

U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

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FHWA 02-80
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DOT PREDICTS 1981
HIGHWAY COSTS
\$1 BILLION OVER INCOME

The U.S. Department of Transportation estimates that for the second straight year, highway expenditures in the United States will exceed available revenues in 1981.

The department's Federal Highway Administration said that the largest shortfall is in the federal Highway Trust Fund, where payments are expected to exceed revenues by more than \$1 billion. Last year marked the first time in 20 years that Trust Fund receipts were less than disbursements.

The forecast is based on continuing decreases in gasoline consumption, which in 1980 was about six percent less than in 1979, reflecting less travel coupled with more energy-efficient automobiles. These factors are expected to influence 1981 receipts, as well, although the decrease in revenue will be partially offset at the state level by increases in some state motor fuel taxes.

The Federal Highway Administration estimates combined state and federal tax receipts for highways in 1981 at just under \$40 billion. However, total highway expenditures by federal, state and local governments in 1981 are estimated at \$41.6 billion. Capital outlay is estimated at approximately \$19 billion, or 45 percent of total expenditures. Maintenance costs are expected to reach \$12 billion, and the remainder will be spent on highway administration and research, law enforcement and safety, and debt service on state and local highway obligations.

Generally, money from the Highway Trust Fund is paid to the states as reimbursement for the federal share of the work they do under the federal-aid highway program. In 1981, payments to state and local governments from the Trust Fund will total about \$8.8 billion.

Actual amounts for 1978 and 1979, estimates for 1980, and forecasts for 1981 of receipts, disbursements and capital expenditures for highways are shown in separate tables attached.

- more -

TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1978-1981¹

(IN MILLIONS OF DOLLARS)

TABLE HF-11
DECEMBER 1980

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										
	1978								1979							
IMPOSTS ON HIGHWAY USERS: 2/ MOTOR-FUEL AND VEHICLE TAXES	7,006	=	=	7,006	13,529	87	135	20,757	7,054	-	-	7,054	13,867	88	138	21,147
TOLLS	=	=	=	=	1,237	36	223	1,496	=	=	=	=	1,255	39	225	1,519
PARKING FEES	=	=	=	=	=	3	102	107	=	=	=	=	=	3	110	116
SUBTOTAL	7,006	=	=	7,006	14,769	125	460	22,360	7,054	-	-	7,054	15,125	130	473	22,782
OTHER TAXES AND FEES: PROPERTY TAXES AND ASSESSMENTS	=	=	=	=	=	1,117	978	2,095	=	=	=	=	=	1,140	1,020	2,160
GENERAL FUND APPROPRIATIONS	=	151	1,633	1,784	974	1,006	2,478	6,242	=	382	1,922	2,304	1,085	1,300	2,600	7,289
OTHER TAXES AND FEES	=	=	30	30	339	46	153	568	=	=	19	19	468	48	170	705
SUBTOTAL	=	151	1,663	1,814	1,313	2,169	3,609	8,905	=	382	1,941	2,323	1,553	2,488	3,790	10,154
INVESTMENT INCOME AND OTHER RECEIPTS	751	=	179	930	742	221	463	2,356	963	=	205	1,168	966	265	500	2,899
TOTAL CURRENT INCOME	7,757	151	1,842	9,750	16,824	2,515	4,532	33,621	8,017	382	2,146	10,545	17,644	2,883	4,763	35,835
BOND ISSUE PROCEEDS (PAR VALUE) 3/	=	=	=	=	942	238	703	1,883	=	=	=	=	943	200	600	1,743
GRAND TOTAL RECEIPTS	7,757	151	1,842	9,750	17,766	2,753	5,235	35,504	8,017	382	2,146	10,545	18,587	3,083	5,363	37,578
INTERGOVERNMENTAL PAYMENTS: FEDERAL GOVERNMENT: HIGHWAY TRUST FUND	-6,107	=	=	-6,107	6,021	2	84	=	-7,444	=	=	-7,444	7,311	8	125	=
ALL OTHER FUNDS	=	-146	-1,325	-1,471	438	547	486	=	=	-291	-1,476	-1,767	670	580	517	=
STATE AGENCIES: HIGHWAY-USER IMPOSTS	=	=	=	=	-3,273	2,068	1,205	=	=	=	=	=	-3,538	2,172	1,366	=
ALL OTHER FUNDS	=	=	=	=	-384	231	153	=	=	=	=	=	-400	240	160	=
COUNTIES AND TOWNSHIPS	=	=	=	=	124	-179	55	=	=	=	=	=	94	-154	60	=
MUNICIPALITIES	=	=	=	=	136	7	-143	=	=	=	=	=	146	8	-154	=
SUBTOTAL	-6,107	-146	-1,325	-7,578	3,062	2,676	1,840	=	-7,444	-291	-1,476	-9,211	4,283	2,854	2,074	=
FUNDS DRAWN FROM OR PLACED IN RESERVES 4/	-1,353	=	=	-1,353	-564	-72	-81	-2,070	-251	-88	-21	-360	189	-154	283	-42
TOTAL FUNDS AVAILABLE	297	5	517	819	20,264	5,357	6,994	33,434	322	3	649	974	23,059	5,783	7,720	37,536
	1980 (PRELIMINARY)								1981 (FORECAST)							
IMPOSTS ON HIGHWAY USERS: 2/ MOTOR-FUEL AND VEHICLE TAXES	6,642	=	=	6,642	13,994	95	140	20,871	6,993	=	=	6,993	14,516	101	142	21,752
TOLLS	=	=	=	=	1,235	41	232	1,508	=	=	=	=	1,246	44	235	1,525
PARKING FEES	=	=	=	=	=	3	120	126	=	=	=	=	3	4	125	132
SUBTOTAL	6,642	=	=	6,642	15,232	139	492	22,505	6,993	=	=	6,993	15,765	149	502	23,409
OTHER TAXES AND FEES: PROPERTY TAXES AND ASSESSMENTS	=	=	=	=	=	1,190	1,100	2,290	=	=	=	=	=	1,250	1,300	2,550
GENERAL FUND APPROPRIATIONS	=	416	1,938	2,354	1,104	1,500	2,700	7,658	=	543	2,035	2,578	1,136	1,600	2,850	8,164
OTHER TAXES AND FEES	=	=	24	24	431	52	185	692	=	=	26	26	403	55	200	684
SUBTOTAL	=	416	1,962	2,378	1,535	2,742	3,985	10,640	=	543	2,061	2,604	1,539	2,905	4,350	11,398
INVESTMENT INCOME AND OTHER RECEIPTS	1,200	=	225	1,425	1,000	255	580	3,260	1,083	=	250	1,333	1,035	260	610	3,238
TOTAL CURRENT INCOME	7,842	416	2,187	10,445	17,767	3,136	5,057	36,405	8,076	543	2,311	10,930	18,339	3,314	5,462	38,045
BOND ISSUE PROCEEDS (PAR VALUE) 3/	=	=	=	=	1,167	235	620	2,022	=	=	=	=	1,050	240	620	1,910
GRAND TOTAL RECEIPTS	7,842	416	2,187	10,445	18,934	3,371	5,677	38,427	8,076	543	2,311	10,930	19,389	3,554	6,082	39,955
INTERGOVERNMENTAL PAYMENTS: FEDERAL GOVERNMENT: HIGHWAY TRUST FUND	-9,322	=	=	-9,322	9,172	10	140	=	-8,789	=	=	-8,789	8,629	10	150	=
ALL OTHER FUNDS	=	-409	-1,600	-2,009	837	622	550	=	=	-538	-1,720	-2,258	995	683	580	=
STATE AGENCIES: HIGHWAY-USER IMPOSTS	=	=	=	=	-3,541	2,249	1,292	=	=	=	=	=	-3,673	2,328	1,345	=
ALL OTHER FUNDS	=	=	=	=	-388	217	171	=	=	=	=	=	-406	235	171	=
COUNTIES AND TOWNSHIPS	=	=	=	=	105	-170	65	=	=	=	=	=	115	-185	70	=
MUNICIPALITIES	=	=	=	=	155	8	-163	=	=	=	=	=	165	9	-174	=
SUBTOTAL	-9,322	-409	-1,600	-11,331	6,340	2,936	2,055	=	-8,789	-538	-1,720	-11,047	5,825	3,080	2,142	=
FUNDS DRAWN FROM OR PLACED IN RESERVES 4/	1,844	=	=	1,844	664	-81	528	2,955	1,091	=	=	1,091	319	-141	376	1,645
TOTAL FUNDS AVAILABLE	364	7	587	958	25,938	6,226	8,260	41,382	378	5	591	974	25,533	6,493	8,600	41,600

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 1978 ARE FINAL; THOSE FOR LATER YEARS ARE SUBJECT TO FUTURE ADJUSTMENTS.
2/ EXCLUDES AMOUNTS ALLOCATED FOR NONHIGHWAY PURPOSES. MOTOR-FUEL AND VEHICLE TAXES ARE NET AFTER REFUNDS AND COLLECTION EXPENSES. PARKING FEES ARE AMOUNTS IN EXCESS OF PARKING COSTS

CONSIDERED AVAILABLE FOR HIGHWAYS.
3/ PROCEEDS OF SHORT-TERM NOTES AND REFUNDING ISSUES ARE EXCLUDED. PREMIUM AND DISCOUNTS ON SALE OF BONDS ARE INCLUDED WITH "INVESTMENT INCOME AND OTHER RECEIPTS".
4/ MINUS SIGNS INDICATE THAT FUNDS WERE PLACED IN RESERVES.

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1978-1981¹

(IN MILLIONS OF DOLLARS)

TABLE HF-12
DECEMBER 1980

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										
	1978								1979							
CAPITAL OUTLAY:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	7,000	6	-	7,006	-	-	-	-	8,377	6	-	8,383
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	3,015	-	13	3,028	-	-	-	-	3,607	-	20	3,627
ON LOCAL RURAL ROADS	-	-	-	-	612	1,500	-	2,112	-	-	-	-	706	1,530	-	2,236
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	378	22	1,943	2,343	-	-	-	-	490	25	2,150	2,665
NOT CLASSIFIED BY SYSTEM 2/	49	4	396	449	-	-	-	449	68	1	505	574	-	-	-	574
SUBTOTAL	49	4	396	449	11,005	1,528	1,956	14,938	68	1	505	574	13,180	1,561	2,170	17,485
MAINTENANCE AND TRAFFIC SERVICES:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	3,293	16	-	3,309	-	-	-	-	3,638	20	-	3,658
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	745	-	62	807	-	-	-	-	820	-	70	890
ON LOCAL RURAL ROADS	-	-	-	-	36	2,907	-	2,943	-	-	-	-	44	3,200	-	3,244
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	21	8	2,584	2,613	-	-	-	-	26	12	2,920	2,958
NOT CLASSIFIED BY SYSTEM 2/	-	-	113	113	-	-	-	113	-	-	131	131	-	-	-	131
SUBTOTAL	-	-	113	113	4,095	2,931	2,646	9,785	-	-	131	131	4,528	3,232	2,990	10,881
ADMINISTRATION AND RESEARCH 3/	248	1	8	257	1,516	415	402	2,590	254	2	13	269	1,577	460	435	2,741
HIGHWAY LAW ENFORCEMENT AND SAFETY	-	-	-	-	1,700	208	1,252	3,160	-	-	-	-	1,778	230	1,250	3,258
INTEREST ON DEBT	-	-	-	-	994	105	269	1,368	-	-	-	-	1,056	115	295	1,466
TOTAL CURRENT DISBURSEMENTS	297	5	517	819	19,310	5,187	6,525	31,841	322	3	649	974	22,119	5,598	7,240	35,931
DEBT RETIREMENTS (PAR VALUE) 4/	-	-	-	-	954	170	469	1,593	-	-	-	-	940	185	480	1,605
GRAND TOTAL DISBURSEMENTS	297	5	517	819	20,264	5,357	6,994	33,434	322	3	649	974	23,059	5,783	7,720	37,536
	1980 (PRELIMINARY)								1981 (FORECAST)							
CAPITAL OUTLAY:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	9,691	7	-	9,698	-	-	-	-	9,053	8	-	9,061
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	4,201	-	25	4,226	-	-	-	-	3,943	-	30	3,973
ON LOCAL RURAL ROADS	-	-	-	-	828	1,570	-	2,398	-	-	-	-	777	1,600	-	2,377
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	613	30	2,300	2,943	-	-	-	-	619	35	2,400	3,054
NOT CLASSIFIED BY SYSTEM 2/	76	4	442	522	-	-	-	522	78	3	439	520	-	-	-	520
SUBTOTAL	76	4	442	522	15,333	1,607	2,325	19,787	78	3	439	520	14,392	1,643	2,430	18,985
MAINTENANCE AND TRAFFIC SERVICES:																
ON RURAL STATE-ADMINISTERED HIGHWAYS	-	-	-	-	3,994	21	-	4,015	-	-	-	-	4,265	25	-	4,290
ON MUNICIPAL EXTENSIONS OF STATE HIGHWAYS	-	-	-	-	907	-	80	987	-	-	-	-	968	-	85	1,053
ON LOCAL RURAL ROADS	-	-	-	-	50	3,500	-	3,550	-	-	-	-	55	3,650	-	3,705
ON LOCAL MUNICIPAL ROADS AND STREETS	-	-	-	-	25	18	3,143	3,186	-	-	-	-	25	25	3,250	3,300
NOT CLASSIFIED BY SYSTEM 2/	-	-	132	132	-	-	-	132	-	-	139	139	-	-	-	139
SUBTOTAL	-	-	132	132	4,976	3,539	3,180	11,827	-	-	139	139	5,313	3,700	3,335	12,487
ADMINISTRATION AND RESEARCH 3/	288	3	13	304	1,644	490	450	2,888	300	2	13	315	1,692	530	465	3,002
HIGHWAY LAW ENFORCEMENT AND SAFETY	-	-	-	-	1,902	240	1,480	3,622	-	-	-	-	2,005	250	1,520	3,775
INTEREST ON DEBT	-	-	-	-	1,100	150	325	1,575	-	-	-	-	1,138	160	350	1,648
TOTAL CURRENT DISBURSEMENTS	364	7	587	958	24,955	6,026	7,760	39,699	378	2	591	974	24,544	6,283	8,100	39,901
DEBT RETIREMENTS (PAR VALUE) 4/	-	-	-	-	983	200	500	1,683	-	-	-	-	989	210	500	1,699
GRAND TOTAL DISBURSEMENTS	364	7	587	958	25,938	6,226	8,260	41,382	378	5	591	974	25,533	6,493	8,600	41,600

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 1978 ARE FINAL; THOSE FOR LATER YEARS ARE SUBJECT TO FUTURE ADJUSTMENT.

2/ INCLUDES PAYMENTS TO TERRITORIES OF \$28 MILLION IN 1978; \$46 MILLION IN 1979; \$51 MILLION IN 1980; AND \$53 MILLION IN 1981.

3/ INCLUDES SMALL AMOUNTS OF MISCELLANEOUS EXPENDITURES AND ENGINEERING AND EQUIPMENT COSTS NOT CHARGED TO CAPITAL OUTLAY AND MAINTENANCE.

4/ REDEMPTION PREMIUMS AND DISCOUNTS ARE INCLUDED WITH INTEREST PAYMENTS. REDEMPTION OF SHORT-TERM NOTES, OR BY REFUNDING, IS EXCLUDED.

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1978-1981¹
BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(IN MILLIONS OF DOLLARS)

TABLE HF-21
DECEMBER 1980

EXPENDING AGENCIES	FEDERAL-AID SYSTEMS								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABCD 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												
1978																				
STATE HIGHWAY DEPARTMENTS	231	306	2,744	3,281	471	574	5,080	6,125	57	117	786	950	-	11	394	405	759	1,008	9,004	10,771
STATE TOLL FACILITIES	-	-	129	129	-	1	30	31	2	1	71	74	-	-	-	-	2	2	230	234
LOCAL TOLL FACILITIES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	-	-	9	9
COUNTIES AND TOWNSHIPS	-	-	-	-	8	13	164	185	-	-	-	-	40	97	1,202	1,339	48	110	1,366	1,524
MUNICIPALITIES	-	-	-	-	8	20	224	252	-	-	-	-	55	138	1,506	1,699	63	158	1,730	1,951
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	15	406	421	-	15	406	421
TOTAL	231	306	2,873	3,410	487	608	5,498	6,593	59	118	857	1,034	95	261	3,517	3,873	872	1,293	12,745	14,910
1979																				
STATE HIGHWAY DEPARTMENTS	135	196	3,671	4,002	513	680	6,161	7,354	60	130	844	1,034	-	12	410	422	708	1,018	11,086	12,812
STATE TOLL FACILITIES	11	14	216	241	-	1	33	34	2	4	87	93	-	-	-	-	13	19	336	368
LOCAL TOLL FACILITIES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	10	10
COUNTIES AND TOWNSHIPS	-	-	-	-	6	15	173	194	-	-	-	-	41	109	1,212	1,362	47	124	1,385	1,556
MUNICIPALITIES	-	-	-	-	10	22	232	264	-	-	-	-	66	162	1,673	1,901	76	184	1,905	2,165
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	18	510	528	-	18	510	528
TOTAL	146	210	3,887	4,243	529	718	6,599	7,846	62	134	931	1,127	107	301	3,815	4,223	844	1,363	15,232	17,439
1980 (PRELIMINARY)																				
STATE HIGHWAY DEPARTMENTS	185	371	4,284	4,840	559	720	6,944	8,223	73	151	1,196	1,420	-	12	438	450	817	1,254	12,862	14,933
STATE TOLL FACILITIES	10	14	246	270	-	1	34	35	2	5	88	95	-	-	-	-	12	20	368	400
LOCAL TOLL FACILITIES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	10	10
COUNTIES AND TOWNSHIPS	-	-	-	-	6	16	182	204	-	-	-	-	42	112	1,244	1,398	48	128	1,426	1,602
MUNICIPALITIES	-	-	-	-	10	23	245	278	-	-	-	-	71	174	1,797	2,042	81	197	2,042	2,320
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	16	455	471	-	16	455	471
TOTAL	195	385	4,530	5,110	575	760	7,405	8,740	75	156	1,284	1,515	113	314	3,944	4,371	958	1,615	17,163	19,736
1981 (FORECAST)																				
STATE HIGHWAY DEPARTMENTS	160	303	3,827	4,290	537	707	6,712	7,956	73	152	1,046	1,271	-	12	438	450	770	1,174	12,023	13,967
STATE TOLL FACILITIES	8	10	272	290	-	2	33	35	2	5	93	100	-	-	-	-	10	17	398	425
LOCAL TOLL FACILITIES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	10	10
COUNTIES AND TOWNSHIPS	-	-	-	-	7	17	190	214	-	-	-	-	24	114	1,286	1,424	31	131	1,476	1,638
MUNICIPALITIES	-	-	-	-	10	25	257	292	-	-	-	-	75	181	1,877	2,133	85	206	2,134	2,425
FEDERAL GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	16	451	467	-	16	451	467
TOTAL	168	313	4,099	4,580	554	751	7,192	8,497	75	157	1,139	1,371	99	323	4,062	4,484	896	1,544	16,492	18,932

^{1/} EXCLUDES EXPENDITURES ON ROADS IN TERRITORIES, AND THUS DIFFERS FROM TABLE HF-12 TOTALS.

U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY
January 5, 1981

FHWA 01-81
(202) 426-0660
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DOT ISSUES 1980 REPORT
ON HIGHWAY RESEARCH
AND DEVELOPMENT

The U.S. Department of Transportation has released its fiscal year 1980 annual report on highway research and development activities.

The 32-page report, prepared by the department's Federal Highway Administration, briefly describes the goals of the Federally Coordinated Program of Highway Research and Development, accomplishments in highway research and development during fiscal year 1980, and the organization and facilities of the FHWA Offices of Research and Development. Specific accomplishments in safety, traffic operations, environmental, materials and structural research and highway maintenance are cited.

Single copies of the report are available without charge from the Engineering Services Division (HDV-14), Federal Highway Administration, Washington, D.C. 20590.

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U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

ADVANCE FOR RELEASE SUNDAY
January 11, 1981

FHWA 03-81
(202) 426-0660
Contact: Drucella Andersen

UNIQUE DOT CARPOOL
COMPLICATED - BUT
ALSO HIGHLY SUCCESSFUL

Two employees of the U.S. Department of Transportation's Federal Highway Administration are using a unique concept to promote carpooling and save gasoline.

Larry Jones and Jim Robinson, who both work for FHWA's National Highway Institute, coordinate a 24-member carpool from Springfield, Va., to the Washington, D.C., Department of Transportation headquarters building.

What makes this carpool unique is that there is no upper limit of members. As more people join the carpool, more cars are added to the fleet. It started in 1974 with four members, and in 1977 combined forces with another fledgling group from the same area.

Here is how the system works. Four cars (soon to be five) leave Springfield at 7 a.m. every workday morning. Each car carries at least four people. This allows members to use the Shirley Highway (I-395) express lanes, which are restricted to buses and vehicles carrying at least four people. In addition, it builds flexibility into the system if someone has to leave work early or stay late. The pool's parking permits are shared by the drivers of the day. Each member gets equal credits for driving, and debits for riding. Members need to drive approximately once a week with their own cars. They share the parking fees. If a member takes three people to work and home again, then that person can ride with someone else three times to be "even." Notes are handed out daily by Jones and Robinson to members telling them who is riding with whom. The coordinators keep track of all this on a scoresheet.

Obviously, it can become complicated. Ross cannot drive on Mondays because his wife needs the car. Mark rides both ways on Monday and Friday and in only on Tuesdays through Thursdays. Don sometimes works late and does not ride home. Morris wants to drive every fifth day regularly. Certain members (who shall remain nameless) do not fit in certain other members' subcompacts.

- more -

Jones and Robinson have to make their daily plans around all these factors, while always assuring at least four people in each car, inbound and outbound, so the express lanes can be used. How all this gets coordinated is a mystery to some, but it explains why Jones and Robinson recently received cash awards for their efforts. It takes them about 10-15 minutes a day, by their own estimate, to work out the daily schedule. A couple of hours each month is spent on bookkeeping.

"Everybody's cooperation is the only thing that has made this work," says Robinson. What also seems to contribute to the carpool's success is its convenience. Because the members live close to one another, door-to-door service is the norm. Only three members have to drive to meet the carpool.

Another unusual feature of this carpool is that the two dozen members seldom ride with the same group day after day. It can take two or three weeks of rotation just to meet all the members. Also, over the six-year history of the group, very few people have been left at the curb. "Most people trust the system," states Robinson. "They never call to check to make sure somebody is going to pick them up."

From the Department of Transportation, the Federal Highway Administration, the Office of the Secretary, the Federal Railroad Administration, the National Highway Traffic Safety Administration and the Coast Guard are, or have been, represented in the carpool. Members did discuss using a van, but the idea was dismissed primarily because they do not live far enough away from work to make its use economical.

This particular group sets a striking example for those who think that a carpool has to be limited to six people. It is proof that a carpool that responds to the needs of its members will thrive.

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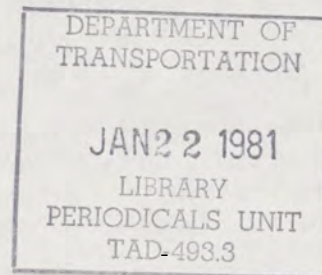
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news:



Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE MONDAY
January 19, 1981

FHWA 04-81
(202) 426-0660
Contact: Carter Dove

DOT WILL PROVIDE EXTRA FUNDING FOR INNOVATIVE RIDESHARING PROPOSALS

In a continuing push to keep America rolling on less gasoline, the U.S. Department of Transportation's Federal Highway Administration is requesting proposals for comprehensive ridesharing programs.

DOT's objective under the National Ridesharing Discretionary Program is to gain a broad application of previous ridesharing efforts developed by government or the private sector but not adopted because of funding problems.

All ridesharing activities — including demonstration programs -- eligible for regular federal-aid funding under the carpool and vanpool programs are also eligible for the discretionary program funding. However, FHWA will give special consideration to such proposals as:

- Multiple uses of vanpooling vehicles to and from work locations and between certain communities and shopping centers;
- Coordination of vanpooling for a group of small employers who could not practically sponsor a ridesharing program by themselves.

- more -

U.S. Department of Transportation

Any public agency with authority to administer ridesharing projects authorizing the use of federal aid highway funds and/or Urban Mass Transportation Administration transit funds is eligible to submit a letter of interest. Other interested parties may participate by coordinating sponsorship of a proposed project with an eligible public agency.

The discretionary funding, which may not exceed \$300,000 per project, will be on a 75 percent federal, 25 percent local match basis.

Letters of interest must be submitted by state transportation agencies to FHWA division offices (generally located in state capitals) on or before March 1, 1981.

Additional details may be obtained from the December 1, 1980 Federal Register (pg. 79666) or by contacting: Nathan Banks, Ridesharing Branch, Office of Highway Planning, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Tel: (202) 426-0210.

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U. S. Department of Transportation

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Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
February 2, 1981

FHWA 05-81
(202) 426-0660
Contact: Richard Reilly

HIGHWAY CONSTRUCTION COSTS ROSE 1.2 PERCENT IN 1980 FOURTH QUARTER

Highway construction costs increased 1.2 percent in the fourth quarter of 1980, the U.S. Department of Transportation reported today.

Four of the six components of the price index actually fell during the quarter, with portland cement concrete surfacing leading the way with a 6.5 percent decrease.

The fourth quarter results bring the Federal Highway Administration composite index for highway construction costs to 349.7 percent of the 1967 base index. (1967 average costs equal 100 percent.) The index has decreased 0.7 percent below the level of a year ago.

The three-quarter moving composite price index for the third quarter of 1980, obtained by combining the data for the second, third, and fourth quarters of 1980, increased 1.3 percent from its preceding quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts (other than those for the Secondary System) greater than \$500,000.

Beginning next quarter, the price index will be converted to a 1977 base year (1977 average costs equal 100 percent). Previously reported figures, back through 1962, will be reconverted to the new base at that time. The switch to the new base year conforms to the adoption of 1977 as the reference period for all federal index numbers.

(more)

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

	<u>(Three-quarter moving index)</u>			
	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*				
4th quarter, 1978	---	---	288.3	+ 2.4
1st quarter, 1979	277.2	- 8.4	288.3	0
2nd quarter, 1979	294.9	+ 6.4	296.6	+ 2.9
3rd quarter, 1979	328.8	+11.5	322.9	+ 8.9
4th quarter, 1979	352.1	+ 7.1	337.7	+ 4.6
1st quarter, 1980	336.9	- 4.3	349.4	+ 3.5
2nd quarter, 1980	360.2	+ 6.9	346.9	- 0.7
3rd quarter, 1980	345.4	- 4.1	351.3	+ 1.3
4th quarter, 1980	349.7	+ 1.2	---	---

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

The price levels of the component items of the quarterly index in the fourth quarter of 1980, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from--	
	Fourth Quarter 1980	Third Quarter 1980	Fourth Quarter 1979	Third Quarter 1980	Fourth Quarter 1979
	Excavation.....	349.4	317.0	343.6	+10.2
Surfacing:					
Portland cement concrete..	333.2	356.4	380.6	- 6.5	-12.5
Bituminous concrete.....	392.3	406.4	366.1	- 3.5	+ 7.1
Composite surfacing.....	361.7	380.5	373.6	- 4.1	- 3.2
Structures:					
Reinforcing Steel.....	357.0	363.2	373.9	- 1.7	- 4.5
Structural steel.....	338.1	321.0	325.9	+ 5.3	+ 3.7
Structural concrete.....	333.8	356.6	341.6	- 6.4	- 2.3
Composite.....	339.1	347.2	342.6	- 2.3	- 1.0
Composite price index.....	349.7	345.4	352.1	+ 1.2	- 0.7

(more)

The price levels of the component items of the three-quarter moving index in the third quarter of 1980, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from--	
	Third Quarter 1980	Second Quarter 1980	Third Quarter 1979	Second Quarter 1980	Third Quarter 1979
	Excavation.....	337.7	334.2	317.6	+ 1.1
Surfacing:					
Portland cement concrete..	347.2	330.9	330.8	+ 4.9	+ 4.9
Bituminous concrete.....	399.3	390.8	341.4	+ 2.2	+17.0
Composite surfacing.....	372.4	359.8	335.9	+ 3.5	+10.9
Structures:					
Reinforcing steel.....	371.6	374.6	337.9	- 0.8	+10.0
Structural steel.....	385.1	394.0	312.5	- 2.3	+23.2
Structural concrete.....	320.2	318.2	313.1	+ 0.6	+ 2.3
Composite structures....	348.3	350.4	317.2	- 0.6	+ 9.8
Composite price index.....	351.3	346.9	322.9	+ 1.3	+ 8.8

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

	Unit	3rd Qtr. 1980	4th Qtr. 1980	2nd Qtr. 1980*	3rd Qtr. 1980**
Excavation.....	Cu.Yd.	\$ 1.72	\$ 1.89	\$ 1.81	\$ 1.827
PCC surface.....	Sq.Yd.	15.78	14.75	14.65	15.37
Bit. conc. surf.	Ton	26.28	25.36	25.27	25.82
Str. Reinf.....	Lb.	0.475	0.467	0.490	0.486
Str. Steel.....	Lb.	0.792	0.834	0.972	0.950
Str. concrete...	Cu.Yd.	250.66	234.63	223.66	225.11

*Weighted average unit prices for 1st, 2nd, and 3rd quarters of 1980.

**Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1980.

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U. S. Department of Transportation

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FOR RELEASE THURSDAY
February 12, 1981

FHWA 06-81
Contact: Richard Reilly
Tel.: (202) 426-0660

FORMER TEXAS OFFICIAL
ASSUMES TOP OFFICE
IN U.S. HIGHWAY AGENCY

Ray A. Barnhart of Pasadena, Texas, was sworn in today as Federal Highway Administrator by Secretary of Transportation Drew Lewis.

The ceremony was held in the Department of Transportation Headquarters Building in Washington, D.C.

Mr. Barnhart, 53, was nominated to the post by President Reagan on Jan. 31, and was confirmed by the Senate of Feb. 6.

As Federal Highway Administrator, Barnhart is charged with administering the annual multi-billion dollar federal-aid highway program of the U.S. Department of Transportation.

Prior to his appointment, Barnhart had been serving as one of three commissioners of the Texas Highways and Public Transportation Department, the policy-making group which oversees Texas highway construction and public transportation assistance programs. He also was on the board of the Texas Turnpike Authority, the agency responsible for construction and operation of major toll facilities in Texas.

He is a former chairman of both the Republican Party of Texas and the Harris County (Texas) Republican Party, a former member of the Texas Legislature, and a former member of the Pasadena (Texas) City Council. For many years a Reagan supporter, Mr. Barnhart served as co-chairman of Texans for Reagan in the 1976 presidential primary campaign.

Born Jan. 12, 1928, in Elgin, Ill., Barnhart received his bachelor's degree in 1950 from Marietta College, Marietta, Ohio, and a year later earned his master's from the University of Houston.

For the next several years he was a member of the faculty of Marietta College, before moving to Houston, Texas, in 1956 to become engaged in underground utilities construction. In 1978, he left the construction field to join the Barmore Insurance Agency of Pasadena.

An Eagle Scout, Barnhart formerly was a Scoutmaster and served as advancement chairman in the San Jacinto Council, Boy Scouts of America, in Pasadena. He is a member of the Rotary Club and of the First United Methodist Church. During 1946-47, he served in the U.S. Army.

Barnhart and his wife, Jacqueline, have two daughters, Miss Whitney Williams of Houston, and Mrs. Mark Rousselot of Stafford, Texas.

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 24, 1981

FHWA 07-81
Contact: Linda Gosden
Tel.: (202) 426-4570

NEW DOT HIGHWAY BILL EXPECTED TO RESULT IN \$11.2 BILLION SAVINGS

The U.S. Department of Transportation has sent Congress a five-year federal highway legislative package which calls for completion of the Interstate System by 1990 and a reordering of federal and state responsibilities.

"This legislation will produce budget savings of approximately \$11.2 billion through 1986, compared to the previous Administration's bill," said Federal Highway Administrator Ray A. Barnhart. "At the same time, we are confident that prudent management of the federal-aid highway program will protect the investment of the American people in our highway network. We are also confident that we will be able to improve that network where it is deficient."

The proposed legislation stresses completion of the Interstate System by 1990, and preservation of the system as the highest federal priority. The bill further emphasizes the importance of both the Primary System and the bridge repair and replacement programs. Each would continue to receive high levels of federal funding.

Federal-aid for Secondary and Urban Systems would be phased out after fiscal year 1983, and the states would then be expected to assume full funding responsibility for those programs. A number of existing categorical highway and safety programs also would be eliminated under the proposed legislation.

- more -

The federal Highway Trust Fund would be extended for six years, to September 30, 1990, and current highway excise taxes allocated to it would be extended for five years, until October 1, 1989. No changes are proposed in the current rates.

Some of the highlights of the draft legislation:

TITLE I

Authorizations: Interstate System, \$3.3 billion for fiscal year 1983, and \$3.625 billion for each of fiscal years 1984 through 1990. Primary System, \$1.5 billion for fiscal 1982, \$1.7 billion for fiscal 1983, and \$1.8 billion for each of fiscal years 1984 through 1986. Secondary System, \$700 million for fiscal 1982, and \$300 million for fiscal 1983. Urban System, \$900 million for fiscal 1982, and \$500 million for fiscal 1983. Public Lands Highways, \$16 million for each of fiscal years 1982 through 1986. Forest Highways, \$34 million for each of fiscal years 1982 through 1986. Bridge Replacement and Rehabilitation, \$900 million for fiscal 1982, \$1.2 billion for fiscal 1983, and \$1.4 billion for each of fiscal years 1984 through 1986.

Interstate System: Beginning October 1, 1981, Interstate construction funds would be available only to construct Interstate segments to a minimum level of acceptable service consisting of (1) full-access control, (2) a pavement design to accommodate traffic anticipated for the next 20 years, and (3) a design of not less or more than four lanes in rural areas and all urban areas and urbanized areas under 400,000 population, and up to six lanes in urbanized areas of more than 400,000 population.

- Generally excluded from funding for Interstate gap sections would be items such as weight stations, landscaping, pedestrian and bikeway facilities, additional lanes over the maximum allowable, and certain added construction costs for special features or treatments to accommodate social, economic and environmental concerns. Most of these items would be eligible for the expanded 4-R funds.
- The Secretary of Transportation would be authorized to examine all Interstate System segments on which physical construction has not started to determine whether segments are essential to a unified and connected Interstate System, are cost-effective, and are environmentally sound. If not, the Secretary would have the discretion to remove such segments from the system. In such instances, states will be eligible for the normal benefits under an Interstate withdrawal.
- The criteria for distribution of Interstate discretionary funds would be revised. Instead of being allocated on the present first come, first served basis, the Secretary of Transportation would allocate the funds on a priority basis to projects which will help complete Interstate segments not open to traffic, to projects of unusually high cost relative to a state's apportionment, and to projects in states which receive apportionments of less than one-half of one percent of the total national apportionment.

- The current 3-R program (resurfacing, restoration, and rehabilitation) would be expanded to a 4-R program by adding reconstruction. Effective October 1, 1981, the federal share for Interstate 4-R projects would rise from 75 to 90 percent, and 4-R funds could not be used for toll roads. For the first apportionment under the legislation for fiscal year 1983, no state, except Alaska, will receive a combined total of Interstate and 4-R funds which is less than the combined Interstate and 3-R apportionment would have been under existing law for fiscal 1983.

Primary System: The Priority Primary Program would be repealed; otherwise there would be no changes.

Bridge Program: A new bridge apportionment formula would be established to provide more equitable distribution of the available funds. The Discretionary Bridge Program would be continued, with \$200 million set aside in fiscal 1982, and \$300 million in each of fiscal years 1983 through 1986. Projects eligible for these funds would have to cost more than \$10 million, or at least twice a state's annual bridge fund apportionment.

Categorical Programs: Existing 1982 authorizations levels would be eliminated for the following categorical highway programs: economic growth center development highways, Great River Road, safer off-system roads, access highways, section 402 FHWA safety programs, section 152 elimination of hazards program, rail-highway crossings, railroad-highway crossing demonstration program, and bicycle transportation and pedestrian walkways. Many of these activities are eligible for funding under the remaining federal-aid programs.

Territorial Highway Program: This program would be repealed and would be transferred to the Department of the Interior, which would fund it in the future.

Appalachian Highway Development System: This program would be transferred to the Department of Transportation from the Appalachian Regional Commission and would be funded from the Highway Trust Fund.

TITLE II

Highway Safety Program: Authorizations for highway safety (section 402) grants administered by the National Highway Traffic Safety Administration would be set at a level of \$77 million for each of fiscal years 1982 through 1986.

- The programs would be restructured to focus on projects which are most closely related to the reduction of accidents, such as alcohol programs and police traffic services.
- Funds would be provided for safety research and development.
- Separate funding for enforcement of the 55 mph speed limit would be eliminated.

TITLE III

Highway Trust Fund: Would be extended for six years to September 30, 1990,

- Current highway excise taxes allocated to the Trust Fund would be extended for five years, through September 30, 1989. There would be no increase in the present rates.

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FOR RELEASE MONDAY
May 4, 1981

FHWA 08-81
(202) 426-0660
Contact: Richard Reilly

HIGHWAY CONSTRUCTION COSTS DROP 1.1 PERCENT IN 1981 FIRST QUARTER

Highway construction costs decreased 1.1 percent in the first quarter of 1981, the U.S. Department of Transportation reported today.

Three of the six components of the price index fell during the quarter, with common excavation leading the way with a 8.3 percent decrease.

The first quarter results leave the Federal Highway Administration composite index for highway construction costs at 160.0 percent of the 1977 base index. (1977 average costs equal 100 percent.) Increased bidding competition on Federal-aid contracts has kept the index relatively stable over the last year.

The three-quarter moving composite price index for the fourth quarter of 1980, obtained by combining the data for the third and fourth quarters of 1980, and the first quarter of 1981, decreased 2.2 percent from its preceding quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts (other than those for the Secondary System) greater than \$500,000.

This is the first time that the index is based on a 1977 base year. The previous base year was 1967. This switch conforms to the adoption of 1977 as the reference period for all federal index numbers.

- more -

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

	<u>(Three-quarter moving index)</u>			
	Quarterly Price Index	Percentage Change	Three-quarter Price Index	Percentage Change
*1st quarter, 1979	---	---	132.5	+ 2.1
2nd quarter, 1979	138.0	+ 6.9	138.1	+ 4.2
3rd quarter, 1979	149.8	+ 8.6	149.4	+ 8.2
4th quarter, 1979	162.5	+ 8.5	155.9	+ 4.4
1st quarter, 1980	157.9	- 2.8	163.2	+ 4.7
2nd quarter, 1980	168.3	+ 6.6	163.3	+ 0.1
3rd quarter, 1980	163.1	- 3.1	164.7	+ 0.9
4th quarter, 1980	161.8	- 0.8	161.1	- 2.2
1st quarter, 1981	160.0	- 1.1	---	---

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

The price levels of the component items of the quarterly index in the first quarter of 1981, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	First Quarter 1981	Fourth Quarter 1980	First Quarter 1980	Fourth Quarter 1980	First Quarter 1980
Excavation.....	148.9	162.4	158.0	- 8.3	-5.8
Surfacing:					
Portland cement concrete..	151.8	148.4	126.9	+ 2.3	+19.6
Bituminous concrete.....	160.0	163.9	154.4	- 2.4	+ 3.6
Composite surfacing.....	157.3	159.0	145.6	- 1.1	+ 8.0
Structures:					
Reinforcing Steel.....	167.4	171.8	173.7	- 2.6	- 3.6
Structural steel.....	162.9	160.3	171.8	+ 1.6	- 5.2
Structural concrete.....	170.8	163.5	163.3	+ 4.5	+ 4.6
Composite structures....	167.5	163.8	168.0	+ 2.3	- 0.3
Composite price index.....	160.0	161.8	157.9	- 1.1	+ 1.3

- more -

The price levels of the component items of the three-quarter moving index in the fourth quarter of 1980, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Fourth Quarter 1980	Third Quarter 1980	Fourth Quarter 1979	Third Quarter 1980	Fourth Quarter 1979
Excavation.....	152.3	157.0	157.4	- 3.0	- 3.2
Surfacing:					
Portland cement concrete..	152.7	156.5	152.4	- 2.4	+ 0.2
Bituminous concrete.....	164.0	166.9	148.9	- 1.7	+10.1
Composite surfacing.....	160.4	163.6	150.0	- 2.0	+ 6.9
Structures:					
Reinforcing steel.....	170.4	178.5	169.3	- 4.5	+ 0.6
Structural steel.....	158.8	182.6	156.3	-13.0	+ 1.6
Structural concrete.....	169.2	156.9	159.3	+ 7.8	+ 6.2
Composite structures....	165.9	169.3	160.0	- 2.0	+ 3.7
Composite price index.....	161.1	164.7	155.9	- 2.2	+ 3.3

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

	Unit	Individual Quarters		Three Quarters	
		4th Qtr. 1980	1st Qtr. 1981	3rd Qtr. 1980*	4th Qtr. 1980**
Excavation.....	Cu.Yd.	\$ 1.89	\$ 1.73	\$ 1.83	\$ 1.77
PCC surface.....	Sq.Yd.	14.77	15.10	15.58	15.20
Bit. conc. surf.	Ton	25.36	24.75	25.82	25.38
Str. Reinf.....	Lb.	0.467	0.455	0.486	0.464
Str. Steel.....	Lb.	0.834	0.847	0.950	0.826
Str. concrete...	Cu.Yd.	234.63	245.17	225.11	242.81

*Weighted average unit prices for 2nd, 3rd and 4th quarters of 1980.

**Weighted average unit prices for the 3rd and 4th quarters of 1980, and 1st quarter of 1981.

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FOR RELEASE WEDNESDAY
June 17, 1981

FHWA 10-81
(202) 426-0660
Contact: Richard Reilly

94.7 PERCENT OF INTERSTATE OPEN TO TRAFFIC

More than 94 percent of the 42,500-mile Interstate Highway System is open to traffic, the U.S. Department of Transportation reported today.

However, a sizeable portion of it still needs improvement.

Although 40,253 miles or 94.7 percent of the Interstate System are open to traffic, only 8,195 miles are considered completed by DOT's Federal Highway Administration.

Of the remaining 32,058 miles open to traffic, some 1,582 require major improvements to meet full standards.

An additional 30,476 miles of the Interstate System require only minor improvements such as rest areas, lighting, fencing and landscaping.

Included in the total are 476 miles which were put into service in the 12 month period since December 31, 1979, some 192 miles of which were opened to traffic in the last quarter. Of the 476 miles, some 417 miles were on the intercity routes which were identified for priority of completion. In addition, major improvements were completed on 173 miles already serving traffic.

Active construction or improvement is underway on 3,205 miles of the system. This figure includes improvements to 2,376 miles which are already in use and construction of 829 new miles, or 2.0 percent of the entire system.

As of December 31, 1980, work had either been completed or was underway on 99.6 percent or 42,310 miles of the Interstate System. Only 189 miles, or 0.4 percent, had not yet advanced to the point where public hearings had been held on proposed locations.

The Interstate System, as currently designated, consists of 33,081 miles of rural and 9,419 miles of urban highways. As of this report, 31,598 miles, or 95.5 percent of the rural mileage, and 8,655 miles, or 91.9 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, and under construction engineering or right-of-way acquisition prior to construction was in progress on 1,025 miles. Route locations approval was pending on 204 additional miles for which public hearings had been held.

The status of the system as of December 31, 1980 is shown on the accompanying map and in detail in Table I. In summary, the status follows:

		<u>Miles</u>	<u>Percent</u>
Open to traffic		40,253	94.71
Complete or essentially complete	6,096 (Free)		
	2,099 (Toll)	(8,195)	
Minor improvement-needed	28,519 . . .		
-underway	1,957 . . .	(30,476)	
Major improvement-needed	999 (Free)		
-underway	164 (Toll)		
	419 . . .	(1,582)	
Under basic construction		829	1.95
Location approved, construction not started . . .		1,025	2.41
Public hearings held-approval pending		204	0.48
No location action taken		189	0.45
		<u>42,500</u>	<u>100.00</u>

Some \$80.5 billion has been put to work on the Interstate System since the program began in 1956. A breakdown of these obligations by state is given in Table II.

Details concerning expenditures on the Federal-aid Primary, Secondary, and Urban Systems — for which the matching ratio is 75-25 federal-state — are given in Table III. The status of the Highway Trust Fund is reported in Table IV.



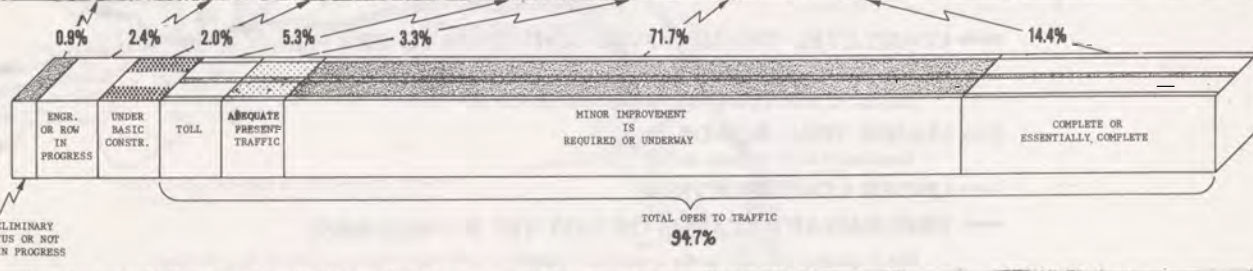
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1980



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			
ALABAMA	10.20	42.10	61.40	103.50	-	35.80	756.60	-	792.40	906.10	ALABAMA
ARIZONA	-	21.52	3.22	24.74	-	15.85	1,126.86	-	1,142.71	1,167.45	ARIZONA
ARKANSAS	-	2.25	-	2.25	-	20.16	500.35	3.58	524.09	526.34	ARKANSAS
CALIFORNIA	-	39.00	29.50	68.50	10.20	93.70	2,040.10	94.00	2,238.00	2,306.50	CALIFORNIA
COLORADO	-	40.87	18.58	59.45	-	16.85	853.11	21.34	891.31	950.76	COLORADO
CONNECTICUT	44.27	0.10	-	0.10	12.41	49.60	211.55	7.27	290.83	325.20	CONNECTICUT
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.61	40.61	DELAWARE
DIST. OF COL.	0.25	2.67	0.38	3.05	-	2.69	9.28	-	11.97	15.27	DIST. OF COL.
FLORIDA	34.73	57.92	100.43	158.35	92.80	-	872.40	254.46	1,219.66	1,412.74	FLORIDA
GEORGIA	2.20	-	1.70	1.70	-	5.46	275.60	070.18	1,151.24	1,155.14	GEORGIA
HAWAII	10.85	0.39	3.87	4.26	-	3.97	6.87	25.44	36.28	51.39	HAWAII
IDAHO	4.62	1.70	1.94	3.64	-	80.70	281.68	241.16	603.54	611.80	IDAHO
ILLINOIS	6.14	4.13	16.77	20.90	155.39	-	1,529.67	3.03	1,688.09	1,715.13	ILLINOIS
INDIANA	24.00	-	-	-	156.90	-	936.69	21.53	1,115.12	1,139.12	INDIANA
IOWA	8.50	47.92	3.20	51.12	0.16	-	703.57	26.11	729.84	789.46	IOWA
KANSAS	-	9.71	11.84	21.55	187.31	4.99	606.54	0.31	799.15	820.70	KANSAS
KENTUCKY	-	2.40	16.72	19.12	-	67.22	605.45	48.96	721.63	740.75	KENTUCKY
LOUISIANA	7.80	43.52	3.97	47.49	-	-	588.17	74.58	662.75	718.94	LOUISIANA
MAINE	3.01	-	2.25	2.25	54.48	10.20	244.49	0.38	309.55	314.81	MAINE
MARYLAND	6.71	17.00	2.19	19.19	54.00	69.85	188.78	22.94	335.57	361.47	MARYLAND
MASSACHUSETTS	4.55	19.85	6.12	25.97	132.83	21.99	180.30	84.47	419.59	450.11	MASSACHUSETTS
MICHIGAN	35.00	8.30	11.10	19.40	5.50	6.30	203.50	905.20	1,120.50	1,177.90	MICHIGAN
MINNESOTA	13.88	26.89	16.54	43.43	-	0.94	847.02	11.70	859.66	916.97	MINNESOTA
MISSISSIPPI	-	1.40	16.90	20.30	-	6.30	647.40	9.20	662.90	683.20	MISSISSIPPI
MISSOURI	-	24.43	28.12	52.55	-	76.10	969.20	55.50	1,100.80	1,153.35	MISSOURI
MONTANA	-	61.52	16.28	77.80	-	63.87	542.93	504.08	1,110.88	1,185.68	MONTANA
NEBRASKA	-	-	-	-	0.23	-	478.49	2.76	481.48	481.48	NEBRASKA
NEVADA	-	11.74	47.83	59.57	-	3.12	331.59	149.06	483.77	543.34	NEVADA
NEW HAMPSHIRE	-	18.14	2.49	20.63	20.67	1.50	169.93	5.58	197.68	218.31	NEW HAMPSHIRE
NEW JERSEY	19.20	47.50	3.50	51.00	44.90	19.90	36.20	211.40	312.40	381.60	NEW JERSEY
NEW MEXICO	-	24.83	24.97	49.80	-	19.30	903.23	26.97	949.50	999.30	NEW MEXICO
NEW YORK	12.46	4.77	18.55	23.32	489.68	31.21	536.18	239.01	1,296.08	1,331.86	NEW YORK
NORTH CAROLINA	-	48.60	46.80	95.40	-	94.22	648.40	10.06	752.68	848.08	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	-	563.69	7.50	571.19	571.19	NORTH DAKOTA
OHIO	3.26	29.83	14.48	44.31	206.20	50.58	1,206.18	19.86	1,492.82	1,530.39	OHIO
OKLAHOMA	3.66	-	1.99	174.04	-	16.80	46.10	566.06	803.00	808.65	OKLAHOMA
OREGON	10.54	1.08	8.53	9.61	-	9.02	169.22	522.94	701.18	721.33	OREGON
PENNSYLVANIA	10.17	40.46	8.84	49.30	360.18	6.18	1,093.79	44.79	1,504.94	1,564.41	PENNSYLVANIA
RHODE ISLAND	23.67	-	-	0.60	-	3.94	68.15	2.67	75.36	99.03	RHODE ISLAND
SOUTH CAROLINA	7.82	5.55	45.15	50.70	-	-	708.27	4.77	713.04	771.56	SOUTH CAROLINA
SOUTH DAKOTA	-	14.60	24.19	38.79	-	32.22	54.31	53.49	640.02	678.81	SOUTH DAKOTA
TENNESSEE	-	11.30	7.60	18.90	-	24.10	1,002.30	-	1,026.40	1,045.30	TENNESSEE
TEXAS	6.60	57.18	75.88	133.06	-	204.11	2,809.37	9.44	3,022.92	3,162.58	TEXAS
UTAH	-	194.85	27.88	132.73	-	90.42	712.11	1.58	804.09	936.82	UTAH
VERMONT	-	10.79	-	10.79	-	0.21	297.33	12.23	309.77	320.56	VERMONT
VIRGINIA	55.95	5.65	40.38	46.03	4.70	76.97	323.49	562.21	967.37	1,069.39	VIRGINIA
WASHINGTON	1.50	73.99	23.15	97.14	-	32.57	599.96	32.63	665.16	763.88	WASHINGTON
WEST VIRGINIA	13.37	22.59	3.91	26.50	85.46	-	375.47	13.60	474.53	514.40	WEST VIRGINIA
WISCONSIN	-	-	17.02	17.02	-	39.69	521.03	0.34	561.06	578.06	WISCONSIN
WYOMING	-	15.47	10.68	26.15	-	9.07	569.17	309.21	887.45	913.60	WYOMING
PENDING 3/	7.18	-	-	-	-	-	-	-	7.18	7.18	PENDING 3/
TOTAL	393.09	1,024.51	828.84	1,853.35	2,262.94	1,417.68	30,475.98	6,095.96	40,252.56	42,500.00	TOTAL



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

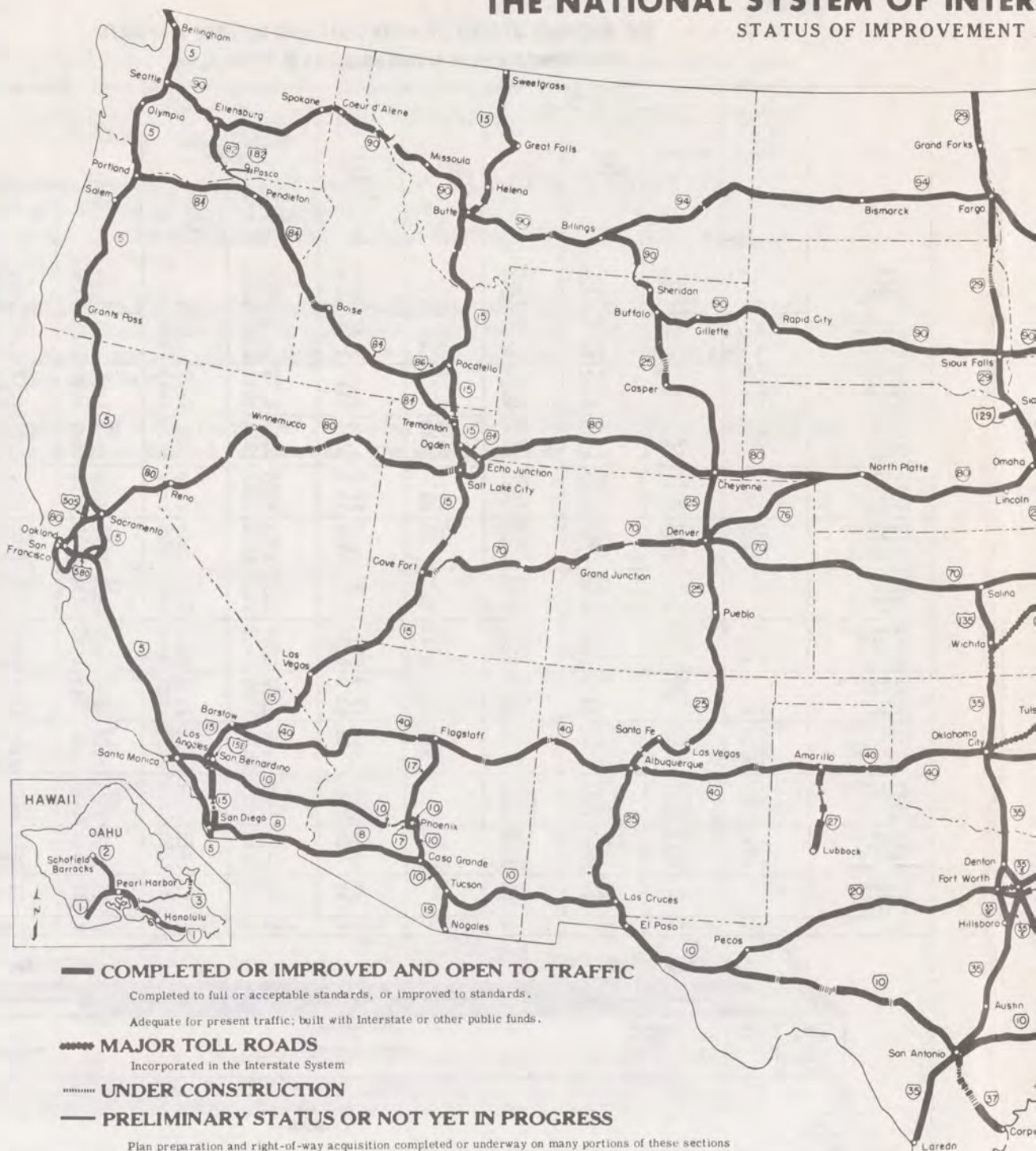
State	Route	Miles	Description	State	Route	Miles	Description
California	1-195	7.99	Century Freeway	Maryland	1-197	3.40	Spur Route to Annapolis
Connecticut	1-284	1.04	Hartford	"	1-297	8.05	Bowie to Millersville
"	1-691	6.69	Meriden	"	1-370	1.10	Spur to Washington Grove
Florida	1-75	43.80	St. Petersburg-Tampa Bypass	Massachusetts	1-93	7.40	SE Expressway - Boston Urban Area
Georgia	1-520	9.11	Augusta	"	1-485	13.00	Extension of I-495 to Wareham Area
"	1-575	28.20	Sour to Marietta	New Jersey	1-195	27.30	Trenton-Asbury Park Spur
"	1-420	5.90	In Atlanta	New York	1-390	54.44	Genesee Expressway
"	1-675	7.70	In Atlanta	"	1-590	10.65	Rochester
Louisiana	1-49	145.62	North-South Expressway-Monlousas to Shreveport	Rhode Island	1-895	27.40	From Hope Valley to Mass. State Line
Maryland	1-97	30.46	Capital Beltway to Parole then North to Baltimore				
"	1-195	1.94	From I-95 to Baltimore-Washington International Airport				

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) and 139 of Title 23, U.S.C.

3/ Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the System.

THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT



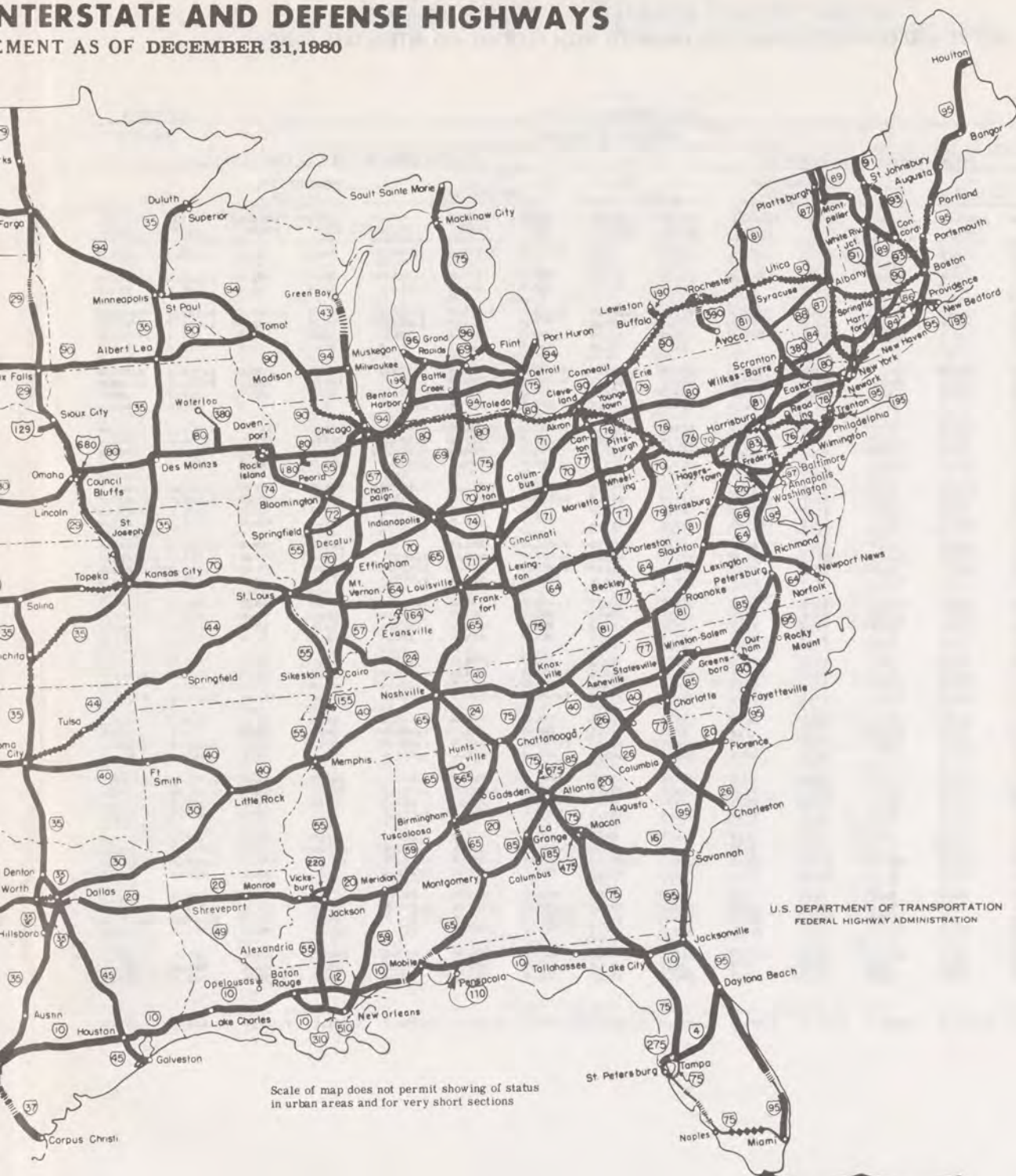
- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**
 Completed to full or acceptable standards, or improved to standards.
 Adequate for present traffic; built with Interstate or other public funds.
- MAJOR TOLL ROADS**
 Incorporated in the Interstate System
- UNDER CONSTRUCTION**
- PRELIMINARY STATUS OR NOT 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	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Minor Requirements
393 Miles	1,025 Miles	829 Miles	2,263 Miles	1,418 Miles	3,000 Miles

Total C

INTERSTATE AND DEFENSE HIGHWAYS

AS OF DECEMBER 31, 1980



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Minor Improvement
is
Required or Underway
30,476 Miles

Complete or
Essentially Complete
6,096 Miles



INTERSTATE

TOTAL

42,500

MILES

Total Open to Traffic
40,253 Miles

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

AS OF DECEMBER 31, 1980

LFOIM3A-1

(MILLIONS OF DOLLARS)

TABLE II

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	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES
ALABAMA	274.2	246.2	43.0	215.9	193.9		490.2	440.1		1,276.1	1,133.4	1,719.5	93.0	81.2		1,369.2	1,214.5	
ALASKA	26.4	24.3	14.1				26.4	24.3										
ARIZONA	161.7	151.0	208.1	108.6	102.8		270.3	253.8		934.3	859.0	2,416.1	88.7	81.7		1,023.0	940.7	
ARKANSAS	99.6	87.4	66.8	37.6	33.8		137.2	121.2		488.5	436.0	1,049.6	52.9	46.0		541.4	482.0	
CALIFORNIA	632.2	566.7	341.1	725.2	659.8		1,357.4	1,226.5		3,833.4	3,315.3	2,650.8	1,349.9	1,101.3		5,183.3	4,416.6	
COLORADO	163.3	147.7	84.2	58.0	52.9		221.3	200.6		915.9	821.7	1,852.9	93.8	82.3		1,009.7	904.0	
CONNECTICUT	240.9	209.9	125.2	184.6	163.0		425.5	372.9		548.3	469.2	246.4	137.1	121.0		685.4	590.3	
DELAWARE	83.0	73.3	43.1	10.1	7.7		93.1	81.0		141.0	125.8	26.9	35.2	30.9		176.2	156.7	
FLORIDA	777.0	693.2	425.0	377.7	320.6		1,154.7	1,013.8		1,358.3	1,190.4	1,979.3	227.3	190.0		1,585.6	1,380.4	
GEORGIA	684.2	614.4	355.5	231.0	207.8		915.1	822.2		1,145.0	1,012.3	1,375.1	111.0	98.0		1,256.0	1,110.2	
HAWAII	176.9	156.6	6.1	92.8	78.0		269.7	234.6		395.6	340.9	72.4	72.1	61.5		467.7	401.8	
IDAHO	71.6	66.0	87.2	14.2	13.1		85.8	79.1		352.4	322.4	1,390.3	39.6	34.9		392.0	357.3	
ILLINOIS	439.4	388.2	11.9	83.1	72.9		522.5	461.1		2,965.8	2,580.0	1,981.7	399.0	341.4		3,364.9	2,921.4	
INDIANA	94.7	82.7	134.8	8.1	7.3		102.8	90.0		1,112.1	1,189.4	204.1	204.1	183.5		1,446.4	1,295.7	
IOWA	70.4	63.7	83.8	75.8	67.6		146.2	131.4		781.6	689.7	1,629.9	104.9	86.1		886.5	775.8	
KANSAS	168.1	150.0	110.8	43.0	38.7		211.1	188.7		601.4	530.7	1,650.0	109.3	97.7		710.8	628.4	
KENTUCKY	236.1	210.0	48.0	41.4	37.3		277.5	247.3		1,153.7	1,026.1	1,389.9	164.8	142.1		1,318.4	1,168.1	
LOUISIANA	158.8	142.1	22.4	215.9	194.2		374.7	336.3		1,563.6	1,397.1	791.5	103.3	90.7		1,666.9	1,487.7	
MAINE	26.2	23.4	77.9	11.7	10.3		37.9	33.8		348.4	308.1	761.6	27.2	23.8		375.6	332.0	
MASSACHUSETTS	890.5	815.8	66.6	263.4	233.8		1,153.8	1,049.6		872.7	759.9	475.2	84.8	74.9		957.5	834.8	
MASSACHUSETTS	370.0	329.4	61.7	93.4	84.5		463.4	414.0		1,013.6	886.7	439.7	243.9	212.4		1,257.5	1,099.1	
MICHIGAN	329.2	291.8	153.9	205.9	184.6		535.0	476.4		1,934.4	1,662.0	1,641.1	373.5	317.5		2,307.9	1,979.5	
MINNESOTA	298.6	268.1	40.4	92.2	82.7		390.8	350.8		1,059.6	956.6	1,579.1	283.5	254.0		1,343.0	1,210.5	
MISSISSIPPI	153.4	125.4	144.7	57.7	51.5		211.1	176.8		615.8	550.1	1,329.3	23.7	19.5		639.5	569.6	
MISSOURI	421.0	377.1	180.7	105.8	85.6		526.8	462.7		1,318.7	1,171.2	1,637.4	247.1	218.6		1,565.8	1,389.7	
MONTANA	189.6	172.2	218.8	29.9	27.0		219.5	199.2		762.2	689.9	1,783.7	68.6	60.8		830.8	750.7	
NEBRASKA	22.8	19.1	33.9	14.4	12.9		37.2	32.0		356.9	317.7	1,009.3	58.4	51.8		415.4	369.5	
NEVADA	119.6	113.0	86.6	88.3	83.9		207.9	196.9		349.7	325.4	770.3	16.6	14.8		366.2	340.2	
NEW HAMPSHIRE	20.5	18.3	18.6	14.8	13.3		35.3	31.6		328.2	288.3	372.2	34.5	30.2		362.7	318.4	
NEW JERSEY	314.3	269.9	38.9	208.2	178.7		522.5	448.6		1,108.3	959.0	356.2	196.0	171.8		1,304.3	1,130.8	
NEW MEXICO	153.6	142.3	110.8	33.2	30.9		186.8	173.2		589.0	539.5	1,721.4	60.4	53.0		649.3	592.5	
NEW YORK	641.1	548.3	196.2	137.4	123.4		278.6	247.7		2,603.5	2,244.9	998.6	480.8	411.6		3,084.3	2,656.5	
NORTH CAROLINA	224.0	199.9	163.6	96.3	84.6		320.2	284.6		838.3	735.6	1,600.4	94.5	83.2		932.8	818.8	
NORTH DAKOTA	39.4	31.1	181.7	1.6	1.3		41.0	32.3		326.6	293.2	1,443.3	24.8	21.6		351.4	314.9	
OHIO	380.2	329.6	182.9	173.9	156.5		554.1	486.0		2,315.4	2,015.3	1,669.1	724.0	633.4		3,039.4	2,648.7	
OKLAHOMA	138.3	122.4	22.6	70.7	63.4		209.0	185.8		536.2	472.0	1,348.4	45.2	38.9		581.4	510.9	
OREGON	239.6	220.9	38.8	58.3	53.8		297.9	274.6		1,022.6	919.0	1,683.2	160.1	144.2		1,182.7	1,063.2	
PENNSYLVANIA	952.5	812.8	435.6	444.2	379.1		1,396.6	1,191.9		1,781.2	1,554.0	1,231.8	244.0	205.6		2,025.2	1,759.6	
RHODE ISLAND	24.5	21.8	5.2	15.2	13.5		39.7	35.3		247.1	215.0	103.2	67.6	57.6		314.7	272.6	
SOUTH CAROLINA	107.4	96.7	93.6	13.1	11.8		120.4	108.5		554.4	498.1	1,243.5	56.3	50.0		610.7	548.1	
SOUTH DAKOTA	63.4	56.9	97.7	5.4	4.9		68.9	61.7		394.7	352.7	1,286.1	27.8	24.7		422.5	377.3	
TENNESSEE	219.3	197.0	74.7	77.4	69.6		296.6	266.6		1,321.5	1,186.3	2,267.8	250.7	221.7		1,572.2	1,408.0	
TEXAS	976.2	853.9	443.4	247.8	222.8		1,224.0	1,076.7		2,612.1	2,307.8	4,521.9	431.2	384.2		3,043.2	2,692.0	
UTAH	239.6	222.8	41.4	108.8	103.1		348.4	325.0		753.6	699.3	1,751.9	74.6	66.6		828.2	765.8	
VERMONT	29.1	26.2	26.0	5.7	4.8		34.8	31.0		434.0	387.0	896.7	43.0	35.5		477.0	422.5	
VIRGINIA	447.6	403.7	92.2	194.7	173.9		642.4	577.6		2,002.5	1,781.9	1,890.9	223.8	197.8		2,226.3	1,979.7	
WASHINGTON	428.3	388.0	119.7	280.7	254.4		708.9	642.5		1,342.1	1,173.9	1,392.5	184.9	160.7		1,527.0	1,334.6	
WEST VIRGINIA	800.0	721.0	105.2	168.5	151.7		968.4	872.7		1,046.0	939.7	471.8	107.1	95.3		1,153.2	1,035.0	
WISCONSIN	99.8	88.6	162.4	27.2	24.5		127.1	113.0		613.6	550.2	1,329.2	101.2	89.4		714.7	639.6	
WYOMING	80.6	73.3	72.0	10.6	9.7		91.2	83.0		522.9	478.2	2,335.9	31.4	27.8		554.3	505.9	
DI. ST. OF COL.	69.5	53.4	1.0	65.2	56.7		134.7	110.0		302.1	265.1	29.1	66.3	58.4		368.4	323.5	
PUERTO RICO																		
TOTAL	14,067.8	12,507.2	5,995.6	5,944.5	5,294.8		20,012.3	17,802.0		51,925.0	45,845.0	66,758.3	8,543.5	7,381.4		60,468.5	53,226.4	

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

AS OF DECEMBER 31, 1980

LFOIM13A-2

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	160.6	119.8	305.8	101.3	68.5	261.9	188.3	958.6	540.8	8,734.4	122.7	67.2	1,081.3	608.0
ALASKA	229.7	215.6	440.1	54.9	52.0	284.6	267.6	887.5	817.7	4,282.3	178.8	166.8	1,066.3	984.5
ARIZONA	77.4	69.2	82.3	18.8	14.0	96.2	83.2	573.1	419.2	2,651.0	31.6	22.7	604.8	441.9
ARKANSAS	305.5	238.5	424.9	95.8	40.9	361.3	279.4	727.0	429.4	6,531.4	60.8	33.5	787.8	462.9
CALIFORNIA	1,402.2	1,114.3	2,185.5	194.4	160.3	1,596.6	1,274.5	2,468.2	1,486.8	6,774.5	195.0	140.3	2,663.1	1,627.1
COLORADO	91.6	74.9	180.4	67.7	51.0	159.3	125.9	711.2	450.3	4,999.0	122.9	78.9	834.1	529.2
CONNECTICUT	153.8	117.3	248.4	108.1	63.1	261.9	180.4	386.0	219.5	531.4	67.5	43.0	453.5	262.5
DELAWARE	66.5	50.6	40.3	23.2	16.8	89.7	67.4	172.7	95.3	584.4	51.2	16.0	223.9	111.3
FLORIDA	327.9	241.5	374.7	115.9	80.9	443.8	322.5	1,335.4	757.1	5,207.3	64.4	40.1	1,399.8	797.3
GEORGIA	368.4	271.4	1,950.2	133.7	88.4	502.2	359.8	711.2	535.6	9,591.0	135.6	76.2	1,102.0	611.8
HAWAII	73.6	51.0	46.8	47.4	29.7	121.0	80.7	164.6	91.4	210.9	49.1	26.1	213.7	117.5
IOWA	133.7	116.1	310.1	14.2	11.9	147.9	129.9	374.3	273.2	3,163.5	44.7	29.9	419.0	303.1
ILLINOIS	764.4	549.6	317.4	108.4	73.6	872.9	623.2	2,491.0	1,439.8	10,937.4	193.6	102.4	2,684.6	1,542.2
INDIANA	372.5	294.6	300.9	197.3	161.2	569.8	455.8	1,109.6	634.3	4,070.5	145.2	80.0	1,254.7	714.3
IDaho	209.3	158.8	516.9	36.4	25.5	245.7	184.3	1,095.5	646.4	15,574.6	75.8	41.5	1,171.4	687.9
KANSAS	234.9	178.5	508.1	52.7	36.1	287.6	214.6	912.9	505.2	15,841.2	103.9	62.9	1,016.8	568.2
KENTUCKY	234.1	175.1	130.7	144.7	98.9	378.8	274.0	685.8	384.6	2,727.5	170.2	92.3	856.0	476.9
LOUISIANA	380.6	276.2	221.8	151.6	94.7	532.3	370.9	813.8	452.7	3,318.0	57.5	36.4	871.3	489.2
MAINE	59.6	46.1	96.2	27.6	19.7	87.2	65.9	339.6	199.3	1,512.9	58.1	32.9	397.7	232.2
MARYLAND	254.0	184.9	129.1	111.5	76.8	365.5	261.8	574.6	321.0	2,351.8	70.7	44.5	645.3	365.5
MASSACHUSETTS	307.4	225.3	99.2	99.9	68.6	407.3	293.9	823.1	460.8	762.8	201.2	90.7	1,024.3	551.5
MICHIGAN	504.9	391.9	975.1	162.9	111.0	667.8	502.9	1,674.5	932.1	12,501.0	165.6	95.1	1,840.1	1,027.1
MINNESOTA	272.5	203.4	577.9	16.0	11.2	288.5	214.6	1,314.2	757.7	19,814.1	77.1	52.1	1,391.3	809.6
MISSISSIPPI	202.1	144.9	652.1	34.1	21.9	236.2	166.8	646.4	341.4	9,380.3	79.5	42.0	725.9	383.5
MISSOURI	258.3	200.5	298.3	150.9	109.6	409.2	310.2	1,189.3	687.7	11,398.0	232.1	124.4	1,421.4	812.2
MONTANA	98.5	80.5	221.0	50.4	36.9	148.9	117.5	594.5	393.1	6,352.7	72.9	39.8	667.4	439.9
NEBRASKA	163.0	123.0	569.4	16.9	11.6	179.9	134.6	810.2	467.4	11,085.0	70.0	46.4	880.2	506.9
NEVADA	42.3	35.8	133.2	49.7	42.4	92.1	78.2	281.6	246.1	2,488.7	56.1	45.8	337.7	291.8
NEW HAMPSHIRE	43.1	33.2	40.2	21.8	16.0	64.9	49.1	250.3	145.7	703.6	25.0	15.2	275.3	161.0
NEW JERSEY	366.4	263.2	192.6	234.8	153.4	601.2	416.7	685.4	369.1	799.4	170.7	85.1	856.1	468.1
NEW MEXICO	133.4	109.7	209.6	14.1	10.9	147.5	120.6	469.5	323.5	3,142.1	60.3	39.3	529.8	362.8
NEW YORK	1,011.9	743.1	352.3	227.5	166.2	1,239.4	909.3	3,392.2	1,844.8	4,876.8	237.7	146.2	3,629.9	1,991.1
NORTH CAROLINA	386.5	286.5	727.4	173.9	124.0	560.4	410.5	1,107.4	633.2	5,877.7	174.3	94.6	1,281.8	727.9
NORTH DAKOTA	89.0	68.1	566.2	13.3	10.0	102.3	78.1	559.3	323.6	20,412.9	55.6	36.2	614.9	359.8
OHIO	623.1	438.6	766.5	136.2	100.2	759.3	538.7	1,751.1	980.9	4,113.5	282.7	167.2	2,033.8	1,148.0
OKLAHOMA	186.4	140.6	114.7	29.7	16.7	216.1	157.3	973.3	545.7	7,961.6	48.4	23.0	1,021.7	568.8
OREGON	98.4	88.1	128.0	32.4	27.1	130.8	115.3	616.4	432.3	2,962.4	89.7	68.3	706.1	500.6
PENNSYLVANIA	1,134.8	801.2	1,587.8	186.6	129.8	1,321.4	931.0	1,601.4	829.7	2,893.2	205.6	116.7	1,807.0	946.5
RHODE ISLAND	44.8	34.4	44.7	25.6	18.0	70.4	52.4	207.9	117.1	404.4	65.0	35.6	272.9	152.7
SOUTH CAROLINA	117.2	91.7	140.9	53.3	38.6	170.6	130.4	659.0	385.9	9,739.8	56.6	35.6	715.6	421.5
SOUTH DAKOTA	98.4	77.4	528.4	8.8	6.9	107.1	84.4	560.0	335.6	12,829.0	27.3	19.0	587.3	354.6
TENNESSEE	183.7	141.9	264.1	86.8	64.3	270.5	206.1	1,004.8	580.4	9,733.9	155.1	88.6	1,159.9	669.0
TEXAS	960.9	697.9	664.8	70.1	50.4	1,031.1	748.3	3,050.0	1,731.7	24,608.5	101.6	67.7	3,151.6	1,799.4
UTAH	67.1	59.0	90.4	37.6	33.7	104.7	92.8	325.9	253.3	2,408.1	45.7	35.9	371.6	289.2
VERMONT	18.1	14.3	43.3	22.6	17.0	40.7	31.4	213.1	129.1	1,057.6	37.5	22.8	250.6	151.9
VIRGINIA	226.8	170.1	163.3	110.7	72.6	337.5	242.7	1,125.6	636.7	4,797.0	109.0	65.4	1,234.6	702.1
WASHINGTON	207.8	174.0	404.6	52.8	43.7	260.6	217.7	898.6	558.7	5,907.5	77.0	49.6	975.6	608.3
WEST VIRGINIA	185.4	136.5	118.2	67.5	46.6	252.9	183.2	393.0	222.8	1,390.8	76.2	46.1	469.2	268.9
WISCONSIN	201.6	158.9	522.5	79.1	57.4	280.7	216.3	1,200.0	714.2	10,230.9	145.2	84.3	1,345.3	798.4
WYOMING	54.4	47.2	114.6	5.9	4.1	60.2	51.3	375.5	276.2	3,323.6	42.2	29.6	417.7	305.8
DIST. OF COL.	45.8	31.7	62.8	13.7	11.7	59.5	43.4	186.1	113.1	172.6	37.5	24.4	223.6	137.5
PUERTO RICO	99.0	70.8	56.2	124.9	25.4	223.9	96.2	331.3	172.6	439.8	57.3	23.4	388.6	196.0
TOTAL	14,333.4	10,829.6	20,235.7	4,176.3	2,922.1	18,509.7	13,751.8	47,018.6	27,641.9	324,159.5	5,336.9	3,203.9	52,355.6	30,845.8

TABLE IV - STATUS OF THE HIGHWAY TRUST FUND
(THOUSANDS OF DOLLARS)

10/1/80-12/31/80

BALANCE AT BEGINNING OF PERIOD	\$ 10,999,459
INCOME:	
TAX REVENUE:	
MOTOR-FUEL TAXES (\$.04 PER GALLON, NET AFTER REFUNDS)	\$ 1,160,702
LESS MOTORBOAT FUEL REVENUE 1/	7,700
NET FOR HIGHWAYS	\$ 1,153,002
TRUCKS AND TRAILERS (10% OF WHOLESALE PRICE)	151,245
TIRES, TUBES (HIGHWAY \$.10, OTHER \$.05/LB.) TREAD RUBBER (\$.05/LB.)	116,487
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, \$3 PER 1,000 POUNDS)	53,779
TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE)	48,386
LUBRICATING OIL (\$.06 PER GALLON, NET AFTER REFUNDS)	25,468
TOTAL EXCISE REVENUES	\$ 1,548,366
INTEREST EARNED	544,898
TOTAL INCOME	\$ 2,093,264
DISBURSEMENTS:	
FOR HIGHWAYS	\$ 2,746,920
RIGHT-OF-WAY REVOLVING FUND	10,954
HIGHWAY SAFETY CONSTRUCTION	5,981
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	2,230
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	12,338
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	47,550
TOTAL DISBURSEMENTS	\$ 2,825,973
BALANCE AT END OF PERIOD	\$10,266,750
UNPAID AUTHORIZATIONS (12-31-80) (ROUNDED TO MILLIONS)	26,284,000
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-\$16,017,250

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 88-578, EFFECTIVE JANUARY 1, 1965.

THE FEDERAL SHARE OF THE FEDERAL-AID HIGHWAY PROGRAM (INTERSTATE, PRIMARY, SECONDARY AND URBAN) IS WHOLLY FINANCED BY HIGHWAY USERS ON A PAY-AS-YOU-BUILD BASIS.

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FOR RELEASE WEDNESDAY
June 17, 1981

FHWA 11-81
(202) 426-0660
Contact: Bill Johnson

DOT OFFICIAL PRESENTS
PRESIDENTIAL AWARD
TO A CIVILIAN HERO

San Antonio, Texas -- a Presidential Medal of Honor for Lifesaving on the Highways was presented today to J. V. Calvert, Fort Worth, Texas, driver of a Central Freight Lines tractor-trailer unit.

The presentation was made by the Department of Transportation's Secretarial Representative Don Shelton, at the opening ceremonies of the Annual Texas Motor Transport Association Convention, held at San Antonio's Convention Center. It was the eighth time the Medal of Honor has been presented since the award for civilians was authorized 24 years ago.

Calvert was cited for saving the life of a truck driver, Keith C. Broadus, Waco, Texas, who was trapped in his burning tractor-trailer, which had overturned, following a blow out of the right front tire, on State Route 6, near Reagan, Texas, on August 5, 1980.

Calvert, driving behind the vehicle observed the tire blow out and simultaneously the veering out of control and overturn of the tractor-trailer. Fire erupted immediately. Mr. Calvert stopped his truck and without regard for his own safety raced to the burning vehicle. He physically removed the twisted metal blocking the driver's escape and quickly pulled him from the fire engulfed cab. Moments later the fuel tanks erupted engulfing the entire tractor-trailer in flames.

- more -

In making the award, Secretarial Representative Don Shelton said:

"This medal is presented in the name of and on behalf of the President of the United States, as authorized by Congress, to persons who have endangered their lives on the highways while saving, or endeavoring to save, the life of another person. The U.S. Department of Transportation and the Federal Highway Administration are honored to officially recognize the heroism displayed by Mr. J. V. Calvert."

Among Federal Highway Administration officials participating in the awards ceremony was L. D. Friesen, Associate Administrator for Safety, Fort Worth, Texas.

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FOR RELEASE FRIDAY
July 17, 1981

FHWA 13-81
Contact: Carter Dove
Tel.: (202) 426-0663

DOT DEMONSTRATES IMPROVED HIGHWAY VEHICLE DETECTOR

The Department of Transportation's Federal Highway Administration has developed a unique new, battery operated sensor which can be used to monitor and control traffic.

Known as the Self-Powered Vehicle Detector (SPVD), the detector operates without connecting wires or cables between the sensor unit and the receiver, making for lower installation and maintenance costs.

In addition to traffic monitoring, the SPVD can also perform such tasks as:

- Actuating traffic signals, detecting wrong-way traffic movement and controlling traffic signals in construction zones;
- Providing reliable and accurate traffic counts and vehicle speed measurements even at remote highway locations where no commercial power supply is available; and
- Operating in pavements too thin or unstable for other buried sensors.

The FHWA recently demonstrated the vehicle detector to 42 representatives of industry, government and trade associations. The electronic sensor was developed as part of FHWA's research and development program, which transfers new technology to the public.

FHWA's Milton Criswell, director of the Office of Development, emphasized that if the SPVD is viewed favorably by industry, it would be eventually commercially manufactured and offered to users involved in traffic control, engineering and planning activities.

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U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
July 30, 1981

FHWA 14-81
Contact: Richard Reilly
Tel.: (202) 426-0660

AMERICANS DROVE MORE IN FIRST FOUR MONTHS OF 1981-- BUT USED LESS GASOLINE

Motorists in the United States traveled over nine billion more miles during the first four months of this year than they did during the corresponding period a year ago -- but they used approximately 1.4 billion gallons of gasoline less than they did in the first four months of 1980, the U.S. Department of Transportation reported today.

During 1979 and 1980, highway travel in the U.S. showed consecutive decreases of slightly over one percent annually. However, in the first four months of 1981, travel increased by 2.0 percent over the same period in 1980 -- roughly 479 billion miles compared to 470 billion miles.

"However, the good news," said Federal Highway Administrator Ray A. Barnhart, "is that during the first four months this year, motorists used 33.1 billion gallons of gasoline, as compared with 34.5 billion gallons a year ago -- a 4.1 percent drop.

"The reason for this is that more and more small, energy-efficient cars are entering the traffic stream, while many of the older gas-guzzlers are being retired to the auto junkyards. Many motorists simply are getting more miles to the gallon in the new cars," Barnhart said.

During the early 1970s, total vehicle miles of travel on U.S. highways increased at an annual rate of approximately 5 percent, similar to the historical pattern. This growth was interrupted during the 1974 energy crisis, when travel decreased by nearly 2.5 percent, the first annual decrease since World War II days. However, the annual 5 percent growth rate resumed during the years 1975-78, before a downward trend occurred in 1979 and 1980.

Highway use of gasoline increased at an annual rate of over 5 percent during the early 1970s, slightly more rapidly than the historical pattern. During the 1974 energy crisis, gasoline usage decreased by 4 percent, the first annual decrease in 30 years. However, it increased again at an annual rate of about 4 percent in 1975-78. In 1979 and 1980, consumption again dropped by 3.7 percent and 5.6 percent, respectively.

"It should be noted," said Barnhart, "that during 1979 and 1980 gasoline usage decreased significantly more than travel, and now has decreased again in the first four months of 1981, while travel increased. We anticipate that these patterns will continue."

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FOR RELEASE FRIDAY
August 21, 1981

FHWA 15-81
Contact: Richard Reilly
Tel.: (202) 426-0660

ROAD CONSTRUCTION COSTS DROPPED 4.7 PERCENT IN SECOND QUARTER OF 1981

Highway construction costs decreased 4.7 percent in the second quarter of 1981, the Department of Transportation reported today.

Five of the six components of the price index fell during the quarter, with Portland Cement concrete paving leading the way with an 11.7 percent decrease.

The second quarter results leave the Federal Highway Administration composite index for highway construction costs at 152.4 percent of the 1977 base index. (1977 average costs equal 100 percent.)

The three-quarter moving composite price index for the first quarter of 1981 -- obtained by combining the data from the fourth quarter of 1980, and the first and second quarters of 1981 -- decreased 1.6 percent from its preceding quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts (other than those for the Secondary System) greater than \$500,000.

- more -

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, 1979	---	---	138.1	+4.2
3rd quarter, 1979	149.8	+8.6	149.4	+8.2
4th quarter, 1979	162.5	+8.5	155.9	+4.4
1st quarter, 1980	157.9	-2.8	163.2	+4.7
2nd quarter, 1980	168.3	+6.6	163.3	+0.1
3rd quarter, 1980	163.1	-3.1	164.7	+0.9
4th quarter, 1980	161.8	-0.8	161.1	-2.2
1st quarter, 1981	160.0	-1.1	158.5	-1.6
2nd quarter, 1981	152.4	-4.7	---	---

*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 2nd quarter of 1981, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Second Quarter 1981	First Quarter 1981	Second Quarter 1980	First Quarter 1981	Second Quarter 1980
Excavation.....	136.2	148.9	162.7	- 8.5	-16.3
Surfacing:					
Portland cement concrete..	134.0	151.8	167.1	-11.7	-19.8
Bituminous concrete.....	163.4	160.0	166.9	+ 2.1	- 2.1
Composite surfacing.....	154.0	157.3	166.9	- 2.1	- 7.7
Structures:					
Reinforcing Steel.....	161.3	167.4	189.4	- 3.6	-14.8
Structural steel.....	150.3	162.9	204.5	- 7.7	-26.5
Structural concrete.....	163.9	170.8	143.6	- 4.0	+14.1
Composite structures....	158.8	167.5	172.1	- 5.2	- 7.7
Composite price index.....	152.4	160.0	168.3	- 4.7	- 9.4

The price levels of the component items of the three-quarter moving index in the first quarter of 1981, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	First Quarter 1981	Fourth Quarter 1980	First Quarter 1980	Fourth Quarter 1980	First Quarter 1980
	Excavation.....	149.1	152.3	160.0	- 2.1
Surfacing:					
Portland cement concrete..	146.1	152.7	155.7	- 4.3	- 6.2
Bituminous concrete.....	162.3	164.0	157.5	- 1.0	+ 3.0
Composite surfacing.....	157.2	160.4	156.9	- 2.0	+ 0.2
Structures:					
Reinforcing steel.....	167.2	170.4	181.6	- 1.9	- 7.9
Structural steel.....	158.8	158.8	185.7	---	-14.5
Structural concrete.....	166.7	169.2	155.1	- 1.5	+ 7.5
Composite structures....	164.1	165.9	170.0	- 1.1	- 3.5
Composite price index.....	158.5	161.1	163.2	- 1.6	- 2.9

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

	Unit	Individual Quarters		Three Quarters	
		1st Qtr. 1981	2nd Qtr. 1981	4th Qtr. 1980*	1st Qtr. 1981**
Excavation.....	Cu.Yd.	\$ 1.73	\$ 1.59	"\$ 1.77	\$ 1.74
PCC surface.....	Sq.Yd.	15.10	13.34	15.20	14.54
Bit. conc. surf. Ton		24.75	25.28	25.38	25.12
Str. Reinf.....	Lb.	0.455	0.439	0.464	0.455
Str. Steel.....	Lb.	0.847	0.782	0.826	0.826
Str. concrete... Cu.Yd.		245.17	235.23	242.81	239.26

*Weighted average unit prices for 3rd and 4th quarters of 1980, and 1st quarter of 1981.

**Weighted average unit prices for the 4th quarter of 1980, and the 1st and 2nd quarters of 1981.

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FOR RELEASE THURSDAY
August 27, 1981

FHWA 17-81
Contact: Richard Reilly
Tel.: (202) 426-0660

MORE THAN \$4.2 BILLION SPENT ON APPALACHIAN HIGHWAYS SINCE 1965

More than \$4.2 billion in federal and state funds has been spent since 1965 for improvements of highways and local access roads in the 13-state Appalachian Region, the U.S. Department of Transportation reported today. The federal share was \$2.7 billion.

According to a semi-annual report released by the department's Federal Highway Administration, Appalachian highways and access roads completed or under construction totaled 2,505 miles as of the end of June 1981, an increase of 19 miles since March 1981. Engineering and right-of-way acquisition were underway on an additional 430 miles. Design had been approved or hearings held on 61 miles, and locations had been approved and design underway on 201 miles.

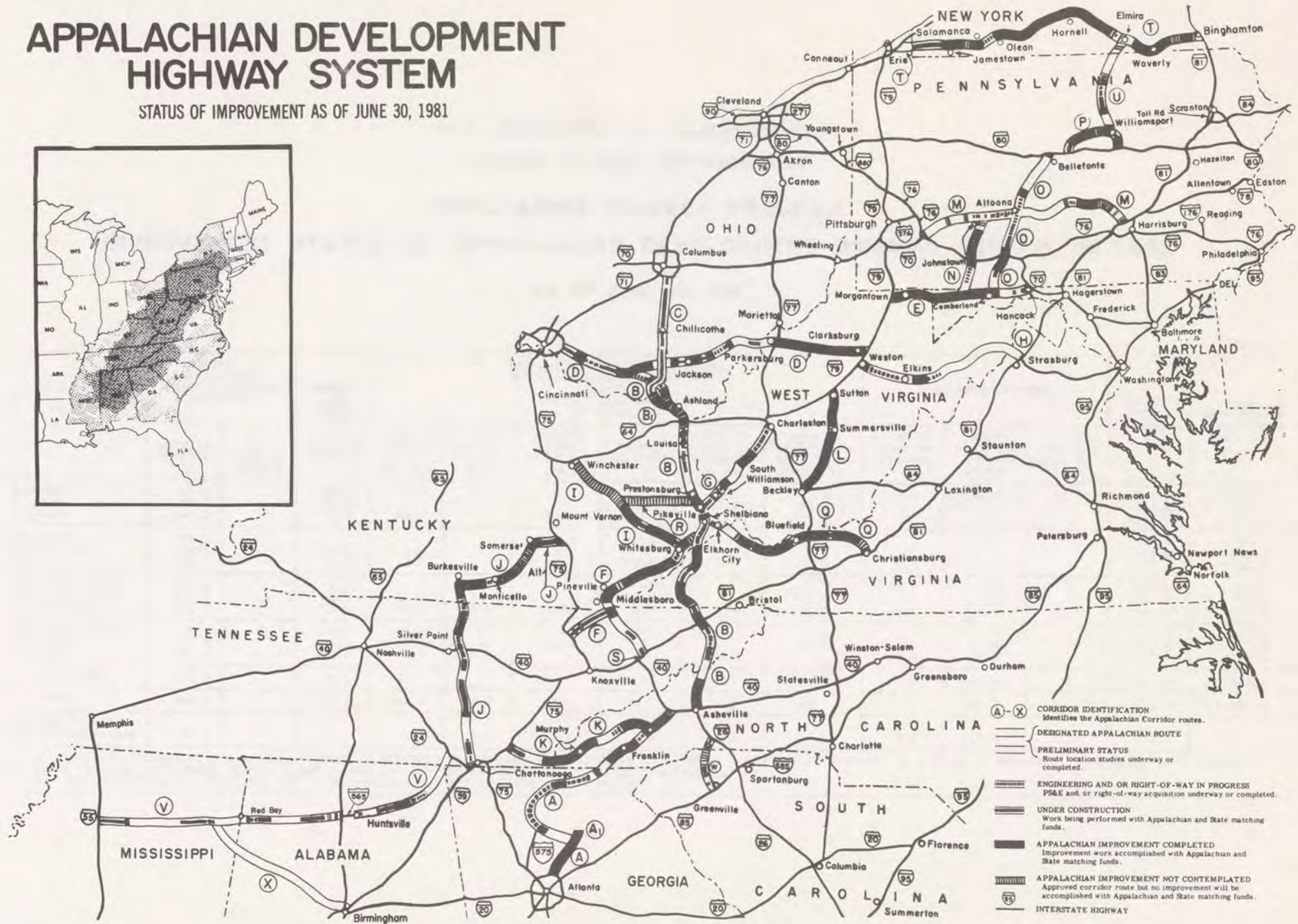
The Appalachian Development Highway System was authorized by Congress as part of the Appalachian Regional Development Act of 1965.

The act and subsequent amendments authorized a total of \$2.9 billion in federal funds for the construction of up to 3,025 miles of highways and up to 1,400 miles of local access roads. Participating states include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia and West Virginia.

(The data in the accompanying tables was compiled by FHWA's Program Management Division from reports submitted by the state highway agencies. For additional information contact Dick Schoeneberg, Systems and Programs Review Branch, Federal Highway Administration, Washington, D.C. 20590 or telephone 202-426-0175.)

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1981



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
APPALACHIA HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
 AS OF JUNE 30, 1981

TABLE 1

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CONSTRUCTION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICIPATING MILEAGE ^{2/}	TOTAL APPALACHIAN DEVELOPMENT MILEAGE ^{1/}
	OPEN TO TRAFFIC ^{1/}	NOT OPEN TO TRAFFIC		CON-CURRENT PS & E AND ROW	ROW ACQUISITION ONLY	PREPARATION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
ALABAMA	40.2	-	38.6	8.0	=	0.8	=	=	17.5	2.9	118.5	17.7	244.2	253.5
GEORGIA	38.9	=	34.1	=	=	=	=	17.8	43.8	=	=	=	134.6	137.1
KENTUCKY	266.9	-	32.4	82.3	=	29.3	=	=	5.8	=	19.1	-	435.8	581.8
MARYLAND	50.8	-	-	-	-	1.5	7.0	=	16.0	=	6.1	-	81.4	85.4
MISSISSIPPI	22.8	-	19.9	4.0	=	3.2	=	=	9.5	=	57.4	=	116.8	119.8
NEW YORK	161.2	-	21.2	13.5	-	=	5.4	=	3.5	0.9	17.6	-	223.3	255.3
NORTH CAROLINA	148.4	-	2.8	10.0	2.8	=	=	=	=	39.0	-	-	203.0	205.9
OHIO	111.0	=	14.5	24.8	=	21.2	=	=	6.5	=	23.6	=	201.6	293.9
PENNSYLVANIA	158.4	-	19.2	26.2	5.3	25.8	16.3	12.3	28.6	24.8	103.3	33.3	453.5	509.0
SOUTH CAROLINA	1.7	-	1.1	1.8	=	=	=	=	=	=	7.2	=	11.8	29.0
TENNESSEE	183.5	=	13.7	26.8	=	17.3	=	=	29.2	=	61.3	=	331.8	342.2
VIRGINIA	137.5	=	13.3	6.0	0.7	=	=	0.5	=	4.5	28.9	=	191.4	201.8
WEST VIRGINIA	235.5	=	20.1	41.3	=	=	=	2.0	7.7	=	105.2	=	411.8	426.2
TOTAL	1,556.8	-	230.9	244.7	8.8	99.1	28.7	32.6	168.1	72.1	548.2	51.0	3,041.0	3,440.9
PERCENT TO TOTAL UNDER CONSIDERATION	51.2	"	7.6	8.0	0.3	3.3	0.9	1.1	5.5	2.4	18.0	1.7	100.0	-

^{1/} INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 22.7 MILES IN ALABAMA, 5.7 MILES IN KENTUCKY, 6.1 MILES IN MARYLAND, 18.5 MILES IN MISSISSIPPI, 40.6 MILES IN OHIO, 22.3 MILES IN PENNSYLVANIA, AND 136.8 MILES IN TENNESSEE, TOTALING 252.7 MILES.

^{2/} TOTAL CONSTRUCTION UNDER THE APPALACHIAN PROGRAM IS NOT TO EXCEED 3,025 MILES.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

**APPALACHIA HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE**

AS OF JUNE 30, 1981

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	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	195.2	-	10.6	1.5	-	3/ 17.1	-	4.4	-	228.8
GEORGIA	28.2	-	8.7	-	-	-	-	-	-	36.9
KENTUCKY	12.3	-	0.4	-	-	3.0	-	0.6	-	16.3
MARYLAND	6.7	-	-	-	-	0.7	-	-	-	7.4
MISSISSIPPI	113.2	21.5	2/ 29.1	-	-	1.8	-	8.9	3.4	177.9
NEW YORK	3.4	0.9	1.3	1.2	-	2.2	-	-	-	9.0
NORTH CAROLINA	20.6	0.6	-	-	-	-	-	-	1.0	22.2
OHIO	37.4	-	2.8	-	-	-	-	5.8	-	46.0
PENNSYLVANIA	82.2	3.3	9.2	3.1	-	4.1	-	-	-	101.9
SOUTH CAROLINA	98.5	7.7	1.6	-	-	3.8	-	6.2	-	117.8
TENNESSEE	43.0	-	-	4.6	-	-	-	7.9	-	55.5
VIRGINIA	18.2	1.4	-	-	-	-	-	-	-	19.6
WEST VIRGINIA	21.6	1.0	3.8	-	-	0.5	-	49.3	-	76.2
TOTAL	680.5	36.4	67.5	10.4	-	33.2	-	83.1	4.4	915.5
PERCENT TO TOTAL UNDER CONSIDERATION	74	4	7	1	-	4	-	9	1	100
<p>1/ INCLUDES MILEAGE WITH ADDITIONAL CONTRACTS REQUIRED OR UNDERWAY ON 8.5 MILES IN ALABAMA AND 29.8 MILES IN TENNESSEE, TOTALING 38.3 MILES.</p> <p>2/ 28.3 MILES IN ROW ACQUISITION ONLY.</p> <p>3/ 1.2 MILES IN DESIGN HEARING AFFORDED OR HELD.</p>										

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPALACHIAN FUNDS OBLIGATED
AS OF JUNE 30, 1981

TABLE 3

STATE	DEVELOPMENT HIGHWAYS		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	85,787,183	59,173,939	33,942,077	21,458,000	119,729,260	80,631,939
GEORGIA	104,681,864	68,134,000	20,838,552	13,320,998	125,520,416	81,454,998
KENTUCKY	663,554,746	431,636,154	6,939,230	4,390,228	670,493,976	436,026,382
MARYLAND	142,752,813	77,894,353	3,753,879	2,186,458	146,506,692	80,080,811
MISSISSIPPI	62,457,532	44,786,515	30,976,284	19,971,432	93,433,816	64,757,947
NEW YORK	443,218,846	234,418,000	6,681,983	4,697,146	449,900,829	239,115,146
NORTH CAROLINA	217,849,091	131,707,202	9,972,860	6,427,316	227,821,951	138,134,518
OHIO	175,379,169	106,010,758	11,638,104	5,259,985	187,017,273	111,270,743
PENNSYLVANIA	623,367,826	403,474,478	38,596,873	17,874,083	661,964,699	421,348,561
SOUTH CAROLINA	9,655,978	7,423,000	20,938,849	14,468,046	30,594,827	21,891,046
TENNESSEE	409,769,592	281,955,413	18,309,758	11,680,186	428,079,350	293,635,599
VIRGINIA	187,720,520	114,336,000	7,664,518	5,154,966	195,385,038	119,490,966
WEST VIRGINIA	938,934,041	574,189,250	15,602,045	10,225,516	954,536,086	584,414,766
TOTAL	4,065,129,201	2,535,139,062	225,855,012	137,114,360	4,290,984,213	2,672,253,422

U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE MONDAY
November 16, 1981

FHWA 19-81
(202) 426-0660
Contact: Richard Reilly

MORE THAN 40,400 MILES
OF INTERSTATE HIGHWAY
SYSTEM ARE NOW IN USE

More than 95 percent of the 42,500-mile Interstate Highway System is now open to traffic, Federal Highway Administrator Ray A. Barnhart reported today.

A total of 40,438 miles, or 95.1 percent of the system, are in use, he said, but only 7,915 miles are considered completed to final standards by the Department of Transportation's Federal Highway Administration. Of the remaining 32,523 miles open, some 1,507 miles require major improvements.

Included in the total are 495 miles which were put into service in the 12 month period since June 30, 1980, some 102 miles of which were opened to traffic in the last quarter. Of the 495 miles, some 455 miles were on intercity routes identified for priority of completion. In addition, major improvements were completed on 127 miles already serving traffic.

"Active construction or improvement is underway on 3,109 miles of the system," Barnhart said. "This figure includes improvement to 2,401 miles which are already in use and construction of 708 new miles, or 1.7 percent of the entire system.

"As of June 30, 1981, work had either been completed or was underway on 99.6 percent or 42,337 miles of the Interstate System. Only 163 miles, or 0.4 percent, had not yet advanced to the point where public hearings had been held on proposed locations."

The Interstate System, as currently designated, consists of 33,037 miles of rural and 9,463 miles of urban highways. As of this report, 31,714 miles, or 96 percent of the rural mileage, and 8,724 miles, or 92.2 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, and under construction, engineering or right-of-way acquisition prior to construction was in progress on 1,354 miles. Route locations approval was pending on 189 additional miles for which public hearings had been held.



THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1981

TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC		
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	1,220	36,300	55,500	91,800	-	35,800	768,300	-	804,100	906,100	ALABAMA
ARIZONA	-	21,520	3,220	24,740	-	15,850	1,126,860	-	1,142,710	1,167,450	ARIZONA
ARKANSAS	-	2,250	-	2,250	-	20,160	500,350	3,580	524,090	526,340	ARKANSAS
CALIFORNIA	-	34,860	2,230	55,100	10,200	101,400	2,047,660	90,000	2,249,200	2,304,300	CALIFORNIA
COLORADO	-	38,100	13,650	51,750	-	16,860	960,810	21,340	899,010	950,760	COLORADO
CONNECTICUT	44,270	3,100	-	0,100	12,410	49,600	211,550	7,270	280,830	280,830	CONNECTICUT
DELAWARE	-	-	-	-	14,330	-	23,910	2,400	40,610	40,610	DELAWARE
DIST. OF COL.	0,250	2,670	3,380	3,050	-	2,690	9,280	-	11,970	15,270	DIST. OF COL.
FLORIDA	-	69,850	75,330	145,180	92,800	-	972,720	302,040	1,267,560	1,412,740	FLORIDA
GEORGIA	0,400	2,470	-	2,470	-	5,460	292,890	854,590	1,152,940	1,155,810	GEORGIA
HAWAII	10,850	-	4,260	4,260	-	3,970	6,870	25,440	36,280	51,390	HAWAII
IDAHO	4,620	1,700	1,940	3,640	-	77,720	278,780	247,040	603,540	611,660	IDAHO
ILLINOIS	6,140	3,200	17,700	20,900	155,390	-	1,529,670	3,030	1,688,090	1,715,130	ILLINOIS
INDIANA	24,000	-	-	-	156,900	-	936,690	21,530	1,115,120	1,139,120	INDIANA
IOWA	8,500	47,920	3,200	51,120	0,160	-	703,570	26,110	729,840	789,460	IOWA
KANSAS	-	9,710	11,840	21,550	187,310	4,990	606,540	0,310	799,150	800,700	KANSAS
KENTUCKY	-	2,400	12,320	14,720	-	-	-	-	-	-	KENTUCKY
LOUISIANA	7,800	43,520	3,970	47,490	-	67,220	609,850	48,960	726,030	740,750	LOUISIANA
MAINE	3,280	-	2,250	2,250	54,480	10,200	588,170	74,580	662,750	718,040	MAINE
MARYLAND	6,710	17,000	2,190	19,190	54,000	69,850	188,780	22,940	309,550	315,060	MARYLAND
MASSACHUSETTS	4,550	19,850	6,120	25,970	132,830	21,990	180,300	84,470	419,590	450,110	MASSACHUSETTS
MICHIGAN	38,000	8,800	10,600	19,400	5,500	6,300	203,500	905,200	1,120,500	1,177,900	MICHIGAN
MINNESOTA	9,770	26,890	16,540	43,430	-	0,940	847,020	11,700	859,660	912,860	MINNESOTA
MISSISSIPPI	-	1,400	8,100	9,500	-	6,300	658,200	9,200	673,700	683,200	MISSISSIPPI
MISSOURI	-	24,430	28,120	52,550	-	4,000	1,059,700	37,300	1,101,000	1,153,550	MISSOURI
MONTANA	-	57,060	20,840	77,900	-	63,870	542,930	504,080	1,110,880	1,188,780	MONTANA
NEBRASKA	-	-	-	-	0,230	-	478,490	2,760	481,480	481,480	NEBRASKA
NEVADA	-	11,740	47,830	59,570	-	3,120	331,590	149,060	483,770	493,340	NEVADA
NEW HAMPSHIRE	-	18,140	2,490	20,630	20,670	1,500	169,930	5,580	197,680	218,310	NEW HAMPSHIRE
NEW JERSEY	8,700	47,500	3,500	51,000	44,900	19,700	36,200	211,400	312,200	371,900	NEW JERSEY
NEW MEXICO	-	21,670	14,560	36,230	-	14,410	907,780	40,880	965,700	999,300	NEW MEXICO
NEW YORK	12,460	4,770	18,550	23,320	489,680	31,210	536,180	239,010	1,296,080	1,331,860	NEW YORK
NORTH CAROLINA	-	48,600	46,800	95,400	-	94,220	648,400	10,060	752,680	848,080	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	1,190	532,400	37,600	571,190	571,190	NORTH DAKOTA
OHIO	3,260	29,830	14,480	44,310	236,200	50,580	1,206,180	19,860	1,482,820	1,530,390	OHIO
OKLAHOMA	3,660	-	1,990	1,990	174,040	16,800	46,100	566,060	803,000	808,650	OKLAHOMA
OREGON	10,540	1,080	8,530	9,610	-	9,020	169,220	522,940	701,180	721,330	OREGON
PENNSYLVANIA	10,120	40,460	8,840	49,300	360,180	6,180	1,093,790	44,790	1,504,940	1,564,410	PENNSYLVANIA
RHODE ISLAND	23,670	-	-	-	0,600	3,940	68,150	2,670	75,360	99,030	RHODE ISLAND
SOUTH CAROLINA	7,820	5,550	32,520	38,070	-	-	720,900	4,770	725,670	771,560	SOUTH CAROLINA
SOUTH DAKOTA	-	16,100	22,620	38,720	-	15,180	571,520	53,310	640,010	678,730	SOUTH DAKOTA
TENNESSEE	-	7,500	4,630	12,100	-	23,800	1,000,800	-	1,024,600	1,036,700	TENNESSEE
TEXAS	6,600	57,180	47,420	104,600	-	198,930	2,747,510	104,940	3,051,360	3,162,580	TEXAS
UTAH	-	89,950	30,720	120,670	-	99,210	715,420	1,560	816,190	936,860	UTAH
VERMONT	-	10,790	-	10,790	-	0,210	297,330	12,230	3,09,770	320,560	VERMONT
VIRGINIA	39,510	13,080	33,710	46,790	4,630	77,130	708,820	191,850	982,430	1,058,730	VIRGINIA
WASHINGTON	1,500	73,990	23,150	97,140	-	32,570	599,960	32,630	665,160	763,800	WASHINGTON
WEST VIRGINIA	13,370	22,590	3,910	26,500	85,460	-	375,470	13,600	474,530	514,400	WEST VIRGINIA
WISCONSIN	-	-	17,020	17,020	-	39,690	521,030	0,340	561,060	578,080	WISCONSIN
WYOMING	-	9,340	6,590	15,930	-	19,290	634,070	244,310	897,670	913,600	WYOMING
PENDING	31,210	-	-	-	-	-	-	-	-	31,210	PENDING
TOTAL	351,810	1,601,860	708,200	1,710,000	2,262,870	1,343,050	31,016,570	5,815,700	40,438,190	42,500,000	TOTAL
PERCENT	0.8%	2.4%	1.7%	4.1%	5.3%	3.1%	71.0%	13.7%	95.1%	100.0%	PERCENT

INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 U.S.C. (HOWARD - CRAMER AMENDMENT)

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC				OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC		
							ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
CALIFORNIA	-	7,000	-	7,000	-	-	-	-	-	7,000	CALIFORNIA
CONNECTICUT	3,300	-	-	-	-	-	-	-	-	-	CONNECTICUT
FLORIDA	-	24,330	21,980	46,310	-	-	4,730	-	4,730	7,730	FLORIDA
GEORGIA	15,140	7,780	17,460	25,240	-	-	9,710	-	9,710	50,090	GEORGIA
LOUISIANA	-	145,460	-	145,460	-	-	-	-	-	145,460	LOUISIANA
MARYLAND	11,460	-	-	-	-	35,290	-	-	35,290	46,750	MARYLAND
MASSACHUSETTS	-	10,190	2,810	13,000	-	7,400	-	-	7,400	20,400	MASSACHUSETTS
NEW JERSEY	-	-	7,100	7,100	-	-	-	20,200	20,200	27,300	NEW JERSEY
NEW YORK	9,700	14,400	25,650	40,050	-	2,900	10,640	1,800	15,340	65,090	NEW YORK
RHODE ISLAND	21,940	-	-	-	2,510	2,940	-	-	5,450	27,390	RHODE ISLAND
TOTAL	61,240	209,160	75,000	284,160	2,510	48,530	25,080	22,000	98,120	443,520	TOTAL
PERCENT	13.8%	47.2%	16.9%	64.1%	0.6%	10.9%	5.6%	5.0%	22.1%	100.0%	PERCENT

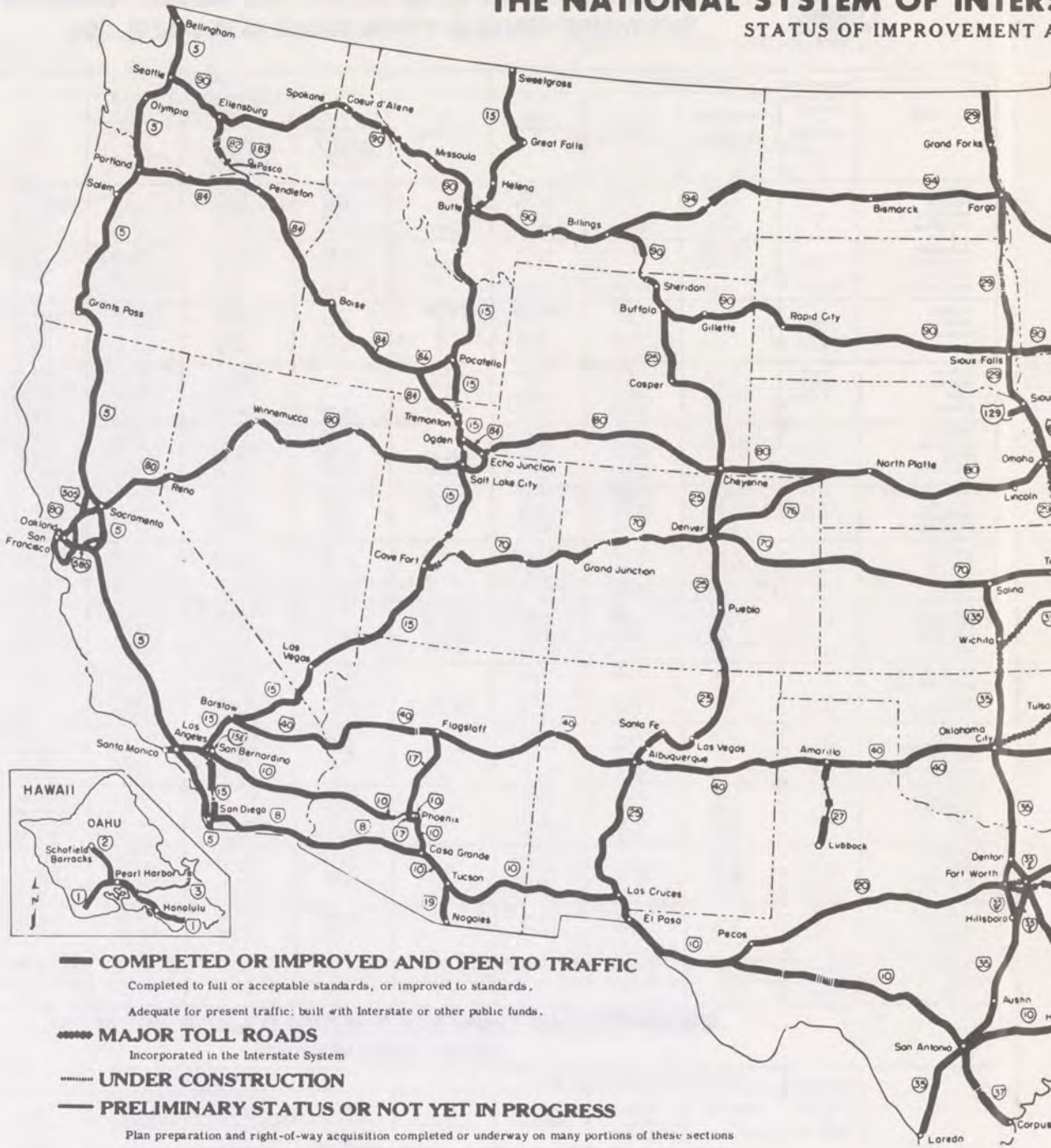
1/Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/Total designated system mileage excludes the mileage chargeable to Section 103(e)(2) and 139 of Title 23, U.S.C.

3/Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the System.

THE NATIONAL SYSTEM OF INTERSTATE ROUTES

STATUS OF IMPROVEMENT



Preliminary Status or Not Yet in Progress
352 Miles

Engineering and Right-of-Way in Progress
1,002 Miles

Under Basic Construction
708 Miles

Toll
2,263 Miles

Adequate Present Traffic
1,343 Miles

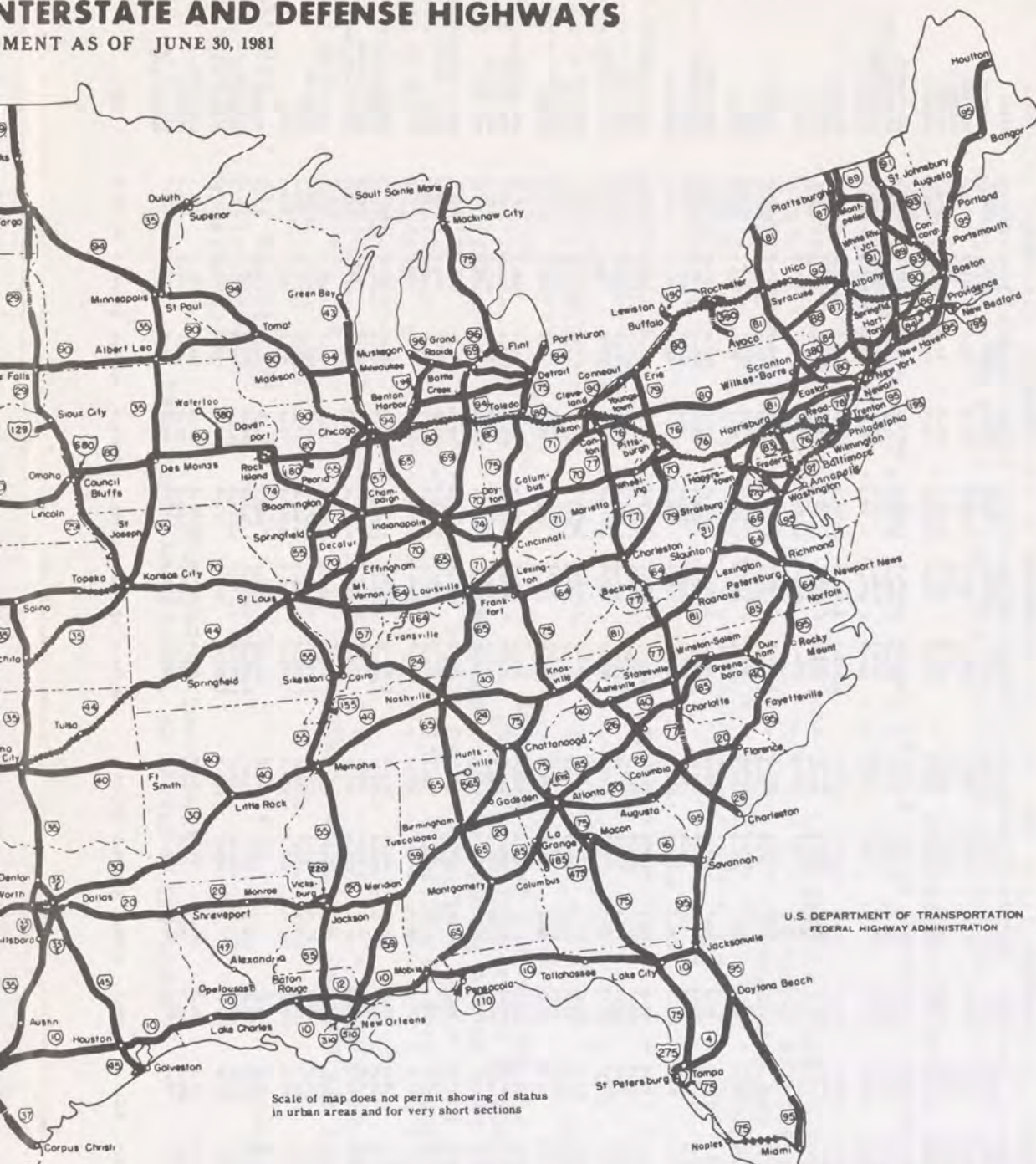
Minor Improvement Required
352 Miles

Total O

4

INTERSTATE AND DEFENSE HIGHWAYS

AS OF JUNE 30, 1981



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Minor Improvement
is
Required or Underway
31,016 Miles

Complete or
Essentially Complete
5,816 Miles

INTERSTATE

TOTAL

42,500

MILES

Total Open to Traffic
40,438 Miles

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

AS OF JUNE 30, 1981

LFO1N19A-1

/MILLIONS OF DOLLARS/

TABLE 11

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE							STATE
	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	214.6	192.6	34.0	216.3	194.2	430.9	386.8	1,336.1	1,188.7	1,728.5	93.0	81.2	1,431.2	1,269.9	ALABAMA
ALASKA	23.9	21.9	15.6			23.9	21.9	10.6	10.1	9.4			10.6	10.1	ALASKA
ARIZONA	148.6	138.6	125.6	109.9	104.0	258.5	242.6	987.7	907.7	2,526.7	89.4	82.3	1,077.1	990.1	ARIZONA
ARKANSAS	84.9	75.4	90.5	37.7	33.9	122.6	109.3	494.7	440.4	1,052.4	52.9	46.1	547.6	486.5	ARKANSAS
CALIFORNIA	814.9	729.8	379.4	716.8	652.3	1,531.7	1,382.1	3,850.4	3,334.8	2,678.1	1,393.4	1,134.4	5,243.8	4,469.2	CALIFORNIA
COLORADO	158.6	143.7	130.8	61.4	55.9	220.0	199.7	941.5	844.4	1,870.0	96.3	84.3	1,037.7	928.7	COLORADO
CONNECTICUT	197.2	171.7	57.3	225.8	201.3	423.0	373.0	620.1	531.9	257.5	140.5	123.7	760.6	655.6	CONNECTICUT
DELAWARE	75.7	65.2	65.0	8.7	6.7	84.5	71.9	163.3	145.6	37.3	34.9	30.6	198.2	176.2	DELAWARE
FLORIDA	757.9	675.4	405.2	391.7	332.1	1,149.6	1,007.5	1,397.7	1,223.9	2,039.7	234.7	195.7	1,632.4	1,419.6	FLORIDA
GEORGIA	717.3	645.7	257.9	212.2	190.9	929.4	836.6	1,187.5	1,050.4	1,408.9	121.7	107.6	1,309.3	1,158.1	GEORGIA
HAWAII	177.3	157.3	6.5	106.5	88.3	286.2	245.6	397.1	341.6	72.6	72.1	61.5	469.2	403.1	HAWAII
IDAHO	59.1	54.5	98.4	16.1	14.9	75.2	69.3	355.1	324.9	1,390.3	39.8	35.1	394.9	360.0	IDAHO
ILLINOIS	337.2	295.5	5.8	74.5	65.5	411.7	361.0	3,085.9	2,686.6	1,987.7	409.0	350.0	3,494.9	3,036.6	ILLINOIS
INDIANA	65.8	57.8	186.4	10.1	9.1	75.9	66.9	1,289.9	1,151.9	1,250.4	206.3	185.6	1,495.2	1,337.5	INDIANA
IOWA	76.8	67.0	262.7	57.4	51.2	134.2	119.2	788.2	695.5	1,670.2	124.1	103.1	912.3	798.6	IOWA
KANSAS	179.0	160.8	42.0	31.6	28.5	210.6	189.2	600.6	528.9	1,717.3	109.7	98.0	710.2	626.9	KANSAS
KENTUCKY	254.0	225.3	43.8	44.2	39.7	298.1	265.1	1,171.0	1,041.6	1,403.3	177.8	153.8	1,344.9	1,195.4	KENTUCKY
LOUISIANA	163.9	146.8	17.5	235.1	214.2	402.0	361.1	1,581.3	1,412.8	800.4	118.5	104.3	1,699.8	1,517.1	LOUISIANA
MAINE	25.3	22.8	70.1	9.1	8.0	34.4	30.9	353.7	312.7	771.8	30.0	26.3	383.7	339.0	MAINE
MARYLAND	864.2	792.9	53.7	264.3	233.7	1,129.4	1,026.6	931.1	785.0	488.3	91.4	60.8	992.5	865.3	MARYLAND
MASSACHUSETTS	348.9	309.5	58.3	94.0	85.1	442.9	394.6	1,042.8	912.8	447.9	243.2	211.8	1,285.0	1,124.6	MASSACHUSETTS
MICHIGAN	327.5	282.3	116.9	227.3	203.9	554.9	486.2	1,963.0	1,686.2	1,611.2	382.3	325.3	2,345.3	2,011.5	MICHIGAN
MINNESOTA	268.1	239.5	23.6	104.9	94.1	373.0	333.6	1,104.7	996.3	1,596.5	264.8	255.1	1,389.4	1,251.4	MINNESOTA
MISSISSIPPI	144.8	117.1	130.7	57.4	51.3	202.2	164.4	635.2	567.0	1,371.0	34.9	29.4	670.1	576.4	MISSISSIPPI
MISSOURI	362.4	324.1	171.5	108.1	87.7	470.5	411.3	1,365.5	1,213.3	1,654.4	245.5	216.9	1,611.0	1,430.2	MISSOURI
MONTANA	169.3	154.3	174.9	29.7	26.8	193.9	181.2	789.3	712.8	1,832.2	71.9	63.8	861.2	776.6	MONTANA
NEBRASKA	41.2	32.2	178.1	14.5	12.9	55.7	45.2	363.4	323.1	1,009.9	58.9	52.1	422.3	375.2	NEBRASKA
NEVADA	99.5	94.0	64.5	97.2	92.3	196.7	186.3	368.6	343.4	792.3	19.3	16.4	386.9	354.8	NEVADA
NEW HAMPSHIRE	25.2	22.4	24.0	13.5	12.1	38.6	34.5	328.9	288.9	373.6	37.0	32.4	365.9	321.2	NEW HAMPSHIRE
NEW JERSEY	318.6	273.4	38.9	189.9	163.5	509.6	436.9	1,110.6	961.3	356.2	225.8	197.3	1,336.3	1,154.6	NEW JERSEY
NEW MEXICO	171.5	158.4	166.0	33.9	31.6	205.4	190.0	800.4	549.6	1,721.4	60.7	53.0	661.1	602.6	NEW MEXICO
NEW YORK	580.8	495.4	111.4	141.6	126.8	722.3	622.2	2,743.4	2,365.8	1,080.4	465.1	415.6	3,228.4	2,781.5	NEW YORK
NORTH CAROLINA	233.9	208.6	137.9	94.3	82.9	323.2	291.5	855.7	751.1	1,636.4	99.0	87.2	954.8	838.3	NORTH CAROLINA
NORTH DAKOTA	54.5	42.6	307.5	2.5	2.0	57.0		330.1	296.0	1,460.4	25.2	21.9	355.3	317.9	NORTH DAKOTA
OHIO	358.4	313.9	218.4	175.2	158.5	534.6	472.4	2,384.4	2,070.6	1,717.7	724.3	632.5	3,108.7	2,703.1	OHIO
OKLAHOMA	130.5	115.7	22.6	72.0	64.5	202.5	180.3	540.9	476.1	1,348.4	45.2	38.9	586.0	515.0	OKLAHOMA
OREGON	246.5	227.2	54.2	105.1	84.7	354.6	311.9	1,026.6	922.1	1,683.2	160.2	144.2	1,186.9	1,066.4	OREGON
PENNSYLVANIA	992.8	848.9	426.4	457.4	391.6	1,450.2	1,240.6	1,801.2	1,570.5	1,242.3	245.7	207.1	2,046.9	1,777.6	PENNSYLVANIA
RHODE ISLAND	26.3	23.3	5.2	15.8	14.0	42.1	37.4	247.5	215.3	103.2	67.7	57.7	315.2	273.0	RHODE ISLAND
SOUTH CAROLINA	118.4	106.3	99.0	13.4	12.1	131.8	118.4	570.9	513.0	1,266.4	56.7	50.4	627.7	563.3	SOUTH CAROLINA
SOUTH DAKOTA	67.3	60.4	101.1	4.1	3.7	71.4	64.1	399.0	356.4	1,286.1	29.3	25.9	428.3	382.4	SOUTH DAKOTA
TENNESSEE	228.7	204.7	103.9	82.7	74.4	311.4	279.1	1,372.6	1,232.1	2,295.7	252.3	223.1	1,624.8	1,455.3	TENNESSEE
TEXAS	912.8	799.6	466.9	240.0	215.8	1,152.8	1,015.4	2,679.2	2,366.4	4,568.8	442.6	394.4	3,121.8	2,768.9	TEXAS
UTAH	212.4	197.9	45.1	108.3	102.5	320.7	300.4	770.0	713.0	1,737.7	75.3	67.3	845.3	780.3	UTAH
VERMONT	30.9	27.5	41.0	4.3	3.5	35.1	31.0	434.2	387.2	892.7	44.7	36.9	478.9	424.0	VERMONT
VIRGINIA	393.6	354.3	123.5	185.5	165.8	579.1	520.1	2,093.5	1,863.4	1,918.0	246.4	217.9	2,339.9	2,081.3	VIRGINIA
WASHINGTON	436.6	395.7	112.2	247.7	224.5	684.2	620.2	1,342.8	1,173.5	1,412.2	192.1	166.9	1,534.9	1,340.4	WASHINGTON
WEST VIRGINIA	786.1	708.1	117.6	142.0	127.8	928.1	835.9	1,051.0	944.1	471.8	143.3	127.9	1,194.3	1,071.9	WEST VIRGINIA
WISCONSIN	47.4	41.8	72.3	25.8	23.1	73.3	64.8	672.4	602.6	1,439.9	104.6	92.4	776.9	695.1	WISCONSIN
WYOMING	75.0	68.0	180.2	10.7	9.8	85.6	77.8	544.7	497.9	2,363.0	31.6	27.9	576.2	525.3	WYOMING
DIST. OF COL.	73.8	57.2	10.4	65.3	56.7	139.1	113.9	302.1	265.1	29.1	66.3	56.4	368.4	323.5	DIST. OF COL.
PUERTO RICO															PUERTO RICO
TOTAL	13,679.8	12,144.9	6,167.9	6,000.4	5,330.7	19,680.3	17,475.6	59,350.0	47,096.2	67,876.1	8,836.0	7,632.6	62,186.0	54,728.8	TOTAL

TABLE III - STATUS OF THE HIGHWAY TRUST FUND
(THOUSANDS OF DOLLARS)

	4/1/81-6/30/81	10/1/80-6/30/81
BALANCE AT BEGINNING OF PERIOD	\$10,191,329	\$10,999,459
INCOME:		
TAX REVENUE:		
MOTOR-FUEL TAXES (\$.04 PER GALLON, NET AFTER REFUNDS)	\$ 924,764	\$ 3,141,417
LESS MOTORBOAT FUEL REVENUE 1/	7,400	21,700
NET FOR HIGHWAYS	\$ 917,364	\$ 3,119,717
TRUCKS, BUSES AND TRAILERS (10% OF WHOLESALE PRICE)	198,239	531,796
TIRES, TUBES (HIGHWAY \$.10, OTHER \$.05/LB.) TREAD RUBBER (\$.05/LB.)	138,312	495,859
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, \$3 PER 1,000 POUNDS)	122,819	214,167
TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE)	41,571	188,306
LUBRICATING OIL (\$.06 PER GALLON, NET AFTER REFUNDS)	19,614	53,603
TOTAL EXCISE REVENUES	\$ 1,437,919	\$ 4,607,448
INTEREST EARNED	497,400	1,059,514
TOTAL INCOME	\$ 1,935,319	\$ 5,666,962
DISBURSEMENTS:		
FOR HIGHWAYS	\$ 1,968,242	\$ 6,344,489
RIGHT-OF-WAY REVOLVING FUND	-9,480	-125
HIGHWAY SAFETY CONSTRUCTION	5,646	21,855
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	1,987	6,683
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	17,929	36,607
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	54,485	167,073
TOTAL DISBURSEMENTS	\$ 2,038,809	\$ 6,578,582
BALANCE AT END OF PERIOD	\$10,087,839	\$10,087,839
UNPAID AUTHORIZATIONS (6-30-81) (ROUNDED TO MILLIONS)	\$22,501,000	
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-\$12,413,161	

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 88-578, EFFECTIVE JANUARY 1, 1965, AND NATIONAL RECREATIONAL BOATING SAFETY AND FACILITIES IMPROVEMENT FUND PURSUANT TO TITLE II, SECTION 203, PUBLIC LAW 96-451, EFFECTIVE OCTOBER 1, 1980.

THE FEDERAL SHARE OF THE FEDERAL-AID HIGHWAY PROGRAM (INTERSTATE, PRIMARY, SECONDARY AND URBAN) IS WHOLLY FINANCED BY HIGHWAY USERS ON A PAY-AS-YOU-BUILD BASIS.

U. S. Department of Transportation

news:



Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
November 20, 1981

FHWA 20-81
Contact: Bill Johnson
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FEDERAL HIGHWAY ADMINISTRATION, ICC TO HOLD JOINT HEARING ON STATE MOTOR CARRIER REGULATIONS

The Federal Highway Administration and the Interstate Commerce Commission will hold a public hearing on December 8 to receive comments on a report which outlines a range of options for achieving greater uniformity in state motor carrier regulations.

The Motor Carrier Act of 1980 directed the Secretary of Transportation and the Interstate Commerce Commission to conduct a study of state regulations and requirements concerning interstate motor carriers.

The hearing on the "Options For Uniform State Regulations" report will be held between 9:30 a.m. and 5 p.m. in Hearing Room B, Interstate Commerce Commission, 12th and Constitution Avenue, NW, Washington, D.C.

A notice of the public hearing was published in the Federal Register on November 16, 1981. Interested persons, representatives of state government, and the motor carrier industry are invited to attend or to submit written data, views or arguments pertaining to the study. All comments should be forwarded to the Federal Highway Administration, U.S. Department of Transportation, Washington, D.C. 20590, Docket Number 80-26, Notice 2, on or before the close of business December 15, 1981.

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U. S. Department of Transportation

news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY
December 2, 1981

FHWA 22-81
Contact: William E. Johnson
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DOT SPONSORED WEIGHING AND INSPECTION PROGRAM CUTS TRUCK ACCIDENTS

Federal Highway Administrator Ray Barnhart today announced that four states -- Alaska, Idaho, Michigan, and Utah -- have shown reductions of up to 58 percent in truck accidents since beginning participation in a three-year commercial motor carrier safety inspection and weighing demonstration program.

"In January of 1979, interested states were invited to join in a demonstration program to promote more stringent weighing and inspection of trucks operating in intrastate and interstate commerce," Barnhart said. Idaho and Utah began the program in September 1979; Alaska and Michigan joined in March 1980.

Under the program, FHWA funds are used to compensate the states for the additional personnel needed to expand their ongoing truck weight and safety inspections. The program is designed to demonstrate that increased highway safety in general and fewer truck accidents will result from better enforcement of truck weight and safety regulations.

At a recent briefing in Washington, D.C., as part of an interim report of the program, Colonel Dennis Nordfelt, Superintendent of the Utah Highway Patrol; Gary Gunnerson, Director of the Idaho Bureau of Motor Carrier Safety; Norma Fleming, of the Michigan Public Services Commission; and Lt. Mike Kolivosky, of the Alaska State Police, reported reductions in the number of commercial truck accidents for the 1979-80 period ranging from 29 percent to 58 percent. Based on the preliminary success of the program, further accident reductions are expected in 1981. The demonstration program will be terminated in 1983.

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