT OVERLAPPING STATE, COUNTY, OR OTHER LOCAL SYSTEMS:														
STATE PARK, FOREST, RESERVATION, AND OTHER ROADS	1	3	4	86	245	331	70	16	12	28	429	33	26,073	26,535
NATIONAL PARK, FOREST, AND RESERVATION ROADS	=	=	=	290	12	302	-	278	3	281	583	-	223,565	224,148
TOLL FACILITIES	1,160	337	1,497	1,175	346	1,521	1	3	1	4	1,526	-	807	2,333
TOTAL EXISTING MILEAGE ^{2/}	33,681	9,077	42,758	220,346	36,413	256,759	33,941	606,725	29,849	636,574	927,274	26,411	2,862,122	3,815,807

- ^{1/} MILEAGE OF INTERSTATE SYSTEM INCLUDED.
^{2/} MUNICIPAL EXTENSIONS OF COUNTY, TOWN AND TOWNSHIP ROADS INCLUDED.
^{3/} DOES NOT INCLUDE MILEAGE IN PUERTO RICO.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
January 20, 1976

FHWA 3-76
(202) 426-0677

The U.S. Department of Transportation's Federal Highway Administration (FHWA) today announced the availability of its fiscal year 1975 annual report on the Federally Coordinated Program of Highway Research and Development (FCP).

Presenting a detailed and attractively illustrated account of FHWA's progress in highway research and development (R&D) during this period, the 98-page report consists of two major parts, the first of which provides an in-depth discussion of the agency's R & D activities. The second portion gives a variety of information relating to the agency mission, organization, services, and funding.

Federal Highway Administrator Norbert T. Tiemann described the new report as "a part of the FHWA's continuing effort to acquaint industry and the public with significant developments in highway research and development. Because technology transfer or making available the results of FHWA-sponsored highway research is a major goal of our R & D program," said Administrator Tiemann "we regard the publication of this report to be of substantial assistance in that effort."

Program activities described in the report range from FCP categories relating to "improved highway design and operation for safety" and "reduction of traffic congestion and improved operational efficiency" to "environmental considerations in highway design, location, construction and operation." Although these categories reflect contemporary priorities in highway R & D, such familiar topics as improved materials utilization and durability are still important and have, in fact, expanded in scope.

While the report is primarily concerned with the direct research and development efforts conducted by the FHWA, coverage is also provided for other highway research financed with Federal-aid highway funds.

- more -

The report provides some detail on the ways in which government agencies, as well as educational institutions, research contractors, and others, can apply to participate in this program.

Official public release of the report is being made today in conjunction with the opening of the Transportation Research Board's annual national meeting in Washington, D.C. Copies of the report will be distributed to registrants without charge at the FHWA R & D exhibit. After the meeting, copies of the report will be available to the public from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is \$2.25 postpaid (Stock No. 050-001-0010-3-9).

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
January 26, 1976

FHWA 4-76
(202) 426-0677

New design standards for gas, food and lodging motorist services symbol signs on the Nation's highways were announced today by the U. S. Department of Transportation's Federal Highway Administration (FHWA).

The standards include the use of these symbols along with existing symbols for phone, hospital and camping on the main line of freeways, expressways and conventional highways. These standards provide guidance for the use of a single symbol sign or for as many as six symbols in one assembly.

The new design and use standards were developed with the cooperation of the American Association of State Highway and Transportation Officials and the National Advisory Committee on Uniform Traffic Control Devices. Adopted by FHWA for use as national standards for application on appropriate classes of highways, the new standards were published as revisions to Part II of the Manual on Uniform Traffic Control Devices.

Copies of the revisions to the design and use standards as well as the design layouts of the new motorist services symbol signs can be obtained upon request from the FHWA's Office of Traffic Operations, Traffic Control Systems Division (HTO-21), Washington, D.C. 20590, or by calling (202) 426-0411.

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 18, 1976

FHWA 5-76
(202) 426-0677

A petition to require automatic speed recording devices on interstate buses and vehicles transporting hazardous materials has been denied by the Department of Transportation's Federal Highway Administration.

The recording devices (tachographs) produce a record in chart form showing such functions as engine speed, vehicle speed, and engine operation and shut-off.

FHWA's Bureau of Motor Carrier Safety published an Advanced Notice of Proposed Rulemaking in the Federal Register on May 28, 1975, soliciting public comment on the petition. The decision to deny the petition was based on data, views, and arguments filed in the public docket concerning cost, benefits, and effectiveness.

BMCS Director Robert A. Kaye said: "By denying these petitions, the Bureau does not mean to negate the usefulness of tachographs in a carrier's overall safety program. The use of tachographs is endorsed as a means of managerial supervision of commercial vehicle drivers."

He added: "Since ample evidence exists that excellent safety records can be achieved without the use of tachographs, a mandatory Federal requirement for their installation and use is not presently justified."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

1976--NEW HIGHWAY PERSPECTIVES FOR THE BICENTENNIAL YEAR

* * *

ADDRESS BY DEPUTY FEDERAL HIGHWAY ADMINISTRATOR J. R. COUPAL, JR.,
AT THE 4TH ANNUAL MEETING OF TENNESSEANS FOR BETTER TRANSPORTATION,
HYATT REGENCY HOTEL, NASHVILLE, TENNESSEE, FEBRUARY 3, 1976

* * *

LADIES AND GENTLEMEN, IT IS A GREAT PLEASURE FOR ME TO BE WITH YOU HERE IN NASHVILLE TODAY FOR THE FOURTH ANNUAL MEETING OF THE TENNESSEANS FOR BETTER TRANSPORTATION. IT BRINGS BACK MEMORIES OF OVER 30 YEARS AGO WHEN I WAS STATIONED HERE AS AN AIR FORCE CADET--ALTHOUGH IT DOESN'T SEEM POSSIBLE THAT THE INTERVENING PERIOD CONSTITUTES NEARLY A SIXTH OF THE ENTIRE HISTORY OF THE UNITED STATES. (I ALMOST WISH I HADN'T PUT IT IN THAT PERSPECTIVE--IT MAKES ME FEEL VERY ANCIENT!)

OUR BICENTENNIAL YEAR, 1976, WILL BE ONE OF GREAT RETROSPECTION AND PROJECTION; OF SOUL SEARCHING AND DIRECTION SETTING IN ALL FIELDS OF ACTIVITIES, INCLUDING THAT OF HIGHWAY TRANSPORTATION. AND IT SEEMS TO ME APPROPRIATE THAT IT BE SO. AFTER ALL, WE ARE THE OLDEST LIVING DEMOCRACY BY FAR--AND YET 200 YEARS IS AN EXCEEDINGLY SHORT PERIOD OF TIME IN THE HISTORY OF MANKIND. IF

FOR NO OTHER REASON THAN THIS DICHOTOMY IN TIME SPATIAL RELATIONSHIP, IT WOULD BE WELL FOR US TO PAUSE AND TAKE A LONG LOOK BACKWARD AT WHERE WE HAVE BEEN, AND THEN TRY TO PROJECT THE FUTURE WITH A BETTER KNOWLEDGE OF THE PAST.

ALTHOUGH THE TOTAL 60 YEAR HISTORY OF FEDERAL HIGHWAY OPERATIONS IN THE UNITED STATES HAS BEEN ONE OF UNUSUAL SUCCESS THE LAST DECADE OR TWO HAVE NOT BEEN UNTOUCHED BY DIFFICULTIES. IT IS TRUE THAT HERE IN THE UNITED STATES WE HAVE 42 PERCENT OF ALL THE REGISTERED VEHICLES IN THE WORLD AND ABOUT 25 PERCENT OF ALL THE HIGHWAY MILEAGE. WHENEVER ANY NATION WANTS TO KNOW HOW TO OPERATE A HIGHWAY/TRUCK/AUTOMOBILE MODE SUCCESSFULLY, IT TURNS TO THE UNITED STATES FOR COUNSEL AND GUIDANCE. NONETHELESS THE HIGHWAY/AUTOMOBILE MODE HAS IN RECENT YEARS BEEN FIGHTING OFF VERY VIGOROUS ATTACKS BY ENVIRONMENTALISTS AND URBANOLOGISTS WHO CONTEND THAT MANY OF OUR SOCIAL ILLS CAN BE TRACED TO THE POLLUTION, CONGESTION, DEPLETION OF RESOURCES, AND GENERAL MAYHEM CAUSED BY THIS MODE.

IT WAS TO SOME DEGREE A RESULT OF THIS DISENCHANTMENT WITH AUTOMOBILES AND HIGHWAYS THAT WE DID NOT GET A FEDERAL-AID HIGHWAY ACT OF 1975 AS WE HAD HOPED WE WOULD. IT SEEMS THAT CONGRESS, TOO, WAS PAUSING TO TAKE A LOOK AT THE DIRECTION IN WHICH THE HIGHWAY PROGRAM SHOULD BE MOVING. AT THE MOMENT WE HAVE TWO BILLS, ONE PASSED BY THE HOUSE AND ONE PASSED BY THE SENATE, GOING TO CONFERENCE COMMITTEE IN THE NEAR FUTURE. THESE BILLS DIFFER RATHER SIGNIFICANTLY IN MANY RESPECTS AND AT THIS POINT IN TIME IT WOULD BE VERY DIFFICULT TO PROJECT EXACTLY WHAT THE NATURE OF THE FINAL LEGISLATION MIGHT BE.

WITH RESPECT TO THE INTERSTATE SYSTEM ITSELF, THE HOUSE BILL PROVIDES A FUNDING LEVEL OF \$3.250 BILLION PER YEAR FOR THE NEXT 2 YEARS, BUT ADDS IN A \$750 MILLION ANNUAL DISCRETIONARY FUND TO BE APPLIED TO ROUTES OF NATIONAL SIGNIFICANCE. AND, FURTHER, THE HOUSE HAS NOT PROVIDED FOR THE ONE HALF OF ONE PERCENT MINIMUM INTERSTATE SYSTEM APPORTIONMENT AFTER A STATE HAS COMPLETED ITS FUNDING WHICH MIGHT BE USED THEN FOR OTHER HIGHWAYS. ON THE OTHER HAND, THE SENATE HAS PROVIDED THE SAME GENERAL FUNDING LEVEL OF \$3.250 BILLION BUT WITH NO DISCRETIONARY FUND. IT WOULD INSTEAD SPEED UP THE CONSTRUCTION OF SEGMENTS OF "NATIONAL SIGNIFICANCE" BY DISTRIBUTING THE \$3.250 BILLION ON A SPLIT FORMULA GIVING ADDED WEIGHT TO THOSE SEGMENTS. AND THE SENATE BILL WOULD PROVIDE A ONE-HALF-OF-ONE PERCENT MINIMUM PAYMENT TO EACH STATE EVEN THOUGH THE INTERSTATE SYSTEM IS COMPLETED.

THE FUNDING LEVELS FOR OTHER FEDERAL-AID SYSTEMS, AND THE NUMBER OF CATEGORIES SUPPORTED IN EACH OF THE TWO BILLS, REPRESENTS THE BIGGEST DIFFERENCES BETWEEN THEM. HOUSE RESOLUTION 8235 AUTHORIZES A TOTAL OF \$19.944 BILLION WHEREAS THE SENATE AUTHORIZES \$16.374 BILLION, INCLUDING \$6.5 BILLION OF INTERSTATE FUNDS FROM THE 1973 ACT (OR ONLY ABOUT AN ADDITIONAL \$10 BILLION OF NEW AUTHORIZATION). THE SENATE IS QUITE FIRM ABOUT RETAINING LOWER FUNDING LEVELS TO STAY WITHIN THE BUDGET COMMITTEE'S GUIDELINES.

HOUSE BILL 8235 HAS A TOTAL OF \$350 MILLION MORE THAN THE SENATE'S \$2.550 BILLION FOR PRIMARY, URBAN EXTENSIONS, PRIORITY PRIMARY, FEDERAL-AID SECONDARY, URBAN SYSTEMS AND OFF-SYSTEMS

PROGRAMS. HOUSE RESOLUTION 8235 AUTHORIZES \$250 MILLION FOR BRIDGE REPLACEMENT, DOUBLE THE \$125 MILLION CONTAINED IN SENATE 2711. THE NUMBER OF CATEGORIES CONTINUES HIGH IN THE HOUSE BILL, WHEREAS THERE HAS BEEN SOME REDUCTION IN CATEGORIES IN THE SENATE BILL.

ANOTHER KNOTTY PROBLEM IS THE AMENDMENT RELATING TO OUTDOOR ADVERTISING IN HOUSE RESOLUTION 8235. THE SENATE INTERPRETS THE DIRECTIONAL SIGNS FOR SERVICES SUCH AS FOOD AND GAS AS A "FOOT IN THE DOOR" FOR BILLBOARDS AND HAD REFUSED TO GO ALONG WITH A SIMILAR PROVISION LAST YEAR. THIS PROVISION ALONE COULD CAUSE CONSIDERABLE DISAGREEMENT BETWEEN THE CONFEREES.

THOSE, THEN, ARE A FEW OF THE MAJOR DIFFERENCES WHICH MUST BE RESOLVED. BUT THE MOST IMPORTANT POINT OF ALL IS THE FACT THAT, AT BEST, WHAT WE WILL BE GETTING IS AN INTERIM PIECE OF LEGISLATION, REGARDLESS OF THE FINAL FORM OF THE COMPROMISE. THE FEDERAL-AID HIGHWAY ACT OF 1976 WILL NOT ADDRESS THE LONG RANGE ISSUES, AND WHAT WE NEED AT THIS POINT IS MAJOR, NEW, LONG-TERM LEGISLATION TO ADDRESS THE NEW PROBLEMS AND SITUATIONS WHICH WILL FACE US IN THE SECOND HALF OF THIS DECADE AND BEYOND.

WHAT ARE THESE LONG RANGE ISSUES WHICH MUST BE DEVELOPED AS A BASIS OF A RETHINKING OF U.S. HIGHWAY PHILOSOPHY? AS I SEE THEM, THEY INCLUDE AT LEAST THE FOLLOWING.

1. THE APPROPRIATE FEDERAL, STATE AND LOCAL ROLES IN HIGHWAY CONSTRUCTION, OPERATION AND MAINTENANCE OF THE POST-INTERSTATE SYSTEM. FOR 60 YEARS NOW THE ROLE OF THE FEDERAL GOVERNMENT HAS BEEN TO PROVIDE GUIDANCE AND FINANCIAL ASSISTANCE TO THE

STATES IN THE CONSTRUCTION OF THE FEDERAL-AID HIGHWAY SYSTEM. IN THE LAST 20 YEARS THIS CONSTRUCTION EFFORT HAS BEEN HEAVILY TILTED TOWARD THE INTERSTATE SYSTEM BECAUSE THIS WAS THE SYSTEM WHICH HAD THE GREATEST NATIONAL CONNOTATIONS. WE HAD ALREADY BEEN THROUGH THE ERA OF GETTING THE FARMER OUT OF THE MUD AND CONNECTING UP THE FARMS TO THE MARKETS AND CITIES TO CITIES. WE HAVE NOW BEEN CONCENTRATING SINCE 1956 ON THE MAJOR TRAFFIC ARTERIAL SYSTEM FOR THE COUNTRY--THIS 42,500-MILE INTERSTATE SYSTEM.

HOW THIS ISSUE WILL FINALLY BE RESOLVED IS, OF COURSE, STILL UNKNOWN, BUT THERE ARE SOME MAJOR FACTORS THAT MUST BE CONSIDERED. FIRST OF ALL, IT IS QUESTIONABLE THAT WE WILL EVER "FINISH" THE INTERSTATE SYSTEM IN THE SENSE OF BEING ABLE TO SAY, "THIS JOB IS DONE AND WE CAN NOW TURN TO ANOTHER TASK." WE NOW REALIZE THAT THE INTERSTATE SYSTEM IS GOING TO REQUIRE A CONTINUING PROCESS OF UPGRADING, MODIFYING, AND REHABILITATING, IF WE ARE TO KEEP THE PERFORMANCE LEVEL UP TO STANDARD. THIS WILL BE EXTREMELY EXPENSIVE, AND PROBABLY BEYOND THE FINANCIAL CAPABILITIES OF ANY STATE TO DO IT PROPERLY. THE UNITED STATES HAS TOO GREAT AN INVESTMENT IN THIS SYSTEM TO ALLOW IT TO DETERIORATE. ALREADY WE HAVE SPENT \$60 BILLION TO COMPLETE THE 37,000 MILES THAT ARE NOW OPEN TO TRAFFIC AND WE ESTIMATE IT WILL TAKE ABOUT ANOTHER \$40 BILLION TO COMPLETE THE REMAINING 5,500 MILES. IT SEEMS CLEAR THEN THAT AT LEAST ONE CHANGED FEDERAL ROLE WILL HAVE TO BE FEDERAL PARTICIPATION IN THE

UPGRADING AND REHABILITATION OF THIS MAJOR NATIONAL ASSET.

BUT WHAT ABOUT THE FEDERAL ROLE IN THE LOWER SYSTEMS, THE PRIMARY, SECONDARY AND URBAN SYSTEMS? DECISIONS MUST BE MADE AS TO EXACTLY WHO WILL HAVE WHAT RESPONSIBILITIES FOR FINANCING THE CONSTRUCTION, MAINTENANCE AND OPERATION OF THESE SYSTEMS, AND THIS IS ONE OF THE MAJOR ISSUES THAT WILL BE DEBATED IN THE MONTHS TO COME.

2. FUNDING LEVELS AND FUNDING SOURCES. IN 1965, TOTAL EXPENDITURES FOR ALL OF THE HIGHWAY FUNCTIONS, INCLUDING DESIGN, ENGINEERING, CONSTRUCTION, MAINTENANCE AND OPERATION, BY ALL LEVELS OF GOVERNMENT, REACHED \$13.5 BILLION. TEN YEARS LATER IN 1975 OUR FIGURES SHOW THAT FOR THE SAME PURPOSES THE SAME AGENCIES SPENT \$25.5 BILLION. IN THE MEANTIME, HOWEVER, INFLATION HAD DECREASED THE VALUE OF THE DOLLAR BY 50 PERCENT SO THAT IN THE PURCHASING POWER OF 1965 DOLLARS WE ACTUALLY SPENT ONLY \$12.8 BILLION.

IN THAT SAME 10 YEAR PERIOD OF TIME THE NUMBER OF MILES OF HIGHWAYS IN THE UNITED STATES INCREASED FROM 3,690,000 TO 3,825,000. THE NUMBER OF REGISTERED VEHICLES ROSE FROM 91.7 MILLION TO 139.2 MILLION. VEHICLE MILES OF TRAVEL IN THAT DECADE INCREASED FROM 888 BILLION TO 1.3 TRILLION.

ALL THIS ADDS UP TO ONE CONCLUSION--THAT THE LEVEL OF PERFORMANCE ON OUR HIGHWAY SYSTEM HAS DETERIORATED DURING THE LAST 10 YEARS AND WILL CONTINUE TO DETERIORATE UNLESS WE INCREASE THE TOTAL FUNDING FOR HIGHWAY CONSTRUCTION, MAINTENANCE AND OPERATION.

WE HAVE NOT KEPT UP WITH INFLATION AT THE FEDERAL, STATE

OR LOCAL LEVELS, AND TO CONTINUE TO SPEND FEWER REAL HIGHWAY DOLLARS, AND THEREBY TO INCREASE THE RATE OF DETERIORATION OF THE HIGHWAY SYSTEM, WILL LEAD ONLY TO A CONDITION SIMILAR TO THAT IN WHICH THE RAILROADS FIND THEMSELVES TODAY. I DO NOT BELIEVE THIS NATION CAN AFFORD TO ALLOW THAT TO HAPPEN. I SUGGEST THAT A SECOND MAJOR ISSUE, THEN, WILL BE TO DETERMINE APPROPRIATE FUNDING LEVELS TO MAINTAIN A REASONABLE PERFORMANCE LEVEL ON OUR HIGHWAY SYSTEMS, AND TO RAISE THOSE FUNDS FAIRLY AND EQUITABLY IN ACCORDANCE WITH THE BENEFITS DERIVED BY THE USERS OF THE SYSTEMS.

3. NEW FUNDING MECHANISMS. GIVEN THE SITUATION OUTLINED IN THE ISSUE JUST ENUMERATED, WHAT FUNDING MECHANISMS CAN BE USED TO FINANCE ADEQUATELY THE HIGHWAY SYSTEMS OF THIS NATION? SHALL WE RETAIN THE HIGHWAY TRUST FUND? SHALL WE ESTABLISH A TRANSPORTATION TRUST FUND? SHALL WE TURN MORE AND MORE TO GENERAL REVENUE FUNDING TO BUILD AND MAINTAIN THE HIGHWAY SYSTEM? THESE ARE ALSO ISSUES THAT WILL BE DEBATED DURING THE COMING MONTHS (AS THEY HAVE BEEN FOR THE PAST SEVERAL YEARS). I SUGGEST THAT THE BICENTENNIAL YEAR WOULD BE A GOOD ONE IN WHICH TO DETERMINE, AT LEAST FOR THE NEXT DECADE, THE DIRECTION IN WHICH WE ARE GOING TO GO IN THIS NATION IN TERMS OF THE WAY IN WHICH WE WILL FUND OUR TRANSPORTATION SYSTEMS-- AND THEN MOVE ON TO DO SO.

4. QUALITY CONSTRUCTION. I SUGGEST THAT 1976 WOULD BE A GOOD YEAR ALSO TO RESOLVE TO GET BACK TO SOME BASIC HIGHWAY PRINCIPLES. DURING RECENT YEARS WE HAVE BEEN DIVERTED TO A CONSIDERABLE EXTENT

FROM OUR PRIMARY CONCERN WITH QUALITY CONSTRUCTION AND MAINTENANCE, TO NEW CONCERNS, SUCH AS ENVIRONMENTAL CONSIDERATIONS, DEPLETION OF NATURAL RESOURCES, MINORITY PARTICIPATION AND CIVIL RIGHTS, COMMUNITY IMPACTS, AND MANY OTHER EQUALLY IMPORTANT, BUT ANCILLARY CONSIDERATIONS. THESE ARE IMPORTANT, AND I AM NOT SUGGESTING THAT WE DECREASE OUR EFFORTS IN ANY OF THESE AREAS. I AM, HOWEVER, SUGGESTING THAT WE NEED TO READDRESS OURSELVES ONCE MORE TO THE BASIC FUNCTION OF THE HIGHWAY INDUSTRY--THE ASSURANCE THAT WE ARE BUILDING AND MAINTAINING QUALITY HIGHWAYS THAT WILL IN THE LONG RUN BE THE BEST INVESTMENT FOR OUR HIGHWAY DOLLAR.

5. THE INTERFACE OF HIGHWAY ORGANIZATIONS WITH RAIL AND MASS TRANSIT ORGANIZATIONS. MORE AND MORE ATTENTION WILL BE GIVEN IN THE COMING YEARS TO UPGRADING LIGHT AND HEAVY RAIL MASS TRANSIT AND RAILROAD FACILITIES. WHO IS BETTER EQUIPPED THAN THE HIGHWAY BUILDERS, THE ENGINEERS WHO DEVELOPED THE HIGHWAY SYSTEM THAT IS THE ENVY OF THE WHOLE WORLD, TO ASSUME NEW RESPONSIBILITIES IN THE REHABILITATION OF THE FIXED RAIL SYSTEMS IN THE NATION? I PREDICT THAT STATE AND FEDERAL HIGHWAY ORGANIZATIONS WILL BECOME MORE CLOSELY INVOLVED IN THIS NEW MAJOR THRUST WITHIN THE TRANSPORTATION FAMILY.

6. BETTER UTILIZATION OF EXISTING HIGHWAY SYSTEMS. THE TIME IS LONG PAST WHEN WE CAN AFFORD THE LUXURY OF BEING WASTEFUL OF THE FACILITIES THAT WE ALREADY HAVE. LAND AND OTHER RESOURCES ARE IN MANY AREAS BECOMING SCARCE. FUEL IS BECOMING MORE AND MORE PRECIOUS AND, OF COURSE, THAT GREATEST OF ALL RESOURCES, TIME, SEEMS TO BECOME HARDER AND HARDER TO CONSERVE. THEREFORE,

I PREDICT THAT WE WILL SEE IN THE COMING YEARS A CONTINUING THRUST AND CONTINUING EMPHASIS ON THE BETTER UTILIZATION OF THE EXISTING SYSTEMS AND EXISTING FACILITIES THAT WE HAVE. BETTER TRAFFIC MANAGEMENT, AUTO-RESTRICTED ZONES IN OUR DENSE URBAN AREAS, PREFERENTIAL TRANSIT BUS AND CARPOOL TREATMENTS, BETTER UTILIZATION OF AIR SPACE AND SUBWAY SPACE IN VERTICAL USE OF RIGHTS-OF-WAY--ALL OF THESE CONCEPTS WILL GET MORE ATTENTION IN THE YEARS TO COME.

7. ENERGY CONSIDERATIONS. MORE ATTENTION MUST BE GIVEN TO THE CONSERVATION OF ENERGY AND THE DEVELOPMENT OF NEW SOURCES OF ENERGY. WE MUST USE LESS PETROLEUM BY SLOWING DOWN, JOINING CARPOOLS, AND DEVELOPING MORE ENERGY EFFICIENT VEHICLES. BUT, ABOVE ALL, WE MUST DEVELOP NEW, INFINITE SOURCES OF ENERGY. THE UNITED STATES DID NOT BECOME A GREAT NATION BY SAVING ENERGY, BUT BY USING HUGE QUANTITIES OF ENERGY. WE MUST WORK FOR THE TIME WHEN WE CAN AGAIN USE ALL THE ENERGY WE WANT, BUT WITHOUT POLLUTING THE ATMOSPHERE OR DEPLETING FINITE SOURCES.

8. HIGHWAY SAFETY. FINALLY, WE MUST CONTINUE AND EXPAND OUR EFFORTS TO BRING ABOUT GREATER HIGHWAY SAFETY. SIGNIFICANT STRIDES HAVE BEEN MADE THE PAST COUPLE OF YEARS, DUE IN NO SMALL PART TO THE NATIONAL 55 MPH SPEED LIMIT. IN 1973, THE NATIONAL HIGHWAY DEATH TOLL WAS A STAGGERING 55,096. IN 1974, THIS DROPPED TO 46,054, AND FOR THE FIRST 11 MONTHS OF 1975, IT WAS RUNNING AT 41,920. JUST AS IMPRESSIVE HAS BEEN THE REDUCTION IN THE FATALITY RATE--FROM 4.21 IN 1973 TO 3.58 IN

1974 AND 3.46 IN THE FIRST 11 MONTHS OF 1975. THIS TREND IS ENCOURAGING--BUT WE CANNOT AFFORD TO RELAX OUR EFFORTS. WE MUST CONTINUE TO IMPROVE OUR HIGHWAY DESIGN AND ENGINEERING, SO THAT OUR ROADS BECOME EVER MORE "FORGIVING" OF ERRANT DRIVERS AND VEHICLES. AT THE SAME TIME, WE MUST CONTINUE TO MAKE THE VEHICLES THEMSELVES MORE MECHANICALLY SAFE, AND WE MUST TRY TO MAKE THE HUMAN BEINGS WHO OPERATE THEM BETTER EQUIPPED TO DO SO SAFELY. WHILE THE REDUCTION IN THE DEATH TOLL IS ALL TO THE GOOD, EVEN ONE HIGHWAY FATALITY IS TOO MANY--NOT TO MENTION 40,000 PLUS! THIS IS A NEVER-ENDING BATTLE, ONE IN WHICH WE CONTINUALLY MUST INTENSIFY OUR EFFORTS.

THESE, THEN, ARE THE HIGHWAY PERSPECTIVES--SOME NEW, AND SOME RETREADS--TO WHICH WE MUST DEDICATE OUR ATTENTION AND EFFORTS IN 1976. WE HAVE SERIOUS PROBLEMS IN THE HIGHWAY BUSINESS TODAY. BUT I AM COMPLETELY CONFIDENT THAT WE HAVE THE EXPERTISE, WE HAVE THE ORGANIZATIONS, WE HAVE THE PROFESSIONAL PERSONNEL--AND MOST IMPORTANTLY--WE HAVE THE WILL, TO SOLVE THESE PROBLEMS.

WITH THE HELP AND COOPERATION OF GROUPS SUCH AS THIS GREAT GROUP OF TENNESSEANS, WE ARE GOING TO GET THE JOB DONE!

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY P.M.
March 8, 1976

FHWA 08-76
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today described two promising programs which he said should be of great benefit to the trucking industry.

Speaking at the Annual Convention and Exposition of the American Truck Dealers Division of the National Automobile Dealers Association in New Orleans, Tiemann discussed the International Registration Plan (IRP) and the International Registration Information System (IRIS).

The IRP is designed to provide greater registration reciprocity among the States for truck operators, both large and small, he said.

The FHWA Administrator said that, generally, the system operates as follows: "A trucker applies for registration to his home base State and declares the States he intends to operate through for the year. If he was operating in those States the prior year, he computes the percentage of travel in each jurisdiction. If he did not travel in the proposed States the prior year, he must estimate the travel he expects to perform. In this case, his computations will have to be adjusted at the end of the registration year according to actual travel."

He added that the home State registration authority will compute the portions of registration fees due to each IRP State through which the trucker has declared he will operate, and will collect these amounts from the trucker. A cab card (registration certificate) will then be issued to the trucker, showing the owner and vehicle description and listing the States into which the vehicle is apportioned. A license plate also is issued, and in addition to the registration number and name of the home State, it will carry the word "apportioned."

The home State then remits the registration fees due to the other IRP States.

Tiemann said that so far, 15 States and one Canadian Province have joined the plan, with another eight States due to join in 1977. The IRP is administered by the American Association of Motor Vehicle Administrators.

Turning to the International Registration Information System (IRIS), the FHWA Administrator said that its purpose is to "provide policy support of the IRP by demonstrating the practicality of computer assisted commercial vehicle registration and fee proration for interstate/province travel."

He added that:

--It is to be contractor-developed under the auspices of AAMVA with technical design assistance from the Federal Highway Administration.

--State and Canadian Province participation will be entirely voluntary.

--IRIS will be designed and implemented on a commercial computer facility in order to minimize any appearance of Federal intervention in State and Province matters.

--IRIS can be utilized by States and Provinces not now automated and can be easily interfaced with States and Provinces that are computerized, without requirement for new hardware or disposition of present software systems.

--IRIS is expected to provide cost benefits through the reduction of unit registration costs; accuracy of transfer payment accounting, and data collection for management information uses by the States and Provinces.

Data security and privacy of information will be maintained through electronic fences and access codes. IRIS also has the capability of expansion to accommodate single trip tickets.

"We are quite hopeful that these two programs are going to be well received by the trucking industry, and that they will be of considerable value to the industry," Tiemann concluded.



**DEPARTMENT OF
TRANSPORTATION**

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
March 10, 1976

FHWA 10-76
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced a major reorganization of the Federal Highway Administration's (FHWA) highway safety program responsibilities.

The recent appointment of Mr. Howard L. Anderson as Associate Administrator for Safety was a first step toward the establishment of a single FHWA focal point charged with the responsibility for enhancing the safety of all public roads and streets through: (1) the establishment of overall management of FHWA's highway safety programs; and (2) centrally coordinated data collection and analysis systems designed to determine the causes of unsafe highway conditions.

The reorganization announced today is the culmination of a 2-year internal review of FHWA's management of its highway safety programs, reflecting program changes recently enacted by the Congress. The Associate Administrator for Safety is now assigned: (1) program management responsibility for all highway safety programs regardless of source of funding; (2) data collection and analysis systems responsibility; and (3) motor carrier safety activities.

In carrying out these new responsibilities, the Associate Administrator for Safety has been charged with the task of determining short- and long-range highway safety improvement needs and assuring the development of programs designed to meet these needs. Along with these added responsibilities, increased staff has been provided the Associate Administrator for Safety. Safety program coordinators have also been designated in major FHWA Division Offices throughout the country to provide leadership and assistance to States in developing and implementing the highway safety program.

FHWA's highway safety program includes the highway-related safety standards, the highway safety construction program, the so-called Title II programs, and the safety projects funded with regular Federal-aid construction funds. All of these separately established and separately funded programs constitute FHWA's total Highway Safety Program.

The Associate Administrator for Safety also has jurisdiction over the Bureau of Motor Carrier Safety.

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION

TAD-493

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
March 11, 1976

FHWA 06-76
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann said today that based on recent cost estimates, 70.4 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of December 31, 1975.

"Putting it another way," Administrator Tiemann said, "29.6 percent of the estimated total cost of the Interstate System remains to be funded. But this does not take into account the effects of the last 24 months' inflation. Actually, it is expected that, based on today's prices, approximately 37.8 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 37,392 miles, or 88.0 percent. Of this total, 11,200 miles are complete or essentially complete. The other 26,192 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 37,392 miles now open include 1,120 miles put into service in the 12-month period since December 31, 1974. In addition, further major improvements were completed on 63 miles which were already serving traffic.

Active construction or improvement is currently under way on 4,868 miles. This figure includes improvement of 2,606 miles which are already in use and construction of 2,262 miles, on 5.3 percent of the

Some \$59.96 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 \$45.05 billion, of which \$38.15 billion was for construction and \$6.90 billion for engineering and right-of-way acquisition. As of December 31, 1975, work estimated to cost \$14.91 billion was underway or authorized, including \$10.06 billion of construction, and \$4.85 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 278,261 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$31.22 billion, and contracts involving 13,599 miles at a cost of \$7.11 billion were underway on December 31, 1975. In addition, \$2.43 billion of engineering and right-of-way acquisition work had been completed and \$1.61 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 \$1.367 billion of tax revenue income during the 3 months ended December 31, about 85 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.953 billion. Disbursements for other highway related programs were \$120 million. The status of the Trust Fund is shown in table IV.



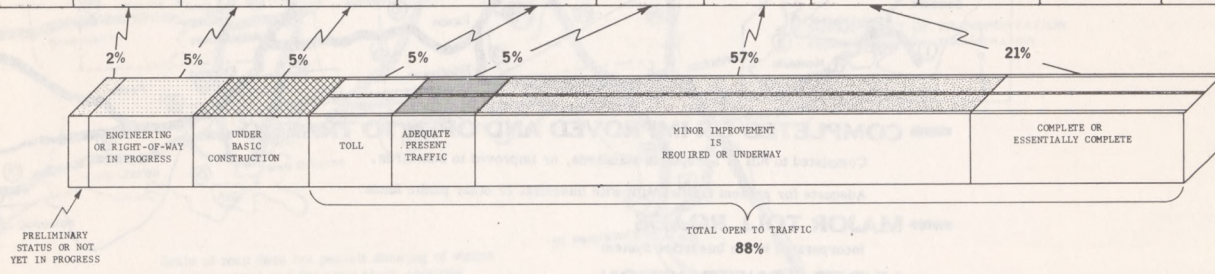
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 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 FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC			
						CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY				COMPLETE OR ESSENTIALLY COMPLETE
ALABAMA	18.70	71.20	99.20	170.40	-	48.80	660.50	-	709.30	896.40	ALABAMA
ARIZONA	1.00	54.65	73.15	127.80	-	116.71	924.96	2.10	1,043.77	1,172.59	ARIZONA
ARKANSAS	-	2.25	9.32	11.57	-	10.84	500.35	2.58	514.77	526.34	ARKANSAS
CALIFORNIA	0.80	105.40	43.80	149.20	10.20	110.10	1,955.40	62.10	2,137.80	2,287.80	CALIFORNIA
COLORADO	45.21	58.40	25.94	84.34	-	38.65	738.03	70.22	816.90	976.45	COLORADO
CONNECTICUT	33.94	19.09	4.27	23.36	12.31	47.69	233.72	7.27	280.99	338.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	12.44	2.40	29.14	40.61	DELAWARE
DISTRICT OF COLUMBIA	5.74	5.54	0.79	6.33	-	3.87	8.24	0.05	12.16	24.23	DISTRICT OF COLUMBIA
FLORIDA	33.40	185.60	112.18	297.78	91.20	7.01	357.81	619.53	1,075.55	1,406.73	FLORIDA
GEORGIA	4.90	71.52	120.07	191.59	-	5.46	82.97	869.77	958.20	1,154.69	GEORGIA
HAWAII	-	11.61	16.22	27.83	-	2.01	2.64	19.07	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	44.82	152.88	197.70	154.92	61.38	928.39	368.57	1,533.26	1,727.64	ILLINOIS
INDIANA	14.30	46.43	46.43	92.86	156.90	-	893.56	18.23	1,068.69	1,129.42	INDIANA
IOWA	55.62	3.20	6.18	9.38	3.17	-	694.38	26.11	723.66	788.66	IOWA
KANSAS	-	21.10	15.55	36.65	187.70	5.60	590.65	0.60	784.55	821.20	KANSAS
KENTUCKY	-	37.05	54.78	91.83	-	51.22	169.38	425.56	645.16	736.99	KENTUCKY
LOUISIANA	40.01	23.02	126.24	149.26	-	0.86	453.33	74.58	528.77	618.04	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	359.41	MARYLAND
MASSACHUSETTS	5.75	23.83	1.44	25.27	132.83	22.60	179.96	83.48	418.87	449.89	MASSACHUSETTS
MICHIGAN	40.40	20.25	57.45	77.70	-	5.46	30.80	862.56	1,059.28	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	-	6.70	51.30	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	-	138.17	93.85	232.02	-	198.07	311.70	446.87	956.64	1,188.66	MONTANA
NEBRASKA	1.75	3.21	3.21	6.42	0.22	-	475.74	2.60	478.56	483.52	NEBRASKA
NEVADA	5.90	48.90	20.01	68.91	-	3.13	312.84	149.67	465.64	540.45	NEVADA
NEW HAMPSHIRE	-	17.14	3.99	21.13	21.09	1.30	170.88	0.12	193.39	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	NEW JERSEY
NEW MEXICO	-	29.91	22.26	52.17	-	46.89	888.53	11.61	947.03	999.10	NEW MEXICO
NEW YORK	24.52	58.79	48.15	100.94	490.78	27.21	302.38	388.01	1,208.38	1,333.84	NEW YORK
NORTH CAROLINA	43.29	61.61	81.36	142.97	-	87.50	555.49	9.58	692.57	838.83	NORTH CAROLINA
NORTH DAKOTA	-	-	48.20	48.20	-	37.40	29.00	456.73	523.13	571.33	NORTH DAKOTA
OHIO	13.12	52.23	52.43	104.66	206.20	40.04	1,156.83	17.43	1,420.50	1,538.28	OHIO
OKLAHOMA	-	1.99	10.38	12.37	174.04	16.80	119.22	482.56	792.62	804.99	OKLAHOMA
OREGON	21.07	11.97	5.77	17.74	-	49.84	515.64	130.54	696.02	734.83	OREGON
PENNSYLVANIA	12.67	42.46	49.55	92.31	360.18	6.18	1,053.48	41.90	1,444.74	1,566.72	PENNSYLVANIA
RHODE ISLAND	23.66	6.89	6.89	13.78	0.60	3.94	52.39	11.51	66.84	98.99	RHODE ISLAND
SOUTH CAROLINA	18.09	24.98	49.96	74.94	-	7.34	660.20	2.42	669.96	762.99	SOUTH CAROLINA
SOUTH DAKOTA	-	35.45	75.74	111.19	-	28.92	-	538.85	567.77	678.96	SOUTH DAKOTA
TENNESSEE	-	18.00	61.40	79.40	-	114.75	687.70	163.25	965.70	1,045.10	TENNESSEE
TEXAS	20.87	169.77	143.84	313.61	-	260.93	2,544.19	22.22	2,827.34	3,161.82	TEXAS
UTAH	-	176.23	67.28	243.51	-	53.58	312.71	328.91	695.20	938.71	UTAH
VERMONT	-	19.17	16.03	35.20	-	28.92	73.90	211.28	285.18	320.38	VERMONT
VIRGINIA	40.17	128.49	34.26	162.75	6.50	34.10	153.41	667.63	861.64	1,064.56	VIRGINIA
WASHINGTON	77.03	36.64	22.62	59.26	-	77.91	546.87	0.64	625.62	761.21	WASHINGTON
WEST VIRGINIA	11.84	29.55	25.81	55.36	81.71	5.99	324.13	32.37	444.20	511.40	WEST VIRGINIA
WISCONSIN	-	62.28	84.01	146.29	-	25.89	428.05	493.94	648.23	771.95	WISCONSIN
WYOMING	-	44.13	55.18	99.31	-	1.04	116.32	696.92	814.28	913.59	WYOMING
PENDING	-0.32	-	-	-	-	-	-	-	-	-0.32	PENDING
TOTAL	681.62	2,164.79	2,261.54	4,426.33	2,263.79	2,030.92	24,002.26	9,095.06	37,392.05	42,500.00	TOTAL



1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
 2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
 3/ Excludes the 43.80 mile St. Petersburg-Tampa Bypass (I-75) 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 Genessee 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 in all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT

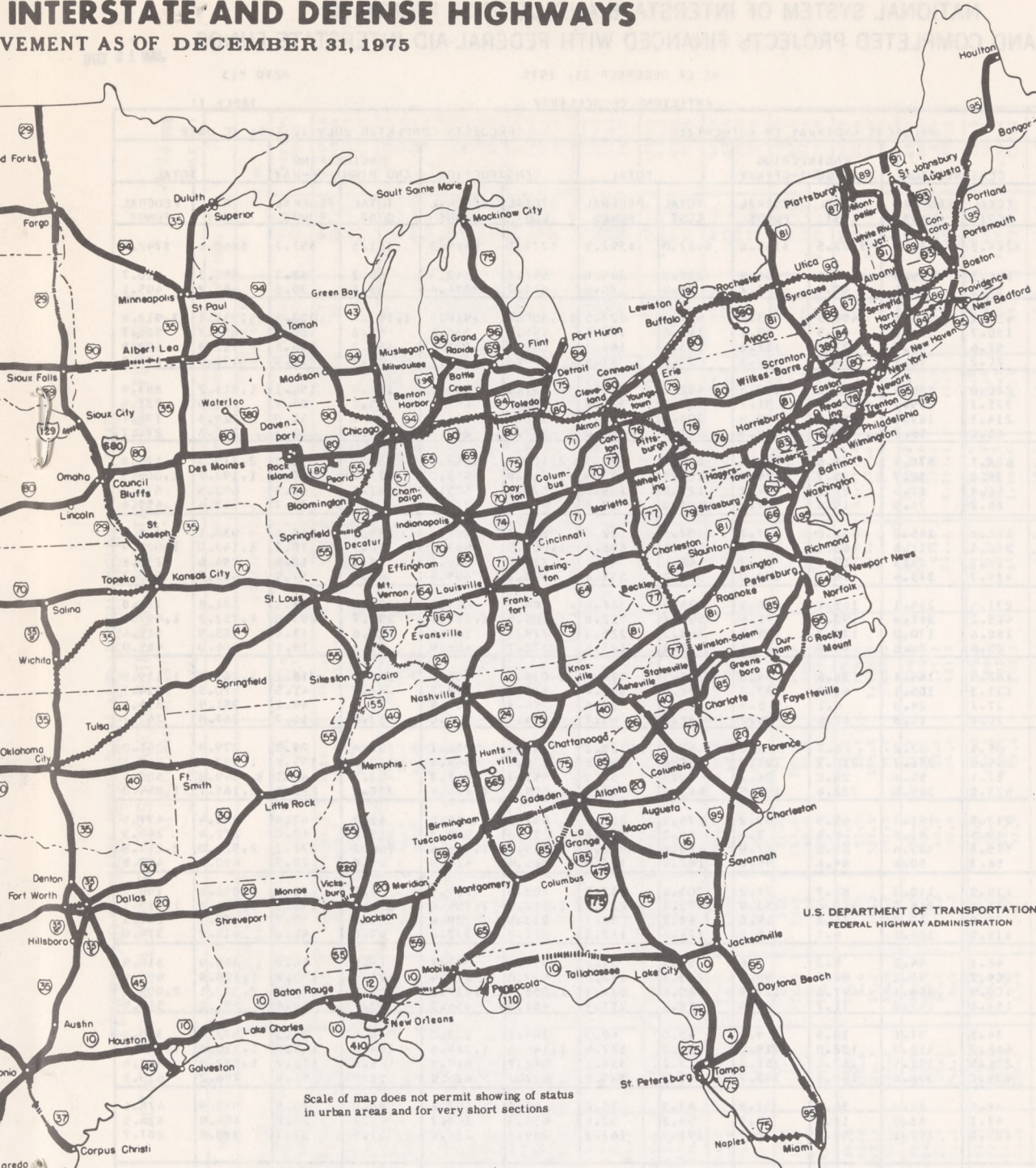


Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minimum Required
681 Miles	2,165 Miles	2,262 Miles	2,264 Miles	2,031 Miles	2,031 Miles

Total

INTERSTATE AND DEFENSE HIGHWAYS

AS OF DECEMBER 31, 1975



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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Minor Improvement is Required or Underway 24,002 Miles	Complete or Essentially Complete 9,095 Miles	<div style="border: 2px solid black; padding: 10px; text-align: center;"> INTERSTATE TOTAL 42,500 MILES </div>
Total Open to Traffic 37,392 Miles		

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

AS OF DECEMBER 31, 1975

8230 M13

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/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	\$244.5	\$238.3	\$172.5	\$154.6	\$437.0	\$392.9	\$779.1	\$689.3	\$61.5	\$53.2	\$840.6	\$742.5
ALASKA												
ARIZONA	126.3	119.5	89.6	84.9	215.9	204.8	592.1	542.4	63.2	58.3	655.3	600.7
ARKANSAS	31.3	28.1	47.5	42.7	78.8	70.8	419.7	374.6	35.5	30.5	455.2	405.1
CALIFORNIA	432.1	384.1	494.5	443.4	926.6	827.5	3,350.7	2,918.5	1,183.4	1,000.3	4,534.1	3,918.8
COLORADO	150.7	136.5	42.9	39.2	193.6	176.1	595.9	536.6	57.8	50.1	657.7	586.7
CONNECTICUT	58.6	53.7	127.0	112.6	185.6	166.3	559.1	471.8	153.2	135.2	712.3	607.0
DELAWARE	20.2	18.1	14.7	13.3	34.9	31.4	150.3	134.1	20.7	17.9	171.0	152.0
FLORIDA	220.6	198.1	232.1	192.6	452.7	390.7	837.3	733.8	176.4	150.1	1,013.7	883.9
GEORGIA	325.1	279.1	101.9	91.7	427.0	370.8	733.6	647.8	95.0	84.1	828.6	731.9
HAWAII	214.3	167.1	89.9	77.8	304.2	264.9	165.6	144.1	58.8	51.0	224.4	195.1
IDAHO	61.0	56.7	10.0	9.3	71.0	66.0	267.8	244.4	34.5	30.3	302.3	274.7
ILLINOIS	624.1	570.9	56.6	49.8	680.7	620.7	2,129.1	1,844.3	386.2	331.5	2,515.3	2,175.8
INDIANA	74.8	58.7	26.7	24.2	101.5	82.9	1,019.0	913.0	173.7	156.3	1,192.7	1,069.3
IOWA	58.4	85.4	27.2	24.2	125.6	109.6	572.0	505.8	81.5	68.5	653.5	574.3
KANSAS	85.2	76.0	19.6	17.6	104.8	93.6	430.9	379.9	82.5	73.7	513.4	453.6
KENTUCKY	166.6	145.2	31.0	27.7	197.6	172.9	801.1	712.6	129.0	110.9	930.1	823.5
LOUISIANA	346.4	311.6	162.9	143.8	509.3	455.4	1,067.5	953.7	80.5	70.2	1,148.0	1,023.9
MAINE	26.3	24.3	18.3	16.3	44.6	40.6	279.9	246.0	14.7	12.8	294.6	258.8
MARYLAND	415.7	373.4	176.5	158.0	596.2	531.4	573.1	495.4	62.4	54.9	635.5	550.3
MASSACHUSETTS	271.4	239.1	163.1	146.9	434.5	386.0	704.3	613.5	177.0	155.3	881.3	768.8
MICHIGAN	405.2	361.4	190.9	171.4	596.1	532.8	1,400.5	1,197.7	351.7	299.6	1,752.2	1,497.3
MINNESOTA	188.6	170.0	172.7	155.3	361.3	325.3	779.1	702.4	126.8	113.0	905.9	815.4
MISSISSIPPI	85.6	76.6	54.8	49.1	140.4	125.7	522.7	466.9	21.3	18.1	544.0	485.0
MISSOURI	162.9	144.1	38.6	34.6	201.5	178.7	1,018.3	901.6	245.9	218.2	1,264.2	1,119.8
MONTANA	115.3	105.1	41.0	37.3	156.3	142.4	523.8	473.2	46.7	41.5	570.5	514.7
NEBRASKA	27.1	24.3	6.1	5.5	33.2	29.8	296.3	264.9	55.6	49.2	351.9	314.1
NEVADA	20.6	15.5	67.6	64.2	88.2	83.7	254.3	236.0	13.2	11.7	267.5	247.7
NEW HAMPSHIRE	35.9	32.2	6.7	6.0	42.6	38.2	248.5	216.7	31.4	27.3	279.9	244.0
NEW JERSEY	259.9	256.7	210.7	183.9	510.6	440.6	879.8	765.6	173.1	153.5	1,052.9	919.1
NEW MEXICO	62.1	55.8	28.2	26.2	90.3	82.0	497.7	458.3	52.1	46.1	549.8	504.4
NEW YORK	423.0	369.0	222.8	196.5	645.8	565.5	1,895.5	1,625.9	270.2	228.1	2,165.7	1,854.0
NORTH CAROLINA	213.8	191.7	65.9	59.2	279.7	250.9	497.7	435.5	48.7	42.4	546.4	477.9
NORTH DAKOTA	45.5	41.0	8.5	7.6	54.0	48.6	258.6	233.3	13.8	12.0	272.4	245.3
OHIO	555.8	483.4	63.8	57.4	619.6	540.8	1,769.8	1,546.6	756.2	671.2	2,526.0	2,217.8
OKLAHOMA	56.3	50.6	84.6	75.8	140.9	126.4	466.4	410.0	23.8	20.5	490.2	430.5
OREGON	119.9	110.3	83.7	77.2	203.6	187.5	803.6	719.5	88.5	79.4	892.1	798.9
PENNSYLVANIA	1,012.0	868.0	410.6	353.0	1,422.6	1,221.0	1,312.0	1,154.8	234.6	198.3	1,546.6	1,353.1
RHODE ISLAND	22.0	19.7	21.7	19.0	43.7	38.7	216.8	188.6	58.7	50.7	275.5	239.3
SOUTH CAROLINA	119.9	108.1	4.7	4.2	124.6	112.3	371.2	332.8	47.0	41.6	418.2	374.4
SOUTH DAKOTA	46.1	44.2	8.3	7.6	54.4	51.8	337.0	302.7	18.9	16.8	355.9	319.5
TENNESSEE	104.7	94.2	98.5	88.6	203.2	182.8	937.6	842.4	171.3	150.2	1,108.9	992.6
TEXAS	402.8	356.6	197.6	177.9	600.4	534.7	2,056.3	1,817.1	315.8	281.3	2,372.1	2,098.4
UTAH	154.6	143.8	71.7	67.9	226.3	211.7	487.9	454.5	63.3	56.4	551.2	510.9
VERMONT	34.5	31.0	10.5	9.3	45.0	40.3	344.1	307.0	28.6	23.3	372.7	330.3
VIRGINIA	466.2	418.3	132.8	119.6	601.0	537.9	1,146.0	1,019.8	164.8	145.5	1,310.8	1,165.3
WASHINGTON	206.5	182.5	167.2	151.6	373.7	334.1	942.7	819.9	125.8	112.7	1,072.5	932.6
WEST VIRGINIA	435.0	396.6	158.2	142.7	597.2	539.3	697.7	626.9	58.5	51.4	756.2	678.3
WISCONSIN	46.9	42.2	36.4	32.8	83.3	75.0	455.9	407.6	80.0	70.5	535.9	478.1
WYOMING	47.1	43.0	11.1	9.9	58.2	52.9	430.3	393.7	23.7	20.8	454.0	414.5
DIST. OF COL.	123.0	102.1	68.8	60.2	191.8	162.3	269.3	234.0	61.5	53.7	330.8	287.7
PUERTO RICO												
TOTAL	10,062.2	8,926.9	4,849.2	4,321.9	14,911.4	13,248.8	38,149.4	33,657.7	6,903.0	6,000.1	45,052.4	39,657.8

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

AS OF DECEMBER 31, 1975

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/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	\$129.2	\$80.6	197.5	\$55.0	\$30.6	\$184.2	\$111.2	\$635.5	\$31.1	7,960.0	\$7.1	\$27.9	\$692.6	\$346.0
ALASKA	135.0	122.5	202.7	33.1	31.3	168.1	153.8	559.7	512.8	3,511.2	57.8	90.6	657.5	604.4
ARIZONA	64.7	55.3	67.3	1.0	.8	65.7	56.1	346.5	234.6	2,217.7	5.5	3.7	352.0	238.5
ARKANSAS	114.3	76.5	276.3	18.3	5.6	132.6	86.1	451.8	225.7	5,856.6	26.0	12.5	477.8	238.2
CALIFORNIA	425.8	325.2	304.9	30.3	20.1	456.1	345.3	1,973.6	1,052.4	4,392.8	31.1	20.0	2,004.7	1,112.4
COLORADO	48.4	35.6	145.1	32.7	20.4	81.1	56.2	490.2	272.3	4,177.3	62.5	34.5	552.7	307.8
CONNECTICUT	63.7	47.3	19.5	29.2	15.6	92.9	62.9	289.7	145.3	290.2	30.9	15.3	320.6	160.6
DELAWARE	28.0	18.5	14.1	11.7	7.3	39.7	25.8	131.7	65.6	565.4	13.0	6.8	144.7	72.4
FLORIDA	265.6	182.6	333.8	41.9	23.4	311.5	206.0	698.5	324.8	3,827.8	11.1	5.7	709.6	334.5
GEORGIA	203.3	127.0	887.8	86.8	47.8	290.1	174.8	656.8	324.6	6,405.7	74.5	37.0	731.3	361.6
HAWAII	31.9	13.6	10.0	27.5	13.6	59.4	27.2	108.9	55.5	185.3	29.2	14.3	138.1	67.8
IDAHO	68.5	52.6	213.9	6.7	5.3	75.2	58.9	223.5	147.5	2,687.2	26.8	15.8	250.3	163.3
ILLINOIS	466.5	340.1	823.9	2.0	1.1	468.5	341.2	1,464.3	745.5	5,237.8	68.9	33.2	1,533.2	778.7
INDIANA	134.6	50.4	102.8	39.7	24.1	174.3	114.5	816.3	423.1	3,755.3	85.6	41.2	901.9	464.3
IOWA	103.6	65.9	628.4	14.8	10.2	118.6	80.1	667.9	348.4	12,503.8	15.7	9.9	687.6	358.3
KANSAS	75.3	50.8	211.8	6.5	3.4	81.8	54.2	668.9	331.4	14,898.1	50.6	25.5	719.5	356.9
KENTUCKY	117.5	74.1	80.2	76.2	45.3	193.7	119.4	473.5	237.4	2,560.0	87.7	43.2	561.2	280.6
LOUISIANA	145.2	87.1	93.5	55.5	29.8	204.7	116.9	515.1	252.7	3,057.2	23.1	11.1	538.2	263.8
MAINE	12.0	5.6	41.2	11.8	6.8	23.8	16.4	231.2	116.3	1,160.6	28.6	13.8	259.8	130.1
MARYLAND	132.1	88.7	206.2	76.1	44.6	208.2	133.3	328.4	160.4	1,568.4	7.2	3.6	335.6	164.0
MASSACHUSETTS	155.4	100.1	67.0	78.5	33.3	233.9	133.4	545.2	270.8	559.5	125.3	37.3	670.5	308.1
MICHIGAN	213.7	147.2	452.4	65.6	38.4	279.3	185.6	1,201.6	557.5	10,953.6	83.4	39.6	1,285.0	637.5
MINNESOTA	181.0	115.9	824.8	12.8	7.5	193.8	123.4	821.4	410.0	17,712.4	20.3	10.3	841.7	420.3
MISSISSIPPI	105.7	68.8	386.3	26.4	13.6	136.1	82.4	495.6	242.5	8,781.4	41.5	20.6	537.1	263.5
MISSOURI	158.3	106.2	190.7	84.7	50.8	243.0	157.0	787.4	401.5	10,450.5	160.7	77.6	948.1	479.5
MONTANA	42.3	30.5	202.4	27.0	17.9	69.3	48.8	404.0	265.2	5,289.8	40.1	22.5	444.1	271.0
NEBRASKA	115.0	78.4	574.9	4.6	3.0	119.6	81.4	527.6	245.2	5,526.7	42.7	21.3	570.3	290.5
NEVADA	11.1	10.5	38.6	39.8	35.1	50.9	45.6	174.3	151.6	2,096.5	18.2	15.5	192.5	167.1
NEW HAMPSHIRE	10.4	6.7	7.1	2.0	1.2	12.4	7.9	164.7	81.5	531.8	5.7	2.6	170.4	84.5
NEW JERSEY	111.6	71.5	48.7	102.0	53.8	213.6	125.3	506.8	240.0	405.5	71.0	33.9	577.8	278.9
NEW MEXICO	49.5	34.5	56.5	9.4	6.6	58.9	41.1	336.9	216.5	2,858.2	33.0	19.9	369.9	238.8
NEW YORK	440.5	287.2	257.4	80.2	51.4	520.7	338.6	2,253.3	1,066.7	3,823.4	38.6	19.2	2,291.9	1,087.9
NORTH CAROLINA	202.7	134.3	246.6	65.1	37.8	267.8	172.1	685.2	336.4	5,313.3	118.6	58.4	803.8	357.8
NORTH DAKOTA	48.3	31.8	930.6	5.6	3.9	53.9	35.7	374.0	154.3	17,687.3	23.2	12.5	397.2	206.8
OHIO	322.6	186.3	228.2	15.2	10.2	337.8	196.5	1,138.5	576.6	3,077.2	177.0	90.6	1,315.5	669.2
OKLAHOMA	140.1	92.0	367.2	12.4	6.7	152.5	98.7	657.3	320.0	7,201.4	18.6	8.9	675.5	336.9
OREGON	66.0	38.4	164.1	19.0	13.3	85.0	51.7	394.5	243.1	2,355.2	24.8	14.5	419.3	257.6
PENNSYLVANIA	678.5	404.2	296.7	64.9	35.1	743.4	439.3	1,170.3	572.9	2,257.2	107.5	46.7	1,278.2	619.6
RHODE ISLAND	38.7	23.8	27.2	22.1	11.2	60.8	35.0	129.1	65.2	273.2	35.8	17.6	164.9	80.9
SOUTH CAROLINA	87.4	60.2	743.0	6.5	4.2	93.9	64.4	421.9	212.8	8,537.1	28.9	15.3	450.8	228.1
SOUTH DAKOTA	53.0	42.5	349.6	3.3	2.2	56.3	44.7	393.2	216.4	11,517.4	6.0	3.4	399.2	219.8
TENNESSEE	159.7	102.8	241.1	50.4	27.3	210.1	130.1	598.1	300.7	8,523.7	70.4	33.7	668.5	334.4
TEXAS	408.3	266.3	952.3	.6	.4	408.9	266.7	2,093.3	1,008.6	22,267.2	9.3	5.2	2,102.6	1,088.8
UTAH	40.1	33.5	186.1	17.4	14.9	57.5	48.4	202.1	146.8	1,866.5	22.1	15.8	224.2	162.6
VERMONT	6.1	4.2	9.1	2.7	1.8	8.8	6.0	135.1	68.5	593.4	18.7	8.7	153.8	77.6
VIRGINIA	118.7	75.8	143.1	22.7	14.3	141.4	94.1	696.3	337.1	4,322.4	55.7	26.7	752.0	363.8
WASHINGTON	37.3	27.6	112.6	10.4	6.9	47.7	34.5	567.4	300.6	4,707.1	26.3	13.5	593.7	320.1
WEST VIRGINIA	78.0	47.2	31.2	32.7	18.5	110.7	65.7	258.5	130.5	1,160.1	44.3	22.1	302.8	152.6
WISCONSIN	123.6	64.9	423.8	47.6	26.3	171.2	111.2	760.4	388.1	8,055.5	63.0	31.7	823.4	419.8
WYOMING	26.8	22.6	59.1	7.8	6.4	34.6	29.0	245.9	165.2	2,508.7	14.8	10.2	260.7	179.4
DIST. OF COL.	31.5	15.5	20.4	2.1	1.4	34.0	20.9	136.6	76.4	134.5	15.3	8.0	151.5	80.4
PUERTO RICO	64.7	44.1	56.0	14.2	8.7	78.9	52.8	214.1	97.8	355.8	33.6	13.8	247.7	111.6
TOTAL	7,104.6	4,753.0	13,599.4	1,612.7	955.2	8,717.3	5,708.2	31,222.5	16,402.2	276,261.3	2,422.0	1,243.4	33,654.5	17,645.7

STATUS OF THE HIGHWAY TRUST FUND
(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED <u>DECEMBER 31, 1975</u>	<u>FISCAL YEAR</u> 7-1-75 TO <u>12-31-75</u>
Balance at beginning of period	\$ 9,140,433	\$9,597,390
Income:		
Tax Revenue:		
Motor-fuel taxes (net after refunds)	\$ 1,169,266	\$2,196,166
Less motorboat fuel revenue 1/.....	5,700	21,900
Net for highways	<u>\$ 1,163,566</u>	<u>\$2,174,266</u>
Trucks, buses, and trailers	9,719	128,671
Tires, tubes, and tread rubber	96,745	177,446
Vehicle use	55,850	130,805
Parts and accessories, trucks and buses	25,129	51,451
Lubricating oil (net after refunds)	16,139	30,962
Total excise revenues	<u>\$ 1,367,148</u>	<u>\$2,693,601</u>
Interest earned	284,998	296,888
Total income	<u>\$ 1,652,146</u>	<u>\$2,990,489</u>
Disbursements:		
For highways	\$ 1,953,248	\$3,681,566
National Highway Traffic Safety Admin.....	17,100	39,700
Highway safety construction (Includes R and D funds.)	98,023	142,405
Trust Fund share other highway programs	5,143	5,143
Total disbursements	<u>\$ 2,073,514</u>	<u>\$3,868,814</u>
Balance at end of period	\$ 8,719,065	\$8,719,065
Liability for unpaid authorizations (12-31-75) 2/..	\$19,798,000	
Balance less liability for unpaid authorizations ..	\$11,078,935	

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 FRIDAY
March 12, 1976

FHWA 07-76
(202) 426-0677

The cost of highway construction during the fourth quarter of 1975 increased 2.9 percent above the previous quarter, to 209.8 percent of the 1967 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

The 2.9 percent increase follows a 2.3 percent increase for the previous quarter. There was no change in the composite price index from a year ago.

The 2.9 percent increase in the composite price index reflects upward price movements in 3 of the 6 index components. Excavation led the rise with an increase of 7.3 percent, followed by Portland cement concrete surfacing, which rose 6.1 percent. Bituminous concrete surfacing increased 5.3 percent. All three structural index components dropped, with structural cement registering a decrease of 7.2 percent, and structural reinforcement showing a drop of 2.3 percent. Structural steel slipped 1.5 percent. The price of structural reinforcement has fallen each quarter for the past five quarters.

Compared with a year ago, three component indexes rose and three dropped. Bituminous concrete surfacing showed the largest rise, increasing 8.1 percent, while structural reinforcement posted the largest drop, decreasing 23.6 percent. Structural steel also fell steeply, falling 15.5 percent below the level of a year ago. Excavation and structural concrete were 6.3 and 1.2 percent higher respectively, than a year ago, while Portland cement concrete surfacing dipped 1.1 percent.

Since changes in price indexes from quarter to quarter tend to fluctuate erratically, a comparison on a quarterly basis could be somewhat misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that would tend to reduce erratic fluctuations is a three-quarter moving index. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. On this basis, the composite price index for the third quarter of 1975 rose 0.3 percent above the preceding

quarter, following a 0.6 percent decrease for the previous quarter. Despite the upturn, it appears that the rate of inflation in highway construction prices is continuing to be moderate.

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

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

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
4th quarter, 1973 . . .	---	---	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	203.5	+0.3
4th quarter, 1975 . . .	209.8	+2.9	---	---

*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 fourth 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 - - -	
	Fourth Quarter 1975	Third Quarter 1975	Fourth Quarter 1974	Third Quarter 1975	Fourth Quarter 1974
	Excavation.....	202.6	188.8	190.6	+7.3
Surfacing					
Portland cement concrete....	203.3	191.7	205.6	+6.1	-1.1
Bituminous concrete.....	253.8	241.0	234.8	+5.3	+8.1
Composite surfacing.....	227.7	215.5	219.7	+5.7	+3.7
Structures:					
Reinforcing steel.....	211.4	216.4	276.8	-2.3	-23.6
Structural steel.....	222.0	225.4	262.7	-1.5	-15.5
Structural concrete.....	187.6	202.2	185.4	-7.2	+1.2
Composite structures.....	201.9	211.5	224.1	-4.5	-9.9
Composite price index.....	209.8	203.9	209.9	+2.9	0.0

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

	Unit	Individual Quarters		Three Quarters	
		3rd Qtr. 1975	4th Qtr. 1975	2nd Qtr. 1975 1/3rd Qtr. 1975 2/	
Excavation.....	Cu. Yd.	\$ 1.02	\$ 1.10	\$ 1.01	\$ 1.03
PCC surface.....	Sq. Yd.	8.49	9.00	8.53	8.51
Bit. conc. surf.	Ton	15.58	16.41	14.95	15.31
Str. reinf.....	Lb.	.283	.277	.302	.292
Str. steel.....	Lb.	.556	.548	.556	.550
Str. concrete...	Cu. Yd.	142.13	131.90	141.20	138.45

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

2/Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1975.



DEPARTMENT OF
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 15, 1976

FHWA 11-76
(202) 426-0677

Rules under which States and communities can take part in a new \$6 million "Bikeway Demonstration Program" were announced today by the Federal Highway Administration of the U.S. Department of Transportation.

Published as interim regulations, the rules outline the scope of the program, eligibility and evaluation criteria, and application procedures.

The new funds, available only for construction of bicycle facilities, 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.

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."

Proposals by State or local governmental units for construction of bikeways demonstration projects must be submitted to State highway departments by June 1, 1976.

Details of the interim regulation were published in the Federal Register on February 26, 1976.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY

March 16, 1976

FHWA 12-76
(202) 426-0677

Comments on a proposal to amend the hours-of-service rules for commercial truck and bus drivers and establish new hours-of-service rules for vehicle loaders, helpers, and mechanics have been requested by the Department of Transportation's Federal Highway Administration.

FHWA's Bureau of Motor Carrier Safety has received a number of petitions requesting the revision on the grounds that the present hours-of-service rules have not proven satisfactory in assuring proper rest for drivers of commercial vehicles engaged in interstate commerce.

Presently a driver may not drive more than 10 hours following 8 hours off duty, drive after being on duty for 15 hours, or remain on duty more than 60 hours in any 7 consecutive days. BMCS is conducting research to examine the correlation between hours-of-service and driver fatigue in current day operating conditions, with a view toward revision of the existing rules, which have not been substantially revised since 1962.

BMCS Director Robert A. Kaye said: "The Bureau has under study the effects of hours-of-service on all motor carrier employees involved in activities that relate to safety of operations, including safety supervisors, dispatchers, mechanics, loaders, helpers, and yard employees." He added that consideration also is being given to establishing hours-of-service requirements for mechanics, loaders, and helpers.

Comments are particularly invited in the following general areas:

1. Should the regulations be amended to establish different hours-of-service than those now prescribed in the Federal Motor Carrier Safety Regulations? If so, what

justification and criteria should be used to establish such rules?

2. Are different hours-of-service rules necessary for driving and on-duty time?

3. The current regulations define on-duty time and driving time. Is there a need to redefine the present definitions?

4. Should there be an elimination or modification of the current rules allowing drivers to accumulate rest in a sleeper berth while the vehicle is in motion?

5. Should there be a reconsideration or elimination of past exemptions granted to special activities, such as lightweight vehicle operations, salesmen drivers, drivers of oil well and natural gas well service vehicles during the period from December 10 to December 25, and drivers who drive motor vehicles in the State of Alaska?

6. Is a revision of recordkeeping requirements connected with the hours-of-service rules needed?

7. Should hours-of-service rules for mechanics, loaders, and helpers be the same as those of drivers? If so, why, or if different from drivers' hours, why?

8. What data is available on the impact of any change of the current rules on:

(a) present methods of motor carrier operations?

(b) the financial burden in terms of drivers' wages and vehicle utilization losses?

(c) the competitive status with other modes of transportation?

(d) driver availability (need for more or fewer drivers in the labor force)?

9. What would be the effect on motor carrier operations by prescribing hours-of-service rules for mechanics, loaders, and helpers?

10. What is the justification for the premise that suggested revisions will reduce fatigue-related accidents?

11. Should permanent daily work-rest cycles for individual drivers and other employees be established?

12. Should there be mandatory rest periods, both of extended and short periods, during work cycles?

Comments should be forwarded to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590, on or before July 30, 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
March 17, 1976

FHWA 13-76
(202) 426-0677

The Federal Motor Carrier Safety Regulations have been amended to postpone the effective date for marking requirements on commercial vehicle front tires from April 1, 1976 to April 1, 1977, the Department of Transportation's Federal Highway Administration announced today.

The Federal Highway Administration's Bureau of Motor Carrier Safety has received several petitions requesting changes in tire requirements contained in Section 393.75(f) of the FMCSR.

The requested changes are:

-- an exemption from front-tire marking requirements for single unit vehicles and for all vehicles operated only within a municipality or commercial zone.

-- modification of the exemption from tire-loading requirements for other than front axle tires operating at reduced speed which provides greater assurance of compliance with the exemptions.

The petitioners do not seek a relaxation of tire loading or inflation requirements; therefore, no substantive change in these rules are contemplated. The changes involve only tire markings and applicability refinements.

BMCS Director Robert A. Kaye said, "Postponement of front-tire marking requirements is needed to allow time for public notice and comment procedures on the suggested changes, and publication of any final rule. The delay assures a time-frame for a new rule to be carefully developed and implemented, and time for an ample supply of new tires with required markings to become available. Further, the

postponement minimizes the economic impact of the transition to marked tires by permitting more wear-out time for tires in current service which otherwise meet the safety standards."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
March 18, 1976

FHWA 14-76
(202) 426-0677

New design standards for signs identifying tourist information centers, welcome centers and rest areas along federal-aid highways have been approved by Federal Highway Administrator Norbert T. Tiemann.

The new standards resulted from a request by the National Advisory Committee on Uniform Traffic Control Devices. Based on information received from the states, signing for tourist facilities was not uniformly applied from state to state leading to some confusion for motorists.

According to Administrator Tiemann, "the new standards will provide for uniform application of signing for all tourist facilities whether serving as both rest areas and tourist information centers or as both rest areas and welcome centers."

The new design standards will continue the use of the distinctive and familiar colors of a white legend on a blue background.

Copies of the new standards are available to state highway agencies and organizations involved in the fabrication and erection of highway signs. Requests should be submitted to the Office of Traffic Operations (HTO-21) Federal Highway Administration, Washington, D.C. 20590, telephone 202/426-0411.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
March 24, 1976

FHWA 15-76
(202) 426-0677

Secretary of Transportation William T. Coleman, Jr. will formally open "Highways of History," a Bicentennial exhibit of 109 oil paintings, at 4 p.m. March 31, in the lobby of the Old Pension Building, Fifth and G Streets, NW., Washington, D.C.

The exhibit, depicts the development of highway transportation in the United States over the course of four centuries. It has been prepared by the Department of Transportation's Federal Highway Administration.

The oil paintings were rendered by Carl Rakeman, an artist of the then Bureau of Public Roads (now the Federal Highway Administration) between 1939 and 1945. Since that time they had been stored at various locations, but during the past 2 years, they were collected, restored and newly framed.

The series opens with a painting depicting the introduction of horses into the New World in Florida in 1530, and continues through the era of the Indian trails, colonial roads, the coming of the steamboat and railroad, to present times. Explanatory text panels supplement the paintings.

The March 31 formal opening of the exhibit will be by invitation only. Among the invitees are President and Mrs. Ford, Cabinet Officers, the Chief Justice and Associate Justices of the Supreme Court, Members of Congress, and representatives of the art community.

Beginning on April 1, the Bicentennial exhibit will be open to the public each week Monday through Friday from 10 a.m. to 5 p.m. It will continue through September 30 and there will be no admission charge.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
March 30, 1976

FHWA 16-76
(202) 426-0677

A total of 6,410 Federal-aid highway and bridge construction contracts were awarded by State highway departments during 1975, involving a total cost of approximately \$5.9 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate increases of 61 percent in the number of contracts and 12 percent in the total dollar amount of contracts, as compared with 1974. It is estimated the 6,410 contracts provided employment for more than 650,000 persons. Included are 135,110 onsite jobs, 141,600 offsite jobs, and 377,600 induced jobs. Onsite labor represents the contractors' and subcontractors' employees working at the project site; offsite labor, the contractors' and subcontractors' home office employees and workers producing construction materials and equipment; and induced labor, employment created by the respending of wages and profits (services, housing, food, transportation, utilities, etc.). Jobs are figured in man-years.

The contracts awarded in 1975 averaged about \$912,700 with the median size about \$231,300. They varied from less than \$25,000 to nearly \$111 million, with a good distribution throughout the entire range.

Fifteen percent of the contracts awarded were for amounts less than \$50,000 and 30 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 69 percent of contracts awarded and 12 percent of the total dollar amount.

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

Summary by Size of Contracts

Calendar Year 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	958	14.95	\$ 26,869,300	0.46
50,000 - 99,999	940	14.67	69,362,700	1.19
100,000 - 249,999	1,493	23.29	245,939,200	4.20
250,000 - 499,999	1,010	15.76	362,498,500	6.20
500,000 - 999,999	747	11.65	526,291,000	9.00
1,000,000 - 2,999,999	793	12.37	1,400,001,000	23.93
3,000,000 - 4,999,999	229	3.57	882,468,400	15.08
5,000,000 - and over	240	3.74	2,336,892,900	39.94
Total	<u>6,410</u>	<u>100.00</u>	<u>5,850,323,000</u>	<u>100.00</u>

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DEPARTMENT OF
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NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

A NEW APPROACH TO RECIPROCITY

* * *

ADDRESS BY FEDERAL HIGHWAY ADMINISTRATOR NORBERT T. TIEMANN
BEFORE 74TH REGULAR MIDDLEWEST MOTOR-SHIPPER CARRIERS
CONFERENCE, LINCOLN, NEBRASKA, MAY 4, 1976

* * *

I am delighted to be back here in Lincoln with you today. As you know, I lived here for several years--and four of those years, especially, were particularly memorable ones for me.

In any event, I always welcome an opportunity to get back to Nebraska, if only briefly, and I am glad you invited me.

I want to discuss with you today two relatively new programs which I think are going to be quite popular with the trucking industry; then I want to make a few remarks about one of the biggest problems facing this Nation today--and tomorrow--the energy crisis.

The two programs I referred to are the International Registration Plan (IRP) and the International Registration Information System (IRIS).

As you so well know, attempts to establish complete reciprocity among the States for commercial vehicles have always failed in the past because of many factors, including uneven distribution of trucking companies among the States, variations in travel by trucks among States, variations in highway needs, and differences in costs attributable to trucks among States.

Over the years, there were two major efforts by the States toward reciprocity agreements that would allow freedom of operation by the truck and bus operators. They were:

1. The Uniform Vehicle Registration Proration and Reciprocity Agreement.

2. The Multi-State Reciprocal Agreement.

The first agreement was based on proportional registration, and the second employed the "Basing Point Theory," so that maintaining a place of business in one of the member jurisdictions would entitle the owner to operate a properly licensed vehicle in all member jurisdictions.

Unfortunately, however, these reciprocity agreements left much to be desired, and often did not serve the best interests of the trucker.

In 1968, a committee of the American Association of Motor Vehicle Administrators formed a subcommittee to study the problem and to try to draft an agreement that would help both government and industry. The subcommittee, which included both State and industry representatives, borrowed the best parts of the other reciprocity agreements, and made the new plan applicable to individual trucks.

By 1974, when the independent truckers struck, the new plan, which by then was named the International Registration Plan (IRP), was being used by four States (Kentucky, Tennessee, Missouri, and Texas).

Up to the present time, 15 States have formally joined the plan, and another eight States will join the ranks next year, making a total of 23 States. One Canadian Province, Alberta, also has joined.

A task force, created in the Federal Highway Administration at the direction of the Secretary of Transportation to determine the extent of trucker problems and to seek means to alleviate them, found that the IRP was aimed at several of the problems. Also, with minor modifications, it appeared capable of answering other problems. Consequently, the Department of Transportation went on record as approving and encouraging the International Registration Plan.

The purpose of the IRP is to implement the concept of one registration plate for one vehicle. In addition, it grants exemptions from paying certain fees when such grants are reciprocal, and it provides for the continuance of reciprocity for vehicles not eligible for proportional registration under the IRP.

The plan aids the small trucker with one or more vehicles by:

1. Permitting proportional registration of vehicles having a gross weight of less than 26,000 pounds or less than two axles.
2. Identifying a fleet as one or more apportionable vehicles.
3. Requiring that each jurisdiction shall provide a means of registration for owner-operators not operating as a lessor.
4. Providing that member jurisdictions should implement a system of issuing trip permits for other member jurisdictions so that vehicles can move without waiting for telegraphic or other emergency authorization.

Generally, the operation of the system is as follows:

A trucker applies for registration to his home-base State and declares the States he intends to operate through for the year. If he was operating in those States the prior year, he lists the miles traveled in each State and computes the percentage travel in each jurisdiction. If he did not travel in the proposed States the prior year, he must estimate the travel that he expects to perform. In this case, his computations will have to be adjusted at the end of the registration year according to actual travel.

The home State registration authority will compute the portions of registration fees due to each IRP State through which the trucker has declared he will operate, and will collect these amounts from the trucker. A cab card (registration certificate) will then be issued to the trucker, showing the owner and vehicle description and listing the States into which the vehicle is apportioned. A license plate is also issued, and besides the registration number, and name of the home State, it will carry the word "Apportioned."

The home State then remits the registration fees due to the other IRP member States.

A State joining the IRP signs a contract to fully carry out all 21 sections to the agreement and, where necessary, to change its own laws or regulations so as to conform with the plan.

Obviously, the IRP is not a cure-all for truck and bus operators' problems, but it does address some of the more difficult problems pertaining to freedom of movement in interstate and intrastate commerce. And it may well serve as the means to make additional changes toward uniformity of treatment among States for the commercial carrier.

One of the things the IRP does not do is specify how the records for the vehicles in the plan will be kept, or what interchange of information among States will take place, except audit information.

The FHWA, recognizing the large amount of paperwork that probably will face many of the States joining the IRP, has conceived a computerized information system to handle it. It is the International Registration Information System (IRIS). A brief description of the proposed system, but perhaps an oversimplification, is to say that it borrows both from the computerized airlines reservation system and from the interbank check clearing system. Simply stated, it holds in a memory bank the registration fee schedules from all IRP States, the computing factors to apply those fee schedules to any vehicle or group of vehicles that need to be registered, and the mileage factors for adjusting the proportionate fee to be paid to the States wherein the vehicle travels. Programs are being developed that will produce cab cards (registration cards) that are ready for issuance, accounting reports on registrations accomplished, money due to each State, consolidated reports for all IRP States, and audit reports on mileage traveled.

The system is planned to be under the control of the American Association of Motor Vehicle Administrators, and will be entered in one or more commercial computers. Since the system is modular in design, it will not be necessary to disturb in any way the existing computer data bases or record formats of the participating States. Consequently, it will not be a Federal system nor will it be identified with any State's computer operation. Access to IRIS can be made by States with computer systems merely by adapting one of their terminals to dial into the system over regular phone lines. For States that are not computerized, the only investment needed is for the rental of a terminal and a trained operator.

It is envisioned that in time large trucking and bus companies might be permitted to have terminals at their headquarters facilities in order to directly enter applications for registration or for trip permits, and the State registration authority would respond by computer approval.

Such terminal facilities could also be located in major truck stops for the benefit of the owner-operator.

In brief then, the purpose of IRIS is to provide policy support of the IRP by demonstrating the practicality of computer assisted commercial vehicle/bus registration and fee proration for interstate/province travel.

--It is to be contractor-developed under the auspices of AAMVA with technical design assistance from FHWA.

-- State and Canadian Province participation will be entirely voluntary.

-- IRIS will be designed and implemented on a commercial computer facility in order to minimize any appearance of Federal intervention in State and Province matters.

-- IRIS can be utilized by States and Provinces not now automated and can be easily interfaced with States and Provinces that are computerized, without requirement for new hardware or disposition of present software systems.

-- IRIS is expected to provide cost benefits through the reduction of unit registration costs; accuracy of transfer payment accounting; and data collection for management information uses by the States and Provinces. In the long run, these lower transportation costs will, hopefully, benefit the consumer.

To sum up, let me provide a case study example. Say a Nebraska carrier, for example, wants to request registration of 50 trucks to operate in 15 various combinations of States and Provinces. The following steps would be taken:

1. The Nebraska Motor Vehicle Administration registrar would type at a computer terminal the following information: vehicle identification, fuel, axles, tare, gross, and combined weights, mileage record, and requested operating areas.

2. Input data would be transmitted over ordinary telephone lines to the computer.

3. The computer would search its memory banks for the rate tables and algorithms applicable to each vehicle request.

4. The computer would print at the MVA office the appropriate cab card proration schedule for each truck.

5. The computer would create a data base for accounting purposes (net transfer payment reports) and a cross-registration roster by State and Province.

Data security and privacy of information will be maintained in the IRIS operation through electronic fences and access codes.

This is envisioned to be, in effect, a computerized expansion of the existing Iowa Department of Transportation's one-stop truck permit center. Through the use of new micro-processors and intelligent computer terminals, the Iowa permit center concept could be expanded to accommodate all the IRP States and Provinces. Toll free telephone lines would allow the trucker to obtain clearance from any place in the United States or Canada to or through any other location.

* * *

Now a few words about a problem--an overwhelming problem--that affects us all.

Our national fuel shortage.

Of course, I realize that many people--and perhaps some of you are among them--do not believe there really is a fuel shortage. After all, there seemingly is plenty of gasoline available to anyone who wants it at any service station, expensive, maybe, but available.

Well, that's true; but it's so only because we are importing large quantities of oil at a tremendous cost. The fact is that we no longer are able to produce enough oil to meet our own needs.

We entered this bicentennial year with our national energy vulnerability standing at roughly 6 million barrels of oil per day. That means that we must pay out nearly \$75 million every day to foreign oil producers for crude oil and petroleum products to fuel this nation's economy. Worse yet, if the present trend continues, in 2 years we will be faced with an 8 million barrel per day deficit; and, 10 years from now our dependency will have increased to 10 million barrels per day!

As a matter of fact, in the second week of March this year, daily oil import rates amounted to just under 50 percent of average U.S. daily needs! While it is true that import levels fluctuate, the trend is clear--and ominous.

One need not be an economist to recognize the perilous position in which this country is placed by this dependence on imported oil. The longer this dependence continues, the more vulnerable we will become. Unfortunately, there are reliable estimates that we must continue to rely on imported oil for at least another decade.

As our Nation continues to grow, so too will our need for energy. But our domestic oil fields, which now produce eight and one half million barrels of oil each day, will have been depleted to the level of two and one half million barrels a day of primary production by 1985. Thus, we will face a constantly increasing need for imported oil.

Obviously, we must develop--as rapidly as possible--alternate fuels to substitute for our rapidly dwindling supply of fossil fuels.

We need to encourage greatly increased development and production of crude oil, partially from the frontier areas and through enhanced recovery techniques.

We must accelerate exploration for new reserves of natural gas.

We need to expedite production, distribution, and use of our vast coal reserves.

And we must have the contribution that nuclear power can make to the growing need for electric power generation.

There are some long-range possibilities for new fuel sources. It might be possible to liquify coal and produce a new type of fuel. There is a significant energy potential lying trapped in oil shale beneath portions of our western States--and we must tap this reservoir. We must harness geothermal steam and build hydroelectric installations where they are feasible. A practical method must be developed to use solar energy. However, many of these things--years away from realization, at best--are being unduly delayed by environmental conflicts. Most Americans are properly concerned about the environment and want to protect it to the maximum extent possible; but we must not confuse our priorities. The need for new fuel sources has to be this Nation's No. 1 priority, and we must eliminate any delays in moving forward on this.

In the meantime, we must conserve as much energy as possible--both to prolong our domestic supply of oil and to reduce as much as possible our dependence on foreign imports. Since highway transportation is one of the biggest users of oil, it in particular must reduce consumption.

And despite some complaints about it, the national 55 mph speed limit is saving fuel! It will continue to do so.

It is the Federal Highway Administration's responsibility to monitor the enforcement of the 55 mph speed limit on a continuing basis. I assure you that we take, and will continue to take, this responsibility most seriously. Each year the Governor of each State must certify to us that his State is actively--and effectively--enforcing the speed limit. If we are not satisfied that any State is doing so, we have a very effective sanction--the withdrawal of its Federal-aid highway funds.

This indicates how important we feel the 55 mph speed limit really is!

At FHWA we also are actively promoting carpooling as another method of conserving fuel. Somehow we simply must get the one-occupant cars off our highways, particularly during rush hours. People are just going to have to change long ingrained habits and either use mass transit facilities or join carpools.

It is no exaggeration to say that in the 200 years of its existence the United States has become great because it has had adequate supplies of energy available at a reasonable cost to consumers and industry. Neither is it an exaggeration to say that this Nation can remain great only by continuing to have adequate supplies of energy available and by reducing its dependence on foreign sources.

I think that this, our bicentennial year, is a most appropriate time for all of us to become personally concerned with this critical problem, and for each of us to make whatever individual contribution he can. If we do so, I am confident that we will overcome this crisis, just as we have so many others during our 200 years of existence.

Now, if you have any questions, I will be glad to try to answer them in the time remaining.

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

HIGHWAY PERSPECTIVES IN OUR BICENTENNIAL YEAR

* * *

ADDRESS BY DEPUTY FEDERAL HIGHWAY ADMINISTRATOR J. R. COUPAL, JR.,
AT HIGHWAY USERS REGIONAL TRANSPORTATION CONGRESS, HYATT REGENCY
HOTEL, ATLANTA, GEORGIA, MAY 6, 1976

* * *

LADIES AND GENTLEMEN, IT IS INDEED A PLEASURE AND PRIVILEGE FOR ME TO BE WITH YOU HERE IN ATLANTA THIS MORNING AT THE 1976 REGIONAL CONFERENCE OF THE HIGHWAY USERS FEDERATION, AND I BRING YOU GREETINGS AND BEST WISHES FROM SECRETARY COLEMAN AND ADMINISTRATOR TIEMANN.

YOUR PRESIDENT, PETER KOLTNOW, HAS ASKED THAT IN THE TIME ALLOTTED ME I DISCUSS WITH YOU THREE MAJOR TOPICS:

1. THE SIGNIFICANT ASPECTS OF THE 1976 FEDERAL-AID HIGHWAY ACT JUST SIGNED INTO LAW BY THE PRESIDENT AND THE IMPLICATIONS OF THIS ACT FOR THE NEXT 2 YEARS.

2. THE PRESENT STATUS OF THE FEDERAL-AID HIGHWAY PROGRAM, AND

3. FINALLY, I WOULD LIKE TO PHILOSOPHIZE WITH YOU ABOUT THE LONG RANGE NEEDS, ISSUES AND CHALLENGES CONFRONTING THE HIGHWAY TRANSPORTATION INDUSTRY OVER THE NEXT 10 TO 15 YEARS.

I. FEDERAL-AID HIGHWAY ACT OF 1976

THE FEDERAL-AID HIGHWAY ACT OF 1976 IS A GOOD PIECE OF LEGISLATION, BUT I THINK IT IS IMPORTANT TO RECOGNIZE THAT IT IS ESSENTIALLY AN INTERIM BILL. IT DOES NOT FACE UP TO THE LONG RANGE PROBLEMS OF TRANSPORTATION WHICH MUST BE ADDRESSED IN THE NEAR FUTURE, BUT IT DOES KEEP THE PROGRAM GOING AT A REASONABLY ADEQUATE LEVEL AND HAS SOME MAJOR IMPROVEMENTS OVER THE PRESENT LAW. LET ME ENUMERATE JUST A FEW OF THE MORE SIGNIFICANT ASPECTS OF THE BILL.

1. IT SETS TOTAL FUNDING LEVELS AT \$7.56 BILLION FOR 1977 AND \$7.85 BILLION FOR 1978, COMPARED TO \$7.513 BILLION FOR 1976 AND \$7.093 BILLION FOR 1975.

2. IT EXTENDS THE HIGHWAY TRUST FUND THROUGH SEPTEMBER 30, 1979 AND PROVIDES INTERSTATE SYSTEM AUTHORIZATIONS UNTIL 1990.

3. IT RECOGNIZES FEDERAL RESPONSIBILITY FOR THE REHABILITATION AND RECONSTRUCTION OF THE INTERSTATE SYSTEM, AND AUTHORIZES \$175 MILLION FOR EACH OF THE FISCAL YEARS 1978 AND 1979 YEAR FOR THIS NEW PROGRAM.

4. IT IMPROVES THE DELIVERY SYSTEM OF FEDERAL AID TO THE STATES BY SIMPLIFYING THE CERTIFICATION ACCEPTANCE PROCEDURE AND RESTORING THE SECONDARY ROAD PLAN.

5. IT RECOGNIZES THE PROBLEMS THAT WE HAVE EXPERIENCED WITH THE URBAN PLANNING PROGRAM, AND REQUIRES A COMPLETE RE-ANALYSIS AND RE-EVALUATION OF THAT OPERATION.

6. IT MAKES A START TOWARD THE CONSOLIDATION OF SOME OF THE CATEGORIES OF FEDERAL AID. FOR EXAMPLE, IT CONSOLIDATES PRIMARY, PRIORITY PRIMARY AND URBAN EXTENSIONS, AND WITHIN

THE SAFETY CATEGORIES, IT CONSOLIDATES ROADSIDE OBSTACLES AND HIGH HAZARD LOCATIONS.

7. IT INCREASES FLEXIBILITY FOR INTERSTATE SUBSTITUTIONS, PERMITTING FUNDS TO BE USED FOR BOTH TRANSIT AND HIGHWAY PURPOSES.

8. IT INCREASES THE FUNDS AVAILABLE FOR BRIDGE REPLACEMENT TO \$180 MILLION FOR EACH OF THE FISCAL YEARS 1978 AND 1979. (THIS IS SOME IMPROVEMENT, BUT OBVIOUSLY NOT ENOUGH TO SOLVE THE PROBLEM. THIS IS AN EXCELLENT EXAMPLE OF THE COMPROMISES THAT HAVE TO BE MADE BECAUSE OF THE DIFFICULTIES IN STRIKING A BALANCE BETWEEN INFLATION AND RECESSION.)

9. IT CHANGES THE APPORTIONMENT DATE FOR ALL APPORTIONMENTS (OTHER THAN FOR THE INTERSTATE SYSTEM) TO OCTOBER 1 OF THE FISCAL YEAR FOR WHICH AUTHORIZED; FOR THE INTERSTATE SYSTEM THE APPORTIONMENT DATE IS TO BE OCTOBER 1 OF THE YEAR PRECEDING THE FISCAL YEAR FOR WHICH THE FUNDS ARE AUTHORIZED.

10. AND LAST, BUT NOT LEAST, IT MAKES A NUMBER OF AMENDMENTS TO THE HIGHWAY SAFETY PROGRAM. TITLE II, THE HIGHWAY SAFETY ACT OF 1976, AUTHORIZES A TOTAL OF \$767 MILLION FOR FISCAL YEAR 1977 AND \$792 MILLION FOR FISCAL YEAR 1978. IT ALSO AUTHORIZES ADDITIONAL INCENTIVE GRANTS TO STATES SIGNIFICANTLY REDUCING THE ACTUAL NUMBER OF TRAFFIC FATALITIES. IT IMPROVES THE FLEXIBILITY AND EQUITY OF THE SANCTION PROVISIONS BUT ELIMINATES THE HIGHWAY CONSTRUCTION FUND SANCTION ALTOGETHER, AND SUSPENDS DOT'S SANCTION AUTHORITY UNTIL AFTER A STUDY IS MADE OF THE PROBLEM.

THERE ARE, OF COURSE, MANY OTHER CHANGES, BUT THESE ARE PERHAPS THE MOST IMPORTANT.

II. PRESENT STATUS OF FEDERAL-AID HIGHWAY PROGRAM

WE NOW ESTIMATE THAT OBLIGATIONS OF FEDERAL HIGHWAY AID BY THE STATES IN 1976 WILL BE ABOUT \$5.5 BILLION. THIS MIGHT APPEAR TO BE A REASONABLY ADEQUATE AMOUNT OF FEDERAL-AID HIGHWAY CONSTRUCTION, BUT UPON CLOSE EXAMINATION I THINK IT IS APPARENT THIS LEVEL OF OBLIGATIONS SHOULD GIVE US CAUSE FOR CONCERN.

DURING THE LAST 5 YEARS (FROM 1970 TO 1975) INFLATION HAS REDUCED THE VALUE OF THE HIGHWAY CONSTRUCTION DOLLAR ABOUT 62 PERCENT. DURING 1973 AND 1974 ALONE THE CONSTRUCTION BID PRICE INDEX INCREASED 33 PERCENT. THUS, IT IS APPARENT THAT A DOLLAR LEVEL OF EXPENDITURES OF THAT \$5.5 BILLION IN 1976 WILL BUY ONLY ABOUT AS MUCH NEW HIGHWAY CONSTRUCTION AS \$3.41 BILLION WOULD HAVE BOUGHT IN 1970.

INASMUCH AS THE MAJOR INFLATIONARY SPIRAL TOOK PLACE IN 1973 AND 1974 WHY IS THIS PROBLEM NOW BECOMING APPARENT? DURING FISCAL YEAR 1975 THERE WERE OVER \$11 BILLION OF IMPOUNDED HIGHWAY FUNDS, ALL OF WHICH WERE RELEASED DURING THE LATTER PART OF THAT FISCAL YEAR. THIS VERY SIGNIFICANT INFUSION OF NEW MONEY INTO THE HIGHWAY FINANCIAL STREAM ALLOWED FISCAL YEAR 1975 TO BE THE RECORD YEAR, BY FAR, IN TERMS OF OBLIGATION OF FEDERAL FUNDS--WE OBLIGATED \$7.8 BILLION.

HOWEVER, THAT MAJOR EFFORT PRETTY WELL WIPED THE SHELVES CLEAN OF PROJECTS THAT WERE READY TO BE OBLIGATED, AND THAT SITUATION HAS NOW CAUGHT UP WITH US.

WHAT ARE THE MAJOR MANIFESTATIONS OF THIS PROBLEM?

FIRST, WE ARE SEEING ACCELERATED DETERIORATION OF THE HIGHWAY

SYSTEM AND A GENERAL DECREASE OF THE LEVEL OF PERFORMANCE OF ALL SYSTEMS.

SECONDLY, WE NOTE THAT MANY HIGHWAY AGENCIES ARE CUTTING BACK ON THEIR STAFFS, EQUIPMENT, AND MAINTENANCE OPERATIONS.

THIRD, THIS IS HAPPENING AT A TIME WHEN DEMANDS ON THE HIGHWAY SYSTEM ARE INCREASING. POPULATION HAS INCREASED IN THE UNITED STATES BETWEEN 1965 AND 1975 FROM 194 MILLION TO 212 MILLION AND WE PROJECT IT TO REACH 232 MILLION BY 1985.

FOURTH, VEHICLE MILES TRAVELED ON THE HIGHWAY SYSTEM HAVE INCREASED IN THE LAST 10 YEARS BY 427 BILLION VEHICLE MILES, OR BY NEARLY 50 PERCENT, AND WE ESTIMATE THAT WITHIN THE NEXT 10 YEARS IT WILL INCREASE ANOTHER 25 PERCENT OR BY ANOTHER 340 BILLION VEHICLE MILES.

FIFTH, ALSO AGGRAVATING THIS PROBLEM IS THE FACT THAT WHILE WE HAVE MORE VEHICLES TRAVELING MORE MILES ON THE HIGHWAY SYSTEM, THIS IS HAPPENING IN SMALLER, MORE ENERGY-EFFICIENT VEHICLES, TRAVELING AT SLOWER SPEEDS. THUS, THE LEVEL OF FEDERAL AND STATE REVENUES, WHILE NOT ACTUALLY DECREASING, IS NOT INCREASING AT THE RATE THAT THEY HAVE BEEN SINCE WORLD WAR II, NOR AT THE RATE THAT WAS PROJECTED AS NECESSARY TO MEET THE NEEDS OF THE HIGHWAY SYSTEMS.

ADD TO ALL OF THESE PROBLEMS THE FACT THAT THE DELIVERY SYSTEM OF FEDERAL AID TO HIGHWAYS TO THE STATES IS BECOMING MORE AND MORE COMPLEX, AND WE ARE FACING INCREASING DELAYS DUE TO THE MILITANCY OF ENVIRONMENTAL GROUPS ACTIVELY OPPOSING HIGHWAY CONSTRUCTION, AND WE HAVE A SITUATION WHICH I BELIEVE IS FRAUGHT WITH THE POTENTIAL FOR DISASTER.

IN SUMMARY, THEN, LET ME SAY THAT THE FEDERAL-AID HIGHWAY PROGRAM IS FACING AT LEAST FOUR MAJOR PROBLEMS:

1. INCREASING DEMANDS UPON THE SYSTEM CAUSED BY INCREASES IN POPULATION AND VEHICLE MILES OF TRAVEL ON THE HIGHWAYS.

2. EROSION OF PUBLIC SUPPORT FOR HIGHWAYS, PRIMARILY BECAUSE THE SERIOUSNESS OF THE SITUATION IS NOT READILY APPARENT AND THE ADVERSE IMPACTS OF THE HIGHWAY AND THE AUTOMOBILE UPON THE NATURAL ENVIRONMENT, AIR POLLUTION, ENERGY RESOURCE DEPLETION, AND COMMUNITY DISRUPTION ARE APPARENT.

3. SHORT FALL OF HIGHWAY REVENUES DUE TO THE FACT THAT MORE ENERGY-EFFICIENT CARS ARE TRAVELING AT SLOWER SPEEDS.

4. THE SERIOUS IMPACT OF INFLATION ON THE HIGHWAY CONSTRUCTION DOLLAR, CUTTING THE PURCHASING POWER BY MORE THAN HALF, IN THE LAST 10 YEARS.

THIS IS NOT A VERY OPTIMISTIC REPORT, AND I BELIEVE THERE ARE NO SIMPLE SOLUTIONS TO THESE PROBLEMS, BUT I THINK I HAVE GIVEN YOU A REALISTIC APPRAISAL OF THE PRESENT STATUS OF THE FEDERAL-AID HIGHWAY PROGRAM TODAY. AND I BELIEVE THERE ARE ANSWERS TO THESE PROBLEMS.

III. NEEDS FOR LONG RANGE--FUTURE CHALLENGES

SO, LET ME TURN TO A BRIEF REVIEW OF A NUMBER OF LONG RANGE ISSUES WHICH I BELIEVE MUST BE ADDRESSED AS THE BASIS OF A RATIONAL U.S. HIGHWAY POLICY. AS I SEE THEM THEY INCLUDE AT LEAST THE FOLLOWING:

1. APPROPRIATE FEDERAL, STATE AND LOCAL ROLES IN HIGHWAY CONSTRUCTION, OPERATION AND MAINTENANCE AFTER THE INTERSTATE CONSTRUCTION PHASE IS COMPLETED. FOR 60 YEARS THE ROLE OF THE FEDERAL GOVERNMENT HAS BEEN TO PROVIDE GUIDANCE AND FINANCIAL ASSISTANCE TO THE STATES IN THE CONSTRUCTION OF THE FEDERAL-AID HIGHWAY SYSTEM. WE HAVE BEEN THROUGH THE ERA OF GETTING THE FARMER OUT OF THE MUD AND CONNECTING UP THE FARMS TO THE MARKETS, AND CITIES TO CITIES. FOR THE LAST 20 YEARS THIS CONSTRUCTION EFFORT HAS BEEN HEAVILY TILTED TOWARD THE INTERSTATE SYSTEM, BECAUSE THIS WAS THE SYSTEM THAT HAD PRIMARY NATIONAL CONNOTATIONS. WE HAVE BEEN CONCENTRATING ON THE MAJOR TRAFFIC ARTERIAL SYSTEM OF THE COUNTRY, THIS 42,500-MILE INTERSTATE SYSTEM. IT IS TIME NOW THAT WE ADDRESS OURSELVES TO THE PROBLEM OF THE APPROPRIATE FEDERAL ROLE (AS WELL AS THE APPROPRIATE STATE AND LOCAL ROLES) AFTER WE FINISH THE CONSTRUCTION OF THE INTERSTATE SYSTEM.

CERTAINLY ONE OF THE MAJOR RESPONSIBILITIES OF THE FEDERAL GOVERNMENT MUST BE IN THE CONTINUED MAINTENANCE OF A SATISFACTORY LEVEL OF SERVICE ON THE INTERSTATE SYSTEM, WITH SUBSTANTIAL FEDERAL AID TO ACCOMPLISH THIS. THE COST OF RECONSTRUCTION AND RENOVATION OF THE INTERSTATE SYSTEM IS JUST TOO GREAT FOR THE STATES TO BEAR, AND TO ALLOW THIS HUNDRED BILLION DOLLAR NATIONAL INVESTMENT TO DETERIORATE IS UNTHINKABLE.

I BELIEVE, TOO, THAT THERE IS AN APPROPRIATE FEDERAL ROLE IN THE CONSTRUCTION AND RECONSTRUCTION OF THE PRIMARY

SYSTEM, WHICH IS AN ESSENTIAL FEEDER SYSTEM TO THE INTERSTATE SYSTEM AND ALSO HAS NATIONAL CONNOTATIONS.

HOWEVER, THE APPROPRIATE FEDERAL ROLE IN THE SECONDARY AND URBAN SYSTEMS IS ANOTHER QUESTION. DECISIONS HAVE TO BE MADE AS TO WHO SHOULD HAVE RESPONSIBILITY FOR FINANCING THE CONSTRUCTION, MAINTENANCE AND OPERATIONS OF THESE SYSTEMS. THIS IS ONE OF THE MAJOR ISSUES THAT SHOULD BE RESOLVED IN THE MONTHS TO COME.

2. FUNDING LEVELS AND FUNDING SOURCES. IN 1965, TOTAL EXPENDITURES FOR ALL HIGHWAY FUNCTIONS, INCLUDING DESIGN, ENGINEERING, CONSTRUCTION, MAINTENANCE, AND OPERATIONS, BY ALL LEVELS, REACHED \$13.5 BILLION. TEN YEARS LATER, IN 1975, OUR FIGURES SHOW THAT FOR THE SAME PURPOSES THE SAME AGENCIES SPENT \$25.5 BILLION. IN THE MEANTIME, HOWEVER, INFLATION HAD DECREASED THE VALUE OF THE DOLLAR BY 50 PERCENT SO THAT IN TERMS OF PURCHASING POWER IN 1965 DOLLARS WE ACTUALLY ONLY HAD \$12.8 BILLION TO SPEND. IN THAT SAME 10-YEAR PERIOD THE NUMBER OF MILES OF HIGHWAYS IN THE UNITED STATES INCREASED FROM 3.690 MILLION TO 3.825 MILLION. THE NUMBER OF REGISTERED VEHICLES ROSE FROM 91.7 MILLION TO 139.2 MILLION. VEHICLE MILES OF TRAVEL IN THAT DECADE INCREASED FROM 888 BILLION TO 1.3 TRILLION. ALL THIS ADDS UP TO ONE CONCLUSION--THAT THE LEVEL OF PERFORMANCE ON OUR HIGHWAY SYSTEM HAS DETERIORATED DURING THE LAST 10 YEARS AND WILL CONTINUE TO DETERIORATE UNLESS WE INCREASE THE TOTAL FUNDING FOR HIGHWAY CONSTRUCTION, MAINTENANCE AND OPERATION.

WE HAVE NOT KEPT UP WITH INFLATION AT THE FEDERAL, STATE OR LOCAL LEVELS, AND TO CONTINUE TO SPEND FEWER REAL HIGHWAY DOLLARS (AND THEREBY INCREASE THE RATE OF DETERIORATION OF THE HIGHWAY SYSTEM) WILL LEAD ONLY TO A CONDITION SIMILAR TO THAT IN WHICH THE RAILROADS FIND THEMSELVES TODAY. I DO NOT BELIEVE THIS NATION CAN AFFORD TO ALLOW THAT TO HAPPEN. I SUGGEST THAT THE SECOND MAJOR ISSUE THEN, WILL BE TO DETERMINE THE APPROPRIATE FUNDING LEVEL TO MAINTAIN A REASONABLE PERFORMANCE LEVEL ON OUR HIGHWAY SYSTEM AND TO RAISE THOSE FUNDS FAIRLY AND EQUITABLY IN ACCORDANCE WITH THE BENEFITS DERIVED BY THE USERS OF THE SYSTEM.

I ALSO SUGGEST THAT PART OF THIS PROBLEM IS TO DETERMINE WHAT THE APPROPRIATE FUNDING MECHANISM SHOULD BE TO FINANCE ADEQUATELY THE HIGHWAY SYSTEM OF THE NATION. SHALL WE RETAIN THE HIGHWAY TRUST FUND? SHALL WE ESTABLISH A TRANSPORTATION TRUST FUND? SHALL WE TURN MORE AND MORE TO GENERAL REVENUE FUNDING TO BUILD AND MAINTAIN THE HIGHWAY SYSTEM? THESE ARE ALSO ISSUES THAT SHOULD BE DEBATED AND RESOLVED DURING THE COMING MONTHS.

3. IMPROVING THE DELIVERY SYSTEM OF FEDERAL-AID TO THE STATES.

A MAJOR PROBLEM FOR STATE HIGHWAY DEPARTMENTS IS UNCERTAINTY AND INSTABILITY IN THE FEDERAL-AID HIGHWAY PROGRAM. THE AMOUNT OF RED TAPE INVOLVED IN ADVANCING PROJECTS; DELAYS FOR PERFECTING E.I.S.'S, AND UNCERTAINTY AS TO PROGRAM CATEGORIES AND FUNDING LEVELS MAKES IT VERY DIFFICULT FOR STATE DOT'S

AND HIGHWAY DEPARTMENTS TO OPERATE EFFICIENTLY. SIMPLIFICATION AND STREAMLINING MUST BE ACHIEVED IN OUR DELIVERY SYSTEM IF STATE HIGHWAY DEPARTMENTS ARE TO PERFORM EFFECTIVELY.

4. THE APPROPRIATE ORGANIZATIONAL STRUCTURE AT THE FEDERAL LEVEL TO MEET TRANSPORTATION NEEDS. I SUGGEST THAT IT IS TIME TO TAKE A NEW LOOK AT THE ORGANIZATIONAL STRUCTURE MOST APPROPRIATE TO PROVIDE THE NECESSARY FEDERAL-AID TO THE STATES, FOR ALL MODES OF TRANSPORTATION.

ONE POSSIBILITY NOW UNDER STUDY IN THE DEPARTMENT OF TRANSPORTATION IS THE CONSOLIDATION OF THE FEDERAL HIGHWAY ADMINISTRATION, THE URBAN MASS TRANSPORTATION ADMINISTRATION, THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, (AND POSSIBLY EVEN THE FEDERAL RAILROAD ADMINISTRATION) INTO A SURFACE TRANSPORTATION AGENCY. THIS APPROACH MAY HAVE CONSIDERABLE MERIT, AND SHOULD BE CAREFULLY ANALYZED.

5. BETTER UTILIZATION OF EXISTING SYSTEMS. THE TIME IS PAST WHEN WE CAN AFFORD THE LUXURY OF BEING WASTEFUL OF THE FACILITIES THAT WE ALREADY HAVE. LAND AND OTHER NATURAL RESOURCES ARE, IN MANY AREAS, BECOMING VERY SCARCE. FUEL IS BECOMING MORE AND MORE PRECIOUS AND THAT GREATEST OF ALL RESOURCES, TIME, SEEMS TO BECOME HARDER AND HARDER TO CONSERVE. THEREFORE, I PREDICT THAT WE WILL SEE IN THE COMING YEARS A CONTINUING THRUST AND EMPHASIS ON THE BETTER UTILIZATION OF EXISTING SYSTEMS AND EXISTING FACILITIES THAT WE NOW HAVE. BETTER TRAFFIC MANAGEMENT; AUTO RESTRICTED ZONES IN OUR DENSELY POPULATED URBAN AREAS; PREFERENTIAL TRANSIT, BUS AND CARPOOL TREATMENT; BETTER UTILIZATION OF

AIR SPACE AND SUBWAY SPACE; VERTICAL USE OF RIGHTS-OF-WAY; ALL OF THESE CONCEPTS WILL GET MORE ATTENTION IN THE YEARS TO COME.

6. ENERGY AND THE ENVIRONMENT. THE UNITED STATES DID NOT BECOME A GREAT NATION BY SAVING ENERGY--IT BECAME A GREAT NATION BY USING HUGE QUANTITIES OF ENERGY TO GROW FOOD TO FEED THIS NATION (AND A GOOD SHARE OF THE REST OF THE WORLD), TO RUN THE ENGINES OF INDUSTRY, TO MOVE PEOPLE AND GOODS QUICKLY, CONVENIENTLY AND SAFELY, AND GENERALLY TO REMOVE THE BURDEN OF LABOR FROM THE BACKS OF MEN AND PUT IT ON TO MACHINES. HOWEVER, THE KINDS OF ENERGY THAT WE HAVE USED, AND THE WAY WE HAVE USED IT, HAVE BEEN CREATING GRAVE PROBLEMS, AND WE MUST FIND NEW APPROACHES. WHAT THIS NATION MUST DO IS DEVELOP NEW, INEXHAUSTIBLE SOURCES OF CLEAN ENERGY SO THAT WE CAN CONTINUE TO USE ALL WE WANT, WITHOUT FEAR OF DEPLETING IT OR POLLUTING OUR ATMOSPHERE. AT THE SAME TIME, WE MUST BE COGNIZANT OF WHAT OUR TRANSPORTATION SYSTEMS ARE DOING TO OUR CITIES AND MAKE EVERY ATTEMPT TO MINIMIZE COMMUNITY DISRUPTION AND URBAN CONGESTION.

7. MODIFICATION OF TRANSPORTATION REGULATIONS. IT IS IMPERATIVE THAT WE REDUCE THE NUMBER OF REGULATIONS BEING IMPOSED ON THE VARIOUS MODES OF TRANSPORTATION, AND TO IMPROVE THE REGULATIONS THAT REMAIN. IN THE FIELD OF HIGHWAY TRANSPORTATION, THE INTRODUCTION OF THE INTERNATIONAL REGISTRATION PROGRAM AND AN INTERNATIONAL REGISTRATION INFORMATION SYSTEM WOULD GO A LONG WAY TOWARD REDUCING THE RED TAPE FOR THE COMMON CARRIERS.

AT THE PRESENT TIME THE ICC ISSUES MILLIONS OF ROUTE AND

RATE REGULATIONS. THE CAB TIGHTLY RESTRICTS FARES AIRLINES MAY CHARGE. THESE AND OTHER REGULATIONS WERE ESTABLISHED UNDER DIFFERENT CONDITIONS, TO SOLVE DIFFERENT PROBLEMS, IN DIFFERENT TIMES. IT IS IMPERATIVE THAT WE MODERNIZE THESE REGULATIONS.

8. SAFETY. WE MUST EXPAND OUR EFFORTS TO BRING ABOUT GREATER HIGHWAY SAFETY. SIGNIFICANT STRIDES HAVE BEEN MADE IN THE PAST COUPLE OF YEARS, DUE IN PART TO THE NATIONAL 55 MPH SPEED LIMIT. IN 1973, THE NATIONAL DEATH TOLL WAS 55,096. IN 1974, THIS DROPPED TO 46,054 AND IN 1975, HAS DROPPED TO AN ESTIMATED 45,500. JUST AS IMPRESSIVE HAS BEEN THE REDUCTION IN THE FATALITY RATE FROM 4.21 IN 1973 TO 3.58 IN 1974 AND TO ABOUT 3.5 IN 1975. THIS TREND IS ENCOURAGING, BUT WE CANNOT AFFORD TO RELAX OUR EFFORTS. WE MUST CONTINUE TO IMPROVE OUR HIGHWAY DESIGN AND ENGINEERING SO THAT OUR ROADS WILL BECOME EVER MORE FORGIVING OF ERRANT DRIVERS AND VEHICLES. AT THE SAME TIME WE MUST CONTINUE TO MAKE THE VEHICLES THEMSELVES MORE MECHANICALLY SAFE AND WE MUST TRY TO MAKE THE HUMAN BEINGS WHO OPERATE THEM BETTER EQUIPPED TO DO SO SAFELY. WHILE THE REDUCTION IN THE DEATH TOLL IS ALL TO THE GOOD, EVEN ONE HIGHWAY FATALITY IS TOO MANY. WE MUST REDUCE THIS TOLL TO THE IRREDUCIBLE MINIMUM.

9. QUALITY CONSTRUCTION. NEXT I SUGGEST THAT WE NEED TO RETURN TO SOME OLD BASIC HIGHWAY PRINCIPLES. DURING RECENT YEARS WE HAVE BEEN DIVERTED TO A CONSIDERABLE EXTENT FROM OUR PRIMARY CONCERN WITH QUALITY CONSTRUCTION AND MAINTENANCE TO OTHER, NEW CONCERNS, WHICH MAY BE EQUALLY

SIGNIFICANT, BUT THEY ARE NEVERTHELESS ANCILLARY CONSIDERATIONS. I THINK WE NEED TO READDRESS OURSELVES TO THE BASIC FUNCTION OF THE HIGHWAY INDUSTRY--THE ASSURANCE THAT WE ARE BUILDING AND MAINTAINING QUALITY HIGHWAYS THAT WILL, IN THE LONG RUN, BE THE BEST INVESTMENT FOR OUR HIGHWAY DOLLAR.

10. SOCIAL RESPONSIBILITY. FINALLY, IT SEEMS TO ME, THAT WHILE WE ARE CONCENTRATING ON THE MAIN OBJECTIVE OF BUILDING, MAINTAINING AND OPERATING THE VERY FINEST HIGHWAY SYSTEM IN THE WORLD, WE MUST ALSO BE COGNIZANT THAT WE HAVE OTHER BROADER, SOCIAL RESPONSIBILITIES THAT ARE NOT INCONSISTENT WITH OUR MAJOR MISSION. AS WE GO ABOUT OUR JOBS IMPROVING HIGHWAY FACILITIES OF THIS NATION, WE MUST ALSO TAKE INTO CONSIDERATION THE IMPACT WE HAVE ON THE ENVIRONMENT, ON CIVIL RIGHTS, ON COMMUNITY RELATIONS, AND OTHER BROAD SOCIAL PROGRAMS THAT ARE OF GREAT IMPORTANCE TO THE QUALITY OF LIFE FOR OUR CITIZENS. I AM NOT SUGGESTING THAT THESE SHOULD BE OUR FIRST RESPONSIBILITIES, BUT I AM SUGGESTING THAT THEY ARE NOT INCONSISTENT WITH OUR FIRST RESPONSIBILITY, AND THAT WE MUST GIVE THEM ADEQUATE ATTENTION ALSO. WITH A PROGRAM AS LARGE AS THE HIGHWAY PROGRAM IN THIS NATION--\$25 BILLION PER YEAR--WE HAVE A POTENT WEAPON FOR ASSISTING IN THE SOLUTION OF SOME OF THESE MAJOR SOCIAL PROBLEMS. WE MUST NOT BE FOUND WANTING IN THIS REGARD.

THESE THEN, ARE THE HIGHWAY PERSPECTIVES, SOME NEW AND SOME RECURRENT, TO WHICH WE MUST DEDICATE OUR ATTENTION AND EFFORTS IN 1976 AND THE YEARS AHEAD. WE DON'T KNOW, OF COURSE, WHAT THE FUTURE WILL BRING, BUT I "FEARLESSLY

PREDICT" THAT GETTING THERE WILL BE REWARDING AND
EXCITING.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY

May 4, 1976

1976 DOT 'HIGHWAY AND ITS
ENVIRONMENT' CONTEST OPENS

FHWA 19-76
(202) 426-0677

The opening of the ninth annual "The Highway and Its Environment" awards competition was announced today by Secretary of Transportation William T. Coleman, Jr.

Sponsored by the U.S. Department of Transportation's Federal Highway Administration, the contest is designed to give public recognition to agencies, organizations and business enterprises which have taken action to protect, preserve or enhance the highway environment.

Secretary Coleman said that the deadline for entries in the 1976 contest is July 15, and that any outstanding highway or highway-oriented improvement in the United States or its possessions, in 11 categories, is eligible for submission. Entries may be submitted by State, county or local governments and highway agencies, freeway or toll authorities, civic organizations, business and industry, and consultants and contractors.

Categories in which the Secretary of Transportation's Award for Excellence will be made are: The New Highway in its Rural Environment; the New Highway in its Urban Environment; the Reconstructed Highway in its Rural Environment; the Reconstructed Highway in its Urban Environment; Highway Structural Feature; Rest Area or Information Center; Highway-Oriented Public or Private Enterprise; Use of Mass Transit Within or Adjacent to Highway Right-of-Way; Multiple Use of Highway Right-of-Way in Urban or Rural Areas; Sympathetic Treatment of Historic, Cultural or Natural Environment; and Landscape Treatment Along Roadside or Interchanges.

"The number and quality of entries in this competition have increased each year since its inception," said Federal Highway Administrator Norbert T. Tiemann. "I think that this shows there is extensive recognition of

the economic, social and cultural benefits involved in the scenic enhancement of our highways.

"At the Federal Highway Administration, we know that highways and the environment are compatible. This annual awards competition effectively demonstrates that fact."

Entry forms for the 1976 "The Highway and Its Environment" competition are now available. Copies may be obtained from the Office of Engineering, Federal Highway Administration, Washington, D.C. 20590, or by calling AC 202, 426-0314.

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FEDERAL HIGHWAY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
May 7, 1976

FHWA 20-76
(202) 426-0677

The Department of Transportation today announced that over \$2.715 billion in Federal and State funds was obligated through December 31 for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.538 billion. Development highways and access roads completed or under construction in the region totaled 1,975 miles as of the end of December, an increase of 13 miles since September 30. Engineering and right-of-way acquisition were underway on an additional 445 miles; design had been approved or hearings held on 92 miles, while locations had been approved and design underway on 246 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 December 31, 1975

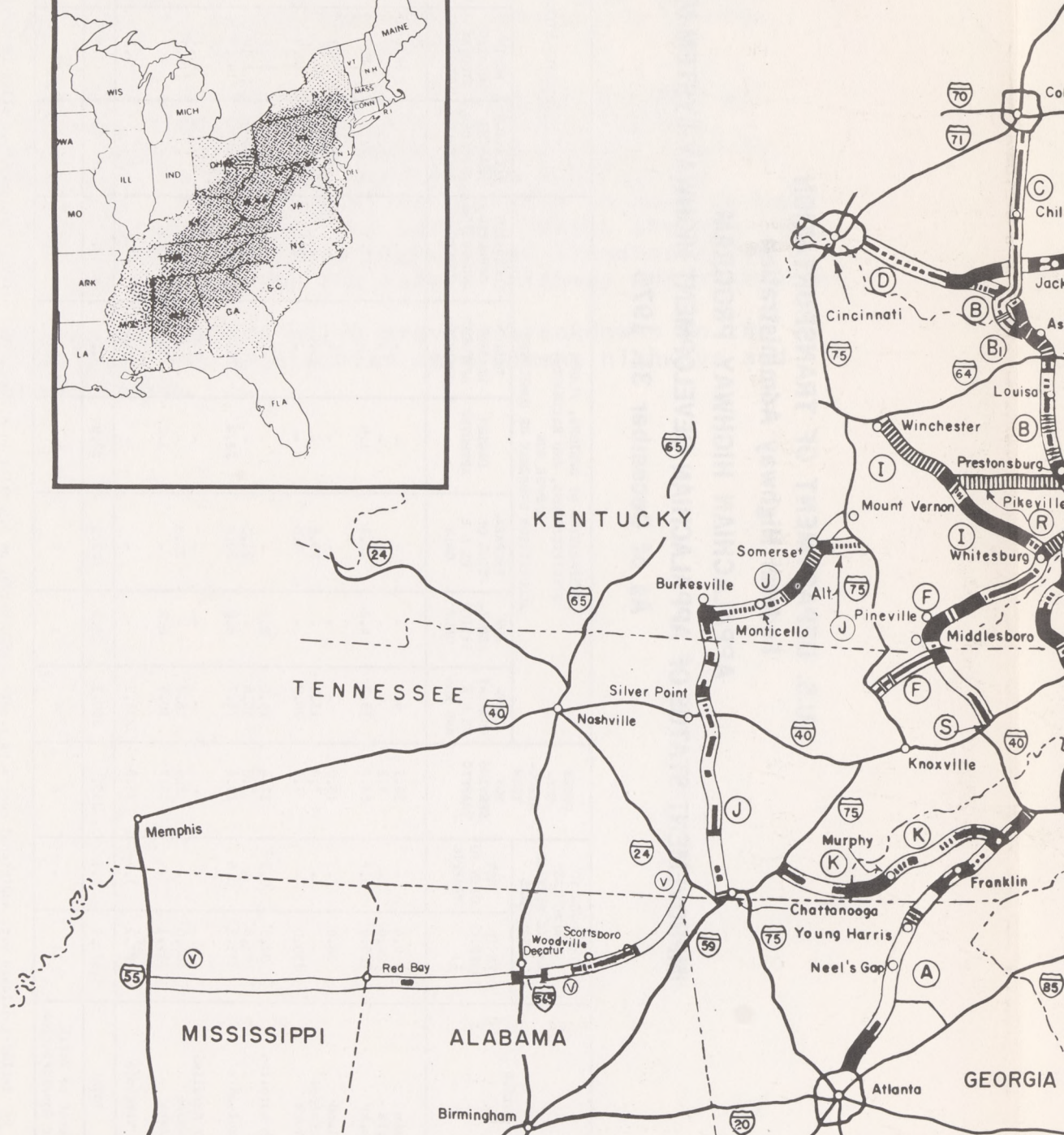
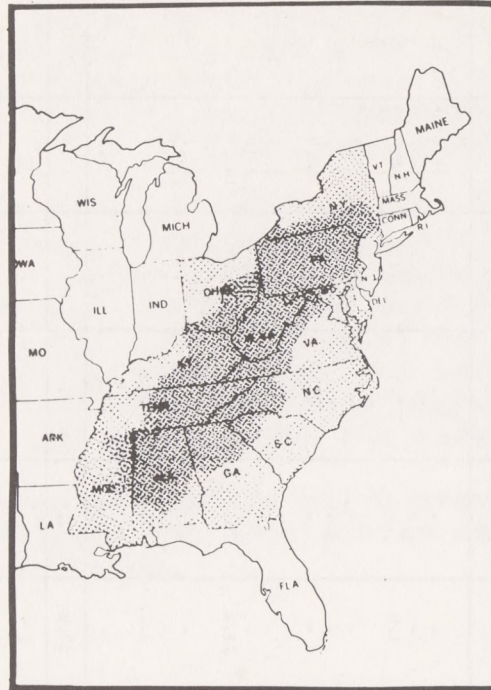
TABLE 1

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 ^{2/}	TOTAL APPALACHIAN DEVELOPMENT MILEAGE	
	OPEN TO TRAFFIC ^{1/}	NOT OPEN TO TRAFFIC		CONCURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY			ROUTE LOCATION WORK NOT STARTED
Alabama	6.4	-	24.7	4.4	-	-	-	-	32.3	-	69.1	6.2	143.1	156.9
Georgia	24.0	-	5.2	-	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	205.0	5.7	53.4	75.7	2.2	20.1	1.9	=	52.8	1.3	6.4	-	424.5	588.4
Maryland	38.6	-	15.0	-	-	-	=	-	=	20.7	6.3	-	80.6	84.6
Mississippi	-	-	7.4	13.8	=	10.6	-	15.0	-	-	-	60.4	107.2	110.2
New York	150.0	=	7.1	26.0	=	9.0	=	-	10.5	4.8	10.9	-	218.3	254.3
North Carolina	92.3	0.5	32.4	25.0	8.9	-	-	-	-	1.5 ¹	33.9	10.5	205.0	206.1
Ohio	95.8	-	3.8	50.4	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania	119.2	0.6	29.6	16.7	8.0	20.0	22.2	14.7	57.2	21.5	145.1	-	454.8	507.4
South Carolina	-	-	-	-	-	-	-	-	-	-	13.1	-	13.1	30.7
Tennessee	143.0 ¹	-	2.6	16.2	-	21.3	-	-	27.6	-	119.7	-	330.4	340.9
Virginia	111.2	=	15.7	10.9	6.4	=	3.8	5.7	3.5	=	=	=	157.2	167.6
West Virginia	187.9	1.7	38.8	21.2	-	-	=	27.0	42.2	-	94.7	=	413.5	426.4
TOTAL	1,173.4	8.5	235.7	260.3	25.5	102.2	27.9	62.4	232.6	106.3	522.8	77.1	2,834.7	3,255.4
Percent to Total Under Consideration	41	=	8	9	1	4	1	2	8	4	19	3	100	=

^{1/} Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 9.6 miles in Maryland, 9.1 miles in North Carolina, 40.6 miles in Ohio, 105.5 miles in Tennessee, totaling 200.4 miles.
^{2/} From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1975





NOT A PRODUCT OF THE FEDERAL BUREAU OF INVESTIGATION
 U.S. DEPARTMENT OF JUSTICE
 OFFICE OF THE ATTORNEY GENERAL
 WASHINGTON, D.C. 20530

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration**

**APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
As of December 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	143.2	6.0	8.0	1.5	-	1.9	-	14.0	-	174.6
Georgia	11.7	1.0	3.6	-	-	-	6.7	1.3	-	24.3
Kentucky	5.3	8.0	0.1	-	-	1.8	-	-	-	15.2
Maryland	6.3	-	-	-	-	-	-	-	-	6.3
Mississippi	86.0	7.2	1.8	6.3	1.6	-	-	1.3	-	104.2
New York	3.4	-	-	2.5	-	-	-	1.7	0.5	8.1
North Carolina	11.2	2.9	1.0	-	-	2.5	-	-	-	17.6
Ohio	33.6	0.8	3.7	1.5	-	-	-	-	-	39.6
Pennsylvania	61.2	18.4	-	-	0.3	7.5	-	-	2.7	90.1
South Carolina	59.4	15.7	17.2	-	-	-	-	11.6	-	103.9
Tennessee	39.6	-	-	8.0	-	-	-	7.9	-	55.5
Virginia	17.1	-	1.1	-	-	-	18.9	-	-	37.1
West Virginia	19.1	-	0.5	-	-	-	-	-	-	19.6
TOTAL	497.1	60.0	37.0	19.8	1.9	13.7	25.6	37.8	3.2	696.1
Percent to Total Under Consideration	71	9	5	3	-	2	4	5	1	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 December 31, 1975

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	21,020,500	11,241,630	26,604,428	16,496,186	47,624,928	27,737,816
Georgia	50,500,953	27,933,682	5,966,794	3,139,426	56,467,747	31,073,108
Kentucky	449,209,407	282,639,640	4,882,114	3,179,434	454,091,521	285,819,074
Maryland	128,057,734	67,085,165	3,393,722	1,746,017	131,451,456	68,831,182
Mississippi	110,000	44,580	14,651,305	9,124,211	14,761,305	9,168,791
New York	336,237,911	155,024,135	1,724,468	1,006,941	337,962,379	156,031,076
North Carolina	147,690,210	83,136,803	4,576,594	2,709,306	152,266,804	85,846,109
Ohio	113,211,060	62,600,545	9,132,469	3,613,164	122,343,529	66,213,709
Pennsylvania	353,009,247	195,151,220	25,989,706	10,560,267	378,998,953	205,711,487
South Carolina	60,000	42,000	17,042,106	11,186,976	17,102,106	11,228,976
Tennessee	188,496,920	120,107,894	10,525,124	6,181,432	199,022,044	126,289,326
Virginia	128,179,316	74,083,439	5,934,911	3,667,000	134,114,227	77,750,439
West Virginia	661,143,795	381,202,543	7,968,867	4,998,081	669,112,662	386,200,624
TOTAL	2,576,927,053	1,460,293,276	138,392,608	77,608,441	2,715,319,661	1,537,901,717



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
May 12, 1976

FHWA 21-76
(202) 426-0677

The cost of highway construction during the first quarter of 1976 decreased 4.5 percent below the previous quarter, to 200.3 percent of the 1967 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

The 4.5 percent decrease, the largest quarterly decrease in 3 years, follows a 2.9 percent increase for the previous quarter. The composite price index for the first quarter is 3.4 percent below a year ago. The 4.5 percent decrease in the composite price index reflects downward price movements in 5 of the 6 index components. Portland cement concrete surfacing led the drop in prices with a decrease of 13.7 percent, followed by structural reinforcing steel, which decreased 9.3 percent. Excavation fell 5.2 percent and structural steel slipped 0.9 percent. Structural concrete was the only index component that rose, registering a rise of 1.4 percent. The price of structural reinforcing steel has fallen each quarter for the past six quarters.

Compared with a year ago, four index components dropped and two rose. All three structural index components fell. Bituminous concrete surfacing rose 16.7 percent, while structural reinforcing steel dropped 24.4 percent. Portland cement concrete surfacing also fell steeply, falling 21.1 percent below the level of a year ago. Structural steel and structural concrete were 6.0 and 5.1 percent lower respectively, than a year ago, while excavation rose 2.1 percent.

Since changes in price indexes from quarter to quarter tend to fluctuate erratically, a comparison on a quarterly basis could be somewhat misleading and therefore may be inappropriate for indicating the trend in prices. A more appropriate indicator of price trends and one that would tend to reduce erratic fluctuations is a three-quarter moving index. The three-quarter moving index for any quarter is an index for that quarter and the quarter preceding and following it. On this basis, the composite price index for the fourth quarter of 1975 rose 0.4 percent above the preceding

quarter, following a 0.3 percent rise for the previous quarter. The rate of inflation in highway construction prices has moderated considerably from what it was in 1974.

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

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

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
1st quarter, 1974...	---	---	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	203.5	+0.3
4th quarter, 1975...	209.8	+2.9	204.2	+0.4
1st quarter, 1976...	200.3	-4.5	---	---

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

The price levels of the component items of the quarterly index in the first quarter of 1976, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from--	
	First Quarter 1976	Fourth Quarter 1975	First Quarter 1975	Fourth Quarter 1975	First Quarter 1975
Excavation.....	192.0	202.6	188.1	-5.2	+2.1
Surfacing					
Portland cement concrete....	175.3	203.3	222.3	-13.7	-21.1
Bituminous concrete.....	251.8	253.8	215.7	-0.8	+16.7
Composite surfacing.....	212.3	227.7	219.1	-6.8	-3.1
Structures:					
Reinforcing steel.....	191.8	211.4	253.9	-9.3	-24.4
Structural steel.....	220.0	222.0	234.0	-0.9	-6.0
Structural concrete.....	190.2	187.6	200.5	+1.4	-5.1
Composite structures.....	199.3	201.9	219.7	-1.3	-9.3
Composite price index.....	200.3	209.8	207.3	-4.5	-3.4

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1975	1st Qtr. 1976	3rd Qtr. 1975	¹ / ₄ th Qtr. 1975 ² /
Excavation.....	Cu. Yd.	\$ 1.10	\$ 1.04 -	\$ 1.03	\$ 1.04
PCC surface.....	Sq. Yd.	9.00	7.76	8.51	8.43
Bit. conc. surf.	Ton	16.41	16.28	15.31	15.84
Str. Reinf.....	Lb.	.277	.251	.292	.276
Str. steel.....	Lb.	.548	.543	.550	.551
Str. concrete...	Cu. Yd.	131.90	133.72	138.45	137.27

¹/Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1975.

²/Weighted average unit prices for the 3rd and 4th quarters of 1975 and 1st quarter of 1976.

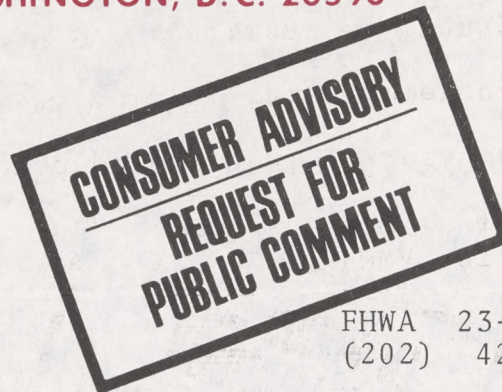


DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590



FOR RELEASE WEDNESDAY
May 19, 1976

FHWA 23-76
(202) 426-0677

A proposal that would permit deaf drivers to operate commercial motor vehicles in interstate commerce is being considered by the U.S. Department of Transportation's Federal Highway Administration.

FHWA's Bureau of Motor Carrier Safety received a petition to amend the Motor Carrier Safety Regulations in regard to deaf drivers from the Wisconsin Department of Health and Social Services.

Under present regulations, deaf persons are not permitted to drive in interstate and foreign commerce.

BMCS Director Robert A. Kaye said, "We are attempting to determine if the current safety standards are more stringent than required. At the same time we do not want to permit an experimental relaxation of the rule until we are reasonably sure that such action will not adversely affect highway safety. Therefore, further investigation accompanied with documented facts is needed before a final determination can be made to allow deaf drivers to drive in interstate and foreign commerce."

An Advance Notice of Proposed Rulemaking has been issued by BMCS, and interested persons are invited to submit written data, views or comments to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D.C. 20590, on or before the close of business July 5, 1976.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
May 20, 1976

FHWA 24-76
(202) 426-0677

Despite a 5 percent increase in vehicle mileage during 1973-74, bus accidents declined in every category during that period, according to a new report released by the Department of Transportation's Federal Highway Administration.

Compiled by FHWA's Bureau of Motor Carrier Safety, the report, "1973-74 Accidents of Motor Carriers of Passengers" discloses that:

-- In 1973, 148 carriers reported 785 accidents, resulting in 105 fatalities, 2,480 injuries and \$3 million in property damage.

-- In 1974, 137 carriers reported 708 accidents, resulting in 77 fatalities, 2,153 injuries, and \$2.9 million in property damage.

BMCS Director Robert A. Kaye said the 102-page document "provides a summary report for 1973-74 assembled from interstate motor carrier accident report forms filed with the Bureau in accordance with Federal Regulations. The information in it should prove invaluable to the motor carrier industry officials involved in the day-to-day activities of moving passengers in interstate commerce."

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

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
May 20, 1976

FHWA 26-76
(202) 426-0677

The U.S. Department of Transportation today cleared the way for construction of Interstate Highway 66 from Gainesville to Front Royal, Virginia.

Complying with federal requirements, the DOT approved and submitted to the Council on Environmental Quality an environmental impact statement covering the uncompleted 32.6 miles of the planned route which will connect the Capital Beltway with Interstate 81 in the Shenandoah Valley.

Today's action will permit the State of Virginia to proceed with construction after a 30-day waiting period. The state has acquired and cleared the right-of-way for the uncompleted portion.

Presently completed segments of I-66 include the section between the Beltway and Gainesville, another between Front Royal and I-88, and a 3-mile section west of Marshall, Virginia. In addition, the state has graded a 4.5-mile section east of Front Royal in preparation for paving.

The I-66 link is the largest remaining portion of the Interstate System still to be built in Virginia. It will replace State Route 55, a narrow, 2-lane highway, to provide a faster, safer connection between the Washington metropolitan area and the Blue Ridge area. Seven interchanges will be provided in the new section in accordance with locally developed land use plans.

Estimated cost of the Gainesville-to-Front Royal construction work is \$83 million. Ninety percent of the cost will be funded by the federal government and 10 percent by the state.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
May 26, 1976

FHWA 25-76
(202) 426-0677

QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, March 31, 1976

Federal Highway Administrator Norbert T. Tiemann said today that based on recent cost estimates, 71.2 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of March 31, 1976.

"Putting it another way," Administrator Tiemann said, "28.8 percent of the estimated total cost of the Interstate System remains to be funded. But this does not take into account the effects of the last 27 months' inflation. Actually, it is expected that, based on today's prices, approximately 37.0 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 37,598 miles, or 88.5 percent. Of this total, 11,197 miles are complete or essentially complete. The other 26,401 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 37,598 miles now open include 982 miles put into service in the 12-month period since March 31, 1975. In addition, further major improvements were completed on 220 miles which were already serving traffic.

Active construction or improvement is currently under way on 4,655 miles. This figure includes improvement of 2,523 miles which are already in use and construction of 2,132 miles, or 5.0 percent of the

Some \$60.68 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 \$45.96 billion, of which \$38.97 billion was for construction and \$6.99 billion for engineering and right-of-way acquisition. As of March 31, 1976, work estimated to cost \$14.72 billion was underway or authorized, including \$9.84 billion of construction, and \$4.88 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 \$42.68 billion worth of work involving 292,932 miles of construction contracts completed or underway since 1956.

Construction contracts involving 279,850 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$31.79 billion, and contracts involving 13,082 miles at a cost of \$6.78 billion were underway on March 31, 1976. In addition, \$2.45 billion of engineering and right-of-way acquisition work had been completed and \$1.66 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 \$1.277 billion of tax revenue income during the 3 months ended March 31, about 75 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted \$1.148 billion. Disbursements for other highway related programs were \$103 million. The status of the Trust Fund is shown in table IV.



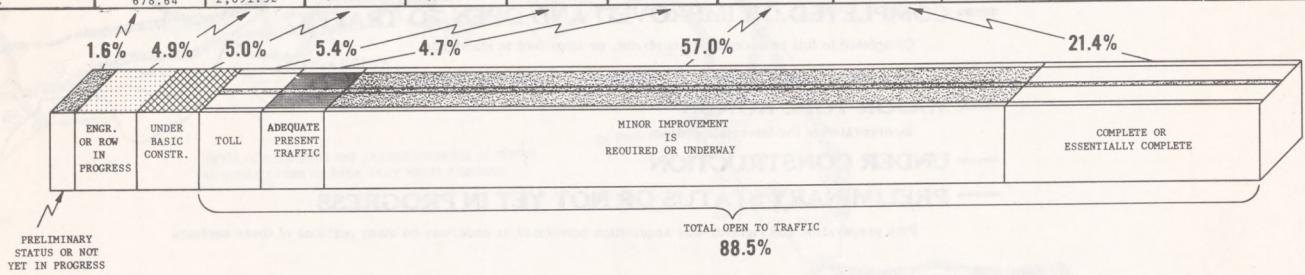
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1976



TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC					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	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	18.70	65.10	105.30	170.40	-	48.80	660.50	-	709.30	898.40	ALABAMA
ARIZONA	1.00	54.65	73.15	127.80	-	106.04	935.65	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	0.80	105.40	39.30	144.70	10.20	95.10	1,974.20	62.80	2,142.30	2,287.80	CALIFORNIA
COLORADO	45.21	58.40	21.41	79.81	-	37.49	761.36	72.58	851.43	976.45	COLORADO
CONNECTICUT	33.94	19.09	4.27	23.36	12.31	47.69	213.72	7.27	280.99	338.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	12.44	2.40	29.14	40.61	DELAWARE
DIST. OF COL.	5.74	5.54	0.79	6.33	-	3.87	8.24	0.05	12.16	24.23	DIST. OF COL.
FLORIDA	33.40	184.90	84.07	268.97	91.20	-	382.09	630.46	1,103.75	1,406.12	FLORIDA
GEORGIA	4.90	38.69	152.90	191.59	-	5.46	82.97	870.00	958.43	1,154.92	GEORGIA
HAWAII	-	11.61	16.22	27.83	-	2.01	2.64	19.07	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	44.82	127.03	171.85	154.92	61.38	954.79	367.94	1,539.03	1,727.56	ILLINOIS
INDIANA	14.30	-	46.43	149.26	156.90	-	893.56	18.23	1,068.69	1,129.42	INDIANA
IOWA	55.62	3.20	6.18	9.38	3.17	-	694.38	26.11	723.66	788.66	IOWA
KANSAS	-	21.10	13.90	35.00	187.70	5.60	592.30	0.60	786.20	821.20	KANSAS
KENTUCKY	-	37.05	53.21	90.26	-	51.22	168.38	427.21	646.81	737.07	KENTUCKY
LOUISIANA	40.01	23.02	126.24	149.26	-	0.86	453.33	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	MASSACHUSETTS
MICHIGAN	40.40	20.25	57.45	77.70	5.46	-	180.46	862.56	1,059.28	1,177.38	MICHIGAN
MINNESOTA	14.01	63.07	65.94	129.01	-	-	13.06	0.69	776.90	919.92	MINNESOTA
MISSISSIPPI	-	6.70	51.30	58.00	-	8.40	610.80	6.00	625.20	683.20	MISSISSIPPI
MISSOURI	-	49.70	75.00	124.70	-	91.40	860.10	70.70	1,022.20	1,146.90	MISSOURI
MONTANA	-	138.17	78.06	216.23	-	198.07	242.71	531.65	972.43	1,188.66	MONTANA
NEBRASKA	1.75	-	3.21	3.21	0.22	-	475.74	2.60	478.56	483.52	NEBRASKA
NEVADA	5.00	48.90	20.01	68.91	-	3.13	312.84	150.57	466.54	540.45	NEVADA
NEW HAMPSHIRE	-	17.14	3.99	21.13	21.09	1.30	170.88	0.12	193.39	214.52	NEW HAMPSHIRE
NEW JERSEY	18.20	54.90	11.50	66.40	45.70	15.80	39.60	202.30	303.40	388.00	NEW JERSEY
NEW MEXICO	-	29.91	22.36	52.27	-	41.83	893.59	11.61	947.03	999.30	NEW MEXICO
NEW YORK	24.52	52.79	48.15	100.94	490.78	27.21	302.38	388.01	1,208.38	1,333.84	NEW YORK
NORTH CAROLINA	43.29	52.17	81.93	134.10	-	87.50	564.36	9.58	661.44	838.83	NORTH CAROLINA
NORTH DAKOTA	-	-	48.20	48.20	-	37.40	29.00	456.73	571.33	571.33	NORTH DAKOTA
OHIO	10.68	40.11	48.90	89.01	206.20	40.96	1,174.00	17.43	1,438.59	1,538.28	OHIO
OKLAHOMA	-	1.41	9.52	10.93	174.04	16.80	113.63	489.59	794.06	804.99	OKLAHOMA
OREGON	21.07	11.97	5.77	17.74	-	49.84	515.64	130.54	696.02	734.83	OREGON
PENNSYLVANIA	12.67	42.46	49.85	92.31	360.18	6.18	1,053.48	41.90	1,461.74	1,566.72	PENNSYLVANIA
RHODE ISLAND	23.66	-	6.89	6.89	0.60	3.94	52.39	11.51	68.44	98.99	RHODE ISLAND
SOUTH CAROLINA	18.09	24.98	26.98	51.56	-	-	690.92	2.42	693.34	762.99	SOUTH CAROLINA
SOUTH DAKOTA	-	35.45	62.11	97.56	-	28.92	13.63	538.85	581.40	678.96	SOUTH DAKOTA
TENNESSEE	-	18.00	65.80	83.80	-	78.30	719.00	164.00	961.30	1,045.10	TENNESSEE
TEXAS	20.87	160.68	129.84	290.52	-	260.93	2,567.28	22.22	2,850.43	3,161.82	TEXAS
UTAH	-	176.23	67.28	243.51	-	53.58	312.71	328.91	695.20	938.71	UTAH
VERMONT	-	18.96	16.24	35.20	-	-	73.90	211.28	285.18	320.38	VERMONT
VIRGINIA	41.57	126.09	33.06	159.15	9.15	97.30	212.41	546.38	865.24	1,065.96	VIRGINIA
WASHINGTON	77.03	36.64	18.51	55.15	-	70.77	558.12	0.84	629.73	761.91	WASHINGTON
WEST VIRGINIA	11.84	29.55	21.53	51.08	81.71	5.99	326.41	32.37	448.48	511.40	WEST VIRGINIA
WISCONSIN	-	62.28	2.40	64.68	-	25.72	487.53	-	513.25	577.93	WISCONSIN
WYOMING	-	44.13	55.18	99.31	-	1.04	116.32	696.96	814.32	913.63	WYOMING
PENDING 3/	-1.36	-	-	-	-	-	-	-	-1.36	-1.36	PENDING 3/
TOTAL	678.64	2,091.32	2,132.43	4,223.75	2,266.44	2,005.04	24,236.66	9,089.47	37,597.61	42,500.00	TOTAL



INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e) (2) OF TITLE 23 USC - (Howard-Cramer Amendment)

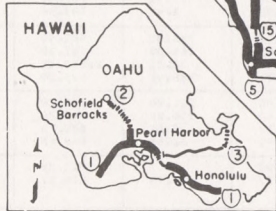
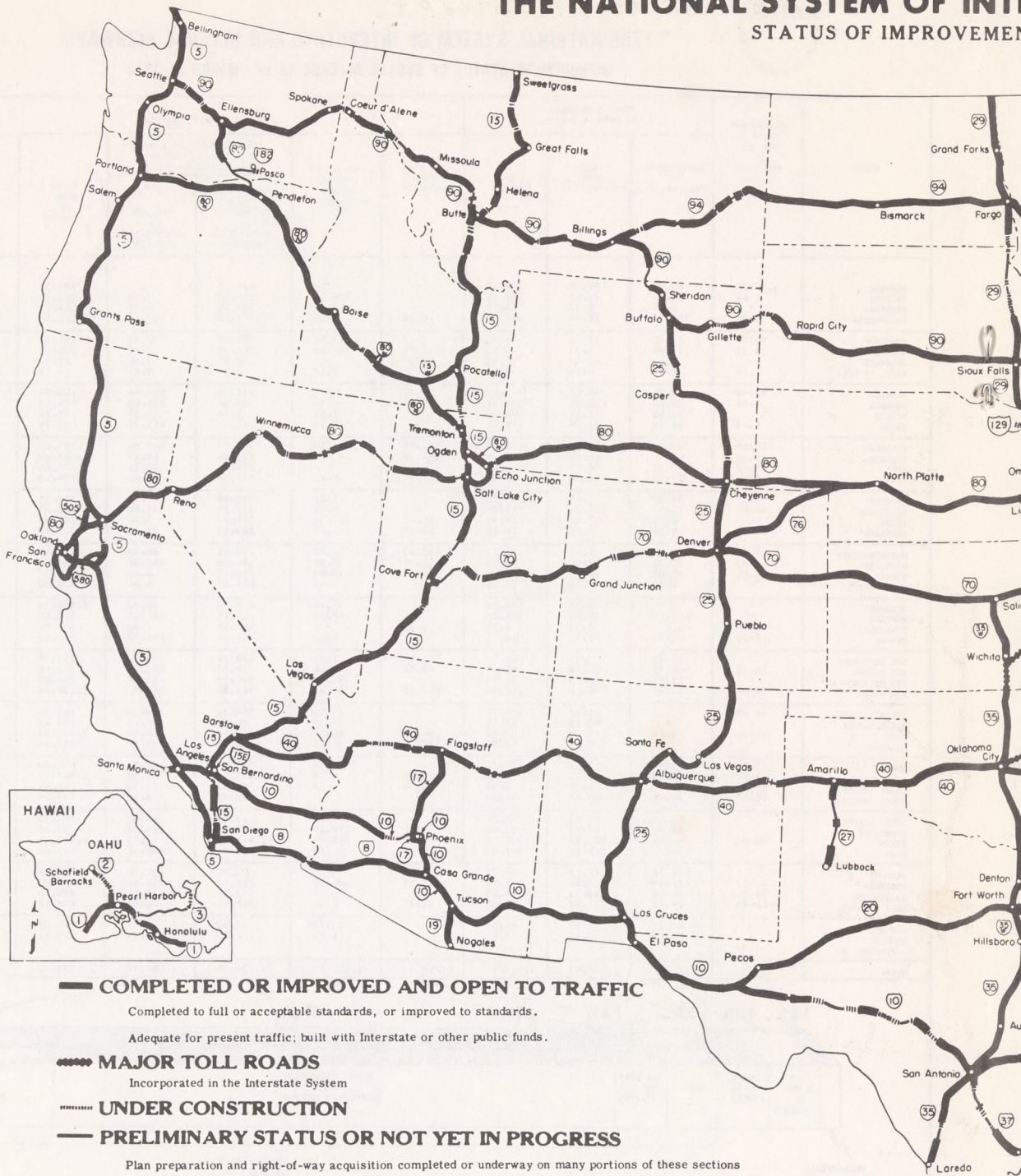
State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	New Jersey	I-195	27.30	Trenton-Asbury Park Spur
Florida	I-75	43.80	St. Petersburg-Tampa Bypass	New York	I-390	54.30	Genesee Expressway
Georgia	I-175	35.10	Spur to Albany	"	I-590	10.60	Rochester
"	I-420	5.00	In Atlanta	Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line
"	I-675	7.70	In Atlanta				
"	I-93	7.25	SE Expressway - Boston Urban Area				
Massachusetts	I-495	13.00	Extension of I-495 to Wareham				

1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
2/ Total designated system mileage excludes the mileage chargeable to Section 103(e)(2).

3/ The "minus" mileage reserve, temporarily indicated, results from System measurements. The final mileage measurements will provide an adequate reserve in all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT

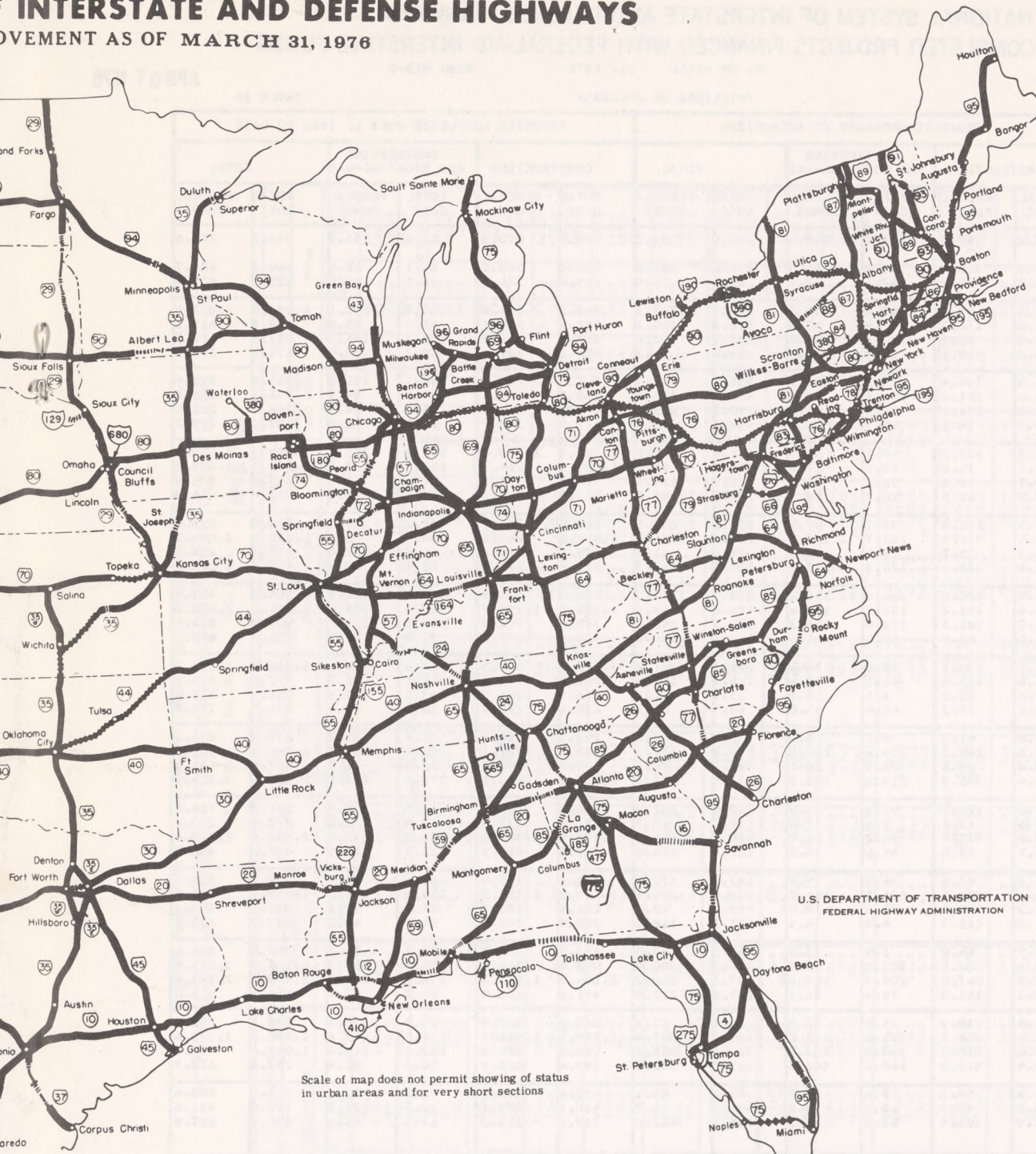


Preliminary Status or Not Yet in Progress, 679 Miles	Engineering and Right-of-Way in Progress, 2,091 Miles	Under Basic Construction, 2,132 Miles	Toll, 2,267 Miles	Adequate Present Traffic, 2,005 Miles	Minor Requirements, 1,000 Miles
	Total, 8,114 Miles				

Tot

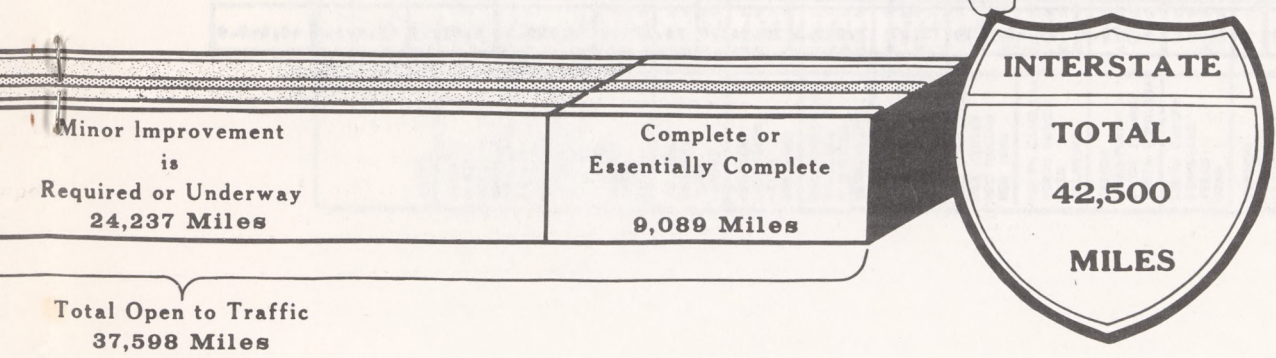
INTERSTATE AND DEFENSE HIGHWAYS

MOVEMENT AS OF MARCH 31, 1976



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 MARCH 31, 1976

8230 M13-5

APR 07 1976

/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	249.4	178.0	159.6	455.0	409.0	780.4	690.3	61.5	53.2	842.0	743.6
ALASKA												
ARIZONA	121.9	116.0	91.2	86.3	213.0	202.3	596.0	545.8	64.1	58.9	660.1	604.7
ARKANSAS	38.0	34.2	47.6	42.7	85.5	76.9	419.6	374.5	35.5	30.5	455.2	405.0
CALIFORNIA	337.5	303.0	491.6	440.8	829.1	743.8	3,446.5	2,999.8	1,187.9	1,003.1	4,634.5	4,002.9
COLORADO	123.6	112.3	41.6	37.9	165.2	150.2	632.5	566.1	61.4	53.3	693.8	619.5
CONNECTICUT	55.0	50.1	127.1	112.7	182.1	162.8	563.7	476.2	153.3	135.3	717.0	611.5
DELAWARE	20.2	18.1	14.7	13.3	34.9	31.3	150.3	134.1	20.7	17.9	171.1	151.9
FLORIDA	222.3	199.4	229.2	191.9	451.5	391.3	853.8	748.2	178.1	151.2	1,031.9	899.4
GEORGIA	338.6	291.2	102.5	92.2	441.1	383.5	760.5	671.1	95.6	84.5	856.1	755.7
HAWAII	200.3	174.5	80.4	69.2	280.7	243.7	179.9	156.5	58.7	58.9	248.6	215.4
IDAHO	58.2	54.1	10.1	9.3	68.3	63.4	271.9	248.1	35.3	31.0	307.2	279.2
ILLINOIS	576.7	527.5	45.1	39.5	621.8	567.0	2,202.1	1,909.6	397.2	341.3	2,599.3	2,250.9
INDIANA	85.1	76.6	19.7	17.9	104.8	94.5	1,020.9	914.7	181.8	163.6	1,202.7	1,078.3
IOWA	110.7	96.6	36.2	31.9	146.9	128.5	574.0	507.5	81.5	68.5	655.5	575.9
KANSAS	75.2	67.4	20.7	18.6	95.9	86.0	442.9	390.3	82.5	73.7	525.4	464.0
KENTUCKY	197.3	175.8	33.7	30.1	231.0	205.9	808.7	719.7	129.2	111.1	937.9	830.7
LOUISIANA	346.6	311.5	163.7	144.5	510.4	456.0	1,078.9	963.8	80.5	70.2	1,159.3	1,034.0
MAINE	26.5	25.3	18.3	16.3	44.8	41.7	279.9	245.2	14.7	12.8	294.7	258.0
MARYLAND	367.4	326.6	173.3	155.1	540.7	481.7	591.8	511.9	68.4	60.2	660.2	572.1
MASSACHUSETTS	248.9	220.0	164.6	148.2	413.5	368.2	726.9	632.9	177.1	154.9	904.0	787.8
MICHIGAN	315.6	281.2	181.2	162.6	496.8	443.8	1,509.5	1,293.9	362.0	308.9	1,871.5	1,602.8
MINNESOTA	206.0	185.8	173.8	156.3	379.8	342.1	779.6	702.9	127.7	113.8	907.3	816.7
MISSISSIPPI	76.5	68.4	55.6	49.8	132.1	118.2	534.6	477.5	21.3	18.1	555.9	495.6
MISSOURI	172.7	152.7	38.6	34.6	211.3	187.3	1,035.8	917.5	246.9	219.1	1,282.7	1,136.7
MONTANA	124.8	113.9	41.1	37.4	165.9	151.3	525.6	474.7	47.1	41.7	572.6	516.4
NEBRASKA	29.6	26.5	6.1	5.5	35.7	31.9	296.1	264.7	55.5	49.2	351.7	313.9
NEVADA	18.2	17.3	68.4	65.0	86.7	82.3	258.4	239.6	13.2	11.7	271.6	251.3
NEW HAMPSHIRE	45.8	41.2	6.7	6.0	52.5	47.2	248.5	216.7	31.4	27.3	279.9	244.0
NEW JERSEY	250.8	249.1	214.2	187.0	504.9	436.1	893.1	777.1	173.1	153.5	1,066.3	930.7
NEW MEXICO	53.8	48.6	28.1	26.1	81.9	74.8	505.0	465.1	52.8	46.7	557.8	511.8
NEW YORK	454.4	398.3	219.3	193.6	673.8	591.9	1,926.2	1,650.8	275.7	233.0	2,201.9	1,883.9
NORTH CAROLINA	193.0	172.7	67.5	59.5	260.6	232.2	534.7	468.6	52.5	45.9	587.2	514.5
NORTH DAKOTA	45.6	41.1	8.6	7.6	54.2	48.7	258.7	233.4	13.8	12.0	272.4	245.4
OHIO	554.3	479.9	74.2	66.8	628.5	546.6	1,795.9	1,569.6	756.2	671.2	2,552.1	2,240.8
OKLAHOMA	56.7	51.0	84.6	75.8	141.3	126.8	467.0	410.5	23.8	20.5	490.8	430.9
OREGON	100.8	92.6	86.3	79.6	187.0	172.2	822.8	737.0	86.4	77.4	909.2	814.4
PENNSYLVANIA	1,079.6	928.4	426.1	366.8	1,505.6	1,295.1	1,314.6	1,157.2	234.5	198.2	1,549.1	1,355.4
RHODE ISLAND	27.3	24.4	21.8	19.0	49.1	43.4	216.9	188.7	58.9	50.8	275.8	239.5
SOUTH CAROLINA	126.2	113.5	4.9	4.4	131.1	118.4	380.4	341.0	48.8	43.2	429.2	384.2
SOUTH DAKOTA	45.9	44.0	3.9	3.5	49.8	47.5	337.0	302.7	23.8	21.3	360.8	324.0
TENNESSEE	119.4	107.5	103.9	93.5	223.3	200.9	968.2	869.6	175.4	153.9	1,143.6	1,023.5
TEXAS	392.3	347.6	204.9	184.6	597.3	532.2	2,081.2	1,839.4	316.1	281.6	2,397.3	2,121.0
UTAH	162.3	151.0	75.4	71.5	237.8	222.5	491.6	458.0	64.7	57.7	556.4	515.7
VERMONT	21.5	19.3	14.4	12.5	35.9	31.8	367.5	327.9	28.8	23.3	396.3	351.2
VIRGINIA	431.6	386.2	134.6	121.2	566.1	507.4	1,219.5	1,084.8	164.8	145.6	1,384.3	1,230.4
WASHINGTON	195.0	172.0	169.5	153.7	364.4	325.7	953.6	829.8	132.1	114.8	1,085.6	944.6
WEST VIRGINIA	454.4	410.3	160.8	145.0	615.2	555.3	699.4	628.6	58.5	51.4	757.9	679.9
WISCONSIN	55.6	50.1	35.6	32.0	91.2	82.1	456.6	408.0	82.3	72.6	538.9	480.6
WYOMING	44.0	40.5	10.3	9.2	54.3	49.7	436.3	399.1	25.5	22.5	461.8	421.6
DIST. OF COL.	122.9	101.9	68.8	60.2	191.7	162.2	269.5	234.2	61.5	53.8	330.9	287.9
PUERTO RICO												
TOTAL	9,843.6	8,747.2	4,878.2	4,348.3	14,721.7	13,095.5	38,965.0	34,374.8	6,990.3	6,075.0	45,955.3	40,449.9

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

AS OF MARCH 31, 1976 8230 M13-1

APR 07 1976

/MILLIONS OF DOLLARS/

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	132.0	83.3	191.5	55.5	31.1	187.5	114.3	639.6	320.0	7,982.7	57.1	27.9	696.7	347.8
ALASKA	132.6	120.2	202.5	33.7	31.8	166.3	152.0	563.4	517.4	3,514.2	98.0	90.8	661.4	608.2
ARIZONA	66.1	57.3	71.6	1.0	.8	69.1	58.1	349.1	236.6	2,221.8	5.5	3.7	354.6	240.3
ARKANSAS	111.4	75.1	263.1	17.2	9.0	128.6	84.1	457.5	229.0	5,876.0	27.2	13.1	484.6	242.2
CALIFORNIA	360.2	276.0	238.9	30.1	19.9	390.3	295.9	2,027.2	1,129.6	4,464.7	31.5	20.3	2,058.7	1,149.9
COLORADO	46.1	34.2	133.4	35.9	22.3	81.9	56.5	495.1	276.9	4,196.2	60.5	33.3	555.6	310.2
CONNECTICUT	64.6	47.8	19.4	35.9	20.3	100.5	68.1	290.6	145.7	290.2	31.0	15.4	321.6	161.1
DELAWARE	28.3	18.7	14.2	11.8	7.4	40.1	26.1	131.7	65.6	565.4	13.1	6.8	144.8	72.4
FLORIDA	269.9	182.9	368.3	44.7	24.9	314.5	207.8	712.9	338.3	3,833.3	9.1	4.7	722.0	343.0
GEORGIA	199.9	124.6	874.1	88.1	48.8	287.9	173.4	659.2	325.8	6,430.9	74.8	37.1	733.9	362.9
HAWAII	31.9	13.7	10.0	29.7	14.9	61.7	28.6	109.0	53.4	189.3	28.7	13.8	137.8	67.2
IDAH0	62.0	48.9	161.4	6.7	5.3	68.7	54.2	232.0	153.9	2,744.3	27.1	16.0	259.1	169.8
ILLINOIS	429.8	313.2	717.8	4.4	2.7	434.2	315.8	1,506.1	772.1	9,361.8	68.9	33.2	1,575.0	805.3
INDIANA	108.4	73.2	90.1	41.6	25.2	149.7	98.4	829.0	430.9	3,807.2	86.1	41.5	915.0	472.4
IOWA	110.3	75.4	756.5	18.0	12.4	128.2	87.8	681.5	356.8	13,549.2	19.7	9.9	701.2	366.7
KANSAS	83.4	56.3	215.9	5.9	3.0	89.3	59.3	673.0	333.9	14,919.0	51.7	26.3	724.7	360.3
KENTUCKY	111.2	70.7	76.3	73.6	44.0	184.9	114.7	480.6	241.2	2,564.0	90.8	44.8	571.3	285.9
LOUISIANA	136.9	81.1	77.3	55.8	30.0	192.7	111.1	528.1	259.0	3,073.4	23.8	11.4	551.9	270.4
MAINE	13.2	10.2	36.4	11.8	6.9	25.0	17.1	117.4	117.4	1,169.7	29.6	14.4	262.3	131.8
MARYLAND	113.9	78.8	174.2	76.2	44.9	190.0	123.7	348.8	171.9	1,605.3	7.2	3.6	356.0	175.6
MASSACHUSETTS	137.1	88.0	57.8	80.7	34.9	217.8	122.8	565.1	284.1	608.9	125.3	37.1	690.4	321.2
MICHIGAN	197.1	137.1	402.6	68.9	40.3	266.1	177.4	1,232.1	618.0	11,047.7	83.4	39.6	1,315.5	657.6
MINNESOTA	192.9	126.8	888.2	14.0	8.5	206.8	135.3	829.1	414.6	17,750.6	20.3	10.3	849.3	424.9
MISSISSIPPI	102.9	64.5	361.6	26.1	13.4	129.0	77.9	502.7	247.4	8,812.8	41.7	20.7	544.5	268.1
MISSOURI	151.3	101.3	181.8	80.9	48.8	232.3	150.2	794.9	407.3	10,460.2	164.4	79.4	959.2	486.7
MONTANA	48.6	35.5	232.3	27.4	18.2	75.9	53.7	404.7	249.0	5,302.8	40.5	22.8	445.2	271.7
NEBRASKA	112.9	74.8	644.7	4.6	3.0	117.5	79.8	532.6	272.4	9,554.6	42.8	21.4	575.4	293.8
NEVADA	8.7	8.2	57.1	34.0	34.9	48.3	43.0	178.8	155.8	2,102.8	18.4	15.6	197.1	171.5
NEW HAMPSHIRE	10.9	7.2	7.4	2.0	1.3	12.9	8.5	165.6	82.5	533.3	5.7	2.6	171.3	85.1
NEW JERSEY	107.9	70.8	52.8	188.0	58.0	215.9	128.8	515.0	249.3	605.6	71.0	33.9	585.9	283.2
NEW MEXICO	36.2	25.7	79.2	9.3	6.6	45.5	32.3	350.9	228.3	2,876.5	33.5	20.2	384.4	248.5
NEW YORK	437.3	286.1	267.5	82.3	52.1	519.6	338.2	2,275.9	1,084.5	3,842.3	39.0	19.4	2,314.9	1,103.8
NORTH CAROLINA	188.7	126.4	228.4	59.3	35.0	248.0	161.4	698.4	346.1	5,336.1	122.0	60.1	820.4	406.2
NORTH DAKOTA	43.8	28.5	747.0	6.5	4.7	50.2	33.2	381.3	198.7	17,931.4	23.2	12.5	404.5	211.2
OHIO	281.5	163.1	190.3	19.8	13.4	301.3	176.5	1,184.0	604.0	3,119.6	177.6	90.8	1,361.6	694.8
OKLAHOMA	125.4	83.8	320.1	12.0	6.5	137.4	90.3	675.1	338.3	7,254.6	19.8	9.4	694.9	347.7
OREGON	65.1	37.7	149.9	22.1	15.7	87.2	53.4	400.8	247.8	2,394.7	24.9	14.6	425.8	262.4
PENNSYLVANIA	681.0	404.0	300.7	71.6	39.7	752.5	443.7	1,172.0	573.8	2,297.5	107.9	46.7	1,279.9	620.5
RHODE ISLAND	41.0	25.3	30.5	23.2	11.8	64.2	37.1	129.6	63.6	273.2	35.9	17.6	165.5	81.2
SOUTH CAROLINA	82.8	57.7	690.9	9.5	6.3	92.3	64.0	430.7	218.3	8,606.8	29.1	15.4	459.8	233.7
SOUTH DAKOTA	52.3	42.0	357.9	3.6	2.4	55.9	44.3	395.1	217.7	11,536.2	6.0	3.4	401.1	221.1
TENNESSEE	155.9	100.9	250.8	51.4	27.8	207.2	128.6	603.4	303.4	8,538.5	70.8	34.0	674.2	337.4
TEXAS	396.1	232.3	766.2	2.6	1.9	358.6	234.2	2,162.2	1,127.0	22,499.2	10.0	5.7	2,172.1	1,132.7
UTAH	37.2	31.0	162.9	17.3	14.9	54.5	45.9	206.1	149.8	1,893.1	22.3	16.0	228.5	165.8
VERMONT	5.2	3.7	9.1	2.7	1.8	7.9	5.5	136.0	69.6	593.4	18.7	8.7	154.6	78.3
VIRGINIA	140.2	94.7	152.0	25.9	16.7	166.1	111.4	702.0	340.6	4,336.2	56.7	27.3	758.7	367.9
WASHINGTON	37.0	27.7	151.4	10.6	7.2	47.6	34.9	573.7	311.3	4,737.5	26.4	13.5	600.1	324.8
WEST VIRGINIA	81.9	51.2	32.7	33.7	19.1	115.6	70.4	265.9	134.4	1,160.9	44.4	22.2	310.3	156.6
WISCONSIN	127.7	88.5	470.7	47.4	26.4	175.1	114.9	774.8	393.3	8,073.1	64.9	32.5	839.7	425.9
WYOMING	30.2	25.5	76.5	6.0	5.0	36.2	30.5	246.6	149.8	2,911.0	16.0	11.1	262.6	180.9
DIST. OF COL.	32.8	19.4	21.6	2.2	1.5	34.9	20.8	139.5	80.9	135.9	15.4	8.1	154.9	89.0
PUERTO RICO	58.2	40.0	47.0	14.0	8.6	72.2	48.6	218.3	99.8	364.7	33.8	13.9	252.1	113.7
TOTAL	6,781.7	4,552.9	13,081.8	1,662.1	991.8	8,443.9	5,544.7	31,789.9	16,756.4	279,850.1	2,452.9	1,254.6	34,242.8	18,011.0

STATUS OF THE HIGHWAY TRUST FUND
(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED <u>MARCH 31, 1976</u>	FISCAL YEAR 7-1-75 TO <u>3-31-76</u>
Balance at beginning of period	\$ 8,719,065	\$9,597,390
Income:		
Tax Revenue:		
Motor-fuel taxes (net after refunds).....	\$ 957,677	\$3,153,843
Less motorboat fuel revenue <u>1/</u>	<u>2,800</u>	<u>24,700</u>
Net for highways	\$ 954,877	\$3,129,143
Trucks, buses, and trailers	44,441	173,112
Tires, tubes, and tread rubber	204,922	382,368
Vehicle use	34,650	165,455
Parts and accessories, trucks and buses	29,048	80,499
Lubricating oil (net after refunds)	<u>9,000</u>	<u>39,962</u>
Total excise revenues	\$ 1,276,938	\$3,970,539
Interest earned	<u>9,027</u>	<u>305,915</u>
Total income	\$ 1,285,965	\$4,276,454
Disbursements:		
For highways	\$ 1,147,708	\$4,829,274
National Highway Traffic Safety Admin.	33,800	73,500
Highway safety construction (Includes R and D funds.)	64,643	207,048
Trust Fund share other highway programs	<u>5,000</u>	<u>10,143</u>
Total disbursements	\$ 1,251,151	\$5,119,965
Balance at end of period	\$ 8,753,879	8,753,879
Liability for unpaid authorizations (3-31-76) <u>2/</u> .	<u>19,179,000</u>	
Balance less liability for unpaid authorizations.	-\$10,425,121	

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, 1979) 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
June 15, 1976

FHWA 28-76
(202) 426-0677

A proposal to modify conditions under which other than front tires on commercial vehicles may be loaded in excess of the tire manufacturer's rated capacity is contemplated by the U.S. Department of Transportation's Federal Highway Administration.

Presently the Federal Motor Carrier Safety Regulations would allow overloading of other than front tires after September 30, 1976, if the vehicle is operated at reduced speed under the terms of a State-issued special permit which specifies reduced speeds.

The Heavy Specialized Carriers Conference of the American Trucking Associations, Inc., petitioned FHWA for a change in this exemption because many States do not specify a reduced speed in special permits for oversize and overweight vehicles. Motor carriers operating in these States would not be allowed to take advantage of the exemption.

FHWA's Bureau of Motor Carrier Safety is therefore proposing that commercial vehicles be allowed to overload other than front tires if they meet the following conditions:

-- The vehicle is being operated under the terms of a special overweight permit issued by the State.

-- The vehicle is operated at a reduced speed which is appropriate to compensate for tire loading that is in excess of the manufacturer's normal rate capacity. In no case shall the speed exceed 45 miles per hour.

Interested persons are invited to submit written data, views or comments in three copies to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590, on or before July 17, 1976.

Comments will be available for examination in the public docket room of BMCS, Room 3401, before and after the closing date for comments.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
June 16, 1976

FHWA 29-76
(202) 426-0677

Rules under which States and communities can participate in a new \$6 million "Bikeway Demonstration Program" were announced today by the Federal Highway Administration of the U.S. Department of Transportation.

Published as final regulations, the rules outline the scope of the program, eligibility and evaluation criteria, and application procedures.

The new funds, available only for construction of bicycle facilities, 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 original deadline of June 1, 1976, for submission of bikeway proposals by State or local governmental units to State highway departments has been extended until August 1, 1976.

Details of the final regulations were published in the Federal Register on June 10, 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
June 24, 1976

FHWA 30-76
(202) 426-0677

A proposal that would establish minimum standards for training new tractor-trailer drivers in interstate or foreign commerce is being considered by the U.S. Department of Transportation's Federal Highway Administration.

FHWA's Bureau of Motor Carrier Safety, contending that there is a vital need to improve such training programs, is proposing a non-compulsory "recommended practice" which would include curriculum content, duration, training materials, types and number of vehicles required, and the qualification of instructors.

Amendment of the Federal Motor Carrier Safety Regulations, to permit current training specifications to be met by following this "recommended practice," is also under consideration.

The "recommended practice" is the result of research studies, consultations with commercial and motor carrier training school administrators, industry, labor, and vocational training organizations. This will be the first of a three-phase approach in the development of a National Truck Driver Training Standard. Phase two involves the validation of the curriculum to ensure maximum student achievement, consistent with safe driver training procedures. Phase three will be the issuance of the National Truck Driver Training Standard, at which time consideration will be given to amending the Federal Motor Carrier Safety Regulations to make it mandatory, insofar as the training of new drivers is concerned.

An Advance Notice of Proposed Rulemaking has been issued by BMCS, and interested persons are invited to submit written data, views, or comments to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D.C., 20590, on or before September 7, 1976. All comments should be submitted in three copies and refer to Docket MC-74, Notice 76-14. Copies of the ANPR outlining the "recommended practice" are available from the Bureau, upon request.

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