



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
July 12, 1976

FEDERAL FUNDS FOR EMPLOYER  
RIDE-SHARING PROGRAMS

FHWA 30-76  
(202) 426-0677

Employer and other organizations who maintain commuter ride-sharing programs can now obtain Federal-aid highway funds to finance up to 90 percent of the costs of acquiring van vehicles.

The new Federal assistance is provided for in the Federal-Aid Highway Act of 1976, signed into law by President Ford in May.

The Act broadens the federally sponsored ride-sharing demonstration program to include vanpools as well as carpools. It also extends the Federal program indefinitely, and increases the amount of money available for aid to State and local ride-sharing projects.

Vanpool costs which may be paid by the States from Federal funds include personnel and other direct expenses of establishing vanpool programs; the purchase or lease of four-wheeled, 8- to 15-passenger vans; and any actual financial losses incurred if the vanpool project fails. Commuters using the vans must be charged a proportionate user fee or rider fare to cover the reasonable costs of vehicle operation, maintenance, and depreciation. Federal-aid funds used to acquire the vans must be repaid from riders' fares within 4 years. These funds may not be used to acquire automobiles or buses for ride-sharing projects.

Now that Congress has extended the life of the carpool/vanpool demonstration program, Federal funds will continue to be available to support State and local ride-sharing projects across the country. The new legislation permits States to obtain this ride-sharing aid from a total of \$2.2 billion provided annually from Federal-Aid Urban and Primary System funds.

The funds available for ride-sharing projects are part of the regular Federal-aid highway funds apportioned to the States for highway construction and other transportation improvement projects initiated by State and local governments and administered by the State transportation agency or highway department.

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FEDERAL HIGHWAY ADMINISTRATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
July 12, 1976

FHWA 32-76  
(202) 426-0677

### OLD ASPHALT PAVEMENTS MAY BUILD NEW ONES

Old, worn-out asphalt pavement, instead of being discarded, may in the near future be recycled to create new highway pavements if a current Federal Highway Administration (FHWA) demonstration project is successful.

In addition to potential cost savings of hundreds of millions of dollars annually, such reuse would also substantially extend the supply of asphalt, a potentially scarce construction material since it is made from crude oil.

Present estimates indicate that up to 50 million tons of old asphalt pavement could be totally recycled each year. These 50 million tons of pavement represent 700 million gallons of liquid asphalt, 30 million tons of crushed aggregates, and 17 million tons of sand having a current market value in excess of \$300 million. In addition are cost-savings related to production and transportation of these materials and disposal of the old pavement. Given the current rate of inflation, the cost benefits inherent in recycling asphalt pavement are obvious.

Although there are proven efficient and economical methods and equipment for recycling asphalt, they have not been readily or widely adopted within the highway construction industry. The FHWA project is designed to promote Federal-State cooperative efforts in asphalt recycling techniques and to encourage the State highway agencies to adopt those techniques having optimum benefit in their geographical areas.

State and local highway officials can obtain information on the new program, designated as "Demonstration Project No. 39, Recycling Asphalt Pavements," by contacting the FHWA Division Office in their State.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
July 16, 1976

FHWA 33-76  
(202) 426-0677

A \$63,000 contract to Ultrasystems, Inc. of Phoenix, Arizona, for a study of problems associated with bottom loading of flammable liquids in cargo tank motor vehicles was announced today by the U.S. Department of Transportation's Federal Highway Administration.

When cargo tanks are loaded from the bottom, flammable liquids are retained in the piping in quantities up to 30 gallons. The possibility exists that the piping may be sheared off in the event of an underride accident. During the loading process, electrical liquid level sensing devices are used as a secondary shut-off precaution in the event the loading station meter shut-off fails. Because of the presence of this electrical precautionary device within the tank, there is constant danger of a spark causing a fire or explosion.

Basic objectives of the 9-month contract, handled by FHWA's Bureau of Motor Carrier Safety, are to:

-- Review the mechanical aspects of bottom loading with regard to devices and procedures for removing flammable liquid products from loading lines under tanks and the protection of those lines from underride accidents.

-- Review specifications of liquid level sensing devices presently in use with particular emphasis on the following: (a) safety characteristics; (b) comparison of different systems used from tank vehicles to loading terminal; (c) construction of fail-safe features into the systems; and (d) longevity of the systems.

Based on its study, Ultrasystems will recommend to BMCS methods of reducing the fire hazard potential from the liquid lines in underride accidents, and will evaluate the effectiveness of the liquid level sensing devices. Recommendations are to be applicable enough to avoid favoring one product or method over another.

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# DEPARTMENT OF TRANSPORTATION

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## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY  
July 19, 1976

FHWA 34-76  
(202) 426-0677

Plans to award 150 fellowship and scholarship grants to persons engaged in various areas of highway transportation for full- and part-time study during the 1977-78 academic year were announced today by the U.S. Department of Transportation's Federal Highway Administration.

The awards will be in the following categories:

-- Fellowships for graduate study in highway safety and in highway transportation education and research.

-- Scholarships to technicians and other paraprofessionals for undergraduate study in fields related to their jobs in highway transportation.

-- Tuition grants for part-time undergraduate and graduate study in highway transportation.

In addition, FHWA plans to award approximately 20 fellowships for graduate study in a 12-week highway safety program to be developed and conducted by a major university during the fall or winter of 1977. This program will focus almost exclusively on the technical and management aspects of highway safety, with special emphasis on the roadway and its environment and their relationship to the driver, vehicle, and the pedestrian.

The objective of these programs is to assist State and local agencies and the FHWA in developing the professional and technical expertise needed for the implementation of highway safety and transportation programs at all levels of government.

To be eligible, a candidate must either be employed by a public transportation agency or have a written commitment of a job in the public sector related to highway transportation.

Candidates will be selected on the basis of their academic and professional achievements, potential to contribute to their agencies' highway programs, relevant experience, and relevance of the candidates' proposed study programs.

Complete details and application forms will be available from FHWA about September 1, 1976. The deadline for submitting applications is December 31, 1976.

Interested persons are invited to submit their requests for applications in writing to the National Highway Institute, 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 MONDAY  
July 26, 1976

NEW TRAFFIC RULES FOR RIGHT-TURN-ON-  
RED ISSUED BY FEDERAL HIGHWAY  
ADMINISTRATION

FHWA 35-76  
(202) 426-0677

An interim national policy for permitting right turns on red at traffic signals has been established by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Although all 50 States now have traffic regulations permitting right turns on red, they vary as to the conditions under which such turns may be made. At the request of the National Advisory Committee on Uniform Traffic Control Devices, FHWA recently conducted a study to determine whether permitting right-turn-on-red is desirable and, if so, to recommend guidelines for uniform application of the practice nationwide. The Uniform Vehicle Code was amended in 1975 to permit such turns except when a sign is in place prohibiting such turns.

According to Federal Highway Administrator Norbert T. Tiemann, "the FHWA study concluded that the right-turn-on-red provision not only reduced delays in traffic and increased intersection capacity but also resulted in reductions of fuel consumption and auto emissions. Accidents arising from the practice," said Administrator Tiemann "were insignificant."

The new policy also provides a basis for uniform national application in conformance with requirements of the Energy Policy and Conservation Act of 1975. That Act requires that State energy conservation plans, to be eligible for Federal assistance, include "a traffic law or regulation which to the maximum extent practicable consistent with safety, permits the operator of a motor vehicle to turn such vehicle right at a red stop light after stopping."

The policy, published in the Federal Register on July 12 as interim regulations will remain in effect pending the issuance of final regulations.

Interested parties and organizations desiring to comment upon these interim regulations are requested to submit their views and recommendations (in triplicate) prior to August 26, 1976. Comments should be sent to Docket N. 76-11, Federal Highway Administration, Room 4230, Washington, D.C. 20590.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
August 6, 1976

FHWA 36-76  
(202) 426-0677

The Department of Transportation today announced that over \$2.737 billion in Federal and State funds was obligated through the first quarter of calendar 1976, for development highways and local access roads in the 13-State Appalachian Region. The Federal share was \$1.552 billion.

Development highways and access roads completed or under construction in the region totaled 1,999 miles as of the end of March, an increase of 24 miles since December 31. Engineering and right-of-way acquisition were underway on an additional 441 miles; design had been approved or hearings held on 108 miles, while locations had been approved and design underway on 237 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 \$2.930 billion for the construction of up to 2,900 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; \$250 million for fiscal year 1978; \$300 million for fiscal year 1979; \$300 million for fiscal year 1980; and \$170 million for fiscal year 1981. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

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

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

**U.S. DEPARTMENT OF TRANSPORTATION**  
**Federal Highway Administration**  
**APPALACHIAN HIGHWAY PROGRAM**  
**IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE**  
**As of March 31, 1976**

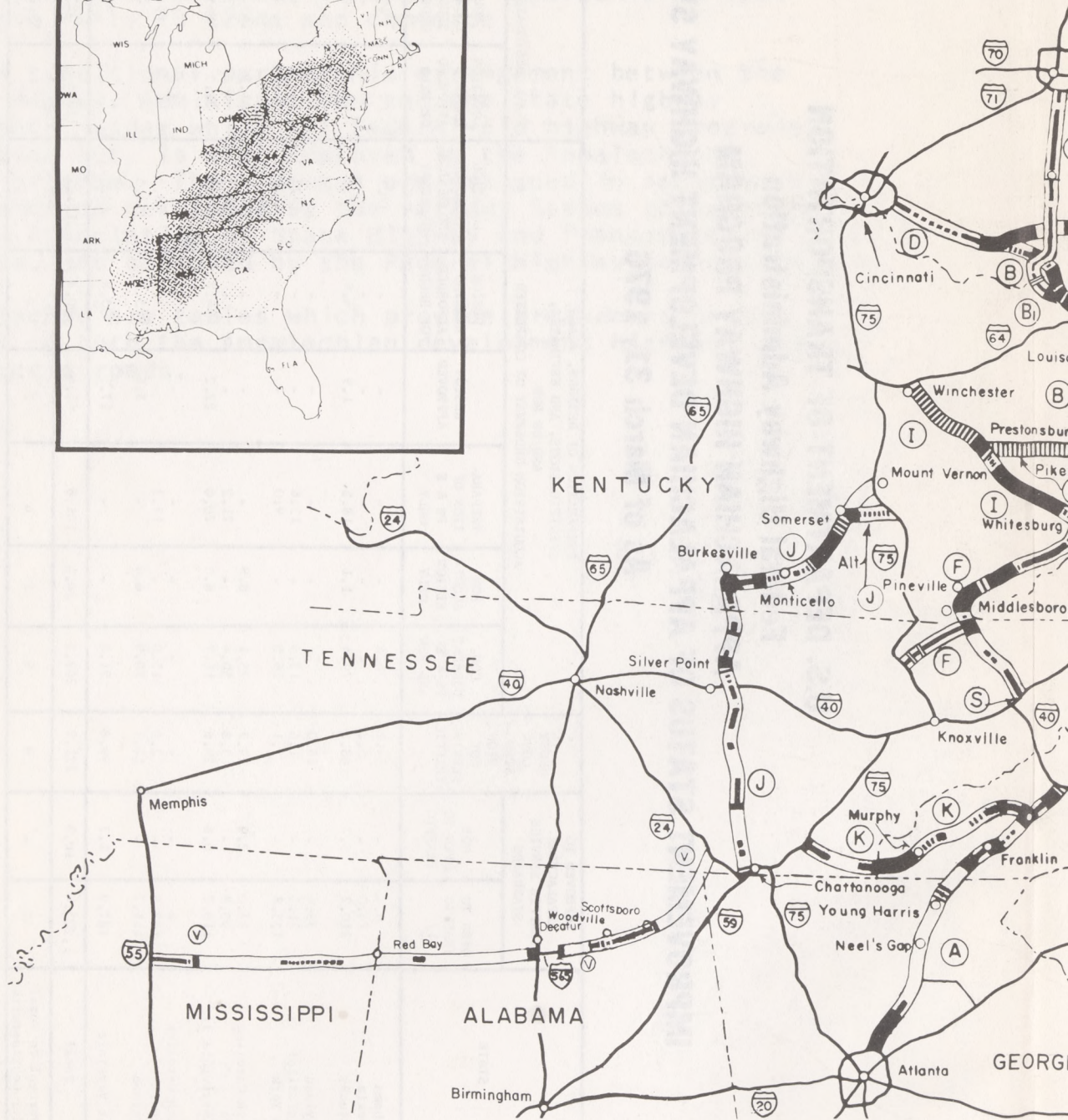
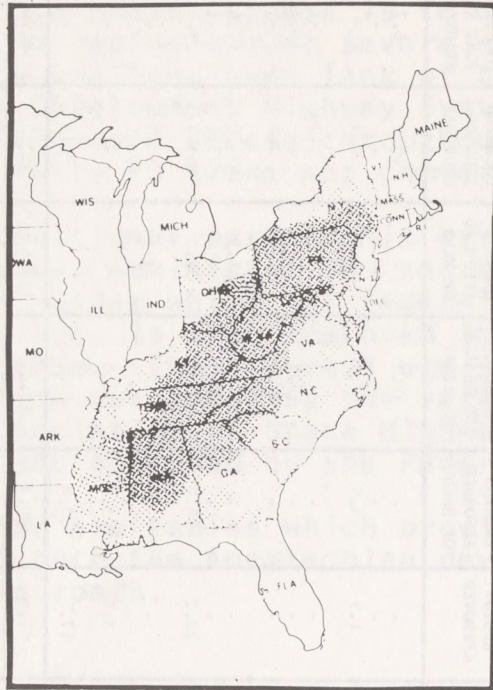
TABLE 1

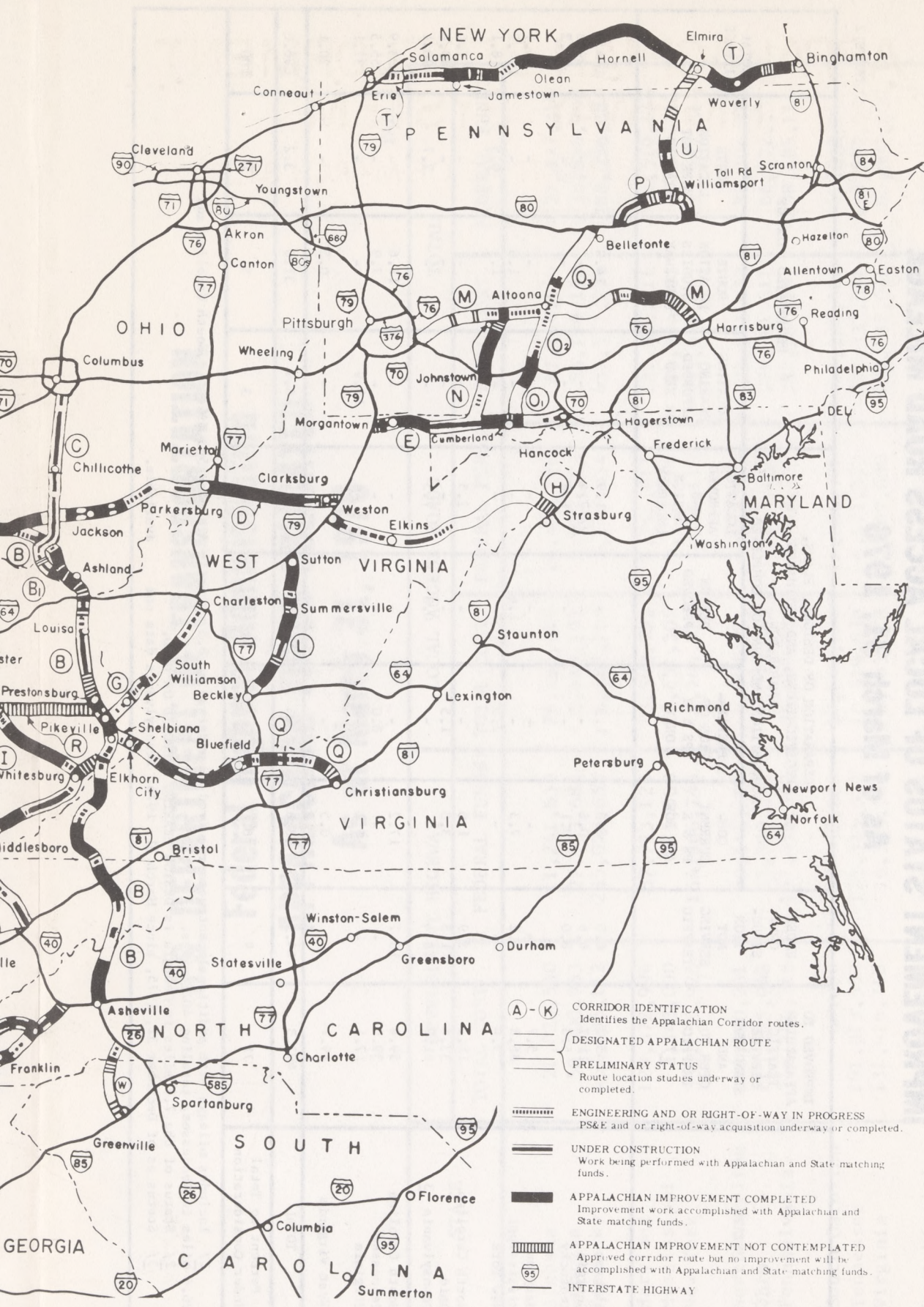
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED					DESIGNATED MILEAGE			PARTICIPATING MILEAGE <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE	
	OPEN TO TRAFFIC <sup>1/</sup>	NOT OPEN TO TRAFFIC		CON-CURRENT PS & E AND ROW	ROW ACQUI-SITION ONLY	PREPARA-TION 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	210.2	5.7	48.2	79.4	1.1	18.5	1.9	4.6	47.2	1.3	6.4	-	424.5	588.4
Maryland	38.6	-	15.0	-	-	-	-	-	-	20.7	6.3	-	80.6	84.6
Mississippi	21.5	-	1.4	13.4	-	15.6	-	-	15.3	-	-	44.2	111.4	111.4
New York	153.8	-	7.1	26.0	-	9.0	-	-	11.6	11.9	3.8	-	223.2	255.4
North Carolina	93.0	2.9	29.7	25.1	8.9	-	-	-	-	1.5	34.0	10.6	205.7	206.5
Ohio	95.8	-	3.8	50.4	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania <sup>3/</sup>	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	-	-	-	-	-	-	-	-	-	-	14.3	-	14.3	30.8
Tennessee	143.8	-	2.0	15.0	-	17.3	-	-	28.2	-	124.1	-	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	21.0	-	-	17.5	35.8	14.2	-	96.5	-	413.4	426.3
Total	1,205.4	10.9	221.2	262.3	24.4	101.6	45.4	60.8	216.0	113.4	523.2	61.0	2,845.6	3,258.1
Percent to Total Under Consideration	42	-	8	9	1	4	2	2	8	4	18	2	100	-

<sup>1/</sup> Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 29.2 miles in Kentucky, 9.6 miles in Maryland, 18.5 in Mississippi, 9.1 in North Carolina, 40.6 in Ohio, and 108.6 in Tennessee, totaling 222.0 miles.  
<sup>2/</sup> From which not to exceed 2,900 miles is to be designated for construction under the Appalachian program.  
<sup>3/</sup> Status as of December 31, 1975, since March 31, 1976, Pennsylvania data not available.

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1976





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

**U.S. DEPARTMENT OF TRANSPORTATION**  
**Federal Highway Administration**  
**APPALACHIAN HIGHWAY PROGRAM**  
**IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE**  
**As of March 31, 1976**

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	4.6	0.6	-	-	<u>2/</u> 7.4	-	-	-	24.3
Kentucky	5.3	8.0	0.1	"	"	1.8	"	"	-	15.2
Maryland	5.7	=	=	=	=	-	-	-	-	5.7
Mississippi	86.8	7.2	7.3	-	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	1.5	3.0	1.5	-	-	-	-	-	39.6
Pennsylvania <u>3/</u>	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	=	-	-	-	0.5	=	20.1
TOTAL	497.3	64.3	38.8	13.5	1.9	21.1	18.9	37.0	3.2	696.0
Percent to Total Under Consideration	71	9	6	2	-	3	3	5	1	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina and 26.4 miles in Tennessee, totaling 40.2 miles.

2/ Status of the 7.4 miles in Georgia is DESIGN HEARING APPROVED OR HELD.

3/ Status as of December 31, 1975, since March 31, 1976, Pennsylvania data not available.

**U.S. DEPARTMENT OF TRANSPORTATION**  
**Federal Highway Administration**  
**APPALACHIAN FUNDS OBLIGATED**  
**As of March 31, 1976**

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	26,684,029	16,496,186	47,704,529	27,737,816
Georgia	50,500,953	27,933,682	5,668,197	2,923,223	56,169,150	30,856,905
Kentucky	452,695,112	285,076,653	4,882,114	3,179,434	457,577,226	288,256,087
Maryland	129,472,994	67,773,129	3,393,722	1,746,017	132,866,716	69,519,146
Mississippi	2,343,000	975,500	14,651,305	9,124,211	16,994,305	10,099,711
New York	336,155,925	154,966,745	1,744,722	1,021,119	337,900,647	155,987,864
North Carolina	148,590,231	83,541,480	4,508,221	2,663,498	153,098,452	86,204,978
Ohio	113,205,948	62,599,067	9,075,363	3,613,164	122,281,311	66,172,231
Pennsylvania	356,394,215	197,456,362	25,986,084	10,728,752	382,380,299	208,185,114
South Carolina	60,000	42,000	17,042,106	11,186,976	17,102,106	11,228,976
Tennessee	191,813,559	122,375,022	10,519,539	6,177,523	202,333,098	128,552,545
Virginia	131,416,718	76,340,000	6,765,318	3,667,000	138,182,036	80,007,000
West Virginia	664,752,074	383,861,268	7,968,867	4,998,081	672,720,941	388,859,349
TOTAL	2,598,421,229	1,474,182,538	138,889,587	77,525,184	2,737,310,816	1,551,707,722



DEPARTMENT OF  
TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
August 12, 1976

FHWA 37-76  
(202) 426-0677

PROFILE OF A  
PEDAL-PUSHER

According to a recent national survey, the composite American bicyclist today is a man around 34 years old who rides one of over 90 million bicycles in the U.S. He bikes primarily for exercise at least three times a month through nine months of the year, covering a total of over 2,300 miles.

The survey was part of a study to determine the habits of the adult bicycle rider which was conducted by Jerrold A. Kaplan, an employee of the Federal Highway Administration's (FHWA) Regional Office in Denver, Colorado.

The study report, titled "Characteristics of the Regular Adult Bicycle User," contains detailed information on the accident rates and the characteristics of bicycle travel for different groups of cyclists. While it was not the author's intent to identify a representative or average adult bicyclist, his report does show that there is a rapidly growing number of adult bike-riders in the U.S., the majority of whom are men. The largest group of bicyclists is elementary and junior high school-age children, but they are being closely followed by weekend physical fitness buffs, senior citizens, and most recently, the short-distance commuter. The research provides enough data to suggest that bicycle riding as a mode of transport, rather than as recreation or a form of exercise, is becoming increasingly attractive to both men and women for regular, fair-weather commuting.

The study found that bicycling is the Nation's second most popular form of exercise (walking is first), and a similar FHWA National Personal Transportation Study reported that about 43 percent of all urban work trips are less than four miles in length. These two facts alone are sufficient to suggest that as public bicycle paths, or bikeways, become available in more communities, it is likely that there will be a dramatic increase in the number of adults who use their bicycles to commute to and from work over short distances.

The fact that more bikes are being used for commuting has caused new attention by highway planners and designers to be focused on this previously insignificant aspect of personal travel. In response to this resurgent national interest in bicycling, many States already are allocating thousands of dollars in Federal-aid highway funds to the planning and construction of bikeways.

Information contained in "Characteristics of the Regular-Adult Bicycle User" is expected to prove useful to urban transportation planners involved in designing and constructing bicycle lanes and bike-related facilities across the country. Copies of the report are available at a nominal charge from the National Technical Information Service, Department of Commerce, 5285 Port Royal Road, Springfield, Virginia 22161. Copies also may be obtained upon request while the supply lasts from the Federal Highway Administration (HNG-25), Washington, D.C. 20590.

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# DEPARTMENT OF TRANSPORTATION

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## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY

August 16, 1976

FHWA 38-76

(202) 426-0677

HIGH HOURLY, LOW ANNUAL  
EARNINGS IN HIGHWAY CONSTRUCTION

Highway construction workers receive higher hourly and weekly earnings than workers in manufacturing--but their annual earnings are lower because employment is more seasonal and intermittent in the construction field.

This finding and a wide variety of additional information relating to the highway construction field for 1958-1972 are contained in a recently issued report by the U.S. Department of Transportation's Federal Highway Administration.

Entitled "Profile of Labor in Highway Construction," the report contains detailed descriptions, analyses and trends relating to labor employed by highway contractors and covers a wide variety of factors such as total employment; employment distribution by sex, minority group, and occupational classification; earnings; seasonality of employment; unemployment; unionization; and productivity.

Contained within the study are specific comparisons, whenever possible, of the four subdivisions of contract construction: highway construction, other heavy construction, general building construction, and special trade construction. Some analyses also include comparisons with conditions prevailing in the economy generally.

Among other significant findings contained in the study are the following:

--highway construction employment has expanded over the period covered in the study but to a lesser degree than in other areas of construction or in the total non-agricultural area.

--occupational skills required in highway construction are not

necessarily transferable to or interchangeable with other areas of construction because the distribution of job classifications varies considerably in the several subdivisions of construction.

--existing means of measuring productivity in highway construction reveal the need for greater refinement in input and output data used for measurement.

Copies of the report are available through the National Technical Information Service, Department of Commerce, 5258 Port Royal Road, Springfield, Virginia 22151.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
August 19, 1976

FHWA 39-76  
(202) 426-0677

### QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, JUNE 30, 1976

Federal Highway Administrator Norbert T. Tiemann said today that based on recent cost estimates, 72.4 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of June 30, 1976.

"Putting it another way," Administrator Tiemann said, "27.6 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 30 months' inflation. Actually, it is expected that, based on today's prices, approximately 34.6 percent of the current estimated cost remains to be funded."

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

Total Interstate mileage now open to traffic is 37,717 miles, or 88.8 percent. Of this total, 11,295 miles are complete or essentially complete. The other 26,422 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 37,717 miles now open include 813 miles put into service in the 12-month period since June 30, 1975. In addition, further major improvements were completed on 111 miles which were already serving traffic.

Active construction or improvement is currently underway on 4,648 miles. This figure includes improvement of 2,594 miles which are

already in use and construction of 2,054, or 4.8 percent of the entire System, on new locations.

As of June 30, 1976, work had either been completed or was under way on 99.2 percent or 42,159 miles of the Interstate System. Only 341 miles, or 0.8 percent, had not yet advanced to the point where location public hearings had been held.

The Interstate System, as currently designated, consists of 33,664 miles of rural and 8,836 miles of urban highways. As of this report, 30,020 miles or 89.2 percent of the rural mileage, and 7,697 miles or 87.1 percent of the urban mileage, were open to traffic.

In addition to the sections open to traffic, 2,054 miles were under basic construction as of June 30, 1976; engineering or right-of-way acquisition prior to construction was in progress on another 2,055 miles; and route location approval was pending on 333 additional miles for which public hearings had been held.

The status of the Interstate System as of June 30, 1976, is shown on the accompanying map, and in detail in Table 1. In summary, the status follows: 1/

		<u>Miles</u>	<u>Percent</u>
1.	Open to traffic	37,717	88.8
	a. Complete or essentially complete (Free) 9,187		
	(Toll) 2,108	(11,295)	
	b. Minor improvement-needed 22,207		
	-underway 2,055	(24,262)	
	c. Major Improvement-needed (Free) 1,462 <u>2/</u>		
	(Toll) 159		
	-underway 539 <u>2/</u>	(2,160)	
2.	Under basic construction	2,054	4.8
3.	Location approved, construction not started	2,055	4.8
4.	Public hearings held-approval pending	333	0.8
5.	No location action taken	341	0.8
		<u>42,500</u>	<u>100.0</u>

1/ Items 3, 4, and 5 correspond to first two columns in Table 1, "Preliminary Status or Not Yet in Progress," and "Engineering and Right-of-Way."

2/ Represents the mileage included in the table under "Constructed to standards adequate for present traffic."

Some \$61.66 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 \$46.67 billion, of which \$39.58 billion was for construction and \$7.09 billion for engineering and right-of-way acquisition. As of June 30, 1976, work estimated to cost \$14.99 billion was underway or authorized, including \$10.10 billion of construction, and \$4.89 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 \$43.47 billion worth of work involving 294,875 miles of construction contracts completed or underway since 1956. An additional \$1,637 billion was apportioned for the transition quarter, July 1 through September 30, 1976, prior to the institution of the new fiscal year system effective October 1, 1976.

Construction contracts involving 281,563 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$32.30 billion, and contracts involving 13,312 miles at a cost of \$6.97 billion were underway on March 31, 1976. In addition, \$2.49 billion of engineering and right-of-way acquisition work had been completed and \$1.71 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 \$1.443 billion of tax revenue income during the 3 months ended June 30, about 75.5 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.281 billion. Disbursements for other highway related programs were \$120 million. The status of the Trust Fund is shown in table IV.



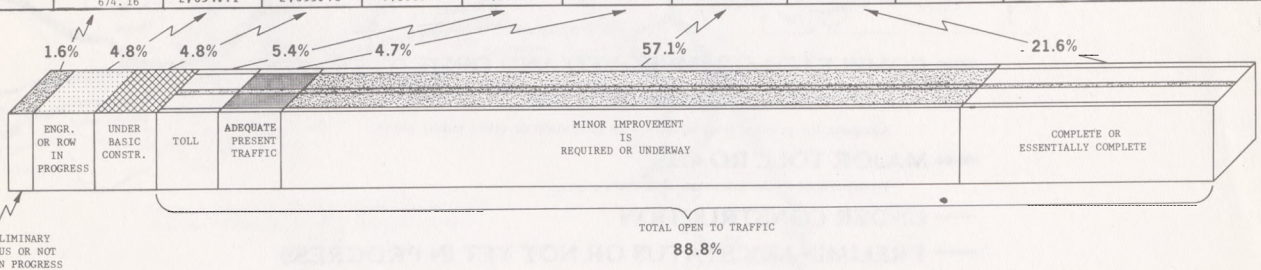
# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 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 REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE	ADDITIONAL MINOR IMPROVEMENT REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	20.20	63.30	106.60	170.40	-	48.80	660.90	-	709.30	899.90	ALABAMA	
ARIZONA	1.00	34.00	73.15	127.80	-	106.04	935.65	2.10	1,043.79	1,172.29	ARIZONA	
ARKANSAS	-	24.23	9.32	11.57	-	10.84	500.35	3.58	514.77	526.34	ARKANSAS	
CALIFORNIA	0.80	103.40	34.60	140.20	10.20	95.10	1,977.60	63.90	2,146.80	2,287.80	CALIFORNIA	
COLORADO	45.21	38.40	21.41	79.81	-	37.49	741.36	72.58	813.43	975.45	COLORADO	
CONNECTICUT	44.11	4.50	4.17	8.73	12.31	47.69	213.72	7.27	280.99	333.83	CONNECTICUT	
DELAWARE	-	-	11.47	11.47	14.30	-	-	12.44	29.14	40.01	DELAWARE	
DIST. OF COL.	5.74	3.30	0.79	6.33	-	3.87	-	8.24	12.16	24.23	DIST. OF COL.	
FLORIDA	33.40	104.90	53.05	237.95	91.20	13.19	299.14	731.24	1,134.77	1,408.12	FLORIDA	
GEORGIA	4.90	33.30	158.09	191.59	-	3.46	83.01	870.18	958.65	1,155.14	GEORGIA	
HAWAII	11.01	11.01	16.22	27.83	-	2.01	2.64	19.07	23.72	51.20	HAWAII	
IDAHO	4.62	18.93	30.24	49.22	-	79.48	17.32	461.91	558.71	612.20	IDAHO	
ILLINOIS	16.68	44.43	128.97	173.40	154.92	61.38	954.79	367.94	1,539.03	1,729.11	ILLINOIS	
INDIANA	14.30	-	46.43	46.43	156.90	-	15.06	18.23	1,068.09	1,129.42	INDIANA	
IOWA	55.62	3.20	9.18	9.38	3.17	-	694.33	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	-	37.03	53.21	90.26	-	51.22	168.38	427.21	646.81	737.07	KENTUCKY	
LOUISIANA	40.01	18.92	110.24	129.16	-	0.86	473.43	74.58	548.87	718.04	LOUISIANA	
MAINE	-	2.23	17.70	19.95	54.48	-	146.62	3.40	291.84	311.81	MAINE	
MARYLAND	14.68	8.30	3.30	14.10	53.30	43.07	208.88	25.38	330.63	359.41	MARYLAND	
MASSACHUSETTS	5.75	23.33	1.44	25.27	132.83	22.60	179.96	83.48	418.87	449.89	MASSACHUSETTS	
MICHIGAN	40.40	23.23	56.10	76.35	5.46	27.63	187.54	840.00	1,050.63	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	-	4.30	30.30	34.30	-	8.40	634.50	6.00	648.90	683.20	MISSISSIPPI	
MISSOURI	-	49.47	79.80	129.27	-	86.60	800.30	70.70	1,017.60	1,146.87	MISSOURI	
MONTANA	-	131.99	84.24	216.23	-	198.07	242.71	531.65	972.43	1,188.66	MONTANA	
NEBRASKA	1.75	3.21	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	-	19.33	4.78	24.63	21.09	1.30	170.88	0.12	193.39	218.02	NEW HAMPSHIRE	
NEW JERSEY	18.20	54.30	9.10	64.00	45.70	15.80	39.60	204.70	305.80	368.00	NEW JERSEY	
NEW MEXICO	-	29.31	22.36	52.27	-	41.83	893.59	11.61	947.03	999.30	NEW MEXICO	
NEW YORK	24.52	32.77	48.15	100.94	490.78	27.21	302.38	388.01	1,208.38	1,333.84	NEW YORK	
NORTH CAROLINA	40.89	33.28	83.04	136.32	-	87.50	564.36	9.58	661.44	838.05	NORTH CAROLINA	
NORTH DAKOTA	-	-	48.20	48.20	-	37.40	29.00	456.73	523.13	571.33	NORTH DAKOTA	
OHIO	10.68	40.11	35.28	75.39	206.20	40.96	1,185.33	19.72	1,452.21	1,538.28	OHIO	
OKLAHOMA	3.20	1.41	0.58	1.99	174.04	16.80	112.90	499.26	803.00	808.19	OKLAHOMA	
OREGON	15.88	11.37	5.77	17.74	-	49.34	515.64	130.54	696.02	729.64	OREGON	
PENNSYLVANIA	12.67	42.40	49.85	92.31	360.18	6.18	1,053.48	41.90	1,461.74	1,560.72	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	6.62	27.39	35.04	63.03	-	-	690.92	2.42	693.34	762.99	SOUTH CAROLINA	
SOUTH DAKOTA	-	35.43	62.11	97.56	-	28.92	13.63	538.85	581.40	678.70	SOUTH DAKOTA	
TENNESSEE	-	14.00	65.80	83.80	-	71.70	725.60	104.00	961.30	1,045.10	TENNESSEE	
TEXAS	20.87	103.03	111.33	272.01	-	259.04	2,587.68	22.22	2,868.94	3,101.82	TEXAS	
UTAH	-	176.23	67.28	243.51	-	53.58	312.71	328.91	899.20	938.71	UTAH	
VERMONT	-	13.77	24.59	35.38	-	-	73.90	211.28	285.18	320.20	VERMONT	
VIRGINIA	41.57	12.34	33.71	159.15	9.15	97.30	212.81	945.98	805.24	1,005.90	VIRGINIA	
WASHINGTON	77.03	30.44	18.51	55.15	-	70.77	558.12	0.84	629.73	701.91	WASHINGTON	
WEST VIRGINIA	11.84	29.55	21.53	51.08	81.71	5.99	328.41	32.37	448.48	511.40	WEST VIRGINIA	
WISCONSIN	-	62.23	2.40	64.68	-	25.72	483.53	-	513.25	577.93	WISCONSIN	
WYOMING	-	44.13	35.18	99.31	-	1.04	111.96	701.32	814.32	913.03	WYOMING	
PENDING 3/	-1.65	-	-	-	-	-	-	-	-	-1.65	PENDING 3/	
<b>TOTAL</b>	<b>674.16</b>	<b>2,054.71</b>	<b>2,033.76</b>	<b>4,108.47</b>	<b>2,266.44</b>	<b>2,001.77</b>	<b>24,261.87</b>	<b>9,187.29</b>	<b>37,117.37</b>	<b>42,500.00</b>	<b>TOTAL</b>	



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

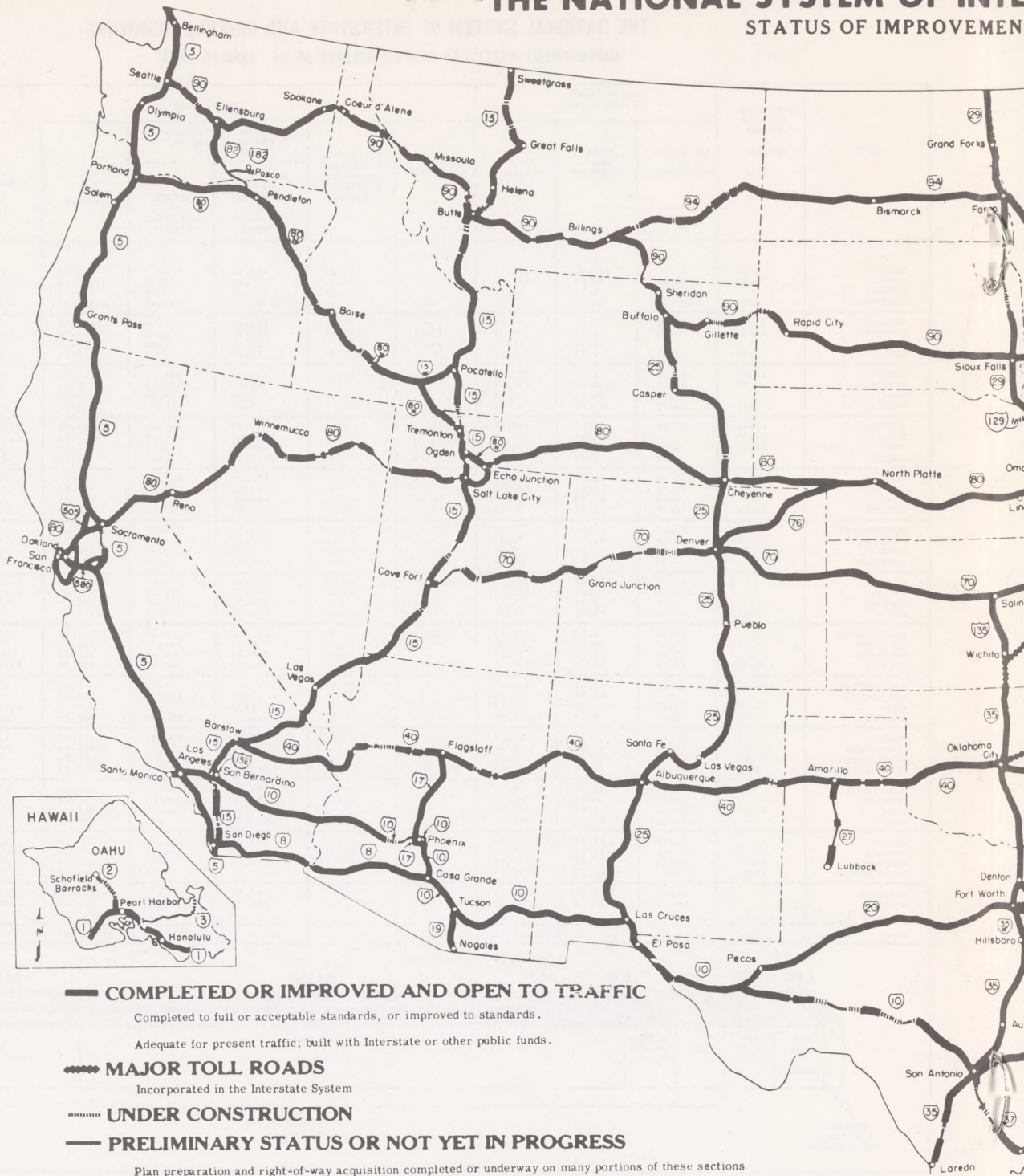
State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
Connecticut	I-284	1.04	Hartford	"	I-495	13.00	Extension of I-495 to Wareham
"	I-691	6.69	Hartford	New Jersey	I-195	27.30	Trenton-Asbury Park Spur
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				

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



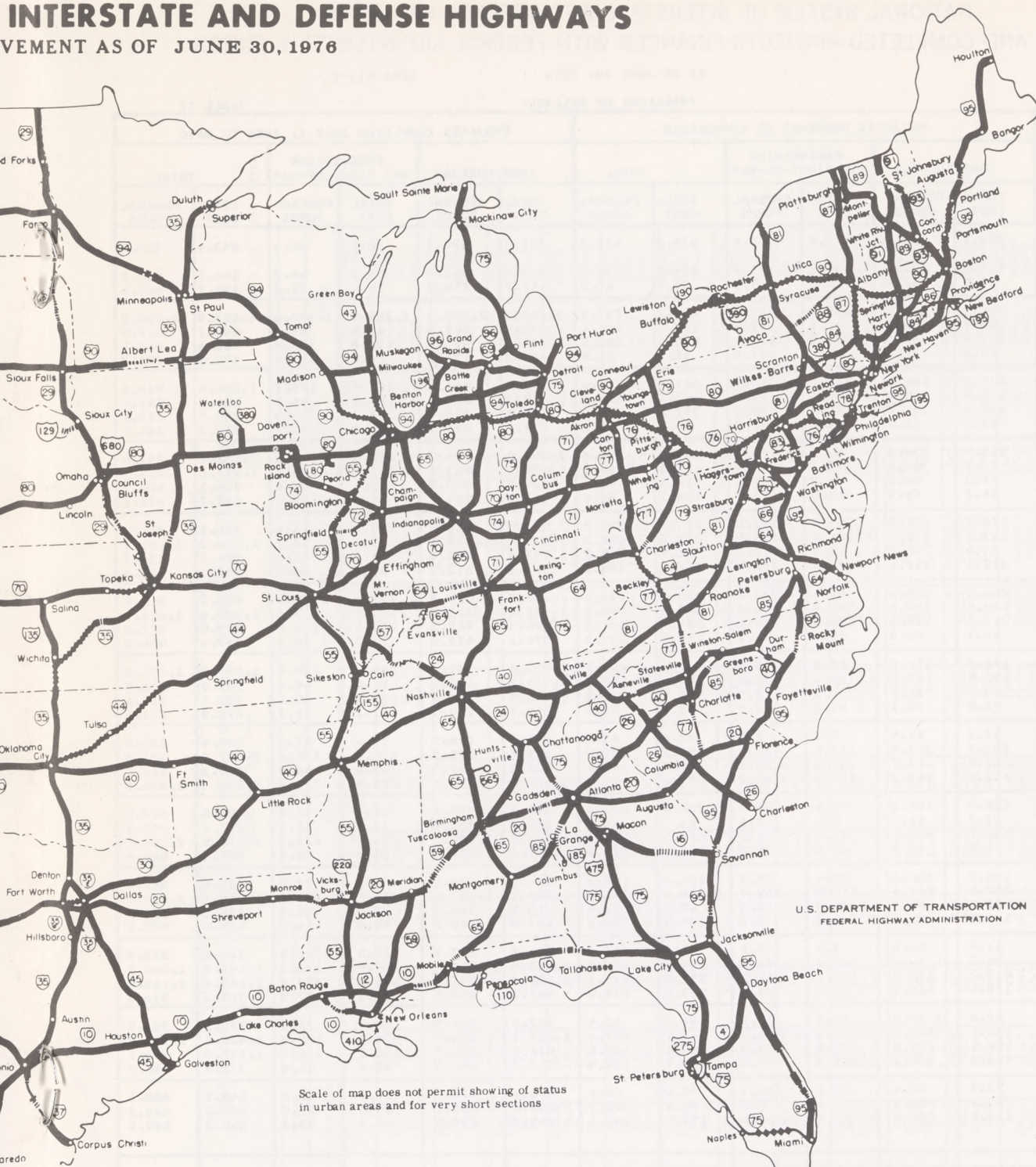
**Preliminary Status or Not Yet in Progress**  
674 Miles

Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor Requirements
2,055 Miles	2,054 Miles	2,267 Miles	2,001 Miles	

Tot

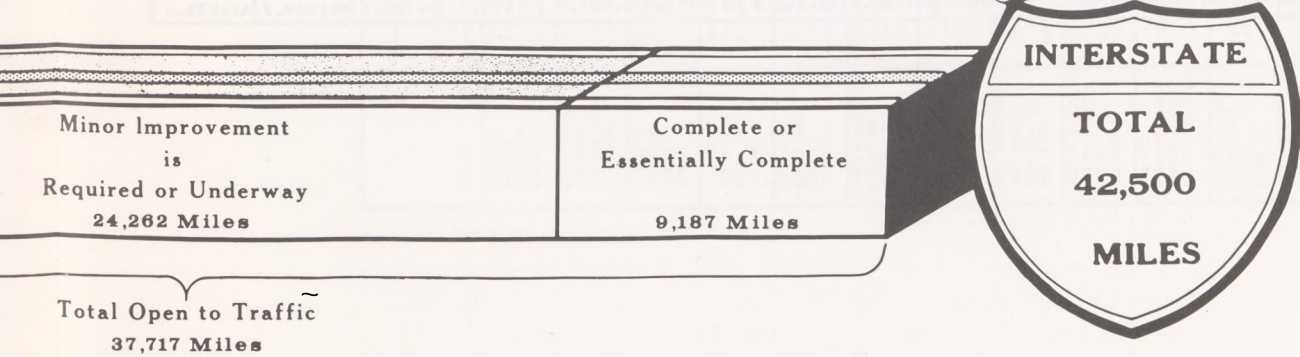
# INTERSTATE AND DEFENSE HIGHWAYS

AVEMENT AS OF JUNE 30, 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 JUNE 30, 1976

8230 M13-5

/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	302.9	272.8	176.8	158.4	479.6	431.8	781.0	690.7	62.8	54.4	843.8	745.0
ALASKA												
ARIZONA	138.0	131.3	86.3	81.7	224.3	213.0	596.0	545.8	72.2	66.5	668.2	612.3
ARKANSAS	47.0	42.3	50.0	45.0	97.1	87.3	419.3	374.2	36.4	31.2	455.7	405.4
CALIFORNIA	380.2	341.7	495.0	443.9	875.2	785.7	3,448.3	3,000.4	1,189.6	1,003.6	4,637.9	4,004.0
COLORADO	144.9	131.6	41.5	37.8	186.4	169.4	636.6	569.8	61.6	53.5	698.2	623.4
CONNECTICUT	164.5	149.6	135.3	120.0	299.8	269.6	565.6	477.7	156.8	138.4	722.4	616.1
DELAWARE	23.4	21.0	15.3	13.8	38.7	34.8	151.2	134.9	20.8	17.9	172.0	152.8
FLORIDA	207.4	186.1	239.0	200.9	446.4	386.9	871.9	764.1	178.8	151.7	1,050.6	915.8
GEORGIA	359.5	310.0	103.7	93.3	463.2	403.3	768.3	674.4	95.8	84.7	864.1	759.1
HAWAII	210.9	184.0	80.7	69.4	291.6	253.4	179.9	156.4	68.7	58.9	248.5	215.3
IDAHO	62.7	54.2	14.1	13.0	76.8	71.2	274.9	250.9	34.4	30.3	309.3	281.2
ILLINOIS	555.5	508.3	43.5	38.1	599.0	546.4	2,252.6	1,954.5	399.5	343.3	2,652.1	2,297.8
INDIANA	76.7	69.0	19.4	17.6	96.1	86.6	1,032.8	925.4	182.2	164.0	1,215.0	1,089.3
IOWA	77.3	66.2	33.0	29.1	110.3	95.3	609.0	538.9	95.5	80.6	704.5	619.5
KANSAS	84.2	75.5	19.9	17.9	104.1	93.4	447.7	394.7	85.5	76.4	533.2	471.1
KENTUCKY	176.8	157.2	34.6	31.0	211.4	188.2	827.1	735.5	129.6	111.4	956.7	846.9
LOUISIANA	333.0	317.3	163.4	146.9	516.4	464.2	1,153.4	1,030.8	82.6	72.1	1,236.0	1,102.9
MAINE	33.6	31.7	18.3	16.3	51.9	48.0	281.7	246.9	14.8	12.8	296.5	259.7
MARYLAND	379.5	337.6	177.3	158.7	556.8	496.3	592.8	512.7	69.1	60.9	661.9	573.6
MASSACHUSETTS	258.5	229.4	165.4	148.9	423.9	378.3	756.8	659.1	175.9	153.7	932.7	812.7
MICHIGAN	320.5	285.4	176.9	158.8	497.4	444.1	1,529.6	1,311.4	367.3	313.4	1,897.0	1,624.9
MINNESOTA	210.2	189.5	174.7	157.1	384.9	346.6	790.3	712.5	128.8	114.8	919.0	827.3
MISSISSIPPI	94.4	84.6	55.6	49.7	150.0	134.3	536.1	478.8	21.3	18.1	557.4	496.8
MISSOURI	192.8	171.5	39.8	35.7	232.6	207.2	1,051.0	931.2	248.5	220.4	1,299.5	1,151.6
MONTANA	150.8	137.9	38.4	35.0	189.2	172.9	533.2	481.6	50.0	44.4	583.2	526.0
NEBRASKA	29.0	26.1	6.1	5.5	35.1	31.5	296.9	265.4	55.5	49.2	352.4	314.6
NEVADA	28.5	27.1	69.7	66.3	98.2	93.4	258.7	239.9	13.2	11.7	271.9	251.6
NEW HAMPSHIRE	42.2	37.9	6.7	6.1	48.9	43.9	257.0	224.5	31.4	27.4	288.4	251.8
NEW JERSEY	283.2	243.8	212.1	185.1	495.3	429.0	915.7	795.5	176.3	156.4	1,092.0	951.9
NEW MEXICO	66.9	60.7	30.8	28.6	97.7	89.3	505.3	465.3	53.0	46.9	558.3	512.2
NEW YORK	452.8	397.2	222.9	196.7	675.6	593.9	1,929.8	1,652.5	276.9	233.9	2,206.7	1,886.4
NORTH CAROLINA	186.9	167.2	78.4	68.5	265.3	235.7	546.7	479.1	54.9	47.9	601.6	527.0
NORTH DAKOTA	57.7	52.0	8.6	7.6	66.3	59.6	258.7	233.4	13.8	12.1	272.4	245.5
OHIO	538.1	466.6	77.3	69.6	615.4	536.2	1,823.2	1,591.2	756.5	671.5	2,579.7	2,262.7
OKLAHOMA	46.5	41.8	84.6	75.8	131.1	117.6	477.5	419.9	23.9	20.5	501.4	440.4
OREGON	105.0	100.2	86.4	79.7	191.4	180.0	824.5	738.5	86.9	77.9	911.4	816.4
PENNSYLVANIA	1,069.6	912.4	416.9	359.3	1,486.6	1,271.7	1,323.6	1,165.0	235.1	198.7	1,558.7	1,363.7
RHODE ISLAND	27.1	24.2	22.0	19.3	49.1	43.4	216.9	188.7	59.2	51.2	276.1	239.8
SOUTH CAROLINA	105.2	95.0	4.3	3.8	109.4	98.9	407.4	365.2	49.6	44.0	457.0	409.2
SOUTH DAKOTA	41.4	39.8	3.4	3.1	44.8	42.9	341.8	307.1	24.5	21.8	366.2	328.9
TENNESSEE	94.2	84.8	104.5	94.1	198.7	178.8	1,015.4	912.1	177.9	156.2	1,193.3	1,068.2
TEXAS	417.2	372.0	175.7	158.2	592.9	530.3	2,104.0	1,857.4	345.8	308.2	2,449.8	2,165.6
UTAH	178.6	166.3	76.6	72.6	255.2	238.9	492.1	458.4	64.9	57.9	557.1	516.3
VERMONT	22.6	20.4	13.9	12.1	36.5	32.4	367.5	327.9	30.7	25.0	398.3	352.9
VIRGINIA	430.5	383.9	137.1	123.5	567.7	507.4	1,257.7	1,120.8	170.3	150.5	1,428.0	1,271.3
WASHINGTON	198.3	175.0	170.8	154.9	369.1	329.9	976.7	850.7	136.1	118.4	1,112.8	969.1
WEST VIRGINIA	453.3	409.2	165.4	149.2	618.8	558.4	712.7	640.7	59.0	51.8	771.8	692.5
WISCONSIN	53.7	48.4	35.2	31.7	89.0	80.1	465.6	416.3	82.7	73.0	548.3	489.3
WYOMING	43.0	39.5	10.5	9.4	53.4	48.9	443.6	405.7	25.6	22.6	469.2	428.2
DIST. OF COL.	122.8	101.8	68.9	60.3	191.7	162.1	269.3	234.1	60.9	53.3	330.3	287.3
PUERTO RICO												
TOTAL	10,099.3	8,983.0	4,887.0	4,359.0	14,986.3	13,342.0	39,575.6	34,908.5	7,093.1	6,165.1	46,668.7	41,073.6

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

AS OF JUNE 30, 1976

TABLE III 8230 R13-1

/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	118.5	73.9	196.0	54.8	31.1	173.3	105.0	698.6	332.9	7,994.7	59.8	29.1	718.4	362.0		
ALASKA	140.7	132.9	213.2	31.6	29.8	178.3	162.7	563.8	517.7	3,522.7	101.2	93.9	665.0	611.6		
ARIZONA	72.1	61.0	70.4	.9	.7	73.0	61.7	352.2	239.1	2,224.4	5.6	3.8	357.8	242.9		
ARKANSAS	108.8	75.0	250.4	15.9	8.4	124.7	83.4	463.7	232.6	5,905.7	28.3	13.7	492.0	246.3		
CALIFORNIA	393.0	306.7	297.1	32.6	22.0	425.6	328.7	2,052.7	1,146.5	4,476.8	32.6	21.1	2,085.3	1,167.6		
COLORADO	45.7	35.2	98.6	38.3	24.2	84.0	59.4	504.5	283.9	4,236.4	60.7	33.5	565.2	317.3		
CONNECTICUT	03.6	44.7	22.2	36.7	20.9	100.3	65.6	293.4	147.4	293.4	31.2	15.5	324.6	162.9		
DELAWARE	39.3	26.9	20.0	13.1	8.1	52.4	35.1	131.9	65.7	565.3	13.3	7.0	145.3	72.7		
FLORIDA	273.7	188.0	370.3	42.8	24.1	316.6	212.1	734.5	351.1	3,874.9	11.3	5.6	745.8	356.8		
GEORGIA	190.9	120.5	835.3	90.1	50.2	281.0	170.7	678.8	337.6	6,511.6	75.2	37.3	754.0	374.9		
HAWAII	37.8	18.0	13.1	26.0	14.4	63.8	32.3	111.2	54.9	189.5	28.7	13.7	139.9	68.6		
IDAHO	50.1	44.2	132.8	6.9	5.4	63.0	49.7	239.8	100.1	2,774.8	27.4	16.2	267.1	176.3		
ILLINOIS	408.5	297.4	743.3	4.6	2.9	413.1	300.2	1,539.9	792.0	9,398.7	69.0	33.3	1,608.9	825.3		
INDIANA	131.8	89.7	114.5	42.5	26.0	174.3	115.8	830.0	435.4	3,813.5	86.6	41.9	923.3	477.3		
IOWA	119.2	82.3	767.8	16.2	11.0	135.4	93.3	695.0	365.5	13,659.8	22.4	11.6	717.4	377.1		
KANSAS	03.0	50.3	271.7	5.4	2.7	88.4	58.9	680.6	342.8	14,931.2	53.0	27.3	739.7	370.1		
KENTUCKY	110.9	70.9	79.3	74.9	44.9	185.8	115.8	483.2	242.6	2,564.0	91.2	45.0	574.4	287.6		
LOUISIANA	145.4	86.5	73.5	58.1	31.5	203.5	118.0	532.7	200.9	3,081.8	23.7	11.4	556.4	272.3		
MAINE	15.0	12.0	55.1	12.1	7.3	27.9	19.3	232.8	117.5	1,170.5	30.6	14.9	263.5	132.4		
MARYLAND	122.7	84.5	235.6	77.2	45.8	199.9	130.3	349.0	172.1	1,607.3	8.1	4.1	357.1	176.2		
MASSACHUSETTS	132.9	86.3	66.6	81.0	34.9	213.9	121.2	580.3	292.9	618.7	124.9	37.0	705.1	329.9		
MICHIGAN	227.0	158.0	508.4	68.0	39.7	295.7	198.5	1,245.8	627.0	11,093.4	86.2	41.0	1,332.0	668.0		
MINNESOTA	183.5	122.7	819.6	14.4	8.8	198.0	131.5	848.9	425.4	17,519.0	20.2	10.3	869.1	435.7		
MISSISSIPPI	102.4	64.5	351.2	26.5	13.0	128.9	78.1	500.8	249.5	8,834.5	41.7	20.7	548.5	270.3		
MISSOURI	159.5	106.0	183.9	79.3	47.8	238.8	153.8	797.3	408.9	10,465.2	166.4	80.3	963.7	489.2		
MONTANA	00.1	48.5	316.3	27.0	18.0	93.1	66.5	410.1	252.8	5,350.6	41.4	23.4	451.6	276.1		
NEBRASKA	103.5	71.2	574.6	4.1	2.6	107.6	73.9	544.3	279.7	9,652.4	43.9	22.2	588.2	301.9		
NEVADA	13.1	11.9	61.4	42.2	37.3	55.2	49.2	178.3	135.8	2,102.8	18.4	15.6	197.1	171.4		
NEW HAMPSHIRE	20.3	14.0	15.6	2.5	1.6	22.7	15.6	167.0	83.2	536.1	7.0	3.4	174.0	86.6		
NEW JERSEY	142.0	95.0	74.5	110.7	60.0	253.3	155.1	510.3	250.1	605.9	71.4	34.1	587.6	284.2		
NEW MEXICO	30.5	20.4	78.5	9.3	6.6	45.9	33.0	354.1	230.5	2,881.8	33.6	20.2	387.6	250.7		
NEW YORK	437.7	291.3	306.9	87.3	56.5	525.1	347.7	2,305.3	1,098.7	3,850.0	39.5	19.7	2,344.8	1,118.3		
NORTH CAROLINA	106.1	126.5	215.4	67.7	40.8	253.8	167.3	714.3	354.9	5,363.0	122.2	60.2	836.5	415.1		
NORTH DAKOTA	49.0	32.1	735.2	6.2	4.5	55.8	36.6	384.5	200.7	18,051.3	23.9	13.0	408.5	213.7		
OHIO	277.3	179.2	248.2	22.8	15.5	320.1	194.7	1,209.9	616.5	3,128.3	178.2	91.3	1,388.1	707.8		
OKLAHOMA	111.5	75.3	253.1	12.2	6.6	123.7	81.9	694.0	350.3	7,336.7	19.9	9.4	713.9	359.7		
OREGON	00.4	42.0	142.3	23.6	16.8	90.1	58.8	405.0	252.8	2,419.0	25.0	14.8	429.9	267.6		
PENNSYLVANIA	112.4	416.8	313.9	76.0	42.8	778.4	459.7	1,184.3	579.7	2,303.5	107.9	46.7	1,292.2	626.5		
RHODE ISLAND	37.9	23.3	29.6	25.0	13.2	62.9	36.6	132.3	85.6	276.5	36.4	17.7	169.3	83.3		
SOUTH CAROLINA	71.0	50.3	446.7	10.0	6.6	81.0	56.9	440.3	229.1	8,862.7	29.9	16.0	476.3	245.1		
SOUTH DAKOTA	50.4	40.0	380.4	4.1	2.8	54.6	43.4	403.0	223.4	11,571.5	6.4	3.7	409.4	227.1		
TENNESSEE	135.5	90.0	272.9	51.3	28.0	186.8	118.8	631.0	318.4	8,593.8	72.0	34.6	703.0	353.0		
TEXAS	350.3	233.3	727.2	2.4	1.8	358.7	235.1	2,204.6	1,153.6	22,620.2	11.5	6.7	2,216.1	1,160.4		
UTAH	43.3	36.0	173.4	18.5	16.0	61.9	52.6	207.4	151.0	1,893.2	22.6	16.3	230.0	167.3		
VERMONT	6.3	4.5	12.8	2.7	1.8	9.0	6.3	130.1	09.6	593.6	19.0	8.9	155.1	78.6		
VIRGINIA	145.6	100.2	134.7	36.1	23.8	181.7	124.0	713.4	348.0	4,362.3	57.9	28.1	771.3	376.0		
WASHINGTON	50.7	43.2	294.4	10.5	7.0	67.2	50.3	579.2	315.4	4,764.7	26.8	13.8	606.0	329.3		
WEST VIRGINIA	36.3	54.3	33.7	34.3	19.6	120.6	73.9	265.9	134.4	1,160.9	44.3	22.2	310.2	156.6		
WISCONSIN	131.6	91.1	534.9	48.3	27.0	179.9	118.1	779.7	401.3	8,120.9	65.1	32.7	844.8	434.0		
WYOMING	29.7	25.0	82.7	5.4	4.5	35.0	29.5	250.3	172.9	2,923.4	16.7	11.6	267.0	184.4		
DIST. OF COL.	36.8	22.1	16.1	2.2	1.5	39.0	23.6	142.8	83.2	142.3	15.5	8.1	158.3	91.3		
PUERTO RICO	02.0	40.9	47.2	13.2	8.2	75.2	49.0	219.7	100.6	367.1	35.0	14.6	254.6	115.2		
TOTAL	6,972.3	4,731.2	13,311.7	1,705.6	1,028.0	8,677.9	5,759.2	32,299.9	17,074.6	281,562.6	2,490.9	1,278.0	34,790.8	18,352.6		

STATUS OF THE HIGHWAY TRUST FUND  
(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED <u>JUNE 30, 1976</u>	FISCAL YEAR 7-1-75 TO <u>6-30-76</u>
Balance at beginning of period .....	1/ \$ 8,753,849	\$9,597,390
Income:		
Tax Revenue:		
Motor-fuel taxes (net after refunds) .....	\$ 1,095,762	\$4,249,604
Less motorboat fuel revenue 2/ .....	6,300	31,000
Net for highways .....	\$ 1,089,462	\$4,218,604
Trucks, buses, and trailers .....	46,117	219,229
Tires, tubes, and tread rubber .....	211,872	594,240
Vehicle use .....	43,815	209,271
Parts and accessories, trucks and buses .....	35,342	115,841
Lubricating oil (net after refunds) .....	16,003	55,964
Total excise revenues .....	\$ 1,442,611	\$5,413,149
Interest earned .....	280,799	586,714
Total income .....	\$ 1,723,410	\$5,999,863
Disbursements:		
For highways .....	\$ 1,280,759	\$6,110,062
National Highway Traffic Safety Admin .....	26,525	100,025
Highway safety construction (Includes R and D funds.) .....	90,703	297,751
Trust Fund share other highway programs .....	2,700	12,843
Total disbursements .....	\$ 1,400,687	\$6,520,681
Balance at end of period .....	\$ 9,076,572	\$9,076,572
Liability for unpaid authorizations (6-30-76) 3/.....	18,630,000	
Balance less liability for unpaid authorizations.....	-\$9,553,428	

1/ Revised

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

3/ 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 MONDAY  
August 23, 1976

FHWA 40-76  
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has moved to reduce paperwork by permitting motor carrier firms to keep required documents and records on microfilm.

A revision to the Federal Motor Carrier Safety Regulations now allows safety-related records and documents that are required to be maintained by motor carriers to be suitably reproduced on microfilm in lieu of the original record for the required retention period.

Purpose of the new rule is to reduce the spiraling cost of filing and storage space, and it is in line with the policy of the Commission on Federal Paperwork which seeks to minimize the paperwork burden upon businesses.

Although the request for the change was made by members of the motor carrier industry, retention of records and documents on microfilm will be at the carriers' option. However, where used, all photographic copies must be readily accessible upon request of a duly authorized agent of the Government.

BMCS Director Robert A. Kaye said: "The film to be used must meet the minimum specifications of the National Bureau of Standards and be preserved according to manufacturer's recommendations. For further accuracy in identification, each roll of film must include certification that the films are an exact reproduction of the original records and that the entire filming was performed by a person or persons possessing personal knowledge of the material filmed. Only after these requirements are adhered to may the original records and documents be destroyed."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
August 26, 1976

FHWA 41-76  
(202) 426-0677

The cost of highway construction during the second quarter of 1976 increased 0.04 percent above the previous quarter, to 200.4 percent of the 1967 average, the Federal Highway Administration of the U.S. Department of Transportation announced today.

The 0.04 percent increase follows a 4.5 percent decrease during the previous quarter. The composite price index for the second quarter is 0.6 percent above a year ago. Three index components were up and three were down. Bituminous concrete surfacing showed the largest price change, registering a drop of 13.2 percent. Structural steel and structural reinforcing steel dropped 6.0 and 3.7 percent, respectively. Portland cement concrete surfacing jumped 10.3 percent, structural concrete rose 8.9 percent and excavation rose a modest 1.2 percent. The price of structural reinforcing steel has fallen each quarter for the past seven quarters. It is now 35 percent below what it was at its peak in the 3rd quarter of 1974.

Compared with a year ago, three index components dropped and three rose. The structural reinforcing steel, structural steel and bituminous concrete surfacing components are 24.6, 6.0 and 1.5 percent below their levels of a year ago while the excavation, structural concrete and Portland cement concrete surfacing components of the index, are 5.0, 4.2, and 4.1 percent higher, respectively, than a year ago.

Since changes in price indices tend to fluctuate erratically from quarter to quarter, a comparison on a quarterly basis could be somewhat misleading and may be inappropriate as an indicator of trends in prices. A more appropriate indicator of price trends which reduces 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 in the first quarter of 1976 fell 0.7 percent below the composite price index in the preceding quarter, following a 0.4 percent rise over the third quarter of 1975. Highway construction price rises have moderated since 1974 and it appears that the explosive advance that occurred in 1974 is, at the present time, a thing of the past.

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
*				
2nd quarter, 1974...	---	---	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	202.7	-0.7
2nd quarter, 1976...	200.4	0.0	---	---

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

The price levels of the component items of the quarterly index in the second quarter of 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--	
	Second Quarter 1976	First Quarter 1976	Second Quarter 1975	First Quarter 1976	Second Quarter 1975
	Excavation.....	194.3	192.0	184.9	+ 1.2
Surfacing					
Portland cement concrete....	193.4	175.3	185.7	+10.3	+ 4.1
Bituminous concrete.....	218.5	251.8	221.9	-13.2	- 1.5
Composite surfacing.....	205.5	212.3	203.2	- 3.2	+ 1.1
Structures:					
Reinforcing steel.....	184.6	191.8	244.9	- 3.7	-24.6
Structural steel.....	206.7	220.0	219.9	- 6.0	- 6.0
Structural concrete.....	207.2	190.2	199.0	+ 8.9	+ 4.2
Composite structures.....	203.1	199.3	213.1	+ 1.9	- 4.7
Composite price index.....	200.4	200.3	199.3	0.0	+ 0.6

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

	Unit	Individual Quarters		Three Quarters	
		1st Qtr. 1976	2nd Qtr. 1976	4th Qtr. 1975	1/1st Qtr. 1976 <sup>2/1</sup>
Excavation.....	Cu. Yd.	\$ 1.04	\$ 1.05	\$ 1.04	\$ 1.06
PCC surface.....	Sq. Yd.	7.76	8.56	8.43	8.44
Bit. conc. surf.	Ton	16.28	14.13	15.84	15.19
Str. Reinf.....	Lb.	.251	.242	.276	.256
Str. steel.....	Lb.	.543	.510	.551	.531
Str. concrete...	Cu. Yd.	133.72	145.65	137.27	137.43

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

<sup>2/</sup>Weighted average unit prices for the 4th quarter of 1975 and 1st and 2nd quarters of 1976.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
August 27, 1976

FHWA 42-76  
(202) 426-0677

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

And do you really know how much your automobile transportation is costing? Most American motorists would have to reply that they do not - even though they spent more than \$41 billion for new cars last year.

A new edition of a U.S. Department of Transportation publication, "Cost of Owning and Operating an Automobile-1976" reveals that owning and operating costs incurred on a standard-size 1976 car during its anticipated 10-year life will total \$17,878.96 or 17.9 cents a mile.

Published by DOT's Federal Highway Administration, the booklet adds that it will cost the owner of a 1976 compact car \$14,561.46 or 14.56 cents a mile during its 10-year life, while the owner of a 1976 sub-compact car will pay \$12,638.35 or 12.64 cents a mile, during the same period.

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

According to the authors, L. L. Liston, Chief of the Vehicles, Drivers, and Fuels Branch of FHWA's Highway Statistics Division, and C. A. Aiken, Community Planner in that office, "the Federal and State tax component of standard-size automobile costs is only \$1,562 - about 8.7 percent of total costs." Most of this tax bill goes to support the road on which the vehicle operates.

During a standard-size car's 10-year, 100,000-mile trip from the assembly line to the junkyard, the owner will pay \$3,193, excluding tax, for some 6,667 gallons of gasoline. He will pay \$3,664 to keep the vehicle maintained and in repair, \$1,678 to insure it, and \$2,209 for garaging, parking and tolls.

Some other interesting facts disclosed in "Cost of Owning and Operating an Automobile-1976" are:

--Nationwide sales records of current model standard-size and compact cars show that over 95 percent have automatic transmission, over 90 percent have power steering, over 80 percent have radios, and 89 percent of the standard-size cars have air conditioners. For the subcompacts, 60 percent have automatic transmission, 77 percent have radios, only 27 percent have air conditioners, and just a few have power steering.

--The annual trader drives a current model car all the time, but depreciation for the standard-size car over a 10-year period costs him about \$12,150 (10 times the first year's depreciation). The two-year trader pays \$9,815 (five times the depreciation for the first two years).

Copies of "Cost of Owning and Operating an Automobile-1976" may be obtained from the Federal Highway Administration, U.S. Department of Transportation, HPA-1, 400 Seventh Street, SW, Washington, DC 20590.

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
September 3, 1976

FEDERAL HIGHWAY ADMINISTRATION  
STUDYING FUNDING OF INTERSTATE

FHWA 43-76  
(202) 426-0677

Should the States issue highway revenue bonds to speed up construction to complete the Interstate Highway System? What impact would the increased construction activity needed to complete the System have on the economy?

These are only two of the many questions that will be covered in a report to Congress now being prepared by the Federal Highway Administration (FHWA) and the Office of the Secretary of Transportation. The report, which will explore optional methods of financing the completion of the Interstate Highway System, is to be submitted to Congress by February 5, 1977.

In conducting the report study, FHWA is soliciting comments from all interested persons concerning the desirability of accelerating the completion of the Interstate System, and how such a construction program might best be financed. In particular, FHWA seeks public opinions on the feasibility of issuing bonds to accelerate construction of all or portions of the Interstate System; on what adverse effect, if any, such highway bonds would have on the country's bond market; and on what potential impact the increased construction activity by this or other financing methods would have on the rate of employment, the construction industry, and the economy in general.

FHWA is preparing the Interstate Funding Study Report under a requirement of the 1976 Federal-Aid Highway Act which specifies that the report "identify and analyze optional financing methods, including State bonding authority under which the Secretary contracts to reimburse the States for up to 90 percent of the principal and interest on such bonds." Existing laws do not allow Federal participation in interest payments on such bonds.

Interested persons or organizations should submit their comments in writing to the Federal Highway Administration, Office of Program and Policy Planning, HPP-30, Washington, D.C. 20590, no later than September 20, 1976.

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FEDERAL HIGHWAY ADMINISTRATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
September 8, 1976

FHWA 44-76  
(202) 426-0677

A total of 3,148 Federal-aid highway and bridge construction contracts were awarded by State highway departments during the first 6 months of 1976, involving a total cost of approximately \$2.2 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures include an increase of 12 percent in the number of contracts and a decrease of 11 percent in the total dollar amount of contracts, as compared with the same period of 1975. It is estimated the 3,148 contracts will provide employment for about 255,000 persons. Included are 53,000 onsite jobs, 54,000 offsite jobs, and 148,000 induced jobs. Onsite labor represents contractors' and subcontractors' employees working at the project site; offsite labor, 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 the first half of 1976 averaged about \$707,200 with median size about \$195,000. They varied from less than \$25,000 to nearly \$50 million, with a good distribution throughout the entire range.

Twenty percent of the contracts awarded were for amounts less than \$50,000 and 35 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 73 percent of contracts awarded and 15 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 Contract

First Half - 1976

All Federal-Aid Highway Construction Contract

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contract	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	639	20.30	17,491,100	0.79
50,000 - 99,999	475	15.09	35,248,000	1.58
100,000 - 249,999	726	23.06	119,373,000	5.36
250,000 - 499,999	471	14.96	168,619,800	7.58
500,000 - 999,999	351	11.15	245,050,700	11.01
1,000,000 - 2,999,999	339	10.77	567,556,900	25.49
3,000,000 - 4,999,999	68	2.16	264,756,000	11.89
5,000,000 and over	<u>79</u>	<u>2.51</u>	<u>808,246,600</u>	<u>36.30</u>
Totals	3,148	100.00	2,226,342,100	100.00

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
September 9, 1976

FHWA 45-76  
(202) 426-0677

### HEARINGS ON HIGHWAY NEEDS TO SOLVE ENERGY PROBLEMS

Federal Highway Administrator Norbert T. Tiemann today announced plans to hold four public hearings to obtain the views of private citizens and groups and public officials on the need for additional Federal assistance in the building or rebuilding of highways used for hauling coal or other energy resources.

Also to be considered are highway improvements needed for the construction and operation of power plants and other energy production or conversion facilities, including those needed to serve the increasing population typically associated with such energy projects.

The hearings will be informal and will be conducted by the Federal Highway Administration at the following locations, beginning at 9 a.m. local time:

1. In Billings, Montana, at the Ponderosa Inn on September 28;
2. In Albuquerque, New Mexico, at the Sheraton Old Town Hotel on September 30;
3. In Frankfort, Kentucky, at the Kentucky Department of Transportation Auditorium on October 12; and
4. In Pittsburgh, Pennsylvania, at the Allegheny County Courthouse on October 15.

Presentations of views will be limited to topics that are related to the impact on the highway system of coal hauling and other energy resource activities (for example, the amount of coal and other resources to be used in the next 10 years); the use of modes other than highways for transporting energy resources; the adequacy of Federal and State policies, programs, and revenues; and the responsibilities of various levels of government and private enterprise.

Those wishing to speak their views at a hearing should notify the presiding officer of that hearing in advance.

1. For the Billings hearing, Mr. Richard Jones (303 - 234-2149)
2. For the Albuquerque hearing, Mr. Daniel Dake (817 - 334-3227)
3. For the Frankfort hearing, Mr. Robert Johnson (502 - 352-5468)
4. For the Pittsburgh hearing, Mr. Francis Locke (301 - 922-2482)

Other interested persons may file written statements before the close of business on October 29, 1976, with the Federal Highway Administration, Office of the Chief Counsel, Room 4226, 400 Seventh Street, SW., Washington, D.C. 20590 .

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
September 13, 1976

FHWA 46-76  
(202) 426-0677

### STUDY ON HIGHWAY-WILDLIFE RELATIONSHIPS ISSUED BY FHWA

A two-volume study on the relationship between wildlife and the highway environment sponsored by the Federal Highway Administration (FHWA), is now available to organizations and individuals interested in the protection and enhancement of fish and wildlife habitats and the preservation of environmental quality along the Nation's highways.

Entitled "Highway-Wildlife Relationships," the study was conducted by the Urban Wildlife Research Center, Inc., of Ellicott City, Maryland, under a contract with the FHWA's Office of Research.

The study focuses on past efforts and future needs for establishing and preserving wildlife habitats along the 20 million plus acres of land devoted to highway rights-of-way. Volume 1 of the study constitutes a state-of-the-art report, while Volume 2 is comprised of an annotated bibliography of reference materials.

A major finding and recommendation contained in the report is the need for an improved cooperative effort among natural resource and highway agency personnel to emphasize wildlife habitat protection and enhancement, from the initial planning stages for new highway construction through highway operation and maintenance.

The study also contains suggestions for other research efforts and for more effective implementation of present laws and regulations concerning preservation of wildlife.

Copies of the reports (FHWA-RD-76-4 and 5) can be obtained from the National Technical Information Service, Department of Commerce, 5285 Port Royal Road, Springfield, Virginia 22161.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
September 14, 1976

FHWA 47-76  
(202) 426-0677

Motor-vehicle registrations in the United States were nearly 133 million during calendar year 1975, the U.S. Department of Transportation reported today. The total of 132,950,410 motor vehicles, released by the Federal Highway Administration, is 3,017,241 higher than the 1974 figure. This increase is 2.3 percent over the previous year--the smallest yearly increment since the 2,956,024 increase in motor vehicles reported in 1967.

The 1975 registration total includes 106,712,551 automobiles, 462,144 buses and 25,775,715 trucks. The percentage increases over 1974 are 1.8 for automobiles, 3.4 for buses, and 4.7 for trucks.

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

California registered 13.9 million motor vehicles in 1975, followed by Texas with 8.4 million, and Pennsylvania with 7.7 million. New York registered 7.6 million motor vehicles, Ohio 7.2 million, Illinois 6.3 million, Michigan 5.5 million, and Florida 5.4 million. There were an additional 17 States with more than 2 million motor vehicles registered.

Motorcycles and trailers are not included in the above figures. Most States combine motorcycles, motor scooters, and motorized bicycles into one registration group, and the 1975 total of these registrations was 4,966,844, up 0.009 percent from 1974. State laws governing trailer registration vary greatly and undergo frequent changes. The Federal Highway Administration reports that there were 12,834,671 trailers registered, but because of the laws that exempt some kinds of trailers, it considers the total to be of limited significance.

The 1975 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

# STATE MOTOR-VEHICLE REGISTRATIONS -- 1975<sup>1</sup>

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

TABLE MV-1  
JULY 1976

STATE	MOTOR VEHICLES													COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1974-1975			MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES				TOTAL 1974 REGISTRATIONS	INCREASE OR DECREASE 1975	PER-CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>3/</sup>
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED <sup>3/</sup>	TOTAL	PRIVATE AND COMMERCIAL <sup>4/</sup>	PUBLICLY OWNED <sup>3/</sup>	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>3/</sup>	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED <sup>3/</sup>	TOTAL						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)		
Alabama	1,892,022	8,273	1,900,295	2,008	6,408	8,416	563,022	21,052	584,074	2,457,052	35,733	2,492,785	2,409,744	83,041	3.4	76,056	457	
Alaska	140,627	2,090	142,717	943	58	1,001	76,535	5,322	81,857	218,105	7,470	225,575	5/ 193,598	31,977	16.5	12,619	20	
Arizona	1,052,974	11,374	1,064,348	778	2,341	3,119	376,749	15,276	392,025	1,430,501	28,991	1,459,492	1,473,935	-14,443	-1.0	67,420	422	
Arkansas	859,356	5,447	864,803	1,888	5,525	7,413	402,127	8,978	411,105	1,263,372	19,950	1,283,321	1,245,543	37,778	3.0	36,918	36	
California	11,139,652	86,673	11,226,325	12,777	8,171	20,948	2,514,473	128,924	2,643,397	13,666,902	223,768	13,890,670	13,684,399	206,271	1.5	661,439	7,028	
Colorado	1,431,988	7,791	1,439,779	1,359	3,691	5,050	462,332	18,037	480,369	1,895,679	29,519	1,925,198	1,862,127	63,071	3.4	95,044	271	
Connecticut	1,784,708	8,450	1,793,158	6,918	7,482	14,400	6/ 138,530	16,069	148,599	2,528,823	25,083	2,553,906	2,509,293	44,613	1.8	65,051	294	
Delaware	286,370	2,794	289,164	1,312	92	1,404	57,707	2,717	60,424	1,263,372	345,399	1,608,771	1,245,543	363,228	2.1	7,609	38	
Dist. of Col.	229,071	7/ 6,339	235,011	2,117	349	2,466	12,807	4,189	16,996	243,999	11,477	255,472	252,598	-2,874	-1.1	3,206	575	
Florida	4,458,267	40,887	4,499,154	3,183	14,646	17,829	815,497	62,892	878,389	5,276,947	118,425	5,395,372	5,616,070	-220,698	-3.9	162,936	2,046	
Georgia	2,499,379	10,140	2,509,519	3,881	9,263	13,144	462,263	26,047	488,310	3,165,523	45,450	3,210,973	3,243,807	-32,834	-1.0	97,490	605	
Hawaii	391,008	3,611	394,619	2,183	128	2,311	61,484	3,597	65,081	1,544,675	7,336	1,552,011	1,485,305	66,706	4.3	5,848	114	
Idaho	402,834	3,759	406,593	692	2,047	2,739	225,538	12,576	238,114	1,629,064	18,388	1,647,452	1,633,103	14,349	0.9	44,296	142	
Illinois	5,322,477	27,898	5,350,375	18,250	6,342	24,592	926,850	62,517	989,367	2,214,073	31,065	2,245,138	2,164,060	81,078	3.8	217,500	573	
Indiana	2,554,636	10,634	2,565,270	7,642	6,705	14,347	717,453	18,301	735,754	3,279,731	35,640	3,315,371	3,268,616	46,755	1.4	142,119	308	
Iowa	1,534,884	7,912	1,542,796	1,764	7,401	9,165	524,215	23,160	547,375	2,060,863	38,473	2,099,336	2,033,686	65,650	3.2	148,669	688	
Kansas	1,234,784	6,713	1,241,497	1,200	3,555	4,755	242,671	16,511	259,182	1,778,695	26,779	1,805,474	1,795,237	10,237	0.6	89,520	809	
Kentucky	1,668,111	7,879	1,675,990	1,415	5,698	7,113	944,947	18,084	963,031	2,214,073	31,065	2,245,138	2,164,060	81,078	3.7	60,844	213	
Louisiana	1,648,444	12,945	1,661,389	12,192	3,460	15,652	497,566	12,914	510,480	2,158,202	29,319	2,187,521	2,134,286	53,235	2.5	53,259	282	
Maine	496,277	3,197	499,474	682	1,420	2,102	138,376	8,179	146,555	639,335	12,796	652,131	637,155	14,976	2.3	27,074	21	
Maryland	2,062,778	9,524	2,072,302	8,003	3,083	11,086	386,415	12,921	399,336	2,397,196	25,528	2,422,724	2,346,033	76,691	3.3	64,539	168	
Massachusetts	2,764,365	11,305	2,775,670	9,110	456	9,566	295,898	24,957	320,855	2,214,073	31,065	2,245,138	2,164,060	81,078	3.7	81,247	2	
Michigan	4,601,939	25,877	4,627,816	5,978	8,507	14,485	860,530	42,629	903,159	5,468,147	77,013	5,545,160	5,400,904	144,256	2.7	290,548	1,174	
Minnesota	1,943,959	8,442	1,952,401	5,525	6,895	12,420	540,753	18,943	559,696	2,490,237	34,280	2,524,517	2,538,219	-13,702	-0.5	137,766	229	
Mississippi	967,511	2,333	969,844	3,083	5,208	8,291	364,867	13,508	378,375	1,355,461	21,049	1,376,510	1,341,245	35,265	2.6	30,901	52	
Missouri	2,171,313	6,048	2,177,361	3,504	5,648	9,152	665,156	14,520	679,676	2,840,003	26,216	2,866,219	2/ 2,809,846	56,373	2.0	101,916	10	
Montana <sup>8/</sup>	367,810	2,190	370,000	1,066	689	1,755	221,840	8,362	230,202	598,716	11,281	610,000	595,320	44,680	7.5	41,992	2	
Nebraska	819,861	4,424	824,285	1,108	1,958	3,066	339,931	10,563	350,494	1,160,900	16,945	1,177,845	1,144,678	33,167	2.9	50,955	78	
Nevada	340,292	5,356	345,648	2,600	772	3,372	109,022	8,133	117,155	449,574	14,261	463,835	456,051	7,784	1.7	17,434	316	
New Hampshire	402,441	2,133	404,574	1,062	205	1,267	67,784	6,681	74,465	476,287	9,019	485,306	490,303	-4,016	-0.8	27,121	-	
New Jersey	3,704,281	31,704	3,735,985	7,631	3,771	11,402	6/ 590,419	56,936	647,355	4,062,331	92,211	4,154,542	4,168,151	-13,909	-0.3	81,978	1,553	
New Mexico	548,010	6,568	554,578	2,978	625	3,603	237,249	11,138	248,387	1,178,927	18,331	1,197,258	1,144,678	52,580	4.5	35,152	111	
New York	6,699,308	35,840	6,735,148	18,722	12,554	31,276	6/ 763,203	61,731	824,934	7,481,233	110,125	7,591,358	7,457,918	133,440	1.8	112,001	884	
North Carolina	2,839,288	20,961	2,860,249	8,026	14,295	22,321	756,335	50,664	806,999	3,603,649	85,920	3,689,569	3,569,769	119,800	3.4	111,080	471	
North Dakota	328,206	2,645	330,851	905	1,268	2,173	211,960	6,253	218,213	540,671	10,156	550,827	526,274	24,553	4.6	24,742	40	
Ohio	6,269,705	18,345	6,288,050	8,475	13,481	21,956	833,574	35,353	868,927	7,111,174	67,179	7,178,353	6,965,481	212,872	3.1	238,017	373	
Oklahoma	1,426,872	5,605	1,432,477	1,823	6,474	8,297	690,242	21,717	712,000	2,078,937	33,796	2,112,733	2,040,649	72,084	3.5	107,501	170	
Oregon	1,309,856	10,438	1,320,294	2,272	4,266	6,538	282,151	18,609	300,760	1,594,279	33,313	1,627,592	1,579,736	47,856	3.0	72,867	401	
Pennsylvania	6,559,902	29,564	6,589,466	20,669	4,383	24,452	1,013,848	31,539	1,045,387	7,593,819	65,486	7,659,305	7,475,045	184,260	2.5	338,970	467	
Rhode Island	496,096	2,631	498,727	798	122	920	6/ 59,419	3,525	62,944	556,313	6,328	562,641	567,951	-5,310	-0.9	19,660	492	
South Carolina	1,394,296	6,183	1,400,479	2,321	7,004	9,325	348,708	13,850	362,558	1,745,325	27,037	1,772,362	1,671,008	101,354	6.1	40,783	143	
South Dakota	334,318	1,744	336,062	687	1,382	2,069	174,177	8,888	183,065	509,182	11,714	520,896	506,924	13,972	2.8	23,920	61	
Tennessee	2,083,950	9,006	2,092,956	2,816	5,487	8,303	600,371	23,899	624,270	2,687,177	38,392	2,725,569	2,568,381	157,188	6.1	95,534	189	
Texas	6,168,794	48,670	6,217,464	14,996	14,354	29,350	2,051,738	97,937	2,149,675	8,235,489	160,961	8,396,450	8,053,269	343,181	4.3	271,639	2,224	
Utah	580,664	6,469	587,133	402	678	1,080	247,781	8,980	256,761	828,847	16,127	844,974	809,625	35,349	4.4	50,934	134	
Vermont	231,869	1,521	233,390	3,094	584	4,678	174,544	3,094	177,638	1,594,279	85,920	1,680,200	1,579,736	100,464	6.4	13,859	-	
Virginia	2,659,333	20,173	2,679,506	2,120	8,931	11,051	510,018	20,286	530,304	3,201,471	49,390	3,250,861	3,171,744	79,117	2.5	90,918	233	
Washington	1,889,520	14,751	1,904,271	4,093	7,014	11,107	617,338	28,048	645,386	2,489,951	49,813	2,539,764	2,444,446	95,318	3.9	109,528	683	
West Virginia	730,094	4,565	734,659	818	1,551	2,369	220,959	8,022	228,981	951,871	14,138	966,009	935,397	30,612	3.3	60,302	102	
Wisconsin	2,117,885	8,388	2,126,273	6,320	3,180	9,500	488,838	26,098	514,936	2,553,043	37,666	2,590,709	2,577,547	13,162	0.5	115,100	471	
Wyoming	199,912	2,355	202,267	1,084	925	2,009	126,908	5,640	132,548	327,904	8,920	336,824	306,796	30,028	9.8	15,694	38	
<b>Total</b>	<b>106,071,327</b>	<b>641,214</b>	<b>106,712,551</b>	<b>229,336</b>	<b>232,808</b>	<b>462,144</b>	<b>24,607,708</b>	<b>1,168,007</b>	<b>25,775,715</b>	<b>130,908,381</b>	<b>2,042,029</b>	<b>132,950,410</b>	<b>129,93</b>					



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
September 16, 1976

FHWA 48-76  
(202) 426-0677

NEW, SAFER TRAFFIC BARRICADE  
BEING DEMONSTRATED BY FHWA

Safety at construction sites on the Nation's highways can be improved through the use of a new type of breakaway traffic barricade currently being demonstrated by the U.S. Department of Transportation's Federal Highway Administration (FHWA) in cooperation with State highway agencies.

According to FHWA engineers, the new barricade is constructed of conventional plastic pipe sections and fittings loosely fitted together. The barricade is also fitted with standard orange and white reflectorized barricade panels. When struck by errant vehicles, the plastic pipe framework collapses thus minimizing vehicle damage and effects on vehicle control. The light weight plastic barricade requires little maintenance and is easy to disassemble.

Several new plastic pipe breakaway designs were initially developed and tested by the Nevada Department of Highways under the sponsorship of the FHWA Office of Development. As a result of the successful completion of the crash-testing, the new breakaway barricade designs are now available for use on the Nation's highways.

To promote the use of this new design through a Federal-State cooperative effort, the FHWA has developed a special demonstration project. Designated as Demonstration Project No. 41, Breakaway Barricades, the promotional effort will feature demonstration installations throughout the Nation. State and local highway officials can obtain information on the program by contacting the FHWA Division Office in their State.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

September 16, 1976

FHWA ANNOUNCES SETTLEMENT OF  
CONSTRUCTION SAFETY LITIGATION

FHWA 49-76  
(202) 426-0677

The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) today announced the settlement of litigation pertaining to construction safety practices on Federal-aid highway projects.

On the basis of a consent agreement entered into by the FHWA and the plaintiffs, the Building and Construction Trades Department of the AFL-CIO and others, the U.S. District Court for the Eastern District of Virginia at Alexandria, Virginia dismissed without a hearing a suit brought against DOT and FHWA officials.

"This consent agreement," said Federal Highway Administrator Norbert T. Tiemann, "reflects what has been the FHWA's long-standing concern for effective program efforts in all phases of construction safety. We have taken a number of major steps in the past year to improve safety conditions for motorists and workers during construction activities on the Nation's Federal-aid highways, including designating this matter an FHWA national emphasis area. We intend to expand upon these efforts in the future."

Included by the Administrator as among the major efforts underway were:

-- on-site safety reviews at numerous Federal-aid highway construction sites throughout the Nation.

-- issuance of agency directives governing pavement striping removal and use of timber barricades in traffic control.

-- sponsorship by the FHWA's National Highway Institute of a short training course on construction safety.

-- development of a comprehensive research program in traffic safety.

-- emphasis on construction safety programs at national, regional and local meetings of highway construction and maintenance personnel.

-- developing and testing the effectiveness of a full-scale traffic control plan for a major direct Federal construction project on the Baltimore-Washington Parkway in the National Capital area.

A number of additional program efforts are also currently in progress. Among these are reviews of regulations on construction safety practices, developing of special training courses, and the implementation of a nationwide demonstration project to show by actual example the proper ways of contractually requiring field controls to assure traffic safety on highway construction projects.

In announcing the consent agreement, Administrator Tiemann stated that "the FHWA welcomes this opportunity to continue to provide national leadership in strengthening procedures to assure proper attention to safe travel and working conditions in construction zones on Federal-aid highway projects."

"We believe," said Tiemann, "that the major construction safety activities undertaken by the FHWA, State and local highway agencies, and highway contractors, will contribute substantially to the safety of American motorists and highway construction workers."

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DEPARTMENT OF TRANSPORTATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

**CONSUMER ADVISORY**  
**REQUEST FOR**  
**PUBLIC COMMENT**

FOR RELEASE THURSDAY  
September 23, 1976

FHWA 51-76  
(202) 426-0677

FHWA SOLICITS SUGGESTIONS FOR  
IMPROVING CONSTRUCTION ZONE SAFETY

As part of a nationwide effort to improve the safety of motorists and construction workers in areas open to traffic during highway construction activities, the U.S. Department of Transportation's Federal Highway Administration (FHWA) is currently in the process of soliciting and evaluating appropriate suggestions from the public.

Solicitation of public comments on ways and means for improving construction zone safety on Federal-aid highway projects was made through the issuance of an Advanced Notice of Proposed Rulemaking (ANPR) in the Federal Register on September 23, 1976. Details on current FHWA construction zone safety programs and problem areas are contained in the ANPR.

Comments and suggestions on the ANPR should be submitted in triplicate to the Federal Highway Administration, Room 4230, Docket No. 76-14, 400 Seventh Street, SW, Washington, D.C. 20590 by November 22, 1976.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
September 24, 1976

FHWA 50-76  
(202) 426-0677

### FHWA PROJECT TO DEMONSTRATE USE FOR DISCARDED AUTO TIRES

Providing an improved material for resurfacing cracked highways and reducing one of the Nation's most serious solid waste disposal problems is the twofold purpose of a demonstration program recently established by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

Designated "Demonstration Project No. 37, Discarded Tires in Highway Construction," the project is designed to encourage State and local highway agencies to utilize and evaluate the performance of an asphalt rubber paving composition. The composition contains a high percentage of ground tire rubber obtained from the millions of worn-out tires being discarded annually in this country.

Application of a thin layer of the asphalt rubber over badly cracked pavement surfaces can delay or completely eliminate the need for a more extensive maintenance repair operation.

The asphalt rubber composition has been used in the State of Arizona for more than a decade. Developmental work was accomplished in the early 1960's in Phoenix, Arizona, under the direction of Mr. Charles H. McDonald, then Materials Engineer for the city. The Arizona Department of Transportation became interested in the late 1960's and constructed several experimental projects. The favorable results obtained from these projects have led to many more asphalt rubber jobs throughout the State.

The success of the asphalt rubber program in Arizona led FHWA engineers from the agency's Region 15 Demonstration Projects Division in Arlington, Virginia, to develop a demonstration project to utilize and evaluate the process on a nationwide basis. Of particular interest will be the opportunity to evaluate the asphalt rubber composition under a wide variety of climatic, traffic, and roadway conditions.

State and local highway officials and other interested persons can obtain information about Demonstration Project No. 37 by contacting the FHWA Division Office in their State.

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

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PENALTY FOR PRIVATE USE, \$300

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**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**FEDERAL HIGHWAY ADMINISTRATION**

**WASHINGTON, D. C. 20590**

FOR RELEASE MONDAY  
September 27, 1976

FHWA 52-76  
(202) 426-0677

An amendment which modifies the conditions under which other than front tires on commercial vehicles may be loaded in excess of the tire manufacturer's rated capacity has been issued by the U.S. Department of Transportation's Federal Highway Administration.

Previously the Federal Motor Carrier Safety Regulations would have allowed overloading of other than front tires after September 30, 1976, if the vehicle was operated at reduced speed under the terms of a State-issued special permit which specified reduced speeds.

The new rule, which becomes effective on October 1, 1976, would allow continued overloading of other than front tires only on vehicles which meet the following conditions:

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

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

Individual copies of the final rule are available upon request 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 WEDNESDAY  
September 29, 1976

FHWA 53-76  
(202) 426-0677

HEARINGS ON HIGHWAY NEEDS  
TO SOLVE ENERGY PROBLEMS

The Federal Highway Administration plans to hold informal public hearings in Kentucky and Pennsylvania to obtain the views of private citizens and groups and public officials on the need for additional Federal assistance in the building or rebuilding of highways used for hauling coal or other energy resources.

Also to be considered are highway improvements needed for the construction and operation of power plants and other energy production or conversion facilities, including those needed to serve the increasing population typically associated with such energy projects.

The Federal Highway Administration hearings will begin at 9 a.m. local time in Frankfort, Kentucky, at the Kentucky Department of Transportation Auditorium on October 12; and in Pittsburgh, Pennsylvania, at the Allegheny County Courthouse on October 15.

Presentations of views will be limited to topics that are related to the impact on the highway system of coal hauling and other energy resource activities (for example, the amount of coal and other resources to be used in the next 10 years); the use of modes other than highways for transporting energy resources; the adequacy of Federal and State policies, programs, and revenues; and the responsibilities of various levels of government and private enterprise.

Those wishing to speak their views at a hearing should notify the presiding officer of that hearing in advance:

1. For the Frankfort hearing, Mr. Robert Johnson (502-227-7321)
2. For the Pittsburgh hearing, Mr. Francis Locke (301-962-2482)

(This is a correction of telephone numbers in information released earlier.)

Other interested persons may file written statements before the close of business on October 29, 1976, with the Federal Highway Administration, Office of the Chief Counsel, Room 4226, 400 Seventh Street, S.W., Washington, D.C. 20590.

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
October 1, 1976

FHWA 54-76  
(202) 426-0677

A total of 495 bikeway projects were proposed by State and local governmental units under a special Federal-aid "Bikeway Demonstration Program" the U.S. Department of Transportation's Federal Highway Administration (FHWA) reported today.

Established under provisions of the Federal-Aid Highway Amendments of 1974, the special demonstration program provided \$6 million in funds to construct bikeways for commuting and recreational purposes in urban areas. The projects are to be funded on an 80 percent Federal, 20 percent State or local governmental matching basis.

The 495 projects were from 50 States, the District of Columbia and Puerto Rico. These projects involved 3,966 miles of bike paths and associated facilities at an estimated Federal-State-Local governmental cost in excess of \$141 million.

Under program regulations, proposals from local governmental units were submitted through their State highway agencies to FHWA regional offices located throughout the United States. The 10 best proposals from each FHWA region were then forwarded to the FHWA Washington, D.C. headquarters for consideration under the final selection process.

A total of 100 recommended projects are now in the process of being reviewed and evaluated by FHWA's Washington headquarters.

A range of projects with potential for demonstrating bikeway characteristics applicable on a nationwide basis, and within the \$6 million limitation authorized by Congress, will be selected by November 1, 1976.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY

October 4, 1976

FHWA 55-76

(202) 426-0677

"HIGHWAY AND ITS ENVIRONMENT" CONTEST  
WINNERS ANNOUNCED BY FHWA

Three State highway agencies, a regional transportation authority, four cities, and two architectural firms were first place winners in the "Ninth Annual Awards/1976-The Highway and Its Environment," a contest sponsored by the U.S. Department of Transportation's Federal Highway Administration to demonstrate the compatibility of highways and the environment.

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

The 1976 contest attracted 379 entries with nearly 2,300 photographs from 45 States and the District of Columbia which illustrate how highways cannot only be attractive but can even have a positive esthetic and environmental impact upon the areas traversed.

Describing the 1976 awards program as the largest ever, Federal Highway Administrator Norbert T. Tiemann emphasized that the Ninth Annual Awards competition "was indicative of the continually increasing interest and concern exhibited by the governmental, public and private sectors in assuring that the Nation's highways make a positive contribution to the roadside environment."

"The beauty of these award winning highways and associated facilities," said Administrator Tiemann "can be expressed

in many ways; the safety, mobility and convenience to the highway traveler; protection, preservation and enhancement of the natural setting; engineering and design excellence, quality of construction; functional compatibility with the surrounding landscape; use of materials; and much more. The photographic record portrayed through these winning entries and the many other meritorious nominations prove once again the accuracy of the old adage that 'a picture is worth a thousand words.'

State highway agencies gaining first place recognition were the Minnesota Department of Highways, Vermont Department of Highways, and Wisconsin Department of Transportation. City agencies receiving first place awards included the cities of Akron, Ohio; Chicago, Illinois; Mobile, Alabama; Novato (Marin County), California. Also winning first place awards were the Port Authority of New York and New Jersey and the architectural firms of Royston, Hanamoto, Beck and Abey of Mill Valley, California and Zaldastani Associates, Inc. of Boston, Massachusetts.

First place winners in the eleven contest categories and project locations follow:

- I. "Outstanding Section of New Highway in Its Rural Environment"--Minnesota Department of Highways--4.5 miles of Interstate 90 through the forested hills of the Dakota Valley approaching the Mississippi River Northwest of La Crosse, Wisconsin.
- II. "Outstanding Section of New Highway in Its Urban Environment"--No first place award made.
- III. "Outstanding Section of Reconstructed Highway in Its Rural Environment"--City of Novato, California--A joint undertaking by the City of Novato and County of Marin to widen and upgrade a 1,600-foot section of Sutro Avenue in Novato to accommodate cyclists and pedestrians and to maintain the roadway's rural character.
- IV. "Outstanding Section of Reconstructed Highway in Its Urban Environment"--City of Akron, Ohio--Widening of Akron's South Main Street and developing the street into a landscaped boulevard.
- V. "Outstanding Bridge, Overpass, Tunnel Approach, Interchange Structure, or other Highway Structural Feature"--City of Chicago, Illinois--Construction of a pedestrian bridge with ramps for the handicapped over the Dan Ryan Expressway at 93rd Street in Chicago to provide a safe crossing for school children. Landscaping and architectural design blend in with the urban environment.

- VI. "Outstanding Safety Rest Area or Information Center"--Wisconsin Department of Transportation-- Development of a rest and picnic area for travelers at the landing site (State Highway 113 in Columbia County) of the Merrimac Ferry, the last State-owned and operated free ferry and a 150 year tradition in Wisconsin.
- VII. "Outstanding Example of Highway-Oriented Public or Private Enterprise which Preserves the Environment"-- Architectural firm of Royston, Hanomoto, Beck and Abey; Mill Valley, California--Design of the Vail Transportation Terminal adjacent to Interstate 70 in Vail, Colorado, which provides a variety of public transportation services for citizens and visitors.
- VIII. "Outstanding Example of Mass Transportation Within or Adjacent to the Highway Right-of-Way"--The Port Authority of New York--The PATH (Port Authority Trans-Hudson Corp.) Journal Square Transportation Center on Kennedy Boulevard, the principal North-South highway corridor of Hudson County, New Jersey, brings together in one functional complex the various modes of travel found in the urban environment.
- IX. "Outstanding Example of Multiple Use of Highway Right-of-Way in Urban or Rural Areas"--Architectural firm of Zaldastani Associates, Inc. of Boston, Massachusetts--Design of the Hancock Place Garage, a 2,000 vehicle auto parking facility, which straddles the Massachusetts Turnpike in Boston.
- X. "Outstanding Example of Sympathetic Treatment of Historic, Cultural or Natural Environment"--City of Mobile, Alabama--Original planning of ramp structures for the Interstate 10 twin tunnels and the Waterstreet Expressway Interchange incorporated the preservation of historic structures in the area and the design of highway and public facilities to fit into the historic scene.
- XI. "Outstanding Example of Landscape Treatment Along Roadsides and Interchanges"--Vermont Department of Highways--Landscape project on Interstate 89 between Waterbury and Bolton, Vermont, which features the use of native plants and flowers.

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

- I. California Department of Transportation--A 10 mile segment of California Route 49, "the Mother Lode Highway," which follows the early mule train paths of the gold miners along the North fork of the Yuba River in Sierra County.

- II. New York State Department of Transportation--The LaSalle Arterial Highway, a landscaped roadway constructed along Niagara Street in Niagara Falls, has been designed to relieve traffic congestion and provide accessibility to the central business district of the city.
- III. Vermont Agency of Transportation--Reconstructed Section of U.S. Route 302 through the Towns of Bradford and Corinth which involved rechanneling of a river and preservation of natural scenery.
- IV. City of New York, Department of Highways--Reconstruction of the Lower Avenue of the Americas through Greenwich Village as a 60 feet wide tree-lined boulevard with small parks on each side.
- V. Washington State Highway Department--the Elwha River Bridge, a reinforced concrete arch bridge on State Route 112 near Port Angeles, Washington, was constructed over a 200 feet deep canyon and designed to blend into the natural environment.
- VI. Arizona Highway Division--The Cedar Pocket Rest Area on Interstate 15 along the Virgin River was designed in conjunction with a Bureau of Land Management (Dept. of Interior) campground and provides the motorist with a spectacular view of an otherwise inaccessible area.
- VII. Garden City Corporation, Peachtree City, Georgia--Development of an eye catching information and shopping center along Georgia Route 54 in the "new town" of Peachtree City in Fayette County about 50 miles southwest of Atlanta.
- VIII. Washington State Highway Department (WSHD)--The Montlake Flyer Station, a pair of bus stops located on State Route 520 in Seattle, Washington, is the first of a series of bus stops to be built jointly by the WSHD and the Municipality of Metropolitan Seattle to speed the movement of people.
- IX. Georgia Department of Transportation--Development of Georgia Plaza, a park in the heart of downtown Atlanta near the intersections of Interstates 20-75-85. The park faces the State Capitol and features colorful plantings, an underground parking garage, a restaurant, fountains and picnic areas.
- X. Massachusetts Department of Public Works--Joint Federal, State and local funding made possible the transformation of Inn-Street, Newburyport, Mass. into a brick-paved pedestrian mall. The project tied together historic buildings and provided an open space in the downtown section of the city.

- XI. Oregon State Highway Division--Landscaping treatment of the Stadium Freeway (Interstate 405), the westside by-pass of the core area of Portland, Oregon, which features native flowers, plants, and shrubs.

Third place awards were made to the following:

- I. Montana Department of Highways--Relocation of a four mile section of U.S. 212 through the Northern Cheyenne Indian Reservation improved safety and mobility for motorists while preserving the natural beauty of the area.
- II. City of Portland, Maine--Construction, widening, and extension of Spring Street in downtown Portland provided for improved mobility of traffic and set the stage for commercial development in the area.
- III. Minnesota Department of Highways--Reconstruction of a segment of Minnesota Trunk Highway 248 between Altura and Rollingsstone in Winona County (east of Rochester) preserved the rural environment while providing a safe roadway.
- IV. Washington State Highway Department--Construction of a five acre plaza and park bridges over Interstate 5 in Seattle's central business district provides access to a formerly isolated but important high-rise residential area.
- V. Los Angeles, California, Department of Public Works-- Construction of the Burbank Boulevard Bridge a major east-west-artery, consisting structurally of two reinforced concrete box girders, abutments and piers.
- VI. Oregon State Highway Division--Brookings Safety Rest Area and Information Center located along U.S. 101 on the Pacific Ocean near Brookings Oregon. Construction efforts were directed towards preserving the native vegetation and providing picnic areas for motorists.
- VII. No third place award made.
- VIII. Wisconsin Department of Transportation--Goerke's Corner Transit Station at the interchange of U.S. 18 and Interstate 94 at Waukesha, Wisconsin (west of Milwaukee) features a converted bus as a ticket office and extensive landscaping treatment.
- IX. California Department of Transportation--Use of right-of-way beneath I-80 in Sacramento to store buses and cable cars of the Sacramento Regional Transit District.

X. California Department of Transportation--Development of two safety roadside rest areas along Interstate 80 in Placer County, California, at the site of historic Gold Run Mine features a display of gold mining equipment and preserves the area much as it was in the 1880's.

XI. District of Columbia Department of Transportation--Landscape Treatment of the intertwining approaches to the Theodore Roosevelt Bridge on Interstate 66 near the Kennedy Center for the Performing Arts in Washington, D.C. has provided a harmonious blend of the roadside with the adjacent park environment.

Honorable mention recognition went to the following:

VI. Shell Oil Company, Tampa, Florida--Development of a self-service gasoline station at U.S. 19 and Tarpon Avenue, Tarpon Springs, Florida which preserves a small pond, cypress trees and associated wildlife in the area.

VI. Union Camp Corporation, Wayne, New Jersey--Development of a motorist's service station at the interchange of Interstate 95 and Georgia Route 251 near Darien, Georgia, which provides picnic sites in a grotto of ancient oak trees.

Judging for the contest took place at the University of Texas, Austin, Texas on September 28, 1976. Sponsors for the contest were the College of Engineering, the School of Architecture, and the Council for Advanced Transportation Studies, all of the University of Texas. Contest judges were George H. Andrews, Vice-President-Transportation, Sverdrup and Parcel and Company, St. Louis, Missouri; Nash Castro, General Manager, Palisades Interstate Park Commission, Bear Mountain, New York; Sherrie Stephens Cutler, Executive Vice President, ECODESIGN, Cambridge, Massachusetts; D. Grant Mickle, former President, Highway Users Federation (now retired); Philip Morris, Building and Landscape Editor and Senior Design Editor, Southern Living Magazine, Birmingham, Alabama; Ann Satterthwaite, Planning Consultant, Washington D.C.; and Arnold H. Vollmer, President, Vollmer Associates, New York City, New York.

A photographic exhibit of the award winning projects will be on display to the public in the Gallery of the East Campus Lecture Hall, LBJ Library, University of Texas at Austin from September 29 through October 24, 1976.

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# DEPARTMENT OF TRANSPORTATION

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# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
October 7, 1976

FHWA 56-76  
(202) 426-0677

A new publication, "The Interstate Truck Driver's Handbook," designed to promote greater understanding of and compliance with the Federal Motor Carrier Safety Regulations (FMCSR), has been released by the U.S. Department of Transportation's Federal Highway Administration.

The purpose of this new publication, which has been printed in both English and Spanish versions, is to explain the legal language of the FMCSR in a more easily understandable form. It will also serve as a useful training aid to truck drivers. BMCS Director Robert A. Kaye said, "It is our hope that the motor carrier industry will benefit from this handbook in terms of motor carrier safety and the resultant lives saved. Since we are printing only a limited number of handbooks, we encourage the reproduction of it by the private sector."

*Library has*

A limited number of copies are available and single copies may be obtained by writing, on a first request basis, to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590.

X 69767 (Mr. Bird, HMC-22)

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
October 12, 1976

FHWA 57-76  
(202) 426-0677

There were 109.5 billion gallons (414.3 billion litres) of motor fuel taxed and consumed in the United States in 1975 according to the Federal Highway Administration, U.S. Department of Transportation. This is 2.8 billion gallons more than were consumed in 1974. Net State motor-fuel tax receipts totaled \$8.35 billion. Federal motor-fuel taxes, which are transferred into the Highway Trust Fund, are not included in this report.

Data compiled from reports of State agencies to the Federal Highway Administration show that consumption of motor fuel taxed at prevailing rates was 2.5 percent greater than 1974, but still 1.5 percent below that reported for 1973. Net State motor-fuel receipts increased 2.8 percent from 1974, reflecting recent tax rate changes.

The States reported that 113.6 billion gallons (430.0 billion litres) of motor fuel were consumed in 1975, excluding military use, but 3.66 percent was tax exempt or subject to full tax refund. The total amount taxed was 109.5 billion gallons (414.3 billion litres), of which over 650 million gallons (2.5 billion litres) were taxed at lower than the prevailing rates because of special use. The net of 108.8 billion gallons (411.8 billion litres) was made up of 99.4 billion gallons of gasoline and 9.4 billion gallons of special fuels (376.2 billion and 35.6 billion litres, respectively). Special fuels consist primarily of diesel fuel, with small amounts of liquefied petroleum gases. The net special fuels total was 2.1 percent less than in 1974, becoming the second straight year that special fuels have shown a decrease after increases ranging from 6.3 to 15.3 in the prior 10 years. The nongasoline fuels now constitute over 8.5 percent of the total motor-fuel market.

California's net quantity taxed of 10.9 billion gallons (41.2 billion litres) was the largest in the nation. Texas was second with 8.1 billion gallons (30.5 billion litres) and New York third with 5.6 billion gallons (21.3 billion litres). Ohio, Illinois, Pennsylvania, Michigan, Florida, New Jersey, and Georgia reported amounts ranging from 5.6 billion gallons to 3.1 billion gallons. The above 10 States accounted for almost 51 percent of the total U.S. taxed motor fuel, and 49 percent of the net motor-fuel tax receipts in 1975. Nine other States each reported consumption of more than 2 billion gallons.

Gross receipts from State gallonage taxes totaled \$8.58 billion, and related fees yielded another \$72 million. Deductions of refunds, distributor's expenses, and dedications (3.5 percent of all gallonage collections) left a 1975 net total of \$8.35 billion.

State gasoline tax rates at the end of 1975 ranged from 5 to 10 cents per gallon, with a weighted national average of 7.66 cents, compared to 7.59 cents in 1974. Two States did not tax diesel fuel, while nine States taxed it at rates higher than those for gasoline.

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

STATE MOTOR FUEL TAX RECEIPTS

# STATE MOTOR-FUEL TAX RECEIPTS -- 1975<sup>1</sup>

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

(IN THOUSANDS OF DOLLARS)

TABLE #1  
JULY 1976

STATE	TAX RATE ON DECEMBER 31 IN CENTS PER GALLON		RECEIPTS FROM TAXATION OF MOTOR FUEL							OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX					ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) <sup>2/</sup>	GROSS TAX COLLECTIONS <sup>3/</sup>	DEDUCTIONS BY DISTRIBUTORS FOR EXPENSES	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DEDICATED REVENUE FROM NONHIGHWAY GASOLINE <sup>4/</sup>	ADJUSTED NET GALLONAGE RECEIPTS	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES <sup>5/</sup>	FINES AND PENALTIES	MISCELLANEOUS RECEIPTS	TOTAL		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
ALABAMA	7	8	148,412	538	147,874	1,179	146,695	666	146,029	407	6,506	-	2,474	9,387	155,416	ALABAMA
ALASKA	8	8 & 0	15,585	-	16,585	524	16,061	832	15,229	-	-	-	-	3	15,232	ALASKA
ARIZONA	8	8	106,722	-	106,722	2,374	104,348	1,215	103,133	28	-	331	1,043	1,482	104,535	ARIZONA
ARKANSAS	8.5	9.5 & 7.5	109,662	5/ 978	108,684	624	108,060	-	108,060	-	-	-	-	-	108,060	ARKANSAS
CALIFORNIA	7	7 & 6	766,186	-	766,186	14,413	751,773	15,278	736,495	16	-	-	6	22	736,517	CALIFORNIA
COLORADO	7	7	94,769	-	96,769	3,161	93,608	-	93,608	-	-	-	318	318	93,926	COLORADO
CONNECTICUT	10	10	141,677	-	141,677	381	140,996	-	140,996	59	-	5	651	715	141,411	CONNECTICUT
DELAWARE	1/ 9	1/ 9	28,347	-	28,347	311	28,036	-	28,036	4	-	60	-	64	28,100	DELAWARE
DIST. OF COL.	1/ 10	1/ 10	19,425	-	19,425	-	19,425	-	19,425	13	-	-	-	13	19,438	DIST. OF COL.
FLORIDA	8	8	362,775	1,581	361,194	5,530	355,664	2,610	353,054	58	-	-	27	5,331	358,385	FLORIDA
GEORGIA	7.5	7.5	236,853	5/ 1,669	229,184	3,580	225,604	-	225,604	3	5,352	94	1,087	1,274	226,878	GEORGIA
HAWAII	1/ 8.5	1/ 8.5 & 6	21,054	-	21,054	105	20,949	64	20,885	-	-	1	-	1	20,886	HAWAII
IDAHO	8.5	8.5	45,038	5/ 405	44,633	2,777	41,856	536	41,320	-	-	-	78	78	41,398	IDAHO
ILLINOIS	7.5	7.5	405,146	8,111	397,035	18,289	378,746	2,016	376,730	-	-	-	-	-	376,730	ILLINOIS
INDIANA	8	8	244,944	5/ 2,434	244,538	4,283	239,807	751	239,056	27	2,099	14	-	2,140	241,196	INDIANA
IOWA	7	8 & 7	132,192	5/ -	132,192	12,380	119,812	1,226	118,586	-	-	0	145	152	118,738	IOWA
KANSAS	8/ 7	8 & 5	104,185	-	104,185	8,108	96,077	-	96,077	8	135	-	35	178	96,255	KANSAS
KENTUCKY	9/ 9	9/ 9	178,937	5/ 1,957	176,980	1,455	175,525	-	175,525	-	-	-	-	-	175,525	KENTUCKY
LOUISIANA	8	8	157,434	-	157,434	1,550	155,884	-	155,884	-	588	182	-	770	156,654	LOUISIANA
MAINE	9	9	51,568	-	51,568	831	50,737	787	49,950	-	-	34	-	34	49,984	MAINE
MARYLAND	9	9	179,894	5/ -	179,894	3,138	176,756	875	175,881	-	-	147	268	415	176,296	MARYLAND
MASSACHUSETTS	1/ 8.5	1/ 8.5	189,788	-	189,788	1,857	187,931	2,593	185,338	132	-	-	-	132	185,470	MASSACHUSETTS
MICHIGAN	9	7 & 9	404,634	-	404,634	9,629	395,005	4,878	390,135	18	-	109	-	127	390,262	MICHIGAN
MINNESOTA	1/ 9	1/ 9	175,482	-	175,482	10,200	165,282	1,560	163,722	33	509	0	7	549	164,271	MINNESOTA
MISSISSIPPI	10/ 9	10 & 8	119,403	-	119,403	1,302	118,101	769	117,332	-	-	51	2,313	2,364	119,696	MISSISSIPPI
MISSOURI	7	7	197,283	5/ -	197,283	9,056	188,227	-	188,227	2	172	49	390	613	188,840	MISSOURI
MONTANA	1/ 7.75	1/ 9.75 & 0	39,757	-	39,757	2,584	37,173	227	36,946	-	-	-	434	613	37,559	MONTANA
NEBRASKA	1/ 8.5	1/ 8.5	82,941	907	82,034	6,336	75,698	126	75,572	17	-	-	4	21	75,593	NEBRASKA
NEVADA	6	6	27,165	5/ 331	26,834	467	26,367	407	25,960	-	124	-	-	124	26,084	NEVADA
NEW HAMPSHIRE	9	9	37,875	-	37,875	828	37,047	99	36,948	-	-	-	-	103	37,051	NEW HAMPSHIRE
NEW JERSEY	8	8 & 4	285,567	-	285,567	6,007	279,560	-	279,560	113	-	62	8	175	279,735	NEW JERSEY
NEW MEXICO	7	7	56,456	-	56,456	610	55,846	288	55,558	23	-	97	407	527	56,085	NEW MEXICO
NEW YORK	8	10 & 8	492,881	-	492,881	7,903	484,978	4,500	480,478	28	-	-	37	65	480,543	NEW YORK
NORTH CAROLINA	9	9	276,752	-	276,752	8,403	268,349	-	268,349	-	-	137	279	8,022	276,371	NORTH CAROLINA
NORTH DAKOTA	7	7	32,758	5/ 685	32,073	7,009	25,064	72	24,992	2	7,606	14	10	209	25,201	NORTH DAKOTA
OHIO	7	7	379,540	-	379,540	11,254	368,286	1,841	366,445	-	-	-	-	-	366,445	OHIO
OKLAHOMA	6.5	6.5	114,882	2,574	112,308	-	112,308	-	112,308	-	1,271	111	-	1,382	113,690	OKLAHOMA
OREGON	7	7	85,691	-	85,691	2,480	83,211	95	83,116	-	-	15	-	15	83,131	OREGON
PENNSYLVANIA	9	9	476,771	6,891	469,880	8,427	461,453	149	459,004	-	-	253	499	752	462,056	PENNSYLVANIA
RHODE ISLAND	1/ 10	1/ 10	38,115	-	38,115	689	37,426	-	37,426	1	-	-	32	33	37,459	RHODE ISLAND
SOUTH CAROLINA	8	8	131,672	703	130,969	1,951	129,018	509	128,909	-	4,982	-	639	5,621	134,530	SOUTH CAROLINA
SOUTH DAKOTA	1/ 8	1/ 8 & 6	39,346	5/ 855	38,491	4,908	33,583	232	33,351	-	1	56	273	284	33,635	SOUTH DAKOTA
TENNESSEE	7	8 & 7	176,766	5/ 810	175,956	1,018	174,938	-	174,938	-	25,183	10	-	25,238	200,177	TENNESSEE
TEXAS	5	6.5 & 5	416,967	5/ 8,156	408,811	5,167	403,644	2,735	400,909	-	-	78	-	78	400,987	TEXAS
UTAH	7	7	48,234	5/ 437	47,797	624	47,173	463	46,710	-	-	39	756	795	47,505	UTAH
VERMONT	9	0	21,214	-	21,214	-	21,214	64	21,150	-	-	-	-	-	21,150	VERMONT
VIRGINIA	9/ 9	9/ 9	247,497	-	247,497	4,034	243,463	329	243,134	2	-	81	-	83	243,217	VIRGINIA
WASHINGTON	9	9 & 0	169,216	-	169,216	2,795	166,421	1,688	165,233	6	-	-	13	19	165,252	WASHINGTON
WEST VIRGINIA	8.5	8.5	78,150	-	78,150	1,776	76,374	-	76,374	-	-	-	279	279	76,653	WEST VIRGINIA
WISCONSIN	7	7	164,755	-	164,755	6,985	157,770	-	157,770	-	798	34	-	832	158,602	WISCONSIN
WYOMING	7	7	25,957	-	25,957	1,500	24,457	359	24,098	3	-	-	3	3	24,101	WYOMING
TOTAL	1/ 7.66	1/ 7.88	8,583,340	40,022	8,543,318	211,352	8,331,966	50,331	8,281,635	1,006	55,508	2,678	12,364	71,556	8,353,191	TOTAL
PERCENTAGE	-	-	100.00	0.47	99.53	2.46	97.07	0.59	96.88	-	-	-	-	-	-	PERCENTAGE

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

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

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

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

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

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

7/ TAX RATE CHANGES IN 1975 WERE AS FOLLOWS: DELAWARE, 8 TO 9 CENTS, (DIESEL AND LPG), APRIL 1; DISTRICT OF COLUMBIA, 8 TO 10 CENTS, NOVEMBER 1; HAWAII, 5 TO 8 1/2 CENTS, (GASOLINE AND DIESEL), AND 4 TO 6 CENTS, (LPG), MAY 1; MASSACHUSETTS, 7 1/2 TO 8 1/2 CENTS, JULY 1; MINNESOTA, 7 TO 9 CENTS, JUNE 1; MONTANA, 7 TO 7 3/4 CENTS, (GASOLINE), 9 TO 9 3/4 CENTS, (DIESEL), AND 7 TO 8 CENTS, (LPG), JULY 1; RHODE ISLAND, 8 TO 10 CENTS; JUNE 1; SOUTH DAKOTA, 7 TO 8 CENTS, (GASOLINE AND DIESEL); MARCH 31.

8/ THE STATE WAS UNABLE TO PROVIDE CERTAIN MOTOR-FUEL DATA FOR 1975. SOME FIGURES SHOWN HERE ARE ESTIMATES BY THE FEDERAL HIGHWAY ADMINISTRATION.

9/ TRUCKS OR COMBINATIONS WITH MORE THAN 2 AXLES PAY AN 11-CENT TAX IN KENTUCKY AND VIRGINIA. IN NEBRASKA, GASOLINE CONTAINING A GRAIN ALCOHOL ADDITIVE IN PLACE OF LEAD IS TAXED AT 3 CENTS PER GALLON LESS THAN OTHER GASOLINE.

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

11/ WEIGHTED AVERAGE TAX RATE (SPECIAL FUELS RATE EXCLUDES VERMONT AND WYOMING). THE WEIGHTED AVERAGE RATE FOR ALL MOTOR FUEL WAS 7.65 CENTS PER GALLON.

# MOTOR-FUEL CONSUMPTION - 1975<sup>1</sup>

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

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

(ONE GALLON = 3.785412 LITRES)

TABLE MF-2  
REVISED SEPTEMBER 1976

STATE	GROSS AMOUNT REPORTED		GALLONS EXEMPTED FROM PAYMENT OF TAX <sup>2/</sup>	GROSS GALLONS ASSESSED FOR TAXATION	GALLONS SUBJECT TO REFUND OF ENTIRE TAX	NET AMOUNT TAXED											STATE		
	GALLONS	LITRES				AT PREVAILING RATES				SPECIAL FUELS				ALL MOTOR FUELS				AT OTHER RATES <sup>3/</sup>	
						NET TOTAL GALLONS	TAX RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	PERCENT CHANGE OF 1974	TAX RATE ON DEC. 31 IN CENTS PER GALLON <sup>5/</sup>	NUMBER OF GALLONS	PERCENT CHANGE 1974	NUMBER OF GALLONS 1975	NUMBER OF GALLONS 1974	PERCENT CHANGE 1974	RATE ON DEC. 31 IN CENTS PER GALLON		NUMBER OF GALLONS	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)			
ALABAMA	2,112,440	7,996,456	12,664	2,099,776	-	2,099,776	7	1,889,095	3.1	8	194,277	0.2	2,083,332	2,026,300	2.8	VARIOUS	16,444	ALABAMA	
ALASKA	227,075	859,572	9,657	217,418	146	217,418	8	153,918	22.9	8 & 0	34,603	16.0	188,521	154,829	21.8	2 & 4	28,751	ALASKA	
ARIZONA	1,346,667	5,097,689	11,982	1,334,685	20,901	1,313,784	8	1,152,070	4.7	8	154,703	2.1	1,306,773	1,251,729	4.4	1	7,011	ARIZONA	
ARKANSAS	1,332,066	5,042,419	24,517	1,307,549	517	1,307,032	8.5	1,153,930	2.9	9.5 & 7.5	145,997	-3.6	1,299,927	1,273,375	2.1	2	7,189	ARKANSAS	
CALIFORNIA	10,999,630	41,638,131	2,677	10,996,953	122,463	10,874,490	7	10,095,229	3.4	7 & 6	714,385	0.5	10,809,614	10,470,078	3.2	1 & 2	64,876	CALIFORNIA	
COLORADO	1,461,474	5,532,281	44,869	1,416,605	45,318	1,371,287	7	1,268,511	5.2	7	102,776	-2.0	1,371,287	1,318,922	4.6	-	-	COLORADO	
CONNECTICUT	1,434,493	5,430,147	44,984	1,389,509	7,969	1,381,540	10	1,297,481	1.8	10	82,190	-8.9	1,379,671	1,364,092	1.1	5	1,869	CONNECTICUT	
DELAWARE	319,176	1,208,213	7,729	311,447	3,457	307,990	9	288,968	1.7	7/ 9	19,022	5.0	307,990	302,129	1.9	-	-	DELAWARE	
DIST. OF COL.	261,027	988,095	21,699	239,328	-	239,328	7/ 10	232,201	1.6	7/ 10	7,127	-13.2	239,328	236,763	1.1	-	-	DIST. OF COL.	
FLORIDA	4,647,948	17,594,398	82,616	4,565,332	34,416	4,530,916	8	4,104,968	2.9	8	283,528	-6.2	4,468,226	4,367,191	2.3	3 & 4	62,690	FLORIDA	
GEORGIA	3,096,014	11,719,689	15,131	3,080,883	-	3,080,883	7.5	2,753,353	1.6	7.5	312,996	-9.5	3,066,349	3,057,007	0.3	1	14,534	GEORGIA	
HAWAII	3,096,014	11,719,689	15,131	3,080,883	-	3,080,883	7.5	2,753,353	1.6	7.5	312,996	-9.5	3,066,349	3,057,007	0.3	1	14,534	HAWAII	
IDAHO	534,926	2,024,915	5,310	529,616	34,255	495,361	8.5	438,866	4.6	8.5	52,618	29.3	491,484	440,388	6.8	3.5	3,877	IDAHO	
ILL. INDIS	5,589,625	21,159,034	246,745	5,342,880	234,643	5,108,237	7.5	4,656,674	3.9	7.5	451,563	-7.4	5,108,237	4,967,853	2.8	-	-	ILL. INDIS	
INDIANA	3,135,750	11,878,186	55,951	3,079,799	59,709	3,020,090	6	2,647,162	1.4	8	373,928	-1.7	3,020,090	2,990,595	1.0	-	-	INDIANA	
IOWA	1,878,037	7,109,144	30,572	1,847,465	178,239	1,669,226	7	1,460,186	1.6	8 & 7	209,040	-1.8	1,669,226	1,650,261	1.1	-	-	IOWA	
KANSAS	1,522,261	5,762,385	27,918	1,494,343	116,644	1,379,699	7	1,237,226	4.2	8 & 5	142,473	-0.8	1,379,699	1,330,691	3.7	-	-	KANSAS	
KENTUCKY	1,897,162	7,181,540	20,522	1,876,640	-	1,876,640	9	1,796,999	2.9	9	179,641	-1.1	1,876,640	1,858,639	1.2	VARIOUS	18,001	KENTUCKY	
LOUISIANA	2,010,815	7,611,839	4,739	2,006,096	19,282	1,986,814	8	1,809,548	5.3	8	167,273	1.8	1,972,821	1,879,157	5.0	3	13,993	LOUISIANA	
MAINE	578,688	2,190,572	2,252	576,436	2,731	573,705	9	523,379	2.7	9	42,276	-0.2	565,655	552,016	2.5	1 & 4	8,050	MAINE	
MARYLAND	1,967,066	7,446,155	4,321	1,960,745	23,304	1,937,441	9	1,815,139	3.5	9	122,246	-2.9	1,937,441	1,879,432	3.1	-	-	MARYLAND	
MASSACHUSETTS	2,445,643	9,257,766	12,766	2,432,877	12,871	2,420,006	9	2,288,981	1.5	7/ 8.5	131,025	1.5	2,420,006	2,385,391	1.5	-	-	MASSACHUSETTS	
MICHIGAN	4,894,269	18,526,749	202,972	4,691,277	108,699	4,582,578	9	4,306,896	1.5	7 & 9	263,531	-4.3	4,570,427	4,518,116	1.4	1.5 & 3	12,351	MICHIGAN	
MINNESOTA	2,251,482	8,522,484	30,856	2,220,546	136,261	2,084,285	7/ 9	1,891,740	1.6	7/ 9	185,849	1.4	2,077,589	2,045,135	1.6	VARIOUS	6,696	MINNESOTA	
MISSISSIPPI	1,322,817	5,007,407	11,914	1,310,903	-	1,310,903	9	1,161,335	-0.5	10 & 8	183,271	-3.2	1,294,606	1,305,111	-0.8	1	16,297	MISSISSIPPI	
MISSOURI	2,926,759	11,078,989	44,935	2,881,824	151,088	2,730,736	7	2,472,708	1.7	7	258,028	-4.6	2,730,736	2,703,520	1.1	-	-	MISSOURI	
MONTANA	527,534	1,996,934	5,340	522,194	38,748	483,446	7/ 7.75	408,032	1.4	7/ 9.75 & 0	75,414	0.2	480,830	479,822	0.4	-	-	MONTANA	
NEBRASKA	995,454	3,768,204	12,138	983,316	49	983,267	8.5	798,123	1.8	8.5	111,312	-3.8	909,435	900,053	1.0	VARIOUS	73,832	NEBRASKA	
NEVADA	463,069	1,752,987	5,106	457,963	7,696	450,267	6	396,867	6.8	6	53,400	-2.8	430,267	426,377	5.6	-	-	NEVADA	
NEW HAMPSHIRE	1,897,162	7,181,540	20,522	1,876,640	-	1,876,640	9	1,796,999	2.9	9	179,641	-1.1	1,876,640	1,858,639	1.2	4	1,052	NEW HAMPSHIRE	
NEW JERSEY	3,540,837	13,403,527	18,979	3,521,858	82,352	3,439,506	8	3,104,063	4.2	8 & 4	255,443	-11.2	3,439,506	3,343,678	2.9	-	-	NEW JERSEY	
NEW MEXICO	818,286	3,097,558	16,426	801,860	8,729	793,131	7	683,300	5.9	7	109,831	2.8	793,131	752,305	5.4	-	-	NEW MEXICO	
NEW YORK	5,911,231	22,376,445	220,277	5,690,954	58,058	5,632,896	8	5,305,619	0.7	10 & 8	250,371	-6.5	5,555,990	5,535,509	0.4	VARIOUS	76,906	NEW YORK	
NORTH CAROLINA	3,124,943	11,829,197	68,991	3,055,952	136	3,055,816	9	2,717,866	1.6	9	261,400	-3.0	2,979,266	2,943,936	1.2	1	76,550	NORTH CAROLINA	
NORTH DAKOTA	475,661	1,800,573	9,150	466,511	146,692	369,819	7	327,466	10.1	7	42,353	-11.2	369,819	345,166	7.1	-	-	NORTH DAKOTA	
OHIO	5,611,948	21,243,535	65,959	5,546,089	195,532	5,400,557	7	4,875,344	1.6	7	514,264	-7.1	5,389,688	5,349,836	0.7	1	10,949	OHIO	
OKLAHOMA	1,942,118	7,351,717	155,775	1,786,363	-	1,786,363	6.5	1,588,376	4.8	6.5	178,578	1.2	1,767,954	1,692,882	4.4	2	18,409	OKLAHOMA	
OREGON	1,398,157	5,292,600	1,398,157	1,362,657	35,500	1,362,657	7	1,182,667	3.2	7	174,332	8/ 13.2	1,357,019	1,299,683	4.4	1	5,638	OREGON	
PENNSYLVANIA	5,181,321	19,612,678	91,521	5,089,600	46,222	5,043,378	9	4,490,882	0.7	9	582,600	-7.3	5,033,482	5,048,367	-0.3	1.5	9,896	PENNSYLVANIA	
RHODE ISLAND	408,076	1,544,736	1,403	406,673	9,609	397,064	7/ 10	377,096	3.3	7/ 10	19,968	-15.7	397,064	388,786	2.1	-	-	RHODE ISLAND	
SOUTH CAROLINA	1,653,261	6,258,198	16,603	1,636,638	8,594	1,628,044	8	1,471,131	3.6	8	147,829	-0.3	1,618,160	1,567,827	3.3	1	9,884	SOUTH CAROLINA	
SOUTH DAKOTA	504,028	1,907,954	8,567	495,461	60,225	435,236	7/ 8	376,319	4.8	7/ 8 & 6	46,358	-1.6	422,677	406,030	4.1	3.5 & 4	12,759	SOUTH DAKOTA	
TENNESSEE	2,556,394	9,677,005	24,854	2,531,540	8,018	2,523,522	7	2,254,190	5.2	8 & 7	264,097	-0.7	2,518,287	2,409,231	4.5	1	5,235	TENNESSEE	
TEXAS	8,280,678	31,345,778	112,038	8,168,640	100,557	8,068,083	5	7,322,999	5.5	6.5 & 5	731,698	5.3	8,054,097	7,636,227	5.5	4 & 6	13,986	TEXAS	
UTAH	2,020,443	7,427,174	23,713	2,003,461	696,730	1,306,730	7	1,109,912	4.9	7	73,899	1.1	1,930,611	1,884,811	4.5	0.0 & 0.4	11,919	UTAH	
VERMONT	240,272	909,529	351	239,921	-	239,921	9	239,921	2.0	0	0	-	239,921	235,135	2.0	-	-	VERMONT	
VIRGINIA	2,754,615	10,427,353	65,328	2,689,287	27,219	2,662,068	9/ 9	2,401,729	3.1	9/ 9	242,428	-3.5	2,644,227	2,581,913	2.4	VARIOUS	17,841	VIRGINIA	
WASHINGTON	1,088,594	7,149,106	22,391	1,066,213	39,458	1,026,755	9	1,690,275	5.9	9 & 0	136,093	0.6	1,826,368	1,761,149	3.7	2	387	WASHINGTON	
WEST VIRGINIA	3,436,140	12,944,140	3,444	3,432,696	5,595	3,427,101	8.5	3,022,585	18.2	8.5	95,777	18.2	3,336,819	3,281,571	7.1	4	331	WEST VIRGINIA	
WISCONSIN	2,402,522	9,094,536	26,958	2,375,564	91,495	2,284,069	7	2,078,938	2.2	7	205,131	1.9	2,284,069	2,234,443	2.2	-	-	WISCONSIN	
WYOMING	383,573	1,411,974	4,317	379,254	3,792	375,462	7	281,378	2.9	0	44,529	-1.3	346,987	321,353	7.6	VARIOUS	33,347	WYOMING	
TOTAL GALLONS	101,113,606,343	-	101,968,555	11															



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
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Present day urban traffic problems have created an urgent need for the development of both basic and advanced transportation and traffic engineering resources. As a means of providing information on various advanced techniques and devices to the many public and private agencies and organizations involved in transportation and traffic management, the FHWA has published a "Traffic Control Systems Handbook."

According to FHWA engineers, the new handbook presents the basic principles for the planning, design and implementation of traffic control systems for urban streets and freeways.

"Widespread implementation of the concepts contained in the handbook," said Federal Highway Administrator Norbert T. Tiemann "will contribute significantly to traffic safety and the improved flow of highway vehicles in urban areas."

"Meeting the challenge of greater urban mobility within the context of an improved environment," Tiemann added "will require new solutions to urban transportation problems. The 'more of the same approach' must give way to an approach which makes maximum use of existing facilities and technologies. Transportation management—making better use of what we have—must receive a greater share of our attention and resources in the future. In the highway field this means meeting greater travel demand by increasing the people-carrying capacity of vehicles. Two of the most basic elements in this concept are the increased use of higher occupancy vehicles and improved traffic flow for all vehicles."

"This new handbook," said Tiemann, "used in combination with other proven and newly emerging transportation system management concepts will go a long way towards helping make better use of existing facilities. Moreover, a better managed system will have still other benefits: cleaner air, conservation of energy, safer travel, improved mobility, and an improved quality of life for all."

Developed by the FHWA's Office of Development, Implementation Division, under contract with Pinnell, Anderson, Wilshire and Associates, the Traffic Control Systems Handbook can be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. (Stock No. 050=001=00114-4). The price is \$12 hardback. Single copies of the book are available free upon request to Federal, State and municipal traffic engineers from the Office of Development, Implementation Division, HDV-21, FHWA, Washington, D.C. 20590 or phone area code 202/426-9205.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

October 13, 1976

CB RADIO CONFERENCE  
ANNOUNCED BY FHWA

FHWA 59-76  
(202) 426-0677

A special two-day conference on the "Use of Citizens Band Radio for Motorist Aid" has been scheduled by the Transportation Research Board, in cooperation with the Federal Highway Administration, for October 18-19, 1976 at the Ramada Inn, Lanham, Maryland.

The conference will focus attention on the experience and problems with and future use of this rapidly growing motorist service which has developed as a result of the phenomenal growth of CB radio. Structure of the conference will include panel presentations by experts in the field and will also involve audience participation through question and comment periods. Panelists will represent a wide variety of interests including private users and representation of federal, State and local governmental agencies, volunteer organizations and private industry.

Registration fee for the conference is \$25 which includes lunch for both days. Because registration will be limited, interested persons should contact the Transportation Research Board (area code 202-389-6335) to determine availability of space.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
October 21, 1976

FHWA 60-76  
(202) 426-0677

The Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled \$21.1 billion in calendar year 1975. Expenditures totaled \$21.1 billion.

The \$21.1 billion total receipts included \$1.4 billion in borrowed funds and \$6.0 billion in Federal aid.

Federal Highway Administrator Norbert T. Tiemann said the \$6.0 billion Federal aid to the States accounted for 54.2 percent of the \$11.0 billion of total capital expenditures for highways by the States. Some \$3.8 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The \$21.1 billion of State receipts for highways in 1975 was 8.8 percent higher than the \$19.4 billion in 1974. Of the \$21.1 billion total receipts, State road-user taxes provided \$11.3 billion or about 54 percent. Federal-aid funds derived from Federal road-user taxes comprised \$5.5 billion of the total receipts, or 26 percent. Of the remainder, \$1.1 billion came from tolls, \$1.4 billion from proceeds of highway construction bonds, and \$1.8 billion from other sources, including \$450 million of Federal funds from the general treasury.

Expenditures for current highway purposes totaled \$20.2 billion in 1975, 7.5 percent higher than in 1974. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$11.0 billion. In addition to the \$3.8 billion for projects on the Interstate System, \$5.8 billion was spent for work on other Federal-aid systems and \$1.4 billion for programs on non-Federal-aid roads and streets.

Maintenance expenditures were \$3.0 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$3.3 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from State road-user tax revenues) amounted to \$2.9 billion.

Retirement of highway bonds during 1975 took \$875 million, bringing total disbursements to \$21.1 billion. The \$65 million excess of disbursements over receipts was drawn from highway fund reserves.

The \$9.6 billion capital outlay on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching monies, but also includes work from which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1973, 1974, and 1975 follow:

	(Billions of Dollars)		
	<u>1973</u>	<u>1974</u>	<u>1975</u>
Receipts:			
State Highway-User Tax Revenue . . . . .	\$11.2	\$11.2	\$11.3
Federal Funds . . . . .	4.6	5.1	6.0
Other . . . . .	<u>1.9</u>	<u>2.3</u>	<u>2.4</u>
Total Current Income . . . . .	17.7	18.6	19.7
Construction Bonds . . . . .	<u>1.2</u>	<u>0.8</u>	<u>-1.4</u>
	\$18.9	\$19.4	\$21.1
Disbursements:			
Capital Outlay:			
Interstate System . . . . .	\$ 3.9	\$ 3.7	\$ 3.8
Other Federal-Aid Systems . . . . .	4.3	5.0	5.8
Other Roads and Streets . . . . .	<u>1.3</u>	<u>-1.4</u>	<u>1.4</u>
Subtotal . . . . .	9.5	10.1	11.0
Maintenance . . . . .	2.5	2.7	3.0
Administration and Enforcement . . . . .	2.1	2.3	2.5
Interest on Debt . . . . .	0.8	0.8	0.8
Grants-in-aid to Local			
Governments . . . . .	<u>3.0</u>	<u>3.0</u>	<u>2.9</u>
Total Current Expenditures . . . . .	17.9	18.9	20.2
Debt Retirement . . . . .	<u>0.9</u>	<u>0.8</u>	<u>0.9</u>
Total Disbursements . . . . .	\$18.8	\$19.7	\$21.1

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration.

# STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS—SUMMARY—1975<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-21  
OCTOBER 1976

STATE	RECEIPTS										DISBURSEMENTS									
	STATE HIGHWAY USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL FUNDS		TRANS-FERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	BOND RETIREMENT 4/	TOTAL DISBURSEMENTS	
					FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES				FEDERAL-AID SYSTEMS		OTHER ROADS AND STREETS	TOTAL							
										INTER-STATE	OTHER FEDERAL AID SYSTEMS									
ALABAMA	211,119	-	4,462	9,707	103,385	8,586	10,597	25,056	372,912	78,094	108,016	16,079	202,189	29,895	21,347	13,311	81,330	16,370	364,442	
ALASKA	25,063	11,466	64,470	5,653	130,196	1,330	561	15,381	254,120	-	142,015	3,406	145,421	43,596	53,068	5,751	2,249	3,989	254,074	
ARIZONA	149,340	-	-	838	115,214	2,684	3,723	-	271,799	76,406	74,624	-	151,030	25,027	43,305	58	50,735	200	270,355	
ARKANSAS	147,801	-	21,602	1,005	71,433	20,046	-	-	261,887	71,365	89,412	1,554	162,331	42,894	30,332	-	47,382	-	282,939	
CALIFORNIA	1,016,124	37,016	-	22,191	367,401	21,587	11,363	-	1,475,682	208,380	259,534	222,019	689,933	153,396	268,405	5,098	372,317	8,285	1,497,434	
COLORADO	126,365	-	1,741	9,366	90,820	13,008	1,600	-	242,900	62,509	54,631	2,297	119,437	36,073	24,889	25	57,383	1,035	238,842	
CONNECTICUT	185,317	34,735	-	12,476	51,757	997	362	69,116	354,760	36,267	55,381	46,891	138,539	38,719	54,270	33,272	16,649	69,299	350,748	
DELAWARE	37,356	20,891	-	5,703	16,172	423	-	40,451	120,956	7,644	20,823	35,892	11,155	14,377	12,041	2,000	14,914	90,379		
DIST. OF COL.	35,561	-	656	2,632	14,906	330	-	9,756	63,841	18,025	17,318	5,170	40,513	10,415	18,257	5,539	-	2,268	76,992	
FLORIDA	383,639	66,365	-	26,598	144,161	3,615	12,927	41,395	678,610	190,260	181,519	96,609	468,388	86,707	47,005	42,427	107,062	29,701	781,290	
GEORGIA	262,489	-	947	5,968	133,038	1,872	1,670	93,000	498,984	126,085	145,350	62,168	333,603	62,353	49,957	15,253	9,445	16,193	486,804	
HAWAII	34,819	-	9,108	398	50,763	255	-	31,417	126,760	53,294	9,507	7,535	70,336	8,552	2,392	5,300	12,503	5,438	104,530	
ILLINOIS	63,144	-	6,800	2,468	44,893	3,938	944	-	122,177	18,147	43,627	-	61,774	18,300	15,488	-	23,354	-	118,916	
INDIANA	595,526	72,129	-	20,332	302,662	5,263	11,718	100,002	1,107,632	242,596	288,029	161,764	692,389	108,756	116,877	26,293	223,780	20,709	1,184,794	
IOWA	312,430	21,317	23,517	16,935	115,339	1,857	5,919	-	497,314	96,491	131,891	1,359	229,741	57,238	69,682	8,478	147,335	16,847	529,321	
KANSAS	227,901	1,480	56,253	8,857	122,058	1,567	993	-	419,109	85,927	163,123	1,066	223,016	43,415	33,088	402	108,110	1,146	499,177	
KENTUCKY	135,641	15,278	-	16,455	82,625	1,478	571	6,116	258,164	70,824	62,637	636	134,097	50,092	26,124	10,416	33,522	7,346	261,597	
LOUISIANA	283,033	18,718	37,183	42,264	125,237	1,243	4,799	-	512,477	57,438	152,963	71,855	282,256	62,233	44,621	60,962	6,233	28,920	515,014	
MAINE	165,614	850	105,712	4,447	132,231	2,861	3,474	50,004	465,193	117,054	189,595	55,492	362,051	52,972	48,539	21,979	40,636	19,986	545,163	
MARYLAND	69,058	12,755	4,941	4,373	28,751	335	3,722	-	123,935	17,709	21,726	4,516	43,951	41,700	12,773	4,728	2,790	10,635	116,577	
MASSACHUSETTS	277,553	46,115	12,823	11,184	119,877	810	1,034	35,380	504,776	96,880	175,430	2,767	225,077	45,189	62,024	28,167	45,849	36,538	442,844	
MICHIGAN	222,539	47,642	10,268	6,928	85,008	1,857	-	39,600	413,842	53,897	77,010	30,234	161,141	47,055	82,958	33,520	35,375	54,999	415,048	
MINNESOTA	532,101	6,392	41,562	26,288	195,947	2,733	9,178	-	814,201	153,778	172,462	544	326,784	65,746	66,263	13,034	284,597	37,273	793,697	
MISSISSIPPI	267,950	-	12,704	22,552	121,116	3,080	12,197	-	439,599	58,383	113,018	110	171,511	53,308	28,949	4,098	90,061	10,559	358,396	
MISSOURI	142,187	-	40,585	6,279	78,541	2,036	1,120	104,125	374,873	32,462	181,737	10,711	224,910	18,725	22,749	15,130	44,399	12,729	338,642	
MONTANA	269,981	-	9,946	8,389	136,074	3,399	1,422	-	429,211	84,606	166,722	454	251,782	101,294	50,238	-	44,277	-	447,591	
NEBRASKA	56,321	-	943	3,103	61,358	4,926	-	-	126,651	50,403	26,127	1,572	78,102	15,076	-	-	14,200	-	123,091	
NEVADA	105,686	-	16,977	2,779	82,756	2,150	3,802	-	214,150	13,650	100,891	2,348	116,889	24,612	18,662	896	47,888	1,000	209,947	
NEW HAMPSHIRE	35,830	-	-	954	39,325	571	982	-	77,662	23,418	8,921	3,256	35,595	17,176	25,791	-	6,313	-	84,875	
NEW JERSEY	54,683	7,441	-	1,829	24,326	274	2,071	-	90,624	19,138	16,175	3,137	38,510	25,532	14,984	2,549	4,995	5,595	92,165	
NEW MEXICO	204,149	151,598	-	33,001	72,047	2,057	1,480	13,750	478,082	91,605	24,930	85,451	191,986	89,337	92,922	89,076	18,446	26,842	509,509	
NEW YORK	76,608	-	6,477	683	69,027	1,364	826	-	154,985	38,563	38,098	3,251	79,912	39,567	14,713	11	7,582	700	142,485	
NORTH CAROLINA	660,037	217,294	-	44,355	207,591	3,959	758	100,410	1,234,404	110,433	373,697	41,201	475,341	191,007	129,302	113,420	71,733	148,389	1,129,182	
NORTH DAKOTA	356,816	406	-	23,011	113,695	1,962	2,552	-	498,432	67,066	67,066	138,793	272,337	86,411	6,036	29,366	18,000	541,452		
OHIO	44,813	-	3,206	271	43,518	1,260	3,857	-	96,925	18,236	40,001	1,201	59,438	11,433	8,696	-	17,605	-	97,172	
OKLAHOMA	562,944	36,827	-	12,935	194,973	3,760	24,426	50,112	885,977	136,586	174,050	39,466	350,102	96,723	126,849	32,648	201,826	68,736	876,884	
OREGON	177,485	22,061	9,673	5,112	60,139	12,150	5,713	-	292,333	26,201	86,948	14,931	128,080	40,378	30,576	12,339	73,439	5,021	289,833	
PENNSYLVANIA	118,717	1,009	-	6,668	129,968	33,622	3,464	-	293,448	95,134	60,782	892	156,808	39,892	35,353	3,496	80,231	2,300	318,080	
RHODE ISLAND	628,668	96,603	14	46,484	323,797	12,141	10,070	304,100	1,421,877	241,104	374,682	111,147	726,933	316,251	152,554	121,868	109,451	54,783	1,484,840	
SOUTH CAROLINA	19,896	3,020	-	464	20,669	469	-	7,518	52,036	869	16,148	740	17,757	7,768	6,946	387	10,091	51,671		
SOUTH DAKOTA	148,405	-	-	465	66,756	1,363	2,989	20,000	239,978	39,563	87,933	28,436	155,937	47,195	26,179	4,803	15,145	5,500	254,759	
TENNESSEE	52,999	-	8,518	185	36,858	567	1,310	-	100,437	11,434	42,528	2,455	56,417	16,282	13,043	-	12,584	-	98,326	
TEXAS	237,630	-	1,719	3,358	153,806	1,823	6,772	23,112	428,220	94,762	194,672	29,347	308,781	34,532	30,676	7,052	73,134	13,035	467,210	
UTAH	556,255	12,610	5,800	13,282	307,297	8,967	6,927	-	911,139	192,250	440,415	19,210	650,875	160,602	124,334	1,467	41,822	4,907	983,907	
VERMONT	52,615	-	-	5,649	68,112	1,473	-	-	127,849	47,628	18,909	8,627	75,164	13,732	24,805	-	11,746	-	125,447	
VIRGINIA	41,590	-	-	346	27,495	393	-	11,006	80,820	24,836	7,916	1,040	33,832	12,556	9,387	5,333	7,037	7,975	76,120	
WASHINGTON	338,653	52,894	23,427	11,431	162,484	1,805	7,585	-	598,279	144,363	193,904	20,634	358,901	88,411	61,729	16,557	36,449	11,732	573,779	
WEST VIRGINIA	217,241	26,757	-	11,633	133,343	14,203	2,889	15,066	421,132	62,764	113,328	1,591	177,693	73,358	43,864	21,090	81,389	19,744	417,128	
WISCONSIN	142,008	11,024	29,219	7,409	193,743	613	-	150,650	534,666	94,455	121,394	36,579	252,428	83,490	20,247	35,427	-	25,016	416,608	
WYOMING	22,167	-	-	1,937	101,096	3,480	13,237	53,599	395,536	26,705	140,603	14,000	181,308	48,529	30,851	8,572	80,524	21,155	370,939	
TOTAL	32,837	-	405	1,928	53,607	14,763	1,378	-	104,918	35,230	43,195	5,246	83,671	15,658	8,911	-</				



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY

October 22, 1976

41 BIKEWAY PROJECTS  
APPROVED BY FHWA

FHWA 61-76  
(202) 426-0677

Bikeway demonstration projects involving \$6 million in Federal funds and capable of demonstrating a variety of bike-way characteristics on a nationwide basis have been approved for 41 communities in 31 States, the U.S. Department of Transportation's Federal Highway Administration (FHWA) announced today.

Established under provisions of the Federal-Aid Highway Amendments of 1974, the special bikeway demonstration program provided \$6 million in funds to construct bikeways for commuting and recreational purposes in urban areas. Individual projects are to be funded on an 80 percent Federal and 20 percent State or local government matching basis.

A total of 495 individual projects from 50 States, the District of Columbia and Puerto Rico involving nearly 4,000 miles of bike paths and associated facilities at an estimated Federal-State-local cost in excess of \$141 million were nominated for the program.

Under program regulations, proposals from local governmental units were submitted through their State highway agencies to FHWA regional offices located throughout the United States. The 10 best proposals from each standard Federal region, a total of 100 projects in all, were then forwarded to the FHWA Washington, D.C. Headquarters for consideration under the final selection process.

Following is a listing by States of the selected projects and the level of Federal funding provided:

California

Concord=BART Bikeway Trail (Contra Costa County) \$362,000  
Bay Bridge Bike Commuter Shuttle (San Francisco) \$112,000  
Santa Cruz Transit=Bike Facilities \$ 20,320

Colorado

Central City Bike Loop (Colorado Springs) \$ 81,280  
Columbine Trail Bikeway (Golden) \$260,000  
City of Lakewood Bikepath \$ 40,000

Florida

Brevard County Bikepath (near Cocoa Beach) \$ 38,702  
North Main Street Bikeway (Gainesville) \$115,180

Indiana

Erie and Wabash Canal Bikepath (Indianapolis) \$229,320

Iowa

Finkbine Commuter Bikeway (Iowa City) \$ 53,200

Kansas

Manhattan Bikeway \$ 32,000  
Wichita Bikeway \$ 73,640

Kentucky

City of Louisville Bikeway \$273,173

Louisiana

Jefferson Parish Bikeway (near New Orleans) \$244,533

Maine

Orono=Old Town Bike Path (near Bangor) \$118,600

Maryland

National Institutes of Health Medical  
Complex Bikeway (Montgomery County) \$244,000

Massachusetts

Chicopee=West Springfield Bridge Bikeway \$280,000

Michigan

Civic Center Drive Bikeway (Southfield) \$ 80,000

Mississippi

City of Jackson Bikeway \$ 72,944

Missouri

Kansas City Bikeway \$126,886  
City of Springfield Bikeway \$ 68,886

Montana

Missoula Bikeway \$117,000

<u>Nebraska</u>		
	Antelope Creek Bikeway (Lincoln)	\$200,000
<u>New Hampshire</u>		
	Town of Salem Bikeway	\$ 94,300
<u>New Jersey</u>		
	Patterson Bikeway System	\$146,784
<u>New York</u>		
	North Bronx Bicycle System	\$352,000
<u>North Carolina</u>		
	Avent Ferry Road Bikeway (Raleigh)	\$145,380
<u>North Dakota - Minnesota</u>		
	Fargo-Moorhead Bicycle Systems	\$102,000
<u>Ohio</u>		
	Avon Lake Residential Bike/Walkway	\$ 32,000
	Miami Conservancy District (Dayton) Bikeway	\$320,000
<u>Oregon</u>		
	Valley River Bicycle-Pedestrian Bridge (Eugene)	\$288,000
<u>Pennsylvania</u>		
	Philadelphia Commuter Rail-Rapid Transit Interface Project	\$145,820
	Philadelphia Valley Forge Trail	\$ 73,340
<u>Tennessee</u>		
	City of Knoxville Bike Trail	\$ 71,600
<u>Texas</u>		
	City of Austin Bikeway	\$168,000
	City of Fort Worth Bikeways	\$217,000
<u>Virginia</u>		
	Williamsburg Environs Bikeway	\$132,590
<u>Washington</u>		
	Clark County Urban Bikeway	\$ 40,320
	Pugent Power Interurban Trail (King County)	\$320,000
<u>West Virginia</u>		
	City of New Martinsville	\$ 80,000
<u>Wisconsin</u>		
	Hales Corners Model Bikeways (Milwaukee County)	\$ 27,200

A number of the projects interface with public transportation and should provide a viable alternative mode of transportation. Some of the concepts to be demonstrated include: a variety of secure bicycle storage facilities at transit transfer locations; provisions for carrying bicycles on regularly scheduled buses; the use of vans and trailers for transporting bicycle commuters across barriers such as long bridges during peak commuting periods; the accommodation of bikeways using a variety of rights-of-way such as existing streets, sidewalks, drainage ways, abandoned railroads, and public utilities; and a variety of intersection designs, pavement surfaces, and geometric configurations.

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

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FIRST CLASS





# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
October 26, 1976

FHWA 62-76  
(202) 426-0677

The Department of Transportation reported today that the States disbursed \$12.7 billion in highway-user taxes in 1975. Of this, \$8.0 billion went for State highway purposes, \$3.4 billion for local roads and streets, \$251 million for mass transportation activities, and \$1.1 billion for non-transportation purposes.

The data were compiled by the Federal Highway Administration.

Federal Highway Administrator Norbert T. Tiemann said the \$11.4 billion for highways was 1.0 percent more than in 1974.

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

The net collections (after refunds) from State road-user taxes in 1975 amounted to \$13.5 billion. After deducting the cost of collection and administration of the highway-user imposts, \$12.7 billion was available for distribution.

Of the \$8.0 billion devoted to State highway purposes, \$5.8 billion went for capital outlay, maintenance, and administration of the State highway system; \$1.1 billion was for highway safety activities and law enforcement; and \$1.1 billion was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the \$3.4 billion applied to these purposes in 1975, grants-in-aid totaled \$2.8 billion.

State highway-user revenues amounting to \$251 million were allocated for mass transportation activities. This compares with the \$134 million allocated in 1974, the first year efforts were made to determine the extent to which State highway-user revenues were being used for this purpose.

State highway-user revenues amounting to \$1.1 billion were used for non-transportation purposes in 1975. In 25 States, road-user taxes assigned for non-transportation purposes aggregating \$292 million were offset by appropriations for highways in like amount out of State general funds.

The disposition of highway-user revenues in 1975 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

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

	(Millions of Dollars)		
	<u>1973</u>	<u>1974</u>	<u>1975</u>
Revenues:			
Motor-Fuel Taxes . . . . .	\$ 8,291	\$ 8,089	\$ 8,263
Motor-Vehicle Registration Fees and Allied Imposts . . . . .	<u>4,200</u>	<u>-4,319</u>	<u>4,411</u>
Total	\$12,491	\$12,408	\$12,674
Allocations:			
For State-Administered Highways.	\$ 7,992	\$ 7,973	\$ 7,953
For Local Roads and Streets:			
Grants-in-aid . . . . .	2,811	2,811	2,842
State Expenditures . . . . .	<u>348</u>	<u>433</u>	<u>529</u>
Subtotal, Local Roads and Streets . . . . .	3,159	3,244	3,371
For Mass Transportation . . . . .	-	134	251
For Non-transportation Purposes.	<u>1,340</u>	<u>1,057</u>	<u>1,099</u>
Total	\$12,491	\$12,408	\$12,674

# DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS--1975

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE OF  
OCTOBER 1976

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION <sup>1/</sup>	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS <sup>2/</sup>			FOR MASS TRANSPORTATION PURPOSES	FOR NONHIGHWAY PURPOSES <sup>4/</sup>			
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <sup>3/</sup>	MUNICIPAL STREETS	TOTAL		STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES <sup>5/</sup>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) <sup>6/</sup>	TOTAL
ALABAMA	219,267	8,148	211,119	77,729	5,499	32,908	116,136	82,537	12,446	94,983	-	-	-	( 4,181)	-
ALASKA	27,710	2,647	25,063	23,604	-	-	23,604	-	1,459	1,459	-	-	-	-	-
ARIZONA	161,169	11,829	149,340	70,316	28,032	258	98,606	23,782	26,953	50,735	-	-	-	-	-
ARKANSAS	152,391	4,553	147,838	93,018	4,903	-	97,921	30,562	19,317	49,879	37	-	-	( 1,351)	-
CALIFORNIA	1,412,112	112,527	1,299,585	385,529	204,603	-	590,132	222,160	203,832	425,992	16,679	-	266,782	( 52,077)	266,782
COLORADO	144,390	15,476	128,914	54,905	12,796	-	67,701	-	33,039	58,664	-	2,540	-	-	2,540
CONNECTICUT	200,351	12,065	188,286	108,006	17,563	41,717	168,196	6,062	11,069	17,131	2,279	689	-	-	689
DELAWARE	46,921	2,150	44,771	8,174	8,091	18,091	35,356	-	2,000	2,000	2,426	4,989	-	-	4,989
DIST. OF COL.	43,619	1,278	42,341	-	-	-	-	-	35,561	35,561	-	-	6,781	-	6,781
FLORIDA	565,839	29,148	536,691	206,142	32,715	27,653	266,510	71,979	45,151	117,130	3,341	62,246	67,466	( 62,975)	129,712
GEORGIA	273,155	10,553	262,602	159,938	28,352	24,553	212,843	40,765	8,880	49,645	113	-	-	-	-
HAWAII	34,819	-	34,819	11,490	-	10,747	22,237	12,503	78	12,581	-	-	-	( 1,554)	-
IDAH0	65,647	2,503	63,144	35,584	6,917	-	42,501	14,504	6,139	20,643	-	-	-	-	-
ILLINOIS	694,493	56,116	638,377	240,443	55,001	17,126	312,570	174,794	108,162	282,956	42,851	-	-	( 8,119)	-
INDIANA	311,158	18,728	292,430	149,464	14,574	-	164,038	98,622	49,770	148,392	-	-	-	( 2,049)	-
IOWA	234,908	5,198	229,710	109,536	7,389	-	116,925	79,118	31,857	110,975	1,809	-	-	( 7,896)	-
KANSAS	148,172	11,263	136,909	72,232	10,374	16,676	99,282	19,935	16,423	36,358	-	1,268	-	( 938)	1,268
KENTUCKY	292,273	9,239	283,034	193,207	2,223	52,945	248,375	26,624	8,034	34,658	-	-	-	-	-
LOUISIANA	174,669	9,055	165,614	88,213	4,670	23,891	116,774	38,196	10,643	48,839	-	-	-	( 7,637)	-
MAINE	73,449	4,391	69,058	51,227	7,085	7,907	66,219	2,211	628	2,839	-	-	-	-	-
MARYLAND	326,144	9,837	316,307	135,324	20,965	30,141	186,430	59,169	31,954	91,123	28,523	10,232	-	( 17,180)	10,232
MASSACHUSETTS	253,270	20,617	232,653	108,315	19,110	53,202	180,627	29,732	12,181	41,913	10,114	-	-	( 18)	-
MICHIGAN	581,666	34,039	547,627	198,518	6,305	34,240	239,063	188,475	104,564	293,039	15,526	-	-	( 6,002)	-
MINNESOTA	275,310	7,360	267,950	131,390	20,222	14,355	165,967	75,755	26,228	101,983	-	-	-	-	-
MISSISSIPPI	153,821	11,633	142,188	63,957	6,852	26,497	97,306	42,047	2,935	44,882	-	-	-	( 20)	-
MISSOURI	286,360	16,379	269,981	209,329	23,115	-	232,444	9,384	28,153	37,537	-	-	-	-	-
MONTANA	59,394	3,074	56,320	33,532	6,069	39,601	13,030	3,690	16,720	16,720	-	-	-	( 2,247)	-
NEBRASKA	111,510	5,714	105,796	51,433	2,017	1,894	55,344	25,693	24,648	50,341	110	-	-	( 2,798)	-
NEVADA	53,012	6,374	46,638	25,255	4,331	-	29,586	4,362	1,881	6,243	-	610	10,198	( 600)	10,808
NEW HAMPSHIRE	57,227	2,278	54,949	34,985	5,774	4,846	45,605	3,806	5,272	9,078	120	146	-	-	146
NEW JERSEY	444,674	37,479	407,195	120,355	34,749	25,447	180,551	10,726	12,871	23,597	93,336	109,710	-	-	109,710
NEW MEXICO	82,353	5,746	76,607	60,380	8,774	206	69,360	5,203	2,045	7,248	-	-	-	( 15,094)	-
NEW YORK	786,992	53,211	733,781	294,064	60,239	197,136	551,439	40,112	68,486	108,598	12,292	61,452	-	-	61,452
NORTH CAROLINA	375,646	18,285	357,361	250,764	30,765	326,945	326,945	-	29,871	29,871	-	545	-	-	545
NORTH DAKOTA	47,704	2,204	45,500	24,945	1,928	26,873	9,579	8,361	17,940	-	-	674	-	-	674
OHIO	591,515	28,571	562,944	202,495	58,221	72,103	332,805	158,213	71,927	230,140	14	-	-	( 830)	-
OKLAHOMA	208,831	9,758	199,073	91,425	14,550	3,199	109,174	59,157	9,154	68,311	-	-	-	( 43,313)	21,588
OREGON	147,262	14,355	132,907	40,240	19,154	4,821	64,215	34,170	20,332	54,502	1,382	12,808	-	-	12,808
PENNSYLVANIA	653,374	24,272	629,102	295,634	92,505	131,161	519,300	64,326	45,042	109,368	434	-	-	-	-
RHODE ISLAND	52,714	3,020	49,694	494	4,914	14,101	19,509	87	300	387	2,708	27,091	-	-	27,091
SOUTH CAROLINA	162,622	8,383	154,239	108,307	14,698	10,303	133,308	15,096	-	15,096	-	4,836	998	-	5,834
SOUTH DAKOTA	96,210	3,208	93,002	32,655	3,712	36,367	11,466	5,165	16,631	-	3	-	-	-	-
TENNESSEE	286,277	8,568	277,709	94,932	13,395	19,975	128,302	82,393	26,935	109,328	200	39,880	-	( 19,672)	39,880
TEXAS	888,692	34,768	853,924	460,748	53,685	-	514,433	41,822	-	41,822	213	297,455	-	( 31,915)	297,455
UTAH	63,112	10,078	53,034	31,817	9,858	-	41,675	6,712	4,227	10,939	15	405	-	-	405
VERMONT	43,644	1,592	42,052	15,165	3,712	13,302	33,652	7,122	816	7,938	-	462	-	-	462
VIRGINIA	380,734	29,086	351,648	297,514	4,220	-	301,734	9,424	27,495	36,919	12,995	-	-	-	-
WASHINGTON	313,388	19,717	293,671	86,504	24,731	26,215	137,450	52,465	27,325	79,790	582	62,332	13,517	( 245)	75,849
WEST VIRGINIA	146,426	4,418	142,008	90,402	989	50,618	142,009	-	-	-	-	-	-	( 299)	-
WISCONSIN	254,359	19,150	235,209	83,277	11,977	27,961	123,215	49,939	49,013	98,952	2,436	-	10,605	( 2,882)	10,605
WYOMING	35,622	2,785	32,837	20,522	2,743	-	23,265	6,605	2,968	9,573	-	-	-	-	-
TOTAL	13,456,377	782,826	12,673,551	5,834,334	1,051,176	1,067,960	7,953,470	2,093,463	1,277,766	3,371,229	250,538	700,379	397,935	( 291,892)	1,098,314

NOTE: TABLES MF-3 AND MV-3 MAY NOT ADD TO TABLE OF DUE TO ROUNDING.

<sup>1/</sup> THIS TABLE SUMMARIZES THE RECEIPTS FROM MOTOR-FUEL TAXES, AND FROM MOTOR-VEHICLE FEES AND SPECIAL IMPOSTS ON MOTOR CARRIERS, WHICH ARE RECORDED SEPARATELY IN TABLES MF-3 AND MV-3 RESPECTIVELY. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.

<sup>2/</sup> INCLUDES DIRECT EXPENDITURES BY STATE ON LOCAL ROADS AND STREETS AS WELL AS GRANTS-IN-AID IN MANY STATES. FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS. ENTRIES INCLUDE AMOUNTS USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

<sup>3/</sup> FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA. (ALL BUT TWO COUNTIES), AND W. VA.

<sup>4/</sup> THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSION FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE TERMS OF THE HYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETER-

MINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.

<sup>5/</sup> ALLOCATION FOR LOCAL GENERAL PURPOSES MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED.

<sup>6/</sup> GROSS NONHIGHWAY ALLOCATION OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE AMOUNTS SHOWN, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS, AND THE AMOUNTS SO OFFSET ARE INCLUDED WITH ALLOCATIONS FOR STATE AND LOCAL HIGHWAY PURPOSES.

<sup>7/</sup> IN ALASKA, DEL., N.J., N.Y., AND R.I., HIGHWAY-USER REVENUES ARE PLACED IN THE STATE GENERAL FUND. FOR DISCUSSION OF GENERAL FUND STATES' FINANCING, SEE "HIGHWAY FINANCE" TEXT UNDER "FUNDS ATTRIBUTABLE TO HIGHWAY USERS."

<sup>8/</sup> THE NONHIGHWAY ALLOCATIONS OF "VEHICLE LICENSE FEES" IN CALIF. AND "MOTOR-VEHICLE EXCISE TAXES" IN WASH. (SEE TABLE MV-2, FOOTNOTE 7), AND REGISTRATION FEES IN WIS. WERE IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES.

# DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS--1975

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE MF-3  
OCTOBER 1976

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION <sup>1/</sup>	FOR COLLECTING MOTOR-FUEL TAXES AND FEES <sup>2/</sup>	NET FUNDS DISTRIBUTED <sup>3/</sup>	FOR STATE-ADMINISTERED HIGHWAYS			FOR LOCAL ROADS AND STREETS <sup>4/</sup>			FOR MASS TRANSPORTATION PURPOSES	FOR NONHIGHWAY PURPOSES <sup>6/</sup>				
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <sup>5/</sup>	MUNICIPAL STREETS		TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES <sup>7/</sup>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) <sup>8/</sup>	TOTAL
ALABAMA	156,358	1,641	154,717	49,276	401	22,521	72,198	74,590	7,929	82,519	-	-	-	(401)	-
ALASKA	16,002	53	15,969	15,039	-	-	15,039	-	930	-	-	-	-	-	-
ARIZONA	105,122	2,100	103,022	49,764	19,622	-	69,386	15,767	17,869	33,636	-	-	-	-	-
ARKANSAS	109,038	3,300	105,738	67,523	-	-	67,523	24,209	13,980	38,189	-	-	-	-	-
CALIFORNIA	736,034	3,284	732,750	325,638	-	-	325,638	205,958	186,908	392,866	14,247	-	-	(900)	-
COLORADO	93,926	10,693	83,233	38,397	8,948	-	47,345	21,564	14,323	35,887	-	-	-	-	-
CONNECTICUT	141,346	481	140,865	82,452	12,123	31,591	126,166	4,591	8,382	12,973	1,726	-	-	-	-
DELAWARE	28,100	90	28,010	5,114	5,062	11,944	22,120	-	1,251	1,251	1,518	3,121	-	-	3,121
DIST. OF COL.	19,235	13	19,222	-	-	-	-	-	19,222	19,222	-	-	-	-	-
FLORIDA	358,547	2,092	356,455	196,433	-	27,653	224,086	70,641	45,117	115,758	3,341	13,271	-	-	13,271
GEORGIA	226,877	823	226,054	154,343	-	23,694	178,037	39,339	8,569	47,908	-	-	-	-	-
HAWAII	20,761	-	20,761	9,936	-	10,747	20,683	-	78	78	-	-	-	-	-
IDAHO	40,832	218	40,614	19,714	5,798	-	25,512	8,964	6,139	15,103	-	-	-	-	-
ILLINOIS	374,915	2,803	372,112	108,240	-	7,710	115,950	141,271	106,263	247,534	8,628	-	-	-	-
INDIANA	241,196	592	240,604	115,218	11,704	-	126,922	75,616	38,066	113,682	-	-	-	(2,049)	-
IOWA	121,881	1,074	120,807	60,337	929	-	61,266	41,496	17,048	58,544	997	-	-	-	-
KANSAS	97,769	437	97,332	51,230	7,395	11,887	70,512	14,210	11,706	25,916	-	904	-	(938)	904
KENTUCKY	175,525	368	175,157	122,347	1,212	33,527	157,086	12,985	5,087	18,072	-	-	-	-	-
LOUISIANA	140,615	588	140,027	73,110	896	23,206	97,212	33,894	8,921	42,815	-	-	-	(7,624)	-
MAINE	51,269	160	51,109	37,913	5,243	5,852	49,008	1,637	465	2,102	-	-	-	-	-
MARYLAND	176,296	2,187	174,109	72,086	904	28,503	101,493	41,531	10,442	51,973	15,194	5,450	-	-	5,450
MASSACHUSETTS	187,330	1,030	186,300	73,079	12,141	53,202	138,422	26,940	10,824	37,764	10,114	-	-	-	-
MICHIGAN	392,216	2,567	389,649	142,379	1,406	24,557	168,342	135,176	74,995	210,171	11,135	-	-	(18)	-
MINNESOTA	162,256	1,177	161,079	77,861	11,976	8,501	98,338	46,667	16,073	62,740	-	-	-	(290)	-
MISSISSIPPI	120,907	4,553	116,354	59,523	444	26,497	86,464	27,153	2,737	29,890	-	-	-	-	-
MISSOURI	189,706	769	187,937	135,431	14,970	-	150,401	9,384	28,153	37,537	-	-	-	-	-
MONTANA	37,502	350	37,152	24,741	2,947	-	27,688	6,485	2,979	9,464	-	-	-	-	-
NEBRASKA	75,931	476	75,455	36,854	570	1,487	38,911	18,708	17,758	36,466	79	-	-	-	-
NEVADA	26,077	196	25,881	17,780	2,028	-	19,808	3,762	1,881	5,643	-	429	-	-	429
NH HAMPSHIRE	37,510	192	37,318	23,977	3,616	3,321	30,914	2,609	3,613	6,222	83	100	-	-	100
NEW JERSEY	279,561	2,320	277,241	79,354	22,911	25,447	127,712	7,166	8,486	15,652	61,540	72,336	-	-	72,336
NW MEXIC.	55,902	1,230	54,672	47,304	6,359	206	53,869	-	803	803	-	-	-	(7,848)	-
NW YORK	483,808	800	483,008	177,658	29,683	137,109	344,450	36,833	57,172	94,005	7,426	37,126	-	-	37,126
NORTH CAROLINA	276,371	13,452	262,919	180,527	29,577	30,765	240,869	-	21,504	21,504	-	545	-	-	545
NORTH DAKOTA	24,795	205	24,590	13,567	650	-	14,217	5,549	4,755	10,304	8	61	-	(35)	61
OHIO	366,450	1,093	365,357	188,029	35,038	43,407	266,474	52,422	46,460	98,882	-	-	-	-	-
OKLAHOMA	113,467	1,478	111,989	53,451	8,263	3,199	64,913	43,983	3,092	47,075	-	-	-	(1,968)	-
OREGON	83,107	207	82,900	26,053	9,252	3,121	38,426	22,123	13,164	35,287	895	8,292	-	-	8,292
PENNSYLVANIA	460,022	2,503	457,519	198,035	61,966	87,860	347,861	64,326	45,042	109,368	290	-	-	-	-
RHODE ISLAND	37,459	504	36,955	368	3,654	10,486	14,508	65	223	288	2,014	20,146	-	-	20,146
SOUTH CAROLINA	134,530	313	134,217	92,066	12,494	8,758	113,318	15,096	-	15,096	-	4,836	967	-	5,803
SOUTH DAKOTA	33,036	217	32,819	23,139	2,630	-	25,769	4,102	2,945	7,077	2	-	-	-	-
TENNESSEE	200,899	471	200,428	61,112	2,811	-	63,923	69,755	26,670	96,425	200	39,880	-	(3,481)	39,880
TEXAS	400,100	3,055	397,045	261,419	28,248	-	289,667	7,300	-	7,300	130	99,948	-	-	99,948
UTAH	47,505	2,287	45,218	31,295	8,506	-	39,801	3,275	2,011	5,286	-	14	116	-	116
VERMONT	21,150	-	21,150	7,627	2,608	6,690	16,925	3,582	410	3,992	-	232	-	-	232
VIRGINIA	242,589	1,328	241,261	202,482	1,931	-	204,413	9,274	18,725	27,999	8,850	-	-	-	-
WASHINGTON	165,260	813	164,447	48,681	11,229	25,501	85,411	51,260	23,654	74,914	314	2,276	1,532	(24)	3,808
WEST VIRGINIA	74,964	465	74,499	47,526	362	26,611	74,499	-	-	-	-	-	-	-	-
WISCONSIN	158,682	1,278	157,404	61,925	875	20,843	83,643	37,226	36,536	73,762	-	-	-	-	-
WYOMING	21,321	48	21,273	10,442	1,396	-	11,838	6,468	2,968	9,436	-	-	-	-	-
TOTAL	8,341,057	78,354	8,262,703	4,057,795	410,778	786,403	5,254,976	1,544,952	1,002,328	2,547,280	148,881	309,069	2,499	(25,576)	311,568

<sup>1/</sup> SEE TABLE MF-1 FOR DETAILS OF RECEIPTS. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.

<sup>2/</sup> WHERE NO ENTRY APPEARS, FUNDS FOR ADMINISTERING THE MOTOR-FUEL TAX LAWS WERE ALLOCATED FROM GENERAL REVENUES. AMOUNT SHOWN IN SOME STATES INCLUDE PRO-RATA COSTS OF ADMINISTERING MOTOR-VEHICLE LAWS. AMOUNT FOR HAWAII NOT REPORTED.

<sup>3/</sup> MOTOR-FUEL TAXES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO-RATA MOTOR-FUEL TAX PORTION OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.

<sup>4/</sup> INCLUDES DIRECT EXPENDITURES BY STATES ON LOCAL ROADS AND STREETS AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS.

<sup>5/</sup> FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA.

(ALL BUT TWO COUNTIES), AND W. VA.

<sup>6/</sup> THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSIONS FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE TERMS OF THE HAYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETERMINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.

<sup>7/</sup> ALLOCATIONS FOR LOCAL GENERAL PURPOSES MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED.

<sup>8/</sup> GROSS NONHIGHWAY ALLOCATION OF MOTOR-FUEL REVENUES WERE OFFSET, IN THE AMOUNT SHOWN, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS, AND THE AMOUNTS SO OFFSET ARE INCLUDED WITH ALLOCATIONS FOR STATE AND LOCAL HIGHWAY PURPOSES.

<sup>9/</sup> IN ALASKA, DEL., N.J., N.Y., AND R.I., MOTOR-FUEL REVENUES WERE PLACED IN THE STATE GENERAL FUND. FOR DISCUSSION OF GENERAL FUND STATES' FINANCING, SEE "HIGHWAY FINANCE" TEXT UNDER "FUNDS ATTRIBUTABLE TO HIGHWAY USERS."

# DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS--1975

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE MV-3  
OCTOBER 1976

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION <u>1/</u>	FOR COLLECTING MOTOR-VEHICLE AND MOTOR-CARRIER TAXES <u>2/</u>	NET FUNDS DISTRIBUTED <u>3/</u>	FOR STATE-ADMINISTERED HIGHWAYS			FOR LOCAL ROADS AND STREETS <u>4/</u>			FOR MASS TRANSPORTATION PURPOSES	FOR NONHIGHWAY PURPOSES <u>6/</u>				
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <u>5/</u>	MUNICIPAL STREETS		TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES <u>7/</u>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) <u>8/</u>	TOTAL
ALABAMA	62,909	6,507	56,402	28,453	5,098	10,387	43,938	7,947	4,518	12,465	-	-	-	( 3,780)	-
ALASKA	11,708	2,614	9,094	8,565	-	-	8,565	-	529	529	-	-	-	-	-
ARIZONA	56,047	9,729	46,318	20,552	8,410	258	29,220	8,015	9,084	17,099	-	-	-	-	-
ARKANSAS	43,353	1,253	42,100	25,495	4,903	-	30,398	6,353	5,337	11,690	-	-	-	( 1,351)	-
CALIFORNIA	676,078	109,243	566,835	59,891	204,603	-	264,494	16,202	16,924	33,126	2,433	-	266,782	( 51,177)	266,782
COLORADO	50,464	4,783	45,681	18,508	3,847	-	20,355	11,475	11,302	22,777	-	2,549	-	-	2,549
CONNECTICUT	59,005	11,584	47,421	26,454	5,440	-	10,126	42,020	1,471	4,158	553	689	-	-	689
DELAWARE	18,820	2,060	16,760	3,060	3,029	-	7,147	13,236	-	749	908	1,868	-	-	1,868
DIST. OF COL.	24,384	1,265	23,119	-	-	-	-	-	16,337	16,337	-	-	6,781	-	6,781
FLORIDA	187,293	27,055	160,238	9,709	32,715	-	42,424	1,338	-	22,777	-	48,975	67,466	( 62,975)	116,441
GEORGIA	46,278	9,730	36,548	5,596	28,352	859	34,807	1,426	311	1,737	4	-	-	-	-
HAWAII	14,058	-	14,058	1,554	-	-	1,554	12,503	-	12,503	-	-	-	( 1,554)	-
IDAH0	24,814	2,285	22,529	15,870	1,119	-	16,989	5,541	-	5,541	-	-	-	-	-
ILLINOIS	313,578	53,312	260,266	132,203	95,001	9,416	196,202	1,899	1,899	35,421	34,223	-	-	( 8,119)	-
INDIANA	89,962	18,136	71,826	34,245	2,870	-	37,115	23,007	11,704	34,711	-	-	-	-	-
IOWA	113,028	4,124	108,904	49,199	6,460	-	55,659	37,623	14,808	52,431	813	-	-	( 7,896)	-
KANSAS	50,403	10,826	39,577	21,002	2,979	4,789	28,770	5,725	4,717	10,442	-	364	-	-	364
KENTUCKY	116,747	8,872	107,875	70,860	1,012	19,418	91,290	13,639	2,946	16,585	-	-	-	-	-
LOUISIANA	34,054	8,466	25,588	15,103	3,774	685	19,562	4,302	1,723	6,025	-	-	-	( 12)	-
MAINE	22,181	4,232	17,949	13,314	1,862	2,055	17,211	575	163	738	-	-	-	-	-
MARYLAND	149,848	7,650	142,198	63,238	20,062	1,637	84,937	17,638	21,513	39,151	13,329	4,781	-	( 17,180)	4,781
MASSACHUSETTS	65,940	19,588	46,352	35,236	6,968	-	42,204	2,791	1,357	4,148	-	-	-	-	-
MICHIGAN	189,451	31,472	157,979	56,138	4,899	9,683	70,720	53,298	29,569	82,867	4,391	-	-	-	-
MINNESOTA	113,054	6,183	106,871	53,528	8,246	5,854	67,628	29,088	10,155	39,243	-	-	-	( 5,711)	-
MISSISSIPPI	32,914	7,081	25,833	4,434	6,407	-	10,841	14,894	98	14,992	-	-	-	( 20)	-
MISSOURI	97,653	15,610	82,043	73,898	8,145	-	82,043	-	-	-	-	-	-	-	-
MONTANA	21,893	2,724	19,169	8,791	3,122	407	11,913	6,544	711	7,255	-	-	-	( 2,247)	-
NEBRASKA	35,579	5,239	30,340	14,580	1,448	-	16,435	6,985	6,890	13,875	30	-	-	( 2,798)	-
NEVADA	26,935	6,178	20,757	7,476	2,303	-	9,779	600	-	600	-	181	10,198	(600)	10,379
NEW HAMPSHIRE	19,717	2,086	17,631	11,008	2,158	1,525	14,691	1,198	1,659	2,857	38	46	-	-	46
NEW JERSEY	165,113	35,160	129,953	41,000	11,838	-	52,838	3,560	4,385	7,945	31,796	37,374	-	-	37,374
NEW MEXICO	26,452	4,516	21,936	13,076	2,415	-	15,491	5,203	1,242	6,445	-	-	-	( 7,246)	-
NEW YORK	303,185	52,411	250,774	116,406	30,556	60,026	206,988	3,279	11,314	14,593	4,866	24,326	-	-	24,326
NORTH CAROLINA	99,275	4,833	94,442	70,237	15,839	-	86,076	-	8,366	8,366	-	-	-	-	-
NORTH DAKOTA	22,909	1,998	20,911	11,379	1,278	-	12,657	4,029	3,606	7,635	6	613	-	(795)	613
OHIO	225,065	27,478	197,587	14,466	23,169	28,695	66,330	105,791	25,467	131,258	-	-	-	-	-
OKLAHOMA	95,364	8,280	87,084	37,974	6,287	-	44,261	15,174	6,061	21,235	-	-	21,588	( 41,346)	21,588
OREGON	64,155	14,149	50,006	14,187	9,903	1,700	25,790	12,047	7,168	19,215	487	4,515	-	-	4,515
PENNSYLVANIA	193,352	21,769	171,583	97,599	30,539	43,301	171,439	-	-	-	143	-	-	-	-
RHODE ISLAND	15,255	2,515	12,740	127	1,260	3,615	5,002	22	77	99	694	6,945	-	-	6,945
SOUTH CAROLINA	28,092	8,070	20,022	16,241	2,204	1,545	19,990	-	-	-	-	-	31	-	31
SOUTH DAKOTA	23,174	2,991	20,183	9,516	1,082	-	10,598	7,364	2,220	9,584	1	-	-	-	-
TENNESSEE	85,379	8,098	77,281	33,820	10,584	19,975	64,379	12,638	265	12,903	-	-	-	( 16,190)	-
TEXAS	488,592	31,713	456,879	199,329	25,437	-	224,766	34,522	-	34,522	83	197,507	-	( 31,915)	197,507
UTAH	15,607	7,791	7,816	522	1,352	-	1,874	3,437	2,216	5,653	-	289	-	-	289
VERMONT	22,494	1,592	20,902	7,538	2,577	6,612	16,727	3,540	406	3,946	-	230	-	-	230
VIRGINIA	138,145	27,758	110,387	95,032	2,288	-	97,320	150	8,771	8,921	4,145	-	-	-	-
WASHINGTON	148,128	18,904	129,224	37,823	13,501	714	52,038	1,206	3,671	4,877	268	60,056	11,986	(220)	72,042
WEST VIRGINIA	71,462	3,953	67,509	42,875	626	24,007	67,508	-	-	-	-	-	-	( 289)	-
WISCONSIN	95,677	17,873	77,804	21,352	11,102	7,118	39,572	12,713	12,477	25,190	2,436	-	10,605	( 2,882)	10,605
WYOMING	14,301	2,737	11,564	10,080	1,347	-	11,427	137	-	137	-	-	-	-	-
TOTAL	5,115,324	704,476	4,410,848	1,776,539	640,396	281,554	2,698,489	548,512	275,436	823,948	101,657	391,308	395,437	(266,313)	786,745

1/ SEE TABLE MV-2 FOR DETAILS OF RECEIPTS. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.

2/ COLLECTION EXPENSES IN MANY STATES INCLUDE SERVICE CHARGES DEDUCTED BY COUNTY AND LOCAL COLLECTORS. AMOUNTS SHOWN IN SOME STATES INCLUDE PRO-RATA COSTS OF ADMINISTERING MOTOR-FUEL TAX LAWS. AMOUNT FOR HAWAII NOT REPORTED.

3/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO-RATA MOTOR-VEHICLE REVENUE PORTION OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.

4/ INCLUDES DIRECT EXPENDITURES BY STATES ON LOCAL ROADS AND STREETS, AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR COUNTY AND TOWNSHIP ROADS MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS. ENTRIES INCLUDE AMOUNTS USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.

5/ FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA. (ALL BUT TWO COUNTIES), AND W. VA.

6/ THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSIONS FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE HAYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETERMINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.

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10/ THE NONHIGHWAY ALLOCATIONS OF "VEHICLE LICENSE FEES" IN CALIF. AND "MOTOR-VEHICLE EXCISE TAXES" IN WASH. (SEE TABLE MV-2, FOOTNOTE 7), AND REGISTRATION FEES IN WIS. WERE IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
October 28, 1976

**CONSUMER ADVISORY**

HEARING ON NEW YORK BRIDGES'  
TOLL RATES SET FOR NOVEMBER 3

FHWA 66-76  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann announced today that a hearing to determine whether tolls charged on four bridges administered by the Port Authority of New York and New Jersey are just and reasonable will be held at 10 a.m. November 3 in Room 770, No. 6 World Trade Center, in New York City.

The hearing will be presided over by Administrative Law Judge John E. Faulk. James J. Stapleton and Gerald M. Tierney of the Federal Highway Administration's Motor Carrier and Highway Safety Law Division will serve as public counsel.

At issue is the toll rate charged on the Bayonne, Goethals and Outerbridge Crossing bridges between New Jersey and Staten Island, and the George Washington Bridge over the Hudson River between Manhattan and New Jersey. The rates were raised about a year and a half ago (the toll for cars, for example, jumping from \$1 to \$1.50).

There are 33 formal parties participating in the case, including the City of New York, Representatives Murphy, Peyser and Gilman of New York, the Automobile Club of New York, Citizens for Clean Air, and the Environmental Defense Fund.

The Administrative Law Judge has ruled that anyone who has not been formally admitted as a party or anyone who does not intend to formally participate in the hearing may appear at the outset of the hearing on November 3 and make oral statements of their positions.

Sometime following the hearing, the Administrative Law Judge will make a recommended decision to the Federal Highway Administrator, who will make the final decision. There is no specific timetable for these actions.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE MONDAY  
November 1, 1976

EFFECTIVENESS OF ROAD  
SIGNS IS BEING STUDIED

**CONSUMER ADVISORY  
REQUEST FOR  
PUBLIC COMMENT**

FHWA 65-76  
(202) 426-0677

Under mandate by Congress, the U.S. Department of Transportation's Federal Highway Administration is soliciting and evaluating public comments regarding the adequacy, effectiveness, and environmental compatibility of highway directional signs and systems.

Solicitation of public comments with regard to highway signing and information systems was initiated through the issuance of an Advance Notice of Proposed Rulemaking (ANPR) in the Federal Register on October 26, 1976. Details of the standards and regulations on which public comment is being sought are contained in the ANPR.

Comments and suggestions on the ANPR should be submitted in triplicate to the Federal Highway Administration, Room 4230, Docket No. 76-12, Washington, D.C. 20590 by January 24, 1977.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY

November 1, 1976

FHWA NAMES GROUP TO  
SIMPLIFY PROCEDURES

**CONSUMER ADVISORY**

FHWA 67-76  
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced the creation of a high level task force to study ways to eliminate or reduce "red tape" in the Federal-aid highway program.

Tiemann said the task force will develop recommendations to:

- simplify the delivery of Federal-aid funds for highway projects
- eliminate requirements imposed on the States that are not essential to effective program administration, and
- assure that future regulations are kept to a minimum.

Tiemann said appointment of the task force, composed of 14 officials from the Federal Highway Administration's regional and central offices, is the latest step in a continuing effort to reduce paperwork and simplify program requirements for the Federal-aid highway program.

The task force will work closely with State and local governments in developing its recommendations. W. H. White, Regional Administrator in FHWA's Region 3, located in Baltimore, will serve as chairman.

Tiemann noted that FHWA and the States have had experience in recent years with a successful joint effort to reduce or eliminate burdensome procedures and that earlier this year, at his direction, FHWA reduced by ten percent its basic program directive material.

But, he said, "new legislation and increasing program complexity require a continuing review process to achieve further significant improvements in program administration."

Other members of the Task Force include: J. G. Bestgen, Deputy Regional Administrator, Region 1, Albany, N.Y.; J. S. Logan, Deputy Regional Administrator, Region 4, Atlanta, Ga.; C. C. Berge, Deputy Regional Administrator, Region 7, Kansas City, Mo.; J. O. Hibbs, Division Administrator, Madison, Wisconsin; J. J. Conrado, Division Administrator, Austin, Texas; J. N. McDonald, Division Administrator, Cheyenne, Wyoming; T. O. Willett, Division Administrator, Phoenix, Arizona; R. C. Cowdery, Director, Environment and Design, Region 10, Portland, Ore.

Also, from FHWA's Washington Headquarters Office, C. W. Friesen, Chief, Program Management Division; D. K. Phillips, Chief, Highway Design Division; M. Jacks, Chief, Program Management Division; R. G. King, Chief, Relocation Assistance Division; and D. Judycki, Special Assistant to the Executive Director.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

FOR RELEASE WEDNESDAY

November 3, 1976

WASHINGTON, D.C. 20590

CAR REGISTRATIONS  
NEAR 110 MILLION

FHWA 63-76  
(202) 426-0677

Nationwide passenger car registrations are expected to total almost 109.7 million in 1976, the U.S. Department of Transportation's Federal Highway Administration estimated today. By yearend, there should be about 109,675,000 automobiles registered, a 2.8 percent increase over the 106.7 million registered in 1975, and trucks and buses should total 27,612,000, a 5.2 percent gain over 1975, FHWA reported.

The expected total motor-vehicle registrations in 1976 of 137,287,000 are an increase of 4,336,590 over last year's 132,950,410. The estimated 3.3 percent rise over the 1975 registrations is an increase from the 2.3 percent growth in 1975.

The perennial leader in numbers of motor vehicles registered, California, is expected to have 14.1 million, followed by 8.7 million in Texas, 8.0 million in Pennsylvania, 7.8 million in New York, 7.5 million in Ohio, and 6.5 million in Illinois. Florida and Michigan will have more than 5.5 million each, and New Jersey over 4 million. Georgia, Indiana, Massachusetts, North Carolina, and Virginia occupy the 3 million class, while States with 2 million include Alabama, Connecticut, Iowa, Kentucky, Louisiana, Maryland, Minnesota, Missouri, Oklahoma, Tennessee, Washington, and Wisconsin. There will be 9 additional States with registrations of more than 1 million.

The 10 leading States account for 72.0 million motor vehicles or 52.4 percent of the national total.

The motorcycle registration growth of 2.9 percent in 1976 is greater than reported in 1975, but substantially less than the average yearly increase of 16.5 for the five-year period, 1970 through 1974. The motorcycle totals include all registered motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1976 registrations is shown on the reverse side of this page.

# ESTIMATE OF 1976 MOTOR-VEHICLE REGISTRATIONS<sup>1</sup>

TABLE ES-V  
OCTOBER 1976

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1975	ESTIMATED 1976	PERCENT INCREASE 1976 1975	REGISTERED 1975	ESTIMATED 1976	PERCENT INCREASE 1976 1975	REGISTERED 1975	ESTIMATED 1976	PERCENT INCREASE 1976 1975	REGISTERED 1975	ESTIMATED 1976	
Alabama	1,900,295	1,962,000	3.2	592,490	628,000	6.0	2,492,785	2,590,000	3.9	74,513	78,000	Alabama
Alaska	142,717	159,000	11.4	82,858	96,000	15.9	225,575	255,000	13.0	12,639	14,000	Alaska
Arizona	1,064,348	1,080,000	1.5	395,144	411,000	4.0	1,459,492	1,491,000	2.2	67,842	71,000	Arizona
Arkansas	864,803	887,000	2.6	418,518	440,000	5.1	1,283,321	1,327,000	3.4	36,954	38,000	Arkansas
California	11,226,325	11,311,000	0.8	2,664,345	2,791,000	4.8	13,890,670	14,102,000	1.5	668,460	674,000	California
Colorado	1,439,779	1,490,000	3.5	485,419	504,000	3.8	1,925,198	1,994,000	3.6	95,315	99,000	Colorado
Connecticut	1,793,158	1,851,000	3.2	156,081	158,000	1.2	1,949,239	2,009,000	3.1	65,345	66,000	Connecticut
Delaware	289,164	295,000	2.0	61,828	65,000	8.4	350,992	360,000	2.6	7,647	8,000	Delaware
Dist. of Col.	236,010	245,000	3.8	19,462	20,000	2.8	255,472	265,000	3.7	3,781	4,000	Dist. of Col.
Florida	4,499,154	4,653,000	3.4	896,218	950,000	6.0	5,395,372	5,603,000	3.8	164,982	170,000	Florida
Georgia	2,509,519	2,535,000	1.0	701,454	728,000	3.8	3,210,973	3,263,000	1.6	98,095	100,000	Georgia
Hawaii	394,619	410,000	3.9	67,392	73,000	8.3	462,011	483,000	4.5	5,962	6,000	Hawaii
Idaho	406,593	428,000	5.3	240,853	253,000	5.0	647,446	681,000	5.2	44,428	46,000	Idaho
Illinois	5,350,375	5,461,000	2.4	993,500	1,061,000	6.8	6,343,875	6,542,000	3.1	218,073	227,000	Illinois
Indiana	2,595,270	2,597,000	1.2	750,101	785,000	4.7	3,345,371	3,382,000	2.0	142,427	143,000	Indiana
Iowa	1,542,796	1,573,000	2.0	556,540	584,000	4.9	2,099,336	2,157,000	2.7	149,357	158,000	Iowa
Kansas	1,241,497	1,257,000	1.2	563,937	591,000	3.6	1,805,434	1,848,000	2.4	90,329	91,000	Kansas
Kentucky	1,675,990	1,740,000	3.8	569,148	610,000	7.2	2,245,138	2,350,000	4.7	61,027	63,000	Kentucky
Louisiana	1,661,389	1,731,000	4.2	526,132	546,000	3.8	2,187,521	2,277,000	4.1	53,541	54,000	Louisiana
Maine	499,474	524,000	4.9	148,657	156,000	4.9	648,131	680,000	4.9	27,095	28,000	Maine
Maryland	2,072,302	2,145,000	3.5	350,422	363,000	3.6	2,422,724	2,508,000	3.5	64,707	66,000	Maryland
Massachusetts	2,775,670	2,844,000	2.5	331,381	348,000	5.0	3,107,051	3,192,000	2.7	81,249	82,000	Massachusetts
Michigan	4,627,816	4,749,000	2.6	917,644	974,000	6.1	5,545,460	5,723,000	3.2	291,722	293,000	Michigan
Minnesota	1,952,401	1,977,000	1.3	572,116	599,000	4.7	2,524,517	2,576,000	2.0	137,995	139,000	Minnesota
Mississippi	989,844	1,022,000	3.2	386,666	402,000	4.0	1,376,510	1,424,000	3.5	30,911	31,000	Mississippi
Missouri	2,177,361	2,220,000	2.0	688,858	704,000	2.2	2,866,219	2,924,000	2.0	101,968	103,000	Missouri
Montana	370,000	378,000	2.2	231,957	242,000	4.3	601,957	620,000	3.0	42,000	44,000	Montana
Nebraska	824,285	848,000	2.9	353,560	370,000	4.6	1,177,845	1,218,000	3.4	50,130	52,000	Nebraska
Nevada	345,648	355,000	2.7	118,187	121,000	2.4	463,835	476,000	2.6	17,750	20,000	Nevada
New Hampshire	404,574	418,000	3.3	80,732	86,000	6.5	485,306	504,000	3.9	27,121	27,000	New Hampshire
New Jersey	3,735,985	3,882,000	3.9	418,557	430,000	2.5	4,154,542	4,312,000	3.8	83,531	89,000	New Jersey
New Mexico	554,578	579,000	4.4	271,990	284,000	4.4	826,568	863,000	4.4	35,263	37,000	New Mexico
New York	6,735,148	6,867,000	2.0	856,210	891,000	4.1	7,591,358	7,758,000	2.2	112,885	119,000	New York
North Carolina	2,860,249	2,959,000	3.5	829,320	878,000	5.9	3,689,569	3,837,000	4.0	111,551	114,000	North Carolina
North Dakota	330,851	338,000	2.2	219,976	231,000	5.0	550,827	569,000	3.3	24,782	28,000	North Dakota
Ohio	6,288,050	6,546,000	4.1	890,883	923,000	3.6	7,178,933	7,469,000	4.0	232,390	234,000	Ohio
Oklahoma	1,432,477	1,456,000	1.6	680,256	725,000	6.6	2,112,733	2,181,000	3.2	107,671	112,000	Oklahoma
Oregon	1,320,294	1,363,000	3.2	307,298	315,000	2.5	1,627,592	1,678,000	3.1	73,268	75,000	Oregon
Pennsylvania	6,589,466	6,852,000	4.0	1,069,839	1,127,000	5.3	7,659,305	7,979,000	4.2	339,437	354,000	Pennsylvania
Rhode Island	498,777	508,000	1.8	63,864	68,000	6.5	562,641	576,000	2.4	20,152	21,000	Rhode Island
South Carolina	1,400,479	1,479,000	5.6	371,883	398,000	7.0	1,772,362	1,877,000	5.9	40,926	44,000	South Carolina
South Dakota	336,062	345,000	2.7	184,834	204,000	10.4	520,896	549,000	5.4	24,041	26,000	South Dakota
Tennessee	2,092,996	2,174,000	3.9	632,573	684,000	8.1	2,725,569	2,858,000	4.9	95,723	98,000	Tennessee
Texas	6,217,464	6,357,000	2.2	2,179,025	2,317,000	6.3	8,396,489	8,674,000	3.3	273,863	286,000	Texas
Utah	587,133	605,000	3.0	257,841	276,000	7.0	844,974	881,000	4.3	51,068	54,000	Utah
Vermont	233,390	239,000	2.4	53,719	55,000	6.1	287,109	294,000	2.4	13,859	15,000	Vermont
Virginia	2,709,506	2,830,000	4.4	541,355	568,000	4.9	3,250,861	3,398,000	4.5	91,151	93,000	Virginia
Washington	1,883,271	1,964,000	4.3	656,493	702,000	6.9	2,539,764	2,666,000	5.0	110,211	114,000	Washington
West Virginia	734,659	759,000	3.3	231,350	244,000	5.5	966,009	1,003,000	3.8	60,404	62,000	West Virginia
Wisconsin	2,126,273	2,197,000	3.3	464,436	486,000	4.6	2,590,709	2,683,000	3.6	115,571	122,000	Wisconsin
Wyoming	202,267	211,000	4.3	134,557	147,000	9.2	336,824	358,000	6.3	15,732	18,000	Wyoming
Total	106,712,551	109,675,000	2.8	26,237,859	27,612,000	5.2	132,950,410	137,287,000	3.3	4,966,844	5,110,000	Total

<sup>1/</sup> These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1976 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles except

those owned by the military services. Registrations shown for 1975 are from Table MV-1, 1975. Montana 1975 registrations are estimated.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY

November 4, 1976

FHWA 68-76

(202) 426-0677

Motor-fuel consumption in the United States is expected to be 118.8 billion gallons (449.6 billion litres) in 1976, a 5.5 percent increase over 1975, the Federal Highway Administration of the Department of Transportation announced today. This would be the highest rate of consumption of any year on record, surpassing the previous highest year, 1973, by 4.4 billion gallons (16.7 billion litres). The estimate is based on available reports from the States and other sources.

The highway use of motor fuel is expected to be 5.7 percent above 1975, compared with a 2.5 percent increase in 1975 over 1974.

In 1976, the highway use of motor fuel should be more than 115 billion gallons (436 billion litres). This is 839 gallons (3,176 litres) of fuel for every registered motor vehicle (excluding motorcycles). The total will include 104.3 billion gallons (394.9 billion litres) of gasoline and 10.8 billion gallons (41.0 billion litres) of special fuels (diesel, butane, etc.).

California is expected to lead the States in highway motor-fuel consumption in 1976 with 11.4 billion gallons (43.3 billion litres). Texas and New York are next with 8.6 and 6.0 billion gallons (32.5 and 22.5 billion litres), respectively. These are followed by Ohio, Illinois, and Pennsylvania with over 5 billion gallons each; Michigan and Florida with more than 4 billion gallons each; and New Jersey, Georgia, North Carolina, and Indiana with over 3 billion gallons each. The first 10 of these States will account for over 51 percent of the total highway consumption. Nine other States will use more than 2 billion gallons each of motor fuel on the highways in 1976.

The consumption of gasoline for nonhighway purposes, including agriculture, construction, aviation, marine, etc., is expected to be slightly below the 3.6 billion gallons (13.8 billion litres) total for the previous year.

# ESTIMATE OF MOTOR-FUEL USE—1976<sup>1</sup>

TABLE ES-F  
OCTOBER 1975

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

STATE	HIGHWAY USE					NONHIGHWAY USE OF GASOLINE	TOTAL USE				STATE	
	GASOLINE	SPECIAL FUELS	TOTAL	PERCENT CHANGE			GALLONS PER MOTOR VEHICLE	GALLONS	LITRES	PERCENT CHANGE		
				1976 1975	1976 1973					1976 1975		1976 1973
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		
Alabama	1,971,770	213,489	2,185,259	6.3	8.3	844	45,201	2,230,460	8,443,210	6.1	8.0	Alabama
Alaska	160,006	41,214	201,220	9.6	72.4	789	41,319	242,539	910,110	7.1	55.1	Alaska
Arizona	1,180,126	172,339	1,352,465	5.4	3.9	907	48,041	1,400,506	5,301,492	5.2	4.0	Arizona
Arkansas	1,212,866	172,040	1,384,906	7.5	7.7	1,044	29,810	1,414,716	5,355,283	7.4	7.6	Arkansas
California	10,564,822	870,390	11,435,212	6.2	5.1	811	231,599	11,666,811	44,163,686	6.0	4.9	California
Colorado	1,409,625	115,623	1,525,248	8.9	8.9	765	51,343	1,576,591	5,968,047	8.3	7.8	Colorado
Connecticut	1,355,802	93,947	1,449,749	3.3	1.9	722	23,707	1,473,456	5,577,638	3.3	1.9	Connecticut
Delaware	305,785	20,544	326,329	4.7	2.9	906	6,992	333,321	1,261,757	5.1	3.4	Delaware
Dist. of Col.	243,393	18,161	261,554	2.6	-2.7	987	4,262	265,816	1,006,223	2.5	-2.7	Dist. of Col.
Florida	4,316,311	329,524	4,645,835	4.2	3.4	829	130,993	4,776,828	18,082,262	4.0	3.4	Florida
Georgia	2,863,684	345,763	3,209,447	5.5	2.4	984	49,844	3,259,291	12,337,759	5.4	2.3	Georgia
Hawaii	287,040	14,605	301,645	3.9	5.8	625	10,954	312,599	1,183,316	3.6	5.4	Hawaii
Idaho	466,013	57,966	523,979	8.2	10.7	769	42,416	566,395	2,144,038	6.9	7.9	Idaho
Illinois	5,011,664	542,031	5,553,695	5.9	4.7	849	254,046	5,807,741	21,984,692	6.0	4.0	Illinois
Indiana	2,720,969	425,884	3,146,853	4.3	0.8	930	79,660	3,226,513	12,213,681	4.0	0.2	Indiana
Iowa	1,556,476	242,143	1,798,619	7.7	1.1	834	169,934	1,968,553	7,527,492	6.9	-1.3	Iowa
Kansas	1,294,366	165,554	1,459,920	6.5	8.3	790	121,430	1,581,350	5,986,061	5.7	6.2	Kansas
Kentucky	1,779,608	180,834	1,960,442	6.3	7.1	834	31,993	1,992,435	7,542,187	6.2	6.9	Kentucky
Louisiana	1,899,965	196,713	2,096,678	7.8	12.3	921	50,997	2,147,675	8,129,835	7.7	11.9	Louisiana
Maine	552,590	46,940	599,530	5.9	5.9	882	11,460	610,990	2,312,849	5.9	5.8	Maine
Maryland	1,875,209	142,906	2,018,115	4.3	4.8	805	26,475	2,044,590	7,739,616	4.0	4.7	Maryland
Massachusetts	2,359,207	148,295	2,507,502	3.9	1.0	786	28,356	2,535,858	9,599,267	3.9	0.9	Massachusetts
Michigan	4,573,989	302,007	4,875,996	4.9	1.4	892	186,122	5,062,118	19,162,202	4.8	1.1	Michigan
Minnesota	1,940,948	208,151	2,149,099	4.6	0.7	834	170,762	2,319,861	8,781,630	4.3	1.0	Minnesota
Mississippi	1,220,181	146,969	1,367,150	6.8	3.8	960	28,622	1,395,772	5,283,572	6.6	3.2	Mississippi
Missouri	2,595,468	299,829	2,895,297	5.5	4.4	990	143,758	3,039,055	11,504,075	5.2	2.8	Missouri
Montana	438,568	80,447	519,015	7.7	1.9	837	37,712	556,727	2,107,441	6.5	2.1	Montana
Nebraska	845,408	125,449	970,857	8.6	-0.1	797	81,797	1,052,654	3,984,729	6.9	3.6	Nebraska
Nevada	423,412	60,881	484,293	8.3	14.7	1,017	16,073	500,366	1,894,091	7.6	14.4	Nevada
New Hampshire	408,643	19,713	428,356	5.1	4.1	850	6,375	434,731	1,645,636	5.1	4.1	New Hampshire
New Jersey	3,337,914	292,790	3,630,704	4.5	4.6	842	61,869	3,692,573	13,977,910	4.4	4.5	New Jersey
New Mexico	734,212	127,953	862,165	8.9	11.0	999	15,292	877,457	3,321,536	8.7	10.8	New Mexico
New York	5,670,615	283,770	5,954,385	4.0	-5.2	768	152,243	6,106,628	23,116,103	3.5	-6.2	New York
North Carolina	2,871,791	296,950	3,168,741	5.3	4.9	826	78,982	3,247,723	12,293,970	5.2	4.7	North Carolina
North Dakota	349,558	52,534	402,092	8.0	9.4	707	97,658	499,750	1,891,760	5.5	4.7	North Dakota
Ohio	5,016,846	589,821	5,606,667	4.0	1.3	751	155,400	5,762,067	21,811,798	4.0	1.5	Ohio
Oklahoma	1,661,359	204,719	1,866,078	6.1	7.8	856	50,509	1,916,587	7,255,071	5.9	7.4	Oklahoma
Oregon	1,250,945	188,279	1,439,224	6.9	5.2	858	51,080	1,490,304	5,641,415	6.7	5.0	Oregon
Pennsylvania	4,670,744	652,512	5,323,256	5.5	-0.7	667	118,462	5,441,718	20,599,145	5.2	-1.4	Pennsylvania
Rhode Island	381,313	21,644	402,957	3.4	4.5	700	11,887	414,844	1,570,355	1.9	3.9	Rhode Island
South Carolina	1,543,565	169,966	1,713,531	6.5	7.7	913	35,160	1,748,691	6,619,516	6.4	7.4	South Carolina
South Dakota	399,780	52,153	451,933	7.2	6.1	823	70,076	522,009	1,976,019	5.1	0.2	South Dakota
Tennessee	2,314,560	306,353	2,620,913	5.5	6.5	917	42,807	2,663,720	10,083,278	5.4	6.4	Tennessee
Texas	7,725,548	846,703	8,572,251	7.1	9.6	988	166,907	8,739,158	33,081,314	6.9	9.4	Texas
Utah	636,424	81,289	717,713	4.8	6.3	815	25,443	743,156	2,813,152	4.4	6.2	Utah
Vermont	245,739	23,249	268,988	5.6	3.8	915	5,871	274,859	1,040,455	5.1	3.5	Vermont
Virginia	2,599,855	279,035	2,878,890	6.9	6.4	847	52,058	2,930,948	11,094,846	6.8	6.1	Virginia
Washington	1,787,322	168,309	1,955,631	7.4	8.6	734	60,903	2,016,534	7,633,412	7.2	8.6	Washington
West Virginia	847,452	100,383	947,835	5.5	8.2	945	10,009	957,844	3,625,834	5.5	8.1	West Virginia
Wisconsin	2,149,944	231,798	2,381,742	4.9	5.1	888	114,443	2,496,185	9,449,089	4.9	4.7	Wisconsin
Wyoming	301,506	72,272	373,778	8.5	16.9	1,044	36,464	410,242	1,552,935	7.6	15.2	Wyoming
Total Gallons	104,330,906	10,842,833	115,173,739	5.7	4.3	839	3,595,576	118,769,315	-	5.5	3.8	Total Gallons
Total Litres	394,935,464	41,044,590	435,980,054	-	-	3,176	13,610,736	-	449,590,790	-	-	Total Litres

<sup>1/</sup> These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1976, and information available on current trends, motor-fuel production, and other factors. These data are comparable to that shown in tables MF-21,25, and 26.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
November 10, 1976

FHWA 71-76  
(202) 426-0677

### U.S.-CANADA NEGOTIATE AGREEMENT TO RECONSTRUCT PORTIONS OF CANADIAN HIGHWAYS SERVING ALASKA

The U.S. Department of Transportation's Federal Highway Administration (FHWA) and the Canadian Department of Public Works today jointly announced the negotiation of an agreement for reconstruction of 322 miles of Canadian highways connecting northern Alaska with the southern Alaska peninsula.

In announcing the agreement, Federal Highway Administrator Norbert T. Tiemann indicated that the formal exchange of diplomatic notes required to conclude the agreement between the U.S. and Canada would take place in the near future.

The agreement was negotiated under provisions of the U.S. Federal-aid Highway Act of 1973 which authorized \$58,670,000 for the reconstruction project. Conditions of the agreement call for Canada to provide the right-of-way and maintain the Canadian portions while the U.S. will provide the funds for reconstruction efforts.

Reconstruction of these highways will provide an improved and safer road from Haines, Alaska, the north terminus of the Alaska Ferry System, to the Alaska/Yukon Territory boundary. Scheduled for improvement are:

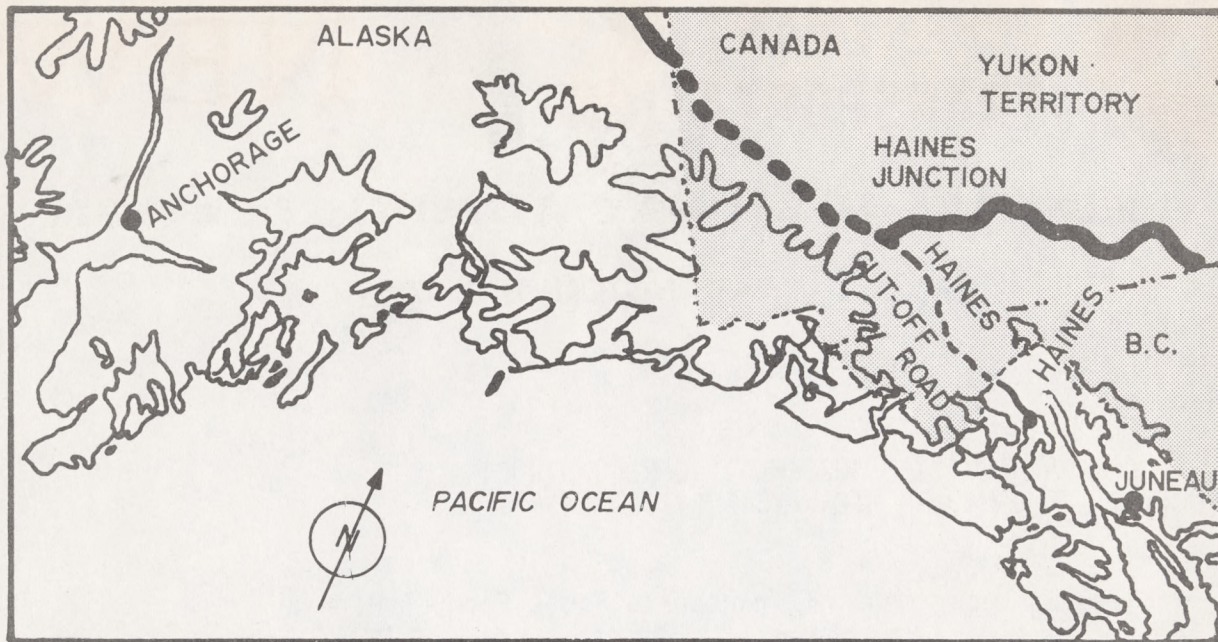
- = 117 miles of the Haines Cutoff Road running southeast from Haines Junction in Canada's Yukon Territory through British Columbia to the Alaskan/British Columbia border at the lower Alaskan peninsula.
- = 205 miles of the Alaska Highway running northwest from Haines Junction to the Alaska/Yukon border.

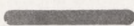
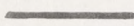

The first element of work to be started will be the development of an Environmental Impact Statement for the project. Construction is not expected to begin until the summer of 1977. Both U.S. and Canadian firms will be eligible to bid for construction work which is to be administered by the Canadian Department of Public Works. Construction areas are shown on a map on the reverse side.

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-  ALASKA HIGHWAY
-  HAINES CUTOFF ROAD
-  RECONSTRUCTION AREAS

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
November 18, 1976

FHWA 70-76  
(202) 426-0677

The Department of Transportation today announced that nearly \$2.885 billion in Federal and State funds was obligated through the second quarter of calendar 1976, for development highways and local access roads in the 13-State Appalachian Region. The Federal share was over \$1.655 billion.

Development highways and access roads completed or under construction in the region totaled 2,032 miles as of the end of June, an increase of 33 miles since March 31. Engineering and right-of-way acquisition were underway on an additional 430 miles; design had been approved or hearings held on 152 miles, while locations had been approved and design underway on 173 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 \$2.930 billion for the construction of up to 2,900 miles of development highways and up to 1,400 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; \$250 million for fiscal year 1978; \$300 million for fiscal year 1979; \$300 million for fiscal year 1980; and \$170 million for fiscal year 1981. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

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

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

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE

AS OF JUNE 30, 1976

TABLE 1

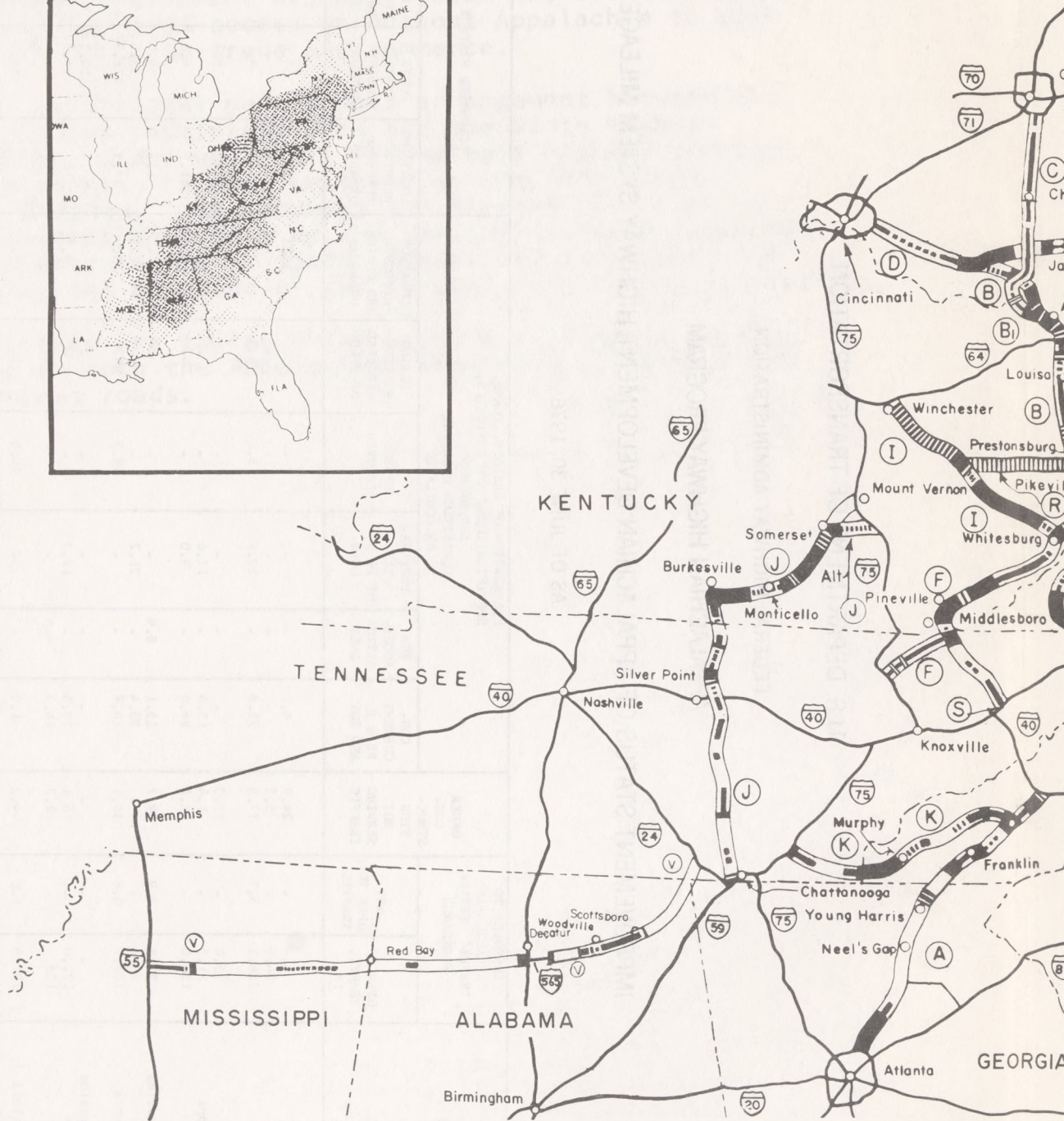
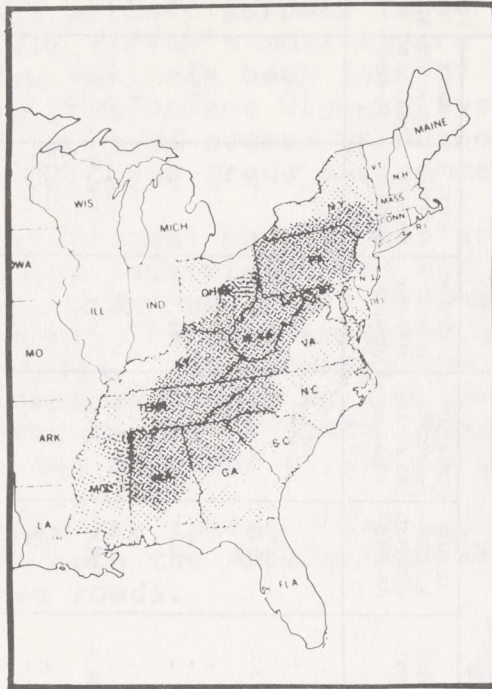
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE <sup>2/</sup>	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC <sup>1/</sup>	NOT OPEN TO TRAFFIC		CONCURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	6.4	-	24.9	6.2	-	-	-	-	32.3	21.2	50.8	4.3	146.1	155.6
Georgia	24.0	-	5.2	=	-	-	-	-	=	56.5	=	=	85.7	88.0
Kentucky	226.5	5.7	37.5	73.8	-	20.1	3.1	6.5	43.2	=	4.1	=	420.5	583.8
Maryland	35.0	-	15.0	-	-	-	-	-	-	25.6	6.3	-	81.9	85.9
Mississippi	21.5	-	1.4	13.4	-	15.6	-	-	15.3	-	-	44.2	111.4	111.4
New York	150.0	-	7.1	26.0	=	9.0	=	=	8.8	11.9	6.6	=	219.4	255.4
North Carolina	93.8	2.9	29.7	25.1	8.9	-	-	-	=	1.5	34.0	10.6	206.5	207.3
Ohio	99.6	-	-	50.4	-	21.2	-	-	6.5	-	23.6	-	201.3	293.9
Pennsylvania	122.1	0.6	35.1	24.8	=	=	38.3	43.7	15.9	47.5	126.9	=	454.9	507.5
South Carolina	-	-	-	-	-	-	-	-	-	-	14.3	-	14.3	30.8
Tennessee	121.0	-	28.1	20.5	-	17.3	-	-	28.2	-	115.3	-	330.4	340.9
Virginia	125.3	=	7.3	14.4	4.5	=	=	5.7	=	18.9	=	=	176.1	186.5
West Virginia	187.9	1.8	44.2	31.0	=	=	26.5	25.1	10.1	=	86.3	=	412.9	425.7
TOTAL	1,213.1	11.0	235.5	285.6	13.4	83.2	67.9	81.0	160.3	183.1	468.2	59.1	2,861.4	3,272.7
Percent to Total Under Consideration	43	-	8	10	=	3	2	3	6	7	16	2	100	=

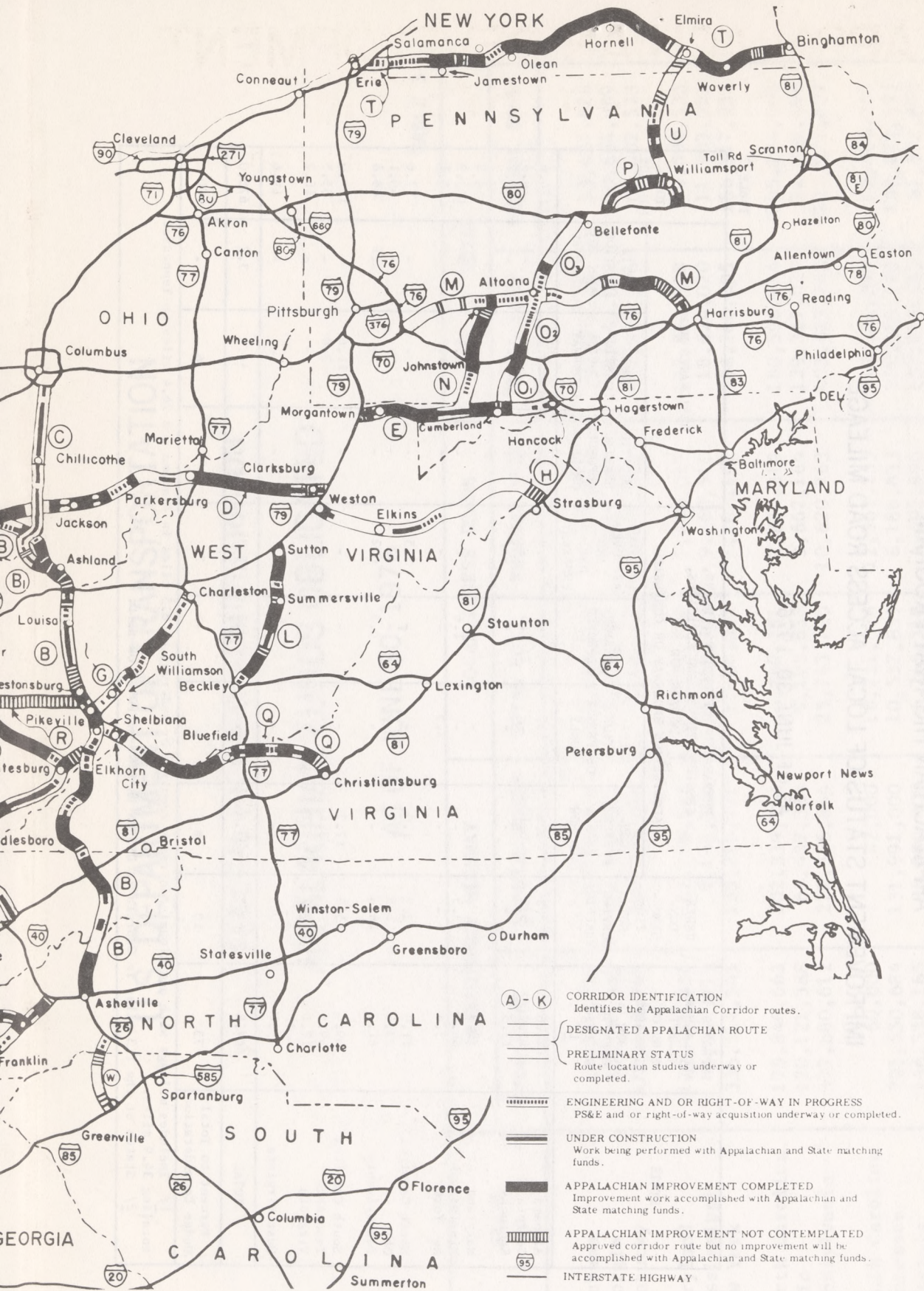
<sup>1/</sup> Includes mileage with additional contracts required or underway on 6.4 miles in Alabama, 25.6 miles in Kentucky, 6.1 miles in Maryland, 18.5 miles in Mississippi, 9.1 miles in North Carolina, 40.6 miles in Ohio, 85.8 miles in Tennessee, totaling 192.1 miles.

<sup>2/</sup> From which not to exceed 2,900 miles is to be designated for construction under the Appalachian program.

# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1976





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

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

APPALACHIAN HIGHWAY PROGRAM

IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE

AS OF JUNE 30, 1976

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC <u>1/</u>	UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CONCURRENT PS & E AND ROW	PREPARATION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	144.6	7.3	5.3	1.5	-	1.9	-	14.0	-	174.6
Georgia	11.7	5.2	6.1	-	<u>2/</u> 1.3	-	=	-	=	24.3
Kentucky	13.5	-	-	-	-	1.7	-	-	-	15.2
Maryland	5.9	-	-	-	-	-	-	-	-	5.9
Mississippi	86.8	13.5	-	-	1.6	-	-	1.3	-	103.2
New York	3.4	-	-	2.5	-	-	-	1.7	0.5	8.1
North Carolina	11.9	2.2	1.0	-	-	2.5	-	-	-	17.6
Ohio	33.6	1.5	3.5	1.5	-	-	-	=	-	40.1
Pennsylvania	61.2	18.4	-	-	0.3	6.2	-	-	2.7	88.8
South Carolina	59.4	15.7	17.2	-	-	-	-	11.6	-	103.9
Tennessee	39.6	-	3.4	4.6	-	-	-	7.9	-	55.5
Virginia	17.1	-	1.1	-	-	-	-	-	-	18.2
West Virginia	19.1	0.5	-	=	=	=	=	=	=	19.6
TOTAL	507.8	64.3	37.6	10.1	3.2	12.3	=	36.5	3.2	675.0
Percent to Total Under Consideration	75	10	6	1	=	2	=	6	=	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama and 26.4 miles in Tennessee, totaling 34.9 miles.

2/ Status of the 1.3 miles in Georgia is DESIGN HEARING APPROVED OR HELD.

# U.S. DEPARTMENT OF TRANSPORTATION

## FEDERAL HIGHWAY ADMINISTRATION

### APPALACHIAN FUNDS OBLIGATED

AS OF JUNE 30, 1976

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	27,771,328	15,950,000	28,129,229	17,507,826	55,900,557	33,457,826
Georgia	50,500,953	27,933,682	5,679,717	2,931,287	56,180,670	30,864,969
Kentucky	472,333,749	298,799,976	5,486,465	3,602,597	477,820,214	302,402,573
Maryland	129,456,856	67,754,518	3,393,722	1,746,017	132,850,578	69,500,535
Mississippi	3,060,715	2,142,500	15,563,305	9,760,511	18,624,020	11,903,011
New York	336,514,543	155,210,771	1,766,062	1,107,162	338,280,605	156,317,933
North Carolina	175,846,663	102,339,744	4,752,251	2,834,319	180,598,914	105,174,063
Ohio	120,121,388	67,437,334	9,195,632	3,662,164	129,317,020	71,099,498
Pennsylvania	377,680,612	212,356,844	25,743,130	10,620,763	403,423,742	222,977,607
South Carolina	60,000	42,000	18,721,076	12,362,255	18,781,076	12,404,255
Tennessee	205,550,684	131,991,000	10,532,839	6,186,833	216,083,523	138,177,833
Virginia	146,358,165	86,880,000	6,765,318	4,492,890	153,123,483	91,372,890
West Virginia	695,529,446	404,832,644	8,058,147	4,998,081	703,587,593	409,830,725
TOTAL	2,740,785,102	1,573,671,013	143,786,893	81,812,705	2,884,571,995	1,655,483,718



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
November 10, 1976

FHWA 69-76  
(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 1975, 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 3,838,146-mile total, 639,550 miles or 17 percent, are municipal roads and streets, and 3,198,596 miles are roads in rural areas. The 1975 total represents a 22,339-mile increase over the 1974 figure.

In the United States, the Federal Government has direct 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 States and local governments, which have primary responsibility for their operation and maintenance. Improvements to roads on the Federal-aid systems are eligible for Federal financial assistance, obtained from Federal highway user taxes. The Federal-aid systems comprise 25 percent of the total road and street mileage, (26 percent of rural, and 18 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 by State in table M-12.

Almost 478,000 miles of roads and streets, or 12.5 percent of the United States total, are on the State primary systems; an additional 316,997 miles, 8 percent of the total, are also under State control but not on these primary systems. Roads and streets under local control amount to 2.82 million miles, or 73.4 percent of the total. Over 227,000 miles of roads in National Parks, Forests, etc., are under Federal control, accounting for 5.9 percent of the total United States mileage.

About 737,000 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; 1.86 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 1975, 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 has grown but little in recent years. Although some 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.

The abnormal increase in rural mileage for 1975 is due to periodic reinventory and to tightening of the urban boundaries in preparation for the Federal-aid System reclassification in several States.

A comparison of rural, municipal, and total mileage for the years 1945-1975 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
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
1975	3,198	640	3,838

TOTAL ROAD AND STREET MILEAGE - 1975

CLASSIFIED BY SYSTEM

MILEAGE AS OF DECEMBER 31, 1975 COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE M-1  
OCTOBER 1976

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					TOTAL LOCAL CITY STREETS 2/	TOTAL MUNICIPAL MILEAGE
	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER LOCAL ROADS 5/	TOTAL			EXTENSIONS OF STATE PRIMARY SYSTEM	EXTENSIONS OF STATE SECONDARY ROADS 3/	TOTAL				
ALABAMA	8,578	10,405	875	19,858	48,237	-	-	48,237	275	68,370	2,025	81	2,106	15,998	18,104	86,474	ALABAMA
ALASKA	3,874	957	-	4,831	-	-	1,766	1,766	1,747	8,344	368	173	541	1,056	1,597	9,941	ALASKA
ARIZONA	5,631	-	-	5,631	22,438	-	-	22,438	16,179	44,248	1,998	-	1,998	6,969	7,354	51,602	ARIZONA
ARKANSAS	13,423	-	-	13,423	47,461	-	4,500	51,961	1,826	67,613	-	-	-	8,225	10,223	77,836	ARKANSAS
CALIFORNIA	12,709	-	1,656	14,365	71,753	-	-	71,753	37,073	123,191	2,429	-	2,429	45,480	47,909	171,100	CALIFORNIA
COLORADO	8,467	-	-	8,467	67,414	-	-	67,414	1,232	77,113	632	-	632	7,800	8,432	85,545	COLORADO
CONNECTICUT	328	1,003	189	1,520	-	3,978	3	3,981	-	5,501	878	1,482	2,360	11,085	13,445	18,946	CONNECTICUT
DELAWARE	534	3,725	-	4,259	-	-	123	123	-	4,382	96	150	246	566	812	5,194	DELAWARE
DIST. OF COL.	-	-	-	-	-	-	-	-	-	-	-	-	-	6/ 1,102	6/ 1,102	6/ 1,102	DIST. OF COL.
FLORIDA	9,988	2,500	-	12,488	60,625	-	-	60,625	1,184	74,297	2,112	221	2,333	24,998	27,241	101,538	FLORIDA
GEORGIA	15,764	-	113	15,877	68,080	-	-	68,080	1,065	85,022	2,499	-	2,499	13,945	16,444	101,466	GEORGIA
HAWAII	483	389	41	913	1,683	-	-	1,683	100	2,696	64	20	84	970	1,054	3,750	HAWAII
IDAHO	4,631	-	137	4,768	14,044	-	-	14,044	25,252	54,108	354	-	354	3,027	3,381	57,489	IDAHO
ILLINOIS	13,156	-	160	13,316	15,454	73,059	11,208	88,253	283	102,122	3,809	-	3,809	25,600	29,409	131,531	ILLINOIS
INDIANA	9,857	-	157	10,014	64,830	-	-	64,830	66	74,910	1,202	-	1,202	15,120	16,322	91,232	INDIANA
IOWA	8,886	-	285	9,171	89,727	-	-	89,727	113	99,011	1,246	-	1,246	12,097	13,343	112,354	IOWA
KANSAS	9,678	-	403	10,081	112,954	-	-	112,954	103	123,138	797	-	797	10,756	11,553	134,691	KANSAS
KENTUCKY	4,182	19,580	194	23,956	39,496	-	-	39,496	609	64,061	391	762	1,153	4,917	6,070	70,131	KENTUCKY
LOUISIANA	3,540	10,316	32	14,288	28,256	-	-	28,256	323	42,867	914	1,027	1,941	9,889	11,830	54,697	LOUISIANA
MAINE	3,465	7,233	267	10,965	-	7,876	-	7,876	168	19,009	460	-	460	1,680	2,571	21,580	MAINE
MARYLAND	1,043	3,757	285	5,085	16,211	-	-	16,211	392	21,678	68	297	365	3,906	4,271	25,949	MARYLAND
MASSACHUSETTS	1,464	-	692	2,156	-	12,077	-	12,077	12	14,245	1,393	-	1,393	17,191	18,584	32,829	MASSACHUSETTS
MICHIGAN	8,087	-	213	8,300	88,048	-	-	88,048	2,460	98,808	1,303	-	1,303	18,679	19,982	118,790	MICHIGAN
MINNESOTA	10,090	-	975	11,065	41,672	56,299	-	97,971	1,539	110,575	2,103	-	2,103	15,705	17,808	128,383	MINNESOTA
MISSISSIPPI	9,776	-	-	9,776	50,037	-	-	50,037	242	60,055	1,085	-	1,085	6,348	7,433	67,488	MISSISSIPPI
MISSOURI	6,808	22,960	1	29,769	68,552	-	-	68,552	707	99,028	989	1,308	2,297	15,682	17,979	117,007	MISSOURI
MONTANA	6,182	19	71	6,272	59,853	-	-	59,853	9,500	75,625	171	2	173	2,379	2,552	78,177	MONTANA
NEBRASKA	9,338	-	516	9,854	62,249	17,474	-	79,723	474	90,051	528	-	528	6,529	7,057	97,108	NEBRASKA
NEVADA	2,138	4,057	-	6,195	27,937	-	-	27,937	13,641	47,773	87	152	239	1,730	1,969	49,742	NEVADA
NEW HAMPSHIRE	1,267	1,759	41	3,067	-	7,090	3	7,093	142	10,302	750	593	1,343	3,612	4,955	15,257	NEW HAMPSHIRE
NEW JERSEY	774	-	861	1,635	6,795	5,308	-	12,103	13	13,751	1,434	-	1,434	17,851	19,285	33,036	NEW JERSEY
NEW MEXICO	11,713	-	60	11,773	46,332	-	-	46,332	7,152	65,257	1,037	-	1,037	4,327	5,364	70,621	NEW MEXICO
NEW YORK	10,756	-	1,226	11,982	15,858	37,133	2	52,993	35	65,010	5,230	-	5,230	38,395	43,625	108,635	NEW YORK
NORTH CAROLINA	11,920	59,213	465	71,598	-	-	-	-	3,882	75,480	1,671	2,335	4,006	11,324	15,330	90,810	NORTH CAROLINA
NORTH DAKOTA	6,717	-	29	6,746	17,601	77,038	-	94,639	1,298	102,683	276	-	276	3,013	3,289	105,972	NORTH DAKOTA
OHIO	16,019	-	1,225	17,244	29,854	39,236	-	69,090	29	86,363	3,176	-	3,176	21,081	24,257	110,620	OHIO
OKLAHOMA	11,032	-	712	11,744	81,486	-	-	81,486	34	93,264	1,288	-	1,288	14,847	16,135	109,399	OKLAHOMA
OREGON	4,428	2,532	2,561	9,521	28,899	-	6,769	35,658	53,014	98,193	437	189	626	5,658	6,284	104,477	OREGON
PENNSYLVANIA	13,694	25,012	3,939	42,645	653	46,306	-	46,599	777	90,381	3,104	2,954	6,058	18,748	24,806	115,187	PENNSYLVANIA
RHODE ISLAND	283	-	262	545	-	426	-	426	-	971	778	-	778	3,779	4,557	5,528	RHODE ISLAND
SOUTH CAROLINA	8,782	23,917	165	32,864	20,313	-	-	20,313	554	53,731	1,076	4,118	5,194	2,020	7,214	60,945	SOUTH CAROLINA
SOUTH DAKOTA	8,692	-	57	8,749	32,406	36,507	40	68,953	1,544	79,236	288	-	288	2,769	3,057	82,293	SOUTH DAKOTA
TENNESSEE	7,949	-	351	8,300	59,427	-	28	59,455	1,209	68,964	1,825	-	1,825	10,483	12,308	81,272	TENNESSEE
TEXAS	61,838	-	10	61,848	135,689	-	-	135,689	1,015	198,552	8,006	-	8,006	49,329	57,335	255,887	TEXAS
UTAH	4,846	-	-	4,846	21,342	-	-	21,342	17,903	44,091	664	-	664	4,099	4,763	48,854	UTAH
VERMONT	2,418	-	201	2,619	-	10,021	-	10,021	208	12,848	232	-	232	806	1,038	13,886	VERMONT
VIRGINIA	8,173	41,850	-	50,020	900	-	-	900	2,135	53,055	1,522	1,214	2,736	6,976	9,712	62,767	VIRGINIA
WASHINGTON	6,236	-	10,632	16,868	40,200	-	-	40,200	16,804	73,872	670	-	670	9,773	10,443	84,315	WASHINGTON
WEST VIRGINIA	4,989	27,203	218	32,410	-	-	-	-	908	33,318	543	263	806	2,860	3,666	36,984	WEST VIRGINIA
WISCONSIN	10,192	-	561	10,753	18,893	60,084	-	79,399	107	90,259	1,761	-	1,761	13,151	14,912	105,171	WISCONSIN
WYOMING	5,967	-	-	5,967	15,361	-	-	15,361	6,748	22,109	3,098	-	3,098	1,218	1,384	32,558	WYOMING
TOTAL	411,572	268,387	30,838	710,797	1,729,020	489,912	31,612	2,260,544	227,255	3,198,596	66,320	17,772	84,092	555,458	639,550	3,838,146	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—1975

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

MILEAGE AS OF DECEMBER 31, 1975 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

TABLE M-2  
OCTOBER 1976

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		
<b>RURAL MILEAGE:</b>									
<b>UNDER STATE CONTROL:</b>									
STATE PRIMARY SYSTEMS	418	2,085	2,503	8,297	111,955	247,863	40,954	409,069	411,572
<b>SECONDARY ROADS UNDER STATE CONTROL:</b>									
STATE SECONDARY SYSTEMS 3/	2,067	233	2,300	4,849	64,673	40,294	1,273	111,089	113,389
LOCAL ROADS UNDER STATE CONTROL 4/	9,947	5,353	15,300	44,362	60,128	34,841	367	139,628	154,928
SUBTOTAL STATE SYSTEMS	12,432	7,671	20,103	57,508	236,756	322,998	42,594	659,856	679,959
<b>STATE PARKS, FORESTS, AND RESERVATIONS, ETC. 5/</b>									
TOTAL	2,229	9,303	11,532	10,984	3,634	3,639	1,049	19,306	30,838
TOTAL	14,661	16,974	31,635	68,492	240,390	326,637	43,643	679,162	710,797
<b>UNDER LOCAL CONTROL:</b>									
COUNTY ROADS	192,949	235,956	428,905	779,653	356,708	162,534	11,220	1,310,115	1,739,020
TOWN AND TOWNSHIP ROADS	46,166	41,198	87,364	264,567	102,329	34,591	1,061	402,548	489,912
OTHER LOCAL ROADS	7,525	5,470	12,995	13,395	4,666	549	7	18,617	31,612
TOTAL	246,640	282,624	529,264	1,057,615	463,703	197,674	12,288	1,731,280	2,260,544
<b>UNDER FEDERAL CONTROL:</b>									
NATIONAL PARKS, FORESTS, RESERVATIONS, ETC. 5/	81,030	73,312	154,342	52,721	11,110	8,876	206	72,913	227,255
<b>TOTAL RURAL MILEAGE</b>	<b>342,331</b>	<b>372,910</b>	<b>715,241</b>	<b>1,178,828</b>	<b>715,203</b>	<b>533,187</b>	<b>56,137</b>	<b>2,483,355</b>	<b>3,198,596</b>
<b>MUNICIPAL MILEAGE:</b>									
<b>UNDER STATE CONTROL:</b>									
EXTENSIONS OF STATE PRIMARY SYSTEMS	131	29	42	154	7,522	45,474	13,128	66,278	66,320
EXTENSIONS OF SECONDARY ROADS UNDER STATE CONTROL 3/ 4/	180	86	266	345	8,386	7,643	1,132	17,506	17,772
TOTAL	193	115	308	499	15,908	53,117	14,260	83,784	84,092
<b>UNDER LOCAL CONTROL:</b>									
LOCAL CITY STREETS	4,664	17,229	21,893	66,017	235,968	186,509	45,071	533,565	555,458
<b>TOTAL MUNICIPAL MILEAGE</b>	<b>4,857</b>	<b>17,344</b>	<b>22,201</b>	<b>66,516</b>	<b>251,876</b>	<b>239,626</b>	<b>59,331</b>	<b>617,349</b>	<b>639,550</b>
<b>TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES</b>	<b>347,188</b>	<b>390,254</b>	<b>737,442</b>	<b>1,245,344</b>	<b>967,079</b>	<b>772,813</b>	<b>115,468</b>	<b>3,100,704</b>	<b>3,838,146</b>

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—1975<sup>1</sup>

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

Mileage as of December 31, 1975 compiled from reports of State authorities

TABLE M-12  
OCTOBER 1976

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 URBAN	OTHER STATE URBAN AND MUNICIPAL	LOCAL RURAL	LOCAL URBAN AND MUNICIPAL	RURAL	URBAN AND MUNICIPAL	TOTAL		
	RURAL			URBAN			TOTAL	RURAL	URBAN	TOTAL	URBAN	STATE		LOCAL		TOTAL	RURAL	URBAN									TOTAL	
	FINAL	TRAVELED WAY 2/	TOTAL	FINAL	TRAVELED WAY 2/	TOTAL						RURAL	URBAN	RURAL	URBAN													RURAL
Alabama	567	171	738	93	73	166	904	4,754	682	5,436	237	4,041	173	11,004	363	15,581	20,537	1,621	22,158	333	952	28	48,402	14,401	69,891	16,583	86,474	
Alaska	-	-	-	-	-	-	-	3/ 1,696	31	1,727	26	3/ 2,421	23	-	-	2,444	4,117	80	4,497	45	-	-	-	5,335	364	9,452	489	9,941
Arizona	874	233	1,107	53	45	98	1,205	2,069	147	2,216	1,045	1,782	21	1,640	138	3,581	6,598	1,469	8,047	111	808	10	36,846	5,780	46,252	7,350	51,602	
Arkansas	429	-	429	92	-	92	521	3,101	421	3,522	529	10,211	327	3,778	133	16,449	17,519	1,502	19,021	194	1,037	142	49,274	8,168	67,830	10,006	77,836	
California	1,383	113	1,496	645	161	806	2,302	5,705	1,245	6,950	8,399	4,366	123	8,884	311	13,684	20,551	11,424	31,875	20	2,366	29	91,168	45,660	113,985	57,115	171,100	
Colorado	713	141	854	95	75	170	1,024	3,248	338	3,586	1,085	4,393	98	4,491	8	4,491	8,495	1,616	10,111	-	50	9	68,538	6,837	77,083	8,462	85,545	
Connecticut	85	30	115	148	75	223	338	498	467	965	2,721	801	-	24	-	825	1,438	3,411	4,849	-	638	405	3,890	9,164	5,966	12,980	18,946	
Delaware	7	-	7	24	-	24	31	446	82	528	103	1,321	128	-	-	1,449	1,774	337	2,111	-	-	-	2,120	963	3,894	1,300	5,194	
Dist. of Col.	-	-	-	-	-	-	-	-	109	109	23	-	-	-	102	102	-	264	264	127	-	-	-	711	-	-	-	1,102
Florida	852	312	1,164	216	115	331	1,495	3,091	475	3,566	1,377	7,067	607	5,883	213	13,770	17,205	3,003	20,208	-	999	288	55,350	24,693	73,554	27,984	101,538	
Georgia	774	198	972	179	46	225	1,197	6,553	810	7,363	145	8,820	269	10,416	708	20,213	26,761	2,157	28,918	-	555	134	57,767	14,092	85,083	16,383	101,466	
Hawaii	9	10	19	13	17	30	49	471	47	518	100	331	11	90	10	442	911	198	1,109	39	88	-	1,669	845	2,468	1,082	3,750	
Idaho	445	131	576	34	5	39	615	2,323	45	2,368	329	1,918	9	3,735	19	5,681	8,552	441	8,993	-	145	1	45,638	2,712	54,353	3,154	57,489	
Illinois	1,116	247	1,363	336	113	449	1,812	8,477	2,040	10,517	575	1,887	467	12,239	607	15,200	23,966	4,138	28,104	-	1,520	969	76,609	24,325	102,095	29,546	131,531	
Indiana	842	69	911	227	7	234	1,145	3,712	636	4,348	1,758	5,178	268	11,710	772	17,928	21,561	3,680	25,191	-	4	153	41	53,481	12,366	75,145	16,087	91,232
Iowa	629	43	672	95	36	131	803	8,580	557	9,137	360	14	1	32,799	305	33,119	42,065	1,354	43,419	459	973	12	57,276	10,715	99,814	12,540	112,354	
Kansas	671	10	681	108	17	125	806	6,615	349	6,964	201	2,851	12	21,293	227	24,383	31,640	914	32,394	441	193	9	91,697	9,997	123,330	11,361	134,691	
Kentucky	531	61	592	63	62	125	717	3,319	485	3,804	112	6,526	298	7,902	178	14,904	18,339	1,198	19,537	317	1,010	60	43,711	5,496	63,060	7,071	70,131	
Louisiana	419	127	546	109	23	132	678	1,967	335	2,302	978	8,632	362	17	-	9,011	11,162	1,807	12,969	-	299	299	28,592	9,069	43,522	11,175	54,697	
Maine	182	105	287	23	4	27	314	1,443	172	1,615	80	2,499	109	-	-	2,608	4,229	388	4,617	-	88	6,876	285	8,050	1,664	19,155	2,425	21,580
Maryland	178	-	178	116	68	184	362	1,368	478	1,846	45	2,214	361	4,409	572	7,556	8,169	1,640	9,809	549	668	61	11,719	3,143	20,556	5,393	25,949	
Massachusetts	136	43	179	174	169	343	522	938	2,365	3,303	1,551	350	215	980	836	2,381	2,447	5,310	7,757	-	346	99	3,758	20,869	6,551	26,278	32,829	
Michigan	697	41	738	331	101	432	1,170	4,589	839	5,428	890	2,332	34	22,431	38	24,835	30,090	10,247	40,337	-	234	5	65,207	13,007	95,531	23,259	118,790	
Minnesota	577	103	680	175	62	237	917	6,323	676	6,999	1,675	4,069	67	25,877	164	30,177	36,949	2,819	39,788	-	997	21	74,747	12,850	112,693	15,690	128,383	
Mississippi	554	19	573	63	40	103	676	5,346	351	5,697	905	4,177	75	11,911	227	16,390	22,007	1,661	23,668	-	176	47	38,396	5,201	60,579	6,909	67,488	
Missouri	707	134	841	222	49	271	1,112	6,324	481	6,805	1,533	23,295	224	271	15	23,805	30,731	2,524	33,255	184	219	38	68,873	14,418	99,823	17,184	117,007	
Montana	723	435	1,158	35	-	35	1,193	5,073	87	5,160	297	-	-	6,040	1	6,041	12,271	420	12,691	7	71	-	63,269	2,139	75,611	2,566	78,177	
Nebraska	440	1	441	38	4	42	483	5,367	235	5,602	115	3,775	10	13,576	138	17,499	23,159	540	23,699	136	516	-	66,613	6,124	90,288	6,820	97,108	
Nevada	445	69	514	18	3	21	535	1,837	67	1,904	120	2,284	14	1,270	32	3,600	5,905	254	6,159	-	1,128	10	40,560	1,885	47,593	2,149	49,742	
New Hampshire	162	17	179	30	6	36	215	904	122	1,026	363	1,582	53	26	2	1,663	2,691	576	3,267	53	1,030	344	7,193	3,370	10,914	4,343	15,257	
New Jersey	110	22	132	174	62	236	368	869	630	1,479	3,403	24	-	1,190	-	1,214	2,195	4,269	6,464	-	559	67	6,938	19,008	9,692	23,344	33,036	
New Mexico	830	81	911	70	18	88	999	2,760	207	2,967	704	5,748	110	149	5	6,012	9,568	1,114	10,682	-	2,565	89	53,338	3,947	65,471	5,150	70,621	
New York	679	204	883	502	75	577	1,460	7,892	2,176	10,068	4,544	3,444	440	10,980	1,393	16,257	23,199	9,130	32,329	56	955	119	47,927	27,249	72,081	36,554	108,635	
North Carolina	493	198	691	73	104	177	868	3,132	569	3,701	235	8,298	541	19,285	926	29,050	31,406	2,448	33,854	537	572	70	14,234	41,543	46,212	44,598	90,810	
North Dakota	469	93	562	16	4	20	582	4,097	70	4,167	203	2,209	4	11,753	27	13,993	18,621	324	18,945	7	31	1	84,422	2,566	103,074	2,898	105,972	
Ohio	911	13	924	470	147	617	1,541	4,767	1,519	6,286	991	9,820	689	8,989	1,805	21,303	24,500	5,621	30,121	-	1,605	68	60,121	18,695	86,226	26,394	110,620	
Oklahoma	673	-	673	122	6	128	801	4,608	342	4,950	2,067	6,278	-	9,843	26	16,147	21,402	2,563	23,965	-	328	12	72,015	13,079	93,745	15,654	109,399	
Oregon	552	44	596	95	41	136	732	2,999	268	3,267	1,475	3,378	30	5,233	46	8,687	12,206	1,955	14,161	86	2,424	2	81,894	5,910	96,524	7,953	104,477	
Pennsylvania	1,199	22	1,221	257	107	364	1,585	5,585	1,391	6,976	1,767	11,827	1,818	107	40	13,792	18,740	5,380	24,120	47	23,716	1,970	46,662	18,672	89,118	26,069	115,187	
Rhode Island	20	12	32	45	28	73	105	106	213	319	146	249	166	52	101	568	439	699	1,138	299	290	106	531	3,144	1,280	4,248	5,528	
South Carolina	585	110	695	66	11	77	772	3,833	582	4,415	64	19,772	686	1,104	19	21,581	25,404	1,428	26,832	121	8,619	3,634	19,754	1,985	53,777	7,168	60,945	
South Dakota	514	171	685	20	3	23	708	5,108	110	5,218	342	2,578																

# TOTAL ROAD AND STREET MILEAGE—1975

## CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEMS

MILEAGE AS OF DECEMBER 31, 1975 COMPILED  
FROM REPORTS OF STATE AUTHORITIES

TABLE M-21  
OCTOBER 1976

STATE OR LOCAL ROAD SYSTEM	FEDERAL-AID HIGHWAY SYSTEMS													TOTAL
	TRAVELED WAY INTERSTATE HIGHWAY SYSTEM			TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/			FEDERAL-AID URBAN HIGHWAY SYSTEM	TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM			TOTAL FEDERAL- AID SYSTEMS	FEDERAL-AID PRIMARY URBAN TYPE II HIGHWAYS	NOT ON FEDERAL-AID SYSTEMS	
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		RURAL	URBAN	TOTAL				
<b>STATE PRIMARY HIGHWAY SYSTEM:</b>														
RURAL	31,085	2,248	33,333	201,556	8,032	209,588	1,327	175,751	2,221	177,972	388,887	10	22,675	411,572
MUNICIPAL 5,000 AND OVER	390	6,462	6,852	2,422	24,289	26,711	6,308	1,135	5,699	6,834	39,853	286	2,867	43,006
MUNICIPAL UNDER 5,000	853	199	1,052	12,232	860	13,092	160	8,607	298	8,905	22,157	3	1,154	23,314
SUBTOTAL	32,328	8,909	41,237	216,210	33,181	249,391	7,795	185,493	8,218	193,711	450,897	299	26,696	477,892
<b>STATE SECONDARY HIGHWAY SYSTEM:</b>														
RURAL	45	10	55	2,258	297	2,555	267	68,213	1,277	69,490	72,312	67	41,010	113,389
MUNICIPAL 5,000 AND OVER	5	40	45	103	616	719	1,941	393	1,398	1,791	4,451	143	3,679	8,273
MUNICIPAL UNDER 5,000	2	1	3	124	20	144	13	1,982	33	2,015	2,172	6	2,794	4,972
SUBTOTAL	52	51	103	2,485	933	3,418	2,221	70,588	2,708	73,296	78,935	216	47,483	126,634
<b>COUNTY ROADS UNDER STATE CONTROL:</b>														
RURAL	54	=	54	161	4	165	194	49,117	534	49,651	50,010	81	104,907	154,998
MUNICIPAL 5,000 AND OVER	-	18	18	-	89	89	114	194	557	751	954	121	948	2,023
MUNICIPAL UNDER 5,000	1	=	1	61	-	61	=	705	47	752	758	5	1,741	2,504
SUBTOTAL	55	18	73	167	93	260	308	50,016	1,138	51,154	51,722	207	107,596	159,525
TOTAL STATE HIGHWAYS	32,435	8,978	41,413	218,862	34,207	253,069	10,324	306,097	12,064	318,161	581,554	722	181,775	764,051
COUNTY ROADS	-	=	=	223	24	247	8,938	286,381	4,201	290,582	299,767	551	1,438,702	1,739,020
TOWN, TOWNSHIP AND OTHER LOCAL	5	2	7	145	10	155	511	6,377	66	6,443	7,109	8	514,407	521,524
CITY STREETS 2/	-	73	73	53	2,252	2,305	40,531	9,585	6,890	16,475	59,311	5,966	490,181	555,458
<b>ROADS NOT OVERLAPPING STATE, COUNTY, OR OTHER LOCAL SYSTEMS:</b>														
STATE PARK, FOREST, RESERVATION, AND OTHER ROADS	1	3	4	90	350	440	113	20	19	39	592	4	27,828	28,424
NATIONAL PARK, FOREST, AND RESERVATION ROADS	-	=	=	290	14	304	-	274	3	277	581	-	226,674	227,255
TOLL FACILITIES	1,142	357	1,499	1,252	386	1,638	1	3	2	5	1,644	=	770	2,414
<b>TOTAL EXISTING MILEAGE 3/</b>	<b>33,583</b>	<b>9,413</b>	<b>42,996</b>	<b>220,915</b>	<b>37,243</b>	<b>258,158</b>	<b>60,418</b>	<b>608,737</b>	<b>23,245</b>	<b>631,982</b>	<b>950,558</b>	<b>7,251</b>	<b>2,880,337</b>	<b>3,838,146</b>

- 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 WEDNESDAY  
November 24, 1976

FHWA PROPOSES CHANGE IN LOCATION  
OF TRAILERS' SIDE MARKER LAMPS

FHWA 73-76  
(202) 426-0677

An amendment to the Federal Motor Carrier Safety Regulations (FMCSR) to require that semitrailers and full trailers have rear side-marker lamps mounted low for better visibility by the driver, has been proposed by the U.S. Department of Transportation's Federal Highway Administration.

Presently the mounting location is optional and the lamps are mounted in a position that makes it difficult for the driver to see in his rear view mirror if the trailer is tracking properly.

The proposal was initiated as a result of a favorable response to an Advance Notice of Proposed Rulemaking published in the Federal Register on July 13, 1975. It was issued after FHWA's Bureau of Motor Carrier Safety received a petition from the International Brotherhood of Teamsters Union requesting a revision of the side-marker lamp location.

Although the new proposal would apply only to new trailers that are subject to FMCSR, all interstate carriers would be encouraged to comply as time would permit.

To curtail any possible conflict of interpretation and implementation, the National Highway Traffic Safety Administration plans to amend its Federal Motor Vehicle Safety Standard No. 108 (49 CFR 571.108), to conform with the FHWA proposal on standardizing the height of the lamps. NHTSA's proposal would apply to new vehicles.

- more -

Interested persons are invited to submit written data, views or arguments pertaining to the proposal. All comments should be forwarded to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C., 20590, on or before the close of business December 31, 1976. Docket Number MC-66.

\* \*

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
November 26, 1976

FHWA 72-76  
(202) 426-0677

### QUARTERLY REPORT ON THE FEDERAL-AID HIGHWAY PROGRAM, SEPTEMBER 30, 1976

Federal Highway Administrator Norbert T. Tiemann said today that based on the last official cost estimate, 73.1 percent of the estimated total funds needed to complete the 42,500-mile Interstate System had been obligated as of September 30, 1976.

"Putting it another way," Administrator Tiemann said, 26.9 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 33 months' inflation. Actually, it is expected that, based on today's prices, approximately 33.9 percent of the current estimated cost remains to be funded."

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

Total Interstate mileage now open to traffic is 37,869 miles, or 89.1 percent. Of this total, 11,484 miles are complete or essentially complete. The other 26,385 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 37,869 miles now open include 744 put into service in the 12-month period since September 30, 1975. In addition, further major improvements were completed on 76 miles which were already serving traffic.

Active construction or improvement is currently underway on 4,739 miles. This figure includes improvement of 2,695 miles which are



Some \$62.29 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 \$47.54 billion, of which \$40.40 billion was for construction and \$7.14 billion for engineering and right-of-way acquisition. As of September 30, 1976, work estimated to cost \$14.75 billion was underway or authorized, including \$9.84 billion of construction, and \$4.91 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 \$43.97 billion worth of work involving 296.195 miles of construction contracts completed or underway since 1956. An additional \$1,637 billion was apportioned for the transition quarter, July 1 through September 30, 1976, prior to the institution of the new fiscal year system effective October 1, 1976.

Construction contracts involving 283,624 miles of rural primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$32.96 billion, and contracts involving 12,571 miles at a cost of \$6.74 billion were underway on September 30, 1976. In addition, \$2.52 billion of engineering and right-of-way acquisition work had been completed and \$1.75 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, receive \$1.676 billion of tax revenue income during the 3 months ended September 30, about 73.1 of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.624 billion. Disbursements for other highway related programs were \$134 million. The status of the Trust Fund is shown in table IV.

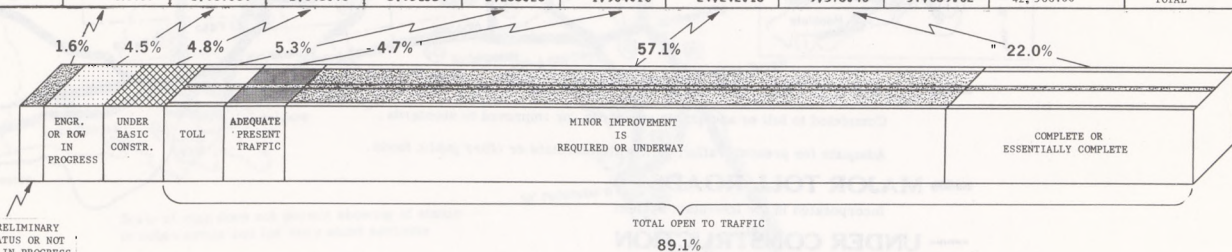


# THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

## IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1976

TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS <sup>1/</sup>	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 FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE <sup>2/</sup>		
						ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE				
ALABAMA	20.20	63.80	101.50	165.30	-	48.80	665.60	-	714.40	899.90	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	-	100.00	37.50	137.50	10.20	95.10	1,981.10	63.90	2,150.30	2,287.80	CALIFORNIA
COLORADO	45.21	50.75	27.74	78.49	-	33.20	738.24	81.31	852.75	976.45	COLORADO
CONNECTICUT	44.11	4.56	4.17	8.73	12.31	47.69	213.72	7.27	280.99	333.83	CONNECTICUT
DELAWARE	-	11.47	11.47	11.47	14.30	-	12.44	2.40	29.14	40.61	DELAWARE
DIST. OF COL.	5.74	5.54	6.79	6.33	-	3.87	8.24	0.05	12.16	24.23	DIST. OF COL.
FLORIDA	33.40	183.80	50.19	233.99	91.20	13.19	48.48	985.92	1,138.79	1,406.18	FLORIDA
GEORGIA	4.90	33.50	133.13	166.63	-	5.46	107.97	870.18	983.61	1,155.14	GEORGIA
HAWAII	11.12	16.71	16.71	27.83	-	2.01	2.64	19.07	23.72	51.55	HAWAII
IDAHO	4.62	18.98	30.24	49.22	-	73.48	17.32	461.91	558.71	612.55	IDAHO
ILLINOIS	16.68	38.51	131.38	169.89	154.92	43.27	976.41	367.94	1,542.54	1,729.11	ILLINOIS
INDIANA	14.30	-	10.43	10.43	156.90	-	929.56	18.23	1,104.69	1,129.42	INDIANA
IOWA	55.62	3.20	1.31	4.51	3.01	-	699.25	26.11	728.53	788.66	IOWA
KANSAS	-	28.30	14.70	35.00	187.70	5.60	592.30	0.60	786.20	821.20	KANSAS
KENTUCKY	-	37.05	52.93	89.98	-	51.22	168.38	427.49	647.09	737.07	KENTUCKY
LOUISIANA	40.01	18.92	110.24	129.16	-	0.86	473.43	74.58	548.87	718.04	LOUISIANA
MAINE	-	2.25	17.70	19.95	54.48	-	144.62	5.40	291.86	311.81	MAINE
MARYLAND	14.68	6.80	5.30	14.10	53.30	43.07	208.98	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	56.10	76.35	5.46	27.63	187.54	840.00	1,060.63	1,177.38	MICHIGAN
MINNESOTA	14.01	63.07	65.94	129.01	-	13.04	763.15	0.69	776.90	919.92	MINNESOTA
MISSISSIPPI	-	4.00	30.30	34.30	-	8.40	634.30	6.00	648.90	683.20	MISSISSIPPI
MISSOURI	-	47.77	40.00	87.77	-	86.60	860.30	112.20	1,059.10	1,146.87	MISSOURI
MONTANA	-	104.89	90.34	195.23	-	196.34	242.71	554.38	993.43	1,188.66	MONTANA
NEBRASKA	1.92	-	3.21	3.21	0.22	-	475.74	2.60	478.56	483.69	NEBRASKA
NEVADA	5.00	38.54	32.51	71.05	-	3.13	364.34	96.81	464.28	540.33	NEVADA
NEW HAMPSHIRE	-	19.85	4.18	24.03	21.09	1.30	171.48	0.12	193.99	218.02	NEW HAMPSHIRE
NEW JERSEY	18.20	54.90	9.10	64.00	45.70	15.80	39.60	204.70	305.80	388.00	NEW JERSEY
NEW MEXICO	-	25.37	26.50	51.87	-	41.83	896.15	9.05	947.03	999.30	NEW MEXICO
NEW YORK	24.52	52.79	48.15	100.94	490.78	27.21	302.38	387.81	1,208.18	1,332.64	NEW YORK
NORTH CAROLINA	40.89	51.84	84.48	136.32	-	67.50	564.36	9.58	661.44	838.65	NORTH CAROLINA
NORTH DAKOTA	-	42.46	48.20	90.66	-	37.40	29.00	456.73	523.13	571.33	NORTH DAKOTA
OHIO	10.68	40.11	35.28	75.39	206.20	-	1,185.33	19.72	1,452.21	1,538.28	OHIO
OKLAHOMA	3.66	1.41	0.58	1.99	174.04	16.80	112.90	499.26	803.00	808.65	OKLAHOMA
OREGON	15.88	11.97	5.77	17.74	-	49.84	515.64	130.54	696.02	729.64	OREGON
PENNSYLVANIA	12.67	42.46	45.85	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	-	52.39	11.51	68.44	98.99	RHODE ISLAND
SOUTH CAROLINA	4.95	15.58	49.12	64.70	-	-	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	59.80	77.80	-	15.70	71.70	164.00	267.30	312.00	TENNESSEE
TEXAS	30.00	139.43	133.29	272.72	-	261.99	2,976.01	22.22	2,860.22	3,162.94	TEXAS
UTAH	-	176.23	67.28	243.51	-	53.58	312.71	328.91	695.20	938.71	UTAH
VERMONT	-	10.79	16.12	26.91	-	-	82.37	211.28	293.65	320.56	VERMONT
VIRGINIA	41.65	86.29	72.93	159.22	9.15	102.70	289.87	463.77	865.49	1,046.36	VIRGINIA
WASHINGTON	77.03	36.64	18.51	55.15	-	67.27	561.62	0.84	629.73	761.91	WASHINGTON
WEST VIRGINIA	11.84	27.18	22.45	49.63	81.71	7.44	328.81	32.37	449.93	511.40	WEST VIRGINIA
WISCONSIN	-	56.89	7.79	64.68	-	25.72	487.53	-	513.25	577.93	WISCONSIN
WYOMING	-	44.13	55.18	99.31	-	1.04	111.96	701.32	814.32	913.63	WYOMING
PENDING <sup>3/</sup>	-3.54	-	-	-	-	-	-	-	-	-3.54	PENDING <sup>3/</sup>
<b>TOTAL</b>	<b>679.64</b>	<b>1,907.64</b>	<b>2,043.70</b>	<b>3,951.34</b>	<b>2,266.28</b>	<b>1,984.10</b>	<b>24,242.16</b>	<b>9,376.48</b>	<b>37,869.02</b>	<b>42,500.00</b>	<b>TOTAL</b>

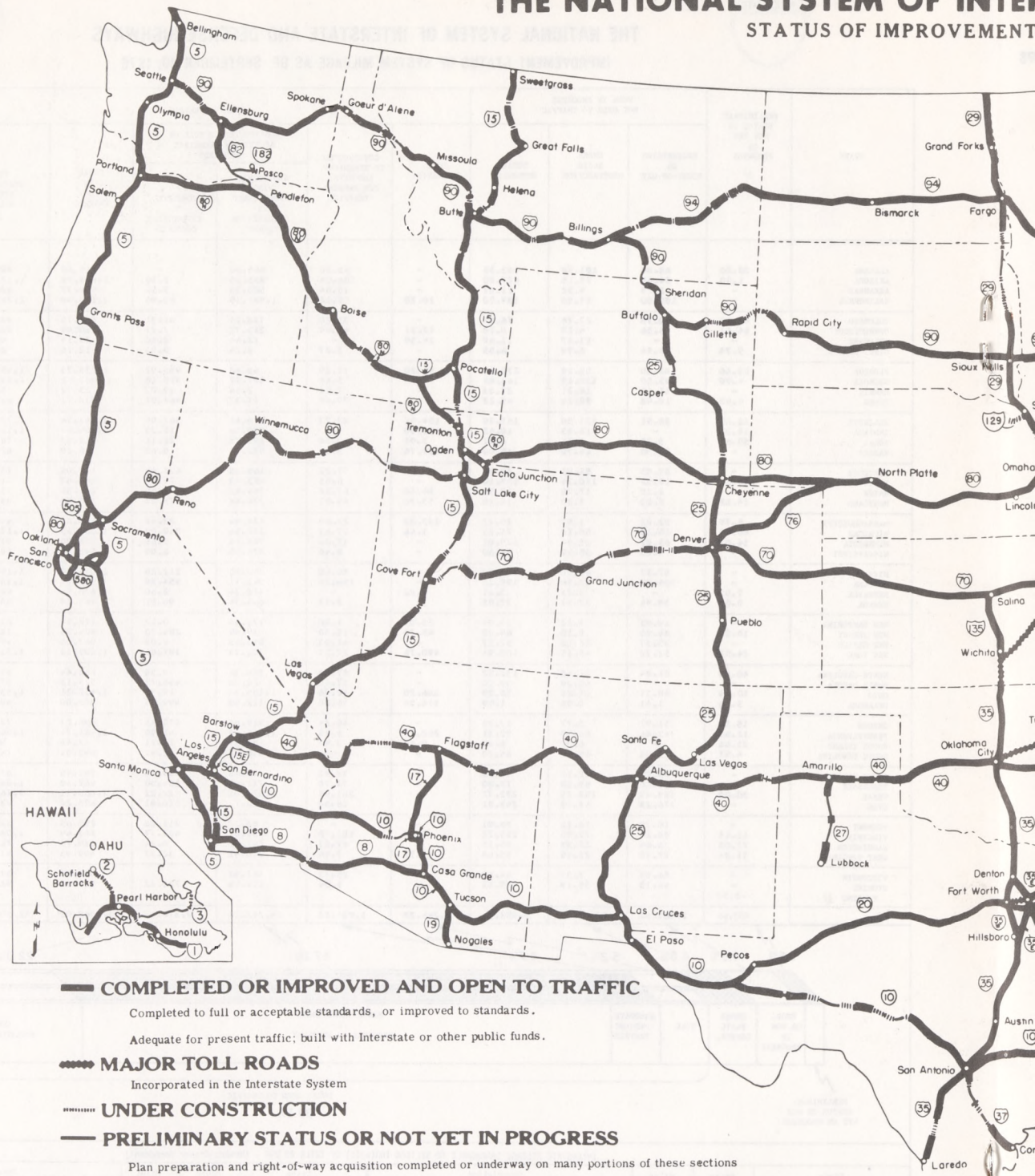


INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 USC - (Howard-Cramer Amendment)							
State	Route	Miles	Description	State	Route	Miles	Description
California	I-105	7.00	Century Freeway	Maryland	I-297	7.40	Bowie to Millersville
Connecticut	I-284	1.04	Hartford	"	I-370	0.50	Spur to Washington Grove
"	I-691	6.69	Hartford	Massachusetts	I-93	7.25	SE Expressway - Boston Urban Area
Florida	I-75	43.80	St. Petersburg-Tampa Bypass	"	I-495	13.00	Extension of I-495 to Wareham
Georgia	I-175	35.10	Spur to Albany	New Jersey	I-195	27.30	Trenton-Asbury Park Spur
"	I-420	5.00	In Atlanta	New York	I-390	54.30	Genesee Expressway
"	I-675	7.70	In Atlanta	"	I-590	10.60	Rochester
Maryland	I-97	31.20	Capital Beltway to Parole then North to Baltimore	Rhode Island	I-895	27.40	From Hope Valley to Mass. State Line
"	I-195	1.20	From I-95 to Friendship Airport				
"	I-197	4.20	Spur Route to Annapolis				

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



**— COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**

Completed to full or acceptable standards, or improved to standards.  
 Adequate for present traffic; built with Interstate or other public funds.

**--- MAJOR TOLL ROADS**

Incorporated in the Interstate System

**..... UNDER CONSTRUCTION**

**— PRELIMINARY STATUS OR NOT YET IN PROGRESS**

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

Preliminary Status or Not Yet in Progress  
 679 Miles

Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor Requirements
1,908 Miles	2,044 Miles	2,266 Miles	1,984 Miles	24,000 Miles

Total  
 37,901 Miles

# INTERSTATE AND DEFENSE HIGHWAYS

STATEMENT AS OF SEPTEMBER 30, 1976



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 24,242 Miles	Complete or Essentially Complete 9,377 Miles	<div style="border: 2px solid black; padding: 10px; text-align: center;"> <p><b>INTERSTATE</b></p> <p><b>TOTAL</b></p> <p><b>42,500</b></p> <p><b>MILES</b></p> </div>
Total Open to Traffic 37,869 Miles		

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

AS OF SEPTEMBER 30, 1976

8230 M13-5

OCT 26 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	285.0	256.8	176.8	158.4	461.7	415.2	813.1	719.2	62.8	54.4	875.9	773.5
ALASKA												
ARIZONA	185.6	176.4	87.3	82.7	272.9	259.1	598.9	548.2	72.5	66.8	671.4	615.1
ARKANSAS	42.0	37.8	51.4	46.0	93.4	83.8	424.3	378.7	36.4	31.2	460.6	409.9
CALIFORNIA	333.2	300.1	495.7	444.5	828.9	744.6	3,506.7	3,051.0	1,191.5	1,003.8	4,698.2	4,054.8
COLORADO	144.7	131.5	45.3	41.4	190.1	172.9	638.7	571.7	62.1	54.0	700.8	625.7
CONNECTICUT	142.1	129.4	138.5	122.5	280.9	251.8	585.0	495.4	156.8	138.1	741.8	633.5
DELAWARE	25.9	23.2	15.3	13.8	41.2	37.0	151.2	134.9	20.8	17.9	172.0	152.8
FLORIDA	225.3	202.0	241.6	203.2	466.9	405.2	868.7	761.4	178.9	151.8	1,047.6	913.2
GEORGIA	362.7	312.9	101.3	91.2	464.0	404.1	783.1	687.6	97.0	85.6	880.2	773.2
HAWAII	264.8	226.2	80.7	69.2	345.5	295.4	179.2	156.0	68.6	58.7	247.8	214.7
IDAHO	65.8	60.8	14.2	13.1	79.9	73.9	275.3	251.3	34.5	30.3	309.8	281.0
ILLINOIS	491.3	449.8	42.2	37.1	533.5	480.9	2,321.5	2,016.9	401.5	344.8	2,723.0	2,301.7
INDIANA	66.4	59.7	19.1	17.3	85.5	77.1	1,046.6	937.8	184.5	166.1	1,231.2	1,103.9
IOWA	68.4	58.4	34.5	30.4	102.9	88.9	619.9	548.4	95.5	80.6	715.4	629.0
KANSAS	96.3	86.3	17.4	15.7	113.7	102.0	451.6	398.1	91.7	82.0	543.3	480.1
KENTUCKY	177.2	157.6	32.9	29.5	210.2	187.1	835.2	742.7	133.0	114.3	968.1	857.0
LOUISIANA	353.2	317.2	163.2	146.7	516.4	464.0	1,176.0	1,051.1	83.1	72.6	1,259.2	1,123.7
MAINE	29.4	28.0	19.0	17.0	48.4	44.9	288.8	253.2	14.8	12.8	303.6	260.0
MARYLAND	356.3	316.7	181.6	162.6	537.9	479.3	593.5	513.2	68.9	60.7	662.4	573.9
MASSACHUSETTS	276.1	244.8	168.2	151.4	444.3	390.3	753.4	656.0	173.5	151.2	926.9	807.1
MICHIGAN	331.2	295.0	177.7	159.5	508.9	454.5	1,564.8	1,342.0	367.5	313.6	1,932.3	1,655.6
MINNESOTA	191.3	172.2	177.2	159.4	368.5	331.6	818.3	738.0	129.5	115.4	947.7	853.4
MISSISSIPPI	94.8	84.9	55.6	49.7	150.4	134.7	536.1	478.8	21.3	18.1	557.4	490.8
MISSOURI	187.8	167.0	39.8	35.6	227.6	202.6	1,057.0	934.8	248.6	220.4	1,305.5	1,155.2
MONTANA	140.0	128.0	38.5	35.0	178.4	163.0	547.4	494.4	50.0	44.4	597.4	538.8
NEBRASKA	24.8	22.2	6.1	5.5	30.9	27.0	301.5	269.4	55.5	49.2	357.0	318.0
NEVADA	23.4	22.2	68.8	65.3	92.2	87.5	268.2	248.9	13.3	11.7	281.4	260.7
NEW HAMPSHIRE	47.1	42.4	7.0	6.1	54.2	48.6	258.8	226.2	31.4	27.4	290.3	253.6
NEW JERSEY	273.6	236.0	213.7	186.5	487.2	422.5	954.5	829.3	176.6	156.7	1,131.2	985.9
NEW MEXICO	77.3	70.3	30.9	28.7	108.2	99.0	505.3	465.3	54.1	47.9	559.4	513.2
NEW YORK	350.4	304.9	227.7	201.0	578.1	505.9	2,059.7	1,769.4	277.3	234.3	2,337.0	2,003.8
NORTH CAROLINA	225.9	202.6	72.2	62.9	298.1	265.4	548.2	479.7	60.5	52.9	608.7	532.0
NORTH DAKOTA	45.0	40.5	8.6	7.6	53.0	48.1	271.6	245.0	13.8	12.1	285.4	257.1
OHIO	504.2	436.5	76.9	69.2	581.2	505.7	1,860.4	1,623.2	757.0	671.9	2,617.4	2,295.1
OKLAHOMA	51.8	46.6	84.6	75.8	136.4	122.4	479.7	421.9	23.9	20.5	503.6	442.4
OREGON	97.5	93.4	98.1	90.5	195.7	183.9	835.9	748.7	87.0	78.0	922.9	820.7
PENNSYLVANIA	1,051.3	896.5	422.7	364.4	1,474.0	1,260.9	1,338.1	1,177.2	235.1	198.9	1,573.2	1,370.1
RHODE ISLAND	31.4	28.0	22.0	19.3	53.5	47.2	216.9	188.7	59.2	51.2	276.2	239.9
SOUTH CAROLINA	96.4	87.1	3.6	3.3	100.0	90.4	417.1	374.0	50.4	44.7	467.5	418.0
SOUTH DAKOTA	35.6	34.5	3.4	3.1	39.0	37.6	351.7	316.1	24.5	21.8	376.1	337.9
TENNESSEE	78.3	70.5	103.7	93.3	182.0	163.8	1,031.2	926.2	178.8	157.0	1,210.0	1,083.3
TEXAS	373.4	332.5	166.5	150.0	540.0	482.4	2,176.2	1,921.7	356.5	317.8	2,532.7	2,239.5
UTAH	186.4	173.6	78.1	74.0	264.4	247.7	492.2	458.5	65.0	57.9	557.1	516.4
VERMONT	16.0	14.4	13.9	12.1	29.9	26.5	374.1	333.8	30.7	25.0	404.9	358.8
VIRGINIA	456.8	407.3	140.2	126.3	597.0	533.6	1,261.9	1,124.6	170.4	150.5	1,432.3	1,275.1
WASHINGTON	178.4	157.0	163.8	148.5	342.1	309.5	1,012.6	883.3	143.9	125.5	1,156.5	1,008.8
WEST VIRGINIA	474.6	428.0	165.7	149.4	640.4	577.4	742.9	668.3	59.2	51.9	802.0	720.2
WISCONSIN	59.5	53.7	36.2	32.6	95.7	86.3	472.6	422.6	82.7	73.0	553.3	495.0
WYOMING	23.6	21.4	10.5	9.5	34.0	30.9	466.2	426.5	26.1	23.0	492.3	449.5
DIST. OF COL.	123.2	102.3	69.1	60.4	192.3	162.7	269.6	234.2	60.9	53.3	330.5	287.5
PUERTO RICO												
TOTAL	9,842.6	8,746.9	4,909.1	4,378.5	14,751.6	13,125.4	40,401.4	35,643.4	7,139.2	6,203.8	47,540.6	41,847.2

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

AS OF SEPTEMBER 30, 1976

TABLE 111 8230 M 13-1, OCT 26 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	106.9	67.1	185.8	55.8	31.8	162.6	98.9	673.8	341.6	8,020.6	60.1	29.3	734.0	370.9
ALASKA	138.3	125.2	204.0	32.9	31.0	171.2	156.2	579.8	533.0	3,577.6	102.5	95.1	682.3	628.0
ARIZONA	59.2	50.3	49.4	.9	.7	60.2	51.0	366.9	251.3	2,246.5	5.6	3.8	312.5	255.1
ARKANSAS	95.2	65.6	236.0	16.0	8.4	111.2	74.1	480.2	244.0	5,941.1	28.5	13.8	508.7	257.8
CALIFORNIA	361.4	278.6	280.6	36.0	25.7	397.4	304.3	2,112.5	1,193.9	4,526.2	34.2	22.4	2,146.7	1,216.3
COLORADO	43.9	33.9	122.9	37.3	23.7	81.1	57.6	516.5	292.9	4,265.8	62.7	34.6	579.1	327.6
CONNECTICUT	48.6	36.8	76.3	37.1	21.3	85.7	58.1	310.8	157.1	300.9	31.6	15.8	342.4	172.8
DELAWARE	38.8	26.4	23.5	13.6	8.5	52.4	34.9	131.7	65.6	565.3	13.3	7.0	145.0	72.6
FLORIDA	270.7	186.8	412.0	42.8	24.1	313.5	211.0	745.0	357.5	3,902.9	11.4	5.7	756.3	363.2
GEORGIA	169.3	109.9	703.2	97.6	56.0	267.0	166.0	705.3	351.8	6,652.9	77.0	38.4	762.3	390.2
HAWAII	43.3	19.6	13.9	27.9	15.6	71.2	35.2	111.5	55.1	189.5	28.8	13.7	140.3	68.8
IDAHO	58.9	46.6	160.0	7.2	5.7	66.1	52.3	241.6	161.7	2,780.7	27.5	16.3	269.0	178.0
ILLINOIS	398.1	284.6	686.4	4.9	3.1	403.0	287.7	1,574.9	820.5	9,511.8	69.2	33.4	1,644.2	854.0
INDIANA	117.7	80.6	106.5	41.6	25.7	159.4	106.4	853.0	466.1	3,825.7	88.3	46.8	941.3	488.9
IOWA	118.4	82.0	732.6	14.9	10.1	133.3	92.1	713.9	377.9	13,745.3	22.4	11.6	736.3	389.5
KANSAS	91.5	62.2	305.1	3.7	1.9	95.2	64.1	689.5	344.7	4,953.6	55.4	28.6	744.9	373.3
KENTUCKY	103.5	65.8	74.0	67.1	39.7	170.6	105.5	493.2	249.6	2,573.0	93.2	46.1	566.4	295.6
LOUISIANA	138.0	82.5	68.2	61.4	33.9	199.5	116.4	540.1	265.0	3,087.1	23.7	11.4	563.8	276.4
MAINE	15.5	11.5	45.6	12.0	7.2	27.5	18.7	236.1	120.4	1,186.3	31.2	15.3	267.3	135.7
MARYLAND	123.6	84.8	250.1	80.4	48.2	204.0	133.0	349.0	172.0	1,607.3	8.7	4.4	357.7	176.4
MASSACHUSETTS	143.9	94.7	77.7	80.6	34.6	224.5	129.3	585.8	296.2	619.2	125.0	37.0	710.9	333.2
MICHIGAN	198.8	140.9	550.0	72.3	43.2	271.1	184.0	1,287.8	653.5	11,214.9	86.2	41.0	1,374.0	694.5
MINNESOTA	216.1	124.7	802.8	14.6	8.9	230.7	133.7	861.6	433.7	17,960.8	20.2	10.3	861.6	444.0
MISSISSIPPI	105.4	66.9	365.0	26.9	13.8	132.2	80.8	509.9	251.1	8,861.6	41.7	20.7	551.7	271.8
MISSOURI	147.3	97.5	186.7	77.0	46.4	224.3	143.9	814.2	420.7	10,488.7	169.1	81.9	963.4	502.6
MONTANA	66.9	49.1	308.5	27.2	18.2	94.1	67.2	414.9	256.3	5,373.2	41.5	23.4	456.4	279.7
NEBRASKA	83.5	58.6	462.5	3.5	2.2	87.0	60.9	570.7	296.6	9,787.2	44.7	22.7	165.4	319.3
NEVADA	10.1	9.1	45.3	44.0	38.0	54.1	47.1	184.1	161.0	2,130.0	18.4	15.6	202.4	176.6
NEW HAMPSHIRE	21.5	14.9	24.1	2.6	1.8	24.2	16.8	167.9	83.8	537.0	7.1	3.4	174.9	87.2
NEW JERSEY	136.4	90.9	83.9	117.0	64.5	233.4	155.4	523.5	255.1	609.1	71.5	34.2	595.0	289.3
NEW MEXICO	40.9	29.9	96.5	9.0	6.4	50.0	36.2	355.9	231.8	2,883.8	34.4	20.8	390.3	252.7
NEW YORK	474.7	317.1	315.5	90.6	58.0	565.3	375.2	2,316.4	1,106.2	3,875.1	41.2	20.7	2,357.6	1,126.9
NORTH CAROLINA	182.5	124.1	226.7	68.8	41.8	251.3	165.9	723.2	360.9	5,369.2	122.4	60.3	645.7	421.2
NORTH DAKOTA	55.3	37.9	640.1	5.1	3.6	60.5	41.5	391.3	205.3	18,211.8	26.1	14.6	417.3	219.9
OHIO	297.1	182.4	264.0	25.2	17.1	322.3	199.6	1,225.6	624.6	3,143.9	179.7	92.3	1,405.3	716.9
OKLAHOMA	91.3	62.0	184.5	12.2	6.6	103.5	68.6	716.8	365.2	7,411.3	19.9	9.4	736.7	374.7
OREGON	56.2	33.0	124.6	24.1	17.1	80.2	50.1	420.7	266.2	2,463.0	25.0	14.8	445.7	281.0
PENNSYLVANIA	700.6	415.0	308.9	80.3	46.6	760.4	461.6	1,190.3	582.7	2,307.9	107.7	46.6	1,298.0	629.3
RHODE ISLAND	40.1	25.3	33.0	25.2	13.4	65.2	38.7	132.8	65.6	276.5	36.4	17.8	169.3	83.3
SOUTH CAROLINA	73.0	52.4	371.5	15.5	10.5	88.5	62.8	450.4	231.7	8,963.8	30.0	16.0	480.4	247.7
SOUTH DAKOTA	35.3	28.4	284.0	4.0	2.7	39.3	31.1	419.1	236.1	11,675.8	6.4	3.6	425.5	239.7
TENNESSEE	131.1	89.5	283.0	51.1	27.9	182.2	117.4	643.7	325.4	8,620.0	72.7	35.0	716.4	360.4
TEXAS	337.5	220.7	659.3	2.8	2.1	340.3	222.8	2,252.2	1,185.4	22,794.3	11.9	7.0	2,264.1	1,192.4
UTAH	48.3	41.1	192.9	19.0	16.4	67.3	57.5	207.1	150.8	1,893.2	22.7	16.4	229.8	167.1
VERMONT	6.3	4.5	12.5	2.7	1.8	9.0	6.3	137.3	70.5	596.7	19.4	9.2	156.7	79.7
VIRGINIA	142.4	97.5	126.5	37.8	24.5	180.2	122.0	722.2	354.3	4,382.7	58.0	28.1	760.2	382.4
WASHINGTON	56.5	43.4	260.3	10.6	7.2	67.1	50.6	590.2	323.5	4,844.1	27.2	14.1	617.3	337.7
WEST VIRGINIA	93.3	59.3	38.5	35.9	20.7	129.2	79.9	269.8	137.2	1,161.2	44.3	22.2	344.2	159.3
WISCONSIN	91.8	63.4	379.5	47.9	27.0	139.8	90.4	819.8	429.2	8,244.1	66.0	33.3	865.8	462.5
WYOMING	22.5	19.0	68.0	5.5	4.6	28.0	23.6	259.9	180.9	2,944.9	17.0	11.7	276.9	192.7
DIST. OF CCL.	31.8	18.5	11.7	2.7	1.8	34.5	20.3	147.2	86.5	148.0	15.5	8.1	162.7	94.6
PUERTO RICO	61.6	40.6	46.9	13.9	8.6	75.5	49.2	220.8	101.2	367.4	35.0	14.6	255.7	115.9
TOTAL	6,740.8	4,553.0	12,570.8	1,746.8	1,060.8	8,487.6	5,613.8	32,958.4	17,530.8	283,624.3	2,519.7	1,296.5	35,478.1	18,827.3

STATUS OF THE HIGHWAY TRUST FUND  
(Thousands of Dollars)

TABLE IV

THREE MONTHS  
ENDED

SEPTEMBER 30, 1976

Balance at beginning of period .....	<u>1/</u> \$ 9,076,650
Income:	
Tax Revenue:	
Motor-fuel taxes (net after refunds) .....	\$ 1,233,540
Less motorboat fuel revenue <u>2/</u> .....	8,000
Net for highways .....	<u>\$ 1,225,540</u>
Trucks, buses, and trailers .....	50,171
Tires, tubes, and tread rubber .....	225,488
Vehicle use .....	109,877
Parts and accessories, trucks and buses .....	39,427
Lubricating oil (net after refunds) .....	25,558
Total excise revenues .....	<u>\$ 1,676,061</u>
Interest earned .....	13,372
Total income .....	<u>\$ 1,689,433</u>
Disbursements:	
For highways .....	\$ 1,623,809
National Highway Traffic Safety Admin .....	31,100
Highway safety construction (Includes R and D funds.) .....	97,141
Trust Fund share other highway programs .....	<u>5,510</u>
Total disbursements .....	<u>\$ 1,757,560</u>
Balance at end of period .....	\$ 9,008,523
Liability for unpaid authorizations (9-30-76) <u>3/</u> .....	20,506,000
Balance less liability for unpaid authorizations .....	<u>-\$11,497,477</u>

1/ Revised

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

3/ 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

**CONSUMER ADVISORY**

FOR RELEASE WEDNESDAY  
December 1, 1976

FHWA 74-76  
(202) 426-0677

### CITIZEN PARTICIPATION IN TRANSPORTATION PLANNING

Comprehensive guidance for effectively involving the public in developing transportation plans is now available in a two-volume report by the Federal Highway Administration titled "Effective Citizen Participation in Transportation Planning: Vol. I, Community Involvement Processes; and Vol. II, A Catalogue of Techniques."

The report is a guide for those actively engaged in organizing or monitoring citizen participation in transportation planning. It describes 37 major techniques for citizen participation and relates them to the 19 sequential steps in the transportation planning process, from initial inventory to evaluation of the completed facility.

The first volume discusses the citizen participation processes and cites case studies to aid the practicing transportation professional in need of usable and accessible information for an actual citizen participation process. The second volume outlines alternative techniques for involving citizens in all stages of the transportation process and discusses methods for raising and resolving the public policy issues in transportation planning.

The report is for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The stock number for Volume I is 050-001-00118=7 and its price is \$2.50. The stock number for Volume II is 050-001-00119=5 and its price is \$4.10. The report is also available from the National Technical Information Service.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
December 10, 1976

NEW SYMBOLIZED SIGNS  
APPROVED BY FHWA

Contact: Thomas R. Hyland  
Phone: (202) 426-0662  
FHWA 75-76

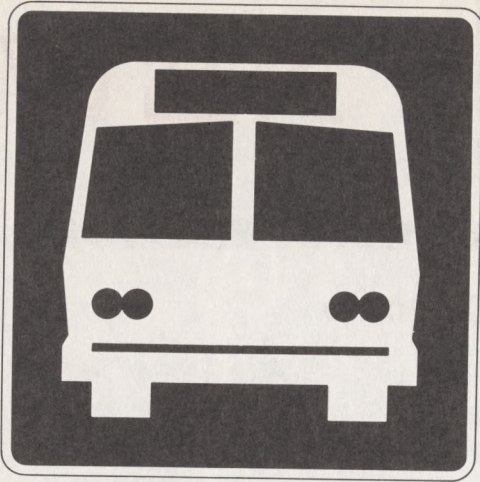
New design standards for symbolized highway signs designating "Bus Stations", "Train Stations", "Equestrian Crossings" and "No Pedestrian Crossings" have been approved by Federal Highway Administrator Norbert T. Tiemann.

The new standards resulted from a recommendation made by the National Advisory Committee on Uniform Traffic Control Devices. Approval of the new standards will allow these symbolized signs to be placed along all public streets and highways in lieu of word message signs.

According to Administrator Tiemann, "the new symbolized signs will convey to motorists more quickly and clearly the information intended by the signs. With the Nation's highways being used more and more frequently by non-English speaking tourists as well as by large numbers of Americans for whom English is not a primary language, providing important information quickly and clearly to motorists cannot be left to chance. These new symbols," said Tiemann, "will contribute to motorist safety and convenience along the Nation's streets and highways.

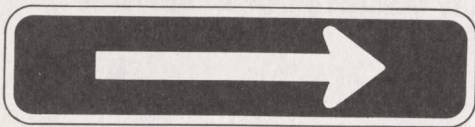
The symbolized signs for "Bus" and "Train Stations" feature a white symbol of a bus or train and station on a green background. The regulatory "No Pedestrian Crossing" sign has a white background with a legend containing a red circle and slash over a black pedestrian symbol. The "Equestrian Crossing" sign utilizes a black horse and rider on a yellow diamond-shaped background.

Copies of the new standards are available to highway agencies and organizations involved in the fabrication and erection of highway signs. Requests for copies of these standards should be submitted to the Office of Traffic Operations (HTO-21), Federal Highway Administration, Washington, D.C., 20590, telephone 202 426-0411. Examples of the new symbolized signs are shown on the reverse side of this release.



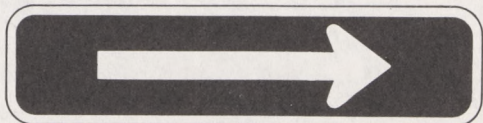
**BUS STATION**

**NO PED  
XING**



**EQUESTRIAN  
XING**

**TRAIN STATION**





# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
December 10, 1976

NATIONAL HIGHWAY POLICY  
STATEMENT ISSUED

FHWA 77-76  
(202) 426-0677

What role should the Federal Government play in guiding the development and improvement of highways for America's future transportation needs?

In "A Statement of National Highway Transportation Policy," published today in the Federal Register, Federal Highway Administrator Norbert T. Tiemann provides the Department of Transportation's response to this and other equally challenging questions.

Tiemann named seven major highway transportation principles which help provide the basis for the relevant activities of the Federal Highway Administration (FHWA). Because they are national in scope, these principles also help define the FHWA leadership role in cooperation with other Federal agencies, State and local governments, and public-private concerns.

These overriding principles recognize the need for:

- (1) individual mobility and accessibility to and within the highway network,
- (2) intergovernmental cooperation and maximum flexibility in program implementation within the Federal-State partnership,
- (3) continuing economic development and increasing prosperity in all areas,
- (4) greater safety of everyone exposed to transportation systems,
- (5) increased efficiency in the use of energy by transportation and in the distribution of domestic energy resources,
- (6) protection, preservation, and enhancement of the human environment, including natural and cultural resources, and

(7) affirmative action to ensure that opportunities and benefits of Federal assistance are available equitably throughout all segments of the population.

In issuing FHWA's initial policy statement, Tiemann emphasized that policy formulation is a continuing process and no national statement or position may be fully implemented without the support of Congress, public officials, shippers, consumers, industry, and other concerned citizens. He said that because the impacts of highway transportation are so far-reaching and involve so many people and organizations with a wide variety of interests, broad-based support for the Federal-Aid Highway Program is essential to transportation progress.

Tiemann invited public comments on the FHWA Statement of National Highway Transportation Policy to ensure that it is lucid and timely and contains strategic alternatives which may be followed to attain broad goals or to answer societal needs.

Copies of the policy statement may be requested from the Office of Public Affairs, Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590. Comments should be submitted to the Federal Highway Administration, Office of Program and Policy Planning (HPP-1), Washington, D.C. 20590.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

TAD-493

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
December 17, 1976

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FHWA PLANS CARGO  
SECURITY PROGRAM

DEC 20 1976

FHWA 78-76  
(202) 426-0677

Nassif, Periodicals  
Unit TAD-493.3

A three-phase training program to improve cargo security in the trucking industry was announced today by the Department of Transportation's Federal Highway Administration.

Howard L. Anderson, FHWA Associate Administrator for Safety, said that FHWA's Bureau of Motor Carrier Safety and the American Trucking Associations, Inc., will cooperatively develop the program, which will include a 27-minute color film, a narrated slide presentation, and printed guidelines and handbooks on cargo security.

The materials will be designed for the use of managers and employees of carriers, shippers and others.

A representative of the Department of Transportation's Office of Transportation Security will serve as a technical advisor during the planning and implementation phases of the program, Anderson said.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY

December 29, 1976

FHWA SETS STANDARDS FOR BUILDING  
THE GREAT RIVER ROAD

FHWA 79-76  
(202) 426-0677

Regulations setting standards for the planning, design and construction of the Great River Road have been issued by the Department of Transportation's Federal Highway Administration (FHWA).

The new regulations were issued pursuant to requirements of the Federal-Aid Highway Act of 1973 and only after extensive consideration of public comments solicited through issuance of interim regulations on May 27, 1976.

The Great River Road, a National Scenic and Recreational Highway in the Mississippi River Valley, was first conceived in 1938 by former Secretary of the Interior, Harold L. Ickes. Under provisions of the 1973 Act, the Great River Road will extend over 2,000 miles from the headwaters of the Mississippi River at Lake Itasca, Minnesota (near Bemidji) to the Gulf of Mexico at Venice, Louisiana, and will pass through all 10 States bordering the Mississippi River.

The location of the Great River Road System between certain established control points will be made by the individual Mississippi Valley States in cooperation with and subject to the approval of the FHWA. To the extent feasible, the Great River Road will follow existing road alignments and will cross the Mississippi River on existing bridges.

As a National Scenic and Recreational Highway, the Great River Road will incorporate many parkway-like features. Location and design criteria specifically provide for:

--scenic river views and rest areas and access to cultural and recreational areas along the route;

--a variety of themes or experiences including scenery, nature, archeology, history, geology and land use for scientific or cultural purposes;

--protection of historic, archeological, scenic, and cultural values

of the corridor; and

--convenient access to large population centers of the Mississippi River Valley States, other elements of the Federal-aid highway systems, and local motorist service facilities.

Ninety million dollars in Federal-aid funds is available for construction of the Great River Road, with a required Federal-State matching ratio of 70 percent Federal and a 30 percent State contribution.

Federal Highway Administrator Norbert T. Tiemann, in issuing the standards, emphasized that "The Great River Road provides a parkway-like facility that will allow the motorist to maintain a leisurely pace while enjoying the scenic, historic, cultural and recreational aspects of the area. It is not and was not intended to be a transportation corridor comparable to an Interstate highway," said Tiemann.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
December 31, 1976

SOCIAL EFFECTS OF TRAFFIC  
ON CITIES

FHWA 80-76  
(202) 426-0677

Americans see traffic as a much more widespread problem than crime, according to a recent U.S. Census survey.

When 53,800 people across the country were asked to name various conditions they have on their streets, 46 percent reported "street noise" and 29 percent "heavy traffic."

To find better ways to combat the Nation's traffic problems, the Federal Highway Administration (FHWA) sponsored a 2-year study of the effects of auto traffic on street life and residential neighborhoods. The study was conducted by the Institute of Urban and Regional Development of the University of California at Berkeley, and the FHWA has published the study's results in a report titled "Liveable Urban Streets: Managing Auto Traffic in Neighborhoods."

The report examines the problems people have with traffic in their neighborhoods, outlines several traffic management schemes which have already been implemented as solutions in the U.S. and abroad, discusses the controversies which have arisen over some of these solutions, and offers ideas on further planning of neighborhood traffic schemes.

Specifically, the report suggests a process of analysis, evaluation of alternatives, and experimentation that can be undertaken by a city wishing to make its streets and neighborhoods more liveable.

Studies done in several San Francisco Bay Area communities took an in-depth look at the social and environmental impacts of traffic, and assessed the efforts of neighborhoods and cities to protect residents from the undesirable effects of traffic.

Interview surveys of San Franciscans revealed some surprises. Researchers discovered that a person's satisfaction with his neighborhood depends more on his expectations about traffic on his street than on the actual volume of the traffic. When people presume and expect that there will be a certain level of traffic activity on their street, their behavior adapts to the situation and they tolerate the traffic accordingly. Even when traffic is light on their street, residents tend to be dissatisfied if their environmental expectations are not realized, that is, when there is an environmental decline from a previously higher quality (such as the same volume of traffic but more trucks and fewer cars), or when there is deviant traffic behavior (such as an occasional hot-rodder or increased honking of horns).

Another unexpected finding was that at about 10,000 vehicles per day (the top of the "Medium traffic" range), the dissatisfaction with traffic-related problems seems to level off.

The study also confirmed the predictable fact that as traffic increases, general satisfaction with conditions declines. With higher traffic on the street, such problems as noise, air pollution, and hazard to pedestrians increase, but at the same time there is a significant decline in normal street activities, sense of belonging, and social contact between neighbors.

Copies of the FHWA report "Liveable Urban Streets: Managing Auto Traffic in Neighborhoods," Stock No. 050-001-00111-0, are available at \$5.20 each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402.

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# DEPARTMENT OF TRANSPORTATION

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## FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
December 31, 1976

FHWA 81-76  
(202) 426-0677

Nationwide receipts for highways by Federal, State, and local governments will exceed \$32.0 billion in 1977, according to recent estimates prepared by the U.S. Department of Transportation's Federal Highway Administration.

According to Federal Highway Administrator Norbert T. Tiemann, the 1977 estimated receipts will be about 6 percent higher than the \$30.3 billion total receipts available in 1976.

Revenues to the Highway Trust Fund, obtained wholly from highway users, will be approximately \$6.8 billion, or 21 percent of the total receipts. State and local motor-fuel and motor-vehicle fees and other imposts on highway-users, plus tolls and parking receipts will account for an additional \$14.2 billion or 45 percent of the total funds available for highways.

Highway disbursements in 1977 are expected to exceed \$30.5 billion with capital outlay accounting for \$14.9 billion or 49 percent of the total. Maintenance is expected to reach \$8.0 billion or 26 percent and the remaining 25 percent will be expended on administration and research, highway law enforcement and safety, and debt service on State and local highway obligations. These amounts are shown in table HF-12.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States and local governments are estimated at approximately \$7.2 and \$7.9 billion for 1976 and 1977, respectively. It is estimated that \$700 and \$800 million of Federal revenue sharing funds will be used primarily by local governments for highway purposes in 1976 and 1977, respectively.

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

Actual amounts for 1974, estimates for 1975 and 1976, and forecasts for 1977 of receipts, disbursements, and capital expenditures for highways are shown separately in the accompanying tables HF-11, HF-12, and HF-21.

Although not shown in the accompanying tables, total long-term debt for highway purposes outstanding at the end of 1975 was \$23.8 billion. This was increased by \$759 million in 1976 and is expected to be additionally increased by \$249 million in 1977, with the total outstanding debt reaching \$24.8 billion at the end of 1977.

# ESTIMATED EXPENDITURES FOR HIGHWAYS, 1974-1977

## BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

TABLE HF-21  
DECEMBER 1976

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS				RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL
	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL												
<u>1974</u>																				
State Highway Departments	317	369	2,957	3,643	520	512	3,909	4,941	90	100	727	926	1	11	223	235	937	992	7,816	9,745
State Toll Facilities	-	3	90	93	-	-	40	40	6	9	179	194	-	-	-	-	6	12	309	327
Local Toll Facilities	-	-	-	-	4	1	6	11	-	-	-	-	-	-	3	-	4	1	9	14
Counties and Townships	-	-	-	-	23	21	272	316	-	-	-	-	74	64	833	971	97	85	1,105	1,287
Municipalities	-	-	-	-	1	13	148	162	-	-	-	-	57	106	1,139	1,302	58	119	1,287	1,464
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	9	248	257	-	9	248	257
<b>Total</b>	<b>317</b>	<b>372</b>	<b>3,047</b>	<b>3,736</b>	<b>548</b>	<b>547</b>	<b>4,375</b>	<b>5,470</b>	<b>105</b>	<b>109</b>	<b>906</b>	<b>1,120</b>	<b>132</b>	<b>190</b>	<b>2,446</b>	<b>2,768</b>	<b>1,102</b>	<b>1,218</b>	<b>10,774</b>	<b>13,094</b>
<u>1975</u>																				
State Highway Departments	259	339	3,076	3,674	472	508	4,796	5,776	74	134	817	1,025	-	14	280	294	805	995	8,969	10,769
State Toll Facilities	-	2	97	99	-	-	19	19	6	7	111	124	-	-	-	-	6	9	227	242
Local Toll Facilities	-	-	-	-	2	1	22	25	-	-	-	-	-	-	3	3	2	1	25	28
Counties and Townships	-	-	-	-	25	21	284	330	-	-	-	-	77	68	873	1,018	102	89	1,157	1,348
Municipalities	-	-	-	-	7	14	149	170	-	-	-	-	67	114	1,191	1,372	74	128	1,340	1,542
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	302	314	-	12	302	314
<b>Total</b>	<b>259</b>	<b>341</b>	<b>3,173</b>	<b>3,773</b>	<b>506</b>	<b>544</b>	<b>5,270</b>	<b>6,320</b>	<b>80</b>	<b>141</b>	<b>928</b>	<b>1,149</b>	<b>144</b>	<b>208</b>	<b>2,649</b>	<b>3,001</b>	<b>989</b>	<b>1,234</b>	<b>12,020</b>	<b>14,243</b>
<u>1976 (Preliminary)</u>																				
State Highway Departments	238	444	3,005	3,687	406	459	4,816	5,681	96	90	876	1,062	-	15	288	303	740	1,008	8,985	10,733
State Toll Facilities	-	2	83	85	-	-	15	15	5	7	78	90	-	-	-	-	5	9	176	190
Local Toll Facilities	-	-	-	-	2	1	22	25	-	-	-	-	-	-	3	3	2	1	25	28
Counties and Townships	-	-	-	-	25	22	298	345	-	-	-	-	81	71	912	1,064	106	93	1,210	1,409
Municipalities	-	-	-	-	7	16	158	181	-	-	-	-	72	120	1,261	1,453	79	136	1,419	1,634
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	304	316	-	12	304	316
<b>Total</b>	<b>238</b>	<b>446</b>	<b>3,088</b>	<b>3,772</b>	<b>440</b>	<b>498</b>	<b>5,309</b>	<b>6,247</b>	<b>101</b>	<b>97</b>	<b>954</b>	<b>1,152</b>	<b>153</b>	<b>218</b>	<b>2,768</b>	<b>3,139</b>	<b>932</b>	<b>1,259</b>	<b>12,119</b>	<b>14,310</b>
<u>1977 (Forecast)</u>																				
State Highway Departments	376	489	3,204	4,069	487	500	4,808	5,795	108	89	810	1,007	-	17	319	336	971	1,095	9,141	11,207
State Toll Facilities	-	2	63	65	-	-	10	10	5	6	64	75	-	-	-	-	5	8	137	150
Local Toll Facilities	-	-	-	-	1	1	11	13	-	-	-	-	-	-	1	1	1	1	12	14
Counties and Townships	-	-	-	-	26	23	310	359	-	-	-	-	84	74	948	1,106	110	97	1,258	1,465
Municipalities	-	-	-	-	8	18	175	201	-	-	-	-	74	122	1,318	1,514	82	140	1,493	1,715
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	13	330	343	-	13	330	343
<b>Total</b>	<b>376</b>	<b>491</b>	<b>3,267</b>	<b>4,134</b>	<b>522</b>	<b>542</b>	<b>5,314</b>	<b>6,378</b>	<b>113</b>	<b>95</b>	<b>874</b>	<b>1,082</b>	<b>158</b>	<b>226</b>	<b>2,916</b>	<b>3,300</b>	<b>1,169</b>	<b>1,354</b>	<b>12,371</b>	<b>14,894</b>

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

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1974-1977

TABLE HF-11  
DECEMBER 1976

(In millions of dollars)

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1974								1975							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	6,104	-	-	6,104	11,226	80	117	17,527	5,699	-	-	5,699	11,335	84	123	17,241
Tolls	-	-	-	-	966	31	168	1,165	-	-	-	-	1,052	32	179	1,263
Parking fees	-	-	-	-	-	1	106	107	-	-	-	-	-	1	119	120
Subtotal	6,104	-	-	6,104	12,192	112	391	18,799	5,699	-	-	5,699	12,387	117	421	18,624
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	909	683	1,592	-	-	-	-	-	958	704	1,662
General fund appropriations	-	231	881	1,112	421	441	1,617	3,591	-	242	1,056	1,298	504	472	1,803	4,077
Other taxes and fees	-	-	15	15	234	107	393	737	-	-	21	21	220	39	128	408
Subtotal	-	231	896	1,127	655	1,387	2,407	5,576	-	242	1,077	1,319	724	1,469	2,635	6,147
Investment income and other receipts	510	9	96	615	545	160	230	1,550	603	11	109	723	538	169	254	1,684
Total current income	6,614	240	992	7,846	13,392	1,659	3,028	25,925	6,302	253	1,186	7,741	13,649	1,755	3,310	26,455
Bond issue proceeds (par value) <sup>2/</sup>	-	-	-	-	846	230	581	1,657	-	-	-	-	1,412	235	546	2,193
Grand total receipts	6,614	240	992	7,846	14,238	1,889	3,609	27,582	6,302	253	1,186	7,741	15,061	1,990	3,856	28,648
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-4,699	-	-	-4,699	+4,695	-	+2	-	-5,623	-	-	-5,623	+5,616	+3	+4	-
All other funds	-	-213	-709	-922	+304	+382	+236	-	-	-185	-847	-1,032	+271	+454	+307	-
State agencies:																
Highway user imposts	-	-	-	-	-2,830	+1,740	+1,090	-	-	-	-	-	-2,814	+1,752	+1,062	-
All other funds	-	-	-	-	-247	+126	+121	-	-	-	-	-	-219	+126	+93	-
Counties and townships	-	-	-	-	+111	-201	+90	-	-	-	-	-	+101	-192	+91	-
Municipalities	-	-	-	-	+106	+2	+108	-	-	-	-	-	-	-	-104	-
Subtotal	-4,699	-213	-709	-5,621	+2,139	+2,051	+1,431	-	-5,623	-185	-847	-6,655	+3,057	+2,165	+1,453	-
Funds drawn from (+) or placed in (-) reserves	-1,689	-2	-	-1,691	+345	-74	-45	-1,465	-423	-30	-	-453	+72	-114	-	-495
Total funds available	226	25	283	534	16,722	3,866	4,995	26,117	256	38	339	633	18,190	4,021	5,309	28,153
	1976 (PRELIMINARY)								1977 (FORECAST)							
Imposts on highway users: <sup>2/</sup>																
Motor-fuel and vehicle taxes	5,889	-	-	5,889	12,030	88	132	18,139	6,822	-	-	6,822	12,550	92	141	19,605
Tolls	-	-	-	-	1,094	34	189	1,317	-	-	-	-	1,102	36	199	1,337
Parking fees	-	-	-	-	-	1	133	134	-	-	-	-	-	1	147	148
Subtotal	5,889	-	-	5,889	13,124	123	454	19,590	6,822	-	-	6,822	13,652	129	487	21,090
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	1,007	724	1,731	-	-	-	-	-	1,057	744	1,801
General fund appropriations	-	257	1,163	1,420	562	504	2,002	4,488	-	267	1,297	1,564	645	535	2,200	4,944
Other taxes and fees	-	-	19	19	238	41	148	446	-	-	21	21	259	63	170	493
Subtotal	-	257	1,182	1,439	800	1,552	2,874	6,665	-	267	1,318	1,585	904	1,635	3,114	7,238
Investment income and other receipts	581	12	111	704	550	177	278	1,709	670	12	114	796	575	185	305	1,861
Total current income	6,470	269	1,293	8,032	14,474	1,852	3,606	27,964	7,492	279	1,432	9,203	15,131	1,949	3,906	30,189
Bond issue proceeds (par value) <sup>2/</sup>	-	-	-	-	1,543	240	556	2,339	-	-	-	-	1,095	245	556	1,896
Grand total receipts	6,470	269	1,293	8,032	16,017	2,092	4,162	30,303	7,492	279	1,432	9,203	16,226	2,194	4,462	32,085
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-6,035	-	-	-6,035	+6,035	-	-	-	-6,603	-	-	-6,603	+6,603	-	-	-
All other funds	-	-224	-947	-1,171	+311	+508	+352	-	-	-232	-1,058	-1,290	+327	+561	+402	-
State agencies:																
Highway user imposts	-	-	-	-	-3,040	+1,892	+1,148	-	-	-	-	-	-3,173	+1,973	+1,200	-
All other funds	-	-	-	-	-228	+131	+97	-	-	-	-	-	-236	+136	+100	-
Counties and townships	-	-	-	-	+110	-202	+92	-	-	-	-	-	+112	-206	+94	-
Municipalities	-	-	-	-	+112	+2	+114	-	-	-	-	-	+115	-2	-117	-
Subtotal	-6,035	-224	-947	-7,206	+3,300	+2,331	+1,575	-	-6,603	-232	-1,058	-7,893	+3,768	+2,466	+1,679	-
Funds drawn from (+) or placed in (-) reserves	-165	-	-	-165	-619	-254	-124	-1,162	-606	-	-	-606	-315	-324	-308	-1,553
Total funds available	270	45	346	661	18,698	4,169	5,613	29,141	283	47	374	704	19,659	4,336	5,833	30,532

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1974 are final; those for later years are subject to future adjustments.  
2/ Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds

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

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1974-1977

(In millions of dollars)

TABLE HF-12  
DECEMBER 1976

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS			HIGHWAY TRUST FUND	OTHER FUNDS										
	1974								1975							
Capital outlay:																
On rural State-administered highways	-	-	=	=	5,973	16	-	5,989	-	-	-	-	7,022	17	-	7,039
On municipal extensions of State highways	-	-	-	-	3,418	-	18	3,436	-	-	-	-	3,147	-	20	3,167
On local rural roads	-	-	-	-	392	1,221	-	1,613	-	-	-	-	457	1,278	-	1,735
On local municipal roads and streets	-	-	-	-	289	51	1,459	1,799	-	-	-	-	385	54	1,549	1,988
Not classified by system <u>2/</u>	34	16	215	265	-	-	-	265	49	32	251	332	-	-	-	332
Subtotal	34	16	215	265	10,072	1,288	1,477	13,102	49	32	251	332	11,011	1,349	1,569	14,261
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	2,174	7	-	2,181	-	-	-	-	2,369	7	-	2,376
On municipal extensions of State highways	-	-	-	-	482	-	46	528	-	-	-	-	577	-	49	626
On local rural roads	-	-	-	-	26	1,917	-	1,943	-	-	-	-	25	1,993	-	2,018
On local municipal roads and streets	-	-	-	-	20	48	1,783	1,851	-	-	-	-	16	50	1,895	1,961
Not classified by system	-	-	-	-	-	-	-	70	-	-	-	-	-	-	-	89
Subtotal	-	4	66	70	2,702	1,972	1,829	6,573	-	4	85	89	2,987	2,050	1,944	7,070
Administration and research <u>3/</u>	192	5	2	199	1,036	273	349	1,857	207	2	3	212	1,124	278	373	1,987
Highway law enforcement and safety	-	-	-	-	1,227	84	750	2,061	-	-	-	-	1,337	87	798	2,222
Interest on debt	-	-	-	-	798	86	195	1,079	-	-	-	-	823	89	208	1,120
Total current disbursements	226	25	283	534	15,835	3,703	4,600	24,672	256	38	339	633	17,282	3,853	4,892	26,660
Debt retirements (par value) <u>4/</u>	-	-	-	-	887	163	395	1,445	-	-	-	-	908	168	417	1,493
Grand total disbursements	226	25	283	534	16,722	3,866	4,995	26,117	256	38	339	633	18,190	4,021	5,309	28,153
	1976 (PRELIMINARY)								1977 (FORECAST)							
Capital outlay:																
On rural State-administered highways	-	-	-	-	6,661	18	-	6,679	-	-	-	-	6,739	19	-	6,758
On municipal extensions of State highways	-	-	-	-	3,269	-	20	3,289	-	-	-	-	3,455	-	21	3,476
On local rural roads	-	-	-	-	540	1,336	-	1,876	-	-	-	-	628	1,389	-	2,017
On local municipal roads and streets	-	-	-	-	453	56	1,641	2,150	-	-	-	-	535	58	1,707	2,300
Not classified by system <u>2/</u>	57	34	247	338	-	-	-	338	58	36	272	366	-	-	-	366
Subtotal	57	34	247	338	10,923	1,410	1,661	14,332	58	36	272	366	11,357	1,466	1,728	14,917
Maintenance and traffic services:																
On rural State-administered highways	-	-	-	-	2,492	7	-	2,499	-	-	-	-	2,646	7	-	2,653
On municipal extensions of State highways	-	-	-	-	683	-	51	734	-	-	-	-	761	-	53	814
On local rural roads	-	-	-	-	80	2,068	-	2,148	-	-	-	-	90	2,151	-	2,241
On local municipal roads and streets	-	-	-	-	47	52	2,003	2,102	-	-	-	-	48	54	2,083	2,185
Not classified by system	-	4	96	100	-	-	-	100	-	4	99	103	-	-	-	103
Subtotal	-	4	96	100	3,302	2,127	2,054	7,583	-	4	99	103	3,545	2,212	2,136	7,996
Administration and research <u>3/</u>	213	7	3	223	1,203	281	396	2,103	225	7	3	235	1,300	292	412	2,239
Highway law enforcement and safety	-	-	-	-	1,430	88	844	2,362	-	-	-	-	1,540	92	878	2,510
Interest on debt	-	-	-	-	871	90	220	1,181	-	-	-	-	900	94	229	1,223
Total current disbursements	270	45	346	661	17,729	3,996	5,175	27,561	283	47	374	704	18,642	4,156	5,383	28,885
Debt retirements (par value) <u>4/</u>	-	-	-	-	969	173	438	1,580	-	-	-	-	1,017	180	450	1,647
Grand total disbursements	270	45	346	661	18,698	4,169	5,613	29,141	283	47	374	704	19,659	4,336	5,833	30,532

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1974 are final; those for later years are subject to future adjustment.

2/ Includes payments to territories of \$8 million in 1974; \$18 million in 1975; \$27 million in 1976; and \$23 million in 1977.

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

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