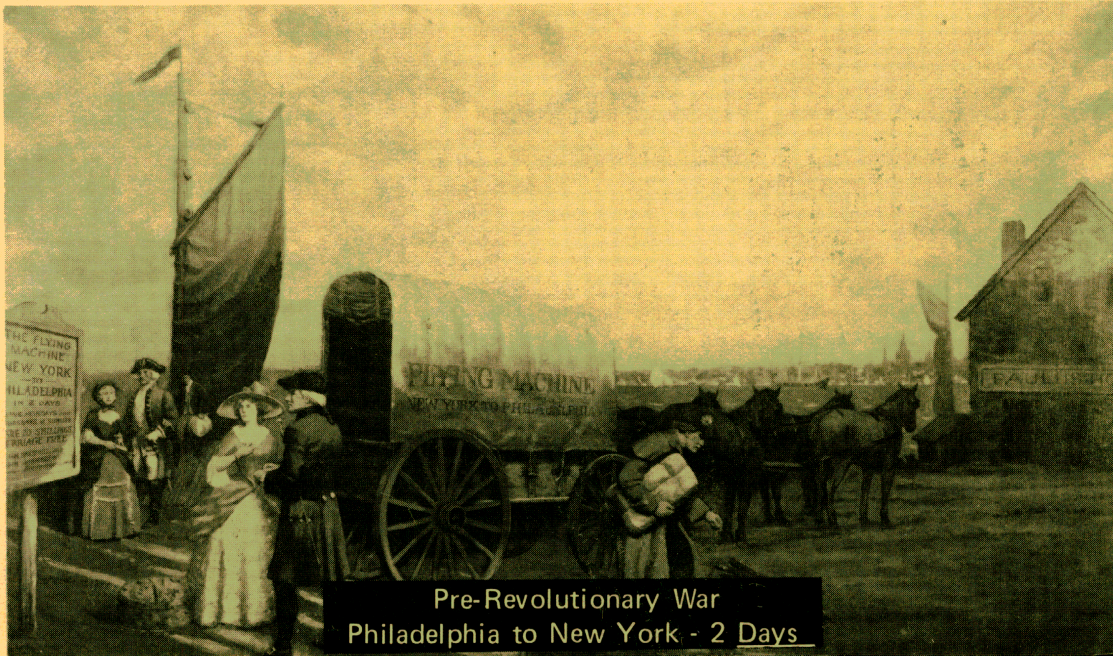


# HIGHWAY STATISTICS

## 1975



Pre-Revolutionary War  
Philadelphia to New York - 2 Days



1976  
Philadelphia to New York - 2 Hours



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

## COVER PHOTOS

- 1 - The Flying Machine - painting by the late artist and former Bureau of Public Roads employee, Carl Rakeman.  
Philadelphia to New York, U.S. Rt. 1, the first attempt to speed common carrier travel in America.
- 2 - Exclusive bus lane on New Jersey approach to Lincoln Tunnel, vicinity of U.S. Rt. 1, route used by the Flying Machine.  
Picture -- Courtesy of the Port of Authority of N.Y. & N.J.

## 1766~THE FLYING MACHINE

The entry of the Flying Machine stage wagon upon the run between Philadelphia and New York, in 1766, fixed another red buoy beside the main channel of highway transportation in this country. This figurative buoy marked the first feeble attempt to speed common carrier travel in America. The Flying Machine passenger vehicle was the harbinger of the present pulsing traffic along United States Route 1 over which roll probably more motor vehicles than on any other thoroughfare in the world. Therefore, when we compare the streamlined contours of today's automobiles with the clumsy outlines of the Flying Machine it is hard to believe that this wagon's two-day travel time between the two Colonial cities ever could have been considered rapid. The relative speed is apparent, however, when contrasted with the previous slow-moving transportation.

In 1711, when the York Road was opened throughout its length there were three main routes between Philadelphia and New York: (1) The lower, or Governor Laurie's road across New Jersey from Burlington through Crosswicks and Cranberry to Perth Amboy; (2) The old middle path, or King's highway, between the Raritan River at New Brunswick and the Delaware River at Trenton; and (3) The upper, or York Road, through Willow Grove (Red Lion Tavern), Hatboro (Crooked Billet Tavern), and Howell's Ferry (Centrebridge) to the Raritan River at New Brunswick.

There seems to have been no regular public passenger service on the King's highway out of Philadelphia, until 1725, when four-wheeled chairs were advertised to run from Three Tuns Tavern, on Chestnut between Second and Third Streets, to Frankford. One year later a petition to install a ferry below the "Falls-on-the-Delaware" was granted to James Trent whose father gave the name to Trent's town or Trenton. Between this town and Brunswick, in March 1738, a covered springless stage wagon fitted with rigid, hard wooden benches began running over the rough earth road twice a week for the summer months only. To avoid the long, tedious water ferry at the New York end of the journey, a land route was blazed, in 1740, to Paulus Hook - Dutch Areseck Houck - Powles Hook, now Jersey City. The log of the King's highway, in 1749, according to William Douglas, who wrote a general description of the British settlements in North America, was as follows: Philadelphia - 0 miles; Bristol opposite Bridlington (Burlington) - 20 miles; Trent Town ferry over the De La Ware River - 30 miles; Princetown - 40 miles; Brunswick ferry of Raritan River - 52 miles; Woodbridge - 70 miles; Elizabeth Point ferry - 82 miles; land to Staten Island Point - 88 miles; and ferry to New York - 103 miles.

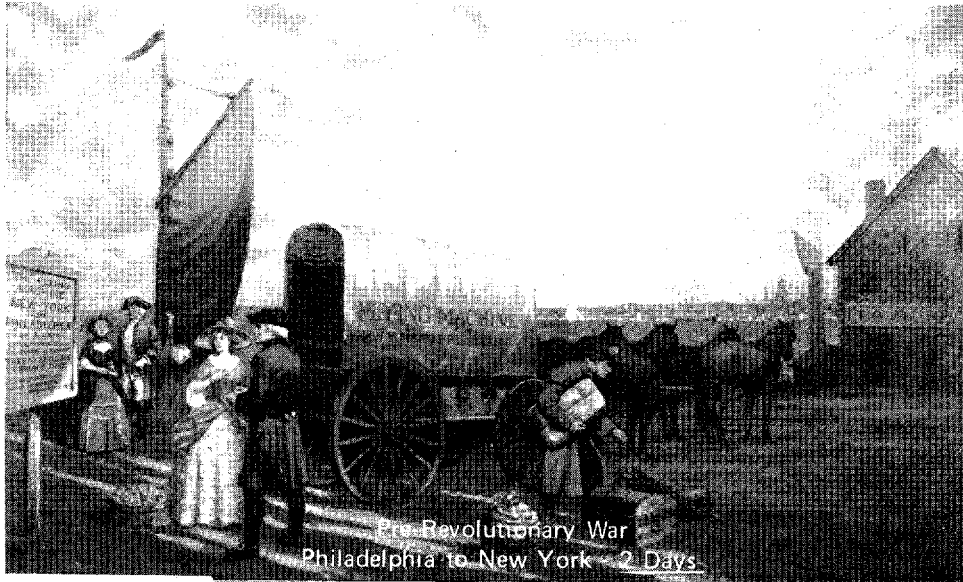
The Northern Post horseback riders worked on a weekly schedule during the spring, summer and fall only, in 1750, when Joseph Borden organized the first regular stage-wagon service between the two principal cities by way of Trenton and Brunswick. The first so-called through city-to-city stage service began on November 9, 1756, along the King's highway from Philadelphia through Princetown and New Brunswick to Perth Amboy, thence to New York by stage boat.

The long ferry trip across New York Bay was displaced on April 14, 1766, by a ferry across the Hudson River at Paulus Hook installed by John Barnhill and John Masherew. They introduced the fastest stage wagon until that date, called the Flying Machine, which began a bi-weekly schedule for the two-day journey from Philadelphia through Trenton, Princetown, Elizabeth Town, Newark and the Passaic and Hackensack Rivers to Paulus Hook (Jersey City) with "the waggon seats to be set on springs" and "no water carriage, and consequently nothing to impede the journey." The comfort of passengers was served by hanging the wooden cross seats in leather straps to offset the lack of springs between the wagon body and the axles. The picture shows the passengers transferring from the sailing ferry boat at Paulus Hook and beyond the primitive skyline of New York (1760 population - 14,000) the second metropolis of the British Colonies in America to Philadelphia (1769 population - 28,043).



# HIGHWAY STATISTICS

1975



Pre-Revolutionary War  
Philadelphia to New York - 2 Days



1976  
Philadelphia to New York - 2 Hours



**U.S. DEPARTMENT OF TRANSPORTATION**  
**Brock Adams, Secretary**

**Federal Highway Administration**  
**William M. Cox, Administrator**



PREFACE

This publication was prepared by the Highway Statistics Division, Office of Highway Planning, Federal Highway Administration. The 31st of an annual series, it presents the 1975 statistical and analytical tables of general interest on motor fuel, motor vehicles, driver licensing, highway-user taxation, State highway finance, highway mileage, and Federal-aid for highways; and 1974 highway finance data for municipalities, counties, townships, and other units of local government.

This book contains a reprint of the information that was published previously in Sections 1, 2, 3, and 4. No revisions have been made, it is simply a compilation of the statistical tables for preservation with the annual "Highway Statistics" series.

The Highway Statistics series has been published annually beginning with the year 1945. Most of the earlier editions are now out of print except for the following, which may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402:

	Stock Number	Cost Per Copy
Highway Statistics, 1969 -----	050-002-00082-9	\$4.05
Highway Statistics, 1970 -----	5001-0025	\$3.90
Highway Statistics, 1971 -----	5001-00047	\$4.55
Highway Statistics, 1972 -----	5001-00066	\$3.95
Highway Statistics, 1973 -----	5001-00088	\$4.90
Highway Statistics, 1974 -----	050-001-00107-1	\$3.90
Highway Statistics, Summary to 1975 -----	050-001-00129-2	\$4.75

Much of the information presented in the earlier editions is summarized in the publication Highway Statistics, Summary to 1975.

The annual Highway Statistics for years 1969-1975, the Summary to 1965, and the Summary to 1975, are available on microfiche from the Department of Commerce, National Technical Information Service, Springfield, Virginia 22161. Following are the accession numbers and prices to be used when ordering:

	Accession Number	Cost per Microfiche Copy
Highway Statistics, Summary to 1965 -----	PB 197713	\$3.00
Highway Statistics, 1969 -----	PB 197714	\$3.00
Highway Statistics, 1970 -----	PB 206547	\$3.00
Highway Statistics, 1971 -----	PB 220134	\$3.00
Highway Statistics, 1972 -----	PB 231001	\$3.00
Highway Statistics, 1973 -----	PB 239989	\$3.00
Highway Statistics, 1974 -----	PB 255090	\$3.00
Highway Statistics, 1975, Section 1 (revised)-----	PB 271953	\$3.00
Highway Statistics, 1975, Section 2 -----	PB 261237	\$3.00
Highway Statistics, 1975, Section 3 and Charts ----	PB 267552	\$3.00
Highway Statistics, 1975, Section 4 -----	PB 261266	\$3.00
Highway Statistics, Summary to 1975 -----	PB 273520	\$3.00

Also available in paper copy from the National Technical Information Service are the following:

Highway Statistics, 1975, Section 1 (revised)-----	FHWA-HP-HS-75-01R	\$4.00
Highway Statistics, 1975, Section 2 -----	FHWA-HP-HS-75-02	\$4.00
Highway Statistics, 1975, Section 3 -----	FHWA-HP-HS-75-03	\$4.00
Highway Statistics, 1975, Section 4 -----	FHWA-HP-HS-75-04	\$4.00
Highway Statistics, Summary to 1975 -----	FHWA-HP-HS-S75	\$4.75

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## INTRODUCTION

This publication brings together annual series of selected statistical tabulations relating to highway transportation in three major areas: (1) Highway use — the ownership and operation of motor vehicles; (2) highway finance — the receipts and expenditures for highways by public agencies; and (3) the highway plant — the extent and changing characteristics of public highways, roads, and streets in the Nation.

The contents will be presented in the eleven chapters, as follows:

- I. Motor Fuel
- II. Motor Vehicles and Driver Licensing
- III. Highway Usage
- IV. Federal Fuel and Automotive Taxes, and the Highway Trust Fund
- V. Highway Finance Summaries
- VI. Federal Highway Finance and Programs
- VII. State Highway Finance
- VIII. Local Road and Street Finance
- IX. Roadway
- X. U.S. Territories
- XI. Additional Data Sources

Statistics in this publication have been analyzed and reported on a calendar year basis using procedures which provide comparability of values among States. Therefore, some values reported here may differ from values reported by other agencies for similar items.

Cooperation of Federal, State, and local agencies in providing the basic data from which these statistical series are derived is acknowledged and appreciated.

While the Highway Statistics Division is responsible for the preparation of this publication, a number of the statistical summaries are prepared by other units within the Federal Highway Administration as indicated by notes on the tables involved.

Responsibility for administering the highway network of the United States, providing funds for its continued improvement and maintenance, and the regulation of its use, is a complex affair involving Federal and State agencies, together with nearly 35,000 local county, township, and municipal governments. These agencies work in concert in many ways in the management of the Nation's highway plant.

### FEDERAL AGENCIES

The Federal Highway Administration is the principal highway agency of the Federal Government. Under the Federal-aid highway program, initiative for selecting routes eligible for improvement with Federal-aid funds rests with the States, and these routes continue to remain under the jurisdiction of the States or local governments which are responsible for administering and maintaining them as part of the State or local highway systems.

Other Federal agencies that administer continuing highway programs are the Forest Service of the Department of Agriculture and the National Park Service and the Bureau of Indian Affairs of the Department of the Interior. The Department of Defense and the Bureau of Land Management of the Department of the Interior provide funds in their budgets to finance construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to the Federal Highway Administration to manage the construction program.

Other Federal agencies also provide funds for roads and bridges incidental to their major functions. For example, the Department of the Army's Corps of Engineers, and the Bureau of Reclamation of the Department of the Interior expend funds for highways and bridge construction and reconstruction associated with projects involving water resources and navigable rivers. The Forest Service and Bureau of Land Management provide funds through a policy of sharing with States and counties some of the income from timber sales and oil and mineral royalties on Federal lands, a portion of which is placed in road funds.

The Treasury Department's Internal Revenue Service collects the Federal excise taxes on motor fuel and automotive products, and those dedicated by Congress for deposit in the Federal Highway Trust Fund are transferred to the Fund by the Department of the Treasury.

### STATE AGENCIES

In the Federal Highway Administration's analyses, special commissions and authorities, both toll and nontoll, as well as State highway departments, are classed as State highway agencies. Other

executive branches of the State government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and related functions. Examples of these executive agencies are treasury and revenue departments, motor vehicle departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, is treated as a State.

#### COUNTY AND TOWNSHIP GOVERNMENTS

Statistics are included for counties, townships, and highway and road improvement districts. There are organized county governments in all States except Connecticut and Rhode Island. (County governments in Alaska are called boroughs, and in Louisiana, parishes.) Counties, however, have little or no responsibility for roads in the New England States, in Alaska, Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. Beginning with 1970, the 11 boroughs in Alaska were divided into 2 groups, one having rural characteristics (8 boroughs), and the other predominantly urban (3 boroughs). None of the rural-type boroughs have assumed road and street functions or received State-aid for maintenance. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in ten counties, and Maryland performs this function on behalf of six counties.

Because the area of some counties is entirely or nearly comprised of incorporated cities, towns, and villages, the Federal Highway Administration classifies statistics relating to their mileage and expenditures as being on municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Nassau, N.Y.; Cuyahoga, Ohio; and Milwaukee, Wisconsin.

Historically, several counties have had boundaries coextensive with cities. These counties are: San Francisco, California; Denver, Colorado; Orleans (New Orleans), Louisiana; Bronx, Kings, New York, Queens, and Richmond (New York City), New York; and Philadelphia, Pennsylvania. This list was augmented as a result of recent county-city mergers beginning in 1963. The purpose of the merger was to consolidate governmental functions, but the counties, in general, have retained their identities for certain administrative purposes. These counties are: Borough of Juneau (Juneau and Douglas) and Borough of Sitka (Sitka), Alaska; Duval (Jacksonville), Florida; Muscogee (Columbus), Georgia; Marion (Indianapolis), Indiana; Ormsby (Carson City), Nevada; Davidson (Nashville), Tennessee; and Norfolk (South Norfolk), Princess Anne (Virginia Beach), Virginia. Arlington County, Virginia, because it is entirely urban in character, is also classed as a municipality.

In 21 States, organized township governments exist and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin these governments are known as "towns." Although generally considered to be rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and perform functions of municipal governments. For the Federal Highway Administration's analyses, some of the townships in New England, New Jersey, and New York have been classed as municipalities. This classification was determined on the basis of population density criteria. Pennsylvania considers "townships of the first class" having a population density of 300 or more per square mile to be municipalities. Special districts having an degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., are included in statistical summaries with those for the county and township governments.

#### MUNICIPALITIES

Municipal governments included in summary tables, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England-type. Data for special parking authorities and commissions and municipal toll authorities are also included with those of municipal governments.

The term "urban" has been avoided in referring to these political entities and is used herein solely in connection with Federal-aid statistics that refer specifically to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These Federal-aid urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions.

#### INDIVIDUAL UNIT STATISTICS

In general, the statistical series present summary data only on a State-by-State basis. However, in the highway finance section, special tabulations are included also for individual toll authorities, for counties comprising Standard Metropolitan Statistical Areas, and for individual cities having

50,000 or more population. Beginning with the 1974 summaries, the receipts and disbursements for urban mass transit activities were added to the financial compilations. The urban mass transit data will be collected in cooperation with the Urban Mass Transit Administration as part of an anticipated national urban transportation reporting system.

While a number of States compile selected motor vehicle and mileage statistics on a county basis, this is not universal and tabulations of these data are, therefore, not included in this publication. Inquiries for information on a county-by-county basis should be directed to the respective State highway departments.

#### DUPLICATIONS

Users of these data must be careful to avoid "double counting" of the statistical data that could result from the effect of intergovernmental relationships. This is particularly so with reference to tables in the finance and mileage sections, because of the overlapping of Federal-aid activities with the State and local highway activities, and the effects of grants-in-aid programs. Examples are Federal-aid payments, which are in turn reported as State receipts, and included in their expenditures; and Federal-aid highway system mileages, which are parts of the State and/or local highway systems, and are also included in those systems. Summary tables that give National statistics have been included at the beginning of the finance and mileage sections, and eliminate "double counting" or duplication. These are then followed by table series that reflect the transactions of each level of government, but which are not necessarily cumulative to National totals.

## I. MOTOR FUEL

The tables in this section show gallons of motor fuel exempted, refunded, and taxed; the use of fuel for highway and nonhighway purposes; and motor fuel use by type of fuel. In addition there are tables that give revenues from the gallonage taxes of the States, and the fees associated with the application and enforcement of the motor-fuel tax laws.

The term "motor-fuel" applies to gasoline and all other fuels coming under the purview of the State motor-fuel tax laws. "Special fuels" include diesel fuel, liquefied petroleum gases, and those fuels known by such names as "tractor fuel" and "power fuel" when they are used to operate vehicles on the highways.

The State gasoline tax rates range from 5 to 10 cents per gallon with a majority of the States charging 7.5 cents or more per gallon.

### MOTOR-FUEL TAX COLLECTIONS

The motor-fuel tax collections for all States are given in table MF-1. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes has been placed in separate funds, it has been deducted in column 8 of MF-1. The last column of the table, "Adjusted Net Total Receipts," lists the State highway-user revenues derived from motor fuel.

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. By the end of 1975, nine States had imposed higher tax rates on diesel fuel than on gasoline, because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel, and two States tax special fuels at one cent less than the tax on gasoline. Vermont and Wyoming were the only States that did not tax special fuels in 1975; however, Vermont levied special equalization fees on vehicles that use the special fuels, and Wyoming levied an additional mileage tax on special-fuel users.

The words "exemption" and "refund" have not been used interchangeably; in this publication, exemption has been applied when the State purposely did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel such as for agriculture, aviation, manufacturing, construction, and marine purposes. In most States, nonhighway-gasoline use is taxed but refundable, whereas nonhighway special-fuel use is not taxed.

The disposition of motor-fuel tax revenue for 1975 is given in table MF-3. The provisions governing the disposition of motor-fuel tax receipts can be found in table MF-106.

Tables MF-101 through MF-105 summarize the more important State provisions for administering gasoline and special-fuel taxes; and tables MF-107 through MF-110 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel, and the liquid-fuels inspection fees, as of January 1, 1976. These tables were last published in Highway Statistics, 1974.

### MOTOR FUEL USE

Analyses of 1975 motor-fuel consumption are given in tables MF-2 and MF-21 through MF-26. Table MF-2, intended primarily to provide tax data for revenue analysis, shows gallonage taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables MF-21 through MF-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. The differences that occur between tables MF-21 and MF-2 are primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which the tax was paid. In tables MF-21 through MF-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table MF-25 gives the 1975 highway use of special fuels by months for all States, and MF-26 shows the highway gasoline gallonage.











PRIVATE AND COMMERCIAL NONHIGHWAY USE OF GASOLINE - 1975<sup>1</sup>

Compiled for the calendar year from an analysis of motor-fuel use

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

TABLE MF-24  
AUGUST 1976

STATE	CLASSIFIED								UNCLAS-SIFIED	TOTAL	
	AGRICUL-TURAL USE	OTHER USES						TOTAL		GALLONS	LITRES
		AVIATION	INDUSTRIAL AND COMMERCIAL 2/	CONSTRUC-TION 2/	MARINE 3/	MISCEL-LANEOUS	TOTAL				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	
Alabama	8,333	6,444	-	-	12,871	-	19,315	27,648	9,522	37,170	140,704
Alaska	569	15,275	3,895	-	5,734	-	24,904	25,473	14,894	40,367	152,806
Arizona	10,705	9,539	6,115	1,707	12,377	466	30,304	41,009	-	41,009	155,236
Arkansas	7,105	8,408	-	-	7,470	-	15,878	22,983	1,451	24,434	92,493
California	49,715	49,757	1,919	4,715	59,255	15,098	130,744	180,459	-	180,459	683,112
Colorado	34,013	8,662	1,086	1,103	5,163	1,821	17,835	51,848	-	51,848	196,866
Connecticut	297	2,976	578	640	6,239	22	12,455	12,752	-	12,752	48,272
Delaware	1,743	484	927	-	1,025	-	2,436	4,179	-	4,179	15,819
Dist. of Col.	-	-	-	-	1,077	-	1,077	1,077	1,873	2,950	11,167
Florida	3,887	54,057	-	-	33,896	-	87,953	91,840	20,795	112,635	426,370
Georgia	2,536	11,585	-	-	11,538	-	33,123	33,659	3,879	37,538	142,097
Hawaii	2,231	2,830	-	-	2,268	-	5,098	7,329	2,406	9,735	36,851
Idaho	31,482	3,877	2,267	-	3,876	-	10,020	41,502	-	41,502	157,102
Illinois	171,502	1,476	1,162	7,980	27,043	2,033	39,694	211,196	-	211,196	799,464
Indiana	46,994	7,155	4,532	1,662	19,340	2,654	35,343	82,337	-	82,337	311,679
Iowa	155,137	6,313	3,868	614	10,682	180	21,657	176,794	-	176,794	669,238
Kansas	92,537	5,701	6,513	2,243	6,899	3,061	24,417	116,954	-	116,954	442,719
Kentucky	8,193	4,059	-	-	8,892	-	12,951	21,144	3,481	24,625	93,216
Louisiana	7,276	8,961	-	-	14,564	-	23,525	30,801	13,378	44,179	167,236
Maine	3,111	2,023	201	-	4,181	-	6,405	9,516	-	9,516	36,022
Maryland	4,518	3,253	7,821	-	10,416	369	21,859	26,377	-	26,377	99,848
Massachusetts	1,469	5,986	1,955	-	12,956	-	20,897	22,366	-	22,366	84,664
Michigan	40,688	10,399	37,231	1,631	52,242	-	101,503	142,191	1,624	143,815	544,399
Minnesota	122,766	7,093	9,104	-	16,925	4,032	37,154	159,920	-	159,920	605,363
Mississippi	7,471	6,546	1,694	-	8,565	-	16,805	24,276	-	24,276	91,895
Missouri	108,172	5,965	5,798	-	18,367	-	30,130	138,302	-	138,302	523,530
Montana	32,587	2,616	-	-	2,728	-	5,344	37,931	4,258	42,189	159,703
Nebraska	65,370	4,641	3,870	-	3,802	-	12,313	77,683	-	77,683	294,062
Nevada	3,120	6,081	482	1,234	4,030	1,058	12,885	16,005	-	16,005	60,585
New Hampshire	624	1,052	502	159	1,645	-	3,358	3,982	-	3,982	15,073
New Jersey	3,645	2,398	6,159	-	22,012	1,522	32,091	35,736	9,940	45,676	172,902
New Mexico	4,311	2,642	1,803	12	2,837	-	7,294	11,605	-	11,605	43,930
New York	33,311	8,963	19,213	4,377	56,260	6,044	94,857	128,168	-	128,168	485,169
North Carolina	24,689	6,668	6,603	1,634	20,053	1,472	36,430	61,119	-	61,119	231,361
North Dakota	91,045	2,825	1,300	-	2,039	-	6,164	97,209	1,277	98,486	372,810
Ohio	42,057	13,528	14,575	7,349	32,610	23,395	91,457	133,514	-	133,514	505,405
Oklahoma	18,409	9,997	-	-	11,104	-	21,101	39,510	-	39,510	149,562
Oregon	14,723	5,638	8,877	-	11,905	-	26,420	41,143	-	41,143	155,743
Pennsylvania	46,222	9,896	-	-	17,474	-	27,370	73,592	47,652	121,244	458,958
Rhode Island	110	9,435	-	-	6,132	-	15,567	15,677	-	15,677	59,344
South Carolina	8,783	4,228	-	-	11,899	-	16,127	24,910	-	24,910	94,295
South Dakota	68,430	2,522	30	-	1,917	-	4,469	72,899	-	72,899	275,953
Tennessee	4,931	1,272	-	-	18,854	1,489	21,615	26,546	-	26,546	100,487
Texas	37,402	35,728	2,433	2,130	59,916	20,135	120,342	157,744	1,237	158,981	601,809
Utah	11,212	3,720	-	-	3,421	-	7,141	18,353	5,715	24,068	91,107
Vermont	3,247	318	-	-	1,850	-	2,168	5,415	254	5,669	21,459
Virginia	11,596	5,899	653	7,103	13,980	611	28,246	39,842	-	39,842	150,818
Washington	12,469	8,184	5,954	-	17,488	1,639	33,265	45,734	-	45,734	173,122
West Virginia	2,307	1,907	993	-	2,283	-	5,183	7,490	-	7,490	28,353
Wisconsin	76,949	3,417	8,390	-	17,799	73	29,679	106,628	-	106,628	403,631
Wyoming	24,883	7,214	-	-	1,819	-	9,033	33,916	1,264	35,180	133,171
Total Gallons	1,564,882	409,713	178,503	46,293	729,718	87,174	1,451,401	3,016,283	144,900	3,161,183	-
Total Litres	5,923,723	1,550,933	675,707	175,238	2,762,283	329,990	5,494,151	11,417,874	548,506	-	11,966,380
Percentage	49.51	12.96	5.65	1.46	23.08	2.76	45.91	95.42	4.58	100.00	-

1/ This table is one of a series (MF-21 through MF-26) giving an analysis of motor-fuel consumption. Table MF-21 gives the segregation between highway and nonhighway use, table MF-22 shows total consumption by months, table MF-23 shows total highway use by months, table MF-25 and MF-26 show the highway use of special fuels and gasoline, respectively, by months (see notes to table MF-21). Table MF-24 shows the gallons of gasoline used for nonhighway purposes reported in column 2 of MF-21, insofar as data or estimates were available.

2/ "Construction" is included with "industrial and commercial" in the classification of some States.

3/ Recent studies and other sources were used by the Federal Highway Administration to make estimates of marine use for States where information was either unavailable or incomplete.

4/ Data on private and commercial nonhighway use of gasoline were obtained mainly from an analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fluids coming within the purview of the tax, (2) many States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classification of exemptions or refunds according to use, (4) one State, Vermont, does not allow exemptions or refunds for nonhighway use of gasoline. It was necessary to estimate a portion, or all, of the nonhighway use for all States except Arizona. The data shown for many States include estimates of marine use; see footnote 3.

5/ Much of the fuel consumed by large aviation users, who are licensed distributors, is not included in table MF-21, MF-22, and MF-24. This use was not required to be reported and did not enter the State's taxing channels.

6/ Does not include aviation jet fuel.









PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

ALABAMA, Tax: 7 Cents, Gasoline LPO	ALASKA, Tax: 8 Cents, Gasoline and Diesel	ARIZONA, Tax: 8 Cents, All Motor Fuel	ARKANSAS, Tax: 8.5 Cents, Gasoline 9.5 Cents, Diesel 7.5 Cents, plus fees equivalent to 1 Cent additional tax per gallon, LPO	State Apportionment Fund	3 Percent	All	For distribution as follows: Cost of general State government, including the cost of collection and administration of motor-fuel taxes; Amount Required	Interstate Motor Fuel Tax Refund Fund	Amount Required	Gasoline Tax Refund Fund	The Refund	County-Aid Fund	1.5 Percent	Municipal-Aid Fund	1.5 Percent	State Highway Department	70 Percent	State Aid Road Fund (Counties)	70 Percent	1 Cent Tax	30 Percent	State Highway Special Construction Account
AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION	AMOUNT OR PROPORTION
<p>Department of Revenue</p> <p>Public Road and Bridge Fund</p> <p>55 Percent of net proceeds</p> <p>Highway Staking Fund</p> <p>9/21 net proceeds</p> <p>County</p> <p>Amount Required</p> <p>12/21</p> <p>55 Percent of net proceeds</p> <p>State Highway Department</p> <p>Counties and Municipalities</p> <p>55 Percent of net proceeds</p> <p>Debt service on bonds issued by the various authorities, including Alabama Highway Authority and Alabama Highway Finance Corporation.</p> <p>Amount needed to bring each county up to the annual base if not achieved under the 55 percent distribution below.</p> <p>Distributed as follows:</p> <p>55 percent distribution below.</p> <p>Administered, construction and maintenance of State Highways.</p> <p>Debt service of bonds issued by Alabama Highway Finance Corporation. To be used only to the extent that the 5/21 of the 45 percent of net proceeds is insufficient to cover debt service on all bonds.</p> <p>Administered, construction, maintenance and debt service on county bonds issued for highway and transportation planning.</p> <p>Administration, construction, maintenance and debt service on city bonds issued for highways and transportation planning.</p> <p>Tax on Aviation Use</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>State General Fund Account</p> <p>The Residue of</p> <p>Highway construction and maintenance (must be appropriated by Legislature).</p> <p>Payments of refunds.</p> <p>Highway construction.</p> <p>Rebursed by legislative appropriation for aviation facilities.</p> <p>Aviation Fuel Tax Account</p> <p>4 Cents for deferring use</p> <p>4 Cents for aviation gasoline</p> <p>3-1/2 Cents for Other Aviation Fuels</p> <p>4 Cents for marine use</p> <p>Arizona, Tax: 8 Cents, All Motor Fuel</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Revenue</p> <p>Public Road and Bridge Fund</p> <p>55 Percent of net proceeds</p> <p>Highway Staking Fund</p> <p>9/21 net proceeds</p> <p>County</p> <p>Amount Required</p> <p>12/21</p> <p>55 Percent of net proceeds</p> <p>State Highway Department</p> <p>Counties and Municipalities</p> <p>55 Percent of net proceeds</p> <p>Debt service on bonds issued by the various authorities, including Alabama Highway Authority and Alabama Highway Finance Corporation.</p> <p>Amount needed to bring each county up to the annual base if not achieved under the 55 percent distribution below.</p> <p>Distributed as follows:</p> <p>55 percent distribution below.</p> <p>Administered, construction and maintenance of State Highways.</p> <p>Debt service of bonds issued by Alabama Highway Finance Corporation. To be used only to the extent that the 5/21 of the 45 percent of net proceeds is insufficient to cover debt service on all bonds.</p> <p>Administered, construction, maintenance and debt service on county bonds issued for highway and transportation planning.</p> <p>Administration, construction, maintenance and debt service on city bonds issued for highways and transportation planning.</p> <p>Tax on Aviation Use</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>	<p>Department of Conservation</p> <p>State Department of Aeronautics</p> <p>39/100 of 1 percent</p> <p>Of All State imposed</p> <p>(Except Aviation)</p>
<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>	<p>Remarks</p>



# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE MF-106  
SHEET 2 OF 20  
EFFECTIVE JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>CALIFORNIA, Tax: 7 Cents, Gasoline and Diesel 6 Cents, LPG</b>			
State Motor-Vehicle Fuel Account	All Amount Required	Administrative expense of the State Board of Equalization and the State Controller's Office; payment of refunds.	
Aeronautics Account	Appropriation	Refund, prorata share of collection expenses, administrative expenses of Division of Aeronautics; remainder distributed to cities, counties and airport districts operating airports.	
Harbors and Watercraft Revolving Fund	Appropriation	\$5,500,000 per annum commencing with the 1976-77 fiscal year transferred for administrative costs and construction and maintenance of small craft harbors and facilities.	
Agriculture Fund	Amount Required	\$500,000 for State administrative costs, \$1,000,000 for emergency detection, eradication, or research of agricultural plant or animal pests or diseases, each fiscal year. Balance paid to the counties as partial reimbursement for county expenses for carrying out agricultural programs authorized by the Agricultural Code that are supervised by the Department of Agriculture.	Represents that portion of receipts in the Motor-Vehicle Fuel Account attributable to agricultural off-highway use of motor-vehicle fuel.
Off-Highway Vehicle Fund	Amount Required		The estimated amount of money credited to the Motor-Vehicle Fuel Account attributable to taxes imposed on distributions of motor-vehicle fuel used in the off-highway operation of off-highway vehicles and motor-vehicle fuel used in motor vehicles subject to on-highway registration while engaged in off-highway recreational use, and for which a refund has not been claimed or for which no person is entitled to a refund.
Highway-Users Tax Account Bagley Conservation Fund	Remainder \$900,000	For distribution as follows: Maintenance and repair of highways in units of the State park system.	On July 1 of each year \$900,000 is transferred from the Highway-Users Tax Account in the Transportation Tax Fund to the State Park Highway Account in the Bagley Conservation Fund.
Counties	\$0.1625 Per Gallon	Work on local roads.	A sum equal to the net revenue derived from 1.625 cents per gallon tax is apportioned to counties. (a) Each county shall receive \$1,667 monthly for engineering and administration. (b) Distribution per Sec. 2110 is as follows: 1. \$1,500,000 annually apportioned to the several counties for snow removal. 2. \$500,000 annually apportioned to 31 counties for storm damage. (c) 75% (of 1.625 cents per gallon) to the several counties in proportion to the number of fee-paid and exempt vehicles registered in such counties. (d) The number of miles of maintained county roads in each county shall be multiplied by \$42; from the resultant amount, the amount received by each county under subdivision (c) of the paragraph is deducted and the remainder, if any, is paid to the county. (e) Any remaining funds payable after the apportioning of the above is apportioned to the several counties under (c) above.
Cities	\$0.00725 Per Gallon	Work on city streets.	Not less than 20 percent of the funds apportioned under Section 2104 c, d, and e above shall be expended for acquisition of rights-of-way and for construction of routes.
Cities	Appropriation Schedule	Engineering and administrative costs - city streets.	A sum equal to 72.5 percent of one cent per gallon is apportioned to cities as provided by Section 2107, Streets and Highway Code on the basis of population.
Cities and Counties	\$0.0104 Per Gallon	\$30,000 per month is transferred to the Bicycle Lane Account for administrative expenses of the Department of Transportation and to cities and counties for eligible bicycle lane projects. The balance of the 1.04 cents per gallon is apportioned to cities and counties for use exclusively for county road and city street purposes.	Annual apportionment to cities in amounts ranging from \$1,000 to \$20,000 depending upon population bracket specified by law. Above funds to be expended exclusively for engineering costs and administration. Apportioned by the State Controller to cities and counties for streets and county roads, \$100 per month to each city and \$500 per month to each county. The remainder goes to the counties on the basis of motor-vehicle registration. Counties retain apportionment based on the percentage that the assessed valuation of tangible property subject to local tax levies outside the incorporated cities of the county is of the total for the county. The remainder goes to cities, based on population.
State Highway Account	Amount Required		Annually, commencing with the 1976-77 fiscal year, transfer to the State Highway Account a prorata amount of \$5,000,000 less the sum available from Federal subventions for grade separation projects in the second preceding fiscal year in excess of \$1,000,000. The prorata is based on the ratio that grade separation allocations to cities, counties and State projects bear to the total allocation in the second preceding fiscal year. The prorata amount applicable to counties is deducted from the net revenue derived from 1.625 cents per gallon tax available for allocation to counties. The prorata amount applicable to cities is deducted from the net revenue derived from .725 cent per gallon tax available for allocation to cities.
State Highway Fund	The Residue	Acquisition of rights-of-way for, and the construction, reconstruction, improvement, and maintenance of State highways and streets.	State highway moneys for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties.
<b>COLORADO, Tax: 7 Cents, All Motor Fuel</b>			
State Treasurer Highway-User Tax Fund	Amount Required All Net Revenue	Refund of motor-fuel tax. For distribution as follows:	Refunds made by State Treasurer on voucher certified by the Department of Revenue. This is a common fund receiving motor-fuel, motor-vehicle and motor-carrier revenues. Distribution is made from combined revenues.
State General Fund	Amount Required	Collection and administration of motor-fuel tax and motor-vehicle fees.	Administration expenses paid out of State General Fund, subject to monthly reimbursement from Highway-User Tax Fund.
Highway Crossing Protection Fund	\$20,000 Per Month	Highway grade crossing protection.	
State Patrol Port of Entry Administration	Appropriation Appropriation	State police expense. Operation of border inspection stations.	Legislature appropriates from Highway-Users Tax Fund the amounts required for operation of State patrol, port of entry administration as well as other administration and safety functions.
State Highway Fund	Remainder 65 Percent	Debt service on State highway bonds and notes, State highway construction, maintenance, and administration.	
Counties	26 Percent	Construction, maintenance, and administration of the county highway system. Funds may also be used on State highways.	Allocated to counties as follows: 20 percent in proportion to the rural motor-vehicle registration in each county and 80 percent in proportion to the adjusted mileage of open, used and maintained rural roads in each county, excluding mileage of State highways. The city and county of Denver are not considered a county.
Cities and Incorporated Towns	9 Percent	Construction, maintenance, and administration of the city highway system. Funds may also be used on State highways.	Allocated to cities as follows: 80 percent in proportion to the adjusted urban motor-vehicle registration in each city and incorporated town and 20 percent in proportion to the mileage of open, used and maintained streets in each city and incorporated town, excluding the mileage of State highways. The city and county of Denver are considered as a city.

MOTOR FUEL

1-15



# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MF-106  
SHEET 4 OF 20  
EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>HAWAII</b>, Tax: 8.5 Cents, Gasoline 7.5 Cents, Diesel</p> <p>State Highway Fund</p> <p>State Airport Revenue Fund</p> <p>Small Boat Harbor Special Fund</p>	<p><u>All</u></p> <p>1 Cent Tax On Aviation Gasoline 3/4 of 1 Percent of Fuel Tax Collected Except Aviation Fuel 1 Cent Tax on Diesel</p>	<p>Construction and maintenance of State highways and debt service on State highway bonds.</p> <p>For construction, maintenance, and operation of airports and air navigation facilities.</p> <p>For cost of administering a comprehensive boating program.</p>	<p>The State fuel tax rate was temporarily increased to 8 1/2 cents per gallon for liquid fuel, and 7 1/2 cents per gallon for diesel oil, effective May 1, 1975, to June 30, 1976, (see Act 19, SLH 1975) extended another year to June 30, 1977, under Senate Bill No. 28, S.B.2.</p> <p>Act 93, Section 267-13 amended, Session Laws of Hawaii - 1971, created Small Boat Harbor Special Fund, effective date June 30, 1971. Act 180, Section 266-50 amended, Session Laws of Hawaii - 1972, directs the Director of Transportation, prior to July 1, 1973, and every three years thereafter to establish percentage of total taxes collected under chapter 263 in each fiscal year that are derived from the sale of liquid fuel for use in or used for small boats. The amount so determined shall be deposited in the boating special fund.</p>
<p><b>IDaho</b>, Tax: 9.5 Cents, All Motor Fuel</p> <p>Motor-Fuel Refund Fund, Motor-Fuel Division, State Tax Collector</p> <p>Waterways Improvement Fund</p> <p>Off-Road Motor-Vehicle Fund</p> <p>Cities</p> <p>State Highway Fund</p> <p>Counties and Highway Districts</p> <p>Idaho Transportation Department, Division of Highways</p> <p>State Aeronautics Fund</p>	<p>Amount Required</p> <p>1.0 Percent of Motor Fuel Tax</p> <p>1.0 Percent of Motor Fuel Tax</p> <p>16.67 Percent of Motor Fuel Tax <u>Remainder</u></p> <p>26.0 Percent Amount Required The Residue</p> <p>74.0 Percent</p> <p>3.5 Cent Aviation Fuel Tax</p>	<p>Refunds of gasoline tax on nonhighway use vehicles except recreational vehicles.</p> <p>Construction and improvement of boat ramps and moorings; crection and improvement of parking areas for boating purposes; and promotion of safety, search and rescue.</p> <p>Development of snowmobile trails inside and outside of State park areas.</p> <p>Construction and maintenance of streets.</p> <p>Distributed as follows:</p> <p>Debt service on highway bonds. County and highway district road and bridge construction and maintenance.</p> <p>Construction, reconstruction and maintenance of State highways, including State highways in cities. Promotion of aviation.</p>	<p>An amount of money equal to the actual cost of collecting, administering and enforcing the motor-fuel tax act. An amount of money sufficient to pay current refund claims.</p> <p>1.0 percent of all motor-fuel tax, interest and penalties, credited to the Waterways Improvement Fund. All amounts over \$300,000 transferred to the Park and Recreation Capital Improvement Fund.</p> <p>1.0 percent of all motor-fuel tax, interest and penalties, credited to the Off-Road Motor-Vehicle Fund. All amounts over \$300,000 transferred to the Park and Recreation Capital Improvement Fund.</p> <p>Apportioned to cities in the proportion that the population of each city bears to the total population of all cities in the State receiving motor-fuel tax. This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; and indicated distribution is made from the combined revenues.</p> <p>Distributed to the counties on the following basis: 10 percent equal division, 45 percent in proportion to motor-vehicle registration revenue of previous year, and 45 percent in proportion to which the improved road mileage in each county bears to total in State. Where applicable, counties share with highway and good roads districts on the above formula basis.</p> <p>3.5 cent privilege tax on all aircraft engine fuels.</p>
<p><b>ILLINOIS</b>, Tax: 7.5 Cents, All Motor Fuel</p> <p>Motor Fuel Tax Fund</p> <p>Road Fund, Department of Transportation</p> <p>Department of Revenue Department of Transportation State Boating Act Fund</p> <p>Road Fund, Department of Transportation</p> <p>Grade Crossing Protection Fund</p> <p>Municipalities</p> <p>Counties (under 1,000,000 population) (over 1,000,000 population)</p> <p>Road Districts</p>	<p><u>All</u></p> <p>1/2 Cent</p> <p>7 Cents Amount Required \$168,000 Per Month <u>Remainder</u></p> <p>34.82 Percent Less</p> <p>\$200,000 Per Month</p> <p>32 Percent</p> <p>11.91 Percent 10.91 Percent</p> <p>10.36 Percent</p>	<p>For expenditures or distribution as shown below:</p> <p>Construct and maintain State highways. Appropriations may also be made for administrative expenses of other State agencies for related motor vehicle purposes, and for special projects authorized by the General Assembly.</p> <p>Collection, administration and refunds of motor-fuel tax. Administration of counties, cities, and townships share of motor-fuel tax. Administering boat registration, boat safety education and enforcement, including construction and improvement of boating facilities.</p> <p>Construction, maintenance, and administration of State highways. Appropriations may also be made for administrative expenses of other State agencies for related motor vehicle purposes, and for special projects authorized by the General Assembly. That part of cost apportioned by the Illinois Commerce Commission to State to cover the interest of public in providing railroad grade crossing protection on local, county, or township roads or streets in municipalities.</p> <p>Construction, maintenance, administration, and debt service on bonds issued for the municipal street systems; 30 percent FAS highway construction projects; State highway projects in municipalities; official traffic control signals; street lighting systems; storm sewers; pedestrian crossings; parking facilities; feasibility and engineering studies for proposed toll bridges; marking of official bicycle lanes; grade separation and approaches; and operation of local mass transit systems.</p> <p>Construction, maintenance, and administration of the county highways and extensions; construction of State highways; debt service on bonds issued for county highways; share of project cost on FAP, type II, EAU and FAS systems; grade separations; marking of bicycle routes; and the operation of mass transit systems. Counties of 1,000,000 inhabitants or more may expend motor-fuel tax funds for the expense of the Circuit Court and other agencies related to highways, and for construction, maintenance, or leasing of office space.</p> <p>Construction, maintenance, administration and engineering costs; and debt service on bonds issued for township and district roads; operation of local mass transit district grade separations; and marking of official bicycle lanes.</p>	<p>All receipts placed in the Motor Fuel Fund from which allocations to other funds are made. Paid directly into the Road Fund before any deductions are made.</p> <p>Expenditures by the Department of Revenue out of the Motor Fuel Tax Fund.</p> <p>Expenditure made by the Department of Conservation out of the State Boating Act Fund.</p> <p>Common Fund receiving the State's share of motor-fuel tax, and motor-vehicle revenues. Expenditures are made from combined revenues.</p> <p>Funds are expended by the Department of Transportation upon order of the Illinois Commerce Commission.</p> <p>Municipalities' share apportioned to the several municipalities in proportion to population as determined by last Federal census. Under agreement, State may withhold part of municipal share to provide matching funds.</p> <p>Funds to counties having less than 1,000,000 population are allocated in proportion to the amount of motor-vehicle registration fees received from such counties during the preceding year. Under agreement the State may withhold part of the county share to provide matching funds.</p> <p>Allocation for road districts apportioned to each county in ratio that mileage of road district roads in that county has to total road district mileage in the State.</p>

MOTOR FUEL

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE MF-105  
SHEET 5 OF 20  
EFFECTIVE JANUARY 1, 1977

Based on information obtained from the State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>INDIANA, Tax: 8 Cents, All Motor Fuel</b>			
Department of State Revenue Motor Vehicle Highway Account	<u>6 Cents</u> Amount Required <u>Remainder</u>	Collection, administration, and refunds of motor-fuel taxes. For distribution as shown below:	This is a common fund receiving motor-fuel and motor-vehicle revenues; expenditures are made from the combined revenues.
Office of Traffic Safety Division of School Traffic Safety Education State Police Cities and Towns	Amount Appropriated Amount Required 15 Percent	Education and improvement of public safety and traffic management. Safety education program in schools. Policing the highways of the State.	Allocated to cities and towns on the basis that the population of each city and town bears to the total population of all cities and towns at the last preceding U.S. Census. Distributed as follows: 5 percent equally among the 92 counties; 55 percent on the basis of the ratio of the actual miles, now traveled and in use, of county highways in each county to the total mileage of all county highways in the State, which shall be determined annually by the State Highway Commission and the county highway department; and 30 percent on basis of motor-vehicle registration to total State registration. If the remainder is less than \$22,650,000 then the cities' portion for the following year is reduced by 13 percent of such difference and the counties' portion for the following year is reduced by 24 percent of such difference.
Counties	32 Percent	Streets and alleys, construction, maintenance, traffic signals and policing, street cleaning, purchase and repair of street and highway equipment. Construction and maintenance of county highways and bridges including extensions in incorporated towns; and providing for programs of county research and extension to be conducted by Purdue University, and financed by one-eighth of one percent of the counties' share of the Motor-Vehicle Highway Account.	
State Highway Commission	The Residue	State highway construction, maintenance, and administration. Also construct and maintain road side parks and highways that connect any State highway with any State park, forest reserve, State game reserve, and the grounds of any State institution.	Moneys are deposited monthly into this fund.  Allocated to each county on the basis of each county's passenger car registrations to total passenger car registrations in the State. The sub-allocation between the county and cities within the county is as follows: (1) In counties having a population of 50,000 or more, 60 percent of the moneys shall be distributed on the basis of population and 40 percent on the basis of the ratio of city and town street mileage to county road mileage; (2) In counties having a population of less than 50,000, using the same factors above, the percentages are 20 percent and 80 percent respectively.
Primary Highway System Special Fund	<u>2 Cents</u> 55 Percent	Engineering, land acquisition, and construction of highways on the State's Federal-aid primary highway system.	
Local Road and Street Account	45 Percent	Engineering, construction, and reconstruction of roads, streets, and bridges under local jurisdiction or for payment of principal and interest on bonds sold to finance the preceding.	
<b>IOWA, Tax: 7 Cents, Gasoline and LPG 8 Cents, Diesel</b>			
Motor-Vehicle Fuel Tax Fund State Primary Road Fund State Road Use Tax Fund	Amount Required 1/2 Cent Per Gallon On All Motor Fuel <u>Remainder</u>	Collection, administration, and refunds of motor-fuel tax. State highway construction, maintenance and administration. Distributed as shown below:	50 percent must be used for improvement on roads and bridges which are 20 feet or less in width. This is a common fund receiving motor-fuel, motor-vehicle, motor-carrier and other revenues; distribution is from the combined revenues.  )Unobligated funds revert to the Road Use Tax Fund for distribution.
State Primary Road Fund	\$2,500,000 Or 1/9 Of FAI Funds \$1,400,000 \$500,000 \$500,000 <u>The Residue</u>	Whichever is smaller to match Federal-aid for Interstate system construction. For construction and maintenance of institutional and park roads and bridges. To pay expenses of secondary and urban road departments. (For nonprimary expenses.) For crossing study and for installation of signals.	
Highway Grade Crossing Safety Fund State Primary Road Fund Secondary Road Fund	77 Percent 29 Percent	State highway construction, maintenance and administration. County road construction and maintenance.	May not spend more than 35 percent on municipal extensions or primary system. Distributed 60 percent on need and 40 percent on area. Counties may authorize portions of their receipts to be transferred to Farm-to-Market Fund. Distributed 60 percent on need and 40 percent on area. 1.5 percent set aside for research. Distributed in proportion that the population of the municipality bears to the total municipal population.
Farm-to-Market Road Fund	9 Percent	Construction of farm-to-market roads. Distributed by the Department of Transportation.	
Street Construction Funds of Incorporated Cities and Towns	15 Percent	For construction, reconstruction, or repair and maintenance of roads and streets in cities and towns. Promotion of aviation.	
State Aviation Fund Marine Fuel Tax Fund	Unrefunded Tax On Aviation Fuel .9 Of 1 Percent Of Gross Collections	For dredging and renovation of natural lakes, acquisition, development and maintenance of access to public boating waters, development, maintenance of navigation aids, administration, operation of the Recreation Boating Division.	.9 of 1 percent of gross collections was a percentage determined by a study authorized by the 1970 G.A. This percentage will be reviewed every 4 years.
<b>KANSAS, Tax: 8 Cents, Gasoline 10 Cents, Diesel 7 Cents, LPG</b>			
State General Fund Motor Vehicle Fuel Tax Refund Fund	<u>8¢ Gasoline</u> 1.75 Percent Amount Required	Cost of collection and administration of tax. Refunds of motor-fuel tax.	Expense of Revenue Department paid from State General Fund.
County Equalization and Adjustment Fund	\$2,500,000 <u>87-50 Percent Of</u> <u>Remainder</u>	Apportioned to counties for road and bridge construction and maintenance.	To insure amounts received by counties from the Special City and County Highway Fund is not less than previously received from State highway-user revenues.
State Freeway Fund Special City and County Highway Fund	65 Percent 35 Percent	After provision for the payment of the principal and interest on highway debt, 69-23 percent of remainder shall transfer to State highway fund. Apportioned to cities and counties for street and road purposes.	State Highway Fund is a common fund receiving motor-fuel, motor-vehicle and other revenue. 57 percent to counties. \$5,000 annually to each county. Balance apportioned 50 percent on proportion of money collected from motor-vehicle registration fees and 50 percent on proportion of average daily vehicle miles not including the Interstate system. Certain counties must share with cities in county. Certain counties must share with townships. Funds to be credited to road and bridge fund and not less than 25 percent shall be expended on mail and school bus routes. 43 percent to cities. Apportioned on proportion of city population. Funds to be used for streets and highways.
(continued)			

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR—FUEL TAX RECEIPTS

TABLE MF-106  
SHEET 6 OF 22  
EFFECTIVE JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>KANSAS, (Continued)</b>			
State Highway Fund, Department of Transportation	<u>12.50 Percent Of</u> <u>Remainder</u>	State Highway Fund for construction and maintenance of the State highway system and administration of Department of Transportation and highway patrol.	
State General Fund	<u>10¢ Diesel</u> <u>1.60 Percent</u> <u>80 Percent Of</u> <u>Remainder</u>	Same as above.	
State Freeway Fund	<u>14 Percent</u>	Same as above.	
State Highway Fund	<u>51 Percent</u>	Same as above.	
Special City and County Highway Fund	<u>35 Percent</u>	Same as above.	
State Highway Fund	<u>20 Percent Of</u> <u>Remainder</u>	Same as above.	
State General Fund	<u>72 MPG</u> <u>1.40 Percent</u> <u>70 Percent Of</u> <u>Remainder</u>	Same as above.	
State Freeway Fund	<u>14 Percent</u>	Same as above.	
State Highway Fund	<u>51 Percent</u>	Same as above.	
Special City and County Highway Fund	<u>35 Percent</u>	Same as above.	
State Highway Fund	<u>30 Percent Of</u> <u>Remainder</u>	Same as above.	
<b>KENTUCKY, Tax: 9 Cents, All Motor Fuel</b>			
State Road Fund	<u>All</u>	For expenditure as follows:	Motor Carriers having three or more axles pay a surtax of 2 cents per gallon on fuel used in Kentucky.
Road Redemption Fund	<u>1976-1977</u> <u>\$18,290,607</u> <u>Remainder</u>	Interest and principal on general obligation highway bonds.	All receipts are paid into the State Road Fund, which also receives motor-vehicle and motor-carrier taxes. The indicated expenditures are made from combined revenues.
Bureau of Highways		Maintenance of county roads and bridges.	Revenue from 6 1/2 cents of the nine-cent tax on gasoline used in turnpike operations is allocated to turnpike authorities on a vehicle-mileage basis.
Division of Rural and Municipal Aid	<u>(9/10 of 1 Cent</u> <u>Effective 7/1/76)</u>  <u>2 Cents</u>  <u>1/2 Cent</u> <u>The Residue</u>	County Road-Aid Program (\$17,578,000 Budget 1976-1977)	Allocated for expenditure within the several counties as follows: 1/5 equally, 1/5 rural population, 1/5 rural mileage, 2/5 area; any unexpended balances remaining to the credit of any county, carried forward to current year allocation of each county. Secondary or rural roads accepted by Bureau of Highways become a part of the State Highway system. (Expenditures allotted on same basis as above.)
		Construction, reconstruction, and maintenance of rural and secondary roads.	Department required to pay \$54,523,758, 1976-1977, to Kentucky Turnpike Authority (Ch. 173, laws of 1960).
		Municipal Aid Program (\$9,766,000 Budget 1976-1977).	
		Right-of-way, construction, maintenance, and administration of State highways.	
<b>LOUISIANA, Tax: 8 Cents, All Motor Fuel</b>			
Department of Revenue	<u>Amount Required</u>	Collection and administration of motor-fuel tax.	Not to exceed \$175,000 from 4-cent tax, \$125,000 from 2-cent tax and \$12,000 from 1-cent tax, and \$50,000 from additional 1-cent tax levied in 1969; total \$362,000.
Long Range Highway Fund	<u>Remainder</u> <u>5 1/2 Cent Gas Tax;</u> <u>8 Cent Special Fuel Tax</u>	Interest and principal payments on State highway obligations, including long range highway bonds.	Entire amount of inspection fees which is approximately \$200,000 annually; \$65,000 allowed for collection and administration of special fuels tax.
General Highway Fund, Interest and Bond Redemption Fund	<u>Amount Required</u>	Construction of roads on the parish road system.	Allocated for expenditure among parishes as follows: \$329,000 to Orleans Parish (New Orleans); \$2,023,000 allotted to remaining parishes in the ratio that the annual construction and maintenance requirements in each parish bears to the total annual requirements of all parishes, provided no parish receives less than \$5,000. (Act 120, 1955). Transferred from long range highway fund.
Parish Road System	<u>\$2,357,000</u>	Construction and maintenance of State highways and bridges.	Apportioned to the parishes and the city of New Orleans in the proportion that the number of gallons of gasoline and motor fuel sold in each parish and the city of New Orleans bears to the total number of gallons of gasoline and motor fuel sold in all the parishes and the city of New Orleans for the preceding calendar year as reflected by the annual reports filed by retail dealers under the provisions of R.S. 47:722. Tax refunds made to persons, firms, corporations or associations of persons of any parish shall be used to determine the number of gallons of gasoline and motor fuel to which the refunds apply and the gallons so determined shall be deducted from the total quantity of gasoline and motor fuel sold within said parish during the preceding calendar year, as certified to the collector of revenue by the governing body of said parish as required by R.S. 47:722 as amended. Also see R.S. 47:727 as amended.
General Highway Fund	<u>The Residue</u>	Construction and maintenance of roads and bridges in the parishes and streets and bridges in the city of New Orleans. May also be used for drainage purpose in the parish of Concordia.	
Special Gasoline Tax Fund to Parishes	<u>1 Cent</u>		
Lake Charles Harbor and Terminal District	<u>1/20 Cent</u> <u>9/20 Cent</u>	Debt service, with surplus to be used for current expenses of port.	
Board of Commissioners of Port of New Orleans - Gasoline Tax Account	<u>Amount Required</u>	Debt service and current operation of port.	To receive portion necessary to retire annual bond and interest after deducting from debt requirements and amounts received during the year from the New Orleans Levee District and Public Belt Railroad Commission of New Orleans; also the further sum of \$500,000 to be credited annually for current operation expenses.
General Highway Fund, Interest and Bond Redemption	<u>The Residue</u>	Debt service on State highway obligations authorized (\$30,000,000) for construction of tunnel under Inner harbor navigation canal, for construction of expressways and approaches to Mississippi River Toll Bridge at New Orleans and for construction and improvement of roads and bridges on Federal-aid Primary and Urban highway system.	After crediting the amount due to the port of New Orleans, the balance, if any, shall be credited to General Highway Interest and Bond Redemption Fund.
Louisiana Bond Security and Redemption Fund	<u>1 Cent</u> <u>Amount Required</u>	Debt service on \$300 million highway bond issue.	
General Highway Fund	<u>The Residue</u>	For road construction only.	

MOTOR FUEL

1-10

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR—FUEL TAX RECEIPTS

MARKS	OBJECTS OF EXPENDITURE	AMOUNT OR PERCENT OF PROPORTION	NAME OF FUND OR AGENCY
	<p>But expenditures on redistribution are as follows:</p> <p>Refunds and improvement of commercial fishing and recreational boating facilities.</p> <p>Improvement of recreational snowmobiling.</p> <p>The general highway fund receives entire motor-fuel tax and motor-vehicle revenue except certain funds which are deposited in the State General Fund. Also, motor-vehicle tax refunds are made for non-highway use and for bridge tolls. However, apportionments are made from combined revenues by the Legislature.</p> <p>Funds are distributed 20-80 between Inland Fish and Game and Snowmobile Trail Fund.</p> <p>State funds are apportioned by the Legislature as apportioned to local communities based on various formulas.</p>	<p>All</p> <p>1.25 Percent of Fuel Tax</p> <p>Sea and Shore Fisheries Commission and Boating Facilities Fund</p> <p>5 Percent of Gasoline Tax</p> <p>All Motor Fuel</p> <p>Gasoline Tax</p> <p>9 Percent of All Motor Fuel</p> <p>Remainder</p> <p>1977 Apportions</p> <p>\$11,871,756</p> <p>\$2,726,807</p> <p>\$6,029,951</p> <p>\$423,396</p>	<p>MAINE, Tax: 9 Cent, All Motor Fuel (Aviation Fuel Excluded)</p> <p>General Highway Fund, State Department of Transportation</p> <p>Sea and Shore Fisheries Commission and Boating Facilities Fund</p> <p>Inland Fish and Game and Snowmobile Trail Fund</p> <p>Gasoline Tax</p> <p>9 Percent of All Motor Fuel</p> <p>Remainder</p> <p>1977 Apportions</p> <p>\$11,871,756</p> <p>\$2,726,807</p> <p>\$6,029,951</p> <p>\$423,396</p>
	<p>Debt service on State highway and bridge obligations, State highway construction, maintenance, local road improvement programs, and the administration of the State Department of Transportation as appropriated by the Legislature.</p> <p>Administration of highway police (75 percent of total operating costs) and special-assignment expenses related to collection and refund of motor-fuel and special-fuel taxes, accounting, auditing, purchasing, and legal services rendered to the State Department of Transportation, all of the preceding as appropriated by the Legislature.</p>	<p>Amount Required</p> <p>2 Cent</p> <p>Payment of debt service, if necessary, and then for payment of State's share of cost for highways, ports, airports, and transit facilities or any combination thereof.</p> <p>Improvement of highways and facilities.</p> <p>Department of Research and Development</p> <p>3/8 of 1 Percent Remainder</p> <p>3/8 of 1 Percent Remainder</p> <p>5/8 Percent</p> <p>City of Baltimore</p> <p>17 1/2 Percent</p> <p>After debt service on City Highway Construction Bonds. Construction, reconstruction, and maintenance of highways of the city and maintenance and construction of other transportation related facilities support of Police Department of traffic control.</p> <p>After debt service on County Highway Construction Bonds, residue for service of county road bonds, for construction and maintenance of local roads and for the maintenance and construction of other transportation related facilities.</p>	<p>MARYLAND, Tax: 9 Cent, All Motor Fuel</p> <p>Gasoline Tax Division, State Comptroller</p> <p>Transportation Trust Fund</p> <p>Police Research and Development Fund</p> <p>Transportation Trust Fund</p> <p>Department of Transportation</p> <p>City of Baltimore</p> <p>17 1/2 Percent</p> <p>17 1/2 Percent</p>
	<p>Refunds of tax.</p> <p>Principals and interest on State highway debt and other apportionments as directed by special legislation.</p> <p>Add to cities and towns for construction and maintenance of town, city and county roads (Chapter 90, Massachusetts General Laws). Acts 1972 -- Chapter 765.</p> <p>Additional assistance to cities and towns for reimbursement for highway related expenditures (Massachusetts Acts of 1973, Chapter 114).</p> <p>Remainder</p> <p>\$25,000,000</p> <p>\$40,500,000</p> <p>40 Percent</p> <p>98.14 Percent</p> <p>Amount Required</p> <p>98.14 Percent</p> <p>40 Percent</p>	<p>MASSACHUSETTS, Tax: 8.5 Cent, All Motor Fuel</p> <p>Debt Service Account</p> <p>40 Percent</p> <p>\$40,500,000</p> <p>\$25,000,000</p> <p>Remainder</p> <p>\$25,000,000</p> <p>Motor Vehicle Fees</p> <p>1975 Apportions</p> <p>\$50,140</p>	<p>MASSACHUSETTS, Tax: 8.5 Cent, All Motor Fuel</p> <p>Debt Service Account</p> <p>40 Percent</p> <p>\$40,500,000</p> <p>\$25,000,000</p> <p>Remainder</p> <p>\$25,000,000</p> <p>Motor Vehicle Fees</p> <p>1975 Apportions</p> <p>\$50,140</p>
	<p>Refunds for refunds provided by State Treasurer on warrants.</p> <p>The highway fund is divided into three components: Debt Service Account, Aid to Cities and Towns, and Maintenance Fund Account.</p> <p>Section 4. Amounts to the provisions of section 1 the department is authorized and directed to expend a sum not less than (\$40,500,000), \$13,500,000(1973), \$13,500,000 (1974), \$13,500,000(1975), for projects for construction of town and county roads under subdivision (a) of clause (2) of section thirty-four of chapter ninety of the General Laws, provided, however, that no municipality or county shall be required to provide any matching funds on a project unless they so desire.</p> <p>Any matching funds on a project outside the Massachusetts Bay Transportation Authority (MBTA).</p> <p>Motor-vehicle fees go not only into the Highway Maintenance Fund and apportionments are from the combined revenues of the fuel tax and vehicle fees.</p>	<p>Amount Required</p> <p>98.14 Percent</p> <p>40 Percent</p> <p>\$40,500,000</p> <p>\$25,000,000</p> <p>Remainder</p> <p>\$25,000,000</p> <p>Motor Vehicle Fees</p> <p>1975 Apportions</p> <p>\$50,140</p>	<p>MAINE, Tax: 9 Cent, All Motor Fuel (Aviation Fuel Excluded)</p> <p>General Highway Fund, State Department of Transportation</p> <p>Sea and Shore Fisheries Commission and Boating Facilities Fund</p> <p>Inland Fish and Game and Snowmobile Trail Fund</p> <p>Gasoline Tax</p> <p>9 Percent of All Motor Fuel</p> <p>Remainder</p> <p>1977 Apportions</p> <p>\$11,871,756</p> <p>\$2,726,807</p> <p>\$6,029,951</p> <p>\$423,396</p>
	<p>Collection and administration of motor-fuel tax.</p> <p>No admission and enforces the toll service laws of the Commonwealth.</p> <p>Construction and maintenance of boulevards in Greater Boston.</p> <p>Operation of State highway police.</p> <p>Collection and administration of motor-vehicle taxes.</p> <p>Administration and planning of State Department of Transportation.</p> <p>Construction, maintenance, and administration of State highways.</p> <p>Repair and improvement of public ways other than State highways.</p> <p>Promotion, access, development, and regulation of fishing and boating and aquatic weed control.</p>	<p>\$12,988,679</p> <p>\$1,312,500</p> <p>\$880,934</p> <p>\$2,663,208</p> <p>\$218,175</p> <p>\$636,025</p> <p>\$161,188,601</p> <p>\$18,352,816</p> <p>\$17,809,974</p> <p>\$1,282,822</p> <p>\$57,089</p> <p>\$75,310,160</p> <p>\$2,500,000</p> <p>\$79,793</p> <p>\$131,093,712</p> <p>1.25 Percent</p>	<p>MAINE, Tax: 9 Cent, All Motor Fuel (Aviation Fuel Excluded)</p> <p>General Highway Fund, State Department of Transportation</p> <p>Sea and Shore Fisheries Commission and Boating Facilities Fund</p> <p>Inland Fish and Game and Snowmobile Trail Fund</p> <p>Gasoline Tax</p> <p>9 Percent of All Motor Fuel</p> <p>Remainder</p> <p>1977 Apportions</p> <p>\$11,871,756</p> <p>\$2,726,807</p> <p>\$6,029,951</p> <p>\$423,396</p>
	<p>Money for refunds provided by State Treasurer on warrants.</p> <p>The highway fund is divided into three components: Debt Service Account, Aid to Cities and Towns, and Maintenance Fund Account.</p> <p>Section 4. Amounts to the provisions of section 1 the department is authorized and directed to expend a sum not less than (\$40,500,000), \$13,500,000(1973), \$13,500,000 (1974), \$13,500,000 (1975), for projects for construction of town and county roads under subdivision (a) of clause (2) of section thirty-four of chapter ninety of the General Laws, provided, however, that no municipality or county shall be required to provide any matching funds on a project unless they so desire.</p> <p>Any matching funds on a project outside the Massachusetts Bay Transportation Authority (MBTA).</p> <p>Motor-vehicle fees go not only into the Highway Maintenance Fund and apportionments are from the combined revenues of the fuel tax and vehicle fees.</p>	<p>Amount Required</p> <p>98.14 Percent</p> <p>40 Percent</p> <p>\$40,500,000</p> <p>\$25,000,000</p> <p>Remainder</p> <p>\$25,000,000</p> <p>Motor Vehicle Fees</p> <p>1975 Apportions</p> <p>\$50,140</p>	<p>MAINE, Tax: 9 Cent, All Motor Fuel (Aviation Fuel Excluded)</p> <p>General Highway Fund, State Department of Transportation</p> <p>Sea and Shore Fisheries Commission and Boating Facilities Fund</p> <p>Inland Fish and Game and Snowmobile Trail Fund</p> <p>Gasoline Tax</p> <p>9 Percent of All Motor Fuel</p> <p>Remainder</p> <p>1977 Apportions</p> <p>\$11,871,756</p> <p>\$2,726,807</p> <p>\$6,029,951</p> <p>\$423,396</p>

Based on information obtained from State authorities and on the laws of the several States.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE MF-106  
SHEET 8 OF 20  
EFFECTIVE JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>MICHIGAN, Tax: 9 Cents, Gasoline and LPG 7 Cents, Diesel</b></p>			
Motor Vehicle Highway Fund	All		The Motor Vehicle Highway Fund receives revenue from motor-fuel, motor-vehicle and motor-carrier taxes. The disposition indicated herein applies to the total revenue from all sources.
General Transportation Fund	Net Revenues From 1/2 Cent Per Gallon Of The Tax On Gasoline And Liquefied Petroleum Gas After Deducting Refunds and Collection Costs	For public transportation purposes in order of priority as follows: To pay debt service on notes and bonds sold by the State, eligible authorities or eligible governmental agencies for public transportation purposes. To pay eligible operating expenses for the provision of public transportation. To pay the costs of administration of the general transportation fund as appropriated by the legislature. To make grants and direct expenditures for demonstration projects. The unencumbered balance remaining in the fund shall be disbursed as grants to eligible authorities and eligible governmental agencies for acquisition of public transportation facilities. To develop a rail transportation plan that can be used to transport people from urban areas to outstate recreational areas. To improve or reconstruct existing bridge or for construction of bridges to replace existing bridges in whole or in part. Debt service and incidental costs on outstanding bridge bonds. Collection, administration, and refunds of motor-fuel tax. Collection and administration of motor-vehicle taxes. Development of harbors and channels; regulation and control of boating; State participation in certain Federal programs.	
Critical Bridge Program	\$1,000,000 Annually		The Department shall not allocate more than 44.5 percent of the critical bridge funds available during any 5-year period to the State trunkline system.
Mackinac Bridge Authority Department of Revenue Department of State State Waterways Commission	\$3,500,000 Annually Appropriation 1 1/4 Percent Of Gasoline Tax Collections Remainder		
Department of State Highways and Transportation	44.5 Percent Amount Required Appropriation Appropriation The Residue	For State trunkline highways - for purposes in order of priority as follows: For debt service of highway dedicated tax bonds. Operating expenses of State Highway Department. Maintenance of State trunkline highways and bridges. Other statutory requirements. Opening, widening, and improving interstate system specified trunkline highways, and other State trunkline highways.	Not less than 35 percent is to be used for widening, construction, improvement, and betterment of interstate system and specified trunkline highways. Additional tax moneys for 1972 tax increase to be used for construction and debt service on specified routes.
County Road Commissions	35.7 Percent Allocation	For county highways. Engineering.	At least 20 percent per annum of each County Commission's share must be used for construction. \$10,000 to each county that employs full-time registered professional engineers.
County Primary Road Funds	Allocation 75 Percent Of The Residue	For snow removal and purchase of equipment used therefore.	1.0 percent of prior calendar year county share of Motor-Vehicle Highway Fund divided among counties having in excess of 80 inches measured snow-fall. Divided among 83 counties as follows: 75 percent on basis of registration fees collected within each county; 10 percent on basis of mileage of county primary road system in each county; 15 percent divided equally among the counties. Not more than 5 percent may be used for roadside parks. Not to exceed 15 percent of county local road funds may be used on the county primary system. Not to exceed an additional 15 percent of county local road funds may, in case of emergency or, with the approval of the State Highway Commission, be used on the county primary system.
County Local Road Funds	25 Percent Of The Residue	Debt service on bonds or notes issued under: Act 143, 1943; Act 51, 1951 as amended. Maintenance, improvement, construction, acquisition, and extension of county local road system and roadside parks and motor parkways appurtenant thereto.	Divided among the 83 counties as follows: 65 percent on basis of mileage in county local road system; 35 percent on basis of the total population outside of incorporated municipalities. Not more than 5 percent may be used for roadside parks. Not to exceed 15 percent of county primary road funds may be used for the local road system. Not to exceed an additional 15 percent of county primary road funds may, in case of emergency or, with the approval of the State Highway Commission, be used on the county local system.
Incorporated Cities and Villages Major Street Funds	19.8 Percent 75 Percent	For city and village streets. For purposes in order of priority as follows: Amount required for payment of obligations under Act 121, P.A. 1931; debt service of limited access highway dedicated tax bonds; the residue for maintenance, improvement, construction, acquisition, and extension of major street system and roadside parks and parkways appurtenant thereto. Debt service on bonds issued under Act 175, 1952 as amended. Maintenance, improvement, construction, acquisition, and extension of local street system.	Divided among incorporated cities and villages as follows: 60 percent on basis of population; 40 percent on basis of equivalent major street mileage. Not more than 5 percent may be used for roadside parks. Any portion of motor-vehicle funds allocated for the local street system may be used on the major street system.
Local Street Funds	25 Percent		Divided among incorporated cities and villages as follows: 60 percent on basis of population; 40 percent on basis of mileage of local street system. Up to 40 percent of allocation of major street system may be used additionally for local street system in emergencies - 25 percent by resolution, additional 15 percent with approval of State Highway Commission.
State Aeronautics Fund	Tax On Aviation Use	Development of aviation; improvement of aviation facilities.	
<p><b>MINNESOTA, Tax: 9 Cents, All Motor Fuel</b></p>			
Highway User Tax Distribution Fund	All Except Aviation Fuel Tax Amount Required	Redistributed as follows: Costs of collection and refunds of motor-fuel tax.	This fund also receives revenue from motor-vehicle registration fees. The distribution shown is from combined revenues.
Gas Tax Collection and Refunds Account			Collection costs paid from General Fund which is reimbursed from Highway User Tax Distribution Fund by legislative appropriation every two years. Intended to represent fuel used in motorboats. Intended to represent fuel used in snowmobiles.
Department of Natural Resources Department of Natural Resources	3/4 Of 1 Percent 3/4 Of 1 Percent	Acquisition and development of parks, game and fish conservation, etc. Development of snowmobile trails and aid to law enforcement agencies. For enforcement of snowmobile laws.	
Trunk Highway Fund	95 Percent Of Remainder 62 Percent	Debt service on trunk highway bonds. Construction, maintenance, and administration of trunk highway system and support of State patrol.	Amount required during coming fiscal year for debt service is transferred to Trunk Highway Sinking Fund. This fund also receives revenue from certain motor-vehicle fees (see table MV-106).

MOTOR FUEL

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PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE M-106  
 APRIL 5, 1977  
 DIRECTOR JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

AMOUNT OR PROPORTION	NAME OF FUND OR AGENCY	PURPOSE OF EXPENDITURE	REMARKS
25 Percent	MINNESOTA (Continued) County-State Aid Highway Fund	Construction and maintenance of county State-aid roads including roads in unincorporated areas of less than 5,000 population. Funds are also used to match Federal-aid secondary funds.	Before apportionment the following accounts are provided for: 1-1/2 percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum set aside for 1/4 of 1 percent of the preceding year's apportionment sum; a sum set aside for a State park road account in the amount of 3/4 of 1 percent of the remainder but not to exceed \$500,000 annually. The residue identified as apportionment sum is apportioned to the general fund under the following formula: 10 percent equally divided to the general fund; 30 percent based on county-State aid highway mileage; 50 percent based on current estimate of county-State aid highway needs. Before apportionment the following accounts are provided for: 1-1/2 percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum equal to 2 percent of the remainder set aside to provide for a disaster account which shall not exceed 5 percent of the apportionment sum; credit to a research account not to exceed 1/4 of 1 percent of the preceding year's apportionment sum. The residue identified as the apportionment sum is apportioned to the various municipalities under the following formula: 50 percent based on current estimate of municipal State-aid street needs; 50 percent based on population.
9 Percent	Municipal-State Aid Street Fund	Construction and maintenance of roads in municipalities of 5,000 or more population.	
5 Percent Of Remainder	Trunk Highway Fund	Same as listed above.	
31 Percent	County-State Aid Highway Fund	Repair and restoration of former trunk highways reverted to municipalities.	
9 Percent	Municipal-State Aid Street Fund	Repair and restoration of former trunk highways reverted to municipalities.	
10 Cents, Gasoline 8 Cents, Diesel and Kerosene 8 Cents, Other	MISSISSIPPI Tax:	Construction and reconstruction of highways or debt service on highway bonds.	
2 Cents Gas Tax All Other Taxes	State Highway Department Fund	Construction and reconstruction of highways or debt service on highway bonds.	
30 Percent	State Highway Department Fund	Construction and reconstruction of highways or debt service on highway bonds.	
Amount Required 1 Cent of the Tax On Aviation Fuel On Application 7/16 of the Remainder	Motor Vehicle Comptroller Account	Collection, administration and refund of tax.	
1 Cent of the Tax Amount Required	Motor Vehicle Comptroller Account	Collection, administration and refund of tax.	
2 1/4 Cents Per Gallon Deducted in the 3 Counties	County Road Protection Fund - Coast Counties	Debt service on general bonds, general construction and maintenance (as road protection in coast counties).	
The Residue	Municipal Aid Fund	Municipal streets and related usage.	
5/16 of the Remainder See Remarks	County Road Fund	State highway construction, maintenance and administration.	
The Residue	Municipal Aid Fund	Services of county road and road district obligation, construction and maintenance of roads and bridges in counties.	
1 Cent \$259,000 (Monthly) 25 Percent Of Remainder	Motor Fuel Tax Fund	City and county share of cost of collection and refund of motor-fuel collections.	
75 Percent Of Remainder	State Highway Department Fund	Construction, maintenance, painting, street lighting, street cleaning, and service of debt incurred prior to the effective date of this section.	
7.6 Cents	State Highway Department Fund	Collection costs and refunds of motor-fuel taxes, motor-vehicle registers, etc.	
The Residue	State Road Fund	For the purpose of land acquisition, construction, reconstruction, and maintenance of the State highways and bridges, including municipal extensions thereof, State parks, public areas, State institutions, etc.	
All	Motor Fuel Tax Fund	This fund set-up for the distribution of motor-fuel tax receipts.	
1.4 Cents \$259,000 (Monthly) 25 Percent Of Remainder	County Aid Road District Fund	This is a pro rata amount that is returned annually.	
75 Percent Of Remainder	State Highway Department Fund	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues.	
7.6 Cents	State Highway Department Fund	Expended under direction and supervision of State Highway Commission.	



# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MF-106  
SHEET 10 OF 20  
EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>HOWLAND, Tex:</b> 7 3/4 Cents, Gasoline 9 3/4 Cents, Diesel 1 Cent, Aviation Gasoline</p> <p>State Park Fund Department of Revenue State Highway Fund State Aviation Fund</p>	<p>6/10 of 1 Percent Residue Appropriation The Residue</p> <p>1 Cent Tax On Aviation Gasoline</p>	<p>Creation, improvement, and maintenance of State parks wherein motorboating is allowed and refunds.</p> <p>Refunds of motor-fuel tax.</p> <p>Collection and construction of motor-fuel tax; construction, maintenance, administration of Federal-aid and other roads authorized by law.</p> <p>Regulation of aeronautics and other matters pertaining to aircraft.</p>	<p>6/10 of 1 percent represents an estimated portion of motor fuel used for propelling boats on waterways of the State.</p> <p>This fund also receives motor-vehicle revenues. Counties are allocated \$2,950,000, percent on mileage, 40 percent on population and 20 percent on area. Cities are allocated 40 percent on population and 20 percent on area. These are used for construction of city projects involving curbs and gutters and for matching Federal-aid funds on city projects involving curbs and gutters.</p>
<p><b>NEBRASKA, Tex:</b> 2 1/2 Cents, All Motor Fuel Containing Lead 2 Cents, All Motor Fuel Containing Green Alcohol For Lead</p> <p>Highway Trust Fund</p> <p>Agricultural and Industrial Tax Credits</p> <p>State Treasurer Highway Allocation Fund Grade Crossing Protection Fund County Road and Bridge Funds</p> <p>State Aid Bridge Fund</p> <p>City and Village Street Funds</p> <p>Department of Roads (Highway Cash Fund) State Aid Bridge Fund</p>	<p>ALL</p> <p>Amount Required</p> <p>Remainder</p> <p>\$30,000 Per Month The Residue 23 1/3 Percent</p> <p>\$384,000 Yearly Reduced From the Residue 23 1/3 Percent</p> <p>53 1/3 Percent From the Residue Department Of Roads 23 1/3 Percent Share 53 1/3 Percent Share</p>	<p>Refund on exports, Federal use, errors, to interstate carriers, and losses paid out of this fund. The remainder is distributed as shown below:</p> <p>7-3/8 cents per gallon credited to Nebraska's income tax liability for gasoline used for agricultural and industrial purposes with 7-2/10 cents going to persons filing such claims and .175 cents going to the State General Fund for administrative purposes and interest payments on State highway bonds.</p> <p>For local grade crossing protection.</p> <p>For construction, maintenance, administration, etc., of county roads and bridges.</p> <p>For replacement of county bridges.</p> <p>For construction, maintenance, administration, etc., of city and village streets.</p> <p>For construction, maintenance, administration, etc., of State highways.</p>	<p>Collection expenses paid out of fuel carrier permits, fees and other incidental fees. This fund also receives certain motor-vehicle fees and expenditures are made from the remainder. 1/3 cents per tax credit gallon is divided: 1 cent to the Highway Trust Fund and 1/3 cent to the State Grant Alcohol Fund.</p> <p>Apportioned monthly.</p> <p>Distributed monthly on the following basis: Rural population 20 percent, total population 10 percent, lineal feet of bridges 10 percent, rural motor-vehicle registrations 20 percent, total motor-vehicle registrations 10 percent, total miles of rural roads 20 percent, and value of farm products sold 10 percent. Provided no county in 1972 and after will receive an amount less than that of 1969 - deficiency to be paid from Highway Allocation Fund before general distribution.</p> <p>Distributed monthly on the following basis: Total population 50 percent, total motor-vehicle registrations 30 percent, and miles of traffic lanes of streets 20 percent.</p>
<p><b>NEVADA, Tex:</b> 6 Cents, All Motor Fuel</p> <p>State Highway Fund</p> <p>Administration Automation Motor Vehicle Department - Director Driver's License Law Enforcement Motor Carrier Motor Safety Highway Safety Attorney General Public Service Commission Tax Commission Fish and Game Commission Police Division State Highway Department County Gasoline Tax Fund Tax Commission</p>	<p>6 1/2 Cents (Gas) 6 Cents (Special Fuel) Amount Required Fiscal Year 1976-77</p> <p>\$790,500 \$1,018,656 \$1,018,656 \$816,758 \$2,865,075 \$1,028,165 \$1,399,174 \$8,240 \$23,752 \$338,252 \$29,565 \$21,625 \$218,460 \$210,603</p> <p>The Residue 1/2 Cent (Gas) \$17,868</p> <p>The Residue</p>	<p>Refunds of tax.</p> <p>The appropriations are from the combined revenues in the State Highway Fund except as noted.</p> <p>Operation of the various divisions of the Department of Motor Vehicles.</p> <p>Improvement of testing facilities and water craft control.</p> <p>Construction, maintenance and administration of designated State highways and Federal-aid highways.</p> <p>Collection and administration.</p> <p>Construction, maintenance, and repair of county roads.</p>	<p>The State Highway Fund receives both motor-fuel tax revenues and motor-vehicle revenues.</p> <p>Cost of administration and collection of the 3-1/2 cent State tax, administered by the Fuel Tax Division, Nevada Tax Commission, is 1 percent of the appropriate amounts made from the State Highway Fund, not to exceed 1 percent of the amount so collected. Cost of administration and collection of the 6-cent special fuel tax administered by the Carrier Division, Department of Motor Vehicles, is also limited by legislative appropriation made from the State Highway Fund.</p> <p>These are considered excise taxes on motor fuel used in water craft. (75 percent paid from the 4-1/2 cent gas tax and 25 percent from the 1-1/2 cent county-city gas tax).</p> <p>Cost of administration and collection of the 1-1/2 cent additional tax are made by legislative appropriation from the County Gasoline Tax Fund, administered by Fuel Tax Division, Nevada Tax Commission. The 1/2 cent tax is separated and identified counties using the following: (a) 25 percent to go to County Road Fund, and allocated monthly to the counties using the following: (b) 25 percent in proportion to total area; (c) 25 percent in proportion to population; (d) 25 percent in proportion to total Federal primary roads; (e) 25 percent in proportion to road and street mileage (non-State primary roads); (f) 25 percent in proportion to vehicle miles of travel on roads (non-Federal-aid primary roads).</p>

(Continued)

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

1-24

TABLE MF-105  
SHEET 11 OF 20  
EFFECTIVE JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>NEVADA, (Continued)</b>			
County Gasoline Tax Fund	1 Cent	Collection, administration and refunds of tax. Construction and maintenance of county roads.	The 1-cent optional gas tax is allocated monthly to the counties in which tax payment originates. Each county's share of the 1-cent tax is apportioned between the county and incorporated cities within the county in the same ratio as the assessed valuation of property within incorporated cities within the county bears to the total assessed valuation of property within the county. The regional optional gas tax is collected on sales within county meeting requirements of creating a regional street highway commission. The following counties have adopted this tax: Carson City 1 cent, Churchill 2 cents, Clark 2 cents, Douglas 2 cents, Humboldt 2 cents, Nye 2 cents, and Washoe 2 cents. If an incorporated city in the county does not become part of the regional commission, the city can receive their prorated share based on assessed valuation of city to county above. Revenue is placed in the regional fund and used in the regional area. Administrative expense is limited to 5 percent of gross tax collections. By legislative action \$15,000 is transferred to civilian air patrol prior to disbursement to counties.
Cities	Amount Required	Construction and maintenance of city streets, alleys and public highways.	
County-City Regional Street and Highway Fund	1 and 2 Cent Optional Gasoline Tax	Collection, administration and refunds of tax. Bond payments, project construction of county regional outline. Administrative costs based on contract between county and Nevada Tax Commission, limited to 1/2 percent of collections.	
County Airport Funds	6 Cent Tax On Aviation Fuel	County airport purposes and civilian air patrol.	
<b>NEW HAMPSHIRE, Tax: 9 Cents, All Motor Fuel</b>			
State Treasurer	Amount Required	Refunds of tax.	This is a common fund receiving motor-fuel and motor-vehicle receipts, including all State motor-vehicle fines. Allocations and expenditures are made from the combined revenues.  Expended under direction of Department of Public Works and Highways. Funds are allotted to, and matched by, cities and towns on a sliding scale based on assessed valuation of cities and towns (Chapter 240:6, 240:7).  Expended under direction of Department of Public Works and Highways. Funds are apportioned: (a) \$1,400,000 in the ratio that the mileage of class IV and V highways in each city or town bears to the total mileage of class IV and V highways and; (b) \$1,000 per mile of class IV highways which are urban extensions of class I and II highways. Cities and towns match 15 percent of apportionment a, 100 percent of apportionment b. (Chapter 241:2, 241:3).  Paid to towns and cities, in quarterly increments, from a total of \$4,487,500 on a 1/2 class IV and V mileage and 1/2 population formula in proportion which these local factors bear to the total statewide.  Paid to towns on the basis of equalized valuation and local road mileage (Chapter 241:11).  Funds are matched by cities and towns on a sliding scale based on equalized valuation. (Chapter 242:9, 242:10).  Use in motorboats is refundable. Portion not claimed for refunds is paid 1/2 to Division of Safety Service and 1/2 to the Fish and Game Department. Appropriation annually from the Highway Fund for general overhead State charges.
State Highway Fund	Remainder		
Department of Safety	Appropriation	State highway patrol.	
State Treasurer	Amount Required	Interest and redemption of highway bonds.	
Attorney General	Amount Required	Legal services for Department of Public Works and Highways.	
State Aid Construction and Reconstruction	\$300,000	Construction and reconstruction of class II highways (State secondary system).	
Town Road Aid	Allocation \$1,650,000	Construction and reconstruction of class IV and V highways (city streets and town roads).	
Highway Subsidy	\$4,487,500	Maintenance, construction and/or reconstruction of class IV and V highways (city streets and town roads).	
Maintenance Allotment	\$400,000	Maintenance of class V highways.	
State and Town Bridge Aid	Allocation \$900,000 The Residue	Construction and reconstruction of bridges on class II and V highways.	
Aviation Fund	4-Cent Tax On Aviation Fuel	Construction, maintenance, and administration of State highways, forest roads, and State reservation roads; interest on temporary loans.	
Fish and Game Department and Department of Safety	9-Cent Tax On Motor Boat Fuel	50 percent for air navigation facilities; 50 percent for payment of bonds issued for airport construction.	
State Overhead Charges	\$677,015	Promotion of safety on and development of water navigation facilities.	
<b>NEW JERSEY, Tax: 8 Cents, Gasoline and Diesel 4 Cents, LPG</b>			
State Treasurer	Amount Required	Refunds of tax.	Net revenues from road-user taxes go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be considered as derived from road-user tax revenues insofar as highway appropriations do not exceed such revenues.  *Traffic activity represents approximately 73 percent of costs of Division. 73 percent of appropriation equals \$24,207,750.  *Total for all purposes.  Cost shared equally with Pennsylvania.  This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting units at approved locations.
State General Fund	Remainder	Subject to appropriation for highways or other purposes (see below).	
<b>1977 Appropriations</b>			
Department of Law and Public Safety	\$33,161,302*	Enforce traffic laws on State highways and turnpikes.	
Division of State Police	\$21,306,647	Regulation and enforcement of State motor-vehicle laws, driver licensing, motor-vehicle inspection, operates truck weighing stations, etc.	
Department of Treasury	\$24,028,296*	Among other functions, collects and administers motor-fuel taxes through Motor-Fuel Tax Section.	
Division of Taxation	\$150,180,327	Capital outlay, maintenance and operation of State highways, institutional and park roads, interest and principal on highway improvement bonds and transportation bonds, highway grade crossing elimination.	
State Department of Transportation	\$865,084	Maintenance and operation of toll-free bridges.	
Delaware River Joint Bridge Commission	\$11,182,681	Construction, reconstruction, maintenance and repair of county and municipal roads and debt service on local highway bonds issued prior to May 2, 1936.	
State Aid to Counties and Municipalities	\$700,000	Maintenance of highway safety lighting on the State highway system.	
County and Municipal Aid for Lighting	\$1,415,272	Administration of State-aid secondary programs.	
State Department of Transportation, Bureau of Local Aid and Safety Program			

HIGHWAY STATISTICS, 1975

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR—FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE NF-106  
 SENATE REPORT NO. 11  
 EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>NEW MEXICO, Tax: 7 Cents, All Motor Fuel</b></p> <p>Gasoline Tax Suspense Fund                      Motorboat Fuel Tax Fund</p>	<p>ALL                      0.2 Percent                      Remaining Portion                      Of 1 Cent                      90 Percent                      10 Percent</p>	<p>For refund and disposition of motor-fuel taxes as follows:                      Construction, improvement, and furnishing of boating and related facilities in this State.</p>	<p>The Bureau of Revenue allocation for administration is provided by legislative appropriation from the State General Fund. (General Fund supports State highway police).</p>
<p>Municipalities                      Counties</p> <p>State Aviation Fund</p> <p>State Road Fund</p> <p>Motor Transportation Suspense Fund</p> <p>Municipalities                      Counties</p> <p>State Road Fund</p>	<p>Remaining Portion                      Of 6 Cents                      Unrefunded Taxes                      Collected On Sale                      Of Motor Fuel Used                      In Aircraft</p> <p>ALL                      1 Cent                      90 Percent                      10 Percent</p> <p>6 Cents                      ALL</p>	<p>Municipal general purposes unless otherwise pledged.                      County general purposes.</p> <p>Construction and development of public airport facilities.</p> <p>Maintenance, construction, and improvement of State highways and park and recreation roads and Federal-aid road laws.                      For disposition of special fuel as follows:                      County general purposes.</p> <p>Maintenance, construction, and improvement of State highways and park and recreation roads and Federal-aid road laws.</p>	<p>Distributed among the municipalities and H-Class Counties in the proportion to sales. Distributed among the counties in the proportion to sales outside incorporated municipalities.</p> <p>Monthly allotments are made to this fund from the Gasoline Tax Suspense Fund.</p> <p>Distribution among the municipalities and H-Class Counties in the proportion to sales. Distributed among the counties in the proportion to sales outside incorporated municipalities.</p> <p>Monthly allotments are made to this fund from the Motor Transportation Suspense Fund. Transportation Administration allocation is provided by legislative appropriation from the State Road Fund.</p>
<p><b>NEW YORK, Tax: 8 Cents, Gasoline and LPG                      10 Cents, Diesel</b></p> <p>State Comptroller</p> <p>Local Assistance Fund</p> <p>County Development Account</p> <p>Department of Transportation</p> <p>State General Fund</p> <p>Emergency Highway Fund</p> <p>State General Fund</p> <p>State Purposes Fund (General Fund)</p> <p>Executive Department, Division of State Police</p> <p>Office of Parks and Recreation</p> <p>Department of Motor Vehicles</p> <p>Department of Transportation</p> <p>Department of Taxation and Finance</p> <p>Miscellaneous Tax Bureau</p> <p>East Hudson Parkway Authority</p> <p>Gateway Central Bonds</p> <p>Local Assistance Fund (General Fund)</p> <p>Local Assistance Fund (State Purposes Fund)</p> <p>Department of Transportation</p> <p>State Aid to Towns (Administered by Department of Audit and Control)</p> <p>Town Highway Improvement Program</p> <p>Department of Taxation and Finance</p> <p>Counties' Share of Motor-Fuel Tax</p>	<p>Amount Required                      7 Cents Gasoline                      9 Cents Diesel                      Amount Required                      20 Percent                      Of \$1,200,000 Annually                      (Of Gasoline Tax                      Revenues Only)                      The Residue</p> <p>1 Cent Gasoline                      1 Cent Diesel                      25 Percent</p> <p>Remainder                      1976-77                      Appropriations                      \$71,205,113*</p> <p>\$637,692</p> <p>\$28,795,000</p> <p>\$24,647,000</p> <p>\$9,773,000*</p> <p>\$1,669,710</p> <p>\$1,637,150</p> <p>\$6,436,388</p> <p>\$1,000,000</p> <p>\$1,000,000</p> <p>\$5,700,617</p> <p>\$40,235,500</p>	<p>Refunds of tax.</p> <p>Debt service on State highway obligations.</p> <p>Summarized for appropriation to counties for local roads and streets.</p> <p>Debt service on park and recreation land acquisition bonds.</p> <p>Construction and maintenance of State highways and other facilities.</p> <p>Subject to appropriation for highway maintenance and other purposes.</p> <p>Debt service on highway bonds.</p> <p>Subject to appropriation for highways and other purposes.</p> <p>Pavementing State highways, thruways, and parkways, and general policing duties.</p> <p>Maintenance of State parkways under the control of the New York State Department of Transportation and administration of registration and licensing fees, safety promotion, motor-vehicle inspection.</p> <p>Regulation and inspection of motor-bus and truck carriers, and conduct hearings on snow removal, equipment management and administration of State highways.</p> <p>Collection and administration of motor-fuel taxes, refunds, truck-use tax, and other State taxes.</p> <p>Operation, maintenance and repair of Economic State Parkway.</p> <p>Debt service on highway bonds. (Allocation only).</p> <p>Debt service on grade crossing elimination bonds. (Allocation only).</p> <p>Repair and improvement of town highways outside of cities and incorporated villages.</p> <p>To aid towns in the improvement, repair, or reconstruction of town highways outside incorporated villages. (20 year program).</p> <p>Construction, reconstruction, and maintenance of county roads, snow removal, bridge construction and debt service.</p>	<p>Tax Law: Section 2694.</p> <p>For distribution, see below.</p> <p>Estimated fuel tax used for pleasure boats.</p> <p>Net revenues from road-user taxes are deposited in the General Fund for credit to the State Purposes Fund, Local Assistance Fund, and Capital Construction Fund together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from these three funds and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues.</p> <p>Bonds totaling \$100,000,000 were sold by the New York State Thruway authority and allocated to the New York Department of Transportation for the reconstruction and preservation of State and local highway facilities.</p> <p>*Total for all purposes. (60 percent is applicable to highway law enforcement), Cost of policing the New York Thruway, and inspecting motor-vehicle safety stations are reimbursed, respectively, by the Thruway authority, and from vehicle inspection fees.</p> <p>Costs of motor-vehicle inspection are reimbursed from receipts of fees from licensed inspection stations, and from sale of inspection certificates.</p> <p>*Total for all purposes.</p> <p>Reimbursed to some extent from railroad company payments.</p> <p>Allocated to towns in amounts from a minimum of \$75 to a maximum of \$150 on each town highway, adjusted by the proceeds of a town highway property tax of 1 1/2 mills on the assessed value of real property in the town.</p> <p>Paid to towns on claims for work completed, in amounts not less than 25 percent nor more than 75 percent of a cost of \$9,000 per mile of project. (Article VIII-4, Highway Law).</p> <p>Distributed to each county in the proportion that the total mileage of public highways within the county highway, bears to the total mileage of such highways in the State. Part of the proceeds of the tax on motor fuel is used for the State tax collections. (Section 112-4, Highway Law).</p>

(Continued)

## PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE MF-106  
SHEET 13 OF 20  
EFFECTIVE JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States.

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>NEW YORK, (Continued)</b>			
New York City's Share of Motor-Fuel Tax	\$40,235,500	Construction and maintenance of city streets, highways, and parkways.	Distributed to counties comprising the city of New York. Total amount is equal to 10 percent of gasoline and diesel tax collections. (Section 112-A, Highway Law).
Department of Motor Vehicles Localities' Share of Motor-Vehicle Fees	\$21,709,000	Construction and maintenance of city streets, highways, and parkways.	Payments to each county and to the city of New York, an amount equal to 10 percent of the moneys collected on account of fees paid by residents for registration of motor vehicles, trailers and motorcycles, operators and chauffeurs licenses, learners' permits, drivers school and dealers licenses and for lost or cancelled licenses and certificates. (Section 112, Highway Law).
Capital Construction Fund (General Fund) Department of Transportation Highways	<u>1976-77</u> Appropriations \$169,340,000	Right-of-way and construction of State and Federal-aid highways, arterials, etc.	First instance appropriation, i.e., those that will be recovered by Federal reimbursement, or from other sources, are omitted.
Traffic and Safety	\$749,690	Traffic improvement projects in urban areas, right-of-way and construction of State parkways.	
Teconic State Parkway Highway Operation and Maintenance	\$675,000 \$5,226,494	Right-of-way, construction, and reconstruction. Replacement and purchase of new equipment.	
<b>NORTH CAROLINA, Tax: 9 Cents, All Motor Fuel</b>			
State Highway Fund, State Treasurer	<u>8 Cents</u>	Distributed for expenditure as follows:	Highway fund receives 8 cents motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues. The appropriations shown are from the combined revenues, except as noted.
Department of Transportation Secretary of Transportation and Staff Units (Including Office of Mass Transportation) Division of Highways	Appropriation	General administration.	
Division of Motor Vehicles	Appropriation	Administration, construction, maintenance, and betterment of State primary and secondary highways and municipal extension, and scenic parkways.	
State Aid to Municipalities	1 Cent*	Collection of motor-vehicle registration fees and motor-carrier taxes; administration of motor-vehicle and driver license laws; State highway patrol and safety. Construction, reconstruction, and maintenance of municipal streets.	*An amount equal to 1 cent of the gasoline tax is allocated to eligible cities and towns, 75 percent on the basis of population and 25 percent on the basis of the mileage of public streets that are not a part of the State highway system (Chapter 136-41.1). 1/2 cent inspection fee levied per gallon of motor fuel use on highways.
Department of Agriculture Department of Public Instruction Department of Revenue	Appropriation Amount Required Appropriation	Expenses of inspecting motor fuel used on highways. Driver training and safety education in public schools.	
Department of Commerce State Highway Bond Fund, State Treasurer	Appropriation <u>1 Cent</u>	Collection and administration of motor-fuel tax. Regulation of franchise buses and trucks. Interest and redemption of State highway bonds.	
<b>NORTH CAROLINA, Tax: 7 Cents, All Motor Fuel</b>			
Motor Fuel Refund Account State General Fund Aeronautics Commission Fund	Amount Required Appropriation Amount Required All Unclaimed Refunds On Aviation Gasoline	Refund of motor-fuel tax. Collection and administration of motor-fuel tax. For airport use.	Appropriation of \$460,000 for biennium ending June 30, 1977. Also receives a 4 percent excise tax on sale price of aviation gasoline fuel and jet aviation motor fuel on which the 7 cent tax was originally levied and subsequently refunded.
Highway Tax Distribution Fund Counties and Cities	<u>Remainder</u> 37 Percent	For distribution as follows:  For county highways and city streets.	This is a common fund receiving motor-fuel, special 2 percent fuels excise tax, motor-vehicle and motor-carrier revenues. Distribution is made from combined revenues. Allocated by the State Treasurer to the counties in the proportion that the number of motor vehicles registered in each county bears to the total motor vehicles registered in all counties of the State. The amount so allocated to each county is then distributed by the State Treasurer, 73 percent to the county for county highway purposes and 27 percent to the incorporated cities of that county for street purposes. Distribution to cities is on a population basis. Provided, however, that in each county having a city with a population of ten thousand or more, the amount transferred each month into the County Highway Tax Distribution Fund shall be the difference between the amount allocated to that county and the total amount allocated and distributed to the cities in that county as computed according to the following formula: (1) The share to each city in the county having a population of less than one thousand shall be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average. (2) The share to each city in the county having a population of one thousand to four thousand nine-hundred ninety-nine, inclusive, shall be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average. (3) The share to each city in the county having a population of five thousand or more shall be determined by multiplying the population of that city by the statewide per capita average for all such cities.
State Highway Fund	63 Percent	Construction, maintenance, and administration of State highways, including State highway patrol and safety.	
<b>OHIO, Tax: 7 Cents, All Motor Fuel</b>			
Waterways Safety Fund Rotary Funds, Gasoline Division Department of Highway Safety	1/2 Of 1 Percent Of Gross Tax Receipts Amount Required  Amount Required	Acquiring, constructing and maintaining harbors, channels and facilities for vessels in navigable waters. Administration expense and refunds of motor-vehicle fuel taxes.  Collection and administration of motor-vehicle registration, hospital claims, and highway patrol.	Sufficient amounts are placed in rotary funds to equal refunds certified by the tax Commissioner. Amount necessary taken from the fourth tax of 2 cents.
(Continued)			

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR—FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MF-106  
SHEET 14 OF 20  
EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>OHIO, (Continued)</b>			
Highway Construction Fund, Department of Highways	<u>Remainder</u> 47.8 Percent	Distributed as follows: Construction of State highways, including grade crossing elimination.	Director of Highway may expend funds on urban extensions of State highways, (67-1/2 percent of second 2 cent and remainder of fourth tax of 2 cents). (45 percent of first 2-cent tax.) 7.2 percent from maintenance and 2.1 percent from construction funds (25 percent of first 2 cents and 7-1/2 percent of second 2 cents); distributed to counties in equal portions. From construction funds (17-1/2 percent of second 2 cents). County may expend funds at option of township. County engineer must approve plans and specifications; distributed equally among counties. 8.6 percent from maintenance, 2.1 percent from construction funds (30 percent of first 2 cents and 7-1/2 percent of second 2 cents); allocated on basis number of vehicles registered in preceding year. In cities on State highway system 7-1/2 percent of the 30 percent of the first 2 cents and 7-1/2 percent of the second 2 cents shall be spent on municipal extensions thereof. Remainder of third tax of 1 cent is credited to the State Supplementary Highway Construction Fund.
Maintenance and Repair Fund, Department of Highways Counties	12.9 Percent 9.3 Percent	Maintenance of State highways. Construction and maintenance of roads.	
Counties (to be paid to Townships)	5.0 Percent	Construction and maintenance of roads.	
Municipalities	10.7 Percent	Construction and maintenance of city streets, street cleaning, and traffic lights.	
State Highway Bond Retirement Fund	14.3 Percent	Payment of interest, principal and charges for the issuance and retirement of major thoroughfare construction bonds.	
<b>OKLAHOMA, Tax: 6.5 Cents, All Motor Fuel</b>			
Oklahoma Turnpike Authority Motor Fuel Tax Trust Fund	97 Percent Of 97-1/2 Percent Of The Tax On All Fuels Consumed On Oklahoma Turnpike Not To Exceed \$3,000,000 Annually	To make up any deficiencies in moneys for payment of interest on turnpike bonds.	(Special fuels tax distributed as follows: of 4 cents - 3 percent to State Tax Commission, 72.75 percent to State Highway Construction and Maintenance Fund, and 24.25 percent to counties in the percentage which the population and area of each county bears to the population and area of the entire State; of 1 cent - 100 percent to State Highway Construction and Maintenance Fund; and 1-1/2 cent - 100 percent to counties subject to the same general provisions as for regular tax.) These funds are distributed to cities and towns in the proportion which the population, as shown by the last Federal Census, bears to the total population of all incorporated cities and towns in the State. Distributed among counties as follows: 40 percent in the proportion which the county road mileage of such county bears to the entire State road mileage as certified by the State Highway Commission; 60 percent on the basis which the population and area of each county bears to the total population and area of each county bears to the total population and area of the State.
State Tax Commission Fund	3 Percent <u>Remainder Of</u> 4 Cents	Collection and administration of tax.	
State Tax Commission Fund	3 Percent	Collection and administration of tax.	
Incorporated Cities and Towns	5 Percent	Construction and maintenance of streets and alleys.	
County Highway Funds	22 Percent	Construction and maintenance of county or township highways and debt service of county highway bonds, less 1/3 of 1 percent to State Examiner for auditing county books.	
State Highway Construction and Maintenance Fund	<u>Remainder Of</u> 2 1/2 Cents	For construction and maintenance of farm-to-market roads.	
County Highway Funds	1 Cent 1/2 Cent	Construction and maintenance of county and township highways and permanent bridges on mail routes and school district bus routes.	
County Special Funds	1 Cent	Construction on bridges and culverts on school bus and mail routes and resurfacing these routes, less 1/3 of 1 percent to State Examiner for auditing county books.	
<b>OREGON, Tax: 7 Cents, All Motor Fuel*</b>			
Motor Vehicles Division	Amount Required	Collection, administration, and refunds of tax.	*A 1 cent increase in the motor-fuel tax is subject to voter referendum in November 1976. Receipts are deposited in collection account of the Motor Vehicles Division from which expenses and refunds are paid. Fuel sold to Oregon-licensed aircraft fuel retailers is taxed at the rate of 1 cent per gallon for gasoline and 1/2 cent per gallon for jet aircraft fuel. Highway fund receives motor-fuel, motor-vehicle, and motor-carrier taxes and fines. Allotments below are from combined revenues. Allotments to counties are in the same ratio as county motor-vehicle registrations and total State registrations. Allocation to cities are based on population. 6 cent refund made on aviation fuel when full 7 cents tax is paid.
Highway Fund	<u>Remainder</u>	For various purposes given below:	
Counties	20 Percent	Construction, maintenance, operation and policing of public highways, roads and streets, including debt service on highway obligations; also, the acquisition, development, and maintenance of parks, recreational and historical places, and publicizing of any of the foregoing uses.	
Cities General Fund State Highway Commission	12 Percent Appropriation The Residue	Same as for counties. Traffic Division of the Department of State Police, and its share of administration, interest and redemption of State highway bonds. Construction and maintenance of State highways and administration of State Highway Commission; cooperation in construction of Federal forest highways and the establishment and maintenance of State parks. Repair and maintenance of city streets forming links to State primary and secondary road systems.	
Aeronautics Fund	1 Cent Of Tax On Gasoline Sold For Aircraft Use	Advancement of aviation.	

MOTOR FUEL

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PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE WF-106  
SHEET 15 OF 20  
EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>PENNSYLVANIA, Tax: 9 Cents, All Motor Fuel</p> <p>Motor License Fund</p> <p>Department of Transportation</p> <p>Payments to Municipalities</p> <p>Liquid Fuel Tax Fund</p> <p>Motor License Fund</p> <p>Boating Fund Pennsylvania Fish Commission</p>	<p>3 1/2 Cents</p> <p>6-9 Cents</p> <p>1-6 Cents</p> <p>0-5 Cent</p> <p>1-5 Cents On Aviation Gasoline 1 Cent On Jet Fuel</p> <p>Motor Fuel Used For Boating Transportation</p>	<p>Pay principal and interest of State Highway and Bridge Authority bonds, administration, engineering, construction, right-of-way acquisition, transportation safety, maintenance and operation of the State highway system, State parks, forest and institutional roads and services from other State departments. 1 cent of the 6-9 cents is reserved for maintenance of the State roads and streets. Not less than 20 percent of the amount allocated during the fiscal year ending June 30, 1969. In addition the municipalities are allocated 30 percent of the amount received by the county based upon the 1929, 1930, and 1931 ratio of moneys paid. As a county, Philadelphia receives a share of these funds. For 1974 the counties (other than Philadelphia) made grants to municipalities totaling 29 percent of these funds. The 0-5 cent is deposited directly into the county Liquid Fuel Tax Fund and never enters the Motor License Fund.</p> <p>Funds are appropriated to the Department of Transportation for payments to cities, boroughs, towns, and townships on a 50 percent mileage and a 50 percent population formula. Payments are made annually. Statutes specify that the total allocation is computed as 20 percent of 5-1/2 cents of the 9 cent tax with no municipality receiving less than the amount allocated during the fiscal year ending June 30, 1969. In addition the municipalities are allocated 30 percent of the amount received by the county based upon the 1929, 1930, and 1931 ratio of moneys paid. As a county, Philadelphia receives a share of these funds. For 1974 the counties (other than Philadelphia) made grants to municipalities totaling 29 percent of these funds. The 0-5 cent is deposited directly into the county Liquid Fuel Tax Fund and never enters the Motor License Fund.</p> <p>Funds are appropriated to the Department of Transportation to be used for State owned airport operations and capital improvements, and to provide grants on a matching basis to local governments for capital improvements at locally owned airports.</p> <p>Refunds are made from the Motor License Fund to the Boating Fund of the Pennsylvania Fish Commission equal to the 8.5 cent tax collected on the gasoline consumed as reported by the survey reports submitted annually by the boat owners. Similarly the 0-5 cent tax deposited into the Liquid Fuel Tax Fund is also refunded. For 1975 the total of such refunds amounted to approximately \$92,225.</p>	<p>This is a special fund which receives 8-1/2 cents of moneys collected from the motor-fuel taxes. The funds are to be used solely for highway construction, reconstruction, maintenance, repair of and safety on public highways and shall not be diverted to any other purpose.</p> <p>Funds are appropriated to the Department of Transportation for payments to cities, boroughs, towns, and townships on a 50 percent mileage and a 50 percent population formula. Payments are made annually. Statutes specify that the total allocation is computed as 20 percent of 5-1/2 cents of the 9 cent tax with no municipality receiving less than the amount allocated during the fiscal year ending June 30, 1969. In addition the municipalities are allocated 30 percent of the amount received by the county based upon the 1929, 1930, and 1931 ratio of moneys paid. As a county, Philadelphia receives a share of these funds. For 1974 the counties (other than Philadelphia) made grants to municipalities totaling 29 percent of these funds. The 0-5 cent is deposited directly into the county Liquid Fuel Tax Fund and never enters the Motor License Fund.</p> <p>Funds are appropriated to the Department of Transportation to be used for State owned airport operations and capital improvements, and to provide grants on a matching basis to local governments for capital improvements at locally owned airports.</p> <p>Refunds are made from the Motor License Fund to the Boating Fund of the Pennsylvania Fish Commission equal to the 8.5 cent tax collected on the gasoline consumed as reported by the survey reports submitted annually by the boat owners. Similarly the 0-5 cent tax deposited into the Liquid Fuel Tax Fund is also refunded. For 1975 the total of such refunds amounted to approximately \$92,225.</p>
<p>RUDE ISLAND, Tax: 10 Cents, All Motor Fuel</p> <p>Department of Administration State General Fund</p> <p>State Police</p> <p>Department of Administration, Division of Taxation</p> <p>Department of Education</p> <p>Department of Transportation</p> <p>Office of Director</p> <p>Motor Vehicle Division</p> <p>Public Safety Division</p> <p>Marine Resources Division</p> <p>Town Aid</p> <p>Treasurer</p> <p>Public Transit Authority</p>	<p>Amount Required 1975-76 Appropriations</p> <p>\$5,927,004*</p> <p>\$4,437,511*</p> <p>\$155,365</p> <p>\$763,109*</p> <p>\$7,500</p> <p>\$7,834,432</p> <p>\$11,284,576</p> <p>\$390,000</p> <p>\$1,135,272</p> <p>\$1,317,950</p> <p>\$6,536,500</p>	<p>Refunds of tax. Subject to appropriation for highway or other purposes (see below).</p> <p>Enforcement of traffic laws; general policing duties.</p> <p>Collection and administration of motor-fuel taxes, and other State taxes. Driving training program.</p> <p>Administration General administration, licensing operations, safety promotions. Capital outlay and engineering for State Highways. Maintenance of State Highways. Payments to towns for maintenance of "unconstructed" State Highways.</p> <p>Interest and retirement of highway bonds. Interest on Airport Bridge Bonds issued by Rude Island Township and Bridge Authority. Support operations of Rude Island Township and Rude Island Authority including free or reduced fare bus routes for the elderly, handicapped, and students.</p>	<p>*Total for all purposes (62 percent is considered applicable to highway law enforcement). *Total for all purposes. *Was formerly headed by Registry of Motor Vehicles. *Includes Division of Airports.</p> <p>Allocated to cities and towns on the basis of \$1,000 per mile of "unconstructed" State highways with a maximum payment of \$10,000 to any city or town. This interest was guaranteed by the State.</p>
<p>SOUTH CAROLINA, Tax: 8 Cents, All Motor Fuel</p> <p>State Tax Commission</p> <p>State Highway Fund, State Highway Department</p> <p>Counties</p> <p>Farm-to-Market Program</p> <p>Counties</p>	<p>Amount Required</p> <p>5-67 Cents Of Revenue</p> <p>1/2 or 1 Percent Or 5 Cents To The State Highway Fund</p> <p>1-33 Cents Of Revenue</p> <p>1 Cent</p>	<p>Refunds of tax.</p> <p>Construction, maintenance, and administration of State highways; roads in State parks and institutions; county highway reimbursement obligations; collection and administration of motor-vehicle licenses, safety responsibility, driver licensing and training, and safety. Development of water recreational resources.</p> <p>Expanded under State supervision for improvement of highways in the State secondary system.</p> <p>Construction and maintenance of county highways.</p>	<p>Refunds of 7 cents for gasoline used in tractors or other farm equipment. All other refunds are the price tax on tractors or vehicles. Collection expenses are borne by the State Highway Fund. This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.</p> <p>Distributed to counties on basis of waterway registered in each county; if not used for this purpose, revenue shall accrue to the respective County's Class C highway fund account. (Act 11, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025)</p>

Based on information obtained from State authorities and on the laws of the several States

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE BE-106  
 SHEET 16 OF 20  
 EXPIRES JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	SUBJECTS OF EXPENDITURE	REMARKS
SOUTH CAROLINA, Tax: 8 Cents, Gasoline and Diesel Motor Fuel Tax Fund Department of Revenue State General Fund, Department of Revenue Parks and Recreation Fund, Department of Game, Fish and Parks State Highway Fund, State Department of Transportation County Highway and Bridge Fund, County Treasurers State Aeronautics Fund	All Amount Required 4/10 Of 1 Percent Of Net Motor Fuel Taxes 7/8 Of Remainder 1/8 Of Remainder 4 Cent Tax On Aviation Gasoline	Distributed for purposes shown below: Collection and administration of tax. Improvement of airport facilities. Construction, maintenance, and administration of State highways. Construction and maintenance of county highways. Support of the Aeronautics Division - State Department of Transportation, making refunds on guaranteed basis for 100,000 gallons or over.	3 percent used for administration, remainder apportioned among cities and counties as follows: 10 percent on land area, 45 percent on estimated cost of completing collector system, of which 25 percent may be used for maintenance. Determined by legislative appropriation. This fund also receives motor-vehicle revenues. 15 percent collected from each airport may be returned for improvement of that airport. 25 percent is used for collection and regulation of airports. Appropriation received from motor-fuel tax collection.
SOUTH CAROLINA, Tax: 8 Cents, Gasoline and Diesel Motor Fuel Tax Fund Department of Revenue State General Fund, Department of Revenue Parks and Recreation Fund, Department of Game, Fish and Parks State Highway Fund, State Department of Transportation County Highway and Bridge Fund, County Treasurers State Aeronautics Fund General Highway Fund, Department of Highways Municipalities State Sinking Fund Bond Account, State Sinking Fund Bond Account County Treasurers, or 2 Cent Gas Tax Fund of Department of Highways	1.57 Percent Amount Required 2 Cents Remainder 5 Cents Gasoline 5 Cents Diesel Amount Required 1 Cent The Residue	Refunds of tax. Collection and administration of tax. Construction and maintenance of county highways. State Treasurer may withhold any part of funds to pay monies owed by county for State Old Age Assistance Fund. Interest and redemption, all State debt. Construction and maintenance of city streets. Construction, maintenance, and administration of State highways.	This is a common fund receiving motor-vehicle and motor-carrier revenues in addition to motor-fuel revenues. Although quarterly, equally proportioned, and assessed valuation of all real and personal property, vehicle registration, and assessed valuation of all real and personal property. Refunds on guaranteed basis for 100,000 gallons or over. Department of Highways may maintain fund and make expenditures at option of county. 1/2 of fund is distributed equally among the counties, 1/4 according to areas, and 1/4 according to population. Annual inspection fees on volatile substances, annual franchise tax, and 1/2 annual motor-vehicle registration fees also pledged against State debt. Distributed among municipalities on basis of population.
TEXAS, Tax: 5 Cents, Gasoline and LFO Highway Motor Fuel Tax Fund, Comptroller of Public Accounts Motor Fund, Comptroller of Public Accounts Available Vess School Fund, State Board of Invention State Highway Fund County and Road District Highway Fund, Board of County and District Road Indebtedness County and District Highway Fund, Board of County and District Road Indebtedness	Amount Required 1 Percent Remainder 25 Percent Add to public schools. 50 Percent State Highway Fund 25 Percent Amount required \$1,300,000 Unrated Motor-Fuel Tax Used On Buses Available School Fund Land and Water Recreation and Safety Fund Aeronautics Commission Fund UMB, Tax: 7 Cents, All Motor Fuel Collector Road Fund	Refunds of tax. Collection and administration of tax. For distribution as follows: Add to public schools. Construction, maintenance and administration of State highways; State highway police. The residue Unrated Motor-Fuel Tax Used On Buses Available School Fund Land and Water Recreation and Safety Fund Aeronautics Commission Fund UMB, Tax: 7 Cents, All Motor Fuel Collector Road Fund	County and Road District Highway Fund, Board of County and District Road Indebtedness County and District Highway Fund, Board of County and District Road Indebtedness County and District Road Indebtedness County and District Highway Fund, Board of County and District Road Indebtedness State Highway Fund 25 Percent Add to public schools. 50 Percent State Highway Fund 25 Percent Amount required \$1,300,000 Unrated Motor-Fuel Tax Used On Buses Available School Fund Land and Water Recreation and Safety Fund Aeronautics Commission Fund UMB, Tax: 7 Cents, All Motor Fuel Collector Road Fund
UMB, Tax: 7 Cents, All Motor Fuel Collector Road Fund State Tax Commission, Treasurer, Attorney General and Department of Public Safety Highway Construction and Maintenance Fund (03) Department of Parks and Recreation Aviation Gasoline	1 Cent 5 Cents Approximation 1/8 Of Remainder 1 Cent Tax On Aviation Gasoline	Collection cost, administration, legal and advertising services. Operation of highway patrol, checking stations, safety education and promotion, and construction, maintenance and regulation of aerodromes. Improvement of marine facilities. Construction, maintenance, and administration of State highways. Highway Patrol Civil Service Commission. Construction, maintenance and regulation of aerodromes. Improvement of marine facilities. Construction, maintenance, and administration of State highways. Collection cost, administration, legal and advertising services. Operation of highway patrol, checking stations, safety education and promotion, and construction, maintenance and regulation of aerodromes. Improvement of marine facilities.	3 percent used for administration, remainder apportioned among cities and counties as follows: 10 percent on land area, 45 percent on estimated cost of completing collector system, of which 25 percent may be used for maintenance. Determined by legislative appropriation. This fund also receives motor-vehicle revenues. 15 percent collected from each airport may be returned for improvement of that airport. 25 percent is used for collection and regulation of airports. Appropriation received from motor-fuel tax collection.

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE NF-106  
 SHEET 17 OF 20  
 REPLICATED JANUARY 7, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
VERMONT, Tax: 9 Cents, Gasoline	All	Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees, driver improvement and control.	This is a common fund receiving all revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues.
Highway Fund, State Treasury	1975-76 Appropriations \$2,930,000	Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees, driver improvement and control.	This is a common fund receiving all revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues.
Motor Vehicle Department	\$4,371,223	Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees, driver improvement and control.	Represents law enforcement, training communications portion of the Department (except central investment).
Accountants Commission	\$361,443	Expenses of administering and enforcing State laws relating to aeronautics.	Appropriation based upon 3.25 cents of the gas tax. (19 VSA Section 17).
Department of Public Safety	\$48,000	Investigation agencies.	
Department of Administration	\$7,500	State Building Division.	
Other State Agencies	\$1,220,760	State Building Division.	
Local General Government and Protection	\$1,176,760	7 1/2% Financing for towns.	
Town Highways	\$5,071,965	7 1/2% Financing for towns.	
Construction-State System	\$13,073,104	Construction of State system highways plus matching Federal funds.	
Maintenance-State System	\$50,000	Maintenance of State system highways.	
Forest and Park Roads	\$2,692,379	Construction and maintenance of forest and park roads.	
Administration and Building Maintenance	\$50,000	Supervision, engineering and office expenses.	
Driver Education	\$5,624,780	Investment on bonds issued and temporary borrowings.	
Debt Service	\$1,940,000	Redemption of bonds.	
Principals			
VIRGINIA, Tax: 9 Cents, All Motor Fuel Except Aviation	Amount Required	Regional Tax.	
Division of Motor Vehicles	Net Tax on Agricultural Fuel	Agricultural research.	
Commission of Game and Inland Fisheries - Game	Net Tax on Marine Fuel	Game protection, and activities of direct benefit to the boating public.	
Corporation Commission, Division of Aeronautics	Net Tax on Aviation Fuel	Promotion of aviation and construction and maintenance of airports.	
State Highway Maintenance and Construction Fund	Mileage	For construction and maintenance of county highways.	This is a common fund receiving revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues except as noted. Fiscal year 1977 appropriations: \$377,944,000.
Counties not in State Secondary System	\$7,500,000	Aid to regional transportation commissions or local governments.	All but two counties (Arlington and Henrico) have elected to place their roads under State control.
Regional Transportation Commissions or Local Governments	\$66,973	Administration of the State driver education program.	
Department of Education	\$123,945	Improvement of emergency medical services throughout the State.	
Division of Motor Vehicles	\$30,212,320	Registration and taxing motor-vehicle tax laws.	
State Corporation Commission	\$28,440	Promotion of highway safety.	
Department of State Police	\$128,330	Field operations and policing, and motor vehicle inspection.	
Department of Conservation and Economic Development	\$34,900	Anti-litter program and topographic mapping.	
Division of Consolidated Laboratory Services	\$99,500	Analysis of gasoline, diesel fuel and motor oils.	
Department of Agriculture and Commerce	\$31,000	Inspection of gasoline, diesel fuel and motor oils.	
Interstate System	\$99,144,084	Matching Federal-aid interstate construction and maintenance.	
State Primary Highway System	\$99,897,235	Maintenance and construction of State primary highways; matching Federal-aid.	
State Secondary System	\$100,840,073	Construction and maintenance of State secondary highway system; matching Federal-aid.	
Urban Streets	\$55,487,713	Construction and reconstruction of streets, roads, and bridges in cities and towns; matching Federal-aid.	
Add to Cities and Towns	\$28,800,000	Maintenance, construction, and reconstruction of streets, roads and bridges in cities and towns.	
Metropolitan Transportation Planning	\$138,837	Add to urbanized areas involved in the 30 transportation planning process; matching Federal-aid.	
Industrial Access	\$2,500,000	Access roads to industrial sites.	
Administration, Supervision and General Expense	\$23,782,508	Highways and Transportation.	

Based on information obtained from State authorities and on the laws of the several States



# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MF-106  
SHEET 18 OF 20  
EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>WASHINGTON Tax: 9 Cents, All Motor Fuel</p> <p>Motor Vehicle Fund</p>	<p>All</p>	<p>Refund of tax claimed for nonhighway use. Collection and administration of the tax.</p> <p>By refunds claimed and marine study costs. From each marine refund claim there shall be deducted 1 cent per gallon for deposits in the Coastal Protection Fund. For the purpose of administering oil spillage control laws.</p> <p>Divided equally between State and public bodies for acquisition, improvement or as matching funds for marine recreation land.</p> <p>Expended for all-terrain vehicle trail and area related purposes plus administrative expenses of the Intergovernmental Committee for outdoor recreation.</p> <p>Expended for snow removal and the development or operation but not acquisition of snowmobile facilities.</p>	<p>Subsequent amounts to be determined by study, the results of which shall be reviewed at least once every four years and revision made when required. Refund applies to vehicle revenue share. Definition: Motor-vehicle fuel, gasoline; special fuels, diesel, natural gas and propane. In order to encourage experimentation with nonpolluting fuels, natural gas and propane are exempt from tax until July 1, 1977.</p>
<p>Department of Motor Vehicles State Auditor, and Department of Motor Vehicles State General Fund, Marine Fuel Tax Refund Account</p>	<p>Amount Required Amount Required Gasoline Tax</p>	<p>1.03 Percent of Gross Unrefunded Watercraft Tax 1.0 Percent of Gross Gasoline Tax 0.022 Percent of Gross Gasoline Tax</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>Cities and Towns</p>	<p>Net 6-7/8 Cent Tax 10.44 Percent</p>	<p>State aid for city streets. Construction and maintenance of streets including bridges and ferries; interest and redemption of general obligation city street bonds. Not less than 1/2 percent shall be spent on the planning, accommodation, establishment and maintenance of existing highways for pedestrians, equestrians and bicyclists, such trails as are to be developed for these purposes. Requirements to spend minimum amount (1/2 percent) is made in annual reports. Towns to which the 1/2 percent allotted is equal to or less than \$5,000 in any year. State supervision of work and expenditures on city streets, including Federal-aid programs.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>State Department of Highways Counties</p>	<p>See Remarks 32-61 Percent</p>	<p>State supervision of work and expenditures on county roads, including Federal-aid programs.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>State Department of Highways</p>	<p>See Remarks 55-50 Percent</p>	<p>Subject to legislative appropriation for highway purposes of the State including: construction, maintenance and administration of all State highways, including city streets forming a part of the State system through cities; operation and maintenance of movable-span bridges on the State system within incorporated cities; traffic control and maintenance of toll facilities and debt service on bonds sold for these purposes. A minimum of 1/2 percent shall be expended for the construction, establishment, maintenance and operation of transit facilities along existing highways for trolleys, trams and bicyclists, such trails declared to be for highway, road and street purposes.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>Highway Bond Retirement Fund</p>	<p>Amount Required 1-45 Percent</p>	<p>Payment of interest and redemption of Motor Vehicle Fund tax revenue bonds.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>Puget Sound Ferry Operations Account</p>	<p>1-45 Percent</p>	<p>To be used for the operation and maintenance of the ferry system to supplement ferry revenues, subject to legislative appropriation. Any sums remaining from the appropriation shall be available to the Highway Commission for State highway purposes.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>State Department of Highways Urban Arterial Trust Account</p>	<p>Net 2-1/8 Cent Tax 5/8 Cent</p>	<p>Construction and improvement of State highways in urban areas and payment of principal on bonds sold for that purpose.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>Puget Sound Reserve Account</p>	<p>3/8 Cent</p>	<p>Construction and improvement of State highways in urban areas and payment of principal on bonds issued for this purpose.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>Cities and Towns</p>	<p>4/8 Cent</p>	<p>Construction, improvement and repairs of arterial highways and city streets or for payment of any municipal indebtedness incurred after June 12, 1965, on arterial highways and city streets.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>
<p>State Department of Highways State General Fund, Aeronautics Account</p>	<p>See Remarks 2 Cent Aviation Fuel</p>	<p>State supervision of work and expenditures on city arterial streets, including Federal-aid programs.</p>	<p>1.50 percent of cities' and towns' 10.44 percent portion. Unexpended balance at end of biennium to be credited to cities and towns in proportion to deduction made herein. Allotted and paid monthly to individual counties according to formula specified by law: all of tax from San Juan County and 50 percent of tax from Island County returned to equally 30 county remainder distributed among the 39 counties thus: 10 percent to each county, 30 percent to each county, 30 percent in proportion that the per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. State may set aside when work is required to match Federal-aid and other county road projects which work is of these funds required to match Federal-aid and other county road projects to be credited to counties in proportion of deductions made herein. Prior to distribution of remaining 98.50 percent, a sum (to be determined annually) shall be paid to the Commission for assistance to those counties operating ferries.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE MF-106  
SHEET 19 OF 20  
EFFECTIVE JANUARY 1, 1971

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>Based on information obtained from State authorities and on the laws of the several States</p> <p>WEST VIRGINIA, Tax: 8.5 Cents, All Motor Fuel Gasoline Tax Division, State Tax Department State Board of Motor Vehicle Fuel Comptroller Cash Fund No. 1</p> <p>Cash Fund No. 2</p>	<p>Amount Required Remainder 9/11</p> <p>5/14</p>	<p>Refunds of tax and cost of collection and administration. For redistribution as shown below: Interest and redemption payments on State highway bonds, construction and maintenance of State expressway, trunkline, feeder highway, administrative expenses of the State Interest necessary for bond requirements, taxes collected shall be used for feeder and State local service road purposes.</p>	<p>All gasoline taxes shall be paid into the State Treasury and shall be used only for the maintenance, reconstruction, maintenance, and repair of highways; payment of the interest and sinking fund on State bonds issued for road purposes, and the cost of administration and enforcement of this Article by the tax commissioner, which cost shall not exceed 1 percent of the total net gasoline excise tax collections during each fiscal year.</p>
<p>WISCONSIN, Tax: 7 Cents, All Motor Fuel</p> <p>Department of Revenue Department of Agriculture Mississippi River Planning Commission Department of Business Development Department of Administration Executive Office Legislature Public Instruction Department of Revenue Counties, Towns, Cities and Villages Counties*</p> <p>University of Wisconsin System Board of Vocational, Technical, and Adult Education Highway Fund</p>	<p>Appropriation \$17,100</p> <p>\$77,500 \$600 \$300,000 Amount Required \$27,500 \$21,500 \$3,500,000 4 Cents \$4,139,500 Amount Required See Remarks</p> <p>\$18,500 \$216,300 \$157,000</p> <p>\$180,600 \$120,000 Amount Required \$17,700,500</p> <p>\$700,000 \$100,000 \$200,000 \$200,000 \$200,000 \$200,000 \$8,950,000 \$16,000,000 \$1,097,200 The Residue Of 10 Cents 42 Percent</p> <p>18 Percent 3 Cents 66-2/3 Percent</p>	<p>Collection and administration of tax; premiums on motor-fuel wholesaler surety bonds; Refunds of tax. Automobile repair regulation. Advertising Wisconsin. Legislative research. Highway Problems Study Commission. Driver education - State operations and local assistance. Expensed in the municipal and county shared tax account. Highway bridge replacement expensiveness not on SH or connecting streets. a. Materials allotment to county trunk highways. b. State allotment to county trunk highways. c. Local roads and streets allotment d. County forest roads. e. Connecting streets allotment. f. Swing lift bridges. g. Flood damage aid. h. Driver education vouchers. i. Driver education - local assistance j. Topographic maps. k. Mileages paid, reimbursements. l. Service of the Attorney General. m. General program operations, highway n. Contribution of \$3,800,000 annually. o. Contribution of \$200,000 annually. p. Contribution of \$3,000,000 annually. q. State park and forest roads. r. Access to navigable waters. s. Institution roads. t. Railroad grade crossing protection. u. Non-State highway improvement. v. State highway improvement. w. Transportation administration and planning. x. General program operations, administration. y. General program operations, planning.</p> <p>Same as Highway Fund marked with two asterisks. Same as above item for counties marked with one asterisk. Expenditures for maintenance, snow removal, marking and signing, construction of State trunk highways, matching and supplementing federal-aid, material surveys, topographic mapping, and principal repayment and interest.</p>	<p>Motor-fuel and motor-vehicle revenues are distributed by legislative appropriation. Bicennially budgeted. This amount is distributed by the Wisconsin shared tax formula. \$3,500,000 is allocated to counties, 40 percent on basis of motor-vehicle registrations and 60 percent on basis of population. The balance of \$2,500,000 is allocated to counties on basis of motor-vehicle registrations. This \$65 per mile of county amount so used are retained by or paid to and expended by Commission. This allotment is based on the number of miles of local roads and streets which are open and used for travel and which are not State trunk or county trunk highways or connecting streets. Town roads and village streets, \$65 per mile; city streets, \$150 to \$250 per mile, and use designated. \$100 per mile (cities and villages having population over 2,500) for the maintenance and construction of streets on routes of connecting, but not part of, State trunk and highway system. \$130,000 to be used in the maintenance and operation of swing and lift bridges on connecting streets in cities or 1st, 2nd, and 3rd classes based on necessary and by flood, less 25 percent of road aid, up to \$300,000 in any year. This appropriation is for the preparation of topographic maps of parts of Wisconsin and for the purchase of Federal Government. Amount budgeted to advance any county policing expensiveness. Amount to reimburse the Department of Justice for legal services provided. A sum sufficient to pay the county registers of deeds. The proceeds for the improvement of connecting streets and State trunk highways in cities and villages. To provide for roadside improvement. For highway improvements and elimination of road hazards. Town roads and village streets, \$65 per mile; city streets, \$150 to \$250 per mile, according to population. Supplemental aid: towns 10 percent and cities 5 percent. Total amount distributed to counties on basis of motor-vehicle registrations on routes of connecting, but not part of, State trunk and highway system. This population aid may not exceed 10,000 and villages, 9 percent, allocated in proportion to the miles on which their aid as noted above was computed. Allotted in proportion to the amounts distributed under provisions of above item marked with one asterisk.</p>

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE NF-106  
SHEET 20 OF 20  
EFFECTIVE JANUARY 1, 1977

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>RESERVE (Continued)</b> Towns, Villages, and Cities	23-1/3 Percent		
Counties	10 Percent	Same as above item for counties marked with an asterisk.	Supplemental aid from motor-fuel tax increase: towns 10 percent, and cities with more than 10,000 population 5-1/3 percent, allocated in proportion to the amounts distributed as noted above. Cities with population not more than 10,000 and villages, 5 percent, allocated in proportion to the miles on which their aid as noted above was computed. Allocated in proportion to the amounts distributed under provisions of above item marked with one asterisk.
<b>INCIDENTAL</b> Tax: 8 Cents, Gasoline			
Primary, Secondary and Forest Roads Fund	2-Cent Gas Tax	Construction and reconstruction of primary, secondary and forest roads.	Fund shall be addition to and not a substitute for any source of revenue for the construction or reconstruction of primary, secondary or forest roads within the State.
Department of Revenue and Taxation	4-Cent Gas Tax Amount Required	Collection and administration of tax, refunds of 4-cent tax.	
County Gas Tax Funds	Remainder Of 4 Cent 23 Percent	Distribution as follows: Construction and maintenance of county roads, and debt service on highway obligations.	Distributed as follows: 33-1/3 percent according to area, 33-1/3 percent according to rural population, and 33-1/3 percent according to the most recent assessed valuation.
Cities and Towns	2 Percent	Construction and maintenance of streets and alleys in cities and towns of more than 1,400 population.	Allocated in the ratio which the city's or town's population bears to the total population of all cities and towns at the latest Federal Census.
State-County Road Construction Fund	10 Percent	Construction of county roads.	Allocated among counties 50 percent on the basis of rural population and 50 percent area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.
State Highway Fund	6 2/3 Percent	Construction, maintenance, and administration of State highways, including the State highway patrol.	This fund also receives motor-vehicle revenues and net proceeds of the 1 mile ton-mile tax in lieu of special fuels tax.
County Farm-to-Market Road Fund	1-Cent Gas Tax 7 1/2 Percent	Refunds of 1-cent tax, construction and reconstruction of county or farm-to-market roads.	Allocated to counties, 90 percent on basis of rural population and 10 percent on basis of population. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.
Incorporated Cities and Towns	25 Percent	Construction and maintenance of streets and alleys.	Divided among the incorporated towns on the basis of population.
Incorporated Cities and Towns, and Counties	1-Cent Gas Tax Amount Required	Collection and maintenance of streets and alleys.	*As required not to exceed 2 percent.
Counties	Amount Required Remainder	Refunds for agricultural purposes, To incorporated cities and towns. Maintenance of airports.	Distribution based on sales within cities and towns. A 2-cent refund is made to consumers purchasing more than 10,000 gallons per month or no credit of collection are paid; remaining funds are returned to cities, towns or counties operating airports.
Cities or Counties Having Airports	4-Cent Tax On Aviation Fuel		Note: Agricultural taxes are computed as follows: Gross gallons used less any allowance used in custom operation, then 7 cents times 70 percent of the net gallonage.



## II. MOTOR VEHICLES AND DRIVER LICENSING

### VEHICLE REGISTRATIONS

The annual vehicle registration date varies among the States. Thirteen use the calendar year for registering all vehicles, ten for trucks only, and two for automobiles only. Twenty States register their automobiles on a "staggered" basis, and five register all of their vehicles in this manner. The "staggered" system permits a distribution of the renewal workload into all months. Eight States register all of their vehicles in March or April, two use these months to register automobiles only, and five register trucks only during March and April. The remaining States use other dates, mostly from the middle to the latter part of the year. Most States allow preregistrations or permit "grace periods" to better distribute the annual registration workload.

In order to present vehicle registration data uniformly for all States, the information is shown as nearly as possible on a calendar year basis. The registrations reported exclude transfers and reregistrations, and any other factors, insofar as possible, that could otherwise result in duplications in the vehicle counts.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units have been included in the truck count in table MV-1. Some States register buses with trucks or automobiles; many States do not report house and light utility trailers separately from commercial trailers or semitrailers; and some States do not require registration of car or light utility trailers. Many differences exist among the States in the definition and registration of taxicabs, station wagons, and other special types of vehicles, and in some instances the Federal Highway Administration has supplemented the data supplied by the States with information obtained from other sources.

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, 10, and 11, respectively. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations, or satisfactory weight and capacity groupings of trucks and combinations.

Motor-vehicle registrations by Standard Metropolitan Statistical Areas are shown in table MV-21.

Registrations of publicly owned motor vehicles are reported in table MV-7, and table MV-24 provides information on the number of vehicles, classified by type, that are operated by civilian agencies of the Federal Government.

Registrations of commercial vehicles by weights or capacities are shown in table MV-23 for the States from which they are available.

### REGISTRATION TAXES AND FEES

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given in table MV-2. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) The disposition of motor-vehicle revenue is given in table MV-3. The legal or administrative provisions governing the disposition of State motor-vehicle and motor-carrier receipts can be found in table MV-106. The State motor-vehicle registration fee schedules that will be in effect January 1, 1976 can be found in table MV-103, which was last published in Highway Statistics, 1974.

### DRIVER LICENSES

Every State requires that motor vehicle drivers pass a written or oral test, a vision test, and a driving test before a license can be issued. These licenses are periodically renewed and terms range from 1 to 4 years.

For new drivers, a learners permit or a learning license must be obtained in all but one State in order for the learner to operate a vehicle on the public highway. The minimum age for learners is 14 in nine States, and 15 or more in the remaining States. Two States permit the unlimited operation of a vehicle by a 15-year-old driver, 21 States require drivers to be 16 years old, 3 States

## HIGHWAY STATISTICS, 1975

license drivers at 17 years old, and 25 States require that a driver be 18 years old or older before he can qualify for unlimited vehicle operation. However, 24 States permit a lower driving age if an approved driver education course has been completed. The limitations for younger drivers vary from use during daylight hours and only for certain distances to use as needed for school or employment. In 1975, approximately 9.0 percent of all drivers in the United States were 19 years old and under and there were approximately 80 drivers per 100 driving age population.

A series of tables titled "Driver License Administration Requirements, and Fees" has been issued by the Federal Highway Administration under separate cover. That series, DL-101 through 105 shows the administration, terms, age requirements, restrictions on juveniles, examination and renewal requirements, reciprocity among the States, items included on the driver license, fees, and requirements for reinstatement after cancellation or revocation.

In this publication table DL-1 shows the number of motor vehicle driver licenses issued during the current year, by each State; also shown are estimates of the number of motor vehicle driver licenses in force at the end of the year. Table DL-1A shows the number of motor vehicle driver licenses in force during the current year, by State, and by the sex of driver. Table DL-1B shows the ratio of licensed drivers to population; table DL-20 gives the distribution of drivers, by sex and the percentage in each age group; table DL-21 shows licensed drivers by age and sex in each of 44 States; and table DL-21A shows a comparison of drivers under 25 years old to total licensed drivers.



# PUBLICLY OWNED VEHICLES - 1975<sup>1</sup>

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Compiled for the calendar year from reports of State authorities and other sources

TABLE MV-7  
JULY 1976

STATE	FEDERAL 1/						STATE, COUNTY, AND MUNICIPAL 2/						ALL PUBLICLY OWNED VEHICLES		
	MOTOR VEHICLES				TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	MOTOR VEHICLES				TRAILERS AND SEMI- TRAILERS	MOTOR- CYCLES	TOTAL MOTOR VEHICLES	TOTAL TRAILERS	TOTAL MOTOR- CYCLES
	AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL			AUTO- MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL					
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Alabama	977	16	3,028	4,031	8	-	7,296	6,392	18,024	31,702	654	457	35,733	662	457
Alaska	373	25	1,634	2,032	109	-	1,717	33	3,688	5,438	288	20	7,470	397	20
Arizona	1,103	260	4,562	5,925	66	1	10,271	2,021	10,714	23,066	2,374	422	28,991	2,440	423
Arkansas	495	11	1,627	2,133	3	1	4,952	5,514	7,351	17,817	641	35	19,950	644	36
California	7,394	132	20,754	28,280	178	11	79,279	8,039	108,170	195,488	21,619	7,017	223,768	21,827	7,028
Colorado	1,396	33	4,540	5,969	50	-	6,395	3,658	13,497	23,550	1,304	271	29,519	1,854	271
Connecticut	569	2	2,484	3,055	13	-	7,851	562	13,585	22,028	1,835	294	29,083	1,848	294
Delaware	76	-	442	518	-	-	2,718	92	2,275	5,085	237	38	5,603	297	38
Dist. of Col.	2,025	159	2,229	4,413	144	93	3/ 4,014	190	1,960	7,064	258	482	11,477	402	575
Florida	2,603	54	9,726	12,383	75	12	38,284	14,592	55,766	108,642	12,801	2,034	118,425	12,876	2,046
Georgia	1,535	30	3,564	5,127	34	1	8,547	9,233	22,483	40,263	1,919	604	45,450	1,953	605
Hawaii	392	8	952	1,352	4	-	3,219	120	2,645	5,984	279	114	7,336	283	114
Idaho	530	141	2,951	3,522	65	-	3,229	1,906	9,625	14,760	2,046	142	18,382	2,111	142
Illinois	2,141	31	6,325	8,497	131	-	29,757	6,311	35,733	67,801	2,359	973	76,293	2,500	973
Indiana	843	24	2,360	3,227	22	-	9,791	6,681	15,941	32,413	1,518	308	35,640	1,510	308
Iowa	453	8	2,095	2,556	9	-	7,459	7,393	21,065	35,917	9,294	688	38,473	9,303	688
Kansas	321	5	1,833	2,159	3	-	6,392	3,550	14,678	24,620	824	809	26,779	827	809
Kentucky	998	13	2,116	3,167	10	-	6,881	5,049	15,968	27,898	105	213	31,065	115	213
Louisiana	1,078	53	2,879	3,970	9	-	11,867	3,447	10,035	25,349	1,504	282	29,319	1,513	282
Maine	236	5	777	1,018	8	3	2,961	1,445	7,402	11,778	1,318	18	12,796	1,326	21
Maryland	1,017	44	3,342	4,403	48	13	8,507	3,039	9,579	21,125	239	155	29,528	287	168
Massachusetts	1,255	3	4,210	5,468	53	2	10,050	453	20,747	31,250	129	-	35,718	182	2
Michigan	1,565	15	5,181	6,761	37	5	24,312	8,462	37,448	70,232	3,525	1,169	77,013	3,562	1,174
Minnesota	935	11	3,373	4,319	27	-	7,507	6,884	15,570	29,961	2,590	229	34,280	2,647	229
Mississippi	716	54	2,054	2,824	11	3	1,617	5,154	11,454	18,225	610	7	21,049	621	10
Missouri	1,835	51	2,933	4,819	56	1	4,213	5,597	11,587	21,397	366	51	26,216	422	52
Montana h/	866	40	3,067	3,973	37	2	1,324	649	5,295	7,268	727	46	11,241	764	48
Nebraska	612	5	1,494	2,111	9	1	3,812	1,953	9,069	14,834	1,703	74	16,945	1,712	75
Nevada	918	44	3,236	4,198	20	-	4,438	728	4,897	10,063	743	316	14,261	763	316
New Hampshire	87	3	553	643	-	-	2,046	202	6,128	8,376	687	-	9,019	687	-
New Jersey	1,332	28	5,129	6,549	95	-	30,312	3,543	51,807	85,662	77	1,553	92,211	1,73	1,553
New Mexico	1,262	324	4,769	6,355	66	5	5,306	301	6,359	11,976	1,360	106	18,331	1,426	111
New York	4,490	35	10,401	14,926	220	4	31,350	12,519	51,330	95,199	4,050	880	110,125	4,270	884
North Carolina	1,059	20	2,917	3,996	13	1	19,902	14,275	47,747	81,924	5,757	470	85,920	5,770	471
North Dakota	672	38	1,282	1,992	8	-	1,973	4,971	4,971	8,164	48	40	10,336	56	40
Ohio	1,893	29	5,161	7,083	66	-	16,452	13,452	30,192	60,096	3,457	373	67,179	3,523	373
Oklahoma	1,031	64	2,882	3,977	19	6	4,574	6,410	18,835	29,819	918	164	33,796	927	170
Oregon	1,096	37	5,351	6,484	87	-	9,342	4,229	13,258	26,829	3,642	401	33,213	3,729	401
Pennsylvania	2,853	42	7,382	10,316	105	2	26,671	4,342	24,157	55,170	3,068	465	65,496	3,173	467
Rhode Island	230	1	737	968	7	-	2,451	121	2,788	5,360	346	492	6,328	353	492
South Carolina	855	8	2,054	2,917	30	1	5,328	6,996	11,796	24,120	715	142	27,037	745	143
South Dakota	228	42	1,516	1,827	24	2	1,516	1,340	7,321	10,177	59	59	11,714	1,313	61
Tennessee	1,970	35	5,403	7,308	40	12	7,136	18,452	18,452	31,034	194	177	38,392	234	189
Texas	3,508	112	12,173	15,793	101	2	45,162	14,242	85,764	145,168	12,252	2,222	160,961	12,960	2,224
Utah	747	43	2,502	3,292	47	1	5,722	635	6,478	12,835	278	133	16,127	325	134
Vermont	240	-	341	581	2	-	1,281	284	2,753	4,618	399	-	5,199	401	-
Virginia	1,153	59	4,577	5,789	14	10	19,020	8,872	15,709	43,501	1,504	223	49,390	1,618	223
Washington	2,016	112	6,225	8,353	90	5	12,735	6,902	21,823	41,460	1,748	678	49,813	1,838	683
West Virginia	782	7	1,308	2,097	9	-	3,783	1,544	6,714	12,041	596	102	14,135	605	102
Wisconsin	754	11	3,091	3,856	19	-	7,634	3,169	23,007	33,810	1,130	471	37,666	1,149	471
Wyoming	658	3	1,943	2,504	83	12	1,697	6,316	3,697	6,316	636	26	8,920	919	38
Total	64,241	2,329	190,616	257,186	2,415	212	576,973	230,479	977,331	1,704,843	119,467	26,045	2,042,029	121,882	26,257

1/ Vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.

2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes, such as fire apparatus, and police vehicles. For the States not reporting State, county, and municipal vehicles separately from private

and commercial vehicles and those reporting unsegregated totals only, classification by vehicle type has been approximated on the basis of other available data.

3/ Include 3,547 automobiles of the Diplomatic Corps.

h/ The State was unable to provide the number of State, county, and municipal vehicles. These vehicles have been estimated by the Federal Highway Administration.

HIGHWAY STATISTICS, 1975



TRUCK AND TRACTOR-TRUCK REGISTRATIONS - 1975<sup>1</sup>

Compiled for the calendar year from reports of State authorities and other sources

TABLE MV-9  
JULY 1976

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED 1975	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1974 - 1975			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1975 <sup>2/</sup>		
					TOTAL 1974 TRUCK REGISTRATIONS	INCREASE OR DECREASE 1975	PERCENTAGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Alabama	563,022	3,028	18,024	584,074	547,364	36,710	6.7	25,586	26,775	18,633
Alaska	76,535	1,634	3,688	81,857	3/ 66,163	15,694	23.7	1,990	2,831	376
Arizona	376,749	4,562	10,714	392,025	389,595	2,430	0.6	9,795	12,741	-
Arkansas	402,127	1,627	7,351	411,105	390,217	20,888	5.4	18,498	14,449	19,745
California	2,514,473	20,754	108,170	2,643,397	2,498,811	144,586	5.8	88,221	104,965	-
Colorado	462,332	4,540	13,497	480,369	462,708	17,661	3.8	8,176	18,078	67,677
Connecticut	132,530	2,484	13,585	148,599	154,218	-6,319	-4.1	7,422	10,644	4/ -
Delaware	57,707	442	2,275	60,424	57,675	2,749	4.8	6,925	9,025	2,929
Dist. of Col.	12,807	2,229	1,960	16,996	13,894	3,102	22.3	423	893	-
Florida	815,497	7,126	55,766	878,389	896,583	-18,194	-2.0	46,440	56,880	-
Georgia	662,263	3,564	22,483	688,310	696,911	-8,601	-1.2	26,431	30,094	2/ -
Hawaii	61,484	952	2,645	65,081	62,890	2,191	3.5	1,800	3,170	-
Idaho	225,538	2,951	9,625	238,114	225,859	12,255	5.4	6,315	7,389	-
Illinois	926,850	6,325	35,733	968,908	3/ 893,917	74,991	8.4	46,100	41,224	-
Indiana	717,453	2,360	15,941	735,754	712,980	22,774	3.2	38,543	35,635	44,577
Iowa	524,215	2,095	21,065	547,375	518,331	29,044	5.6	24,908	18,835	-
Kansas	542,671	1,833	14,678	559,182	527,887	31,295	5.9	17,365	14,338	204,516
Kentucky	544,547	2,116	15,968	562,631	531,404	31,227	5.9	15,605	16,313	80,985
Louisiana	497,566	2,879	10,035	510,480	503,905	6,575	1.3	13,602	16,826	55,706
Maine	138,376	777	7,402	146,555	137,073	9,482	6.9	4,982	5,557	7,036
Maryland	326,415	3,342	9,579	339,336	335,142	4,194	1.3	13,165	18,283	9,940
Massachusetts	296,858	4,210	20,747	321,815	307,482	14,333	4.7	19,296	26,666	3,381
Michigan	860,530	5,181	37,448	903,159	850,594	52,565	6.2	49,050	35,467	43,371
Minnesota	540,753	3,373	15,570	559,696	575,596	-15,900	-2.8	20,549	19,430	96,768
Mississippi	364,867	2,054	11,454	378,375	368,458	9,917	2.7	13,500	11,182	2/ -
Missouri	665,186	2,933	11,587	679,706	658,174	21,532	3.2	34,191	23,198	-
Montana <sup>6/</sup>	221,840	3,067	5,295	230,202	220,481	9,721	4.4	3,328	4,220	83,405
Nebraska	339,931	1,494	9,069	350,494	334,457	16,037	4.8	14,850	15,088	136,842
Nevada	109,022	3,236	4,897	117,155	116,875	280	0.2	1,744	2,766	-
New Hampshire	72,784	553	6,128	79,465	85,214	-5,749	-6.7	3,494	4,615	4/ 1,902
New Jersey	350,419	5,129	51,807	407,355	404,820	2,535	0.6	33,290	36,661	4/ 12,020
New Mexico	257,249	4,769	6,369	268,387	227,403	40,984	18.0	5,402	8,505	8,613
New York	763,203	10,401	51,330	824,934	3/ 789,525	35,409	4.5	38,160	48,393	4/ 35,759
North Carolina	756,335	2,917	47,747	806,999	772,811	34,188	4.4	43,111	40,764	87,473
North Dakota	211,960	1,282	4,971	218,213	204,143	14,070	6.9	4,214	3,496	2/ -
Ohio	833,574	5,161	30,192	868,927	846,399	22,528	2.7	61,684	59,021	220,568
Oklahoma	650,242	2,882	18,835	671,959	637,196	34,763	5.5	21,804	46,727	166,550
Oregon	282,151	5,351	13,258	291,801	291,801	6,959	3.1	14,593	20,276	30,549
Pennsylvania	1,013,848	7,382	24,157	1,045,387	3/ 985,872	59,515	6.0	77,052	81,429	-
Rhode Island	59,419	737	2,788	62,944	3/ 67,005	-4,061	-6.1	4,926	5,714	4/ -
South Carolina	348,708	2,054	11,796	362,558	327,536	35,022	10.7	12,553	12,453	16,356
South Dakota	174,177	1,267	7,321	182,765	174,046	8,719	5.0	4,715	4,234	-
Tennessee	600,371	5,403	18,496	624,270	572,585	51,685	9.0	27,617	27,916	-
Texas	2,051,738	12,173	85,764	2,149,675	2,019,718	129,957	6.4	104,810	72,031	199,946
Utah	247,781	2,502	6,478	256,761	219,829	36,932	16.8	6,442	9,951	-
Vermont	49,544	341	2,753	52,638	3/ 52,236	402	0.8	1,883	2,461	4,182
Virginia	510,018	4,577	15,709	530,304	504,703	25,601	5.1	21,421	24,794	-
Washington	617,338	6,225	21,823	645,386	607,638	37,748	6.2	16,499	21,319	44,182
West Virginia	220,959	1,308	6,714	228,981	3/ 229,910	-929	-0.4	5,966	8,873	2,211
Wisconsin	428,838	3,091	23,007	454,936	436,516	18,420	4.2	22,857	21,753	131,482
Wyoming	126,908	1,943	3,697	132,548	116,878	15,670	13.4	4,522	6,571	-
Total	24,607,708	190,616	977,391	25,775,715	24,630,128	1,145,587	4.7	1,115,877	1,170,720	1,837,740

<sup>1/</sup> The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.

<sup>2/</sup> In this partial classification a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.

<sup>3/</sup> Additional information required the revision of the 1974 data.

<sup>4/</sup> Except for Georgia, Mississippi, and North Dakota (footnote 5), farm registrations are shown for all States that have a special "farm" classification. The numbers of vehicles shown do not necessarily represent the total number of registered vehicles used on the farm. The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm, are not included in this table: Connecticut, 4,178; New Hampshire, 3,689; New Jersey, 6,446; New York, 18,081; and Rhode Island, 1,390.

<sup>5/</sup> Although Georgia, Mississippi, and North Dakota have special "farm" classification, their registration reports do not show a complete segregation of farm trucks from private carriers.

<sup>6/</sup> The State was unable to provide the number of truck and tractor-truck registrations. These vehicles have been estimated by the Federal Highway Administration.

HIGHWAY STATISTICS, 1975  
 BUS REGISTRATIONS - 1975<sup>1</sup>

 Compiled for the calendar year from reports  
 of State authorities and other sources

 TABLE MV-10  
 JULY 1976

STATE	PRIVATE AND COMMERCIAL				PUBLICLY OWNED			TOTAL BUSES		
	COMMERCIAL BUSES		SCHOOL AND OTHER 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 3/	TOTAL	TOTAL SCHOOL AND OTHER 2/	TOTAL COMMERCIAL AND FEDERAL	GRAND TOTAL
	GASOLINE	DIESEL, BUTANE, AND OTHER								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
Alabama	155	1,046	807	2,008	16	6,392	6,408	7,199	1,217	8,416
Alaska	153	398	392	943	25	33	58	425	576	1,001
Arizona	311	270	197	778	260	2,081	2,341	2,278	841	3,119
Arkansas	39	389	1,460	1,888	11	5,514	5,525	6,974	439	7,413
California	3,356	6,533	2,888	12,777	132	8,039	8,171	10,927	10,021	20,948
Colorado	71	390	898	1,359	33	3,658	3,691	4,556	494	5,050
Connecticut	162	1,533	5,223	6,918	2	562	564	5,785	1,697	7,482
Delaware	25	274	1,013	1,312		92	92	1,105	299	1,404
Dist. of Col.	292	1,792	33	2,117	159	190	349	223	2,243	2,466
Florida	128	2,035	1,020	3,183	54	14,592	14,646	15,612	2,217	17,829
Georgia	120	1,077	2,684	3,881	30	9,233	9,263	11,917	1,227	13,144
Hawaii	593	1,088	502	2,183	8	120	128	622	1,689	2,311
Idaho	68	273	351	692	141	1,906	2,047	2,257	482	2,739
Illinois	1,650	4,700	11,900	18,250	31	6,311	6,342	18,211	6,381	24,592
Indiana	324	3,084	4,234	7,642	24	6,681	6,705	10,915	3,432	14,347
Iowa	86	899	779	1,764	8	7,393	7,401	8,172	993	9,165
Kansas	28	281	891	1,200	5	3,550	3,555	4,441	314	4,755
Kentucky	276	390	749	1,415	53	5,049	5,102	5,798	719	6,517
Louisiana	122	826	11,244	12,192	13	3,447	3,460	14,691	961	15,652
Maine	26	164	492	682	5	1,415	1,420	1,907	195	2,102
Maryland	208	1,897	5,898	8,003	44	3,039	3,083	8,937	2,149	11,086
Massachusetts	432	3,168	5,510	9,110	3	453	456	5,963	3,603	9,566
Michigan	756	1,691	3,531	5,978	15	8,492	8,507	12,023	2,462	14,485
Minnesota	220	1,476	3,829	5,525	11	6,884	6,895	10,713	1,707	12,420
Mississippi	214	857	2,012	3,083	54	5,154	5,208	7,166	1,125	8,291
Missouri	54	711	2,739	3,504	51	5,597	5,648	8,336	816	9,152
Montana	222	117	727	1,066	40	649	689	1,376	379	1,755
Nebraska	66	349	693	1,108	5	1,953	1,958	2,646	420	3,066
Nevada	25	140	95	260	44	728	772	823	209	1,032
New Hampshire	38	216	808	1,062	3	202	205	1,010	257	1,267
New Jersey	284	3,015	4,332	7,631	28	3,543	3,571	7,875	3,327	11,202
New Mexico	125	429	2,424	2,978	324	301	625	2,725	878	3,603
New York	786	12,318	5,618	18,722	35	12,519	12,554	18,137	13,139	31,276
North Carolina	315	1,550	6,161	8,026	20	14,275	14,295	20,436	1,885	22,321
North Dakota	61	3	441	505	38	1,220	1,258	1,661	102	1,763
Ohio	1,358	4,048	3,069	8,475	29	13,452	13,481	16,521	5,435	21,956
Oklahoma	28	288	1,507	1,823	64	6,410	6,474	7,917	380	8,297
Oregon	91	667	1,514	2,272	37	4,229	4,266	5,743	795	6,538
Pennsylvania	832	7,487	11,750	20,069	41	4,342	4,383	16,092	8,360	24,452
Rhode Island	22	231	545	798	1	121	122	666	254	920
South Carolina	89	797	1,435	2,321	8	6,996	7,004	8,431	894	9,325
South Dakota	37	229	421	687	42	1,340	1,382	1,761	308	2,069
Tennessee	120	1,375	1,321	2,816	35	5,452	5,487	6,773	1,530	8,303
Texas	453	2,374	12,169	14,996	112	14,242	14,354	26,411	2,939	29,350
Utah	29	302	71	402	43	635	678	706	374	1,080
Vermont	30	64	403	497		584	584	987	94	1,081
Virginia	207	1,883	30	2,120	59	8,872	8,931	8,902	2,149	11,051
Washington	100	316	3,677	4,093	112	6,902	7,014	10,579	528	11,107
West Virginia	56	755	7	818	7	1,544	1,551	1,551	818	2,369
Wisconsin	142	1,327	4,851	6,320	11	3,169	3,180	8,020	1,480	9,500
Wyoming	74	852	158	1,084	3	922	925	1,080	929	2,009
Total	15,459	78,374	135,503	229,336	2,329	230,479	232,808	365,982	96,162	462,144

1/ The numbers of private and commercial buses given here are estimates by the Federal Highway Administration of the numbers in use, rather than the registration counts of the States.

2/ In some instances church, industrial and other private buses are included here; and in other instances privately-owned school buses could not be segregated from commercial buses, and are included with the latter.

3/ This column consists primarily of publicly-owned school buses but includes a few privately-owned school, institutional, and industrial buses registered free or at a reduced rate. Municipally-owned transit buses are included with commercial buses.

TRAILER AND SEMITRAILER REGISTRATIONS - 1975<sup>1</sup>

Compiled for the calendar year from reports  
of State authorities and other sources

TABLE MV-11  
JULY 1976

STATE	PRIVATE AND COMMERCIAL					PUBLICLY OWNED			GRAND TOTAL
	COMMERCIAL TRAILERS <sup>2/</sup>		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. <sup>3/</sup>	HOUSE TRAILERS <sup>4/</sup>	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENT	TOTAL	
	FULL TRAILERS	SEMI-TRAILERS							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
Alabama	-	40,778	35,659	43,866	120,303	8	654	662	120,965
Alaska	4,416	1,455	23,197	3,921	32,989	109	288	397	33,386
Arizona	10,728	33,292	45,902	81,355	171,277	66	2,374	2,440	173,717
Arkansas	-	30,929	175,178	-	206,107	3	641	644	206,751
California	166,818	169,645	606,802	764,007	1,707,272	178	21,649	21,827	1,729,099
Colorado	7,094	17,692	149,924	58,995	233,705	50	1,804	1,854	235,559
Connecticut	-	20,353	108,072	-	128,425	13	1,835	1,848	130,273
Delaware	20	10,456	19,584	-	30,060	-	297	297	30,357
Dist. of Col.	-	653	1,274	-	1,927	144	258	402	2,329
Florida	-	63,759	507,653	343,970	915,382	75	12,801	12,876	928,258
Georgia	-	48,250	159,424	11,252	218,926	34	1,919	1,953	220,879
Hawaii	425	601	14,547	-	15,573	4	279	283	15,856
Idaho	4,688	10,590	73,771	28,686	117,735	65	2,046	2,111	119,846
Illinois	11,500	106,800	356,600	300	475,200	131	2,369	2,500	477,700
Indiana	3,928	49,779	203,059	55,933	312,699	22	1,518	1,540	314,239
Iowa	6,084	36,336	213,632	76,095	332,147	9	9,294	9,303	341,450
Kansas	11,378	45,514	16,433	12,928	86,253	3	824	827	87,080
Kentucky	-	29,851	24,414	17,399	71,664	10	105	115	71,779
Louisiana	-	88,702	174,620	11,515	274,837	9	1,504	1,513	276,350
Maine	-	217,234	82,587	-	299,821	8	1,318	1,326	301,147
Maryland	54	15,907	122,933	-	138,894	48	239	287	139,181
Massachusetts	-	38,592	163,764	-	202,356	53	129	182	202,538
Michigan	6,960	74,909	581,146	92,300	755,315	37	3,525	3,562	758,877
Minnesota	6,065	80,522	302,422	65,918	454,927	57	2,590	2,647	457,574
Mississippi	-	23,760	69,840	7,405	101,005	11	610	621	101,626
Missouri	3,304	64,826	221,142	-	289,272	56	366	422	289,694
Montana <sup>5/</sup>	769	4,060	48,575	19,094	72,498	37	727	764	73,262
Nebraska	5,298	30,169	98,848	18,834	153,149	9	1,703	1,712	154,861
Nevada	1,327	2,359	32,564	15,138	51,388	20	743	763	52,151
New Hampshire	-	6,801	52,245	-	59,046	-	687	687	59,733
New Jersey	151	63,646	181,650	-	245,447	96	77	173	245,620
New Mexico	4,346	14,423	22,861	33,017	74,647	66	1,360	1,426	76,073
New York	-	49,990	380,109	-	430,099	220	4,050	4,270	434,369
North Carolina	-	65,960	321,049	-	387,009	13	5,757	5,770	392,779
North Dakota	134	6,571	4,577	12,813	24,095	8	48	56	24,151
Ohio	11,412	72,170	237,090	192,656	513,328	66	3,457	3,523	516,851
Oklahoma	3,079	43,645	2,082	97,401	146,207	19	918	937	147,144
Oregon	9,504	19,848	71,865	91,123	192,340	87	3,642	3,729	196,069
Pennsylvania	2,998	151,923	194,458	132,523	481,902	105	3,068	3,173	485,075
Rhode Island	-	12,209	16,858	-	31,067	7	346	353	31,420
South Carolina	3,927	17,097	36,375	252	57,651	30	715	745	58,396
South Dakota	641	12,524	48,100	16,207	77,472	24	1,289	1,313	78,785
Tennessee	-	34,521	22,595	200	57,316	40	194	234	57,550
Texas	-	163,504	731,799	171,258	1,066,561	101	12,859	12,960	1,079,521
Utah	1,086	6,685	35,667	25,196	68,634	47	278	325	68,959
Vermont	109	2,881	31,737	-	34,727	2	399	401	35,128
Virginia	-	46,184	96,141	40,453	182,778	14	1,604	1,618	184,396
Washington	2,578	64,259	243,457	95,952	406,246	90	1,748	1,838	408,084
West Virginia	4,841	7,544	19,204	23,378	54,967	9	596	605	55,572
Wisconsin	9,076	41,108	8,106	36,846	95,136	19	1,130	1,149	96,285
Wyoming	2,514	9,044	27,287	16,163	55,008	83	836	919	55,927
Total	307,252	2,270,310	7,420,878	2,714,349	12,712,789	2,415	119,467	121,882	12,834,671

<sup>1/</sup> The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.  
<sup>2/</sup> These columns include all commercial type trailers and semitrailers that are in private or for-hire use.  
<sup>3/</sup> Several States do not require the registration of light farm or automobile trailers.  
<sup>4/</sup> Mobile homes and house trailers are shown in this column for States which require them to be registered and are able to segregate them from other trailers. In States where this classification is not available, house trailers are included with light car trailers.  
<sup>5/</sup> The State was unable to provide the number of private, commercial, State, county and municipal trailers and semitrailers. The figures shown are estimates by the Federal Highway Administration.

INDEX TO VEHICLE WEIGHT TABLES

1975

TABLE MV-23  
PART 1 OF 27

STATE	BASIS FOR REGISTRATION	PART NUMBER	PAGE	STATE	BASIS FOR REGISTRATION	PART NUMBER	PAGE
Alabama	Gross Weight	2	II-9	Mississippi	Gross Weight	8	II-15
Arkansas	Gross Weight	2	II-9	Missouri	Gross Weight	9	II-16
California	Unladen Weight	21	II-28	Montana	Gross Weight	10	II-17
Colorado	Empty Weight	22	II-29	New Mexico	Gross Weight	10	II-17
Connecticut	Gross Weight	3	II-10	North Carolina	Gross Weight	11	II-18
Dist. of Col.	Manufacturer's Shipping Weight	23	II-30	North Dakota	Gross Weight	12	II-19
Florida	Scale Weight	24	II-30	Oregon	Gross Weight	12	II-19
Georgia	Gross Weight	4	II-11	Pennsylvania	Gross Weight	3	II-10
Hawaii	Empty Weight	25	II-31	South Carolina	Load to be Hauled	27	II-32
Illinois	Gross Weight	5	II-12	South Dakota	Chassis Weight	26	II-32
Indiana	Gross Weight	4	II-11	Tennessee	Gross Weight	13	II-20
Iowa	Gross Weight	6	II-13	Texas	Gross Weight	14	II-21
Kansas	Gross Weight	7	II-14	Utah	Gross Weight	15	II-22
Kentucky	Gross Weight	2	II-9	Vermont	Gross Weight	15	II-22
Louisiana	Gross Weight/Load Carrying Axle & Gross Weight	18	II-25	Virginia	Gross Weight	16	II-23
Maryland	Chassis Weight & Gross Weight	19	II-26	Washington	Gross Weight	17	II-24
Minnesota	Empty Weight & Gross Weight	20	II-27	Wyoming	Empty Weight	25	II-31

II-8  
HIGHWAY STATISTICS, 1975

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT <sup>1/</sup>

1975

TABLE MW-23  
PART 2 OF 27

GROSS WEIGHT	ALABAMA			ARKANSAS			KENTUCKY							
	PRIVATE			FOR HIRE			TOTAL							
	NUMBER	PERCENT	PERCENT	NUMBER	PERCENT	PERCENT	NUMBER	PERCENT	PERCENT					
6,000 lbs. and under	(2/)	-	-	(2/)	-	-	(2/)	87.1	-	460,563	NUMBER	PERCENT	NUMBER	PERCENT
6,001 to 8,000 lbs.	482,110	86.8	14	482,124	0.2	85.6	(2/)	-	-	(2/)	-	-	17,319	3.2
8,001 to 10,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	17,319	3.3	-	-	-	17,319	3.2
10,001 to 12,000 lbs.	18,355	3.3	12	18,367	0.2	3.3	(2/)	-	-	(2/)	-	-	8,798	1.6
12,001 to 14,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	8,798	1.7	-	-	-	8,798	1.6
14,001 to 18,000 lbs.	13,719	2.5	53	13,772	0.7	2.4	(2/)	-	-	(2/)	-	-	15,943	2.9
18,001 to 20,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	20,888	5.5	(2/)	-	-	20,888	3.9
20,001 to 22,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	3,889	0.7	(2/)	-	-	3,889	0.7
22,001 to 26,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	10,202	1.9	(2/)	-	-	10,202	1.9
26,001 to 30,000 lbs.	16,116	2.9	281	16,397	3.7	2.9	(2/)	-	-	(2/)	-	-	3,546	0.6
30,001 to 32,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	2,293	0.4	(2/)	-	-	2,293	0.4
32,001 to 38,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	936	0.2	(2/)	-	-	936	0.2
38,001 to 40,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	10,083	2.7	(2/)	-	-	10,083	1.8
40,001 to 42,000 lbs.	6,670	1.2	99	6,769	1.3	1.2	(2/)	-	-	(2/)	-	-	6,670	1.1
42,001 to 44,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	2,380	0.5	(2/)	-	-	2,380	0.4
44,001 to 55,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	587	0.1	(2/)	-	-	587	0.1
55,001 to 56,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	4,986	1.3	(2/)	-	-	4,986	0.8
56,001 to 60,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	787	0.2	(2/)	-	-	787	0.1
60,001 to 62,000 lbs.	6,321	1.1	379	6,700	1.2	1.2	(2/)	-	-	(2/)	-	-	6,321	0.7
62,001 to 68,000 lbs.	(2/)	-	-	(2/)	-	-	(2/)	661	0.2	(2/)	-	-	661	0.1
62,001 to 73,280 lbs.	(2/)	-	-	(2/)	-	-	(2/)	8,560	2.3	(2/)	-	-	8,560	1.4
73,281 lbs. and over	12,137	2.2	6,756	18,893	3.4	3.4	-	-	-	-	-	-	12,137	1.9
Total	555,428	100.0	7,594	563,022	100.0	3/ 377,282	100.0	528,692	100.0	15,855	100.0	544,547	100.0	

<sup>1/</sup> The States on this table register tractor-semitrailer combinations as single units, using the combined weights for registration purposes. <sup>2/</sup> Vehicles for these weights are included with the number in the next greatest weight group for which data are given. <sup>3/</sup> Includes 5,100 natural resource trucks and 19,745 farm trucks.

II-9

VEHICLES AND DRIVERS

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT <sup>1/</sup>

1975

TABLE MV-23  
PART 3 OF 27

GROSS WEIGHT	CONNECTICUT		GROSS WEIGHT	PENNSYLVANIA	
	NUMBER OF VEHICLES	PERCENT		NUMBER OF VEHICLES	PERCENT
4,999 lbs. and under	44,092	33.3	5,000 lbs. and under	526,637	51.9
5,000 to 7,999 lbs.	39,467	29.8	5,001 to 7,000 lbs.	200,485	19.8
8,000 to 9,999 lbs.	6,216	4.7	7,001 to 9,000 lbs.	25,263	2.5
10,000 to 11,999 lbs.	6,640	5.0	9,001 to 11,000 lbs.	51,690	5.1
12,000 to 13,999 lbs.	2,213	1.7	11,001 to 14,000 lbs.	4,877	0.5
14,000 to 15,999 lbs.	2,916	2.2	14,001 to 17,000 lbs.	30,409	3.0
16,000 to 17,999 lbs.	3,645	2.7	17,001 to 21,000 lbs.	41,188	4.1
18,000 to 19,999 lbs.	4,479	3.4	21,001 to 26,000 lbs.	27,140	2.7
20,000 to 21,999 lbs.	1,935	1.5	26,001 to 30,000 lbs.	15,966	1.6
22,000 to 23,999 lbs.	1,789	1.3	30,001 to 33,000 lbs.	9,173	0.9
24,000 to 25,999 lbs.	2,876	2.2	33,001 to 36,000 lbs.	1,867	0.2
26,000 to 27,999 lbs.	1,577	1.2	36,001 to 40,000 lbs.	2,089	0.2
28,000 to 29,999 lbs.	941	0.7	40,001 to 44,000 lbs.	1,586	0.2
30,000 to 31,999 lbs.	994	0.7	44,001 to 48,000 lbs.	7,129	0.7
32,000 to 35,999 lbs.	2,704	2.0	48,001 to 52,000 lbs.	3,493	0.3
36,000 to 39,999 lbs.	543	0.4	52,001 to 56,000 lbs.	4,405	0.4
40,000 to 44,999 lbs.	702	0.5	56,001 to 60,000 lbs.	15,179	1.5
45,000 to 49,999 lbs.	331	0.3	60,001 to 64,000 lbs.	1,068	0.1
50,000 to 54,999 lbs.	1,736	1.3	64,001 to 68,000 lbs.	1,238	0.1
55,000 to 59,999 lbs.	636	0.5	68,001 to 73,280 lbs.	42,966	4.2
60,000 to 64,999 lbs.	1,140	0.9			
65,000 to 69,999 lbs.	1,802	1.4			
70,000 to 74,999 lbs.	3,114	2.3			
75,000 to 79,999 lbs.	2	0.0			
80,000 lbs. and over	40	0.0			
Total	132,530	100.0	Total	1,013,848	100.0

<sup>1/</sup> The States on this table register tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT <sup>1/</sup>

1975

TABLE MV-23  
PART 4 OF 27

GROSS WEIGHT	INDIANA								GEORGIA		
	TRUCKS		FARM TRUCKS		TRACTOR TRUCKS		TOTAL		GROSS WEIGHT	NUMBER OF VEHICLES	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT			
7,000 lbs. and under	529,240	83.4	2/ -	2/ -	-	-	529,240	73.8	6,000 lbs. and under	534,025	80.6
7,001 to 9,000 lbs.	19,180	3.0	2/ -	2/ -	-	-	19,180	2.7	6,001 to 10,000 lbs.	35,602	5.4
9,001 to 11,000 lbs.	26,102	4.1	10,193	22.9	-	-	36,295	5.1	10,001 to 14,000 lbs.	22,251	3.4
11,001 to 16,000 lbs.	15,316	2.4	8,674	19.4	-	-	23,990	3.3	14,001 to 18,000 lbs.	13,351	2.0
16,001 to 20,000 lbs.	11,311	1.8	6,397	14.3	561	1.5	18,269	2.5	18,001 to 24,000 lbs.	22,250	3.4
20,001 to 26,000 lbs.	18,987	3.0	14,646	32.9	314	0.8	33,947	4.7	24,001 to 30,000 lbs.	6,746	1.0
26,001 to 30,000 lbs.	3,969	0.6	2,009	4.5	495	1.3	6,473	0.9	30,001 to 36,000 lbs.	8,436	1.2
30,001 to 36,000 lbs.	1,449	0.2	710	1.6	731	1.9	2,890	0.4	36,001 to 44,000 lbs.	1,690	0.3
36,001 to 42,000 lbs.	2,109	0.3	1,155	2.6	1,526	3.9	4,790	0.7	44,001 to 52,000 lbs.	2,146	0.3
42,001 to 48,000 lbs.	2,958	0.5	634	1.4	1,145	3.0	4,737	0.7	52,001 to 63,280 lbs.	3,025	0.5
48,001 to 54,000 lbs.	968	0.2	71	0.2	2,147	5.6	3,186	0.4	63,281 to 73,280 lbs.	12,741	1.9
54,001 to 60,000 lbs.	286	0.1	44	0.1	4,921	12.8	5,251	0.7			
60,001 to 66,000 lbs.	729	0.1	28	0.1	818	2.1	1,575	0.2			
66,001 to 72,000 lbs.	3/ 1,724	0.3	3/ 17	0.0	4,397	11.4	6,138	0.9			
72,001 lbs. and over	-	-	-	-	21,492	55.7	21,492	3.0			
Total	634,328	100.0	44,578	100.0	38,547	100.0	717,453	100.0	Total	662,263	100.0

- 1/ The States on this table register tractor-semitrailer combinations as single units, using the combined weights for registration purposes.  
 2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.  
 3/ Includes vehicles with weights of 66,001 pounds and over.

VEHICLES AND DRIVERS

11-11

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN ILLINOIS -

1975

TABLE MV-23  
PART 5 OF 27

II-12

HIGHWAY STATISTICS, 1975

TRUCKS WITH PERMANENTLY MOUNTED EQUIPMENT	NUMBER	PERCENT	TRUCKS		GROSS WEIGHT
			NUMBER	PERCENT	
	754	26.0	14,391	1.6	3,000 lbs. and under
	952	32.8	684,822	74.1	3,001 to 8,000 lbs.
	444	15.3	33,744	3.6	8,001 to 10,000 lbs.
	262	9.0	15,802	1.7	10,001 to 12,000 lbs.
	345	11.9	8,924	1.0	12,001 to 14,000 lbs.
	70	2.4	24,613	2.7	14,001 to 16,000 lbs.
	30	1.0	30,512	3.3	16,001 to 20,000 lbs.
	48	1.6	29,604	3.2	20,001 to 24,000 lbs.
			17,455	1.9	24,001 to 28,000 lbs.
			4,170	0.4	28,001 to 32,000 lbs.
			3,269	0.3	32,001 to 36,000 lbs.
			5,262	0.6	36,001 to 41,000 lbs.
			7,522	0.8	41,001 to 45,000 lbs.
			9,847	1.1	45,001 to 50,000 lbs.
			5,198	0.6	50,001 to 59,000 lbs.
			1,171	0.1	59,001 to 64,000 lbs.
			27,639	3.0	64,001 to 73,280 lbs.
			923,945		Total
	2,905				Total
		100.0			100.0

1/ In Illinois, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.



## VEHICLES AND DRIVERS

II-13

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN IOWA <sup>1/</sup>

1975

TABLE MV-23  
PART 6 OF 27

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS <sup>2/</sup>		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3 tons or less	350,554	70.6	126	1.0	350,680	68.9
Over 3 to 4 tons	48,164	9.7	88	0.7	48,252	9.5
Over 4 to 5 tons	24,827	5.0	75	0.6	24,902	4.9
Over 5 to 6 tons	6,952	1.4	687	5.5	7,639	1.5
Over 6 to 7 tons	4,469	0.9	200	1.6	4,669	0.9
Over 7 to 8 tons	3,972	0.8	288	2.3	4,260	0.8
Over 8 to 9 tons	2,483	0.5	101	0.8	2,584	0.5
Over 9 to 10 tons	19,862	4.0	350	2.8	20,212	4.0
Over 10 to 11 tons	4,469	0.9	187	1.5	4,656	0.9
Over 11 to 12 tons	12,414	2.5	600	4.8	13,014	2.6
Over 12 to 13 tons	3,476	0.7	325	2.6	3,801	0.7
Over 13 to 14 tons	1,987	0.4	275	2.2	2,262	0.4
Over 14 to 15 tons	993	0.2	275	2.2	1,268	0.2
Over 15 to 16 tons	1,490	0.3	150	1.2	1,640	0.3
Over 16 to 17 tons	496	0.1	101	0.8	597	0.1
Over 17 to 18 tons	992	0.2	288	2.3	1,280	0.3
Over 18 to 19 tons	496	0.1	75	0.6	571	0.1
Over 19 to 20 tons	993	0.2	462	3.7	1,455	0.3
Over 20 to 21 tons	1,986	0.4	187	1.5	2,173	0.4
Over 21 to 22 tons	1,489	0.3	313	2.5	1,802	0.4
Over 22 to 23 tons	1,986	0.4	237	1.9	2,223	0.4
Over 23 to 24 tons	1,489	0.3	437	3.5	1,926	0.4
Over 24 to 25 tons	496	0.1	500	4.0	996	0.2
Over 25 to 26 tons	-	-	162	1.3	162	0.0
Over 26 to 27 tons	-	-	187	1.5	187	0.1
Over 27 to 28 tons	-	-	288	2.3	288	0.1
Over 28 to 29 tons	-	-	263	2.1	263	0.1
Over 29 to 30 tons	-	-	1,626	13.0	1,626	0.3
Over 30 to 31 tons	-	-	62	0.5	62	0.0
Over 31 to 32 tons	-	-	212	1.7	212	0.1
Over 32 to 33 tons	-	-	138	1.1	138	0.0
Over 33 to 34 tons	-	-	126	1.0	126	0.0
Over 34 to 35 tons	-	-	1,914	15.3	1,914	0.4
Over 35 to 36 tons	-	-	1,025	8.2	1,025	0.2
Over 36 tons	-	-	175	1.4	175	0.0
Total	496,535	100.0	12,505	100.0	<sup>3/</sup> 509,040	100.0

<sup>1/</sup> The classification by weight of 1975 registrations was not available; therefore the 1975 totals were distributed by using 1974 data.

<sup>2/</sup> Iowa registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

<sup>3/</sup> Excludes 2,818 Iowa-based prorated trucks and 12,357 Iowa-based prorated tractor trucks.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN KANSAS <sup>1/</sup>

1975

TABLE MV-23  
PART 7 OF 27

11-14

GROSS WEIGHT	REGULAR		LOCAL AND 6,000 MILE <u>2/</u>		FARM		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
6,000 lbs. and under	(3/)	-	(3/)	-	65,536	32.0	65,536	12.1
6,001 to 8,000 lbs.	273,649	85.6	(3/)	-	51,314	25.1	<u>4/</u> 324,963	59.9
8,001 to 12,000 lbs.	19,926	6.2	3,526	19.0	17,645	8.6	<u>5/</u> 41,097	7.6
12,001 to 16,000 lbs.	4,931	1.6	3,001	16.1	15,669	7.7	23,601	4.3
16,001 to 20,000 lbs.	5,663	1.8	2,479	13.3	21,472	10.5	29,614	5.4
20,001 to 24,000 lbs.	5,804	1.8	2,654	14.3	23,707	11.6	32,165	5.9
24,001 to 30,000 lbs.	3,090	1.0	1,624	8.7	<u>6/</u> 9,173	4.5	13,887	2.6
30,001 to 36,000 lbs.	1,036	0.3	618	3.3	-	-	1,654	0.3
36,001 to 42,000 lbs.	1,099	0.3	996	5.4	-	-	2,095	0.4
42,001 to 48,000 lbs.	1,258	0.4	1,579	8.5	-	-	2,837	0.5
48,001 to 54,000 lbs.	680	0.2	1,018	5.5	-	-	1,698	0.3
54,001 to 60,000 lbs.	527	0.2	338	1.8	-	-	865	0.2
60,001 to 66,000 lbs.	266	0.1	209	1.1	-	-	475	0.1
66,001 to 74,000 lbs.	620	0.2	360	1.9	-	-	980	0.2
74,001 to 80,000 lbs.	703	0.2	115	0.6	-	-	818	0.1
80,001 to 85,500 lbs.	301	0.1	85	0.5	-	-	386	0.1
Total	319,553	100.0	18,602	100.0	204,516	100.0	542,671	100.0

HIGHWAY STATISTICS, 1975

- 1/ Kansas registers vehicle combinations as single units, using the combined weights for registration purposes.  
2/ Kansas has a separate registration category for trucks and tractor trucks which are not operated more than 6,000 miles during a year or which are operated entirely within 25 miles of the corporate limits of a city or village.  
3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.  
4/ Includes vehicles with "regular" registrations weighing 8,000 pounds or less.  
5/ Includes vehicles with "local and 6,000 mile" registrations weighing 12,000 pounds or less.  
6/ Includes vehicles with gross weights of over 24,000 pounds.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MISSISSIPPI - 1/

1975

TABLE MV-23  
PART 8 OF 27

GROSS WEIGHT	NON-COMMERCIAL (PRIVATE)		FOR HIRE		PRIVATE AND HOUSEHOLD GOODS		INTRA-CITY		TOTAL		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
6,000 lbs. and under	5,025	16.9	218	12.2	299,421	89.9	2	0.5	299,641	89.4	304,666	83.5
6,001 to 10,000 lbs.	8,438	28.4	168	9.4	10,825	3.2	25	7.6	11,018	3.2	19,456	5.3
10,001 to 16,000 lbs.	4,139	14.0	207	11.6	4,304	1.3	81	24.8	4,592	1.4	8,731	2.4
16,001 to 20,000 lbs.	4,631	15.6	154	8.6	4,746	1.4	62	18.8	4,962	1.5	9,593	2.6
20,001 to 26,000 lbs.	3,291	11.1	88	4.9	4,797	1.4	15	4.6	4,900	1.4	8,191	2.2
26,001 to 30,000 lbs.	4,17	1.4	67	3.8	776	0.2	15	4.6	858	0.3	1,275	0.3
30,001 to 36,000 lbs.	734	2.5	58	3.3	554	0.2	13	3.8	625	0.2	1,359	0.4
36,001 to 40,000 lbs.	820	2.8	55	3.2	1,658	0.5	23	7.1	1,736	0.5	2,556	0.7
40,001 to 46,000 lbs.	225	0.8	60	3.4	1,193	0.4	24	7.4	1,277	0.4	1,502	0.4
46,001 to 50,000 lbs.	102	0.3	97	5.4	172	0.1	17	5.2	286	0.1	388	0.1
50,001 to 56,000 lbs.	754	2.5	65	3.6	822	0.2	39	12.0	926	0.3	1,680	0.5
56,001 to 60,000 lbs.	196	0.7	71	4.0	692	0.2	4	1.4	767	0.2	963	0.3
60,001 to 64,000 lbs.	111	0.4	19	1.1	188	0.1	4	1.4	211	0.1	322	0.1
64,001 to 72,000 lbs.	247	0.8	120	6.7	588	0.2	0	0.0	708	0.2	955	0.3
72,001 to 73,280 lbs.	534	1.8	334	18.8	2,359	0.7	3	0.8	2,696	0.8	3,230	0.9
Total	29,664	100.0	1,781	100.0	333,095	100.0	327	100.0	335,203	100.0	364,667	100.0

1/ Mississippi registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

II-15

VEHICLES AND DRIVERS

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN MISSOURI <sup>1/</sup>

1975

TABLE MV-23  
PART 9 OF 27

GROSS WEIGHT	LOCAL		BEYOND LOCAL <sup>2/</sup>		PRORATE		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
6,000 lbs. and under	76,939	34.7	252,281	59.7	-	-	329,220	49.8
6,001 to 12,000 lbs.	54,882	24.8	121,161	28.7	-	-	176,043	26.6
12,001 to 18,000 lbs.	22,379	10.1	16,465	3.9	603	3.5	39,447	6.0
18,001 to 24,000 lbs.	33,158	15.0	14,086	3.3	947	5.5	48,191	7.3
24,001 to 30,000 lbs.	12,908	5.8	6,942	1.6	1,069	6.3	20,919	3.2
30,001 to 36,000 lbs.	4,715	2.1	1,877	0.4	318	1.9	6,910	1.1
36,001 to 42,000 lbs.	4,703	2.1	2,224	0.5	599	3.5	7,526	1.1
42,001 to 48,000 lbs.	4,438	2.0	2,410	0.6	614	3.6	7,462	1.1
48,001 to 54,000 lbs.	2,065	0.9	651	0.2	1,221	7.2	3,937	0.6
54,001 to 60,000 lbs.	2,136	1.0	928	0.2	1,536	9.0	4,600	0.7
60,001 to 66,000 lbs.	903	0.4	227	0.1	436	2.6	1,566	0.2
66,001 to 72,000 lbs.	566	0.3	360	0.1	547	3.2	1,473	0.2
72,001 lbs. and over	1,678	0.8	2,927	0.7	9,145	53.7	13,750	2.1
Total	221,470	100.0	422,539	100.0	17,035	100.0	3/ 661,044	100.0

1/ Missouri registers tractor-semitrailer combinations as a unit, using the combined weights for registration purposes.  
 2/ A commercial motor vehicle whose operations are confined solely to a municipality or to an area extending not more than 25 miles from that municipality.  
 3/ Excludes 4,142 trucks registered as recreational vehicles.

VEHICLES AND DRIVERS  
VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT

II-17

1975

TABLE MV-23  
PART 10 OF 27

GROSS WEIGHT	MONTANA <u>1/</u>		NEW MEXICO <u>2/</u>	
	NUMBER OF VEHICLES	PERCENT	NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	134,292	60.5	195,247	78.9
6,001 to 8,000 lbs.	34,130	15.4	24,802	10.0
8,001 to 10,000 lbs.	10,324	4.7	6,585	2.7
10,001 to 12,000 lbs.	3,213	1.4	1,626	0.7
12,001 to 14,000 lbs.	2,383	1.1	1,116	0.4
14,001 to 16,000 lbs.	2,716	1.2	1,544	0.6
16,001 to 18,001 lbs.	4,490	2.0	2,036	0.8
18,001 to 20,000 lbs.	4,346	2.0	1,631	0.7
20,001 to 22,000 lbs.	5,617	2.5	867	0.3
22,001 to 24,000 lbs.	9,718	4.4	1,214	0.5
24,001 to 26,000 lbs.	4,999	2.3	2,780	1.1
26,001 to 28,000 lbs.	2,737	1.2	<u>3/</u>	-
28,001 to 30,000 lbs.	575	0.3	<u>3/</u>	-
30,001 to 32,000 lbs.	212	0.1	<u>3/</u>	-
32,001 to 34,000 lbs.	98	0.1	<u>3/</u>	-
34,001 to 36,000 lbs.	132	0.1	<u>3/</u>	-
36,001 to 38,000 lbs.	58	0.0	<u>3/</u>	-
38,001 to 40,000 lbs.	149	0.1	<u>3/</u>	-
40,001 to 42,000 lbs.	882	0.4	<u>3/</u>	-
42,001 to 44,000 lbs.	550	0.1	<u>3/</u>	-
44,001 to 46,000 lbs.	129	0.1	<u>3/</u>	-
46,001 to 48,000 lbs.	35	0.0	3,134	1.3
48,001 to 50,000 lbs.	12	0.0	<u>4/</u> 4,923	2.0
50,001 to 52,000 lbs.	16	0.0	-	-
52,001 to 56,000 lbs.	6	0.0	-	-
56,001 to 60,000 lbs.	-	-	-	-
60,001 to 64,000 lbs.	-	-	-	-
64,001 to 68,000 lbs.	-	-	-	-
68,001 to 73,000 lbs.	21	0.0	-	-
Total	221,840	100.0	<u>5/</u> 247,505	100.0

1/ In Montana, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.

2/ New Mexico registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

3/ Vehicles for these weights are included in the number in the next greater weight group for which data are given.

4/ Includes vehicles with gross weights of over 48,000 pounds.

5/ Excludes 9,744 vehicles not classified by weight groups.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN NORTH CAROLINA <sup>1/</sup>

1975

TABLE MV-23  
PART 11 OF 27

GROSS WEIGHT	PRIVATE		FARM		COMMERCIAL		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
4,000 lbs. and under	389,893	69.0	2/	-	5,302	17.3	395,195	58.2
4,001 to 6,000 lbs.	72,841	12.9	39,908	47.9	1,010	3.3	113,759	16.7
6,001 to 8,000 lbs.	22,606	4.0	11,993	14.4	298	1.0	34,897	5.1
8,001 to 10,000 lbs.	9,525	1.7	3,975	4.8	601	2.0	14,101	2.1
10,001 to 12,000 lbs.	7,622	1.3	4,373	5.2	143	0.5	12,138	1.8
12,001 to 14,000 lbs.	2,589	0.5	1,329	1.6	82	0.3	4,000	0.6
14,001 to 16,000 lbs.	6,193	1.1	3,544	4.3	588	1.9	10,325	1.5
16,001 to 18,000 lbs.	3,625	0.6	1,676	2.0	1,458	4.8	6,759	1.0
18,001 to 20,000 lbs.	7,025	1.2	3,545	4.3	776	2.5	11,346	1.7
20,001 to 22,000 lbs.	3,241	0.6	1,312	1.6	276	0.9	4,829	0.7
22,001 to 24,000 lbs.	6,301	1.1	2,738	3.3	523	1.7	9,562	1.4
24,001 to 26,000 lbs.	7,938	1.4	5,590	6.7	825	2.7	14,353	2.1
26,001 to 28,000 lbs.	2,824	0.5	1,018	1.2	411	1.3	4,253	0.6
28,001 to 30,000 lbs.	2,770	0.5	818	1.0	326	1.1	3,914	0.6
30,001 to 32,000 lbs.	1,201	0.2	229	0.3	48	0.2	1,478	0.2
32,001 to 34,000 lbs.	301	0.1	31	0.0	29	0.1	361	0.1
34,001 to 36,000 lbs.	730	0.1	91	0.1	136	0.4	957	0.1
36,001 to 38,000 lbs.	327	0.1	33	0.0	41	0.1	401	0.1
38,001 to 40,000 lbs.	1,083	0.2	134	0.2	317	1.0	1,534	0.2
40,001 to 42,000 lbs.	278	0.1	60	0.1	55	0.2	393	0.1
42,001 to 44,000 lbs.	410	0.1	52	0.1	41	0.1	503	0.1
44,001 to 46,000 lbs.	992	0.2	117	0.1	147	0.5	1,256	0.2
46,001 to 48,000 lbs.	733	0.1	112	0.1	190	0.6	1,035	0.1
48,001 to 50,000 lbs.	3,265	0.6	299	0.4	1,241	4.1	4,805	0.7
50,001 to 52,000 lbs.	163	0.0	15	0.0	42	0.1	220	0.0
52,001 to 54,000 lbs.	187	0.0	4	0.0	274	0.9	465	0.1
54,001 to 56,000 lbs.	461	0.1	22	0.0	346	1.1	829	0.1
56,001 to 58,000 lbs.	210	0.0	11	0.0	221	0.7	442	0.1
58,001 to 60,000 lbs.	898	0.2	44	0.1	1,064	3.5	2,006	0.3
60,001 to 62,000 lbs.	237	0.0	16	0.0	255	0.8	508	0.1
62,001 to 64,000 lbs.	354	0.1	17	0.0	370	1.2	741	0.1
64,001 to 66,000 lbs.	700	0.1	27	0.0	324	1.1	1,051	0.2
66,001 to 68,000 lbs.	990	0.2	35	0.0	1,233	4.0	2,258	0.3
68,001 to 70,000 lbs.	240	0.0	16	0.0	347	1.1	603	0.1
70,001 to 72,000 lbs.	262	0.0	8	0.0	353	1.2	623	0.1
72,001 to 74,000 lbs.	3,005	0.5	89	0.1	5,972	19.5	9,066	1.3
74,001 to 76,000 lbs.	255	0.0	12	0.0	474	1.6	741	0.1
76,001 to 78,000 lbs.	425	0.1	2	0.0	318	1.0	745	0.1
78,001 to 79,800 lbs.	2,684	0.5	105	0.1	4,146	13.6	6,935	1.0
Total	565,384	100.0	83,400	100.0	30,603	100.0	3/ 679,387	100.0

1/ North Carolina registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.  
 2/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.  
 3/ Excludes 58,948 vehicles not classified by weight groups.

VEHICLES AND DRIVERS  
VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT

11-19

1975

TABLE MV-23  
PART 12 OF 27

GROSS WEIGHT	NORTH DAKOTA 1/								OREGON 2/	
	PRORATE TRUCKS		FARM TRUCKS		OTHER		TOTAL		NUMBER	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
4,000 lbs. and under	-	-	-	-	75	0.0	75	0.0	(3/)	-
4,001 to 6,000 lbs.	-	-	-	-	4,089	2.1	4,089	1.9	598	0.6
6,001 to 8,000 lbs.	-	-	-	-	96,270	49.2	96,270	45.6	715	0.7
8,001 to 10,000 lbs.	-	-	-	-	32,201	16.5	32,201	15.3	4,644	4.5
10,001 to 12,000 lbs.	-	-	-	-	4,579	2.3	4,579	2.2	3,550	3.4
12,001 to 14,000 lbs.	-	-	-	-	3,710	1.9	3,710	1.8	2,551	2.5
14,001 to 16,000 lbs.	-	-	-	-	5,240	2.7	5,240	2.5	2,830	2.7
16,001 to 18,000 lbs.	-	-	-	-	6,558	3.4	6,558	3.1	3,183	3.1
18,001 to 20,000 lbs.	-	-	-	-	8,077	4.1	8,077	3.8	2,500	2.4
20,001 to 22,000 lbs.	-	-	-	-	5,339	2.7	5,339	2.5	2,303	2.2
22,001 to 24,000 lbs.	-	-	-	-	24,530	12.6	24,530	11.6	3,605	3.5
24,001 to 26,000 lbs.	65	2.3	4/ 4,551	4/ 35.4	1,304	0.7	5,920	2.8	3,428	3.3
26,001 to 28,000 lbs.	21	0.8	2,407	18.7	498	0.3	2,926	1.4	4,999	4.8
28,001 to 30,000 lbs.	9	0.3	838	6.5	280	0.2	1,127	0.5	1,816	1.8
30,001 to 32,000 lbs.	8	0.3	209	1.6	122	0.1	339	0.2	1,014	1.0
32,001 to 34,000 lbs.	5	0.2	110	0.9	69	0.0	184	0.1	681	0.7
34,001 to 36,000 lbs.	21	0.8	231	1.8	174	0.1	426	0.2	1,769	1.7
36,001 to 38,000 lbs.	21	0.8	190	1.5	106	0.1	317	0.2	605	0.6
38,001 to 40,000 lbs.	14	0.5	506	3.9	215	0.1	735	0.4	1,188	1.1
40,001 to 42,000 lbs.	60	2.2	1,173	9.1	328	0.2	1,561	0.7	2,304	2.2
42,001 to 44,000 lbs.	125	4.5	1,473	11.5	520	0.3	2,118	1.0	3,933	3.8
44,001 to 46,000 lbs.	48	1.7	771	6.0	192	0.1	1,011	0.5	2,626	2.5
46,001 to 48,000 lbs.	20	0.7	147	1.2	85	0.0	252	0.1	1,126	1.1
48,001 to 50,000 lbs.	26	0.9	73	0.6	181	0.1	280	0.1	1,371	1.3
50,001 to 52,000 lbs.	12	0.4	14	0.1	23	0.0	49	0.0	1,048	1.0
52,001 to 54,000 lbs.	40	1.4	16	0.1	52	0.0	108	0.1	674	0.7
54,001 to 56,000 lbs.	18	0.7	10	0.1	29	0.0	57	0.0	593	0.6
56,001 to 58,000 lbs.	9	0.3	69	0.5	19	0.0	97	0.0	466	0.5
58,001 to 60,000 lbs.	48	1.7	5	0.0	78	0.0	131	0.1	2,164	2.1
60,001 to 62,000 lbs.	5	0.2	1	0.0	17	0.0	23	0.0	341	0.3
62,001 to 64,000 lbs.	59	2.1	9	0.1	75	0.0	143	0.1	332	0.3
64,001 to 66,000 lbs.	4	0.1	3	0.0	6	0.0	13	0.0	388	0.4
66,001 to 68,000 lbs.	7	0.3	2	0.0	7	0.0	16	0.0	433	0.4
68,001 to 70,000 lbs.	15	0.5	1	0.0	9	0.0	25	0.0	593	0.6
70,001 to 72,000 lbs.	7	0.3	1	0.0	16	0.0	24	0.0	2,226	2.2
72,001 to 74,000 lbs.	761	27.4	9	0.1	241	0.1	1,011	0.5	13,087	12.7
74,001 to 76,000 lbs.	227	8.2	2	0.0	41	0.0	270	0.1	11,137	10.8
76,001 to 78,000 lbs.	448	16.2	6	0.1	36	0.0	490	0.2	12,599	12.2
78,001 to 80,000 lbs.	318	11.5	9	0.1	42	0.0	369	0.2	1,700	1.6
80,000 lbs. and over	352	12.7	9	0.1	128	0.1	489	0.2	2,208	2.1
Total	2,773	100.0	12,845	100.0	5/ 195,561	100.0	5/ 211,179	100.0	6/ 103,328	100.0

1/ North Dakota registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.  
 2/ Oregon registers tractor trucks and semitrailers as separate units. The weights shown are for tractor trucks only.  
 3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.  
 4/ Farm trucks registered for 24,000 lbs. and under are not registered as such.  
 5/ Excludes 171 well drillers, 94 house movers, 63 soil conservation trucks, 18 ham radio operators, and 17 letter plates.  
 6/ Excludes 178,823 pickups and panels registered as passenger vehicles.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TENNESSEE <sup>1/</sup>

1975

TABLE MV-23  
PART 13 OF 27

II-20

GROSS WEIGHT	PRIVATE TRUCKS		FOR HIRE TRUCKS		MOVING VANS		FARM AND SEMI-COMMERCIAL TRUCKS		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
8,000 lbs. and under	67,823	54.7	194	2.5	48	6.8	429,715	93.7	497,780	84.3
8,001 to 14,000 lbs.	15,642	12.6	367	4.7	58	8.2	20,462	4.5	36,529	6.2
14,001 to 18,000 lbs.	9,975	8.0	230	3.0	87	12.4	2,226	0.5	12,518	2.1
18,001 to 24,000 lbs.	10,488	8.5	119	1.5	161	22.8	2,990	0.7	13,758	2.3
24,001 to 30,000 lbs.	4,725	3.8	61	0.8	125	17.7	1,853	0.4	6,764	1.2
30,001 to 36,000 lbs.	1,317	1.1	39	0.5	39	5.5	1,143	0.2	2,538	0.4
36,001 to 42,000 lbs.	1,554	1.3	216	2.8	83	11.8	-	-	1,853	0.3
42,001 to 55,980 lbs.	2,339	1.9	599	7.7	104	14.8	-	-	3,042	0.5
55,981 to 61,580 lbs.	1,658	1.3	278	3.6	-	-	-	-	1,936	0.3
61,581 to 73,280 lbs.	8,446	6.8	5,658	72.9	-	-	-	-	14,104	2.4
Total	<u>2/</u> 123,967	100.0	7,761	100.0	705	100.0	458,389	100.0	590,822	100.0

HIGHWAY STATISTICS, 1975

<sup>1/</sup> Tennessee registers tractor semitrailer combinations as single units using the combined weights for registration purposes.

<sup>2/</sup> Excludes 269 well drilling vehicles, 926 quarterly payment vehicles, and 8,354 vehicles issued zone tags for operation in limited areas.



VEHICLES AND DRIVERS  
VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN TEXAS

II-21

1975

TABLE MV-23  
PART 14 OF 27

GROSS WEIGHT	TRUCKS		TRACTOR TRUCKS <sup>1/</sup>		FARM TRUCKS <sup>2/</sup>		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
2,000 lbs. and under	227	0.0	1,006	0.9	43	0.0	1,276	0.1
2,001 to 4,000 lbs.	98,872	5.7	58	0.0	5,770	2.9	104,700	5.1
4,001 to 6,000 lbs.	1,402,134	80.3	96	0.1	153,549	77.0	1,555,779	75.8
6,001 to 8,000 lbs.	91,576	5.3	79	0.1	9,629	4.9	101,284	4.9
8,001 to 10,000 lbs.	26,403	1.5	55	0.0	3,441	1.7	29,899	1.5
10,001 to 12,000 lbs.	15,009	0.9	75	0.1	7,317	3.7	22,401	1.1
12,001 to 14,000 lbs.	16,423	0.9	74	0.1	6,195	3.1	22,692	1.1
14,001 to 16,000 lbs.	14,907	0.9	1,872	1.7	2,808	1.4	19,587	1.0
16,001 to 17,000 lbs.	5,403	0.3	27	0.0	1,047	0.5	6,477	0.3
17,001 to 18,000 lbs.	9,388	0.5	1,592	1.5	1,194	0.6	12,174	0.6
18,001 to 20,000 lbs.	13,270	0.8	913	0.9	1,632	0.8	15,815	0.8
20,001 to 22,000 lbs.	9,544	0.6	825	0.8	1,374	0.7	11,743	0.6
22,001 to 24,000 lbs.	12,974	0.8	1,160	1.1	1,973	1.0	16,107	0.8
24,001 to 26,000 lbs.	7,356	0.4	1,640	1.5	1,409	0.7	10,405	0.5
26,001 to 28,000 lbs.	4,461	0.3	1,233	1.2	597	0.3	6,291	0.3
28,001 to 30,000 lbs.	1,676	0.1	1,674	1.6	224	0.1	3,574	0.2
30,001 to 31,000 lbs.	622	0.0	512	0.5	40	0.0	1,174	0.1
31,001 to 32,000 lbs.	522	0.0	5,442	5.1	60	0.0	6,024	0.3
32,001 to 34,000 lbs.	450	0.0	1,392	1.3	49	0.0	1,891	0.1
34,001 to 36,000 lbs.	640	0.0	2,229	2.1	100	0.1	2,969	0.1
36,001 to 38,000 lbs.	580	0.0	897	0.8	77	0.0	1,554	0.1
38,001 to 40,000 lbs.	2,923	0.2	2,053	1.9	632	0.3	5,608	0.3
40,001 to 42,000 lbs.	2,292	0.1	2,449	2.3	193	0.1	4,934	0.2
42,001 to 45,000 lbs.	1,959	0.1	2,180	2.0	103	0.1	4,242	0.2
45,001 to 50,000 lbs.	3,993	0.2	2,520	2.4	69	0.0	6,582	0.3
50,001 to 55,000 lbs.	167	0.0	2,456	2.3	21	0.0	2,644	0.1
55,001 to 60,000 lbs.	75	0.0	10,656	10.0	18	0.0	10,749	0.5
60,001 to 62,000 lbs.	-	-	827	0.8	2	0.0	829	0.0
62,001 to 72,000 lbs.	37	0.0	1,703	1.6	4	0.0	1,744	0.1
72,001 lbs. and over	1,493	0.1	59,058	55.3	39	0.0	60,590	2.9
Total	1,745,376	100.0	106,753	100.0	199,609	100.0	2,051,738	100.0

<sup>1/</sup> Texas registers tractor-semitrailer combinations as separate units.  
<sup>2/</sup> Includes farm tractor trucks.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT <sup>1/</sup>

1975

TABLE MV-23  
PART 15 OF 27

11-22

HIGHWAY STATISTICS, 1975

GROSS WEIGHT	UTAH		GROSS WEIGHT	VERMONT	
	NUMBER OF VEHICLES	PERCENT		NUMBER OF VEHICLES	PERCENT
6,000 lbs. and under	162,297	65.5	5,099 lbs. and under	34,496	69.6
6,001 to 18,000 lbs.	66,653	26.9	5,100 to 8,099 lbs.	5,433	11.0
18,001 to 33,000 lbs.	11,398	4.6	8,100 to 12,099 lbs.	2,113	4.3
33,001 to 48,000 lbs.	2,479	1.0	12,100 to 16,099 lbs.	919	1.8
48,001 to 63,000 lbs.	1,734	0.7	16,100 to 20,099 lbs.	1,291	2.6
63,001 to 75,000 lbs.	495	0.2	20,100 to 30,099 lbs.	2,328	4.7
75,001 lbs. and over	2,726	1.1	30,100 to 40,099 lbs.	1,000	2.0
			40,100 to 50,099 lbs.	278	0.6
			50,100 to 55,099 lbs.	634	1.3
			55,100 to 60,099 lbs.	96	0.2
			60,100 to 70,099 lbs.	260	0.5
			70,100 to 73,280 lbs.	651	1.3
			73,281 to 80,099 lbs.	33	0.1
			80,100 lbs. and over	12	0.0
Total	247,782	100.0	Total	49,544	100.0

<sup>1/</sup> The States on this table register tractor-semitrailer combinations as single units using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN VIRGINIA <sup>1/</sup>

1975

TABLE MV-23  
PART 16 OF 27

GROSS WEIGHT	SINGLE UNIT TRUCKS				TRUCK COMBINATIONS				TRACTOR TRUCKS				TOTAL	
	PRIVATE		FOR HIRE		PRIVATE		FOR HIRE		PRIVATE		FOR HIRE		NUMBER	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		
4,000 lbs. and under	43,110	9.2	17	0.1	5	0.1	-	-	2	0.0	-	-	43,134	8.4
4,001 to 6,500 lbs.	296,396	63.1	33	0.2	43	1.2	-	-	1	0.0	-	-	296,473	58.1
6,501 to 10,000 lbs.	69,105	14.7	2,914	18.9	548	15.4	2	2.0	10	0.1	17	0.1	72,596	14.2
10,001 to 11,000 lbs.	817	0.2	89	0.6	110	3.1	1	1.0	7	0.1	-	-	1,024	0.2
11,001 to 12,000 lbs.	2,884	0.6	277	1.8	164	4.5	2	2.0	1	0.0	11	0.1	3,339	0.7
12,001 to 13,000 lbs.	1,390	0.3	121	0.8	138	3.9	4	4.1	5	0.1	1	0.0	1,659	0.3
13,001 to 14,000 lbs.	2,565	0.6	173	1.1	76	2.1	3	3.1	4	0.0	5	0.0	2,826	0.6
14,001 to 15,000 lbs.	3,236	0.7	318	2.1	127	3.6	4	4.1	14	0.2	8	0.1	3,707	0.7
15,001 to 16,000 lbs.	3,067	0.7	262	1.7	79	2.2	1	1.0	11	0.1	9	0.1	3,429	0.7
16,001 to 17,000 lbs.	1,733	0.4	164	1.1	69	1.9	1	1.0	1	0.0	9	0.1	1,977	0.4
17,001 to 18,000 lbs.	3,724	0.8	2,057	13.4	100	2.8	2	2.0	4	0.0	23	0.2	5,910	1.2
18,001 to 19,000 lbs.	1,756	0.4	111	0.7	51	1.4	1	1.0	4	0.0	3	0.0	1,926	0.4
19,001 to 20,000 lbs.	5,951	1.3	750	4.9	186	5.2	1	1.0	37	0.4	49	0.4	6,974	1.4
20,001 to 21,000 lbs.	1,338	0.3	120	0.8	26	0.7	1	1.0	3	0.0	1	0.0	1,489	0.3
21,001 to 22,000 lbs.	2,532	0.5	221	1.4	103	2.9	-	-	7	0.1	17	0.1	2,880	0.6
22,001 to 23,000 lbs.	1,878	0.4	132	0.8	63	1.8	-	-	10	0.1	6	0.0	2,089	0.4
23,001 to 24,000 lbs.	6,275	1.3	644	4.2	99	2.8	2	2.0	26	0.3	36	0.3	7,082	1.4
24,001 to 25,000 lbs.	3,640	0.8	447	2.9	77	2.1	4	4.1	74	0.8	14	0.1	4,256	0.8
25,001 to 26,000 lbs.	3,410	0.7	361	2.3	70	2.0	5	5.1	17	0.2	20	0.2	3,883	0.8
26,001 to 27,000 lbs.	1,859	0.4	208	1.3	60	1.7	2	2.0	15	0.2	5	0.0	2,149	0.4
27,001 to 28,000 lbs.	2,518	0.5	270	1.7	84	2.3	3	3.1	7	0.1	11	0.1	2,893	0.6
28,001 to 29,000 lbs.	709	0.2	88	0.6	53	1.5	-	-	8	0.1	-	-	858	0.2
29,001 to 30,000 lbs.	1,615	0.3	256	1.7	74	2.1	4	4.1	58	0.7	53	0.4	2,060	0.4
30,001 to 32,000 lbs.	1,207	0.2	194	1.3	224	6.3	5	5.1	29	0.3	58	0.5	1,717	0.3
32,001 to 34,000 lbs.	507	0.1	96	0.6	121	3.4	4	4.1	20	0.2	29	0.2	777	0.2
34,001 to 36,000 lbs.	671	0.1	124	0.8	235	6.6	2	2.0	71	0.8	39	0.3	1,142	0.2
36,001 to 38,000 lbs.	188	0.0	66	0.4	84	2.3	1	1.0	28	0.3	16	0.1	383	0.1
38,001 to 40,000 lbs.	981	0.2	272	1.8	128	3.6	11	11.2	324	3.7	512	4.1	2,228	0.4
40,001 to 42,000 lbs.	230	0.1	86	0.6	52	1.5	7	7.2	101	1.1	25	0.2	501	0.1
42,001 to 44,000 lbs.	446	0.1	259	1.7	55	1.5	1	1.0	43	0.5	14	0.1	818	0.2
44,001 to 46,000 lbs.	1,047	0.2	1,425	9.2	44	1.2	2	2.1	158	1.8	135	1.1	2,811	0.5
46,001 to 48,000 lbs.	526	0.1	733	4.8	34	1.0	-	-	46	0.5	34	0.3	1,373	0.3
48,001 to 50,000 lbs.	2,231	0.5	2,103	13.7	41	1.2	2	2.1	432	4.9	523	4.2	5,332	1.0
50,001 to 52,000 lbs.	-	-	-	-	10	0.3	-	-	102	1.2	179	1.4	291	0.1
52,001 to 54,000 lbs.	-	-	-	-	23	0.7	2	2.1	195	2.2	121	1.0	341	0.1
54,001 to 56,000 lbs.	-	-	-	-	12	0.3	-	-	558	6.3	357	2.8	927	0.2
56,001 to 58,000 lbs.	-	-	-	-	11	0.3	4	4.1	477	5.4	468	3.7	960	0.2
58,001 to 60,000 lbs.	-	-	-	-	11	0.3	1	1.0	1,075	12.1	1,734	13.8	2,821	0.5
60,001 to 62,000 lbs.	-	-	-	-	6	0.2	-	-	245	2.8	180	1.4	431	0.1
62,001 to 64,000 lbs.	-	-	-	-	12	0.3	-	-	79	0.9	69	0.5	160	0.0
64,001 to 66,000 lbs.	-	-	-	-	7	0.2	1	1.0	143	1.6	421	3.4	572	0.1
66,001 to 68,000 lbs.	-	-	-	-	6	0.2	-	-	68	0.8	58	0.5	132	0.0
68,001 to 70,000 lbs.	-	-	-	-	23	0.7	1	1.0	1,749	19.7	1,920	15.3	3,693	0.7
70,001 to 72,000 lbs.	-	-	-	-	3	0.1	-	-	93	1.1	97	0.8	199	0.0
72,001 to 74,000 lbs.	-	-	-	-	8	0.2	7	7.2	185	2.1	227	1.8	427	0.1
74,001 to 76,000 lbs.	-	-	-	-	11	0.3	4	4.1	2,313	26.1	5,047	40.2	7,375	1.4
Total	469,542	100.0	15,391	100.0	3,566	100.0	98	100.0	8,860	100.0	12,561	100.0	510,018	100.0

<sup>1/</sup> Virginia registers tractor-semitrailer and truck-full trailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT IN WASHINGTON <sup>1/</sup>  
1975

TABLE MV-23  
PART 17 OF 27

GROSS WEIGHT	COMMERCIAL		FARM		LOGGING		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3,999 lbs. and under	77,038	13.4	1,639	4.0	23	0.7	78,700	12.8
4,000 to 5,999 lbs.	309,613	54.0	11,140	27.1	10	0.3	320,763	52.0
6,000 to 7,999 lbs.	114,878	20.0	5,443	13.2	5	0.2	120,326	19.5
8,000 to 9,999 lbs.	13,410	2.3	2,281	5.5	1	0.0	15,692	2.5
10,000 to 11,999 lbs.	7,034	1.2	2,134	5.2	6	0.2	9,174	1.5
12,000 to 13,999 lbs.	4,405	0.8	1,359	3.3	3	0.1	5,767	0.9
14,000 to 15,999 lbs.	4,772	0.8	2,216	5.4	6	0.2	6,994	1.1
16,000 to 17,999 lbs.	4,296	0.7	1,612	3.9	6	0.2	5,914	1.0
18,000 to 19,999 lbs.	3,271	0.6	2,733	6.6	6	0.2	6,010	1.0
20,000 to 21,999 lbs.	3,082	0.5	2,339	5.7	14	0.4	5,435	0.9
22,000 to 23,999 lbs.	3,672	0.6	2,304	5.6	11	0.3	5,987	1.0
24,000 to 25,999 lbs.	3,339	0.6	2,394	5.8	5	0.2	5,738	0.9
26,000 to 27,999 lbs.	4,319	0.7	1,476	3.6	7	0.2	5,802	0.9
28,000 to 29,999 lbs.	756	0.1	278	0.7	-	0.0	1,034	0.2
30,000 to 31,999 lbs.	1,008	0.2	205	0.5	1	0.0	1,214	0.2
32,000 to 33,999 lbs.	200	0.0	51	0.1	3	0.1	254	0.0
34,000 to 35,999 lbs.	1,111	0.2	276	0.7	37	1.1	1,424	0.2
36,000 to 37,999 lbs.	281	0.0	33	0.1	4	0.1	318	0.1
38,000 to 39,999 lbs.	3,895	0.7	765	1.9	111	3.3	4,771	0.8
40,000 to 41,999 lbs.	424	0.7	57	0.1	6	0.2	487	0.1
42,000 to 43,999 lbs.	298	0.0	52	0.1	5	0.1	355	0.1
44,000 to 45,999 lbs.	338	0.1	36	0.1	3	0.1	377	0.1
46,000 to 47,999 lbs.	166	0.0	24	0.1	1	0.0	191	0.0
48,000 to 49,999 lbs.	252	0.0	26	0.1	7	0.2	285	0.0
50,000 to 51,999 lbs.	86	0.0	13	0.0	-	0.0	99	0.0
52,000 to 53,999 lbs.	69	0.0	6	0.0	-	0.0	75	0.0
54,000 to 55,999 lbs.	309	0.1	7	0.0	1	0.0	317	0.1
56,000 to 57,999 lbs.	143	0.0	8	0.0	2	0.1	153	0.0
58,000 to 59,999 lbs.	750	0.1	37	0.1	3	0.1	790	0.1
60,000 to 61,999 lbs.	29	0.0	2	0.0	1	0.0	32	0.0
62,000 to 63,999 lbs.	155	0.0	19	0.0	64	1.9	238	0.0
64,000 to 65,999 lbs.	69	0.0	6	0.0	-	0.0	75	0.0
66,000 to 67,999 lbs.	739	0.1	19	0.0	2,588	77.3	3,346	0.5
68,000 to 69,999 lbs.	40	0.0	1	0.0	1	0.0	42	0.0
70,000 to 71,999 lbs.	8,569	1.5	183	0.5	407	12.2	9,159	1.5
Total	572,816	100.0	41,174	100.0	3,348	100.0	617,338	100.0

<sup>1/</sup> In Washington, the owner has the option to register the parts of tractor-semitrailer combinations as separate units or as single units.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT  
PER LOAD-CARRYING AXLE AND GROSS VEHICLE WEIGHT IN LOUISIANA

1975

TABLE MV-23  
PART 18 OF 27

GROSS WEIGHT PER LOAD CARRYING AXLE OR TANDEM AXLES 1/	TRUCKS							GROSS VEHICLE WEIGHT	TRACTOR TRUCKS 2/						
	PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	TOTAL	PERCENT		PRIVATE USE	FARM USE	FOREST PRODUCTS	CITY USE	FOR HIRE	TOTAL	PERCENT
3,500 lbs. and under	363,082	(3/)	(3/)	33	153	363,268	77.9	12,000 lbs. and under	210	-	2	34	25	271	1.4
3,501 to 6,000 lbs.	15,684	41,635	93	118	117	57,647	12.4	12,001 to 16,000 lbs.	249	-	1	20	7	277	1.4
6,001 to 8,000 lbs.	4,204	4/ 9,071	51	259	142	13,727	2.9	16,001 to 20,000 lbs.	345	-	8	84	91	528	2.6
8,001 to 10,000 lbs.	4,212	-	164	358	107	4,841	1.0	20,001 to 24,000 lbs.	355	-	5	54	81	495	2.5
10,001 to 12,000 lbs.	3,074	-	113	332	161	3,680	0.8	24,001 to 28,000 lbs.	248	-	3	19	39	309	1.5
12,001 to 14,000 lbs.	1,879	-	108	232	49	2,268	0.5	28,001 to 32,000 lbs.	697	-	81	165	177	1,120	5.6
14,001 to 16,000 lbs.	1,979	-	50	152	50	2,231	0.5	32,001 to 36,000 lbs.	636	313	59	162	65	1,235	6.2
16,001 to 18,000 lbs.	10,698	-	1,647	592	183	13,120	2.8	36,001 to 40,000 lbs.	5/ 286	-	7	5/ 86	5/ 64	5/ 443	2.2
18,001 to 20,000 lbs.	6/ 216	-	29	6/ 15	6/ 8	6/ 268	0.1	40,001 to 44,000 lbs.	76	-	-	4	34	114	0.6
20,001 to 24,000 lbs.	248	-	13	7	9	277	0.1	44,001 to 48,000 lbs.	7/ 70	-	7/ 4	7/ 8	7/ 2	7/ 84	0.4
24,001 to 28,000 lbs.	159	-	11	2	4	176	0.0	48,001 to 50,000 lbs.	1,959	857	575	295	255	3,941	19.6
28,001 to 32,000 lbs.	3,928	-	470	449	24	4,871	1.0	50,001 to 54,000 lbs.	98	-	9	-	40	147	0.7
								54,001 to 56,000 lbs.	8/ 81	-	8/ 20	8/ 16	16	8/ 133	0.7
								56,001 to 60,000 lbs.	110	-	-	-	109	219	1.1
								60,001 to 64,000 lbs.	6,180	847	9/ 1,226	9/ 89	1,611	9/ 9,953	49.6
								64,001 to 68,000 lbs.	569	-	-	5	206	780	3.9
Total	409,363	50,706	2,749	2,549	1,007	10/ 466,374	100.0	Total	12,169	2,017	2,000	1,041	2,822	20,049	100.0

VEHICLES AND DRIVERS

11-25

1/ The weights given are the gross weights on the load carrying axles. They do not include the weight on the front axle. The maximum weight that can be carried on tandem axles is 34,000 pounds. Axles more than 8 feet apart are allowed 18,000 pounds each.

2/ Louisiana registers tractor-semitrailer combinations as single units using the combined weights for registration purposes.

3/ Vehicles for these weights are included with the number in the next greater weight group for which data are given.

4/ Includes vehicles with gross weights per load carrying axle of 6,001 pounds and over.

5/ Includes tandem-axle vehicles with gross weights of 32,001 to 40,000 pounds.

6/ Includes tandem-axle vehicles with gross weights per load carrying axle of 16,001 to 20,000 pounds.

7/ Includes tandem-axle vehicles with gross weights of 40,001 to 48,000 pounds.

8/ Includes tandem-axle vehicles with gross weights of 48,001 to 56,000 pounds.

9/ Includes tandem-axle vehicles with gross weights of 56,001 to 64,000 pounds.

10/ Excludes 396 household goods, common carriers and 10,747 commercial trucks.

HIGHWAY STATISTICS, 1975  
VEHICLES REGISTERED ON BASIS OF CHASSIS WEIGHT AND GROSS WEIGHT IN MARYLAND

1975

TABLE MV-23  
PART 19 OF 27

CHASSIS WEIGHT	MAXIMUM GROSS WEIGHT	TRUCKS					
		PRIVATE		COMMERCIAL		TOTAL	
		NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
3/4 ton or less mfrs. rated capacity		245,426	87.2	4,944	30.5	250,370	84.1
2,500 lbs. and under	10,000 lbs.	1,772	0.6	106	0.7	1,878	0.6
2,501 to 4,000 lbs.	17,000 lbs.	16,073	5.7	3,250	20.0	19,323	6.5
4,001 to 5,000 lbs.	20,000 lbs.	6,535	2.3	2,009	12.4	8,544	2.9
5,001 to 6,000 lbs.	25,000 lbs.	5,362	1.9	2,334	14.4	7,696	2.6
6,001 to 7,500 lbs.	32,000 lbs.	4,768	1.7	2,309	14.2	7,077	2.4
7,501 to 9,000 lbs.	35,000 lbs.	756	0.3	446	2.7	1,202	0.4
9,001 lbs. and over	45,000 lbs.	172	0.1	104	0.6	276	0.1
9,001 lbs. and over	55,000 lbs.	664	0.2	726	4.5	1,390	0.4
Total		281,528	100.0	16,228	100.0	297,756	100.0

CHASSIS WEIGHT	MAXIMUM GROSS WEIGHT	FARM TRUCKS		MAXIMUM GROSS WEIGHT	TRACTOR TRUCKS <sup>1/</sup>		MAXIMUM GROSS WEIGHT	DUMP TRUCKS	
		NUMBER	PERCENT		NUMBER	PERCENT		NUMBER	PERCENT
2,500 lbs. and under	10,000 lbs.	33	0.3	40,000 lbs.	742	5.5	40,000 lbs.	853	17.3
2,501 to 4,200 lbs.	25,000 lbs.	3,974	38.7	50,000 lbs.	1,242	9.2	50,000 lbs.	13	0.3
4,201 to 5,000 lbs.	30,000 lbs.	2,962	28.8	65,000 lbs.	4,305	32.0	55,000 lbs.	37	0.7
5,001 to 6,000 lbs.	34,000 lbs.	2,483	24.1	73,280 lbs.	7,159	53.3	60,000 lbs.	88	1.8
6,001 to 7,500 lbs.	38,000 lbs.	596	5.8				65,000 lbs.	3,938	79.9
7,501 to 9,000 lbs.	45,000 lbs.	234	2.3						
Total		10,282	100.0		13,448	100.0		4,929	100.0

<sup>1/</sup> Maryland registers tractor-semitrailer combinations as single units using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF GROSS WEIGHT AND EMPTY WEIGHT IN MINNESOTA <sup>1/</sup>

1975

TABLE MV-23  
PART 20 OF 27

GROSS WEIGHT	FARM TRUCKS		PRORATE TRUCKS		COMMERCIAL TRUCKS		TOTAL		EMPTY WEIGHT	URBAN TRUCKS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT		NUMBER	PERCENT
1,500 lbs. and under	3	0.0	48	0.4	7	0.0	58	0.0	2,999 lbs. and under	39	0.8
1,501 to 3,000 lbs.	1	0.0	-	-	1	0.0	2	0.0	3,000 to 3,999 lbs.	1,806	37.1
3,001 to 4,500 lbs.	3	0.0	-	-	17	0.0	20	0.0	4,000 to 4,999 lbs.	939	19.3
4,501 to 6,000 lbs.	3	0.0	4	0.0	35,358	8.6	35,365	6.6	5,000 to 6,999 lbs.	715	14.7
6,001 to 9,000 lbs.	12	0.0	36	0.3	312,745	75.9	312,793	58.4	7,000 to 8,999 lbs.	788	16.2
9,001 to 12,000 lbs.	52,496	46.9	18	0.2	12,022	2.9	64,536	12.0	9,000 to 10,999 lbs.	224	4.6
12,001 to 15,000 lbs.	3,648	3.3	134	1.1	8,255	2.0	12,037	2.2	11,000 to 13,999 lbs.	142	2.9
15,001 to 18,000 lbs.	8,838	7.9	65	0.6	3,796	0.9	12,699	2.4	14,000 to 16,999 lbs.	93	1.9
18,001 to 21,000 lbs.	9,939	8.9	120	1.0	11,903	2.9	21,962	4.1	17,000 to 19,999 lbs.	53	1.1
21,001 to 27,000 lbs.	18,945	16.9	406	3.4	15,794	3.8	35,145	6.6	20,000 lbs. and over	68	1.4
27,001 to 33,000 lbs.	8,766	7.8	462	3.9	1,961	0.5	11,189	2.1			
33,001 to 39,000 lbs.	3,096	2.8	171	1.4	1,085	0.3	4,352	0.8			
39,001 to 45,000 lbs.	3,995	3.6	367	3.1	2,433	0.6	6,795	1.3			
45,001 to 51,000 lbs.	1,428	1.3	268	2.3	1,884	0.5	3,580	0.7			
51,001 to 57,000 lbs.	376	0.3	338	2.8	727	0.2	1,441	0.3			
57,001 to 63,000 lbs.	45	0.0	500	4.2	415	0.1	960	0.2			
63,001 to 69,000 lbs.	21	0.0	87	0.7	150	0.0	258	0.0			
69,001 to 75,000 lbs.	216	0.2	7,431	62.5	3,297	0.8	10,944	2.0			
75,001 lbs. and over	105	0.1	1,441	12.1	204	0.0	1,750	0.3			
<b>Total</b>	<b>111,936</b>	<b>100.0</b>	<b>11,896</b>	<b>100.0</b>	<b>412,054</b>	<b>100.0</b>	<b>535,886</b>	<b>100.0</b>	<b>Total</b>	<b>4,867</b>	<b>100.0</b>

VEHICLES AND DRIVERS

11-27

<sup>1/</sup> Minnesota registers tractor-semitrailer combinations as single units using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF UNLADEN WEIGHT IN CALIFORNIA

1975

TABLE MV-23  
PART 21 OF 27

11-28

HIGHWAY STATISTICS, 1975

UNLADEN WEIGHT	TRUCKS AND TRACTOR TRUCKS <sup>1/</sup>							
	2-AXLE		3-AXLE		4-AXLE		TOTAL	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
1,999 lbs. and under	2,432	0.1	2	0.0	-	-	2,434	0.1
2,000 to 2,999 lbs.	355,133	14.5	54	0.1	9	1.0	355,196	14.1
3,000 to 4,000 lbs.	1,271,763	52.0	305	0.5	13	1.5	1,272,081	50.6
4,001 to 5,000 lbs.	517,273	21.1	139	0.2	20	2.3	517,432	20.6
5,001 to 6,000 lbs.	62,593	2.6	55	0.1	3	0.3	62,651	2.5
6,001 to 7,000 lbs.	41,743	1.7	36	0.1	-	-	41,779	1.7
7,001 to 8,000 lbs.	37,239	1.5	65	0.1	-	-	37,304	1.5
8,001 to 9,000 lbs.	41,545	1.7	162	0.2	2	0.2	41,709	1.6
9,001 to 10,000 lbs.	33,550	1.4	340	0.5	2	0.2	33,892	1.3
10,001 to 11,000 lbs.	27,161	1.1	753	1.1	11	1.3	27,925	1.1
11,001 to 12,000 lbs.	29,617	1.2	2,073	3.2	2	0.2	31,692	1.3
12,001 to 13,000 lbs.	16,590	0.7	5,594	8.5	4	0.5	22,188	0.9
13,001 to 14,000 lbs.	5,601	0.2	9,164	14.0	92	10.5	14,857	0.6
14,001 to 15,000 lbs.	2,729	0.1	12,966	19.7	194	22.2	15,889	0.6
15,001 to 16,000 lbs.	1,243	0.1	11,426	17.4	131	15.0	12,800	0.5
16,001 to 17,000 lbs.	734	0.0	8,200	12.5	189	21.6	9,123	0.4
17,001 to 18,000 lbs.	343	0.0	6,608	10.1	121	13.8	7,072	0.3
18,001 to 19,000 lbs.	214	0.0	3,610	5.5	38	4.3	3,862	0.1
19,001 to 20,000 lbs.	132	0.0	1,793	2.7	5	0.6	1,930	0.1
20,001 lbs. and over	287	0.0	2,331	3.5	39	4.5	2,657	0.1
<b>Total</b>	<b>2,447,922</b>	<b>100.00</b>	<b>65,676</b>	<b>100.00</b>	<b>875</b>	<b>100.00</b>	<b>2,514,473</b>	<b>100.00</b>

<sup>1/</sup> California registers tractor trucks and semitrailers as separate units. The weights shown are for the tractor truck only.



# VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT IN COLORADO <sup>1/</sup>

1975

TABLE MV-23  
PART 22 OF 27

EMPTY WEIGHT	TRUCKS					TRACTOR TRUCKS				TOTAL	
	METROPOLITAN	UNLIMITED	FARM	TOTAL	PERCENT	UNLIMITED	FARM	TOTAL	PERCENT	NUMBER	PERCENT
3,000 lbs. and under	5	43,223	2,751	45,979	10.1	47	15	62	0.7	46,041	10.0
3,001 to 4,000 lbs.	3	235,955	26,847	262,805	58.0	10	2	12	0.1	262,817	56.9
4,001 to 4,500 lbs.	1	61,965	11,935	73,901	16.3	53	17	70	0.8	73,971	16.0
4,501 to 5,000 lbs.	354	12,153	4,565	17,072	3.8	110	32	142	1.6	17,214	3.7
5,001 to 6,000 lbs.	376	4,556	4,710	9,642	2.1	265	38	303	3.4	9,945	2.2
6,001 to 7,000 lbs.	308	4,006	5,736	10,050	2.2	541	75	616	6.9	10,666	2.3
7,001 to 8,000 lbs.	278	4,573	4,472	9,323	2.1	525	50	575	6.5	9,898	2.1
8,001 to 9,000 lbs.	365	3,884	2,695	6,944	1.5	525	80	605	6.8	7,549	1.6
9,001 to 10,000 lbs.	272	2,796	1,092	4,160	0.9	360	37	397	4.5	4,557	1.0
10,001 to 10,500 lbs.	106	2,053	538	2,697	0.6	394	36	430	4.8	3,127	0.7
10,501 to 11,000 lbs.	111	1,417	506	2,034	0.5	576	45	621	7.0	2,655	0.6
11,001 to 12,000 lbs.	67	911	315	1,293	0.3	813	78	891	10.0	2,184	0.5
12,001 to 13,000 lbs.	35	795	245	1,075	0.2	1,325	98	1,423	16.0	2,498	0.5
13,001 to 14,000 lbs.	31	900	192	1,123	0.3	1,258	72	1,330	15.0	2,453	0.5
14,001 to 15,000 lbs.	-	763	117	880	0.2	616	28	644	7.3	1,524	0.3
15,001 to 16,000 lbs.	-	876	84	960	0.2	245	8	253	2.8	1,213	0.3
16,001 to 17,000 lbs.	-	658	45	703	0.2	138	3	141	1.6	844	0.2
17,001 to 18,000 lbs.	-	572	32	604	0.1	79	3	82	0.9	686	0.2
18,001 to 19,000 lbs.	-	902	52	954	0.2	97	1	98	1.1	1,052	0.2
19,001 to 20,000 lbs.	-	533	18	551	0.1	46	1	47	0.5	598	0.1
20,001 to 22,000 lbs.	-	289	1	290	0.1	46	2	48	0.5	338	0.1
22,001 to 24,000 lbs.	-	119	1	120	0.0	22	-	22	0.2	142	0.0
24,001 to 26,000 lbs.	-	61	1	62	0.0	25	-	25	0.3	87	0.0
26,001 to 28,000 lbs.	-	64	-	64	0.0	6	-	6	0.1	70	0.0
28,001 to 30,000 lbs.	-	44	-	44	0.0	8	-	8	0.1	52	0.0
30,001 to 32,000 lbs.	-	15	-	15	0.0	7	-	7	0.1	22	0.0
32,001 to 34,000 lbs.	-	11	1	12	0.0	3	-	3	0.0	15	0.0
34,001 to 36,000 lbs.	-	17	-	17	0.0	-	-	-	0.0	17	0.0
36,000 to 38,000 lbs.	-	8	-	8	0.0	7	-	7	0.1	15	0.0
38,000 to 40,000 lbs.	-	4	-	4	0.0	2	-	2	0.0	6	0.0
40,000 to 42,000 lbs.	-	11	-	11	0.0	3	-	3	0.0	14	0.0
42,000 to 44,000 lbs.	-	6	1	7	0.0	6	-	6	0.1	13	0.0
44,000 lbs. and over	-	25	4	29	0.0	20	-	20	0.2	49	0.0
Total	2,312	384,165	66,956	453,433	100.0	8,178	721	8,899	100.0	462,332	100.0

VEHICLES AND DRIVERS

11-29

<sup>1/</sup> Colorado registers tractor-semitrailer combinations as single units, using the combined weights for registration purposes.

VEHICLES REGISTERED ON THE BASIS OF MANUFACTURER'S  
SHIPPING WEIGHT IN THE DISTRICT OF COLUMBIA <sup>1/</sup>

1975

TABLE MV-23  
PART 23 OF 27

MANUFACTURER'S SHIPPING WEIGHT <sup>2/</sup>	NUMBER OF VEHICLES	PERCENT
2,999 lbs. and under	462	3.6
3,000 lbs. to 3,999 lbs.	4,465	34.9
4,000 lbs. to 4,999 lbs.	2,948	23.0
5,000 lbs. to 5,999 lbs.	968	7.5
6,000 lbs. to 6,999 lbs.	764	6.0
7,000 lbs. to 7,999 lbs.	371	2.9
8,000 lbs. to 8,999 lbs.	432	3.4
9,000 lbs. to 9,999 lbs.	535	4.2
10,000 lbs. to 11,999 lbs.	638	5.0
12,000 lbs. to 13,999 lbs.	465	3.6
14,000 lbs. to 15,999 lbs.	197	1.5
16,000 lbs. or over	562	4.4
TOTAL	12,807	100.0

<sup>1/</sup> The District of Columbia registers tractor trucks and semitrailers as separate units.

<sup>2/</sup> Weight classification is based on the manufacturer's shipping weight of the chassis plus the weight of the cab and body.

VEHICLES REGISTERED ON THE BASIS OF UNLADEN  
WEIGHT IN FLORIDA

1975

TABLE MV-23  
PART 24 OF 27

SCALE WEIGHT <sup>1/</sup>	NUMBER OF VEHICLES	PERCENT
1,999 lbs. and under	730	0.0
2,000 to 3,000 lbs.	98,272	12.1
3,001 to 5,000 lbs.	586,790	72.0
5,001 lbs. and over	129,705	15.9
TOTAL	815,497	100.0

<sup>1/</sup> Scale weight is the unladen weight of the vehicle as indicated by actual weighing.

11-30

HIGHWAY STATISTICS, 1975

VEHICLES REGISTERED ON THE BASIS OF EMPTY WEIGHT <sup>1/</sup>

1975

TABLE MV-23  
PART 25 OF 27

EMPTY WEIGHT	HAWAII		EMPTY WEIGHT	WYOMING					
	NUMBER OF VEHICLES	PERCENT		COMMERCIAL TRUCKS		TRACTOR TRUCKS		TOTAL	
				NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
2,999 lbs. and under	15,844	25.8	3,500 lbs. and under	16,106	13.2	243	5.1	16,349	12.9
3,000 to 3,999 lbs.	23,838	38.8	3,501 to 4,500 lbs.	62,979	51.5	58	1.2	63,037	49.7
4,000 to 4,999 lbs.	9,960	16.2	4,501 to 5,500 lbs.	22,528	18.4	70	1.5	22,598	17.8
5,000 to 5,999 lbs.	2,071	3.4	5,501 to 6,000 lbs.	2,591	2.1	36	0.8	2,627	2.1
6,000 to 6,999 lbs.	1,269	2.1	6,001 to 7,000 lbs.	3,057	2.5	121	2.5	3,178	2.5
7,000 to 7,999 lbs.	1,074	1.7	7,001 to 8,000 lbs.	3,201	2.6	147	3.1	3,348	2.6
8,000 to 8,999 lbs.	1,086	1.8	8,001 to 9,000 lbs.	3,005	2.5	190	4.0	3,195	2.5
9,000 to 9,999 lbs.	958	1.5	9,001 to 10,000 lbs.	2,282	1.9	157	3.3	2,439	1.9
10,000 to 10,999 lbs.	652	1.1	10,001 to 11,000 lbs.	1,080	0.9	108	2.3	1,188	0.9
11,000 to 11,999 lbs.	603	1.0	11,001 to 12,000 lbs.	811	0.7	161	3.4	972	0.8
12,000 to 12,999 lbs.	592	1.0	12,001 to 13,000 lbs.	459	0.4	211	4.4	670	0.5
13,000 to 13,999 lbs.	440	0.7	13,001 to 14,000 lbs.	391	0.3	375	7.9	766	0.6
14,000 to 14,999 lbs.	388	0.6	14,001 to 15,000 lbs.	388	0.3	761	16.0	1,149	0.9
15,000 to 15,999 lbs.	391	0.6	15,001 to 16,000 lbs.	412	0.3	723	15.2	1,135	0.9
16,000 to 16,999 lbs.	309	0.5	16,001 to 17,000 lbs.	256	0.2	385	8.1	641	0.5
17,000 to 17,999 lbs.	267	0.4	17,001 to 18,000 lbs.	328	0.3	199	4.2	527	0.4
18,000 to 18,999 lbs.	251	0.4	18,001 to 19,000 lbs.	243	0.2	112	2.4	355	0.3
19,000 to 19,999 lbs.	298	0.5	19,001 to 20,000 lbs.	228	0.2	108	2.3	336	0.3
20,000 lbs. and over	1,193	1.9	20,001 lbs. and over	1,812	1.5	586	12.3	2,398	1.9
Total	61,484	100.0	Total	122,157	100.0	4,751	100.0	126,908	100.0

VEHICLES AND DRIVERS

11-31

<sup>1/</sup> The States on this table register tractor trucks and semitrailers as separate units. The weights shown are for the tractor trucks only.

TRUCKS REGISTERED ON THE BASIS OF CHASSIS WEIGHT IN SOUTH DAKOTA

1975

TABLE MV-23  
PART 26 OF 27

CHASSIS WEIGHT	TRUCKS				TRACTOR TRUCKS		TOTAL	
	PICKUPS		OTHER		NUMBER	PERCENT	NUMBER	PERCENT
	NUMBER	PERCENT	NUMBER	PERCENT				
1,500 lbs. and under	2,356	1.9	158	0.4	-	-	2,514	1.5
1,501 to 2,000 lbs.	16,696	13.4	1,121	2.6	-	-	17,817	10.4
2,001 to 2,200 lbs.	24,577	19.7	844	2.0	1	0.0	25,422	14.8
2,201 to 2,500 lbs.	39,683	31.9	1,721	4.1	-	-	41,404	24.1
2,501 to 3,000 lbs.	34,955	28.1	3,478	8.2	7	0.2	38,440	22.4
3,001 to 3,250 lbs.	4,862	3.9	1,234	2.9	6	0.1	6,102	3.5
3,251 to 3,500 lbs.	813	0.7	1,775	4.2	9	0.2	2,597	1.5
3,501 to 3,750 lbs.	398	0.3	2,446	5.8	15	0.3	2,859	1.7
3,751 to 4,000 lbs.	182	0.1	4,983	11.8	34	0.7	5,199	3.0
4,001 to 4,250 lbs.	-	-	8,051	19.0	77	1.6	8,128	4.7
4,251 to 4,500 lbs.	-	-	5,092	12.0	47	1.0	5,139	3.0
4,501 to 5,000 lbs.	-	-	5,695	13.5	96	2.1	5,791	3.4
5,001 to 5,500 lbs.	-	-	2,320	5.5	115	2.4	2,435	1.4
5,501 to 6,000 lbs.	-	-	1,154	2.7	127	2.7	1,281	0.8
6,001 to 6,500 lbs.	-	-	505	1.2	125	2.7	630	0.4
6,501 to 7,500 lbs.	-	-	471	1.1	180	3.8	651	0.4
7,501 to 8,500 lbs.	-	-	319	0.8	213	4.5	532	0.3
8,501 to 9,500 lbs.	-	-	276	0.7	260	5.5	536	0.3
9,501 to 10,500 lbs.	-	-	207	0.5	756	16.0	963	0.6
10,501 to 11,500 lbs.	-	-	211	0.5	1,070	22.7	1,281	0.8
11,501 to 12,500 lbs.	-	-	119	0.3	880	18.7	999	0.6
12,501 to 13,500 lbs.	-	-	62	0.1	317	6.7	379	0.2
13,501 to 14,500 lbs.	-	-	23	0.1	331	7.0	354	0.2
14,501 to 15,500 lbs.	-	-	10	0.0	44	1.0	54	0.0
15,501 to 16,500 lbs.	-	-	3	0.0	4	0.1	7	0.0
16,501 lbs. and over	-	-	1	0.0	1	0.0	2	0.0
Total	124,522	100.0	42,279	100.0	4,715	100.0	<u>1/</u> 171,516	100.0

1/ Excludes 2,661 trucks and tractor trucks used exclusively for highway construction and maintenance, and transportation of natural resources.

VEHICLES REGISTERED ON THE BASIS OF CARRYING CAPACITY IN SOUTH CAROLINA <sup>1/</sup>

1975

TABLE MV-23  
PART 27 OF 27

LOAD TO BE HAULED	NUMBER OF VEHICLES	PERCENT
1 Ton or less	272,426	81.6
Over 1 to 2 tons	8,165	2.4
Over 2 to 3 tons	9,186	2.8
Over 3 to 4 tons	5,431	1.6
Over 4 to 5 tons	4,772	1.4
Over 5 to 6 tons	3,964	1.2
Over 6 to 7 tons	2,620	0.8
Over 7 to 8 tons	3,737	1.1
Over 8 to 9 tons	2,546	0.8
Over 9 to 10 tons	1,831	0.5
Over 10 to 11 tons	101	0.0
Over 11 to 12 tons	714	0.2
Over 12 to 13 tons	170	0.1
Over 13 to 14 tons	383	0.1
Over 14 to 15 tons	1,337	0.4
Over 15 to 16 tons	1,240	0.4
Over 16 to 18 tons	2,307	0.7
Over 18 to 20 tons	2,493	0.8
Over 20 to 22 tons	2,708	0.8
Over 22 to 24 tons	2,881	0.9
Over 24 to 26 tons	1,864	0.5
Over 26 tons	3,083	0.9
Total	<u>2/</u> 333,959	100.0

1/ South Carolina registers tractor-semi-trailer combinations as single units, using the combined weights for registration purposes.

2/ Excludes 14,749 farm vehicles.

# MOTOR VEHICLES OWNED BY THE FEDERAL GOVERNMENT - 1975<sup>1</sup>

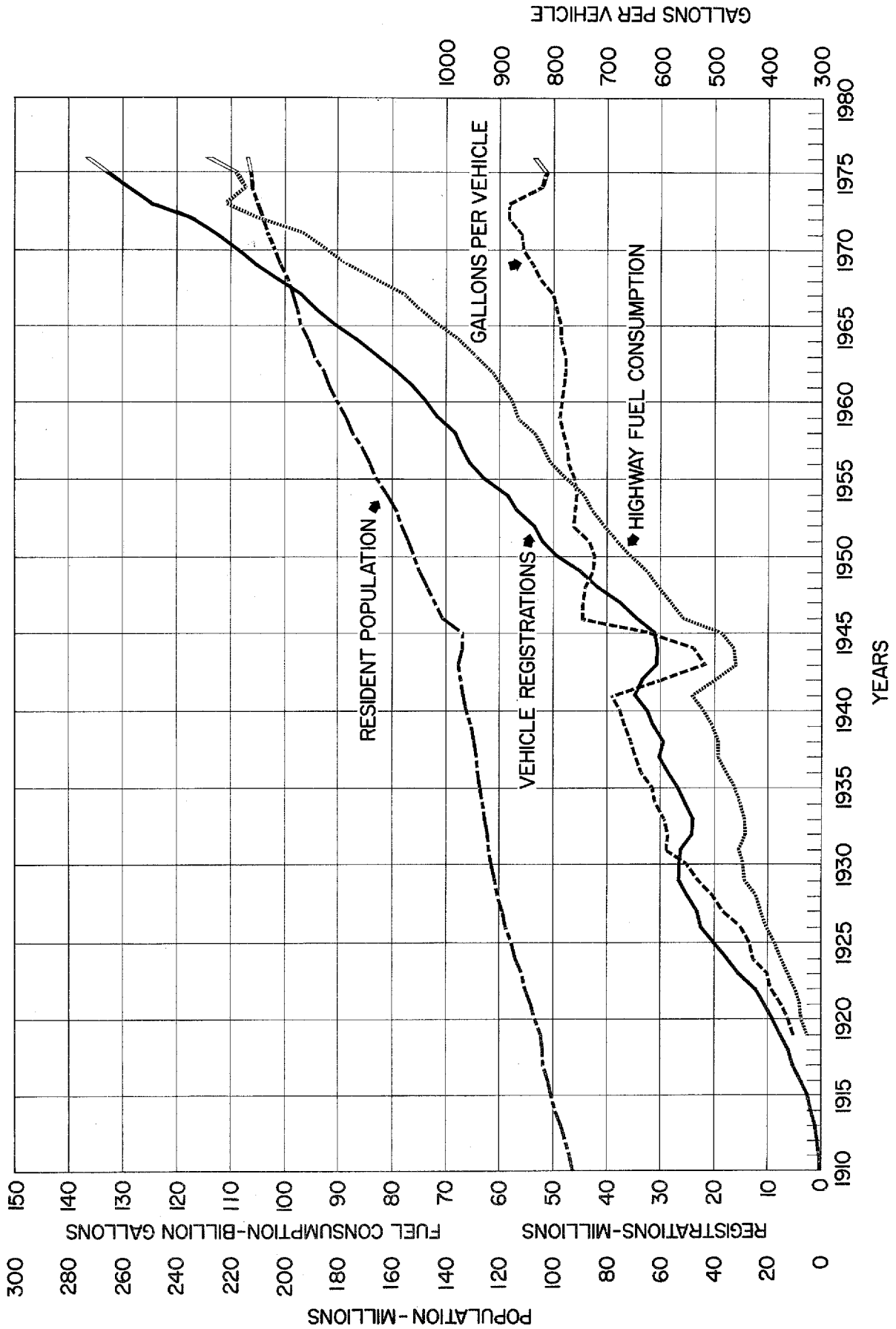
TABLE MV-24  
MAY 1976

STATE	AUTO- MOBILES	STATION WAGONS	AMBU- LANCES	BUSES	TRUCKS AND COMBINATIONS				VEHICLE COMBI- NATIONS <sup>2/</sup>	TOTAL TRUCKS AND COMBI- NATIONS	TOTAL VEHICLES
					SINGLE-UNIT TRUCKS (GROSS VEHICLE WEIGHT IN POUNDS)						
					LESS THAN 12,500	12,500- 16,999	17,000 AND OVER	TOTAL			
Alabama	925	52	10	16	2,734	134	152	3,020	8	3,028	4,031
Alaska	265	102	6	25	1,286	133	106	1,525	109	1,634	2,032
Arizona	920	174	9	260	4,096	177	223	4,496	66	4,562	5,925
Arkansas	474	18	3	11	1,545	63	16	1,624	3	1,627	2,123
California	6,618	759	17	132	19,593	634	349	20,576	178	20,754	28,280
Colorado	1,207	184	5	33	4,187	170	133	4,490	50	4,540	5,969
Connecticut	534	31	4	2	2,398	45	28	2,471	13	2,484	3,055
Delaware	66	10	-	-	427	5	10	442	-	442	518
Dist. of Col.	1,596	420	9	159	1,742	202	141	2,085	144	2,229	4,413
Florida	2,364	226	13	54	6,795	164	92	7,051	75	7,126	9,783
Georgia	1,494	95	4	30	3,410	84	36	3,530	34	3,564	5,187
Hawaii	309	83	-	8	903	26	19	948	4	952	1,352
Idaho	459	67	4	141	2,615	110	161	2,886	65	2,951	3,622
Illinois	2,034	99	8	31	5,873	196	165	6,194	131	6,325	8,497
Indiana	793	44	6	24	2,212	65	61	2,338	22	2,360	3,227
Iowa	412	41	-	8	2,035	43	8	2,086	9	2,095	2,556
Kansas	296	25	-	5	1,767	51	12	1,830	3	1,833	2,159
Kentucky	916	77	5	53	1,957	71	78	2,106	10	2,116	3,167
Louisiana	1,015	54	9	13	2,734	84	52	2,870	9	2,879	3,970
Maine	218	16	2	5	737	23	9	769	8	777	1,018
Maryland	877	129	11	44	3,068	147	79	3,294	48	3,342	4,403
Massachusetts	1,185	69	1	3	4,013	73	71	4,157	53	4,210	5,468
Michigan	1,503	57	5	15	4,951	111	82	5,144	37	5,181	6,761
Minnesota	847	85	3	11	3,146	91	79	3,316	57	3,373	4,319
Mississippi	654	61	1	54	1,995	65	53	2,043	11	2,054	2,824
Missouri	1,703	127	5	51	2,721	101	55	2,877	56	2,933	4,819
Montana	664	197	3	40	2,710	200	120	3,030	37	3,067	3,973
Nebraska	550	59	3	5	1,405	45	35	1,485	9	1,494	2,111
Nevada	836	68	14	44	2,887	76	253	3,216	20	3,236	4,196
New Hampshire	68	19	-	3	540	9	4	553	-	553	643
New Jersey	1,290	94	8	28	4,856	122	55	5,033	96	5,129	6,549
New Mexico	1,066	166	30	324	4,376	131	196	4,703	66	4,769	6,355
New York	4,204	273	13	35	9,214	547	420	10,181	220	10,401	14,926
North Carolina	997	60	2	20	2,784	82	38	2,904	13	2,917	3,956
North Dakota	538	124	10	38	1,135	70	69	1,274	8	1,282	1,922
Ohio	1,751	133	9	29	4,769	154	172	5,095	66	5,161	7,083
Oklahoma	926	79	26	64	2,700	103	60	2,863	19	2,882	3,977
Oregon	926	165	5	37	4,874	188	202	5,264	87	5,351	6,484
Pennsylvania	2,718	166	9	41	7,003	160	114	7,277	105	7,382	10,316
Rhode Island	210	20	-	1	700	16	14	730	7	737	968
South Carolina	802	48	5	8	1,883	71	70	2,024	30	2,054	2,917
South Dakota	164	62	2	42	1,082	76	85	1,243	24	1,267	1,537
Tennessee	1,756	101	13	35	4,748	238	377	5,363	40	5,403	7,308
Texas	3,265	211	32	112	11,573	287	212	12,072	101	12,173	15,793
Utah	625	121	1	43	2,255	103	97	2,455	47	2,502	3,292
Vermont	226	12	-	2	329	8	2	339	2	341	581
Virginia	1,012	123	18	59	4,153	258	152	4,563	14	4,577	5,789
Washington	1,751	214	11	112	5,657	231	247	6,135	90	6,225	8,353
West Virginia	732	49	1	7	1,263	28	8	1,299	9	1,308	2,097
Wisconsin	681	66	7	11	2,996	59	57	3,072	19	3,091	3,856
Wyoming	549	107	2	3	1,633	118	109	1,860	83	1,943	2,604
Total	58,031	5,842	368	2,329	176,355	6,408	5,438	188,201	2,415	190,616	257,186
Percent	22.6	2.3	0.1	0.9	68.6	2.5	2.1	73.2	0.9	74.1	100.0

<sup>1/</sup> Only vehicles of the civilian branches of the Federal Government are given in this table. The segregation by States was estimated by the Federal Highway Administration for the agencies that could not supply the information.  
<sup>2/</sup> Only tractor-semitrailer combinations are shown.

VEHICLES AND DRIVERS

# TOTAL POPULATION, MOTOR-VEHICLE REGISTRATIONS AND MOTOR-FUEL CONSUMPTION



MOTOR-VEHICLE DRIVERS LICENSES - 1975<sup>1</sup>

Compiled for the calendar year from reports of State authorities and other sources

TABLE DL-1  
SHEET 1 OF 3  
JULY 1976

STATE	LEARNERS PERMIT		CLASS OR TYPE OF LICENSE 2/	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE		ESTIMATED TOTAL LICENSES IN FORCE 12/31/75 (EXCEPT "MOTORCYCLE ONLY") 3/
	NUMBER ISSUED 1/	AMOUNT OF FEE					NEW AND RENEWAL	DUPLICATE	
Alabama	167,246	4/ .50	Operator Motorcycle Motor Driven Cycle	1,036,330 287 6,449	2 Years 2 Years 2 Years	Birthday Birthday Birthday	4/ 4.25 5/ 4.25 5/ 4.25	4/ 1.50 5/ 1.50 5/ 1.50	1/ 1,944,155
Alaska *	9,163	1.00	Classes A, B, and C Classes D and E 2/ School Bus Permit	89,516 1,402 561	3 Years 3 Years 1 Year	Birthday Birthday September 2	5.00 2.00 5/ 2.00	1.00 1.00 1.00	208,397
Arizona	33,226	2.00	Operator Operator and Motorcycle Chauffeur Chauffeur and Motorcycle Motorcycle	491,232 61,834 61,834 30,519	3 Years 3 Years 3 Years 3 Years 3 Years	Birthday Birthday Birthday Birthday Birthday	5.00 10.00 7.50 12.50 5.00	4.00 4.00 4.00 4.00 4.00	1,326,436
Arkansas	45,137	No Fee	Operator 2/ Chauffeur Motorcycle or Scooter	622,024 87,141 4,083	2 Years 1 Year 1 Year	Birth Month Birth Month Birth Month	6.00 5.00 2.00	1.00 1.00 1.00	1,312,403
California *	N.A.	(6/)	Class 1 Class 2 Class 3 Class 4	3,873,258	4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday	3.25 3.25 3.25 3.25	1.25 1.25 1.25 1.25	13,564,000
Colorado *	76,202	6/ 2.25	Class A Class B Class C Class S Class M (Endorsement) Motorcycle Restricted Special School Bus Endorsement	12,452 2,576 541,918 2,510 26,132 751 3,426	3 Years 3 Years 3 Years 3 Years 3 Years 3 Years 3 Years	Birthday Birthday Birthday Birthday Birthday Birthday Birthday	2.25 2.25 2.25 2.25 2.25 2.25 No Fee	1.25 1.25 1.25 1.25 1.25 1.25 1.25	1,689,795
Connecticut *	7/ 17,777	7/ 1.50	Class 1 Class 2 Class 3 Public Service Motorcycle	1,181,218	2 Years 2 Years 2 Years 1 Year 2 Years	Birth Month Birth Month Birth Month April 30 Birth Month	8/ 9/ 10.00 8/ 9/ 10.00 8/ 9/ 10.00 8/ 5.00 8/ 9/ 10.00	2.00 2.00 2.00 2.00 2.00	1,860,781
Delaware *	29,225	6/ 10.00	Class A Class B Class C Motorcycle Endorsement Taxicab Endorsement School Bus Endorsement	10/ 107,754 3,785 185 -	10/ 4 Years 10/ 4 Years 10/ 4 Years 4 Years 1 Year 1 Year	Birthday Birthday Birthday Birthday May 31 August 31	10/ 10.00 10/ 10.00 10/ 10.00 10/ 3.00 1.00 No Fee	2.00 2.00 2.00 - - -	373,774
Dist. of Col.	48,849	5.00	Operator Motorcycle Motorcycle Endorsement School Bus	110,403 2,531 - -	4 Years 4 Years - 1 Year	Issuance Issuance - Issuance	12.00 12.00 2.00 No Fee	2.00 2.00 - -	335,515
Florida	81,698	6/ 6.50	Operator Chauffeur	1,674,003 212,912	4 Years 4 Years	Birth Month Birth Month	8/ 6.50 8/ 10.50	2.50 2.50	5,673,691
Georgia *	137,907	1.50	Class 1 Class 2 Class 3 Class 4 Class 5 Veterans (All Classes)	520,442 12,283 716 2,648 9,403 28,951	4 Years 4 Years 4 Years 4 Years 4 Years Permanent	Birthday Birthday Birthday Birthday Birthday -	4.50 4.50 8.50 8.50 8.50 No Fee	1.50 1.50 1.50 1.50 1.50 -	1/ 3,038,079
Hawaii *	83,952	1.00	Operator-Type 1 Type 2 Type 3 Type 4 Type 5 Type 6 Type 7	149,140	11/ 2 & 4 Years	Birthday	11/ 2.00 & 4.00	11/ 1.00	517,667
Idaho	12/ 17,943	12/ 4.00	Operator Chauffeur	202,141 15,758	3 Years 3 Years	Birthday Birthday	7.00 9.00	1.50 1.50	522,944
Illinois *	187,834	6/ 8.00	Class A B C D L M	1,723,402	3 Years 3 Years 3 Years 3 Years 3 Years 3 Years	Birthday Birthday Birthday Birthday Birthday Birthday	13/ 8.00 13/ 8.00 13/ 8.00 13/ 8.00 13/ 8.00 13/ 8.00	3.00 3.00 3.00 3.00 3.00 3.00	6,389,533
Indiana	147,285	6/ 2.00	Operator Chauffeur	705,847 205,298	13/ 4 Years 1 Year	Birth Month Birth Month	13/ 5.00 2.50	2.00 2.00	3,337,783
Iowa	67,053	3.00	Probationary Temporary Operator Type 3 Chauffeur School License OMVU Permit	1,668 87,039 520,355 20,022 349 719	Up to 18th birthday 1 Year 1 1/2 & 4 Years 1 1/2 & 4 Years 1 Year Up to 18th birthday 1 Year	- - Birthday - - - -	5.00 5.00 14/ 5.00 & 10.00 14/ 10.00 & 20.00 5.00 3.00	2.00 2.00 2.00 2.00 - -	1,883,513
Kansas *	53,968	.50	Operator Motorcycle Chauffeur School Bus	412,935 64 45,548	15/ 4 Years 4 Years 15/ 4 Years 4 Years	Birthday Birthday Birthday Birthday	8/ 15/ 6.00 8/ 15/ 6.00 8/ 15/ 10.00 8/ 10.00	1.00 1.00 1.00 1.00	1,571,609
Kentucky	260,930	1.00	Operator Chauffeur Motorcycle	1,025,079 37,275 26,292	2 Years 2 Years 2 Years	Birth Month Birth Month Birth Month	4.00 4.00 4.00	2.00 2.00 2.00	* 1,210,041
Louisiana *	N.A.	3.50	Class A Class B Class C Class D Motorcycle Endorsement	972,126 147,634 - - 33,676	2 Years 2 Years 2 Years 2 Years -	Birthday Issuance Issuance Issuance -	3.50 16/ 9.00 16/ 9.00 16/ 9.00 1.50	1.50 1.50 1.50 1.50 -	2,121,973
Maine *	28,228	8.00 8.00 5.00 5.00	Class 1 Class 2 Class 3 Motorcycle Endorsement School Bus Endorsement	304,547	2 Years 2 Years 2 Years -	Birthday Birthday Birthday -	5.00 5.00 5.00 5.00	2.00 2.00 2.00 -	627,962

MOTOR-VEHICLE DRIVERS LICENSES - 1975<sup>1</sup>

TABLE DI-1  
SHEET 2 OF 3  
JULY 1976

Compiled for the calendar year from reports of State authorities and other sources

STATE	LEARNERS PERMIT		CLASS OR TYPE OF LICENSE 2/	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE		ESTIMATED TOTAL LICENSES IN FORCE 12/31/75 (EXCEPT "MOTORCYCLE ONLY") 3/
	NUMBER ISSUED 1/	AMOUNT OF FEE					NEW AND RENEWAL	DUPLICATE	
Maryland *	180,530	6/ 10.00	Class A Class B Class C Class D Class E	1,231,616	2 Years 2 Years 2 Years 2 Years 2 Years	Birthday Birthday Birthday Birthday Birthday	17/ 2.00 17/ 2.00 17/ 2.00 17/ 2.00 17/ 2.00	1.00 1.00 1.00 1.00 1.00	2,440,554
Massachusetts *	303,974	2.00	Class 1 Class 2 Class 3 School Bus Motorcycle Endorsement	863,627 3,497	4 Years 4 Years 4 Years 1 Year -	Birthday Birthday Birthday Issuance -	8/ 10.00 8/ 10.00 8/ 10.00 8/ 2.50 8/ 10.00	3.50 3.50 3.50 3.50 3.50	1/ 3,554,287
Michigan	192,064	6/ 6.00	Operator Special Restricted Minor Restricted Chauffeur Motorcycle Endorsement	1,885,128 14 92,393 138,231	4 Years 4 Years 16th Birthday 17/ 4 Years -	Birthday Birthday - Birthday -	17/ 6.00 17/ 6.00 - 17/ 14.50 17/ 2.00	1.50 1.50 - 1.50 1.50	5,949,949
Minnesota *	128,159	2.50	Class A Class B Class B Provisional Class C Class C Provisional School Bus Endorsement Motorcycle Endorsement	6,860 9,810 102 583,780 71,068 4,117 44,587	4 Years 4 Years 4 Years 4 Years 4 Years - -	Birthday Birthday Birthday Birthday Birthday - -	15/ 15.50 15/ 10.50 15/ 5.50 15/ 5.50 15/ 3.50 15/ 2.50 15/ 2.50	2.00 2.00 2.00 2.00 2.00 - -	1/ 2,416,869
Mississippi	110,000	.50	Operator Chauffeur (Commercial)	570,377 55,119	2 Years 2 Years	Birth Month Birth Month	18/ 5.00 18/ 9.00	18/ 1.00 18/ 1.00	1,456,039
Missouri	12/ 230,416	.25	Operator Chauffeur	793,627 183,466	3 Years 3 Years	Issuance Issuance	3.00 10.00	3.00 3.00	2,971,765
Montana	8,971	6/ 8.00	Operator Chauffeur	137,353 19,086	4 Years 4 Years	Birthday Birthday	8.00 8.00	1.00 1.00	514,426
Nebraska	35,838	1.00	Operator Motorcycle Endorsement School Permit Farm Husbandry Permit School Bus Operator	275,627 11,255 4,180 1,230 5,471	4 Years - Up to 16th Birthday 6 Mo. or 2 Years 1 Year	Birthday - 16th Birthday 16th Birthday Issuance	19/ 6.00 No Fee 1.00 1.00 or 2.00 No Fee	1.00 - - - -	1,063,910
Nevada *	11,939	6/ 5.00	Class 1 Class 2 Class 3 Class 4 (or Endorsement) Class 5 Class 6 Motorcycle Endorsement	3,241 94,082 188 -	4 Years 4 Years 13/ 4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday Birthday -	6.00 6.00 13/ 6.00 6.00 6.00 3.00	2.00 2.00 2.00 2.00 2.00 2.00	418,704
New Hampshire *	(7/)	No Fee	Operator Commercial Operator: Light Heavy Tractor-Trailer Motorcycle and Motor Driven Cycle	145,549	4 Years 4 Years 4 Years 4 Years 2 Years	Birthday Birthday Birthday Birthday Birthday	12.00 12.00 12.00 12.00 10.00	2.00 2.00 2.00 2.00 1.00	534,094
New Jersey	12/ 479,266	5.00	Operator Motorcycle For-Hire Bus Operator Farm Vehicle Driver	2,523,081 66,196 27,058 507	1 or 3 Years 1 or 3 Years 1 Year 1 Year	Issuance Issuance {20/} Issuance	4.00 or 11.00 2.00 or 5.00 No Fee 1.00	3.00 3.00 - -	* 4,323,242
New Mexico	23,411	6/ 1.00	Operator Provisional Operator Scooter Motorcycle Endorsement/Operator Motorcycle Endorsement/Chauffeur Chauffeur School Bus Chauffeur	361,772 19,785 83,679	2 Years 2 Years 2 Years 2 Years 1 Year 1 Year 1 Year	Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month	3.75 3.75 3.75 5.25 4.75 3.25 3.25	1.25 1.25 1.25 1.25 1.25 1.25 1.25	735,172
New York *	1,020,602	6/ 5.00	Class 1 Class 2 Class 3 Class 4 Class 5 Class 6 (Junior) Motorcycle Endorsement	2,959,753	4 Years 4 Years 4 Years 4 Years 4 Years 4 Years -	Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month -	8.00 8.00 8.00 8.00 4.00 4.00 4.00	3.00 3.00 3.00 3.00 3.00 3.00 -	1/ 8,932,000
North Carolina	12/ 191,899	12/ 2.00	Operator Chauffeur	846,064 78,690	4 Years 2 Years	Birthday Birthday	4.00 5.00	1.00 1.00	3,294,096
North Dakota *	37,324	5/ 3.00	Class 1 Class 2 Class 3 Class 4 (endorsement)	7,902 4,344 192,528 7,904	2 Years 2 Years 2 Years 2 Years	Birth Month Birth Month Birth Month Birth Month	3.00 3.00 3.00 3.00	1.00 1.00 1.00 1.00	372,554
Ohio	420,092	18/ 3.00	Operator Chauffeur Restricted Motorcycle Endorsement	2,049,174 173,134 11,880 48,874	4 Years 4 Years 4 Years -	Birthday Birthday Birthday -	18/ 5.00 18/ 5.00 18/ 5.00 18/ 5.00	1.00 1.00 1.00 1.00	7,545,084
Oklahoma	32,318	6/ 6.00	Operator Chauffeur Commercial Chauffeur Motor Scooter	732,510 41,341 72,177 5,201	2 Years 2 Years 2 Years 2 Years	Birth Month Birth Month Birth Month Birth Month	6/ 6.00 6/ 10.00 6/ 12.00 6/ 6.00	1.00 1.00 1.00 1.00	1,720,912
Oregon	60,319	3.00	Operator Chauffeur Motorcycle Endorsement	779,094	21/ 2 Years 21/ 2 Years -	Birthday Birthday -	21/ 4.00 21/ 2.50 3.50	2.00 2.00 -	1/ 1,551,356
Pennsylvania	504,303	6/ 4.00	Operator Motorcycle School Bus Operator	3,667,431 37,040	2 Years 2 Years 1 Year	Birth Month Birth Month Issuance	4.00 4.00 No Fee	2.00 2.00 No Fee	6,861,134



VEHICLES AND DRIVERS  
**MOTOR-VEHICLE DRIVERS LICENSES - 1975<sup>1</sup>**

11-37

Compiled for the calendar year from reports of State authorities and other sources

TABLE DL-1  
 SHEET 3 OF 3  
 JULY 1976

STATE	LEARNERS PERMIT		DRIVERS LICENSES							ESTIMATED TOTAL LICENSES IN FORCE 12/31/75 (EXCEPT "MOTORCYCLE ONLY") <sup>3/</sup>
	NUMBER ISSUED <sup>1/</sup>	AMOUNT OF FEE	CLASS OR TYPE OF LICENSE <sup>2/</sup>	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE			
							NEW AND RENEWAL	DUPLICATE		
Rhode Island *	20,846	No Fee	Operator Chauffeur-Class 1 2 3 4 5	283,686 22,094	2 Years 2 Years 2 Years 2 Years 2 Years	Birthday Birthday Birthday Birthday Birthday	8/ 8.00 8/ 8.00 8/ 8.00 8/ 8.00 8/ 8.00	1.00 1.00 1.00 1.00 1.00	528,512	
South Carolina	102,185	1.00	Provisional Operator 22/ For-Hire Operator	2,668 336,644 14,961	6 Months 4 Years 1 Year	- Birthday January 1	- 5.00 2.00	- 2.00 No Fee	* 1,566,027	
South Dakota	2,027	6.00	Operator Restricted Operator Motorcycle Motorcycle Endorsement	97,314 7,228 - 579	4 Years Until age 16 4 Years	Birthday - Birthday	6.00 6.00 6.00	6.00 6.00 6.00	417,698	
Tennessee	41,113	6/ 4.00	Operator Scooter Chauffeur	1,122,768 4,411 82,699	2 Years 2 Years 2 Years	Birthday Birthday Birthday	4.00 4.00 6.00	2.00 2.00 2.00	2,430,363	
Texas	214,007	2.00	Operator Commercial Operator Chauffeur Motorcycle Endorsement	1,612,525 430,802 105,731 -	4 Years 2 Years 2 Years -	Birthday Birthday Birthday -	7.00 10.00 13.00 7.00	1.00 1.00 1.00 -	7,509,497	
Utah *	34,087	6/ 5.00	Operator Chauffeur-Class A B C D Motorcycle Endorsement	172,888 13,971 - - -	4 Years 4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday Birthday	13/ 5.00 13/ 5.00 13/ 5.00 13/ 5.00 13/ 5.00	3.00 3.00 3.00 3.00 3.00	729,193	
Vermont	19,820	23/ 1.00	Operator Junior Operator	154,845 7,068	2 Years 2 Years	Birthday Birthday	6.00 6.00	2.00 2.00	1/ 309,940	
Virginia *	144,461	3.00	Operator-Class O (Unclassified) Class A (Endorsement) Class B (Endorsement) Class S (Endorsement) Class C (Endorsement) Chauffeur-Class O (Unclassified) Class A (Endorsement) Class B (Endorsement) Class S (Endorsement) Class C (Endorsement)	903,291 - - - - 124,329 - - - -	4 Years 4 Years 4 Years 4 Years 4 Years 1 Year 1 Year 1 Year 1 Year 1 Year	Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month	9.00 24/ 11.00 24/ 11.00 24/ 11.00 24/ 11.00 6.00 24/ 6.00 24/ 6.00 24/ 6.00 24/ 6.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	2,842,296 14,242 10,896 26,163 (135,165) 38,124 79,733 5,321 676 (1,622) 3,017,481	
Washington *	136,314	2.50	Basic Driver Motorcycle Endorsement Intermediate Endorsement Combination Endorsement Occupational Agricultural Permit	1,178,230 17,920 11,416 - 5,448 207	2 Years 2 Years 2 Years 2 Years 1 Year 1 Year or 18th Birthday	Birthday Birthday Birthday Birthday Issuance -	8/ 7.00 8/ No Fee 8/ 5.00 8/ 5.00 10.00 2.00	3.50 3.50 3.50 3.50 - -	2,176,585	
West Virginia	65,160	4.00	Operator Chauffeur Junior Operator	315,861 65,778 24,771	4 Years 1 Year 2 Years	Issuance Issuance 18th Birthday	22/ 5.00 22/ 3.00 5.00	1.00 1.00 1.00	1,262,038	
Wisconsin	271,014	5.00	Probationary Operator Chauffeur School Bus Motorcycle Endorsement	116,817 1,212,811 77,720 7,536 20,892	2 Years 2 Years 1 Year 2 Years 2 Years	Birthday Birthday Birthday Birthday -	8/ 17/ 4.00 8/ 4.00 8/ 4.00 2.00 -	2.00 2.00 2.00 2.00 -	* 2,721,284	
Wyoming *	6,244	1.00	Class A Class B Class C Class M	91,932	3 Years 3 Years 3 Years 3 Years	Birthday Birthday Birthday Birthday	2.50 2.50 2.50 2.50	2.50 2.50 2.50 2.50	280,057	
<b>Total</b>	-	-	-	-	-	-	-	-	-	129,814,873

<sup>1/</sup> The number issued is not available in the States for which N.A. appears. Licenses in force in designated States were estimated by the Federal Highway Administration.

<sup>2/</sup> Classified drivers licenses are issued in the States indicated with an asterisk after the State name. In those States, the driver licenses shown permit a qualified person to operate specified vehicles on the public highways. See appendix to DL-101 (attached) for vehicle types in the various classes listed. For purposes of this report, when there are combined licenses by endorsement, the license has been counted in the highest class license that he holds.

<sup>3/</sup> Allowance has been made for deaths, emigration, and revocations in the States that were able to do so. Chauffeurs licenses have not been added to operators licenses in the States that require an operators license in addition to the chauffeurs license; such States are indicated with an asterisk. \*Motorcycle only\* operator licenses are not included.

<sup>4/</sup> In Jefferson County, add 25¢ local issuance fee for all permits and licenses. Duplicate driver license is \$4 for second or subsequent issues.

<sup>5/</sup> Special license required for school bus operators. In Alaska there is no renewal fee; a physical examination is required annually in Alaska and Pennsylvania; in Arkansas, a school bus operators certificate is required in addition to a chauffeurs license.

<sup>6/</sup> Permit fee is credited to operator license; in California, the original license fee covers the cost of a learners permit; \$1.50 is credited to operators license in Indiana, \$4 in Maryland, and \$04 in New Mexico. In New York, learners permit and license application fee are included in the \$5 fee. In Oklahoma, there is an additional \$2 fee for the license application before obtaining the original license; all fees are increased if a photo license is desired.

<sup>7/</sup> An instruction or learners permit is not provided in Connecticut, except for motorcycle operators. In New Hampshire, there is no regular learners permit provided, but a restricted instruction permit is issued to students in driver training.

<sup>8/</sup> The following examination fees are in addition to the fee shown for an original license: \$6.50 in Connecticut; \$6 in Kansas; \$5 in Rhode Island; \$3 in Florida, Massachusetts, and Washington; \$2 in Wisconsin.

<sup>9/</sup> The original license fee is 45¢ per month from date of issue to last day of next birth month, maximum \$2.50 for 6 months. First renewal is \$5 or \$10, depending upon year of birth.

<sup>10/</sup> A driver who has had a Delaware drivers license for 3 consecutive years and has a motor-vehicle operation record that shows no previous arrest or conviction may apply for a permanent license for an initial fee of \$25 plus, every 4 years, he must be reexamined and pay a \$1 photograph fee. There is no charge for a renewal motorcycle endorsement. Included in the number of issues shown are 28,933 permanent drivers licenses.

<sup>11/</sup> Two years @ \$2 for persons 15-24 years old and 65 years old and over; 4 years @ \$4 for persons 25-64 years old. An additional \$1 is charged for the original issue for those without learners permits. Duplicate fee is \$1.50 in County of Kauai.

<sup>12/</sup> Includes 16,153 driver training permits in Idaho @ \$15 additional fee for 120 days issued to every applicant for an instruction permit or operators license who is required to take, or who elects to take a driver training course in a public school. Includes driver training permits in North Carolina, issued free for 6 months to 15-year-olds enrolled in driver training program. The following student training permits are included with regular permits: Missouri, 55,218; New Jersey, 258,732 @ \$1.

<sup>13/</sup> In Illinois, licenses for persons 69 years of age and over are \$3; in Indiana, a renewal license for persons 75 years of age and older is \$2.50 for 2 years; in Nevada, \$3 for 2 years for those over 70 years; in Utah, \$3 for persons 65 years and over.

<sup>14/</sup> Two years @ \$5 for operators licenses and \$10 for chauffeurs licenses issued to persons 16-20 years old and 65 years old and over; 4-year license is mandatory for persons 21-64 years old.

<sup>15/</sup> Original licenses are issued for 6 to 59 months, and expire on licensee's birthday in second even- or odd-numbered calendar year after issuance, depending on licensee's birth year. Original operators license fees range from \$1.50 to \$7.50, and chauffeurs, \$2.50 to \$12.50.

<sup>16/</sup> The fee is \$11 in municipalities of over 300,000 population.

<sup>17/</sup> Original operator license fee is \$10 in Maryland, and \$6.50 for original operator or school bus license in Wisconsin. In Michigan, the fee for original operator license is \$7.50; original chauffeur, \$4, and expires first birthday after issue date, and persons age 60 and over may renew @ \$4 annually; original motorcycle endorsement, \$3.50.

<sup>18/</sup> In addition to the fees shown, there is a service charge of 50¢ in Minnesota if issued by a local Clerk of Court or agent; a 25¢ service fee is added to the cost of renewal and duplicate license fees in Mississippi; and a 50¢ deputy issuance fee for all licenses and permits in Ohio.

<sup>19/</sup> Original license is \$1.50 per year, and expires on licensee's birthday in the first year after issuance that his age is divisible by 4.

<sup>20/</sup> Special Bus Drivers Licenses. Issued for an indefinite period, but evidence of physical fitness, good character, and experience must be furnished every 12 months.

<sup>21/</sup> Original term and fee vary, depending upon birth date and application date--operators, \$3, \$4.50, and \$6; chauffeurs, \$2, \$4, and \$6.

<sup>22/</sup> A permit to operate "For Hire" vehicles is required.

<sup>23/</sup> Written examination fee, \$2 with original learners permit. No further examination fee unless driving test is failed, then \$2 additional for another driving test.

<sup>24/</sup> An original classified operators license may be obtained @ \$12, an original classified chauffeurs license @ \$7.

<sup>25/</sup> A West Virginia driver license can be obtained without examination, by a new resident who has a valid out-of-State license, by payment of the regular driver license fee plus \$1.

HIGHWAY STATISTICS, 1975  
ESTIMATED LICENSED DRIVERS, BY SEX—1975

Compiled for the calendar year from reports of State authorities and other sources

TABLE DL-1A  
JULY 1976

STATE	MALE DRIVERS	FEMALE DRIVERS	TOTAL DRIVERS	PERCENT MALE DRIVERS OF TOTAL	STATE
Alabama	1,053,893	890,262	1,944,155	54.21	Alabama
Alaska	122,329	86,068	208,397	58.70	Alaska
Arizona	719,352	607,084	1,326,436	54.23	Arizona
Arkansas	716,889	595,514	1,312,403	54.62	Arkansas
California	7,257,961	6,306,039	13,564,000	53.51	California
Colorado	894,608	795,187	1,689,795	52.94	Colorado
Connecticut	941,380	919,401	1,860,781	50.59	Connecticut
Delaware	196,858	176,916	373,774	52.67	Delaware
Dist. of Col.	189,826	145,689	335,515	56.58	Dist. of Col.
Florida	3,043,158	2,630,533	5,673,691	53.64	Florida
Georgia	1,646,891	1,391,188	3,038,079	54.21	Georgia
Hawaii	295,864	221,803	517,667	57.15	Hawaii
Idaho	281,017	241,927	522,944	53.74	Idaho
Illinois	3,475,202	2,914,331	6,389,533	54.39	Illinois
Indiana	1,771,886	1,565,897	3,337,783	53.09	Indiana
Iowa	988,646	894,867	1,883,513	52.49	Iowa
Kansas	877,683	793,926	1,671,609	52.51	Kansas
Kentucky	1,079,514	830,527	1,910,041	56.52	Kentucky
Louisiana	1,146,037	975,936	2,121,973	54.01	Louisiana
Maine	337,883	290,079	627,962	53.81	Maine
Maryland	1,303,913	1,136,641	2,440,554	53.43	Maryland
Massachusetts	1,840,333	1,713,954	3,554,287	51.78	Massachusetts
Michigan	3,166,178	2,783,771	5,949,949	53.21	Michigan
Minnesota	1,317,385	1,099,484	2,416,869	54.51	Minnesota
Mississippi	815,865	640,174	1,456,039	56.03	Mississippi
Missouri	1,597,492	1,374,273	2,971,765	53.76	Missouri
Montana	286,277	228,149	514,426	55.65	Montana
Nebraska	567,347	496,563	1,063,910	53.33	Nebraska
Nevada	227,361	191,343	418,704	54.30	Nevada
New Hampshire	286,375	247,719	534,094	53.62	New Hampshire
New Jersey	2,250,212	2,073,030	4,323,242	52.05	New Jersey
New Mexico	389,549	345,623	735,172	52.99	New Mexico
New York	5,004,538	3,827,462	8,832,000	56.66	New York
North Carolina	1,760,457	1,533,639	3,294,096	53.44	North Carolina
North Dakota	201,509	171,045	372,554	54.09	North Dakota
Ohio	4,553,312	2,991,772	7,545,084	60.35	Ohio
Oklahoma	896,078	824,834	1,720,912	52.07	Oklahoma
Oregon	852,625	698,731	1,551,356	54.96	Oregon
Pennsylvania	3,899,669	2,961,465	6,861,134	56.84	Pennsylvania
Rhode Island	274,497	254,015	528,512	51.94	Rhode Island
South Carolina	843,644	722,383	1,566,027	53.87	South Carolina
South Dakota	224,494	193,204	417,698	53.75	South Dakota
Tennessee	1,295,522	1,134,841	2,430,363	53.31	Tennessee
Texas	3,980,518	3,528,979	7,509,497	53.01	Texas
Utah	380,566	348,627	729,193	52.19	Utah
Vermont	166,391	143,549	309,940	53.68	Vermont
Virginia	1,599,865	1,417,616	3,017,481	53.02	Virginia
Washington	1,172,156	1,004,429	2,176,585	53.85	Washington
West Virginia	738,152	523,886	1,262,038	58.49	West Virginia
Wisconsin	1,477,173	1,244,111	2,721,284	54.28	Wisconsin
Wyoming	152,026	128,031	280,057	54.28	Wyoming
Total	70,558,356	59,256,517	129,814,873	54.35	Total

## VEHICLES AND DRIVERS

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## RATIO OF LICENSED DRIVERS TO POPULATION - 1975

TABLE DL-1B  
AUGUST 1976

STATE	TOTAL POPULATION 1/	PERSONS OF DRIVING AGE (15 AND OVER) 2/	LICENSED DRIVERS			STATE
			NUMBER	PER 1,000 TOTAL POPULATION	PER 1,000 DRIVING AGE POPULATION	
	(1,000)	(1,000)	(1,000)			
Alabama	3,614	2,662	1,944	538	730	Alabama
Alaska	352	244	208	591	852	Alaska
Arizona	2,224	1,620	1,326	596	819	Arizona
Arkansas	2,116	1,574	1,312	620	834	Arkansas
California	21,185	16,051	13,564	640	845	California
Colorado	2,534	1,887	1,690	667	896	Colorado
Connecticut	3,095	2,352	1,861	601	791	Connecticut
Delaware	579	430	374	646	870	Delaware
Dist. of Col.	716	551	336	469	610	Dist. of Col.
Florida	8,357	6,474	5,674	679	876	Florida
Georgia	4,926	3,588	3,038	617	847	Georgia
Hawaii	865	633	518	599	818	Hawaii
Idaho	820	596	523	638	878	Idaho
Illinois	11,145	8,324	6,390	573	768	Illinois
Indiana	5,311	3,923	3,338	629	851	Indiana
Iowa	2,870	2,153	1,884	656	875	Iowa
Kansas	2,267	1,727	1,672	738	968	Kansas
Kentucky	3,396	2,520	1,910	562	758	Kentucky
Louisiana	3,791	2,720	2,122	560	780	Louisiana
Maine	1,059	788	628	593	797	Maine
Maryland	4,098	3,060	2,441	596	798	Maryland
Massachusetts	5,828	4,435	3,554	610	801	Massachusetts
Michigan	9,157	6,719	5,950	650	886	Michigan
Minnesota	3,926	2,911	2,417	616	830	Minnesota
Mississippi	2,346	1,674	1,456	621	870	Mississippi
Missouri	4,763	3,602	2,972	624	825	Missouri
Montana	748	514	514	687	928	Montana
Nebraska	1,546	1,159	1,064	688	918	Nebraska
Nevada	592	437	419	708	959	Nevada
New Hampshire	818	608	534	653	878	New Hampshire
New Jersey	7,316	5,529	4,323	591	782	New Jersey
New Mexico	1,147	815	735	641	902	New Mexico
New York	18,120	13,801	8,832	487	640	New York
North Carolina	5,451	4,053	3,294	604	813	North Carolina
North Dakota	635	469	373	587	795	North Dakota
Ohio	10,759	8,010	7,545	701	942	Ohio
Oklahoma	2,712	2,052	1,721	635	839	Oklahoma
Oregon	2,288	1,738	1,551	678	892	Oregon
Pennsylvania	11,827	9,046	6,861	580	758	Pennsylvania
Rhode Island	927	704	528	570	750	Rhode Island
South Carolina	2,818	2,051	1,566	556	764	South Carolina
South Dakota	683	507	418	612	824	South Dakota
Tennessee	4,188	3,138	2,430	580	774	Tennessee
Texas	12,237	8,962	7,509	614	838	Texas
Utah	1,206	832	729	604	876	Utah
Vermont	471	347	310	658	893	Vermont
Virginia	4,967	3,728	3,017	607	809	Virginia
Washington	3,544	2,673	2,177	614	814	Washington
West Virginia	1,803	1,359	1,262	700	929	West Virginia
Wisconsin	4,607	3,425	2,721	591	794	Wisconsin
Wyoming	374	277	280	749	1,011	Wyoming
Total	213,124	159,492	129,815	609	814	Total

1/ Total resident population estimates, provisional as of July 1, 1975, were supplied by the Bureau of the Census, Series P-25, No. 619, January 1976.

2/ Estimates as of July 1, 1975, supplied by the Bureau of the Census.

# DISTRIBUTION OF LICENSED DRIVERS, BY SEX AND PERCENTAGE IN EACH AGE GROUP -- 1975<sup>1</sup>

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TABLE DL-20  
JULY 1976

AGE	MALE DRIVERS		FEMALE DRIVERS		TOTAL DRIVERS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	(1,000)		(1,000)		(1,000)	
Under 16	70	0.1	53	0.1	123	0.1
16	1,036	1.5	828	1.4	1,864	1.4
17	1,598	2.2	1,287	2.2	2,885	2.2
18	1,817	2.6	1,501	2.5	3,318	2.6
19	1,890	2.7	1,599	2.7	3,489	2.7
(19 and under)	(6,411)	(9.1)	(5,268)	(8.9)	(11,679)	(9.0)
20	1,882	2.7	1,619	2.7	3,501	2.7
21	1,875	2.7	1,651	2.8	3,526	2.7
22	1,878	2.7	1,662	2.8	3,540	2.7
23	1,874	2.6	1,671	2.8	3,545	2.8
24	1,869	2.6	1,662	2.8	3,531	2.7
(20-24)	(9,378)	(13.3)	(8,265)	(13.9)	(17,643)	(13.6)
25-29	8,825	12.5	7,905	13.3	16,730	12.9
30-34	7,022	9.9	6,310	10.7	13,332	10.3
35-39	5,828	8.3	5,231	8.8	11,059	8.5
40-44	5,452	7.7	4,789	8.1	10,241	7.9
45-49	5,578	7.9	4,810	8.1	10,388	8.0
50-54	5,512	7.8	4,683	7.9	10,195	7.8
55-59	4,862	6.9	3,964	6.7	8,826	6.8
60-64	4,159	5.9	3,212	5.4	7,371	5.7
65-69	3,255	4.6	2,351	4.0	5,606	4.3
70 and over	4,276	6.1	2,469	4.2	6,745	5.2
<b>Total</b>	<b>70,558</b>	<b>100.0</b>	<b>59,257</b>	<b>100.0</b>	<b>129,815</b>	<b>100.0</b>

HIGHWAY STATISTICS, 1975













COMPARISON OF LICENSED DRIVERS 24 YEARS OLD AND UNDER TO  
TOTAL LICENSED DRIVERS— 1975

TABLE DL-21A  
JULY 1976

STATE	NUMBER OF LICENSED DRIVERS				PERCENT OF TOTAL LICENSED DRIVERS		
	DRIVERS 24 YEARS OLD AND UNDER			TOTAL LICENSED DRIVERS	19 YEARS OLD AND UNDER	20-24 YEARS OLD	24 YEARS OLD AND UNDER
	19 YEARS OLD AND UNDER	20-24 YEARS OLD	TOTAL				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	
Alabama	176,116	286,002	462,118	1,944,155	9.06	14.71	23.77
Alaska	18,314	36,733	55,047	208,397	8.79	17.63	26.41
Arizona	118,627	226,772	345,399	1,326,436	8.94	17.10	26.04
Arkansas	125,883	237,755	363,638	1,312,403	9.59	18.12	27.71
California	1,087,426	1,859,203	2,946,629	13,564,000	8.02	13.71	21.72
Colorado	159,209	262,857	422,066	1,689,795	9.42	15.56	24.98
Connecticut	168,164	220,769	388,933	1,860,781	9.04	11.86	20.90
Delaware	38,389	49,158	87,547	373,774	10.27	13.15	23.42
Dist. of Col.	16,641	42,910	59,551	335,515	4.96	12.79	17.75
Florida	488,861	721,779	1,210,640	5,673,691	8.62	12.72	21.34
Georgia	275,213	446,927	722,140	3,038,079	9.06	14.71	23.77
Hawaii	43,486	76,878	120,364	517,667	8.40	14.85	23.25
Idaho	71,322	73,948	145,270	522,944	13.64	14.14	27.78
Illinois	611,280	876,002	1,487,282	6,389,533	9.57	13.71	23.28
Indiana	312,785	472,626	785,411	3,337,783	9.37	14.16	23.53
Iowa	185,597	253,654	439,251	1,883,513	9.85	13.47	23.32
Kansas	181,978	221,760	403,738	1,671,609	10.89	13.27	24.15
Kentucky	181,985	271,838	453,823	1,910,041	9.53	14.23	23.76
Louisiana	199,398	312,885	512,283	2,121,973	9.40	14.75	24.14
Maine	60,400	87,328	147,728	627,962	9.62	13.91	23.52
Maryland	224,249	319,377	543,626	2,440,554	9.19	13.09	22.27
Massachusetts	316,350	445,846	762,196	3,554,287	8.90	12.54	21.44
Michigan	682,646	848,948	1,531,594	5,949,949	11.47	14.27	25.74
Minnesota	246,275	342,899	589,174	2,416,869	10.19	14.19	24.38
Mississippi	140,198	201,229	341,427	1,456,039	9.63	13.82	23.45
Missouri	291,903	403,819	695,722	2,971,765	9.82	13.59	23.41
Montana	46,301	68,450	114,751	514,426	9.00	13.31	22.31
Nebraska	97,896	151,089	248,985	1,063,910	9.20	14.20	23.40
Nevada	36,755	52,026	88,781	418,704	8.78	12.43	21.20
New Hampshire	43,804	70,627	114,431	534,094	8.20	13.22	21.43
New Jersey	317,346	559,296	876,642	4,323,242	7.34	12.94	20.28
New Mexico	101,505	115,039	216,544	735,172	13.81	15.65	29.45
New York	591,463	1,087,912	1,679,375	8,832,000	6.70	12.32	19.01
North Carolina	329,160	487,927	817,087	3,294,096	9.99	14.81	24.80
North Dakota	49,350	51,517	100,867	372,554	13.25	13.83	27.07
Ohio	633,992	854,137	1,488,129	7,545,084	8.40	11.32	19.72
Oklahoma	173,671	222,736	396,407	1,720,912	10.09	12.94	23.03
Oregon	133,117	218,197	351,314	1,551,356	8.58	14.06	22.65
Pennsylvania	564,175	882,019	1,446,194	6,861,134	8.22	12.86	21.08
Rhode Island	42,186	67,517	109,703	528,512	7.98	12.77	20.76
South Carolina	131,827	221,225	353,052	1,566,027	8.42	14.13	22.54
South Dakota	52,737	62,062	114,799	417,698	12.63	14.86	27.48
Tennessee	224,433	331,529	555,962	2,430,363	9.23	13.64	22.88
Texas	706,141	1,032,908	1,739,049	7,509,497	9.40	13.75	23.16
Utah	85,291	122,057	207,348	729,193	11.70	16.74	28.44
Vermont	26,905	42,261	69,166	309,940	8.68	13.64	22.32
Virginia	260,745	430,733	691,478	3,017,481	8.64	14.27	22.92
Washington	189,763	288,873	478,636	2,176,585	8.72	13.27	21.99
West Virginia	108,125	191,741	299,866	1,262,038	8.57	15.19	23.76
Wisconsin	274,638	388,225	662,863	2,721,284	10.09	14.27	24.36
Wyoming	34,408	43,660	78,068	280,057	12.29	15.59	27.88
TOTAL	11,678,429	17,643,665	29,322,094	129,814,873	9.00	13.59	22.59

# CLASSIFIED DRIVERS LICENSES

APPENDIX 1 TO TABLE M-101  
SHEET 1 OF 2  
STATUS AS OF JANUARY 1, 1976

STATE	CLASSES 1/	VEHICLE TYPE	MINIMUM AGE 2/	LENGTH OF TERM	RENEWAL DATE
Alaska	Class A	Any vehicle or combination of vehicles, including Classes B and C, but not Classes D and E. Passenger carrying vehicles (10 or more passengers); any single vehicle of 24,000 lbs. g.v.w. and over; any vehicle towing a trailer less than 10,000 lbs. g.v.w.; includes vehicles in Class C, but not Classes D and E. Passenger cars or buses (less than 10 passengers), including pickup trucks of less than 24,000 lbs. g.v.w., but not including vehicles in Classes D and E. Motorcycles Motor scooter (5 h.p. or less). Class B plus a special certificate	16	3 Years	Birthday
	Class B		16	3 Years	Birthday
	Class C		16	3 Years	Birthday
	Class D		16	3 Years	Birthday
	Class E Special School Bus		14 19	3 Years 1 Year	September 2
California	Class 1	Any combination of vehicles including those in Classes 2 and 3 Any bus, farm labor truck, single unit with 3 or more axles; any such vehicle towing another of less than 5,000 lbs. g.v.w.; all vehicles in Class 3 Any 3-axle house car, 2-axle vehicle; any such vehicle towing another of less than 6,000 lbs. g.v.w. except a bus, 2-wheel motorcycle, or farm labor truck Any 2-wheel motorcycle, separate, or by endorsement on Class 1, 2, or 3	16	4 Years	Birthday
	Class 2		16	4 Years	Birthday
	Class 3		16	4 Years	Birthday
	Class 4		16	4 Years	Birthday
Colorado	Class A	Any vehicle or combination of vehicles except a bus or motorcycle, includes vehicles in Classes B and C. Any 3-axle truck except a bus or motorcycle; any tow one other vehicle of less than 6,000 lbs. g.v.w.; includes vehicles in Class C. Any 2-axle vehicle except a bus or motorcycle; may tow one other vehicle of less than 6,000 lbs. g.v.w. Any bus or other vehicle equipped for carrying 10 or more persons; includes vehicles in Classes B and C Any motorcycle	18-21	3 Years	Birthday
	Class B		18-21	3 Years	Birthday
	Class C		18-21	3 Years	Birthday
	Class E Class F Class M		18-21 18-21 18-21	3 Years 3 Years 3 Years	Birthday Birthday Birthday
Connecticut	Operator - Class 1	Any motor vehicle or combination of motor vehicle and trailer or semitrailer, except motorcycle Any vehicle in Class 1, except tractor semitrailer, or truck trailer combination and motorcycle Any vehicle in Class 2, except truck over 18,000 lbs. g.v.w. and motorcycle Any motorcycle, separate or by endorsement on Class 1, 2, or 3	16	2 Years	Birth Month
	Class 2		16	2 Years	Birth Month
	Class 3		16	2 Years	Birth Month
	Motorcycle		16	2 Years	Birth Month
Delaware	Class A	Any single motor vehicle with no more than 2 axles, up to and including 20,000 lbs. g.v.w.; any such vehicle towing a trailer. All vehicles in Class A, and any other single vehicle exceeding 20,000 lbs. g.v.w. All vehicles in Classes A and B, and tractor-trailer combinations.	16	4 Years	Birthday
	Class B		18	4 Years	Birthday
	Class C		18	4 Years	Birthday
	Motorcycle Endorsement		16-18	4 Years	Birthday
	Tactical Endorsement School Bus Endorsement		16-18 16-18	1 Year 1 Year	May 31 August 31
Georgia	Class 1	Passenger cars and trucks up to 24,000 lbs. g.v.w. Motorcycles, and Class 1 vehicles Buses, and Class 1 vehicles Trucks registered for 24,000 lbs. g.v.w. or more, and Class 1 vehicles Tractor trailers and vehicles in Classes 1 and 4	16	4 Years	Birthday
	Class 2		16	4 Years	Birthday
	Class 3		18	4 Years	Birthday
	Class 4		18	4 Years	Birthday
	Class 5		18	4 Years	Birthday
Hawaii	Operator - Type 1	Motor scooters Motorcycles and scooters Automobiles and trucks 10,000 pounds g.v.w. or less Buses, plus Type 3 Trucks over 10,000 pounds g.v.w. and Type 3 Tractors, semitrailers and Type 5 Truck trailers and Type 6 Types 4 and 5 Types 4 and 6 Types 4 and 7	15	2 & 4 Years	Birthday
	Type 2		15	2 & 4 Years	Birthday
	Type 3		15	2 & 4 Years	Birthday
	Type 4		15	2 & 4 Years	Birthday
	Type 5		18	2 & 4 Years	Birthday
	Type 6		18	2 & 4 Years	Birthday
	Type 7		18	2 & 4 Years	Birthday
	Type 8		18	2 & 4 Years	Birthday
	Type 9		18	2 & 4 Years	Birthday
	Type 10		18	2 & 4 Years	Birthday
Illinois	Class A	Any motor vehicle registered for a g.v.w. of 8,000 lbs. or less, except truck tractor combinations and Classes L and M. Any motor vehicle registered for a g.v.w. of 16,000 lbs. or less, except truck tractor combinations and Classes I and M. Any motor vehicle except a truck tractor in combination with semitrailers or stinger steered semitrailers, and Classes L and M. Any motor vehicle or combination of vehicles, except Classes L and M. Motor-driven cycles only (less than 150 c.c.) Motorcycles and motor-driven cycles only	16-18-21	3 Years	Birthday
	Class B		16-18-21	3 Years	Birthday
	Class C		16-18-21	3 Years	Birthday
	Class D		16-18-21	3 Years	Birthday
	Class L		16	3 Years	Birthday
	Class M		18	3 Years	Birthday
Kansas	Class A	Truck tractor and semitrailer combinations and Classes B and C. Trucks and buses and Class U. Passenger cars, trucks registered for 24,000 pounds g.v.w. or less, registered farm trucks of more than 24,000 pounds g.v.w., and any lawful combinations of vehicles of 24,000 pounds g.v.w. or less. Motorcycles. Applicants must first qualify for Class A, B, or C.	18	4 Years	Birthday
	Class B		18	4 Years	Birthday
	Class C		16	4 Years	Birthday
	Class D		16	4 Years	Birthday
Louisiana	Class A	All passenger vehicles and 2-axle trucks and similar vehicles towing trailers not over 5,000 lbs. g.v.w., except motorcycles and scooters excludes hauling of cargo or passengers for hire. All 2-axle vehicles designed to carry no more than 14 passengers, or hauling cargo for hire, excludes motorcycles and scooters, but including vehicles in Class A. Any 3-axle straight truck or any bus designed to carry 15 or more passengers, except motorcycles and scooters, but including vehicles in Classes A and B. Any vehicle or combination of vehicles with 3 or more axles and vehicles towing trailers or other vehicles of more than 5,000 lbs. g.v.w., except motorcycles and scooters, but including vehicles in Classes A, B, and C. Motorcycle, motorbike, and motor scooter Motorcycle, motorbike, and motor scooter	15	2 Years	Issuance
	Class B		18	2 Years	Issuance
	Class C		18	2 Years	Issuance
	Class D		18	2 Years	Issuance
	Motorcycle Endorsement (on Class A)		15	2 Years	Birthday
	Motorcycle Endorsement (on Class B, C, D)		18	2 Years	Issuance
Maine	Class 1	Any motor vehicle or combination of vehicles, including Class 2 or 3, except school bus, motorcycle or motor-driven cycle Any single-unit vehicle of over 18,000 lbs. g.v.w. or any such vehicle towing another of 8,000 lbs. g.v.w. or less; any bus carrying passengers, including Class 3, except school bus, motorcycle or motor-driven cycle Any motor vehicle or combination of vehicles not exceeding 18,000 lbs. g.v.w., or any registered farm motor truck bearing the letter F, except school bus, motorcycle or motor-driven cycle Motorcycle or motor-driven cycle Any vehicle used in the transportation of children to and from school designed to carry 10 or more passengers	15-17	2 Years	Birthday
	Class 2		15-17	2 Years	Birthday
	Class 3		15-17	2 Years	Birthday
	Motorcycle Endorsement		16	2 Years	Birthday
	School Bus Endorsement		17	2 Years	Birthday

VEHICLES AND DRIVERS

11-47

CLASSIFIED DRIVERS LICENSES

STATE	CLASSES 1/	VEHICLE TYPE	MINIMUM AGE 2/	LENGTH OF TERM	RENEWAL DATE
Maryland	Class A Class B Class C Class D Class E	Any motor vehicle having a trailer or semitrailer over 10,000 lbs. g.v.w., and vehicles in Classes B, C, and D. Trucks over 20,000 lbs. g.v.w. and vehicles in Classes B, C, and D. Buses including school buses, unpowered truck tractor and trucks up to 20,000 lbs. g.v.w., tractors, combine harvesters, tractors, motor bikes, and motor scooters; may be endorsement on above classes.	15 16 16 16	2 Years 2 Years 2 Years 2 Years 2 Years	Birthday Birthday Birthday Birthday Birthday
Massachusetts	Class 1 Class 2 Class 3 Class 4 Class 5 Motorcycle Endorsement	Any motor vehicle or combination of vehicles except a school bus. Any vehicle in Class 2 except a truck having registered g.v.w. over 10,000 lbs. and a bus. Any vehicle used for transportation of school children seating 10 or more persons. Motorcycle, motorbike, and motor scooter	17 17 17 16 1/2 16	4 Years 4 Years 4 Years 1 Year 4 Years	Birthday Birthday Birthday Innocence Birthday
Minnesota	Class A Class B Class C School Bus Endorsement Motorcycle Endorsement	Any vehicle or combination of vehicles; including Classes B and C. All single-unit vehicles over 24,000 lbs. g.v.w., buses, and any vehicle with seating capacity of 10 or less used as a school bus but not otherwise equipped or identified as a school bus, including motorhomes, campers, and vans. Automobiles, farm tractors, single-unit 2-axle vehicles not over 24,000 lbs. g.v.w. with trailers not over 10,000 lbs. g.v.w. with trailers not over 10,000 lbs. g.v.w. Any vehicle used in the transportation of children to and from school. Motorcycle, motorbike, and motor scooter	18 16-18 16-18 16 16-18	4 Years 4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday Birthday
Nevada	Class 1 Class 2 Class 3 Class 4 (or endorsement) Class 5 (or endorsement)	Any vehicle or combination of vehicles, excluding those in Classes 4 and 5. All single-unit vehicles with 3 or more axles and all Class 3 vehicles, but excluding Classes 4 and 5; may tow one other vehicle of less than 6,000 lbs. g.v.w. A 2-axle house car and any 2-axle vehicle except a bus and Classes 4 and 5; may tow one other vehicle of less than 6,000 lbs. g.v.w. (motor-driven cycle) Moped (motor-driven cycle)	16 16 16 16	4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday
New Hampshire	Commercial Operator - Light Tractor-trailer Motorcycle	Any 2-axle vehicle up to and including 1 1/2-ton truck. Any motor truck having more than 2 axles but not including tractor-trailer. Any truck-tractor or semi-trailer combination. Motorcycle, motorbike and scooter	16 18 18-21 16	4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday
New York	Class 1 Class 2 Class 3 Class 4 Class 5 Operator - Light Tractor-trailer Motorcycle	Any tractor-trailer or truck-tractor combination, any tractor or truck, tractor and passenger cars Bus - Seating more than 15 passengers Any tractor or truck, motorbike and passenger cars Trucks with 35,000 lbs. g.v.w. or less, including passenger cars Trucks with 10,000 lbs. g.v.w. or less, including passenger cars Trucks with 18,000 lbs. g.v.w. or less, and passenger cars MC endorsement on any class license	16 18 18-21 16	4 Years 4 Years 4 Years 4 Years 4 Years	Birthday Birthday Birthday Birthday Birthday
North Dakota	Class 1 Class 2 Class 3 Class 4	Any vehicle or combination of vehicles, except those in Class 4, and vehicles towing a trailer which has over 6,000 lbs. g.v.w. Any 2-axle or tandem-axle vehicle, except a truck-tractor combination, a bus more than 35 inches wide designed to carry more than 10 persons and used for carrying passengers, a vehicle towing a trailer of over 6,000 lbs. g.v.w., a school bus, and a motor scooter. In addition to Class 1, 2, or 3	18 18 16 16	4 Years 4 Years 4 Years 4 Years	Birth Month Birth Month Birth Month Birth Month
Rhode Island	Operator Chauffeur Class 1 Class 2 Class 3 Class 4 Class 5	Passenger Car Jenny car, taxi, school bus Van with seating capacity of 5 tons or more Tractor, tractor-trailer, semi-trailer, and vehicles in Class 2 All vehicles in Classes 1 and 3 All vehicles in Classes 1 and 2	16 16 18 18 18 18 21 16	2 Years 2 Years 2 Years 2 Years 2 Years 2 Years 4 Years	Birthday Birthday Birthday Birthday Birthday Birthday Birthday
Utah	Operator - Class A Chauffeur - Class B Class C Class D Class E Motorcycle Endorsement	Passenger car All vehicles not exceeding 10,000 lbs. g.v.w., but not tractor or common carriers and school children All vehicles over 10,000 lbs. g.v.w., but not tractor or common carriers and school children All vehicles over 10,000 lbs. g.v.w., but including tractor and common carriers and school children Motorcycle, motorbike, and scooter	16 16 16 16 16	4 Years 4 Years 4 Years 4 Years 4 Years	Birth Month Birth Month Birth Month Birth Month Birth Month
Virginia	Operator - Unclassified Chauffeur - Unclassified Class B (Endorsement) Class C (Endorsement) Class D (Endorsement) Class E (Endorsement) Class F (Endorsement)	Passenger car and any vehicle except those in Classes A, B, and C Motorcycle, motorbike, and scooter Passenger carrying bus with more than 32 seats School bus Any vehicle or combination of vehicles having 3 or more axles, over 40,000 lbs. g.v.w. Any vehicle or combination of vehicles having 3 or more axles, over 40,000 lbs. g.v.w. Motorcycle, motorbike, and scooter School bus	16 16 16 16 16 16	4 Years 4 Years 4 Years 4 Years 4 Years 4 Years	Birth Month Birth Month Birth Month Birth Month Birth Month Birth Month
Washington	Basic Driver Intermediate (endorsement) Commercial (endorsement)	Any 2-axle vehicle, except motorcycle, but including school bus designed to carry less than 10 passengers and vehicle pulling trailer of less than 5,000 lbs. g.v.w., motorhome and school bus, auto stages designed to carry 10 or more passengers Any combination of vehicles Private-carrier buses designed to carry 10 or more passengers	16 16 16	2 Years 2 Years 2 Years	Birthday Birthday Birthday
Wyoming	Class A Class B Class C Class D Class H	Vehicle combinations and vehicles in Classes B and C Single-unit vehicles including school buses, and vehicles in Class C Buses or combinations of vehicles including automobiles, station wagons, pickup trucks, utility, camping or horse trailers up to 16,000 lbs. unladen weight Motorcycle, motorbike, and scooter	16 16 16 16 16	3 Years 3 Years 3 Years 3 Years 3 Years	Birthday Birthday Birthday Birthday Birthday

1/ The driver license shown in this column permit a qualified person to operate the specified vehicles on the public highways. In Illinois, drivers for hire must be 18 to drive vehicles of the first division and 21 to drive a school bus or any vehicle of the second division. In Nevada see "Per. Regulations, the higher age is required for school bus drivers.





# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MV-106  
PAGE 1 OF 10  
EFFECTIVE JANUARY 1, 1977

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
Alabama	1	County Probate Judges	75 cents per registration for autos, motorcycles, 50 cents per registration for all other vehicles; and 2 1/2 percent of gross collections.	Collection and administration.	The 75-cent and 50-cent fees are service fees charged by local officials.  Unexpended balance at end of fiscal year goes to State Highway Fund.  Distributed quarterly on basis of collections in respective municipalities. Distributed quarterly on basis of collections in respective counties. Distributed quarterly to counties on the basis of motor-vehicle registration. Counties shall distribute 10% of its share to municipalities on the basis of population.	
		State Revenue Department	5 percent of gross collections.	Collection and administration.		
		Municipalities	Remainder 21 percent of net urban fees.	Administration, construction, maintenance and debt service on bonds for highways.		
		Counties	21 percent of net rural fees.	Administration, construction, maintenance and debt service on bonds for highways.		
		Counties and municipalities	7 percent of net proceeds.	Administration, construction, maintenance and debt service on bonds for highways.		
	2	State Public Road and Bridge Fund (State Highway Department) Highway Sinking Fund	72 percent of net proceeds.	Administration, construction and maintenance of State highways.		
		4,11	County Probate Judges	Amount Required.		Debt service of highway bonds issued by the Alabama Highway Authority after March 1, 1967.
			Public Highway and Traffic Fund	10 cents per license. 15 cents per license.		Collection and administration. Public purposes, including administration, construction and maintenance of public roads and bridges.
			State General Fund	The residue.		Appropriated to Department of Public Safety for State Police.
8	Motor Carrier Fund (Department of Revenue) Public Service Commission	Amount Required. \$50,000 appropriation.	Collection and administration.			
	State Highway Department	The residue.	Collection and administration, regulation of for-hire carriers.			
9	State General Fund	All	Administration, construction and maintenance of State highways.			
	State Highway Department	All	Administration, construction and maintenance of State highways.			
Alaska	1,2,5,1,7,8,11	State General Fund	All	State general purposes.		
Arizona	1 Remainder 2,3,5,1,7,8, 9,12,1,13	County Assessors	\$1.00 per registration.	Collection, administration, and local road purposes.		
		Highway User Fund Highway User Fund	The residue. All	See table MF-106 for authorized distribution and expenditures. See table MF-106 for authorized distribution and expenditures.		
Arkansas	1,5,9 2,1,2,2,10,12	State Apportionment Fund	All	See table MF-106 for authorized distribution of these revenues.	Reduced to 1.5 percent if collected by highway department. Increased to 98.5 percent if collected by highway department. State's share of sticker fee is 50 cents.	
		Constitutional and Fiscal Agencies Fund	3 percent.	Collection, administration, and general State government services.		
	State Police Fund	97 percent.	Support of State Police Department.			
	11	Constitutional and Fiscal Agencies Fund	1.5 percent.	Collection, administration, and general State government services.		
		Arkansas Transportation Commission	98.5 percent	Expense of regulating, certifying and assessing (ad valorem) intrastate and interstate highway carriers.		
7	Revenue Department Building Fund	50 percent.	Acquisition, construction and remodeling of State buildings.			
8,12,1	Constitutional and Fiscal Agencies Fund	50 percent.	Collection, administration, and general State government services.			
	Constitutional and Fiscal Agencies Fund	3 percent.	Collection, administration, and general State government services.			
	State Highway Department	97 percent.	Support of Weights and Standards Division.			
13	Constitutional and Fiscal Agencies Fund	3 percent.	Collection, administration, and general State government services.			
	State Police Fund	97 percent.	Administration of motor vehicle inspection laws and support of State Police Department.			
California	1,2,9,10,12	Motor Vehicle Account	All	Redistributed as follows: General supervision, Collection and administration.	Amount appropriated by the Legislature for the use of the Department of Motor Vehicles. Each month, 25% of Motor Vehicle License Fees (in-lieu tax) and other miscellaneous revenue available for apportionment is transferred to the Motor Vehicle Account in the Transportation Tax Fund. Shared with school districts, counties, or cities depending upon location of trailer coaches.	
		Highway Transportation Agency	Appropriation	State Highway Police.		
		Motor Vehicle Department	Appropriation	See table MF-106 for authorized distribution and expenditures.		
	3	Highway Patrol	The residue	Redistributed as follows:		
		State Highway Account	All	Collection and administration, and refunds.		
	6	Motor Vehicle Transportation Tax Account	Appropriation	See table MF-106 for authorized distribution and expenditures.		
		State Controller and Board of Equalization	The residue.	Redistributed as follows:		
	Motor Vehicle License Fee Account	All	Collection and administration.			
		Motor Vehicle Account	Appropriation			
	Counties	Motor Vehicle Account	Amount Required.			
Counties		Net collections of trailer coach license fees after deduction of administrative costs.	Schools and other local general purposes.			
Counties		Residue	Local general purposes.			
11	Cities	30 percent.	Local general purposes.			
	Public Utilities Commission	30 percent. All	Collection and administration.			
Colorado	1,10	County Clerks	30 cents per registration	Collection and administration.	\$2.50 of each annual full year registration fee per vehicle is distributed to counties and to cities based on place of residence of registrants paying such fees and credited to county road and bridge funds and to city street funds and expended only for construction and maintenance of roads and streets.	
		County Road and Bridge Fund	Additional \$1.50 registration fee	County roads and bridges.		
	Cities	per vehicle.	Maintenance and repair of city streets.			
	2	Highway Users Tax Fund	Remainder	See table MF-106 for authorized distribution and expenditures.		
Highway Users Tax Fund		All net revenue 25 percent of fees from drivers licenses issued by the counties. All fees from drivers licenses issued by the State.	Collection and administration and county general purposes.			
County General Funds	75 percent of fees from drivers licenses issued by the counties.	Administration and enforcement by Department of Revenue.	Only 6 counties were issuing drivers licenses as of January 1, 1976. These counties issue less than two percent of licenses.			
State General Fund	Appropriation					

VEHICLES AND DRIVERS

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PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information from State authorities and on the laws of the several States.

STATE	CLASSIFICATION OR FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Colorado (Continued)	4	Public Utilities Commission	Application	Regulation of motor vehicle carriers.	
	7	Highway Users Tax Fund	See table NF-106 for authorized distribution and expenditures.	See table NF-106 for authorized distribution and expenditures.	
	7	Highway Users Tax Fund	33 1/3 percent (all of fees where the remainder is issued by State.)	See table NF-106 for authorized distribution and expenditures.	
	7	Highway Users Tax Fund	66 2/3 percent of fees issued by county.	County general purposes.	
	8	Highway Users Tax Fund	100 percent.	See table NF-106 for authorized distribution and expenditures.	All fines and penalties collected are credited to the Highway Users Fund, except for violation of section 42-4-1202 occurring within corporate limits of a city which shall be distributed fifty percent to a city and fifty percent to Highway Users Fund.
	9	State General Fund	10 percent	Administrative.	
	9	Auto Dealers License Fund	Remainder	Educational and enforcement purposes.	
Connecticut	11	Public Utilities Commission	All	Administration.	
	10,11,13	State General Fund	All	See table NF-106 for authorized distribution and expenditures.	
Delaware	1,2,3,5,6,7,8,9, 10,11	State General Fund	All	See table NF-106 for highway appropriations from State General Fund.	
Dist. of Col.	1,10	Highway Fund, Department of Transportation	54 percent.	See table NF-106 for authorized distribution and expenditures.	
	2,1	General Fund, District of Columbia	46 percent.	General purposes.	
	2,13	Highway Fund, Department of Transportation	Remainder of Learner's Permit and Permit Fee.	Driver education in schools.	
	4,8,9	Highway Fund, District of Columbia	All	General purposes.	
Florida	1,7,9	County Tax Collectors	50 cents for each vehicle registration	Collection and administration.	Service fee charged by local officials.
	1	Department of Motor Vehicles	Appropriation	Construction and administration.	General Fund supports the Department of Highway Safety and Motor Vehicles.
	2	Minimum Foundation Fund	Amount required.	Construction of new school buildings.	The total amount required each year is distributed on the basis of the county instructional unit rate (number of county instructional units versus total State).
	2	Department of Transportation	Remainder	State general purposes.	Collected by the Highways Division of the Department of Highway Safety.
	2	State General Fund	Total Collected	Construction and maintenance of State roads.	
	2	Driver Education Fund	50 cents per year for term of license.	Driver training instruction for high school students.	
	4	Florida Public Service Commission	Remainder	Collection and administration.	
	4	State General Fund	10 percent	General State purposes.	
	4	State General Fund	23 percent	General State purposes.	
	4	State General Fund	Remainder	General purposes within governmental unit.	
	5,2,11	Florida Public Service Commission	100 percent	Collection and administration.	Deposited in the State General Revenue Sharing Trust Fund for Cities and Counties.
	6	Public Service Commission	Amount required	Maintenance, operations, and debt service payments.	60 cents of the \$1.00 fee is credited to the department of Highway Safety for the cost of the sticker, handling charges, etc.
Georgia	1	County Agent	50 cents per license plate.	Collection.	
	1	Revenue Department	Amount Required.	Collection and administration.	
	1	State General Fund	The residue.	State general purposes.	
	2,12	Department of Public Safety	Appropriation	Drivers license administration and support of State Patrol including nonhighway expenses of Bureau of Identification.	Department of Public Safety is supported by annual appropriation from the State General Fund.
	8	State General Fund	State general purposes.	State general purposes.	
	8	State Revenue Department	State general purposes.	Collection and administration.	
	9	Public Service Commission	Amount required	Collection and administration.	
	9	State General Fund	The residue	State general purposes.	
Idaho	1,12,12,1	Motor Vehicle Fund	33 1/3 percent	Administration of Department of Law Enforcement.	
	2	County Agents	66 2/3 percent	Local agents for collection.	See table NF-106 for authorized distribution and expenditures.
	2	State Highway Fund	51.05 of annual license and operators	Local agents for collection.	See table NF-106 for authorized distribution and expenditures.
	4,8	Motor Vehicle Fund, Department of Law Enforcement	74.70 of chauffeurs and operators licenses.	The residue.	
	4,8	Motor Vehicle Fund, Department of Law Enforcement	74.70 of chauffeurs and operators licenses.	See table NF-106 for authorized distribution and expenditures.	
	7,9,11	State Highway Fund, Department of Law Enforcement.	All	Collection, administration and support of State Police.	
	7,9,11	State Highway Fund, Department of Law Enforcement.	All	Collection, administration and support of State Police.	

TABLE NF-106  
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# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

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TABLE MV-106  
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EFFECTIVE JANUARY 1, 1977

Based on information obtained from State authorities and on the laws of the several States

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Louisiana (Continued)	7  11 13	State Treasurer - Escrow Account	\$1.00 of \$3.50 drivers license (Class A) including fees collected in municipalities of over 300,000 and \$2.00 of \$9.00 chauffeurs fees (Classes B, C & D) collected, excluding fees collected in municipalities of over 300,000 population.	Act dedicating fees to minimum salary schedule for State Police declared unconstitutional. Fee still collected. Disposition of moneys in escrow presently determined by legislature annually. Legislation passed in 1972 authorizing escrow funds to be deposited in State Police retirement system.	See Act 33 of 1970. Chauffeurs license fees increased \$1.00 except in municipalities of over 300,000 (New Orleans). Drivers license fees increased \$1.00 Statewide. Disposition declared unconstitutional. All licenses issued for two (2) years now.
		Board of Trustees - Police Pension Fund - City of New Orleans	\$1.00 of \$3.50 drivers license fee collected within municipalities over 300,000 population and \$6.00 of \$11.00 chauffeurs license fee collected within municipalities of over 300,000.	Pensions for Municipal Police (City of New Orleans). The State collects an additional fee of \$4.00 for chauffeurs licenses in cities (New Orleans) with a population of over 300,000 and remits the proceeds of the additional fee to the City of New Orleans to help pay for Police pensions.	The \$4.00 additional fee is considered to be a locally imposed tax which is collected by the State for the municipality. Licenses issued for two (2) years.
		Department of Public Safety	The residue.	To Driver's License Division operating account for collection and administration, furtherance of highway safety education and surplus, if any, to State General Fund at end of each biennium.	
		Department of Revenue	Amount required.	Collection and administration, and to purchase reflectorized license plates.	Settlement fees 50 cents per certificate having liens paid to local officials. Surplus to State General Fund. See Act 194 of 1966. No change.
		Division of State Police	\$1,100,000 annually.	To support additional State Police personnel and equipment.	
Maine	1,2,4,1,5,1,7,8,9,10 5,2,11,15	State General Fund	The residue.	General State purposes.	
		General Fund (Filing fees)	All	To apply against appropriation for Public Service Commission. To help defray the expenses and to augment the appropriation of the Public Service Commission.	
Maryland	1,2,7,8	General Highway Fund, State Department of Transportation	All	See table MF-106 for authorized distribution and expenditures.	
		Public Utilities Commission	All	Collection and administration.	
Maryland	4,1 6	Department of Transportation	Amount required.	Refunds.	Cost not to exceed \$65 per student.  Apportioned on Motor Vehicle registration basis.  Each county's share determined as follows subject of minimum adjustment equal to 1968 distribution: 1/2 based on each county's total mileage; 1/2 based on each county's total motor vehicle registration. Each county must in turn share its portion with the municipalities in the county as follows: 1/2 based on county mileage within the municipalities and 1/2 based on county's total motor vehicles registered in municipalities. Each municipality's share will be 50 percent of calculation based on registrations and 100 percent of calculation based on road mileage. State Highway Administration recants the funds and constructs and maintains county roads in six counties.
		State Police	Expenses	Motor vehicle inspection program.	
		Wreckers and Scrappers' Fund	\$1.00 of \$2.00 fee from issuance of car titles.	Wreckers and Scrappers' Bounty	
		Driver Education Account	\$10.00 learner's permit fee and original driver's permit	Driver training instruction for public, private, and commercial schools.	
		Clerks of Court Deficiency Fund	\$6.00 of \$12.00 security interest filing fee	Offset any operating deficiencies by the offices of the clerks of court.	
Counties and Baltimore City	Special Vehicles Use of toll facilities	Department of Transportation Trust Fund	\$3.00 of \$12.00 security interest filing fee.	In lieu of Recordation Tax	
			City of Baltimore	\$4,000 annually The residue. 65 percent.	Redistributed as follows: After debt service requirements, remainder is used for the payment of the State's share of cost for highways, ports, airports, and transit facilities or any combination thereof. After debt service on city Highway Construction bonds, funds are used for construction and maintenance of highways and other transportation related facilities in Baltimore City and debt service on local highway bonds and City Police traffic control operations. After debt service on County Highway Construction bonds, funds are used for service of county road bonds, construction and maintenance of local highways and maintenance and construction of their transportation related facilities.
Counties and Municipalities (other than Baltimore)	Gasoline Tax Division, State Comptroller	Department of Transportation	17 1/2 percent.	See table MF-106 for authorized distribution and expenditures. After debt service requirements, remainder is used for the payment of the State's share of cost for highways, ports, airports, and transit facilities or any combination thereof.	
			17 1/2 percent.	See above See above	
State General Fund			25 percent of Total	State general purposes.	
Massachusetts	1,2,1,2,7,10,4,1 2,3,5,2,11	Highway Fund	All	See table MF-106 for authorized distribution and expenditures.	
		Department of Corporation and Taxation	Amount required.	Collection and Administration.	
Michigan	1,7 2	Highway Fund	The residue.	See table MF-106 for authorized distribution and expenditures.	
		State General Fund	All	Expenses of Division of Commercial Motor Vehicles paid from General fund.	
Michigan	1,7 2	Motor Vehicle Highway Fund	All	See table MF-106 for authorized distribution and expenditures.	
		Counties or Municipalities	\$2.50 original application, \$1.00 for original chauffeurs license, \$1.00 on all others. First motorcycle endorsement to a 3 or 4 year operator's or chauffeur's license \$3.00, \$2.50 for each original endorsement to a 2-year operator's or chauffeur license. Renewal \$1.50.		

HIGHWAY STATISTICS, 1975

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

STATE	CLASSIFICATION OF FEE	NAME OF FUND OR AGENCY	AMOUNT OR PROVISION	CHARACTER OF EXPENDITURE	REMARKS
Michigan (Continued)	2 (Cont'd)	Driver Education Fund	\$2.65 for each original license, renewal operator's license, original operator's license and renewal operator's license, except for each 2-year operator's or chauffeur's license; except for each chauffeur's license shall be \$1.55	Driver education in public schools.	Amount distributed to schools \$30.00 per student but not to exceed the actual cost.
Minnesota	1, 2, 11	Motor Vehicle Registration Fees, Collection and Refund Account	Amount required.	Collection costs and refunds of motor vehicle fees.	
Mississippi	1, 9, 12, 1	County Tax Collector, Municipalities, Motor Vehicle Comptroller Account	Commission allowed by law. Fees on passenger coaches. Amount required.	Collection.	Allocated on basis that miles traveled on city streets bears to total mileage traveled. Amount represents 50 percent of appropriation made by the Legislature. There is no collection of motor vehicle taxes on trucks over 10,000 lb. and under, and other vehicle classes. MVC sales include all trucks over 10,000 lb. and other special classes such as buses, temporary permits, and certain types of trucks under 10,000 lb.
Missouri	1, 2, 5, 2, 1, 9, 9, 10, 11, 12, 13	State Highway Department Fund, State Highway Fund, State Highway Fund and others, State-aid Division, Highway Patrol Operating Fund, State Highway Bond Sinking Fund, Motor Vehicle Comptroller Account, Public Safety Commission, Highway Patrol Operating Fund, Highway Patrol Operating Fund, County Tax Collector, State Highway Fund	All, All, All, 50¢ per certificate of inspection. The residue (if any). Amount required. All, All, 5 percent. 95 percent. Comptroller. The residue. collected by the Motor Vehicle tax collector and a fixed annual amount of \$3,732,403.11 of the taxes collected by the Motor Vehicle Comptroller.	See table MF-106 for authorized distribution and expenditures. Construction of State-aid Roads. Administration of Motor Vehicle Inspection Act. Debt services on State Highway bonds. Collection and administration. Support of State Highway Patrol. Purchase of license plates and administration and operation of Highway bonds. Construction and reconstruction of highways or debt service on certain highways bonds.	This is a 2 cents per gallon extra tax on interstate carriers who do not purchase fuel in Mississippi. This is the net amount exclusive of the 2 cents per gallon tax mentioned above. This is a fuel identification deal for motor vehicles with 3 or more axles. The cost is \$12.00 for a year or \$4.00 for a single trip by out-of-State vehicles. The out-of-State vehicle has the option of paying the \$12.00 which would be good until the following January 1.
Montana	1	County Motor Vehicle License Fund	All revenue from flat fees on all vehicles.	Redistributed as follows:	In any county which does not have a city that receives either 50 or 25 percent of the registration fee collected in that city, the registration fee is divided into a county road fund and a city road fund into the proportion that the total incorporated city mileage bears to the total county mileage outside the cities. The city road fund is then distributed to each city within the county in proportion that the mileage in each city bears to the total city mileage in the county.
Montana	1	County Road Funds	50 percent of fees collected in municipalities over 35,000 (1930 Census) population or incorporated city within one mile of city over 35,000 (1930 Census), 25 percent less collected in cities over 10,000 population (1930 Census) with a county of less than 750 square miles. The residue.	County Treasurer-General Fund of County-52	County Road Funds
Montana	1	County Road Funds	5 percent of all revenue from the gross vehicle weight tax collected by the department of Highways goes to unmarked revenue fund.	See table MF-106 for authorized distribution and expenditures.	
Montana	1	County Road Funds	95 percent of all GVM tax collected by the department of Highways.	See table MF-106 for authorized distribution and expenditures.	
Montana	2	Counties, Automobile Driver Education Account, Highway Patrol Retirement Fund, State General Fund	5 percent of Highways. GVM tax collected by the department of Highways. 15 percent. 75 percent. All.	County general purposes. State driver education program. State's share of Highway Patrol retirement program. Redistributed as follows: Administration of registrar's office. \$1.00 per certificate or transfer. \$1.00 per certificate or transfer.	Distributed on basis of collections.
Montana	7, 10	State General Fund, State General Fund, County Treasurer's	All, less collection expenses.	State general purposes. Motor Vehicle license plate equipment; administration of registrar's office. Administration and distribution of authorized distribution and expenditures. See table MF-106 for authorized distribution and expenditures.	General and highway funds support Highway Patrol. Limits and those outside corporate limits of cities in each county.
Montana	13	State Motor Vehicle Recording Fund	5 percent of trip fees. Budgeted.	Administration and disposal of junk vehicles.	Counties may budget a maximum of \$1.00 per registered vehicle within their county for disposal purposes.

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EFFECTIVE JANUARY 1, 1977

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE RV-106  
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EFFECTIVE JANUARY 1, 1977

STATE	CLASSIFICATION OR FRR 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	SUBJECTS OF EXPENDITURE	REMARKS
Nebraska	1,10	State Recreation Road-Fund	50 cents per registration.	For county matching to construct or improve access roads to State recreation areas.	
	7	County General Fund	25 cents per registration, remainder.	See MF-106 for authorized distribution and expenditures.	
	7	County General Fund	\$2.50 per certificate of title, \$1.50 per certificate of title, and \$3.00 for duplicate copies.	Collection.	
	2	State General Fund	\$1.00 per certificate of title, 50 cents per notation of lien.	State General purposes.	Department of Motor Vehicles receives appropriation from State General Fund for administrative expenses.
	2	County General Fund (Motor Vehicle Department)	77.5 percent	Driver Education.	Department of Motor Vehicles and Highway Safety Patrol receive appropriations from State General Fund for administrative, driver examining and highway patrol costs.
	2	State General Fund	47.5 percent	State General purposes.	Share of each county based on collection by such county.
	1	Highway Cash Fund	All	Construction and maintenance of State highways.	All permit receipts collected by permit sections are credited to the Highway Cash Fund.
	1	Highway Cash Fund	5 percent of permits and 25 percent of fines.	Collection and county general purposes.	Department also receives all inspection permit fees.
	1	Motor Vehicle Dealers Code License Fund	All	Administration and enforcement of act.	
	1	Highway Allocation Fund	See MF-106 for authorized distribution and expenditures.	See MF-106 for authorized distribution and expenditures.	
Nevada	1	County General Funds	\$1.00 per registration in all counties except Clark and Washoe (except pro rata fleets and exempt plates which go to State Highway Fund).	The residue.	Funds are retained in the county of collection. Collection costs for any motor vehicle fee is limited to 22 percent of total proceeds. \$3.00 per registration to Highway Patrol to hire additional personnel.
		State Highway Fund	2,459,978,910		
		State Highway Fund	12,121,113		
New Hampshire		State Highway Fund	1,252,289,910		
		State Highway Fund	See table MF-106 for authorized distribution and expenditures.	See table MF-106 for authorized distribution and expenditures.	
		State Highway Fund	See table MF-106 for authorized distribution and expenditures.	See table MF-106 for authorized distribution and expenditures.	
New Jersey	1,2	Registration and Licensing Agency	Fee determined by Motor Vehicle Commissioner.	Fee determined by Motor Vehicle Commissioner.	Collection
		State General Fund	Remainder.	See table MF-106 for highway appropriations from State General Fund.	
		State General Fund	All	Municipal general purposes.	
		State General Fund	All	Subject to appropriation for highway or other purposes.	
New Mexico	1,2,10,12,13	Motor Vehicle Suspense Fund	All	For disposition as indicated below:	
		State Road Fund	6 percent	Maintenance, construction, and improvement of State Highway and Park and Recreation Roads, and matching Federal Allotment under Federal Aid road laws.	
		State Road Fund	37.5 percent	Maintenance, construction and improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	
		County Road Fund	37.5 percent	Improvements and maintenance of public roads within the counties.	
		County - Municipal Distribution	25 percent	For distribution as follows:	
		60% (County Levy)	50 percent	County General Purposes	
		40% (Municipal Road Fund)	40 percent	Construction, Maintenance and repair of streets within the municipality and for payments of paving assessments against Federal, State and municipally owned property.	
		State Road Fund	50 percent	Maintenance, Construction and Improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	
		County Road Fund	50 percent	Maintenance, Construction and Improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	
		State Road Fund	13	Maintenance, Construction and Improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	
		County Road Fund	50 percent	Maintenance, Construction and Improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	
		State Road Fund	13	Maintenance, Construction and Improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

TABLE MV-106  
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EFFECTIVE JANUARY 1, 1977

STATE	CLASSIFICATION OF FER 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New Mexico (Continued)	2	State Road Fund	All	Maintenance, construction, and improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	This is after Allocations due municipalities and fee agents and the deduction of (\$.25) for each operator's and Chauffeur's licenses issued is retained by the Department of Motor Vehicles to finance the photographing and processing of licenses photographed. This will be transferred to the State General Fund since Administration allocations for the Department of Motor Vehicles are made by legislative appropriation from the State General Fund.
	4 (Includes oversize and overweight permits)	State Road Fund	All	Maintenance, construction, and improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	Weight distance tax levied on commercial vehicles licensed or operating under a proportional registration agreement and mileage tax levied on commercial vehicles not licensed in the State or operating under an existing proportional registration agreement with the State. Motor transportation Department administrative allocation is provided by legislative appropriation from the State Road Fund.
	11	State Road Fund	All	Maintenance, construction, and improvement of State Highway and Park and Recreation Roads and matching Federal Allotment under Federal Aid road laws.	Fee of the State Corporation Commission. Administrative allocation for the State Corporation Commission is provided by legislative appropriation from the State General Fund.
New York	1,2,9,10,11	County Clerks	75 cents registration, \$1.25 for transfer, 30 cents operators and chauffeurs, 50 cents learners permit, 50 cents title.	Collection.	County clerks in Albany County and the fine comprising New York City do not receive this money.
		State Comptroller State General Fund	Amount required. Certain application fees, special license plate fees and non-resident fees.	Refunds. See table MF-106 for highway expenditures.	
		Department of Transportation	90 percent registration fees	Construction and maintenance of highways and bridges.	
		Counties and New York City	10 percent registration fees and operators and chauffeurs licenses paid by residents of each county. The Residue.	Public highways, traffic or transportation purposes.	Five cents of each registration is allocated to the Department of Environmental Conservation for inspection, regulation and research in the control of motor vehicle exhaust emission. Highway Law; Section 112. Includes City of New York. Distributed on mileage and property valuation basis.
	4	State General Fund State Comptroller	75 percent. Amount required.	See table MF-106 for highway expenditures.	
	5 13	State General Fund State General Fund	Remainder. All	See table MF-106 for highway expenditures. No amount equal to this sum must be appropriated for highway purposes.	Vehicle and Traffic Law; Section 1803.
North Carolina	1,2,3,4,1,7,8,9,10,13	State Highway Fund	All	See table MF-106 for authorized distribution and expenditures.	\$2.00 of registration fee used for driver education program. "Personalized" plates (\$10.00) for highway beautification and travel promotion.
	11	State General Fund	All	Credited to Department of Commerce.	
North Dakota	1,5,1,6,7,8,10,12	Motor Vehicle Operating Fund State General Fund	Appropriation 50 percent of revenue from a 4% motor-vehicle use tax on vehicles purchased out-of-State. All prorated out-of-State demerited truck and trailer registration fees. The residue.	Collection and administration. General state purposes.	Appropriation of \$3,087,946 for biennium ending 6/30/77.
		State Highway Fund	All	Construction and maintenance of roads on State highway system.	Applies to those trucks operating under reciprocal agreement.
	11	Highway Tax Distribution Fund State General Fund	All	See table MF-106 for authorized distribution and expenditures. General State purposes.	Motor-carrier certificates and permit fees collected by the Public Service Commission.
	2,4,8	State Highway Fund	All	Construction and maintenance of roads on State highway system.	
Ohio	1,10	Deputy Registrars	50 cents per registration. Remainder	Collection. Distributed as follows: May be used, as required, for retirement and interest on debt incurred by State for highway improvements. Construction and maintenance of roads and streets.	Service fees charged by local officials.
		Counties and Municipalities	34 percent.	Construction and maintenance of roads and streets.	Distributed to the counties and municipalities in which the vehicle is registered.
		Counties	61 percent.	Construction and maintenance of county roads.	5 percent is divided equally among the counties, 47 percent distributed to county in which the vehicle is registered, 9 percent distributed to each county in the ratio that the total mileage of county roads under the jurisdiction of the county commissioners bears to the total mileage of county roads in the State.
		Townships	5 percent.	Construction and maintenance of township roads.	Distributed to the several townships in the ratio that the total number of miles of township roads under the jurisdiction of the board of trustees in each township bears to the total number of miles of township roads in the State.
	2	Deputy Registrars Department of Highway Safety	50 cents per license. 50 cents of \$2.00 temporary permit and examination fee. \$1.50 of \$5.00 operators and chauffeurs license fee or motorcycle operators endorsement fee plus 25 cents duplicate license. \$2.50 of \$1.00 temporary permit and examination fee.	Collection. Collection.	These fees may be used, as required, for retirement and interest on debt incurred by State for highway improvements.
		Drivers Education Fund	\$2.50 of \$5.00 operators and chauffeurs license fee or motorcycle operators endorsement fee plus 75 cents of duplicate license.	Driver education administered by Department of Education.	

VEHICLES AND DRIVERS

# PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

STATE	CLASSIFICATION	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Ohio (Continued)	4	Department of Taxation State Highway Construction and Bond General Fund	All	Collection and administration, improvements, construction on debt incurred by State for highway retirements, and interest on debt incurred by State for highway system.	
	5.2 (Private Carlier and Irregular Route)	Motor Transportation Department, Public Utilities Commission	Amount required.	Collection and administration.	
	7	County Clerks	75 cents per title; 75 cents per notation of item.	Administration. May be used, as required, for retirement and interest on debt incurred by State for highway improvements.	
	8	Department of Highway Safety State Highway Maintenance and Repair Fund	All Reimander.	Maintenance and repair of State highways.	State's share is 45 percent of total fines and forfeitures collected.
	9.12	Department of Highway Safety	All	Collection and administration.	
Oklahoma	1	Motor License Agents State Penitentiary	\$1.25 per registration. 15 cents on each license plate	Production of relicensed plates.	Notary fees retained by local officials.
	1	Driver Education	\$1.00 additional registration fee. 5 percent of auto, house trailer and farm truck fees.	Not to exceed \$1,500,000, remainder paid to State General Fund.	
	1	Tax Commission Fund State General Fund	15 percent of \$10 prestige tag fee, 85 percent of \$10 prestige tag fee, 5 percent of auto, house trailer and farm truck fees.	Collection and administration. State general purposes.	
	1	County School Fund	93 percent of auto, house trailer and farm truck fees.	County common schools.	
	2	Department of Public Safety Gunny School Fund	First \$213,150 of commercial vehicle fees.* 53 percent of remainder of vehicle fees.*	Highway Patrol and farm truck fees.	*Includes fees from travel trailers.
	2	Motor License Agents Highway Patrol Position Fund	10 percent of net driver license fees commercial vehicle fees.* 20 cents per application.	Highway Patrol pension and retirement. Secondary roads. Collection.	20 cents is retained by agent.
	4	State General Fund	The residue.	State general purposes.	State Highway Patrol is supported by an appropriation from State General Fund. Distributed to counties as indicated above less one-third of one percent to State Examiner and Inspector Revolving Fund for auditing county books.
	4	Cities and Towns	25 percent of remainder of commercial vehicle fees.*	City streets. In an emergency, surplus funds may be used for general purposes.	40 percent distributed to the various counties in the pro- portion which the county road mileage of each county bears to the entire State road mileage. 60 percent distributed to the various counties on the basis which the population and area of each county bears to total population and area of the State. Allotted to cities and incorporated towns of each county in that proportion which the population of the cities and incor- porated towns bears to the total city and incorporated town population of the county.
	7	Cities and Towns State Highway Commission Motor License Agents State General Fund	25 percent. 75 cents per title. The residue.	City streets. (see above) Secondary roads. Collection.	Notary fees retained by local officials. Distributed to cities as indicated above.
	7	Department of Public Safety Department of Public Safety State Highway Construction and Maintenance Fund	First \$213,150 The residue.	Highway Patrol for administering over-weight laws. Construction and maintenance of State highways. Administration.	Represents State share of \$2.00 fee.
Oregon	1,7,9,12,1	Motor Vehicles Division Account General Fund	Amount required. Application.	Collection and administration. Enforcement of financial responsibility law by the Department of State Police.	
	1	State Parks State Parks Registration fees for campers, mobile automobiles.	45 percent of registration fees for campers, mobile automobiles.	Development of State parks. Development of game facilities and enforcement of game laws.	
	1	Highway Fund Motor Vehicles Division Account	The residue.	See table MV-106 for authorized distribution and expenditures.	
	2	Motor Vehicles Accident Fund Highway Fund	50 cents per operators license Amount required.	See table MV-106 for authorized distribution and expenditures.	
	8	Highway Fund Highway Fund General Fund	Student Driver Training Fund Motor Vehicle Accident Fund Highway Fund	High School student driver training program administered by the Department of Education. Balance in fund as end of fiscal year reverts to the Highway Fund. See table MV-106 for authorized distribution and expenditures. Traffic Division of the Department of State Police. See table MV-106 for authorized distribution and expenditures. The residue. See table MV-106 for authorized distribution and expenditures. 1/2 of receipts when prosecution initiated by State Highway Division reimburse.	
Pennsylvania	1,2,4,11,10,13	Motor License Fund General Fund	All	See table MV-106 for authorized distribution and expenditures.	
Rhode Island	1,2,5,2,7	State General Fund	All	See table MV-106 for highway appropriations from State General Fund.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

Based on information obtained from State authorities and on the laws of the several States

STATE	CLASSIFICATION	NAME OF FUND OR AGENCY	AMOUNT OR PERCENTAGE	OBJECTS OF EXPENDITURE	REMARKS
South Carolina	1,2,1,7,8,9,10,13	State Highway Fund	All	See table NR-106 for authorized distribution and expenditures.	\$1.00 of \$2.00 Highway Safety Fee used to hire additional Highway patrolmen and provide reflected license tags.
South Dakota	1	Motor Vehicle Fund	2 percent.	Legislature appropriates from the Motor Vehicle Fund for collection and administration of motor vehicle law.	Amounts in excess \$550,000 as of July 1 of each year are transferred to the State Highway Fund.
		County Motor Vehicle Fund	45 percent.	Construction and maintenance of county roads.	Same as above.
		Special Highway Fund	26 percent.	Construction and maintenance of township roads.	Each county shall distribute its percentage among the municipalities on the basis of street mileage.
		Motor Vehicle Fund	15 percent plus all additional fees.	See table NR-106 for authorized distribution and expenditures.	Includes motor vehicle inspection fees.
	2,7,9,10	Motor Vehicle Fund	All	Administration.	
		Motor Vehicle Fund	5 percent.	Collection and administration.	
		Motor Vehicle Fund	5 percent.	Collection and administration.	
	8	Motor Vehicle Fund (Penalties on late application for new certificates of title after State General Fund)	All	Collection and administration.	
	11	State General Fund	All	Collection and administration paid from an appropriation by the State Legislature from the State General Fund.	
Tennessee	1,9,10	County Court Clerks	75 cents per registration.	Collection.	Service fees charged by local officials.
		State General Fund	2 percent of remainder.	Collection and administration.	Department of Safety is supported by an appropriation from the State General Fund.
	2	State General Fund	All	Construction, maintenance, and administration of State highways.	Service fees charged by local officials.
		State General Fund	All	Collection and administration.	
		State Court Clerks	\$1.00 per title.	Collection.	
		State General Fund	The residue.	Collection and administration.	
	8	Department of Safety	All	Administration and operation of department.	
Texas	1	County Assessor - Collector	Sliding Scale.	Sliding Scale.	County Assessor - Collector
		County Bond and Bridge Funds	100 percent of first \$50,000; 50 percent of next \$250,000 of fees collected in each county.	Registration by mail; fee \$1.00 per State Highway Fund	
	2	Public Safety Building Fund	First dollar collected from each registration.	See table NR-106 for authorized distribution and expenditures.	\$1.00 mail fee is retained by county of collection for handling and postage.
		State General Fund	1/5 of operators and chauffeurs fee.	State general purposes.	
		Operators and Chauffeurs License Fund	\$300,000 per month.	Collection and administration for Drivers License Division.	
	5	Traffic Safety Fund	The residue.	Support of Department of Public Safety.	
		State Motor Carrier Fund and State Motor Transportation Fund	Amount required.	Collection and administration.	
		National Commission Operating Fund	The residue.	Support of the National Commission.	
	6	Available Free School Fund	10 percent of transfers.	See table NR-106 for authorized distribution and expenditures.	\$150,000 annually paid to Farm-to-Market Road Fund from Clearance Funds.
		State Highway Fund	25 percent.	Aid to public schools.	
	11	State Highway Fund	All.	See table NR-106 for authorized distribution and expenditures.	
Utah	1	Automobile Drivers Education Fund	\$1.50 per vehicle registration.	Collection and administration.	
		State Tax Commission	The residue.	Driver education in high schools.	
		Motor Vehicle Registration Fund	Amount of registration fees.	For distribution as follows:	
		State Tax Commission, Treasurer, General Fund	Appropriation.	Collection and administration, building and grounds maintenance.	
		Department of Public Safety	Appropriation	Operating of checking stations and law enforcement.	
		B & C Roads Fund	\$7,000,000	County and city road purposes.	
		3 & C Roads Fund	The residue.	County and city road purposes.	
		Highway Construction and Maintenance Fund	75 percent.	Construction and maintenance of State highways.	
		Motor Vehicle Control and Drivers Control	25 percent.	For collection and administration, support of Drivers License Division	
		Highway Construction and Maintenance Fund	All	Health benefits (Planning Department).	
		Department of Public Safety	All	Construction and maintenance.	
	4,11	Highway Construction and Maintenance Fund	25 cents.	Administration.	
Vermont	1,2,6,9,10,11	Highway Fund, State Treasury	All	See table NR-106 for authorized distribution and expenditures.	
Virginia	1,2,3,4,10,11,12,13	State Highway Maintenance and Construction Fund	All	See table NR-106 for authorized distribution and expenditures.	\$1.33 from each \$9 fee for operator's license and \$1.33 from each \$6 fee for chauffeur's license used for driver education.
Washington	1,7,13	County Auditors, Motor Vehicle Fund, and Highway Safety Fund	\$1.00 per registration	Collection and administrative costs.	Service fees for collecting officials.
		Motor Vehicle Fund	All (exclusive of local service fees) \$10 inspection fee	Highway policing and enforcement of vehicle size and weight restrictions.	Receives \$10 inspection fee on vehicles entering the State for the first time, previously credited to the Highway Safety Fund.
		State Patrol	Legislative appropriation	Road and street purposes.	All of the fees from San Juan and 50 percent of the fees from Island County returned to respective county, and in turn credited to each city, town and road district in the county on the basis of assessed valuations.

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VEHICLES AND DRIVERS

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PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER RECEIPTS

TABLE NW.106  
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STATE	CLASSIFICATION OR FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECT OF EXPENDITURE	REMARKS
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Washington (Continued)		State Game Fund	See remarks	See table NW-106 for authorized distribution and expenditures.	\$30 initial fee and \$20 annual renewal from "personalized" license plates. Department of Motor Vehicles receives administrative and collection costs.
	2	Highway Safety Fund	\$4.10 of original or renewal fee. All fees for duplicate tags, all fees for duplicate and abstracts of driving records.	Collecting and administering driver license laws, driver abstracts of driving records and maintaining records.	This fund also receives fees for heavy vehicle examination fees and enforcement penalties. 50 cents of function penalty; fines and forfeitures from motor vehicle violations.
	2	General Fund	\$1.90 of original or renewal fee.	State general purposes.	Also receives special penalty assessment on fines. (\$5 for each \$20 fine or bail forfeiture or fraction thereof.)
	2	Traffic Safety Education Account	\$1.00 of \$1.50 instruction permit.	Driver education in public schools.	Funds are from fees and permits sold by Utilities and Transportation Commission.
	6	Motor Vehicle Fund	2 percent of local excise tax	Cost of collecting Motor Vehicle Excise Tax.	Funds are from fees and permits sold by the State Department of Highways.
	6	General Fund	Remainder	After refunds, including distribution of special excise of 1 percent collected by the State back to the specific cities, distributed as follows:	Any "municipality" meaning (1) incorporated city, town, or county; (2) county transportation authority; (3) public transportation benefit area; or (4) metropolitan municipal corporation performing a public transportation function to levy and collect various types of taxes (vehicle excise, retail sales, household and business occupation) for the operation, maintenance or its capital needs.
	6	Police and Fire Protection and Preservation of Public Health.	17 percent of remainder	Police and Fire Protection and Preservation of Public Health.	The State authorizes those municipalities performing a public transportation function to credit one-half of the State's 2 percent Motor Vehicle Excise Tax collected from their residents for exclusive public transportation usage.
	8	State School Equalization Board	70 percent of remainder	For debt service only.	7 cents per capita of population of incorporated cities and towns apportioned to Municipal Research Council for varied uses relating to studies and research in municipal government.
	8	County Road Fund, City Street Fund, Motor Vehicle Fund, Highway Safety Fund.	See remarks	See table NW-106 for authorized distribution and expenditures.	State Law prescribes proportion depending on location of General Fund.

West Virginia	1,7,9,10	Motor Vehicle Department	Amount required.	Collection and Administration.	
	2	General Revenue Fund	\$3 of 54 drivers-learners on State highway bonds.	General State purposes.	General Fund supports State Department of Public Safety.
	2	State Road Fund, Cash Fund No. 1	permit fees.	See table NW-106 for authorized distribution and expenditures.	
	6	State Road Fund, Federal Matching Fund	The residue.		
	13	Department of Public Safety	All	Administration and enforcement.	
	8	Department of Education	All, less court costs.	Support of Motor Vehicle Inspection Division.	
Wisconsin	1,2,7,9,10	Division of Motor Vehicles	\$30,072,200	Collection, administration, and State Highway Patrol.	
	11	Public Service Commission	The residue.	Collection expense and regulation of carriers.	
	11	State Highway Fund	The residue.	Collection and regulation of carriers.	
Wyoming	1	State Highway Fund	Amount required.	Cost of collection.	County treasurers collect and remit fee.
	2	Motor Carrier Administration Fund	All	For expenditure on State highways.	
	2	Department of Revenue and Taxation	Amount required.	Collection, administration, and safety education.	

1/ Motor-vehicle and motor-carrier revenue have been grouped, insofar as possible, in accordance with the following classifications:

- Registration fees. Includes "plate fees," "tag fees," etc.
- Operators, chauffeurs, and motor-carrier drivers licenses fees.
- Motor-carrier gross receipts taxes that are levied in connection with general State sales taxes or that are imposed on all transportation companies or public utilities.
- Mileage, non-mile, and passenger-mile taxes. Taxes imposed by certain States on out-of-State carriers in amounts that are the equivalent of the motor-carrier taxes and are computed on a mileage basis are identified as 4.1.
- Special license fees, and special weight or capacity taxes. These taxes are designated as 5.1; where on a flat rate basis, they are designated as 5.2.
- Special taxes. Vehicle license fees (in lieu tax) in California; use tax (in Kentucky) sitting tax in Maryland, Vermont, and West Virginia; sales tax in Texas; excise tax (in lieu tax) in Washington.
- Certificate of title fees.
- Fines and penalties. (Appreciate only that portion received and retained by the State.) (Excludes traffic fines.)
- Dealer licenses.
- Transfer and re-registration fees.
- Certificate of permit fees.
- Operation or franchise fees. Special trip permits are designated as 12.1.
- Miscellaneous fees. Inspection and inspection fees, etc.

In many States, fees or taxes that do not produce revenue appreciable in excess of the cost of collection and administration have been omitted.

Based on information obtained from State authorities and on the laws of the several States



### III. HIGHWAY USAGE CHARACTERISTICS

Table VM-1 shows the estimated travel in 1975 by passenger cars, motorcycles, buses, and trucks on rural roads and urban streets; the number of vehicles registered, and their motor fuel consumption. In addition, for each type of vehicle, the table shows the calculated average annual miles of travel, the consumption of motor fuel, and the average miles of travel per gallon of fuel consumed. Table VM-2 shows the 1975 travel by State and highway system.

The basic data used in developing tables VM-1, VM-2, and HA-1 are reported by the State highway departments to the Federal Highway Administration. Annual vehicle miles and traffic fatalities are reported in a tabulation of "Statewide Mileage, Travel, and Nonfatal and Fatal Injury Accidents" and summarized in tables VM-2 and HA-1, respectively. Data from the annual "Truck Weight Study" and provided by the States are used to distribute the travel by vehicle type as reported in table VM-1.

Table HT-1 presents information by Census Divisions on loading of trucks and frequencies of heavy loads on the main rural roads of the United States. Data for 1974 and 1975 are compared.

The highway use of motor fuel and the motor-vehicle registrations shown in tables MF-21 and MV-1, respectively, of this publication are used in obtaining the related items of average miles traveled per vehicle, average fuel consumption per vehicle, and average miles traveled per gallon of fuel consumed.

Numerous factors are considered in estimating the fuel consumption of each major vehicle group. These include the number of vehicles of each type, the characteristics of equipment that affect fuel consumption, and the operating weight distribution of the vehicles.

Table VS-1 presents data on speeds of free-moving vehicles on straight open sections of road, by type of highway. These are not average operating speeds. Table VS-2 shows the same type of information for main rural roads, by State and Census division. The trends in free-flowing speeds since 1942 are shown graphically.

ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA <sup>1</sup>  
1975 AND REVISED 1974

Source: Highway Statistics Division  
Office of Highway Planning, FHWA

TABLE VM-1  
JANUARY 1977

YEAR	ITEM	PASSENGER VEHICLES						CARGO VEHICLES				ALL MOTOR VEHICLES		
		PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBI-NATIONS	ALL TRUCKS			
		PASSENGER CARS <sup>2/</sup>	MOTORCYCLES <sup>2/</sup>	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL AND OTHER NONREVENUE	ALL BUSES							
1975	Motor-vehicle travel:													
1974	(million vehicle-miles)													
1975	Main rural roads			329,090	928	1,858	330,908	90,410	44,317	134,727	465,635			
1974				313,703	965	1,885	345,588	86,062	44,562	130,624	446,212			
1975	Local rural roads			111,848	80	1,100	112,948	20,712	1,336	22,048	134,996			
1974				113,606	90	1,100	114,706	21,169	1,387	22,556	137,262			
1975	All rural roads			440,898	1,008	2,958	443,856	111,122	45,653	156,775	600,631			
1974				427,309	1,055	2,985	430,294	107,231	45,949	153,180	583,474			
1975	Urban streets			609,574	1,640	2,190	611,764	107,772	9,907	117,679	729,443			
1974				585,759	1,555	2,075	587,834	104,229	10,110	114,339	702,173			
1975	Total travel	1,028,121	22,351	1,050,472	2,648	5,148	1,055,620	218,894	55,560	274,454	1,330,074			
1974		990,721	22,347	1,013,068	2,610	5,060	1,018,128	211,460	56,059	267,519	1,285,647			
1975	Number of vehicles registered (thousands)	106,712.6	4,966.8	111,679.4	93.8	462.1	112,141.5	24,644.7	1,131.0	25,775.7	137,917.2			
1974		104,856.3	4,966.4	109,822.7	90.1	447.0	110,269.7	23,545.2	1,085.0	24,630.2	134,899.9			
1975	Average miles traveled per vehicle	9,634	4,500	9,406	28,230	11,140	9,413	8,882	49,125	10,648	9,644			
1974		9,448	4,500	9,225	28,968	11,320	9,233	8,981	51,667	10,861	9,530			
1975	Fuel consumed (million gallons)	76,010	447	76,457	553	895	77,352	21,868	9,764	31,632	108,984			
1974		73,770	447	74,217	525	858	75,075	21,125	10,101	31,226	106,301			
1975	Average fuel consumption per vehicle (gallons)	71.2	90	685	5,896	1,937	690	887	8,633	1,227	790			
1974		70.4	90	676	5,827	1,919	661	897	9,310	1,268	788			
1975	Average miles traveled per gallon of fuel consumed	13.53	50.00	13.74	4.79	5.75	13.65	10.01	5.69	8.68	12.20			
1974		13.43	50.00	13.65	4.97	5.90	13.56	10.01	5.55	8.57	12.09			

<sup>1/</sup> For the 50 States and District of Columbia.  
<sup>2/</sup> Separate estimates of passenger car and motorcycle travel are not available by highway category.

ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA 1  
1975 AND REVISED 1974

TABLE VM-1  
JANUARY 1977

METRIC UNITS

YEAR	ITEM	PASSENGER VEHICLES						CARGO VEHICLES				ALL MOTOR VEHICLES	
		PERSONAL PASSENGER VEHICLES			BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBI-NATIONS	ALL TRUCKS		
		PASSENGER CARS $\frac{1}{2}$	MOTOR-CYCLES $\frac{2}{2}$	ALL PERSONAL PASSENGER VEHICLES	COMMERCIAL	SCHOOL AND OTHER NONREVENUE	ALL BUSES						
1975	Motor-vehicle travel:												
1974	(million vehicle-kilometres)												
1975	Main rural roads	529,555	1,493	1,497	2,990	532,545	145,501	71,321	216,822	749,367			
1974		504,896	1,553	1,481	3,034	507,890	138,503	71,716	210,219	718,109			
1975	Local rural roads	180,002	129	1,641	1,770	181,772	33,333	2,150	35,483	217,255			
1974		182,831	145	1,625	1,770	181,601	34,068	2,232	36,300	220,901			
1975	All rural roads	709,557	1,622	3,138	4,760	714,317	178,834	73,471	252,305	966,622			
1974		687,687	1,698	3,106	4,804	692,491	172,571	73,948	246,519	939,010			
1975	Urban streets	981,014	2,639	885	3,524	984,538	173,442	15,944	189,386	1,173,924			
1974		942,688	2,503	837	3,340	946,028	167,740	16,270	181,010	1,130,038			
1975	Total travel	1,654,600	35,971	4,023	8,284	1,698,895	352,276	89,415	441,691	2,140,546			
1974		1,594,411	35,964	3,943	8,144	1,638,519	340,311	90,218	430,529	2,069,048			
1975	Number of vehicles registered (thousands)	106,712.6	4,966.8	111,679.4	93.8	112,141.5	24,644.7	1,131.0	25,775.7	137,917.2			
1974		104,856.3	4,966.4	109,822.7	90.1	110,269.7	23,545.2	1,085.0	24,630.2	134,899.9			
1975	Average kilometres traveled per vehicle	15,505	7,242	15,138	45,426	15,149	14,294	79,059	17,136	15,521			
1974		15,206	7,242	14,846	46,626	14,859	14,454	83,150	17,480	15,338			
1975	Fuel consumed (million litres)	287,729	1,692	289,421	2,093	292,809	82,779	36,961	119,740	412,549			
1974		279,250	1,692	280,942	1,987	284,190	79,967	38,236	118,203	402,393			
1975	Average fuel consumption per vehicle (litres)	2,696	341	2,592	22,313	2,611	3,359	32,680	4,645	2,991			
1974		2,663	341	2,558	22,053	2,577	3,396	35,241	4,799	2,983			
1975	Average kilometres per litre of fuel consumed.	5.75	21.26	5.84	2.04	5.80	4.26	2.42	3.69	5.19			
1974		5.71	21.26	5.80	2.11	5.77	4.26	2.36	3.64	5.14			

$\frac{1}{2}$  For the 50 States and District of Columbia.

$\frac{2}{2}$  Separate estimates of passenger and motorcycle travel are not available by highway category.





# OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS<sup>1/</sup>

CALENDAR YEARS 1975 AND REVISED 1974

BASED ON THE TRUCK WEIGHT STUDY AND TABLE IVM-2

TABLE IV-1  
FEBRUARY 1977

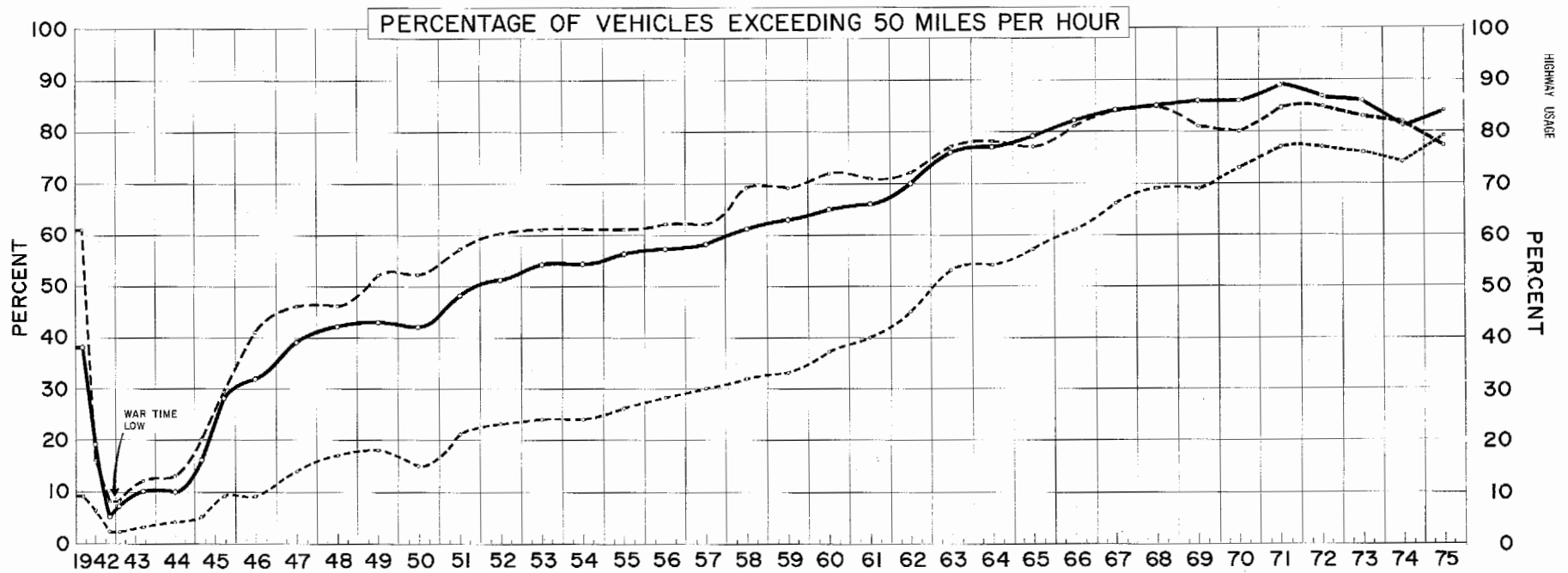
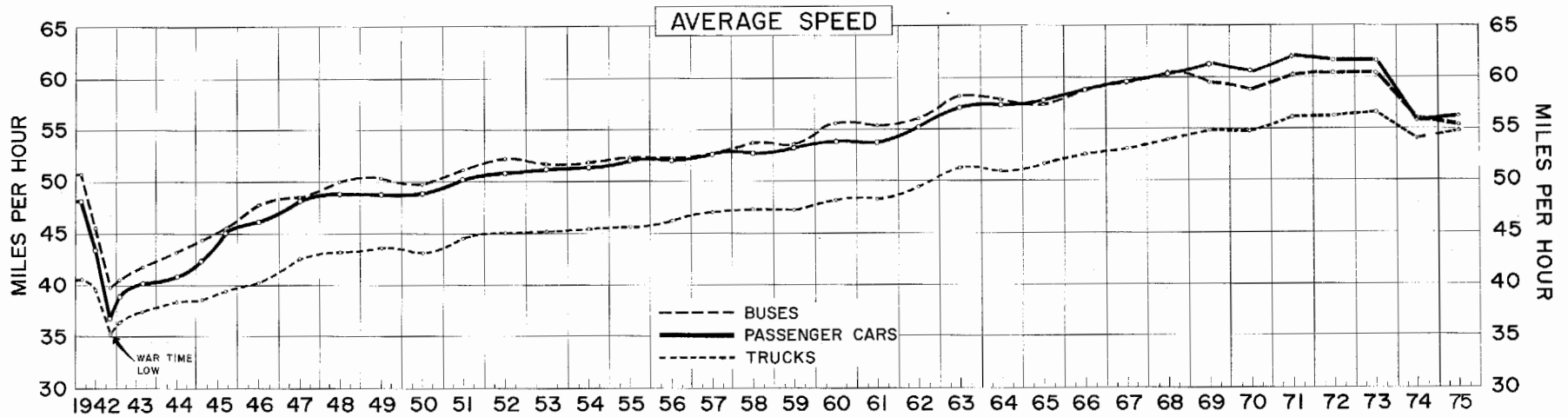
YEAR	CLASSIFICATION	EASTERN DIVISIONS <sup>2/</sup>					CENTRAL DIVISIONS <sup>2/</sup>					WESTERN DIVISIONS <sup>2/</sup>				ALASKA, HAWAII AND PUERTO RICO	AVERAGE ALL DIVISIONS <sup>3/</sup>	TOTAL ALL DIVISIONS <sup>4/</sup>
		NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC NORTH	SOUTH ATLANTIC SOUTH	AVERAGE	TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	AVERAGE	TOTAL	MOUNTAIN	PACIFIC			
<b>FREQUENCY OF HEAVY AXLE LOADS PER 1,000 VEHICLES</b>																		
1975	18,000 POUNDS OR MORE	158	131	149	167	150	75	84	65	126	79		210	124	178		339	123
	20,000 POUNDS OR MORE	91	55	61	81	69	22	25	14	42	22		66	11	49		263	46
	22,000 POUNDS OR MORE	51	26	29	20	28	8	10	4	18	8		23	2	15		207	19
1974	18,000 POUNDS OR MORE	162	130	158	152	148	75	80	54	101	72		188	117	161		403	116
	20,000 POUNDS OR MORE	84	52	63	76	67	23	29	11	28	20		58	10	40		303	43
	22,000 POUNDS OR MORE	44	26	31	18	28	9	16	4	11	5		19	2	12		219	18
<b>FREQUENCY OF HEAVY LOADS PER 1,000 VEHICLES</b>																		
1975	50,000 POUNDS OR MORE	180	288	234	213	238	288	321	349	354	324		390	428	404		176	303
	60,000 POUNDS OR MORE	113	196	173	160	169	218	227	279	262	246		325	373	343		130	231
	70,000 POUNDS OR MORE	50	85	102	75	83	105	104	153	138	125		223	264	239		94	127
1974	50,000 POUNDS OR MORE	176	288	256	191	233	278	316	349	361	324		373	430	394		199	301
	60,000 POUNDS OR MORE	119	197	194	140	166	207	226	283	264	247		304	377	332		157	230
	70,000 POUNDS OR MORE	61	83	108	62	79	100	96	151	127	122		202	265	225		120	122
<b>TRAVEL IN MILLIONS OF VEHICLE MILES-LOADED AND EMPTY</b>																		
1975	ALL TRUCKS AND COMBINATIONS	3,998	11,806	7,888	18,780	42,472	21,726	13,617	13,470	20,852	69,865	10,721	10,988	21,709	681	134,727		
	SINGLE-UNIT TRUCKS	2,872	6,898	5,707	12,773	28,250	12,645	9,412	9,710	14,091	45,858	7,868	7,826	15,694	608	90,410		
	TRUCK COMBINATIONS	1,126	4,908	2,181	6,007	14,222	9,081	4,405	3,760	6,761	24,007	2,853	3,162	6,015	73	44,317		
1974	ALL TRUCKS AND COMBINATIONS	3,401	11,446	7,557	18,912	41,316	19,709	14,055	13,184	20,042	66,990	10,730	10,994	21,724	594	130,624		
	SINGLE-UNIT TRUCKS	2,429	8,685	5,145	12,795	27,054	11,501	8,713	8,392	13,101	42,907	7,787	7,795	15,582	519	86,052		
	TRUCK COMBINATIONS	972	4,761	2,412	6,117	14,262	8,208	5,342	4,792	6,941	24,083	2,943	3,199	6,142	75	44,572		
<b>PERCENT CARRYING LOADS</b>																		
1975	ALL TRUCKS AND COMBINATIONS	56.6	63.4	56.8	54.9	58.3	61.3	63.2	65.7	62.6	63.4	65.0	70.9	67.2	51.3	62.0		
	SINGLE-UNIT TRUCKS	52.8	49.3	45.9	46.7	48.0	50.0	51.3	50.7	46.5	50.2	46.7	60.9	50.9	45.9	45.2		
	TRUCK COMBINATIONS	60.4	73.6	69.0	62.6	67.7	67.7	68.5	72.9	68.8	69.8	75.2	74.3	74.8	65.8	70.0		
1974	ALL TRUCKS AND COMBINATIONS	57.2	62.9	58.7	50.5	57.2	60.7	62.2	63.7	63.4	62.5	65.2	71.7	67.7	58.2	61.4		
	SINGLE-UNIT TRUCKS	53.8	49.0	47.9	40.4	46.8	50.0	48.3	48.4	48.7	48.9	49.3	60.8	52.6	51.6	48.5		
	TRUCK COMBINATIONS	61.0	73.3	69.1	61.4	67.1	67.1	65.9	71.3	68.3	69.2	74.6	75.4	74.9	75.5	66.6		
<b>AVERAGE CARRIED LOAD IN TONS</b>																		
1975	ALL TRUCKS AND COMBINATIONS	8.52	11.91	11.81	10.66	11.13	12.56	12.72	13.35	14.23	13.25	15.81	15.10	15.57	10.90	12.96		
	SINGLE-UNIT TRUCKS	3.49	2.71	3.67	3.77	3.39	3.22	3.46	3.78	4.02	3.55	3.66	2.63	3.36	4.89	3.98		
	TRUCK COMBINATIONS	11.58	12.37	13.73	13.63	13.01	13.94	14.09	14.62	14.69	14.30	16.38	17.39	16.81	16.03	14.37		
1974	ALL TRUCKS AND COMBINATIONS	8.42	11.82	11.78	10.72	11.01	12.24	13.32	14.13	13.84	13.42	15.17	15.07	15.19	11.54	12.97		
	SINGLE-UNIT TRUCKS	3.46	2.74	3.52	3.40	3.30	3.08	3.79	3.73	3.55	3.51	3.04	2.36	3.56	4.63	3.85		
	TRUCK COMBINATIONS	12.02	12.38	13.91	13.09	13.00	13.84	14.21	14.90	14.59	14.44	16.23	17.29	16.65	16.47	14.44		
<b>CARRIED LOAD IN MILLIONS OF TON MILES</b>																		
1975	ALL TRUCKS AND COMBINATIONS	11,500	48,875	24,410	58,802	143,587	94,090	48,618	44,909	70,480	258,097	36,143	47,160	83,303	1,076	486,063		
	SINGLE-UNIT TRUCKS	1,997	5,235	3,973	8,439	19,662	9,009	6,484	6,807	9,642	31,942	4,134	5,384	9,528	397	61,539		
	TRUCK COMBINATIONS	9,503	43,622	20,437	50,363	123,925	85,081	42,134	38,102	60,838	226,155	31,909	41,776	73,775	679	424,524		
1974	ALL TRUCKS AND COMBINATIONS	9,061	48,141	26,715	60,197	144,094	83,485	59,789	45,967	72,747	246,988	37,931	47,612	85,743	1,148	491,973		
	SINGLE-UNIT TRUCKS	1,899	5,280	3,705	8,738	19,622	9,415	7,150	7,456	8,305	31,230	4,772	5,986	10,759	361	62,071		
	TRUCK COMBINATIONS	7,162	42,861	23,010	51,459	124,472	75,068	52,639	38,511	64,442	215,758	33,159	41,626	74,985	787	429,902		

<sup>1/</sup> MAIN RURAL ROADS CONSIST OF ABOUT 600,000 MILES OF PRIMARY IMPORTANCE IN THE STATE HIGHWAY SYSTEMS.  
<sup>2/</sup> DIVISIONS ARE THOSE ESTABLISHED BY THE U.S. BUREAU OF THE CENSUS; DIVISIONAL GROUPING WAS ESTABLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.  
<sup>3/</sup> INCLUDES DATA FOR ALASKA, HAWAII AND PUERTO RICO.  
<sup>4/</sup> INCLUDES DATA FOR ALASKA AND HAWAII.









**SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE**



#### IV. FEDERAL FUEL AND AUTOMOTIVE TAXES AND THE HIGHWAY TRUST FUND

The total revenues from the Federal excise taxes on motor fuel, lubricating oil, and motor-vehicle use, and the estimated portions paid by private and commercial highway users, are given in table FE-205. Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by private and commercial highway users, are given in table FE-206. The amounts of these Federal excise revenues estimated to have been paid in the final instance in 1975 by private and commercial highway users in each State are shown in tables FE-7 and FE-8. As the Federal taxes on automotive products, except special fuel, diesel fuel, and motor-vehicle use, are collected in the first instance at the point of manufacture, production, or importation, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel-fuel tax is initially collected by the retailer on gallonage that is placed in the supply tanks of highway vehicles. The special-fuel tax is initially collected by the retailer on gallonage that is placed in the supply tanks of motor vehicles, motor-boats, and airplanes. The motor-vehicle use tax is levied on the owners of certain heavy highway vehicles. Federal excise tax rates, together with their history, are given in table FE-101.

The Federal Highway Trust Fund was established by the Highway Revenue Act of 1956 as the source of Federal funds for highway aid. The Trust Fund receives: All of the revenues from the 4-cent-per-gallon tax on gasoline, diesel, and special fuels used in highway vehicles; the unrefunded portion of the tax on gasoline used for nonhighway purposes; the 2-cent-per-gallon tax on special fuels used in nonhighway vehicles; the 2-cent-per-gallon tax on diesel fuel for highway vehicles not registered or not required to be registered for highway use; the 2-cent-per-gallon tax on fuel used by certain transit systems; all of the 10-cent-per-pound tax on highway tires and inner tubes and the 5-cent-per-pound tax on nonhighway tires and tread rubber; all of the 10-percent tax on new trucks, buses, and trailers over 10,000 pounds gross weight; the 8-percent tax on truck parts and accessories; the 6-cent-per-gallon tax on lubricating oil used on the highways; and all of the proceeds of the annual use tax of \$3.00 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight.

The gasoline and special fuels tax collected on motorboat use is transferred monthly to the Land and Water Conservation Fund administered by the U.S. Department of the Interior. Full 4-cent-per-gallon refunds of the gasoline tax are paid to farmers for gasoline used in farming. Other nonhighway uses of gasoline are refunded at 2 cents of the 4-cent tax by the Internal Revenue Service.

A statement of the operation of the Fund, including receipts, disbursements, and unexpended balances for fiscal year 1976, is shown in table FE-10. Table FE-201 shows the net revenues to the Fund since its inception, together with an explanation of the tax rates. Additional information on the history of the Highway Trust Fund can be found in the Federal Highway Administration bulletin titled "Federal-Aid Highway Financing."

Table FE-221 shows a comparison, by States, of the amounts paid into the Trust Fund with the amounts drawn out of the Fund, and with apportionments.

Generally, the Trust Fund is similar to an individual bank account. Just as an individual bank account is a claim against the bank's general funds rather than a title to a particular group of dollars, the Trust Fund is a general credit with the U.S. Department of Treasury.

The amounts of Federal funds apportioned to the States, and paid to them from the Highway Trust Fund, are shown in tables in the highway finance section of this bulletin.

# FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE, 1919-1975 <sup>1</sup>

IV-2

(In thousands of dollars)

TABLE FB-205

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE <sup>2/</sup>						ESTIMATES OF PORTIONS PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS <sup>3/</sup>					
	MOTOR FUEL			LUBRICATING OIL	FEDERAL USE TAX	TOTAL	MOTOR FUEL			LUBRICATING OIL	FEDERAL USE TAX	TOTAL
	GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL				GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL			
1919	-	-	-	-	2,066	2,066	-	-	-	-	2,066	2,066
1920	-	-	-	-	1,807	1,807	-	-	-	-	1,807	1,807
1921	-	-	-	-	1,796	1,796	-	-	-	-	1,796	1,796
1922	-	-	-	-	1,845	1,845	-	-	-	-	1,845	1,845
1923	-	-	-	-	2,088	2,088	-	-	-	-	2,088	2,088
1924	-	-	-	-	1,894	1,894	-	-	-	-	1,894	1,894
1925	-	-	-	-	1,871	1,871	-	-	-	-	1,871	1,871
1926	-	-	-	-	176	176	-	-	-	-	176	176
1932	62,840	-	62,840	7,067	-	69,907	56,870	-	56,870	4,099	-	60,969
1933	181,126	-	181,126	22,290	-	203,416	163,919	-	163,919	12,928	-	176,847
1934	170,109	-	170,109	24,844	-	194,953	153,949	-	153,949	14,409	-	168,358
1935	172,262	-	172,262	28,619	-	201,881	155,898	-	155,898	16,715	-	172,613
1936	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	16,612	-	185,432
1937	203,025	-	203,025	33,681	-	236,706	183,738	-	183,738	19,535	-	203,273
1938	200,881	-	200,881	30,495	-	231,376	181,797	-	181,797	17,687	-	199,484
1939	215,217	-	215,217	29,837	-	245,054	198,410	-	198,410	17,306	-	215,716
1940	281,654	-	281,654	34,420	-	316,074	258,632	-	258,632	19,965	-	278,597
1941	371,136	-	371,136	43,852	-	414,988	341,187	-	341,187	25,434	-	366,621
1942	336,685	-	336,685	41,176	210,158	588,019	300,317	-	300,317	23,882	210,158	534,357
1943	265,303	-	265,303	49,211	134,619	449,133	228,453	-	228,453	22,845	134,619	385,917
1944	328,598	-	328,598	66,283	128,054	522,935	236,587	-	236,587	24,645	128,054	389,286
1945	424,585	-	424,585	96,398	124,501	646,084	275,785	-	275,785	26,719	124,501	426,965
1946	413,953	-	413,953	73,442	849	488,204	369,346	-	369,346	34,199	849	404,394
1947	455,350	-	455,350	78,649	2	534,001	400,031	-	400,031	35,090	2	435,123
1948	498,363	-	498,363	81,884	-	580,247	431,778	-	431,778	35,982	-	467,760
1949	506,916	-	506,916	77,464	-	584,380	459,856	-	459,856	38,321	-	498,177
1950	568,339	-	568,339	74,859	-	643,198	509,466	-	509,466	42,163	-	551,629
1951	618,016	180	618,196	75,841	-	694,037	552,136	180	552,316	45,108	-	597,424
1952	870,214	14,683	884,897	73,613	-	958,510	786,072	14,683	800,755	48,045	-	848,800
1953 <sup>4/</sup>	821,511	15,733	837,244	68,748	-	905,992	760,441	15,733	776,144	45,625	-	821,769
1954	928,925	23,299	952,224	67,530	-	1,019,754	850,117	23,299	873,416	43,671	-	917,087
1955	998,657	24,523	1,023,180	71,804	-	1,094,984	917,798	24,523	942,321	47,116	-	989,437
1956	1,184,324	28,889	1,213,213	81,004	-	1,294,217	1,110,395	28,889	1,139,284	49,556	-	1,188,840
1957	1,586,754	44,050	1,630,804	65,834	55,276	1,751,914	1,484,052	44,050	1,528,102	47,185	55,276	1,630,563
1958	1,549,033	46,633	1,595,666	70,481	33,102	1,699,249	1,518,025	46,633	1,564,658	48,085	33,102	1,645,845
1959	1,646,738	59,407	1,706,145	77,538	35,967	1,819,650	1,611,631	59,407	1,671,038	45,990	35,967	1,752,995
1960	2,224,154	82,497	2,306,651	79,399	44,539	2,430,589	2,186,035	82,497	2,268,532	45,371	44,539	2,358,442
1961	2,254,663	95,018	2,349,681	72,314	59,624	2,481,619	2,220,171	95,018	2,315,189	44,868	59,624	2,419,681
1962	2,286,085	101,956	2,388,041	74,714	89,477	2,552,232	2,253,830	101,956	2,355,786	45,695	89,477	2,490,928
1963	2,431,305	120,852	2,552,157	75,399	106,443	2,733,999	2,399,163	120,852	2,520,015	47,848	106,443	2,674,306
1964	2,534,478	143,148	2,677,626	75,939	100,996	2,854,561	2,500,970	143,148	2,644,118	48,845	100,996	2,793,959
1965	2,626,590	151,172	2,777,762	80,813	103,405	2,961,980	2,562,683	151,172	2,713,855	50,126	103,405	2,867,387
1966	2,754,417	164,898	2,919,315	95,959	106,044	3,122,322	2,694,643	164,417	2,859,060	52,815	106,044	3,017,923
1967	2,799,766	196,598	2,996,364	6/ 68,170	107,535	3,172,069	2,744,639	195,950	2,940,589	54,321	107,535	3,102,445
1968	2,973,252	211,138	3,184,390	73,176	116,166	3,373,732	2,895,883	210,477	3,106,360	57,383	116,166	3,279,909
1969	3,172,243	240,650	3,412,893	86,338	133,852	3,633,083	3,109,735	239,944	3,349,679	59,112	133,852	3,542,623
1970	3,408,505	284,815	3,693,320	65,862	140,735	3,879,917	3,346,695	284,750	3,631,445	57,023	140,735	3,809,203
1971	3,513,927	275,159	3,789,086	67,130	151,695	4,007,911	3,455,203	275,091	3,730,294	53,290	151,695	3,935,279
1972	3,736,585	321,551	4,058,086	85,841	163,408	4,307,345	3,673,758	321,442	3,995,200	57,074	163,408	4,215,682
1973	3,928,682	358,120	4,316,802	86,266	201,808	4,604,876	3,905,507	357,394	4,263,501	60,207	201,808	4,525,516
1974 <sup>7/</sup>	3,854,505	373,302	4,227,807	78,155	205,718	4,511,680	3,806,149	373,197	4,179,346	59,705	205,718	4,444,769
1975	3,884,483	362,675	4,247,158	66,124	211,932	4,525,214	3,839,422	362,563	4,201,985	58,906	211,932	4,472,823

HIGHWAY STATISTICS, 1975

<sup>1/</sup> Tax bases, rates, and effective dates are given in table FB-101.

<sup>2/</sup> Since June 1, 1944, the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.

<sup>3/</sup> Estimated by the Federal Highway Administration.

<sup>4/</sup> Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U.S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

<sup>5/</sup> A deduction for highway special fuel used by the Federal Government was made for 1965 and succeeding years.

<sup>6/</sup> Entries for 1967 and subsequent years are not comparable with prior years, since refunds and tax credits for nonhighway use as authorized by the "Excise Tax Reduction Act of 1965" have been deducted.

<sup>7/</sup> Revised.

# FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS, 1917-1975 <sup>1/</sup>

(In thousands of dollars)

TABLE FB-206

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE <sup>2/</sup>						ESTIMATES OF PORTIONS PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS <sup>3/</sup>					
	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARKS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARKS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL
1917	-	-	-	-	-	5,276	-	-	-	-	-	5,276
1918	-	-	-	-	-	45,564	-	-	-	-	-	45,564
1919	-	-	-	-	-	89,592	-	-	-	-	-	89,592
1920	-	-	-	-	-	149,194	-	-	-	-	-	149,194
1921	-	-	-	-	-	99,967	-	-	-	-	-	99,967
1922	-	-	-	-	-	114,793	-	-	-	-	-	114,793
1923	-	-	-	-	-	155,797	-	-	-	-	-	155,797
1924	-	-	-	-	-	139,201	-	-	-	-	-	139,201
1925	-	-	-	-	-	143,431	-	-	-	-	-	143,431
1926	-	-	-	-	-	96,256	-	-	-	-	-	96,256
1927	-	-	-	-	-	60,404	-	-	-	-	-	60,404
1928	-	-	-	-	-	26,222	-	-	-	-	-	26,222
1929	-	-	-	-	-	-	-	-	-	-	-	-
1932	4,222	720	1,900	7,545	-	14,387	4,222	720	1,900	7,545	-	14,387
1933	22,476	3,047	4,443	23,836	-	53,802	22,476	3,047	4,443	23,836	-	53,802
1934	21,534	5,261	5,886	24,704	-	67,385	21,534	5,261	5,886	24,704	-	67,385
1935	42,263	6,674	7,019	28,102	-	84,058	42,263	6,674	7,019	28,102	-	84,058
1936	56,476	8,044	8,748	38,242	-	111,510	56,476	8,044	8,748	38,242	-	111,510
1937	64,722	8,812	9,620	40,088	-	123,242	64,722	8,812	9,620	40,088	-	123,242
1938	29,405	5,230	7,068	26,772	-	68,475	29,405	5,230	7,068	26,772	-	68,475
1939	51,063	7,145	8,957	41,131	-	108,296	51,063	7,145	8,957	41,131	-	108,296
1940	71,275	9,285	12,147	45,091	-	137,798	71,275	9,285	12,147	45,091	-	137,798
1941	101,464	14,253	18,562	71,858	-	206,137	101,464	14,253	18,562	71,858	-	206,137
1942	26,890	13,329	26,121	25,357	-	91,697	26,890	13,329	26,121	25,357	-	91,697
1943	1,087	1,798	25,064	31,948	-	59,897	1,087	1,798	25,064	31,948	-	59,897
1944	1,560	10,120	38,776	54,250	-	104,706	1,560	10,120	37,400	47,731	-	96,811
1945	4,665	32,874	88,186	126,779	-	252,504	4,665	32,874	48,700	64,825	-	129,997
1946	111,921	42,719	81,245	159,128	-	395,033	111,921	42,518	81,111	158,724	-	394,014
1947	244,914	75,506	117,103	608,679	-	1,046,202	244,332	74,969	114,888	170,061	-	604,250
1948	275,456	135,608	129,028	158,944	-	699,036	274,728	132,764	123,936	155,182	-	686,610
1949	448,275	114,532	96,323	146,308	-	805,038	448,193	110,238	94,064	129,991	-	782,486
1950	552,752	117,200	101,128	183,766	-	954,756	552,029	113,237	86,226	164,350	-	927,842
1951	579,203	126,335	172,585	177,286	-	1,055,737	577,884	105,967	120,364	146,136	-	950,351
1952	601,092	187,837	187,357	164,510	-	1,141,596	601,092	108,400	174,251	134,429	-	1,018,178
1953 <sup>4/</sup>	905,602	187,773	150,711	169,993	-	1,414,079	905,290	163,295	144,954	148,228	-	1,361,717
1954	881,497	138,733	142,309	155,750	-	1,318,289	881,140	121,609	138,619	143,619	-	1,284,527
1955	5/ 1,293,828	159,846	141,964	177,286	-	1,771,924	5/ 1,293,227	151,353	137,832	163,798	-	1,746,159
1956	1,151,676	197,823	146,021	200,192	4,550	1,700,362	1,150,165	187,898	139,868	186,842	4,622	1,669,395
1957	1,274,403	212,321	164,531	259,102	12,202	1,922,559	1,272,830	200,320	159,647	237,743	12,115	1,882,655
1958	923,516	183,480	164,696	238,033	13,535	1,523,260	922,078	172,325	161,970	216,417	12,437	1,486,227
1959	1,305,020	264,640	180,861	288,248	14,610	2,053,379	1,303,769	253,482	175,520	260,802	14,512	2,008,095
1960	1,327,290	262,695	190,583	283,709	14,613	2,078,890	1,325,874	252,828	187,598	258,018	14,512	2,038,830
1961	1,138,191	229,290	165,132	239,471	16,681	1,958,625	1,136,755	220,387	181,866	266,308	16,552	1,821,868
1962	1,445,480	274,649	210,422	359,181	22,905	2,312,637	1,444,424	269,226	208,645	333,118	22,739	2,278,142
1963	1,642,224	328,891	221,307	382,523	22,845	2,607,790	1,641,065	321,047	230,232	356,292	22,678	2,571,274
1964	1,822,083	381,285	250,079	398,994	24,404	2,876,845	1,820,878	376,344	247,649	371,996	24,231	2,841,098
1965	1,781,803	440,003	217,515	434,283	23,507	2,897,518	1,780,218	426,755	214,977	400,865	23,737	2,848,552
1966	1,382,831	469,717	118,364	467,561	23,988	2,462,461	1,380,790	459,636	116,699	425,592	23,806	2,406,525
1967	1,450,524	461,379	63,362	476,896	25,453	2,477,614	1,448,780	449,451	62,426	435,587	25,271	2,421,515
1968	1,707,572	499,200	82,912	516,740	28,333	2,836,765	1,704,162	487,559	81,710	473,453	28,137	2,775,021
1969	1,877,079	646,290	83,203	620,309	28,638	3,255,499	1,873,707	628,661	81,977	572,373	28,523	3,185,441
1970	1,697,456	655,475	86,769	585,521	28,378	3,092,799	1,694,285	638,943	84,565	544,581	28,484	2,990,858
1971	1,961,285	694,203	86,398	599,336	27,836	3,369,058	1,957,415	684,641	85,210	598,593	27,780	3,313,609
1972	(6/)	7/ 312,866	97,330	707,907	31,106	1,149,709	(6/)	7/ 306,791	96,215	665,332	31,012	1,099,350
1973	-	7/ 520,907	116,073	813,560	26,457	1,476,997	-	7/ 513,472	114,661	767,377	26,388	1,421,898
1974	-	7/ 553,857	8/ 127,109	737,246	24,343	1,462,555	-	7/ 541,249	8/ 125,667	709,937	24,282	1,401,255
1975	-	393,151	116,411	652,449	23,097	1,185,108	-	380,357	115,117	611,337	23,042	1,129,853

1/ Tax bases, rates, and effective dates are given in table FB-101.

2/ Since June 1, 1944, the Federal Government has paid these taxes on its own purchases, and the amounts are included in these columns.

3/ Estimated by the Federal Highway Administration.

4/ Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U.S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.

5/ Prior to September 1, 1955, motorcycles were taxed at 10 percent of manufacturers' sales price, and these amounts are included with automobile collections.

6/ Public Law 92-178, dated December 10, 1971, repealed the automobile Federal excise tax effective August 16, 1971. Beginning in 1972 no automobile tax collections or refunds are shown.

7/ Public Law 92-178, dated December 10, 1971, repealed the Federal excise tax on light-duty trucks effective September 23, 1971. Refunds of the tax paid are reflected in these figures.

8/ Revised.

FEDERAL TAXES

FB-3

**ESTIMATED FEDERAL TAXES PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS  
ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE - 1975<sup>1</sup>**

(In thousands of dollars)

TABLE FE-7  
JUNE 1976

STATE	MOTOR FUEL			LUBRICATING OIL	FEDERAL USE TAX	TOTAL	STATE
	GASOLINE	SPECIAL FUELS	TOTAL				
	(1)	(2)	(3)	(4)	(5)	(6)	
Alabama	71,475	7,179	78,654	1,112	3,819	83,585	Alabama
Alaska	4,681	1,448	6,129	90	511	6,730	Alaska
Arizona	43,642	5,748	49,390	692	2,802	52,884	Arizona
Arkansas	43,949	5,462	49,411	693	3,125	53,229	Arkansas
California	384,457	29,031	413,488	5,796	17,082	436,366	California
Colorado	48,944	3,921	52,865	741	3,406	57,012	Colorado
Connecticut	50,353	3,166	53,519	754	1,364	55,637	Connecticut
Delaware	11,355	654	12,009	168	1,454	13,631	Delaware
Dist. of Col.	9,330	646	9,976	140	276	10,392	Dist. of Col.
Florida	157,922	12,051	169,973	2,300	6,061	178,464	Florida
Georgia	107,758	12,572	120,330	1,663	5,521	127,514	Georgia
Hawaii	10,374	549	10,923	156	554	11,633	Hawaii
Idaho	15,857	1,741	17,598	247	1,180	19,025	Idaho
Illinois	179,656	19,779	199,435	2,775	10,507	212,717	Illinois
Indiana	102,568	13,813	116,381	1,616	7,552	125,549	Indiana
Iowa	57,678	7,913	65,591	924	3,164	69,679	Iowa
Kansas	47,188	5,406	52,594	740	3,992	57,326	Kansas
Kentucky	64,981	5,785	70,766	992	4,323	76,081	Kentucky
Louisiana	67,402	6,118	73,520	1,040	5,494	80,054	Louisiana
Maine	20,034	1,543	21,577	302	961	22,840	Maine
Maryland	68,026	4,540	72,566	1,020	2,590	76,176	Maryland
Massachusetts	88,421	4,691	93,112	1,305	4,274	98,691	Massachusetts
Michigan	174,752	9,790	184,542	2,531	6,927	194,000	Michigan
Minnesota	73,389	6,987	80,376	1,120	4,408	85,904	Minnesota
Mississippi	44,554	4,895	49,449	693	3,069	53,211	Mississippi
Missouri	95,372	9,661	105,033	1,465	5,675	112,173	Missouri
Montana	16,355	2,746	19,101	265	1,262	20,628	Montana
Nebraska	32,310	4,272	36,582	512	2,314	39,408	Nebraska
Nevada	14,421	2,021	16,442	231	755	17,428	Nevada
New Hampshire	14,874	673	15,547	218	538	16,303	New Hampshire
New Jersey	121,348	10,176	131,524	1,867	6,182	139,573	New Jersey
New Mexico	26,013	4,136	30,149	423	2,035	32,607	New Mexico
New York	224,590	10,385	234,975	3,294	10,081	248,350	New York
North Carolina	105,234	9,900	115,134	1,614	6,575	123,323	North Carolina
North Dakota	12,313	1,665	13,978	193	1,247	15,418	North Dakota
Ohio	188,724	20,204	208,928	2,923	9,532	221,383	Ohio
Oklahoma	60,489	6,829	67,318	948	3,963	72,229	Oklahoma
Oregon	45,384	5,963	51,347	711	3,071	55,129	Oregon
Pennsylvania	180,682	22,211	202,893	2,844	12,228	217,965	Pennsylvania
Rhode Island	14,357	820	15,177	204	609	15,990	Rhode Island
South Carolina	56,600	5,466	62,066	874	2,309	65,249	South Carolina
South Dakota	14,620	1,764	16,384	230	969	17,583	South Dakota
Tennessee	89,347	9,602	94,949	1,354	4,633	100,936	Tennessee
Texas	274,472	27,312	301,784	4,254	16,618	322,656	Texas
Utah	22,933	2,773	25,706	358	1,016	27,080	Utah
Vermont	9,013	706	9,719	137	457	10,313	Vermont
Virginia	93,584	9,025	102,609	1,433	4,155	108,197	Virginia
Washington	63,182	5,477	68,659	967	3,510	73,136	Washington
West Virginia	30,038	3,512	33,550	473	2,154	36,177	West Virginia
Wisconsin	78,368	7,561	85,929	1,202	4,527	91,658	Wisconsin
Wyoming	10,053	2,275	12,328	172	1,101	13,601	Wyoming
<b>Total</b>	<b>3,839,422</b>	<b>362,563</b>	<b>4,201,985</b>	<b>58,906</b>	<b>211,932</b>	<b>4,472,823</b>	<b>Total</b>

<sup>1/</sup> Both the highway-user portion of total taxes and the distribution by States were estimated by the Federal Highway Administration, based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Federal Highway Administration, have been excluded.

# ESTIMATED FEDERAL TAXES PAID BY PRIVATE AND COMMERCIAL HIGHWAY USERS ON VEHICLES AND AUTOMOTIVE PRODUCTS - 1975<sup>1</sup>

(In thousands of dollars)

TABLE FE-8  
JUNE 1976

STATE	TRUCKS, BUSES, AND TRAILERS <sup>2/</sup>	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
	(1)	(2)	(3)	(4)	(5)	
Alabama	6,657	2,174	11,545	435	20,811	Alabama
Alaska	2,304	176	935	35	3,450	Alaska
Arizona	4,744	1,353	7,186	271	13,554	Arizona
Arkansas	6,269	1,354	7,189	271	15,083	Arkansas
California	34,320	11,328	60,157	2,268	108,073	California
Colorado	6,638	1,448	7,691	290	16,067	Colorado
Connecticut	2,812	1,474	7,830	295	12,411	Connecticut
Delaware	903	329	1,747	66	3,045	Delaware
Dist. of Col.	283	273	1,451	55	2,062	Dist. of Col.
Florida	11,696	4,748	25,216	950	42,610	Florida
Georgia	8,181	3,250	17,259	651	29,341	Georgia
Hawaii	1,006	305	1,618	61	2,990	Hawaii
Idaho	3,109	482	2,560	96	6,247	Idaho
Illinois	16,619	5,423	28,797	1,085	51,924	Illinois
Indiana	10,232	3,158	16,772	632	30,794	Indiana
Iowa	8,591	1,805	9,586	361	20,343	Iowa
Kansas	6,475	1,446	7,681	290	15,892	Kansas
Kentucky	7,358	1,939	10,296	388	19,981	Kentucky
Louisiana	8,574	2,033	10,798	407	21,812	Louisiana
Maine	2,082	591	3,139	118	5,930	Maine
Maryland	6,114	1,994	10,587	399	19,094	Maryland
Massachusetts	5,027	2,551	13,547	511	21,636	Massachusetts
Michigan	18,005	4,946	26,267	990	50,208	Michigan
Minnesota	8,946	2,188	11,621	438	23,193	Minnesota
Mississippi	4,936	1,355	7,194	271	13,756	Mississippi
Missouri	9,706	2,864	15,208	573	28,351	Missouri
Montana	3,327	518	2,750	104	6,699	Montana
Nebraska	4,889	1,001	5,315	200	11,405	Nebraska
Nevada	1,914	451	2,392	90	4,847	Nevada
New Hampshire	1,580	426	2,262	85	4,353	New Hampshire
New Jersey	6,149	3,648	19,375	730	29,902	New Jersey
New Mexico	3,821	826	4,386	165	9,198	New Mexico
New York	14,171	6,437	34,186	1,289	56,083	New York
North Carolina	8,307	3,154	16,751	631	28,843	North Carolina
North Dakota	3,005	375	1,990	75	5,445	North Dakota
Ohio	16,222	5,723	30,338	1,144	53,417	Ohio
Oklahoma	8,405	1,853	9,838	371	20,467	Oklahoma
Oregon	6,876	1,390	7,383	278	15,927	Oregon
Pennsylvania	16,972	5,558	29,518	1,113	53,161	Pennsylvania
Rhode Island	685	399	2,121	80	3,285	Rhode Island
South Carolina	3,982	1,709	9,074	342	15,107	South Carolina
South Dakota	2,235	449	2,384	90	5,158	South Dakota
Tennessee	8,197	2,646	14,054	530	25,427	Tennessee
Texas	31,810	8,313	44,146	1,664	85,933	Texas
Utah	3,650	699	3,711	140	8,200	Utah
Vermont	1,022	266	1,414	53	2,755	Vermont
Virginia	8,187	2,800	14,870	561	26,418	Virginia
Washington	7,958	1,889	10,033	378	20,258	Washington
West Virginia	5,550	925	4,910	185	11,570	West Virginia
Wisconsin	7,469	2,349	12,473	470	22,761	Wisconsin
Wyoming	2,387	336	1,786	67	4,576	Wyoming
Total	380,357	115,117	611,337	23,042	1,129,853	Total

<sup>1/</sup> Both the highway-user portion of total taxes and the distribution by States were estimated by the Federal Highway Administration based on U.S. Internal Revenue Service collections. Amounts paid on U.S. Government purchases, as estimated by the Federal Highway Administration, have been excluded. Public Law 92-178, dated December 10, 1971, repealed the Federal excise tax on automobiles effective August 16, 1971. Automobile excise tax refunds in 1975, of \$879,000.00 are not distributed by States.

<sup>2/</sup> Public Law 92-178, dated December 10, 1971, repealed the Federal excise tax on light-duty trucks effective September 23, 1971. Refunds of the tax paid are reflected in these figures.





STATUS OF THE FEDERAL HIGHWAY TRUST FUND <sup>1</sup>

FISCAL YEAR ENDED JUNE 30, 1976  
AND TRANSITION QUARTER ENDED SEPTEMBER 30, 1976

TABLE FE-10  
NOVEMBER 1976

	FISCAL YEAR 1976	TRANSITION QUARTER JULY - SEPT. 1976
I. Opening Balance:	\$9,597,389,516.21	\$9,076,649,908.25
II. Receipts:		
A. Excise Taxes (Transferred General Fund receipts)		
1. Gasoline . . . . .	4,027,989,087.00	1,117,782,084.00
2. Diesel and special motor fuels . . . . .	346,509,091.00	115,770,261.00
3. Tires . . . . .	545,922,236.00	210,096,729.00
4. Inner tubes . . . . .	24,965,931.00	8,438,871.00
5. Tread rubber . . . . .	23,351,843.00	6,952,057.00
6. Trucks, buses, trailers, etc. . . . .	219,228,765.00	50,170,652.00
7. Federal use tax . . . . .	209,271,007.35	109,877,220.34
8. Parts and accessories for trucks and buses . . . . .	115,840,991.00	39,427,017.00
9. Lubricating oil . . . . .	83,106,150.00	26,067,870.00
10. Total excise taxes . . . . .	<u>5,596,185,161.35</u>	<u>1,684,582,761.34</u>
B. Deduct - Reimbursement to General Fund receipts (Refunds and tax credits)		
1. Gasoline used on farms . . . . .	122,116,736.24	84,058.48
2. Gasoline used for all other nonhighway purposes or local transit systems . . . . .	2,776,871.12	(71,643.93)
3. Lubricating oil not used in highway motor vehicles . . . . .	27,143,508.31	509,892.06
4. Total . . . . .	<u>152,035,115.67</u>	<u>522,306.61</u>
C. Transfers to Land and Water Conservation Fund . . . . .	31,000,000.00	8,000,000.00
D. Net Excise Taxes . . . . .	5,413,149,985.68	1,676,060,454.73
E. Interest . . . . .	<u>586,713,896.28</u>	<u>13,372,306.94</u>
F. Total Receipts . . . . .	5,999,863,881.96	1,689,432,761.67
III. Expenditures: (Checks issued basis)		
A. Federal Highway Administration		
1. Federal-Aid Highway Act of 1956 . . . . .	6,087,934,489.57	1,614,487,492.41
2. Right-of-Way Revolving Fund . . . . .	21,837,731.66	9,220,362.84
3. Highway Safety Construction . . . . .	289,066,442.75	99,900,232.02
4. Highway Safety Research and Development . . . . .	8,685,000.00	(2,758,761.17)
5. Other highway programs . . . . .	13,054,825.94	5,610,839.72
6. Total . . . . .	<u>6,420,578,489.92</u>	<u>1,726,460,165.82</u>
B. National Highway Traffic Safety Administration . . . . .	<u>100,025,000.00</u>	<u>31,100,000.00</u>
C. Total Expenditures . . . . .	6,520,603,489.92	1,757,560,165.82
IV. Balances in Trust Fund:		
A. Investments		
U.S. Treasury Special Certificates of Indebtedness <sup>2/</sup> . . . . .	9,030,477,000.00	8,951,876,000.00
B. Undisbursed Balances:		
1. Highway Trust Fund . . . . .	338.10	766.77
2. Advances to Federal Highway Administration . . . . .	24,310,178.83	26,822,686.42
3. Right-of-Way Revolving Fund . . . . .	5,613,873.42	6,393,510.58
4. Highway Safety Construction . . . . .	1,708,720.69	4,808,488.67
5. Highway Safety Research and Development . . . . .	9,000,000.00	11,758,761.17
6. Other highway programs . . . . .	5,539,797.21	6,862,290.49
7. Total . . . . .	<u>46,172,908.25</u>	<u>56,646,504.10</u>
C. Total Balance . . . . .	\$9,076,649,908.25	\$9,008,522,504.10
<sup>1/</sup> Fund created June 29, 1956 with enactment of Highway Revenue Act of 1956. <sup>2/</sup> Certificates held June 30, and September 30, 1976 bore interest at the rate of 6 1/2 percent, maturing June 30, 1977.		

NET REVENUES TO THE FEDERAL HIGHWAY TRUST FUND <sup>1</sup>  
FISCAL YEARS 1957-1976 AND TRANSITION QUARTER

(In millions of dollars)

ITEM	TAX RATE <sup>2/</sup>	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	TRANSITION QUARTER <sup>3/</sup>	
Motor Fuel	3 cents per gallon July 1, 1956 through June 30, 1959; 4 cents per gallon thereafter.	1,326	1,608	1,657	2,044	2,361	2,374	2,462	2,643	2,736	2,846	3,124	3,096	3,121	3,693	3,934	3,893	4,159	4,301	4,340	4,219	1,266	
Tires	8 cents per pound for highway tires, and 5 cents per pound for "other tires" July 1, 1956 through June 30, 1961; 10 cents per pound for highway tires and 5 cents per pound for "other tires" thereafter.  For fiscal year 1957 only, 3 cents per pound on highway tires accrued to the Airport and Airway Trust Fund. From June 30, 1957 through June 30, 1970 all tire tax accrued to the Trust Fund. After June 30, 1970 the aviation tire tax accrues to the Airport and Airway Trust Fund.	82	244	247	281	246	327	366	369	382	442	482	468	551	588	576	632	721	838	744	546	210	
Innertubes	9 cents per pound July 1, 1956 through June 30, 1961; 10 cents per pound thereafter.  None of the revenues accrued to the Trust Fund in fiscal year 1957. From July 1, 1957 through June 30, 1970 all innertube tax accrued to the Trust Fund. After June 30, 1970 the aviation innertube tax accrues to the Airport and Airway Trust Fund.	-	17	15	19	15	17	19	22	24	30	33	19	28	26	23	24	29	33	33	25	8	
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter.	11	13	14	15	14	23	24	22	24	25	28	25	30	28	30	27	31	24	20	23	7	
Trucks, Buses and Trailers	10 percent of manufacturer's wholesale price of which one half accrued to the Trust Fund during the period July 1, 1957 through June 30, 1961; all thereafter.  During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.	34	111	107	142	115	128	311	357	377	442	525	510	541	700	693	436	380	614	602	219	50	
Federal Use	\$1.50 annually per 1,000 pounds gross weight for vehicles that weigh more than 10,000 pounds and \$1.00 annually per 1,000 pounds gross weight thereafter.	26	33	34	38	47	80	97	106	99	102	118	98	129	137	148	150	161	225	222	209	110	
Lubricating Oil	6 cents per gallon effective January 1, 1956.	-	-	-	-	-	-	-	-	-	23	68	82	83	95	52	73	80	94	84	56	26	
Parts and Accessories	8 percent of manufacturer's wholesale price of truck and bus parts and accessories effective January 1, 1966.	-	-	-	-	-	-	-	-	-	7	69	81	94	87	85	87	104	143	143	116	39	
Total from excises		1,479	2,026	2,074	2,539	2,798	2,949	3,279	3,519	3,658	3,917	4,441	4,379	4,637	5,354	5,541	5,322	5,665	6,260	6,188	5,443	1,676	
Interest on investments		3	18	13	-3	1	7	14	20	11	7	14	33	53	115	164	206	247	445	586	587	13	
Total		1,482	2,044	2,087	2,536	2,799	2,956	3,293	3,539	3,669	3,924	4,455	4,412	4,690	5,469	5,725	5,528	5,912	6,675	6,774	6,000	1,689	

<sup>1/</sup> All amounts are net after payment of refunds for nonhighway uses and refunds in 1972 and 1973 for tax paid on trucks, buses and trailers of 10,000 pounds or less gross weight.  
<sup>2/</sup> For details of the terms of the motor-fuel and automotive taxes, see table FE-101.  
<sup>3/</sup> The transition quarter includes the months of July, August, and September 1976.

COMPARISON OF ESTIMATED STATE PAYMENTS INTO THE HIGHWAY TRUST FUND,  
AND FEDERAL-AID APPORTIONMENTS FROM THE FUND

FISCAL YEARS 1957-1976

TABLE FE-221  
FEBRUARY 1977

(In thousands of dollars)

STATE	PAYMENTS INTO THE FUND 1/		APPORTIONMENTS FROM THE FUND 2/		RATIO - APPORTIONMENTS/PAYMENTS	
	FISCAL YEAR 1976	CUMULATED SINCE 7-1-56	FISCAL YEAR 1976	CUMULATED SINCE 7-1-56	FISCAL YEAR 1976	CUMULATED SINCE 7-1-56
	(1)	(2)	(3)	(4)	(5)	(6)
Alabama	103,074	1,473,393	124,082	1,653,183	1.20	1.12
Alaska	10,210	96,249	102,323	940,738	10.02	9.77
Arizona	63,523	851,979	104,895	1,235,731	1.65	1.45
Arkansas	66,394	960,641	86,575	927,545	1.30	0.97
California	529,783	8,185,257	490,635	6,705,130	0.93	0.82
Colorado	70,161	1,016,668	115,753	1,221,807	1.65	1.20
Connecticut	66,526	1,050,191	120,784	1,310,312	1.82	1.25
Delaware	16,038	242,206	30,045	334,862	1.87	1.38
Dist. of Col.	11,725	221,131	79,042	780,435	6.74	3.53
Florida	218,769	2,847,424	197,061	1,944,426	0.90	0.68
Georgia	148,523	2,115,778	160,851	1,764,854	1.08	0.83
Hawaii	14,209	200,053	50,701	609,519	3.57	3.05
Idaho	25,660	386,928	45,737	603,757	1.78	1.56
Illinois	256,761	3,975,185	303,886	4,307,177	1.18	1.08
Indiana	150,905	2,347,778	143,071	1,872,157	0.95	0.80
Iowa	86,530	1,335,962	98,079	1,233,948	1.13	0.92
Kansas	70,672	1,126,983	92,233	1,063,617	1.31	0.94
Kentucky	92,091	1,318,773	102,942	1,456,576	1.12	1.10
Louisiana	96,676	1,395,692	160,428	1,963,936	1.66	1.41
Maine	28,099	438,447	40,426	492,967	1.44	1.12
Maryland	94,066	1,360,320	171,530	1,670,676	1.82	1.23
Massachusetts	115,981	1,822,455	165,954	1,979,797	1.43	1.09
Michigan	231,815	3,579,668	237,245	3,048,417	1.02	0.85
Minnesota	103,271	1,607,333	155,755	1,913,363	1.51	1.19
Mississippi	64,213	974,724	69,975	999,022	1.09	1.02
Missouri	137,606	2,154,157	141,952	2,022,335	1.03	0.94
Montana	24,823	406,100	73,035	1,057,411	2.94	2.60
Nebraska	47,386	762,459	61,729	751,662	1.30	0.99
Nevada	21,897	288,725	42,691	572,582	1.95	1.98
New Hampshire	20,181	300,569	32,685	416,045	1.62	1.38
New Jersey	167,029	2,555,051	175,691	2,138,076	1.05	0.84
New Mexico	39,665	587,418	64,891	927,012	1.64	1.58
New York	275,623	4,747,927	326,032	4,476,783	1.18	0.94
North Carolina	150,962	2,188,260	142,270	1,399,483	0.94	0.64
North Dakota	20,092	300,195	43,512	575,790	2.17	1.92
Ohio	265,491	4,136,773	246,488	3,953,764	0.93	0.96
Oklahoma	90,455	1,341,537	78,474	1,043,464	0.87	0.78
Oregon	68,053	1,034,606	129,016	1,506,334	1.90	1.46
Pennsylvania	253,844	4,066,684	314,034	3,959,264	1.24	0.97
Rhode Island	19,060	305,262	43,738	501,150	2.29	1.64
South Carolina	78,133	1,092,122	69,264	835,298	0.89	0.76
South Dakota	21,790	348,580	48,657	667,239	2.23	1.91
Tennessee	123,608	1,693,727	108,308	1,733,665	0.88	1.02
Texas	405,209	5,649,830	337,649	4,292,358	0.83	0.76
Utah	35,014	495,262	64,806	987,004	1.85	1.99
Vermont	12,563	192,541	29,426	485,900	2.34	2.52
Virginia	131,406	1,878,874	211,743	2,346,703	1.61	1.25
Washington	91,996	1,381,665	179,105	1,913,522	1.95	1.38
West Virginia	45,430	679,722	104,271	1,513,638	2.30	2.23
Wisconsin	112,052	1,663,991	112,975	1,221,424	1.01	0.73
Wyoming	18,107	255,921	43,773	707,258	2.42	2.76
Puerto Rico	-	-	27,699	201,241	-	-
Total	5,413,150	81,439,176	6,703,922	84,240,357	1.24	1.03

1/ Fiscal Year 1976 payments into the fund are based on receipts as reported by the U.S. Department of the Treasury. Includes revenues from excises only.

2/ Includes allocations for urban high density and lapsed Interstate funds. Excludes emergency relief and rail/highway demonstration projects.

**COMPARISON OF ESTIMATED STATE PAYMENTS INTO THE HIGHWAY TRUST FUND,  
AND FEDERAL-AID APPORTIONMENTS FROM THE FUND**

FISCAL YEARS 1957-1976 AND TRANSITION QUARTER, JULY-SEPTEMBER 1976

(In thousands of dollars)

TABLE FE-221  
FEBRUARY 1977

STATE	PAYMENTS INTO THE FUND <u>1/</u>		APPORTIONMENTS FROM THE FUND <u>2/</u>		RATIO - APPORTIONMENT/PAYMENTS	
	TRANSITION QUARTER JULY-SEPT. 1976	CUMULATED SINCE 7-1-56	TRANSITION QUARTER JULY-SEPT. 1976	CUMULATED SINCE 7-1-56	TRANSITION QUARTER JULY-SEPT. 1976	CUMULATED SINCE 7-1-56
	(1)	(2)	(3)	(4)	(5)	(6)
Alabama	32,290	1,505,683	32,706	1,685,889	1.01	1.12
Alaska	3,404	99,653	55,428	996,166	16.28	10.00
Arizona	20,190	872,169	19,999	1,255,730	0.99	1.44
Arkansas	20,963	981,604	23,317	950,862	1.11	0.97
California	166,215	8,351,472	98,333	6,803,463	0.59	0.81
Colorado	23,156	1,039,824	24,132	1,245,939	1.04	1.20
Connecticut	19,812	1,070,003	16,804	1,327,116	0.85	1.24
Delaware	4,655	246,861	6,655	341,517	1.43	1.38
Dist. of Col.	3,499	224,630	2,406	782,841	0.69	3.49
Florida	66,236	2,913,660	42,020	1,986,446	0.63	0.68
Georgia	46,164	2,161,942	41,966	1,806,820	0.91	0.84
Hawaii	4,393	204,446	7,361	616,880	1.68	3.02
Idaho	8,496	395,424	14,848	618,605	1.75	1.56
Illinois	79,131	4,054,316	65,336	4,372,513	0.83	1.08
Indiana	45,943	2,393,721	40,049	1,912,206	0.87	0.80
Iowa	27,353	1,363,315	33,057	1,267,005	1.21	0.93
Kansas	22,768	1,149,751	29,607	1,093,224	1.30	0.95
Kentucky	29,403	1,348,176	29,931	1,486,507	1.02	1.10
Louisiana	30,964	1,426,656	28,708	1,992,644	0.93	1.40
Maine	8,805	447,252	11,767	504,734	1.34	1.13
Maryland	28,640	1,388,960	22,433	1,693,109	0.78	1.22
Massachusetts	34,688	1,857,143	26,352	2,006,149	0.76	1.08
Michigan	70,149	3,649,817	59,166	3,107,583	0.84	0.85
Minnesota	31,972	1,639,305	39,517	1,952,880	1.24	1.19
Mississippi	20,353	995,077	26,083	1,025,105	1.28	1.03
Missouri	42,207	2,196,364	42,832	2,065,167	1.01	0.94
Montana	8,403	414,503	21,304	1,078,715	2.54	2.60
Nebraska	15,095	777,554	22,356	774,018	1.48	1.00
Nevada	7,117	295,842	12,792	585,374	1.80	1.98
New Hampshire	6,165	306,734	7,302	423,347	1.18	1.38
New Jersey	49,681	2,604,732	30,235	2,168,311	0.61	0.83
New Mexico	13,095	600,513	18,288	945,300	1.40	1.57
New York	83,012	4,830,939	90,889	4,567,672	1.09	0.95
North Carolina	46,469	2,234,729	47,216	1,446,699	1.02	0.65
North Dakota	6,800	306,995	15,494	591,284	2.28	1.93
Ohio	79,014	4,215,787	64,717	4,018,481	0.82	0.95
Oklahoma	28,954	1,370,491	28,006	1,071,470	0.97	0.78
Oregon	21,063	1,055,669	23,976	1,530,310	1.14	1.45
Pennsylvania	76,586	4,143,270	75,367	4,034,631	0.98	0.97
Rhode Island	5,623	310,885	7,932	509,082	1.41	1.64
South Carolina	24,646	1,116,768	24,478	859,776	0.99	0.77
South Dakota	7,192	355,772	16,776	684,015	2.33	1.92
Tennessee	38,384	1,732,111	35,707	1,769,372	0.93	1.02
Texas	126,625	5,776,455	93,021	4,385,379	0.73	0.76
Utah	11,175	506,437	13,719	1,000,723	1.23	1.98
Vermont	3,881	196,422	6,341	492,241	1.63	2.51
Virginia	41,060	1,919,934	35,873	2,382,576	0.87	1.24
Washington	29,917	1,411,582	28,144	1,941,666	0.94	1.38
West Virginia	14,202	693,924	17,348	1,530,986	1.22	2.21
Wisconsin	34,149	1,698,140	38,757	1,260,181	1.13	0.74
Wyoming	5,904	261,825	12,443	719,701	2.11	2.75
Puerto Rico	-	-	16,346	217,587	-	-
<b>Total</b>	<b>1,676,061</b>	<b>83,115,237</b>	<b>1,645,640</b>	<b>85,885,997</b>	<b>0.98</b>	<b>1.03</b>

1/ The Transition Quarter payments into the fund are based on receipts as reported by the U.S. Department of the Treasury. Includes revenues from excises only.

2/ Excludes allocations for emergency relief and rail/highway demonstration projects.

## HIGHWAY FINANCE

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal and State agencies. Finance data for local agencies will appear in a separate publication. Federal and State highway finance data are for the calendar year 1975, with only minor exceptions.

### INTERGOVERNMENTAL PAYMENTS

In general, intergovernmental payments as reported herein refer to the actual payment of money from one governmental level to another.

#### Federal Aid for Highways

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other highway-related excise taxes deposited in the Federal Highway Trust Fund. Administered by the Federal Highway Administration, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for the Interstate System) relative costs (needs). Other highway funds administered by the Federal Highway Administration, but not financed from Trust Fund revenues, include those for highway beautification, and the Appalachian Development program.

State and local governments also receive assistance from other Federal programs. Typical of this assistance is the return to the State of origin of 25 percent of Federal revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in Table F-106.

#### State Aid to Local Governments

There are numerous State transactions or activities that benefit local governments but that do not involve the flow of funds, and are not treated as intergovernmental payments. Among these transactions are: (1) Advisory, consulting, and supervisory services or aid in kind (for example, free provision of road materials or loans of equipment); (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects of local road systems.

Some transactions, however, that do involve the flow of funds from States to local governments have been shown herein as direct expenditures by activity, rather than as intergovernmental payments. These transactions include: (1) Amounts paid to local governments under contractual agreements whereby counties or municipalities perform construction or maintenance work for the State highway department; (2) Federal-aid funds received in reimbursement for the Federal share of the cost of Federal-local projects; (3) payments on county or other local obligations assumed by the States as reimbursement for the cost of local roads added to the State highway systems.

For uniformity in the Federal Highway Administration's analyses, all State-imposed highway-user imposts are considered as being collected and distributed by the States. The local government shares, if any, have been shown as intergovernmental payments. This has been done even when there has been no actual flow of funds or when there has been a reverse flow of funds such as occurs in States where motor-vehicle registration fees are collected, and a share is retained, by the local governments.

In 1975 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes. This assistance is in the form of direct grants-in-aid and shared revenue. The two States that did not have such statutes are Alaska and West Virginia. Table SF-5A shows the sources and payments of the shared State funds.

In 1975 forty-three States provided aid from road-user taxes to municipalities, including New England towns. Counties in 46 States received grants-in-aid. Townships, including those in New England, in 16 States received State grants. Many States provide aid to more than one type of local government.

#### Federal Financing

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. Federal aid for highways began in 1916. An important step came in 1921 when the use of Federal aid was restricted to a limited, connected system of principal roads, now called the Federal-aid primary highway system. Provision was made in 1944 for designation of a Federal-aid secondary

system of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for the urban extensions of the primary system, and in 1954, for the urban extensions of the secondary system.

In the use of Federal aid for highway construction, the States initiate the improvements to be made. They make the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Federal Highway Administration, acting for the Federal Government. The roads remain under the administrative control of the States or local governments, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABCD funds, are proportionally divided among the States by formulas that take into account the area, population, and postal-route mileage in each State. These funds are matched 70-30 by the States, but the Federal share is proportionately increased for States in which public lands are in excess of 5 percent of their area.

The National System of Interstate and Defense Highways, now a dominant feature of the Federal-aid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The Federal-Aid Highway Act of 1956, as subsequently amended, provides for completion of the System by 1990, on a 90-percent Federal, 10-percent State matching basis. Funds to support this program, and the ABCD program, are drawn from the Federal Highway Trust Fund, which is wholly supported by Federal taxes on road users.

During 1965, there were two additions to Federal highway policy. One is a program to aid the States in Appalachia in building main and feeder roads that will assist in their economic development. The second was the program of landscaping and scenic enhancement of the Federal-aid highway systems, including the control of outdoor advertising and junkyards. Funds for these programs are appropriated from the general fund, rather than from the Trust Fund. A major development in 1966 was the enactment by Congress of legislation embracing broad new highway and motor vehicle safety programs.

The 1968 Federal-Aid Highway Act established urban traffic operations improvement programs, or "TOPICS" to reduce traffic congestion and facilitate the flow of traffic in the urban areas. The Act also created a right-of-way revolving fund and authorized additional funds for the Federal-aid primary and secondary systems in rural areas.

The 1970 Federal-Aid Highway Act provided for the establishment of a Federal-aid urban system in the urbanized areas. The Act also changed the Federal share of ABCD funds from 50 percent to 70 percent effective July 1, 1973. Another change in the 1970 Act provides that two-thirds of the funds authorized for safety programs for fiscal years 1972 and 1973 shall be appropriated from the Highway Trust Fund. All of these funds formerly were paid from the general fund. In addition, Forest Highway and Public Lands funds are also paid from the Highway Trust Fund, beginning with the 1972 apportionments.

The 1973 Federal-Aid Highway Act provided several additions to highway policy, namely: (1) Use of Highway Trust Fund apportionments for public mass transportation systems including the purchase of buses in 1975 and for rail transit facilities in 1976; (2) financing of bicycle transportation and pedestrian walkway facilities; and (3) the selection of priority primary routes. In addition, the Trust Fund shall be used to pay the cost of constructing parkways located on a Federal-aid system and will support the entire Federal share of highway and motor vehicle safety programs.

The Federal Highway Safety Act of 1973, Title II, augmented the existing highway safety program with several additional programs. These programs are railway crossings, high hazard locations, elimination of roadside obstacles, pavement marking, and safer roads demonstration. The safer roads demonstration program is for projects on public roads, or segments thereof, that are not on a Federal-aid system.

The Federal-aid Highway Amendments of 1974 authorized \$200 million of Federal funds, payable from the general fund, to be expended on any rural road or bridge which is toll free and not on any Federal-aid system. This program is called the Off-System Federal-Aid Highway Program.

Beginning with the 1977 fiscal year, the Federal Government's fiscal year period was changed from a 12-month period ending June 30 to a 12-month period ending September 30. In order to provide funds for the interim or transition quarter, \$1,637 million of Federal-aid funds were apportioned to the States to be expended on Interstate projects in those States which receive less than one-half percent of the 1977 fiscal year Interstate apportionment, projects on the primary, secondary and urban systems and projects not identified with a specific Federal-aid system. In addition, \$8.2 million was apportioned for forest highways and \$18.7 million was apportioned for rail-highway crossing funds on roads other than those on any Federal-aid system.

## HIGHWAY FINANCE

V-3

For fiscal year 1977, \$5,667 million of Federal-aid funds were apportioned to the States as follows:

Apportionment (millions of dollars)	System
3,112	Interstate
1,263	Consolidated primary
389	Rural secondary
778	Urban
28	Metropolitan planning
33	Forest highways
64	Urban high density

The 1977 apportionments for safety projects amounts to \$389 million as listed below:

Apportionment (millions of dollars)	System
122	Elimination of roadside obstacles
122	Elimination of hazards at rail-highway crossings
145	Highway safety

Other Federal-aid fund apportionments for fiscal year 1977 include \$49 million for economic growth centers, \$176 million for bridge replacement and \$49 million for pavement marking demonstration programs.

Apportionments for the Off-System Federal-Aid Highway Program include \$195 million for safer roads and \$73 million for elimination of hazards of rail-highway crossings.

The 1976 Federal-Aid Highway Act extends completion of the Interstate System to 1990 and provides funds for resurfacing, restoring and rehabilitating the Interstate System. In addition, the authorization of \$1,350 million for the Federal-aid primary consolidates three separate programs into one, the Federal-aid primary, urban extensions and priority primary programs.

Amounts apportioned to the States pursuant to authorizations by Congress for a fiscal year are not to be confused with payments to the States for work completed. Although an apportionment of Federal-aid funds is for 1 year, a 2-year grace period in expending the funds is permitted to allow the State time for orderly planning, budgeting, and execution of their highway programs.

Payments to contractors for work done on Federal-aid projects are made initially from State funds, or, sometimes, from funds transferred to the State by cities, counties, or other local governments. The Federal share is paid as reimbursement to the States as work progresses; final payment is made after completion of the project.

The actual payment of Federal funds administered by the Federal Highway Administration during calendar year 1975 is shown in table FA-3. Most of these payments were made to the States, but in addition to its own administrative costs, some funds were expended by FHWA directly on projects.

Price trends and other index factors are shown in table series PT-2 to 5 and in charts. While largely based upon records of Federal-aid highway work (except for maintenance cost trends) these factors may in most cases be applicable to any level of highway program.

### State Financing

Finances and debt status of State highway agencies are given in the SF and SB series. Table SF-21 consolidates and summarizes all highway receipts and disbursements of the States, while table DF shows the allocation of all special State imposts on highway users. The remaining tables in the SF series provide further details and breakdowns of these statistics. The SB series of tables provides details of the highway debt transactions of the States.

### CLASSIFICATION OF HIGHWAY RECEIPTS

The phrase "highway receipts" used in this section includes highway-user tax revenues, and all other receipts applied for highway purposes regardless of source. The exceptions are tables DF, LF-1, and UF-1, which include the total of user tax revenues regardless of their use for highway or non-highway purposes. However, in the local highway finance analysis, the nonhighway expenditures are eliminated

by an offset against general fund contributions for highways. The classification of these receipts is described in the following paragraphs.

#### Funds Attributed to Highway Users

Chief among this group of revenues are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation as their principal source of funds for highways. However, counties in Alabama, Hawaii, Mississippi, and Nevada, and municipalities in Alabama, Florida, Nevada (Carson City-Ormsby County), and New York levy local motor-fuel taxes. Included in this group is the regional gasoline tax. It is different from a tax levied only by the local agency because it may cross political boundaries. The regional tax is considered a local tax until it is levied uniformly throughout the State. Vehicle fees also are levied in many local communities. By definition, highway-user imposts consist chiefly of motor-fuel taxes, registration fees, operators licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes are among those that have been excluded when such taxes are parts of general tax structures applicable to a variety of commodities, operations, and commercial activities.

In general, the revenue from highway-user taxes is derived from taxes imposed for the use of the highways, but small amounts are actually derived from off-highway use. Although tax refunds are usually granted for off-highway use of motor fuel, not all refunds are claimed and not all refund claims are granted. For example, agricultural use may be eligible for a refund of 6 cents out of a 7-cent tax. Similarly, not all highway use of motor fuel is taxed. Some States exempt or refund the tax for Federal Government or other public use, for transit bus operations, and in at least one State, for fuel consumed on toll roads.

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables MF-3 and MV-3, respectively. These tables and the summary table DF follow the history of the highway-user imposts from collection to their eventual allocation for specific purposes. These allocations differ from those shown in the State finance (SF) tables since the DF tables includes funds allocated for collection expenses, nonhighway, and mass transportation programs--the latter being shown for the second year.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to specific highway purposes. Most States place highway-user revenues in special highway funds, but a few place them in a general State fund that receives many types of revenues, including those from highway users. For the latter group of States, each appropriation of expenditure for highway purposes has been treated as if it had been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received by the general fund from each of the sources. Revenues are not earmarked for specific purposes and thus it is impossible to identify how funds from particular sources are used.

Even in some States, that have separate highway funds, portions of highway-user revenues have been allocated to the State general fund or for nonhighway purposes. In the Federal Highway Administration analyses, such appropriations have been offset, to the extent possible, against the allocations of highway-user revenues for funds or purposes other than highways.

Table MF-106 which gives the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 which provides similar information for State motor-vehicle registration fees, operators license fees, and motor-carrier taxes, are published biennially and were included in Highway Statistics, 1975, Section 1.

Closely related to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, whereas income from parking meters and lots is chiefly an item of municipal finance. Parking revenues used for highways are the net sums that remain after deduction of costs of maintenance and operation of meters and parking lots.

#### Other Taxes and Fees

Special taxes and assessments on property are the chief source of locally raised income used by counties and municipal governments to finance local highway programs. Often, however, and especially by municipalities, special taxes and assessments are not earmarked for highways but are commingled with other local revenue in a general fund from which appropriations are made for highways as well as for other purposes. All, or portions, of the proceeds of many other State and local taxes such as oil royalties, and sales and use taxes, are allocated or drawn on for highways, but the amount of money from these sources is usually not significant. When miscellaneous State taxes and appropriations are specifically allocated for highway, these provisions are shown in table S-106, which was published in Highway Statistics, 1973.



Investment Income and Miscellaneous Receipts

By investing highway funds until needed, many highway agencies are able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income is sometimes derived from rentals, donations, and sales of surplus equipment and supplies.

Income from Sale of Bonds and Notes

For the State finance (SF) series of tables, the infrequent transactions involving short-term borrowing (2 years or less maturity) have been omitted. Special tables that give details of State obligations (SB series) have been included.

CLASSIFICATION OF HIGHWAY EXPENDITURES

Expenditures for highways have been grouped in major classes: Capital outlay; maintenance; administration; highway police and safety; interest on debt; debt retirement; and intergovernmental payments.

Capital outlays are those costs associated with highway improvements, including land acquisition and other right-of-way costs, preliminary and construction engineering, construction costs of roadway and structure, and installation of traffic service facilities such as guard rails, fencing, signs, and signals, etc.

Costs included in the classification as maintenance are of two types: (1) Those required to keep the highways in usable condition, such as routine patching and repairs, bridge painting, and other maintenance of condition costs; and (2) traffic service costs, such as snow and ice removal, pavement marking, signs, signals, litter cleaning, etc.

Classed as administration costs are those for general overhead, and engineering and research not assignable to specific road projects. Included in the tables as highway law enforcement and safety expenditures are activities of the Federal highway safety program, State highway patrols, safety education and promotion, driver training programs, and enforcement of vehicle size and weight limitations.

HIGHWAY STATISTICS, 1975  
TOTAL RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS,  
ALL UNITS OF GOVERNMENT—1975<sup>1</sup>

Data compiled from reports of  
State and local authorities

(In millions of dollars)

TABLE HF-10  
FEBRUARY 1977

ITEM	FEDERAL GOVERNMENT				STATE AGENCIES AND D. C.	COUNTIES AND TOWNSHIPS	MUNICIPALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS						
<b>RECEIPTS BY COLLECTING AGENCIES</b>								
Imposts on highway users <sup>2/</sup>								
Motor-fuel and vehicle taxes	5,699	-	-	5,699	11,335	84	123	17,241
Tolls	-	-	-	-	1,052	32	179	1,263
Parking fees	-	-	-	-	-	1	119	120
Subtotal	5,699	-	-	5,699	12,387	117	421	18,624
Other taxes and fees:								
Property taxes and assessments	-	-	-	-	-	958	704	1,662
General fund appropriations	-	242	1,056	1,298	504	472	1,803	4,077
Other taxes and fees	-	-	21	21	220	32	128	408
Subtotal	-	242	1,077	1,319	724	1,469	2,635	6,147
Investment income and other receipts	603	11	109	723	538	169	254	1,684
Total current income	6,302	253	1,186	7,741	13,649	1,755	3,310	26,455
Bond issue proceeds (par value) <sup>3/</sup>	-	-	-	-	1,412	235	546	2,193
Grand total receipts	6,302	253	1,186	7,741	15,061	1,990	3,856	28,648
Intergovernmental payments:								
Federal government:								
Highway Trust Fund	-5,623	-	-	-5,623	+5,616	+3	+4	-
All other funds	-	-185	-847	-1,032	+271	+454	+307	-
State agencies:								
Highway-user imposts	-	-	-	-	-2,814	+1,752	+1,062	-
All other funds	-	-	-	-	-219	+126	+93	-
Counties and townships	-	-	-	-	+101	-192	+91	-
Municipalities	-	-	-	-	+102	+2	-104	-
Subtotal	-5,623	-185	-847	-6,655	+3,057	+2,145	+1,453	-
Funds drawn from (+) or placed in (-) reserves	-423	-30	-	-453	+72	-114	-	-495
Total funds available	256	38	339	633	18,190	4,021	5,309	28,153
<b>DISBURSEMENTS BY EXPENDING AGENCIES</b>								
Capital outlay:								
On rural State-administered highways	-	-	-	-	7,022	17	-	7,039
On municipal extensions of State highways	-	-	-	-	3,147	-	20	3,167
On local rural roads	-	-	-	-	457	1,278	-	1,735
On local municipal roads and streets	-	-	-	-	305	54	1,549	1,988
Not classified by system	4/ 49	32	251	332	-	-	-	332
Subtotal	4/ 49	32	251	332	11,011	1,349	1,569	14,261
Maintenance and traffic services:								
On rural State-administered highways	-	-	-	-	2,369	7	-	2,376
On municipal extensions of State highways	-	-	-	-	577	-	49	626
On local rural roads	-	-	-	-	25	1,993	-	2,018
On local municipal roads and streets	-	-	-	-	16	50	1,895	1,961
Not classified by system	-	4	85	89	-	-	-	89
Subtotal	-	4	85	89	2,987	2,050	1,944	7,070
Administration and research	207	2	3	212	5/ 1,124	278	373	1,987
Highway law enforcement and safety	-	-	-	-	1,337	87	798	2,222
Interest on debt	-	-	-	-	823	89	208	1,120
Total current disbursements	256	38	339	633	17,282	3,853	4,892	26,660
Debt retirement (par value) <sup>3/</sup>	-	-	-	-	908	168	417	1,493
Grand total disbursements	256	38	339	633	18,190	4,021	5,309	28,153

<sup>1/</sup> This table summarizes and consolidates data reported in greater detail in the FA, SF, LF, UF, LB, and UB table series. Data for Federal and State agencies are final; those for counties and municipalities are estimates subject to revision when data for all local units are available. Tables HF-1 and HF-2 for 1974 contain final data for all units of government.

<sup>2/</sup> Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are also net after refunds and collection expenses. Parking fees are amounts in excess of parking costs and considered available for highways.

<sup>3/</sup> Issue and redemption of short-term notes or refunding bonds are excluded. Interest is included. Premiums and discounts on sale of bonds are included with "Investment income and other receipts"; redemption premiums and discounts are included with "Interest on debt."

<sup>4/</sup> Includes \$18 million paid to territories.

<sup>5/</sup> Includes \$102.5 million of Federal-aid highway funds for research and planning.











TABLE PA-5  
DECEMBER 1976

RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES—SUMMARY—1975<sup>1</sup>

(In millions of dollars)

AGENCY AND FUND	RECEIPTS					EXPENDITURES FOR HIGHWAYS										TOTAL DIRECT	GRAND TOTAL EXPENDITURES	
	AUTO- MOBILE EXCESS	GENERAL FUND APPRO- PRIATIONS	TENDER SALES	OTHER	TOTAL	PAYMENTS TO STATES AND D.C.		CAPITAL OUTLAY			MAINTENANCE	AMOUNTS RELATION & RESERVE	TOTAL					
						FEDERAL-AID AND OTHER FUNDS	FOR RETURN LOCAL GOVERN- MENTS	FEDERAL- AID	EXIT- MENT	CON- STRUC- TION				TOTAL				
Federal Highway Administration	5,699.0	-	-	3/ 602.5	6,301.5	-	4/ 5,225.1	-	13.3	-	-	-	0.3	-	129.9	-	130.2	5,468.6
Highway Trust Fund	-	-	-	-	-	-	331.9	-	0.8	-	2.3	-	6.7	-	-	-	9.0	341.7
Interstate and ABCD Funds	-	-	-	-	-	-	15.7	-	-	-	4.3	-	17.7	-	1.4	-	23.4	34.1
Other Federal-Aid Funds 5/	-	-	-	-	-	-	14.8	-	-	-	0.2	-	1.1	-	0.4	-	1.7	16.5
Forest Highway Funds	-	-	-	-	-	-	25.4	-	-	-	-	-	-	-	-	-	-	25.4
Public Lands Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alaska Assistance Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Fund	-	32.0	-	-	32.0	-	28.5	-	-	-	-	-	-	-	3.5	-	3.5	32.0
Beautification Funds	-	2.1	-	-	2.1	-	-	-	2.0	-	-	-	-	-	0.1	-	0.1	2.1
Territorial Highways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Funds Transferred From Other Agencies:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Forest Service	-	2.7	-	-	2.7	-	0.6	-	-	-	0.1	-	1.5	-	0.5	-	2.1	2.7
National Park Service	-	10.3	-	-	10.3	-	-	-	-	-	1.8	-	8.1	-	0.4	-	10.3	10.3
Appalachian Development	-	175.7	-	-	175.7	-	174.8	-	-	-	-	-	-	-	0.9	-	0.9	175.7
Department of Defense 6/	-	9.2	-	-	9.2	-	6.5	-	-	-	0.3	-	2.3	-	0.1	-	2.7	9.2
Bureau of Land Management	-	11.0	-	-	11.0	-	-	-	-	-	1.4	-	5.3	-	0.5	-	7.2	11.0
Other 7/	-	9.6	-	-	9.6	-	4.6	-	-	-	1.2	-	7.5	-	3.7	-	11.2	9.6
Total Transferred Funds	-	207.5	-	-	207.5	-	186.5	-	-	-	4.8	-	24.7	-	5.2	-	32.0	207.5
Total Funds Administered by FHWA	5,699.0	241.6	11.0	602.5	6,554.1	11.0	5,827.9	8/ 16.1	11.6	90.5	62.1	3.8	62.1	134.0	199.9	6,044.9	6,044.9	
Forest Service 9/	-	107.1	97.3	-	204.4	-	56.5	-	-	107.1	107.1	40.8	-	-	-	147.9	204.4	
National Highway Traffic Safety Administration 10/	-	-	-	-	-	-	80.4	8/ 1.6	-	-	-	-	-	-	75.7	75.7	157.7	
National Park Service	-	40.2	-	-	40.2	-	-	-	-	5.8	5.8	34.4	-	-	-	40.2	40.2	
Bureau of Indian Affairs	-	75.5	-	-	75.5	-	-	-	-	65.0	65.0	7.9	-	-	2.6	75.5	75.5	
Bureau of Reclamation	-	15.7	-	-	15.7	-	2.7	-	-	13.0	13.0	-	-	-	-	15.7	15.7	
U.S. Corps of Engineers	-	82.6	-	-	82.6	-	25.3	-	8.4	48.9	48.9	-	-	-	-	48.9	82.6	
Bureau of Land Management	-	6.0	11.8	-	17.8	-	17.7	3.2	11.8	3.6	3.6	1.8	-	0.6	-	6.0	17.8	
Housing and Urban Development	-	8.5	-	-	8.5	-	0.5	-	8.0	-	-	-	-	-	-	-	8.5	
Department of Treasury, Revenue Sharing	-	599.8	-	-	599.8	-	34.1	-	540.0	-	-	-	-	-	-	-	599.8	
All Others 12/	-	121.1	-	-	121.1	-	8.5	8.7	101.8	8.1	8.1	-	-	-	-	8.1	121.1	
Total, Other Agency Funds	-	1,056.5	102.1	20.2	1,178.8	-	166.2	71.1	991.6	23.5	23.5	84.2	84.2	78.9	145.3	1,044.2	1,044.2	
Grand Total, All Funds	5,699.0	1,298.1	120.1	622.4	7,740.5	120.1	6,065.2	8/ 16.1	11.6	302.0	333.6	88.7	333.6	212.9	615.2	7,380.1	7,380.1	

1/ Federal Highway Administration Funds, and payments to States by other agencies are for calendar year. All other expenditures by other agencies are for 1975 fiscal year.  
 2/ Differences between amounts in this column and those shown on table SP-21 are due to funds in transit.  
 3/ Income from Trust Fund investments.  
 4/ Includes \$102.5 million paid to State for research and planning.  
 5/ Includes emergency relief, economic growth center, bridge replacement, and highway safety program funds administered by FHWA.  
 6/ Does not include work performed within the confines of military reservations.  
 7/ E.I.A., R.A.S.A., U.M.T.A., F.R.A., E.D.A., F.A.A., etc.  
 8/ Payments to American Samoa, Guam, Puerto Rico, and Virgin Islands.  
 9/ Includes Forest Development Trails program considered to be for timber access and forest management trails.  
 10/ These highway safety funds are administered partly by FHWA and are paid from the Highway Trust Fund.  
 11/ Income from oil and mineral royalties; grazing fees on public lands.  
 12/ Bureau of Outdoor Recreation, Civil Defense, Fish and Wildlife Service, O.E.P., and E.D.A.



# FEDERAL HIGHWAY ADMINISTRATION FINANCIAL STATEMENTS FOR FEDERAL AID HIGHWAYS <sup>1</sup>

TABLE FA-6  
SHEET 1 OF 2  
MARCH 1977

SOURCE: Finance Division  
Office of Fiscal Services, FHWA

<p>1. Statement of Operations - This statement reflects the activity of expenditures of the appropriation for Federal-Aid Highways detailed by system. It also reflects the balances of Contracting Authority (obligated and unobligated) and Cash in Treasury as of the end of the fiscal year.</p> <p>2. Source and Application of Funds - This statement reflects the source of funds available for expenditure, and the amounts expended and the resulting net change in cash position. The bottom portion of the statement, showing the net changes in accounts receivable, accounts payable and cash position, reconcile the overall change in working capital. (Net of Current Assets and Current Liabilities.)</p>	<p>3. Balance Sheet - Presents the assets and liabilities of the appropriation for Federal-Aid Highways as well as the equity in Contract Authority available for future use.</p> <p>4. Statement of U.S. Government Investment - This statement reflects the composition of the net change in the U.S. Government Investment as well as an analysis of the closing balance.</p> <p>5. Net Change in Working Capital - Reflects the net change in current assets versus current liabilities resulting in capital available for operation.</p>																																																									
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	<u>Funds Provided By:</u>	
Appropriation	\$8,207,750,000	
Reimbursable Collections	40,200,026	\$8,247,950,026
<u>Funds Applied to:</u>		
Federal-Aid	7,454,800,113	
Administration and Research	261,500,723	
Emergency Relief	162,582,049	
Reimbursable Work	29,612,433	
Purchase of Fixed Assets	724,941	
Public Lands Highways	27,585,194	
Forest Highways	63,740,990	
Equipment Depot	2,779,089	
Advances (Recoverable)	159,321,246	
Total Funds Applied		\$8,162,646,778
<u>Net Change in Funds:</u>		
Brought Forward July 1, 1975	\$ 70,151,800	
Ending Balance in Treasury September 30, 1976	155,455,048	85,303,248
Increase in Accounts Receivable	\$148,272,741	
Decrease in Accounts Payable and Accrued Liabilities	70,785,015	219,057,756
Net Increase in Working Capital		\$304,361,004

FEDERAL FINANCE

VI-5

# FEDERAL HIGHWAY ADMINISTRATION FINANCIAL STATEMENTS FOR FEDERAL AID HIGHWAYS<sup>1</sup>

VI-6

HIGHWAY STATISTICS, 1975

SOURCE: Finance Division  
Office of Fiscal Services, FHWA

TABLE FA-6  
SHEET 2 OF 2  
MARCH 1977

BALANCE SHEET AT SEPTEMBER 30, 1976

ASSETS		LIABILITIES AND U.S. GOVERNMENT INVESTMENT	
<b>Current Assets:</b>		<b>Current Liabilities:</b>	
Available Fund Balance with Treasury	\$ 155,455,048	Accounts Payable and Accrued Liabilities for States Completed Work	\$ 594,875,391
Accounts Receivable:		Accrued Liabilities - Other	15,501,975
Repayments Receivable to Fund	\$ 3,446,692	U.S. Government Investments:	
Emergency Relief <sup>4/</sup>	610,678,534	Unobligated Contracting Authority-	
Advances to Travelers	586,724	Federal-Aid	8,362,365,446
Other Advances	<u>297,936,371</u>	Emergency Relief and Others	<u>449,111,512</u>
Inventories:		Unobligated Orders and Contracts -	
Materials and Supplies	132,748	Federal-Aid	9,673,525,333
Fixed Assets:		Emergency Relief and Others	<u>159,448,372</u>
Office Furniture and Equipment <sup>5/</sup>	2,702,397	Invested Capital	5,867,232
Machinery and Equipment <sup>5/</sup>	4,642,448	Retained Earnings-Equipment Depot <sup>7/</sup>	<u>5,743,880</u>
Equipment-Depreciable <sup>5/</sup>	\$7,313,458		
Less: Allowance for Depreciation	<u>4,858,877</u>	<b>Total Liabilities and U.S. Government Investment</b>	<b>\$19,258,690,910</b>
Buildings and Structures	2,614,069		
Land	315,637		
Contracting Authority <sup>6/</sup>	<u>\$18,177,723,661</u>		
<b>TOTAL ASSETS</b>	<b>\$19,258,690,910</b>		

U.S. GOVERNMENT INVESTMENT JULY 1975 THROUGH SEPTEMBER 1976 STATEMENT OF U.S. GOVERNMENT INVESTMENT	CHANGE IN WORKING CAPITAL (ACCOUNTED FOR AS FOLLOWS)			
U.S. Government Investment at July 1, 1975	\$18,262,425,164	September 30, 1976	July 1, 1975	
<b>Increases:</b>		<b>CURRENT ASSETS</b>	<b>Increase</b>	<b>Decrease</b>
Contracting Authority	\$8,442,778,124	Funds with U.S. Treasury	\$155,455,048	\$ 85,303,248
Reimbursable Work	30,469,378	Collections not cleared by Treasury	-	3,453,093
Property Transferred from Prior Year Appropriations <sup>8/</sup>	429,952			
<b>Total Increases</b>	<u>8,473,677,454</u>	Accounts Receivable:		
<b>Decreases:</b>		Repayments to Fund	3,446,692	14,495,196
Expenses	\$7,933,858,374	Advances to Travelers	586,724	134,825
Less: Depreciation Decrease	724,941	Other Advances	297,936,371	135,296,898
Add Depreciation Decrease	<u>250,749</u>			<u>162,632,313</u>
Consumption of Supplies (Net)	25,211			
Property Dispositions (Net)	644,058			
Reduction in Contract Authority <sup>2/</sup>	161,504,683			\$248,077,586
Change in Leave Accrued (Net)	- 149,560			\$ 14,501,597
<b>Total Decreases</b>	<u>8,094,907,076</u>			
U.S. Government Investment at September 30, 1976	<u>\$18,641,195,542</u>	<b>CURRENT LIABILITIES</b>		
<b>ANALYSIS OF U.S. GOVERNMENT INVESTMENT</b>		Disbursements in Transit	\$ -	\$ 13,045
Invested Capital	\$ 5,743,879	Accounts Payable and Accrued Liability for States Completed Work	594,875,391	670,488,303
Obligated:		Other Accrued Liabilities	15,501,975	10,661,033
Federal-Aid	\$8,362,365,446			<u>\$ 75,825,957</u>
Emergency Relief	148,038,809	<b>SUBTOTALS</b>		\$323,703,543
Right-of-Way Revolving Fund	299,342,593	<b>INCREASE IN WORKING CAPITAL</b>		<u>304,361,004</u>
<b>Total Obligated</b>	<u>8,811,476,958</u>	<b>TOTALS</b>		<u>\$323,703,543</u>
Unobligated:				
Federal-Aid	9,673,525,277			
Emergency Relief	149,741,021			
Right-of-Way Revolving Fund	697,407			
<b>Total Unobligated</b>	<u>9,823,974,705</u>			
U.S. Government Investment at September 30, 1976	<u>\$18,641,195,542</u>			

<sup>1/</sup> The financial statements presented herein reflect activity for fiscal year 1976 and the transition quarter, July 1, 1976 through September 30, 1976, therefore, any comparison with prior years' activity must reflect this consideration. The activity includes appropriations for Federal-aid highways, Safety Construction and the Right-of-Way Revolving Fund.

<sup>2/</sup> Reduction in Contract Authority consists of:  
 Transferred to Urban Mass Transportation Administration \$147,488,721  
 Transferred to Highway Related Safety Grants 13,151,910  
 Lease of Contract Authority (1973) 864,052  
**Total Reduction in Contract Authority \$161,504,683**

<sup>3/</sup> The available balance of contracting authority shown in the Statement of Operations includes both obligated and unobligated balances of contracting authority plus unliquidated obligations for administration and research.

<sup>4/</sup> Title 22, United States Code, Sections 125 and 329 allows payment for disaster assistance prior to appropriation. The unappropriated expenditures for emergency relief are \$610,678,534.

<sup>5/</sup> The fixed assets are stated at cost. Depreciation is taken on Equipment Depot fixed assets. Office furniture and equipment are utilized for administrative operations and are replaced as needed. Office furniture and equipment are not depreciated.

<sup>6/</sup> The Congress grants contracting authority to the Federal Highway Administration in advance of appropriations in order to permit it and the States to plan highway construction and highway related safety programs. This authority is apportioned to the States and FHWA records the obligations as the States are permitted to proceed. Funds are appropriated by the Congress annually to cover estimated needs for liquidating the obligations maturing within the current fiscal year.

<sup>7/</sup> The Equipment Depot operates on a non-profit basis. Excesses or deficiencies in revenue are adjusted through the subsequent year's charges to users.

<sup>8/</sup> Beginning in fiscal year 1975, salaries and expenses of the Federal Highway Administration are financed directly, through a limitation, from the appropriation for Federal-Aid Highways. Furniture and equipment and the liability for accrued annual leave have been transferred at no cost to the current fiscal year.

FUNDS OBLIGATED FOR RELOCATION ASSISTANCE TO FAMILIES AND BUSINESSES<sup>1</sup>

CALENDAR YEAR 1975.

Source: Program Analysis Division  
Office of Fiscal Services, FHWATABLE FR-1  
JULY 1976

STATE	RELOCATION ASSISTANCE <sup>2/</sup>						STATE
	FAMILIES			BUSINESSES			
	NUMBER OF UNITS	TOTAL COST	FEDERAL FUNDS	NUMBER OF UNITS	TOTAL COST	FEDERAL FUNDS	
Alabama	303	851,955	515,693	42	387,370	247,813	Alabama
Alaska	45	526,400	504,866	4	13,000	12,487	Alaska
Arizona	8	41,160	38,851	-	-	-	Arizona
Arkansas	123	793,600	698,650	19	281,600	249,900	Arkansas
California	133	1,512,221	1,209,894	41	2,616,320	1,539,240	California
Colorado	12	52,500	35,568	3	117,000	78,322	Colorado
Connecticut	-	-	-	2	555,000	388,500	Connecticut
Delaware	1	36,900	25,830	4	76,600	61,140	Delaware
Florida	460	2,440,980	2,161,099	60	163,713	132,128	Florida
Georgia	72	396,597	316,702	7	187,760	163,188	Georgia
Hawaii	22	163,000	116,692	41	164,600	126,968	Hawaii
Idaho	5	12,000	10,700	6	13,000	11,592	Idaho
Illinois	-	-	-	3	2,420	2,178	Illinois
Indiana	135	482,150	341,405	42	106,600	74,620	Indiana
Iowa	16	466,100	338,020	5	32,250	25,125	Iowa
Kansas	25	147,000	120,900	4	20,000	18,000	Kansas
Kentucky	395	1,766,851	1,249,113	118	619,309	446,796	Kentucky
Louisiana	-	20,750	14,525	-	56,000	39,200	Louisiana
Maine	7	18,580	13,704	5	28,000	19,633	Maine
Maryland	156	489,923	397,201	4	71,558	41,854	Maryland
Massachusetts	217	2,090,000	1,770,180	56	1,029,000	753,500	Massachusetts
Michigan	679	371,100	264,113	127	300,000	171,220	Michigan
Minnesota	54	268,032	198,791	9	43,000	35,300	Minnesota
Mississippi	7	55,000	27,500	-	-	-	Mississippi
Missouri	133	617,150	432,005	45	227,831	167,275	Missouri
Montana	14	37,300	26,251	4	25,000	16,525	Montana
Nebraska	2	11,000	5,500	-	-	-	Nebraska
Nevada	12	98,000	72,432	5	14,500	13,774	Nevada
New Hampshire	4	57,321	51,920	-	19,000	13,300	New Hampshire
New Jersey	50	653,333	588,000	38	235,556	212,000	New Jersey
New Mexico	34	297,045	236,454	8	85,750	67,908	New Mexico
New York	155	1,472,900	1,021,630	40	108,700	76,090	New York
North Carolina	254	1,935,333	1,376,133	65	331,667	235,167	North Carolina
North Dakota	-	39,000	27,846	12	45,500	34,661	North Dakota
Oklahoma	20	78,000	54,600	5	10,739	7,369	Oklahoma
Oregon	8	84,500	67,396	8	180,100	153,531	Oregon
Pennsylvania	141	1,300,300	1,157,250	12	287,400	252,660	Pennsylvania
Rhode Island	-	25,800	12,900	-	-	-	Rhode Island
South Carolina	128	437,500	332,350	19	50,000	36,000	South Carolina
South Dakota	-	1,000	732	16	18,000	13,160	South Dakota
Tennessee	287	203,389	153,376	13	72,071	54,911	Tennessee
Texas	125	281,081	257,472	37	154,819	147,327	Texas
Utah	12	152,150	136,524	12	51,600	45,657	Utah
Vermont	63	316,937	285,243	16	34,139	30,599	Vermont
Virginia	47	300,791	213,189	4	2,000	1,400	Virginia
Washington	149	2,180,617	1,976,435	5	7,925	6,639	Washington
West Virginia	50	25,000	21,900	12	29,500	23,650	West Virginia
Wisconsin	60	339,840	282,338	26	167,000	130,000	Wisconsin
Wyoming	21	175,190	162,156	9	109,510	101,362	Wyoming
Puerto Rico	32	278,928	196,393	17	105,690	74,416	Puerto Rico
Total <sup>3/</sup>	4,676	24,402,204	19,518,426	1,030	9,258,097	6,554,088	Total <sup>3/</sup>
Non-Interstate <sup>4/</sup>	2,616	12,222,741	8,564,809	775	6,670,667	4,229,730	Non-Interstate <sup>4/</sup>
Interstate	2,060	12,179,463	10,953,616	255	2,587,430	2,324,358	Interstate

<sup>1/</sup> The District of Columbia and Ohio reported no activity during 1975.<sup>2/</sup> Excludes cost of advisory assistance.<sup>3/</sup> Column totals may not add due to computer rounding.<sup>4/</sup> Federal-aid primary, secondary, urban, rural, TOPICS, priority primary and urban system.

# SUMMARY OF RELOCATION PAYMENTS-1975 <sup>1</sup>

Source: Relocation Assistance Division  
Office of Right-of-Way, FHWA

FOR PERIOD JULY 1, 1975 TO SEPTEMBER 1976

TABLE FR-2  
FEBRUARY 1977

STATE	MOVING COST			OWNER REPLACEMENT HOUSING			TENANT REPLACEMENT HOUSING			SERVICES COST			TOTAL EXPENDITURES <sup>2/</sup>	EXPENDED BY FEDERAL-AID SYSTEM		TOTAL DWELLING UNITS <sup>3/</sup>	TOTAL PEOPLE <sup>3/</sup>	
	NUMBER OF CLAIMS	AMOUNT	AVERAGE AMOUNT PER CLAIM	NUMBER OF CLAIMS	AMOUNT	AVERAGE AMOUNT PER CLAIM	NUMBER OF CLAIMS	AMOUNT	AVERAGE AMOUNT PER CLAIM	NUMBER OF CLAIMS	AMOUNT	AVERAGE AMOUNT PER CLAIM		INTER-STATE	OTHER (ABC AND URBAN)			
		(\$1,000)			(\$1,000)			(\$1,000)			(\$1,000)		(\$1,000)	(\$1,000)	(\$1,000)			
Alabama	337	256	759	97	320	3,296	79	153	1,998	337	125	370	853	458	395	219	638	
Alaska	83	138	1,663	17	415	24,396	17	44	2,613	83	260	3,133	857	-	897	55	174	
Arizona	33	28	842	8	118	14,799	12	33	2,778	33	81	2,457	261	200	61	23	67	
Arkansas	228	134	587	59	592	10,040	93	238	2,558	228	96	420	1,060	669	391	202	471	
California	607	937	1,544	117	932	7,967	366	858	2,344	607	712	1,173	3,440	2,376	1,064	485	1,095	
Colorado	46	113	2,464	12	77	6,413	11	30	2,752	46	111	2,416	332	183	149	24	59	
Connecticut	109	811	7,441	18	105	5,807	76	153	2,015	109	42	383	1,110	497	613	71	184	
Delaware	24	26	1,096	2	3	1,682	6	12	1,961	24	9	375	50	12	38	19	23	
Dist. of Col.																		
Florida	481	350	728	90	667	7,406	249	544	2,186	481	185	385	1,746	1,339	407	335	1,068	
Georgia	258	374	1,451	50	374	7,480	48	108	2,260	258	149	576	1,005	288	717	134	363	
Hawaii	1	3	2,755	-	-	-	2	5	2,333	1	-	320	8	-	-	-	-	
Idaho	29	26	911	3	10	3,330	14	22	1,572	29	13	436	71	10	61	22	53	
Illinois	124	143	1,151	34	282	8,286	36	85	2,363	124	102	821	611	213	398	90	260	
Indiana	177	202	1,139	30	177	7,478	29	61	2,095	177	241	1,361	728	193	535	85	216	
Iowa	83	82	982	27	219	8,113	18	56	3,111	83	87	1,043	443	164	279	55	144	
Kansas	147	209	1,419	44	402	9,143	56	166	2,956	147	183	1,246	959	198	761	97	197	
Kentucky	548	424	773	121	680	5,617	153	385	2,519	548	422	771	1,911	20	1,891	317	997	
Louisiana	136	89	656	45	312	6,926	55	140	2,551	136	83	607	625	447	178	113	367	
Maine	48	65	1,357	6	54	9,042	6	14	2,293	48	36	749	169	1	168	13	31	
Maryland	102	1,317	12,915	6	50	8,374	112	188	1,681	102	330	3,233	1,885	1,433	452	46	129	
Massachusetts	131	244	1,861	59	454	7,700	145	396	2,728	131	412	3,143	1,505	1,091	414	109	599	
Michigan	182	156	860	52	182	8,102	63	203	3,229	182	186	1,020	967	411	556	137	326	
Minnesota	212	785	3,704	65	378	5,811	37	87	2,348	212	293	1,383	1,543	1,102	441	112	282	
Mississippi	44	44	990	11	103	9,334	15	23	1,582	44	63	1,439	233	17	216	28	93	
Missouri	431	489	1,135	97	566	5,837	139	264	1,897	431	415	964	1,735	251	1,484	342	892	
Montana	33	32	921	6	74	12,369	5	12	2,302	33	40	1,209	103	54	103	20	51	
Nebraska	15	281	18,713	5	37	7,388	3	8	2,512	15	22	1,497	348	4	344	7	26	
Nevada	47	102	2,164	2	16	8,175	33	106	3,208	47	25	532	249	171	78	35	84	
New Hampshire	68	78	1,143	21	222	10,556	7	26	3,770	68	81	1,196	407	62	345	44	109	
New Jersey	195	417	2,139	8	169	21,155	125	298	2,381	195	308	1,582	1,192	1,185	7	162	497	
New Mexico	142	94	663	36	508	14,113	38	101	2,658	142	106	745	809	570	239	103	243	
New York	380	471	1,238	72	498	6,913	179	509	2,842	380	490	1,290	1,967	336	1,631	289	648	
North Carolina	330	262	793	68	488	7,176	64	134	2,087	330	215	651	1,098	394	704	194	567	
North Dakota	10	25	2,500	1	23	23,120	-	-	-	10	21	2,096	69	-	69	2	2	
Ohio	661	1,283	1,941	203	1,653	8,144	203	509	2,510	661	661	1,000	4,107	2,231	1,876	457	1,388	
Oklahoma	56	48	853	17	96	5,645	16	32	1,985	56	14	248	189	47	142	33	94	
Oregon	101	143	1,415	6	28	4,744	40	71	1,772	101	33	329	275	160	115	63	121	
Pennsylvania	366	2,871	7,844	132	1,315	9,966	313	474	1,514	366	629	1,719	5,289	3,295	1,994	255	767	
Rhode Island	29	24	832	8	79	9,879	8	23	2,837	29	13	462	139	-	139	17	46	
South Carolina	150	119	793	32	267	8,342	37	65	1,751	150	51	338	501	240	261	108	288	
South Dakota	20	10	505	1	9	9,073	-	-	-	20	2	75	21	-	21	6	2	
Tennessee	153	87	567	43	225	5,241	38	85	2,242	153	104	683	502	35	467	98	287	
Texas	58	108	1,859	14	73	5,194	17	30	1,742	58	77	1,322	287	287	-	42	117	
Utah	36	26	712	12	69	5,730	12	20	1,665	36	21	576	135	29	106	30	81	
Vermont	21	30	1,409	4	37	9,366	1	1	1,200	21	35	1,666	103	64	39	14	19	
Virginia	152	156	807	64	712	11,120	64	185	2,888	152	737	3,839	1,789	593	1,196	157	417	
Washington	117	118	1,012	27	148	5,485	47	93	1,977	117	174	1,490	534	478	56	89	278	
West Virginia	635	580	913	263	2,224	8,456	254	663	2,612	635	292	460	3,759	2,408	1,351	503	1,395	
Wisconsin	99	198	2,001	29	261	8,990	24	59	2,445	99	442	4,461	959	370	589	64	215	
Wyoming	12	10	813	-	-	-	8	16	1,999	12	13	1,052	39	39	-	8	15	
Puerto Rico	104	108	1,040	21	313	14,881	38	128	3,359	104	5	48	553	-	553	91	194	
Total <sup>4/</sup>	8,631	15,122	1,752	2,165	17,303	7,992	3,411	7,914	2,320	8,631	9,245	1,071	49,584	24,633	24,951	6,024	16,579	

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HIGHWAY STATISTICS, 1975

<sup>1/</sup> This information is included in right-of-way costs reported in table SF-4C.  
<sup>2/</sup> Amounts include Federal and State funds.

<sup>3/</sup> Total displacements during year differ from cost data due to lag in claims.  
<sup>4/</sup> Column totals may not add due to computer rounding.

# EXPENDITURE OF FEDERAL HIGHWAY SAFETY FUNDS<sup>1</sup>

## CLASSIFIED BY FUNCTIONAL AREA CODES

DURING CALENDAR YEAR 1975

Compiled for the calendar year from records of NHTSA

(In thousands of dollars)

TABLE HS-1  
AUGUST 1976

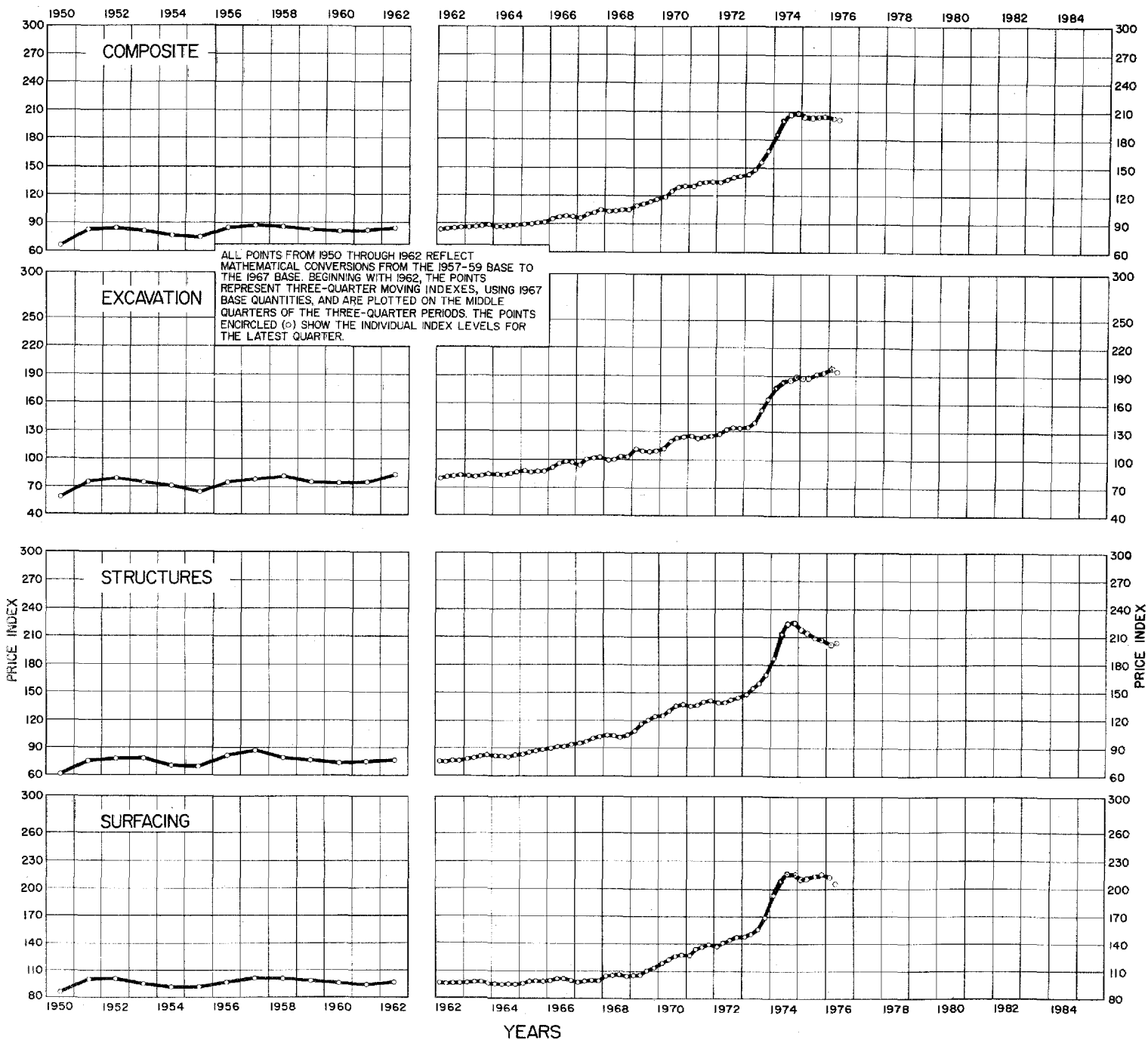
STATE	PLANNING, ADMINIS- TRATION 300	VEHICLE INSPEC- TION 301	VEHICLE REGIS- TRATION 302	MOTOR- VEHICLE SAFETY 303	DRIVER EDUCATION 304	DRIVER LICENSING 305	CORDS AND TAGS 306	TRAFFIC COURTS 307	ALCOHOL 308	TRAFFIC RECORDS 310	EMERGENCY MEDICAL SERVICES 311	PEDES- TRIAN SAFETY 314	POLICE TRAFFIC SERVICES 315	DEBRIS REMOVAL 316	SCHOOL BUS SAFETY 317	ACCI- DENT INVESTI- GATION 318	MONITOR ACCIDENT LOCATIONS 609	HIGHWAY DESIGN 612	TRAFFIC CONTROL DEVICES 613	TOTAL
Alabama	252	-	-	-	229	17	7	131	39	154	196	-	32	-	-	-	82	37	125	1,201
Alaska	-	-	-	-	-	-	-	-	22	94	-	-	108	-	-	-	-	-	189	845
Arizona	229	43	-	-	129	-	-	-	24	-	26	-	257	-	-	-	74	5	2	932
Arkansas	114	2	-	-	69	202	-	107	85	-	-	-	-	-	9	-	-	-	-	491
California	627	-	36	-	115	307	-	2	1,197	8	521	117	4,789	47	1	11	339	193	542	8,912
Colorado	100	-	-	15	27	33	25	95	154	104	95	14	155	-	45	-	42	19	60	998
Connecticut	97	175	-	2	11	21	-	-	2	215	6	-	159	-	19	2	-	-	-	998
Delaware	140	-	20	-	2	-	-	-	65	66	66	7	98	-	-	-	67	-	-	491
Dist. of Col.	92	-	-	-	2	63	-	9	25	-	3	-	53	-	-	-	-	6	-	330
Florida	329	7	-	-	449	229	-	120	229	171	488	-	275	-	30	-	37	14	113	2,350
Georgia	275	-	-	-	244	153	-	23	35	-	417	-	-	-	-	-	22	12	254	1,710
Hawaii	50	-	-	-	6	20	-	8	10	18	95	2	22	-	-	-	1	2	21	225
Idaho	100	-	-	-	51	50	-	-	94	45	-	-	19	10	-	18	-	-	22	345
Illinois	84	42	-	-	836	172	1	13	275	1,308	70	59	534	-	-	22	67	97	66	5,251
Indiana	215	-	-	-	454	143	-	-	75	78	432	24	131	-	1	-	182	139	237	1,857
Iowa	234	-	-	3	72	5	10	27	286	104	135	40	80	-	36	-	139	117	162	1,451
Kansas	173	3	-	-	34	-	-	31	169	-	142	-	528	-	-	-	62	7	222	1,372
Kentucky	76	-	-	-	216	5	-	-	247	8	247	3	261	-	22	-	182	-	6	1,123
Louisiana	108	32	-	4	192	30	1	-	114	46	-	1	322	-	4	-	-	35	71	1,253
Maine	44	-	-	-	7	6	-	10	148	-	56	-	56	-	-	-	-	3	-	335
Maryland	89	-	-	-	67	1	-	-	194	24	159	29	151	-	-	4	38	-	5	810
Massachusetts	234	-	1	-	11	18	-	-	19	41	15	16	19	-	-	-	73	50	158	1,837
Michigan	154	-	-	-	99	92	-	32	206	174	300	22	962	26	50	-	57	57	241	2,597
Minnesota	110	-	-	39	149	-	7	41	138	22	182	73	197	-	89	13	180	46	133	1,411
Mississippi	133	-	-	3	28	44	-	-	29	86	66	32	223	-	5	-	-	15	22	1,046
Missouri	300	10	-	-	164	35	4	106	79	446	216	4	53	-	43	-	67	38	231	2,430
Montana	175	-	-	-	99	35	-	11	30	21	118	-	69	-	39	2	40	-	46	693
Nebraska	157	-	-	-	77	28	-	12	132	20	92	-	235	-	-	-	41	124	62	910
Nevada	140	-	-	-	1	-	-	15	36	20	40	27	62	-	1	-	27	52	33	522
New Hampshire	80	-	-	-	32	6	-	-	26	53	46	29	93	5	8	-	71	7	29	428
New Jersey	275	-	-	-	225	45	-	-	285	95	250	38	541	-	45	-	154	71	63	2,057
New Mexico	202	-	-	-	29	-	-	-	76	4	84	-	72	-	-	-	50	-	2	521
New York	521	69	-	-	396	224	-	-	143	614	450	93	547	-	-	-	509	-	393	2,959
North Carolina	234	-	-	-	221	120	-	-	226	123	332	125	497	-	-	-	11	-	71	1,963
North Dakota	112	-	1	-	31	1	1	27	66	61	86	66	89	-	2	-	15	32	80	592
Ohio	166	16	-	23	215	365	-	3	152	296	458	69	837	-	105	-	206	128	407	3,446
Oklahoma	207	-	-	2	97	270	-	27	688	20	98	59	83	-	127	1	94	23	35	1,831
Oregon	89	1	-	-	76	1	26	34	209	5	13	-	29	-	-	-	24	-	38	1,108
Pennsylvania	354	-	-	-	275	77	-	-	297	-	836	-	1,988	-	-	205	571	311	280	5,273
Rhode Island	123	-	-	-	5	42	-	-	5	-	22	5	127	-	4	18	37	9	61	469
South Carolina	272	-	-	-	137	24	-	17	221	108	287	15	129	-	4	6	-	-	79	1,324
South Dakota	112	-	-	-	21	22	-	-	21	21	169	-	169	-	27	-	52	70	27	731
Tennessee	230	-	20	-	100	19	-	28	474	70	423	19	31	-	6	-	-	135	-	1,644
Texas	1,376	57	-	-	1,052	6	8	9	701	13	33	-	570	-	-	-	111	-	447	4,383
Utah	150	4	-	38	39	-	4	9	67	12	33	1	125	-	23	-	17	49	48	625
Vermont	50	35	-	-	59	-	-	-	64	5	7	6	169	-	17	-	46	-	3	820
Virginia	259	-	-	15	269	185	-	5	325	95	124	21	189	26	18	-	-	133	169	1,805
Washington	213	91	-	-	124	-	5	151	83	146	76	80	250	-	23	-	61	-	150	1,468
West Virginia	90	-	-	-	42	-	-	-	12	5	392	1	16	-	-	1	-	-	89	514
Wisconsin	396	-	-	-	235	7	-	33	26	15	34	98	297	-	-	-	44	141	216	1,762
Wyoming	74	-	-	-	52	-	-	-	74	15	-	-	79	-	1	-	39	22	-	398
American Samoa	39	-	-	1	5	3	4	-	-	-	-	-	63	-	3	2	-	-	-	120
Guam	136	-	-	-	-	-	-	-	-	17	-	-	-	-	-	10	-	13	11	299
Puerto Rico	3	-	-	-	257	-	-	-	39	38	-	-	484	-	-	-	-	9	32	1,109
Virgin Islands	115	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	-	-	-	150
<b>Total</b>	<b>10,845</b>	<b>622</b>	<b>99</b>	<b>164</b>	<b>7,682</b>	<b>2,686</b>	<b>183</b>	<b>1,137</b>	<b>8,977</b>	<b>4,809</b>	<b>10,582</b>	<b>1,183</b>	<b>19,773</b>	<b>145</b>	<b>1,039</b>	<b>360</b>	<b>4,255</b>	<b>2,112</b>	<b>6,376</b>	<b>83,033</b>

<sup>1/</sup> As provided by 23 U.S.C. 402 as amended, the National Highway Traffic Safety Administration is responsible for all functional areas except 609, 612, 613, and highway related aspects of pedestrian safety identified as 314 which are administered by the Federal Highway Administration. Functional area codes are defined in column heading except as follows: 300-Planning and Administration; 301-Periodic Motor Vehicle Inspection; 302-Motor Vehicle Registration; 308-Alcohol in Relation to Highway Safety; 316-Debris Hazard Control and Cleanup; 609-Identification and Surveillance of Accident Locations; 612-Highway Design, Construction and Maintenance.

FEDERAL FINANCE

# PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION <sup>1</sup>

1967 = 100



<sup>1/</sup> Detailed information is available from the Federal Highway Administration in its quarterly publication "Price Trends for Federal-aid Highway Construction," prepared by the Construction and Maintenance Division, Office of Highway Operations, F.H.W.A.

PERCENTAGE DISTRIBUTION OF THE COST OF MAJOR HIGHWAY CONSTRUCTION ITEMS ON ALL FEDERAL-AID  
(EXCEPT SECONDARY) CONSTRUCTION CONTRACTS AWARDED DURING CALENDAR YEAR 1975

Source: Federal-Aid Division  
Office of Engineering, FHWA

TABLE PT-2  
SEPTEMBER 1976

MAJOR ITEMS	ALL FEDERAL-AID EXCEPT SECONDARY								
	INTERSTATE			NONINTERSTATE			TOTAL		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
<b>GRADING AND DRAINAGE</b>									
Roadway Excavation:									
Borrow	11.3	5.6	9.2	7.9	6.9	7.6	9.7	6.2	8.5
Common	4.8	8.1	6.0	7.5	4.9	6.6	6.0	6.6	6.3
Unclassified	13.6	6.3	11.0	19.1	9.8	15.8	16.3	8.0	13.3
Solid Rock	0.4	0.3	0.4	0.5	0.5	0.5	0.5	0.4	0.4
Culvert Pipe:									
Clay - 6"	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Reinforced Concrete - 24"	0.3	0.2	0.3	0.3	0.6	0.4	0.3	0.4	0.3
Corrugated Steel - 24"	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.2
Subtotal	30.6	20.7	27.0	35.6	22.9	31.1	33.0	21.7	29.0
<b>BASES AND SURFACES</b>									
Bases:									
Gravel and Clay Gravel	3.5	1.8	2.9	4.3	3.5	4.0	3.9	2.6	3.4
Macadam or Stone	3.5	1.5	2.8	4.3	3.1	3.9	3.9	2.3	3.3
Portland Cement Concrete 1/	0.4	0.5	0.4	0.1	1.4	0.5	0.3	0.9	0.5
Bituminous Plant Mix	7.8	3.6	6.2	7.7	8.6	8.0	7.7	6.0	7.1
Surfaces:									
Bituminous Concrete	14.1	9.0	12.2	17.3	14.5	16.3	15.6	11.6	14.2
Portland Cement Concrete 1/	10.6	8.7	10.0	5.6	9.2	6.9	8.2	9.0	8.5
Pavement Reinforcement	1.5	0.6	1.2	0.8	0.8	0.8	1.2	0.7	1.0
Liquid Bitumens									
Prime, Tack, and Seal	1.1	0.3	0.8	1.1	0.6	1.0	1.1	0.4	0.9
Subtotal	42.5	26.0	36.5	41.2	41.7	41.4	41.9	33.5	38.9
<b>STRUCTURES 2/</b>									
Structural Concrete 3/	12.4	20.3	15.2	11.8	17.9	14.0	12.1	19.1	14.6
Structural Reinforcement	4.2	8.7	5.9	4.2	5.5	4.7	4.2	7.2	5.3
Structural Steel	9.2	21.4	13.6	5.5	10.0	7.1	7.4	16.0	10.5
Steel H and Steel Sheet Piling	0.8	2.2	1.3	1.0	1.5	1.2	0.9	1.9	1.2
Prestressed Concrete I-Beams									
36-inch depth	0.1	0.0	0.1	0.2	0.1	0.1	0.2	0.1	0.1
45-inch depth	0.2	0.7	0.4	0.5	0.4	0.4	0.3	0.5	0.4
Subtotal	26.9	53.3	36.5	23.2	35.4	27.5	25.1	44.8	32.1
<b>TOTAL</b>	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Ratio of total amount bid for major items to total amount bid for all items	58.9	51.1	55.8	62.1	46.9	55.7	60.4	49.0	55.7

FEDERAL FINANCE

VI-11

1/ Excludes costs of reinforcement and joints.  
2/ Includes costs of bridges, box culverts, retaining walls, tunnels, etc.  
3/ Includes costs of superstructure concrete, substructure concrete and concrete for foundations and footings; exclude cost of reinforcing steel.

PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES, LABOR, EQUIPMENT,  
OVERHEAD AND PROFIT ON ALL FEDERAL-AID (EXCEPT SECONDARY) HIGHWAY CONSTRUCTION PROJECTS REPORTED  
DURING CALENDAR YEAR 1975 AS COMPLETED

VI-12

(BASED ON MATERIAL QUANTITIES AND LABOR COSTS REPORTED BY CONTRACTORS)

Source: Federal-Aid Division  
Office of Engineering, FHWA

TABLE PT-2A  
SEPTEMBER 1976

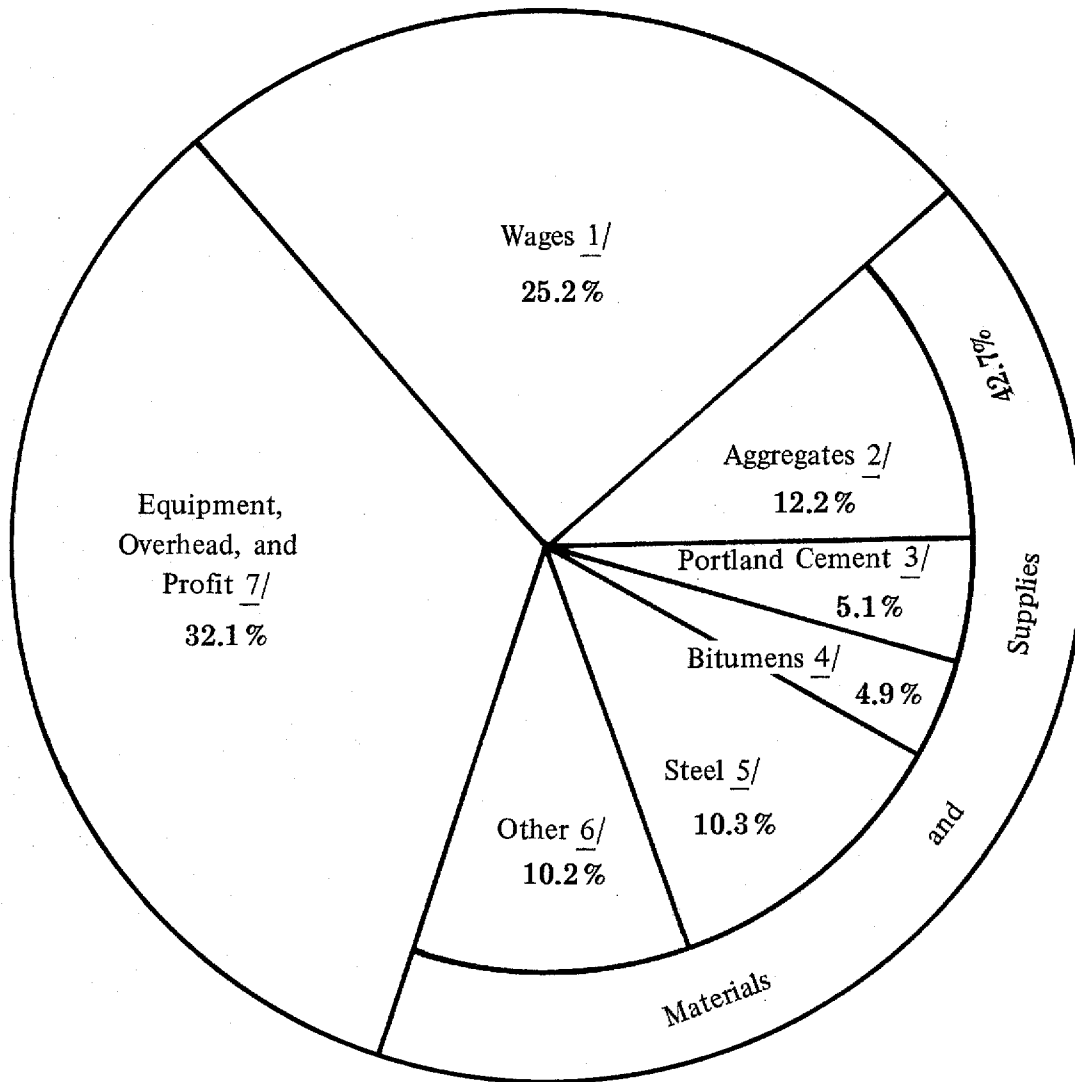
ELEMENTS	ALL FEDERAL-AID EXCEPT SECONDARY								
	INTERSTATE			NONINTERSTATE			TOTAL		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
Cement <sup>1/</sup>	3.1	2.0	2.6	2.6	1.4	2.0	3.0	1.8	2.4
Aggregates Purchased <sup>2/</sup>	7.0	6.7	6.9	8.9	8.6	8.8	7.7	7.5	7.6
Bitumens <sup>3/</sup>	3.2	0.5	2.0	4.8	1.0	2.9	3.8	0.7	2.4
Lumber	0.6	0.6	0.6	0.7	1.0	0.8	0.6	0.8	0.7
Timber Piling	0.2	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1
Corrugated Steel Culvert Pipe	1.3	0.5	0.9	1.5	0.4	1.0	1.4	0.5	1.0
Reinforcing Steel <sup>4/</sup>	4.4	4.8	4.6	2.5	3.3	2.9	3.7	4.1	3.9
Structural Steel	3.5	7.2	5.1	2.6	3.6	3.1	3.2	5.7	4.3
Ready-mix Concrete	3.3	5.3	4.2	2.8	6.2	4.5	3.1	5.7	4.3
Premixed Bituminous Paving Materials	5.0	3.6	4.4	6.1	6.8	6.5	5.4	4.9	5.2
Aggregates Produced <sup>5/</sup>	0.5	0.1	0.3	0.4	0.1	0.3	0.5	0.1	0.3
Concrete Culvert Pipe	0.7	0.9	0.8	1.1	1.8	1.4	0.8	1.3	1.0
Clay Pipe	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Miscellaneous Steel	0.5	2.2	1.2	0.6	0.9	0.7	0.5	1.6	1.0
Fencing	0.9	0.3	0.7	0.7	0.2	0.5	0.8	0.3	0.6
Guardrail	1.1	1.0	1.0	1.2	0.7	0.9	1.1	0.8	1.0
Bridge Rail	0.3	0.4	0.3	0.2	0.3	0.2	0.3	0.3	0.3
Petroleum Products <sup>6/</sup>	3.3	1.7	2.6	3.6	1.5	2.5	3.3	1.6	2.6
Explosives	0.8	0.3	0.6	1.3	0.2	0.7	1.0	0.3	0.6
Materials not reported	4.8	8.8	6.6	0.7	8.3	4.5	3.3	8.6	5.8
<b>Total materials and supplies</b>	<b>44.6</b>	<b>47.0</b>	<b>45.7</b>	<b>42.5</b>	<b>46.5</b>	<b>44.4</b>	<b>43.8</b>	<b>46.8</b>	<b>45.2</b>
<b>Labor</b>	<b>24.5</b>	<b>25.9</b>	<b>25.1</b>	<b>26.0</b>	<b>24.6</b>	<b>25.3</b>	<b>25.1</b>	<b>25.3</b>	<b>25.2</b>
<b>Equipment, overhead, and profit</b>	<b>30.9</b>	<b>27.1</b>	<b>29.2</b>	<b>31.5</b>	<b>28.9</b>	<b>30.3</b>	<b>31.1</b>	<b>27.9</b>	<b>29.6</b>
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

HIGHWAY STATISTICS, 1975

<sup>1/</sup> Does not include cost of cement in ready-mix concrete or in concrete culvert pipe.  
<sup>2/</sup> Does not include cost of aggregates in ready-mix concrete, premixed bituminous paving materials, or concrete culvert pipe.  
<sup>3/</sup> Does not include cost of bitumens in pre-mixed bituminous paving materials.  
<sup>4/</sup> Does not include cost of reinforcing steel in concrete culvert pipe.  
<sup>5/</sup> Includes estimated royalty payments only. Other costs are included in items of "Petroleum Products," "Labor," and "Equipment, overhead, and profit."  
<sup>6/</sup> Costs of fuel and lubricants for equipment and trucks.



**DISTRIBUTION OF COSTS ON ALL FEDERAL AID (EXCEPT SECONDARY) HIGHWAY CONSTRUCTION CONTRACTS REPORTED DURING CALENDAR YEAR 1975 AS COMPLETED**



- 1) Gross earnings of contractors' employees in the following classifications: Administrative and Supervisory, Skilled Intermediate, and Unskilled labor.
- 2) Aggregates consist of sand, gravel, slag, crushed stone, etc., for use in bases, portland cement concrete and bituminous surfaces, and portland cement concrete structures.
- 3) For both roadway and structures.
- 4) For various types of bituminous surfaces and bases.
- 5) Includes structural steel, reinforcing steel, steel culverts and miscellaneous steel.
- 6) Other materials and supplies, excluding fuel and lubricants for equipment (2.5%).
- 7) Equipment includes fuel and lubricants, but excludes operators' and mechanics' wages. Overhead includes contractors' on-site expenses such as moving-in costs, office rental, taxes, licenses, insurance, etc.

AVERAGE BID PRICES OF MAJOR ITEMS ON ALL FEDERAL-AID  
(EXCEPT SECONDARY) HIGHWAY CONSTRUCTION CONTRACTS AWARDED  
DURING CALENDAR YEAR 1975

Source: Federal-Aid Division  
Office of Engineering, FHWA

TABLE PT-3  
SEPTEMBER 1976

MAJOR ITEM <sup>1/</sup>	UNIT		TOTAL BID QUANTITY REPORTED (Thousands)		WEIGHTED AVERAGE CONTRACT UNIT PRICE	
	U.S. CUSTOMARY	METRIC	U.S. CUSTOMARY	METRIC	U.S. CUSTOMARY	METRIC
<b>Grading and Drainage</b>						
Roadway Excavation						
Borrow	Cubic Yard	Cubic Meter	139,042	106,305	\$ 1.62	\$ 2.12
Common	Cubic Yard	Cubic Meter	147,807	113,007	1.13	1.48
Unclassified	Cubic Yard	Cubic Meter	289,423	221,280	1.23	1.60
Solid Rock	Cubic Yard	Cubic Meter	4,901	3,747	2.35	3.07
Culvert Pipe						
Clay - 6" diameter	Linear Foot	Meter	198	60	5.36	17.60
Reinforced Concrete - 24" diameter	Linear Foot	Meter	538	164	16.46	54.00
Corrugated Steel - 24" diameter	Linear Foot	Meter	227	69	17.47	57.32
<b>Bases and Surfaces</b>						
<b>Bases</b>						
Gravel and Clay Gravel	Ton	Metric Ton	27,254	24,725	3.35	3.69
Macadam or Stone	Ton	Metric Ton	19,212	17,429	4.59	5.06
Portland Cement Concrete <sup>2/ 3/</sup>	Square Yard	Square Meter	982	821	13.02	15.57
Bituminous Plant-Mix	Ton	Metric Ton	13,710	12,438	13.81	15.22
<b>Surfaces</b>						
Bituminous Concrete	Ton	Metric Ton	25,014	22,693	15.13	16.68
Portland Cement Concrete <sup>4/ 3/</sup>	Square Yard	Square Meter	25,879	21,638	8.76	10.47
Pavement Reinforcement <sup>5/</sup>	Pound	Kilogram	52,285	23,716	.22	.49
Liquid Bitumens						
Prime, Tack and Seal	Gallon	Liter	45,217	171,166	.51	.14
<b>Structures <sup>6/</sup></b>						
Structural Concrete <sup>7/ 8/</sup>	Cubic Yard	Cubic Meter	2,813	2,150	138.76	181.49
Structural Reinforcement <sup>9/</sup>	Pound	Kilogram	475,980	215,901	.30	.65
Structural Steel	Pound	Kilogram	506,244	229,628	.55	1.22
Steel H Piling	Pound	Kilogram	119,479	54,195	.27	.59
Steel Sheet Piling	Pound	Kilogram	1,339	607	.51	1.11
Prestressed Concrete I-Beams						
36-inch depth	Linear Foot	Meter	96	29	33.66	110.42
45-inch depth	Linear Foot	Meter	269	82	39.49	129.57

- <sup>1/</sup> Total cost of major items is 55.7 percent of total contract cost.  
<sup>2/</sup> Weighted average thickness is 8.5 inches (.216 meters).  
<sup>3/</sup> Excludes costs of reinforcement and joints.  
<sup>4/</sup> Weighted average thickness is 8.8 inches (.224 meters).  
<sup>5/</sup> Does not include 63,849,000 pounds (28,961,000 kilograms) of reinforcing steel in concrete pavement not bid separately, estimated at \$0.25 per pound (\$0.55 per kilogram).  
<sup>6/</sup> Includes bridges, box culverts, retaining walls, tunnels, etc.  
<sup>7/</sup> Includes superstructure concrete, substructure concrete, and concrete for foundations and footings.  
<sup>8/</sup> Excludes cost of reinforcing steel.  
<sup>9/</sup> Does not include 196,000 pounds (89,000 kilograms) of reinforcing steel in structural concrete not bid separately, estimated at \$0.31 per pound (\$0.68 per kilogram).

FEDERAL FINANCE  
USAGE FACTORS FOR

VI-15

MAJOR HIGHWAY CONSTRUCTION MATERIALS AND LABOR <sup>1</sup>

(U.S. WEIGHTED AVERAGES FOR ALL FEDERAL-AID HIGHWAY PROJECTS EXCEPT SECONDARY  
REPORTED AS COMPLETED DURING CALENDAR YEARS 1973, 1974, AND 1975)

Source: Federal-Aid Division  
Office of Engineering-FHWA

TABLE PT-4  
ISSUED 1976

TYPE OF MATERIALS AND LABOR	UNIT		NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST <sup>2/</sup>	
	U.S.	METRIC	U.S.	METRIC
Cement (excludes cement in concrete pipe)	Barrel	Metric Ton	7,173	1,223
Bituminous material	Ton	Metric Ton	753	683
Aggregates <sup>3/</sup>				
Purchased (by contractors)	Ton	Metric Ton	28,675	26,014
Produced (by contractors)	Ton	Metric Ton	17,211	15,614
Steel				
Structural (shapes, plates, H and sheet piling)	Ton	Metric Ton	140	127
Reinforcing (pavement and structural reinforcement)	Ton	Metric Ton	145	132
Culvert pipe (corrugated metal and structural plate, pipe arches and arches)	Ton	Metric Ton	14	13
Miscellaneous (joint devices, tubular piling, etc.)	Ton	Metric Ton	14	13
Concrete pipe (plain and reinforced)	Ton	Metric Ton	223	202
Clay pipe and tile	Ton	Metric Ton	9	8
Lumber (all lumber products except timber piling)	Board foot		38,811	-
Timber piling	Linear foot	Meter	430	131
Petroleum products <sup>4/</sup>	Gallon	Liter	88,537	335,151
Explosives (excludes weights of caps and fuses)	Pound	Kilogram	30,325	13,755
Fencing (all types)	Linear foot	Meter	5,127	1,563
Guardrail (all types)	Linear foot	Meter	2,733	833
Bridge railing (all types)	Linear foot	Meter	436	133
Corrugated aluminum culvert	Pound	Kilogram	291	132
Cast iron pipe	Ton	Metric Ton	5	4.5
Signs (complete in place)	Dollar	-	12,132	-
Lighting (complete in place)	Dollar	-	14,386	-
Labor	Man-hour	-	42,964	-

<sup>1/</sup> For comparable standards of design, the usage of materials and labor on Federal-aid work is not appreciably different from their usage on non-Federal-aid work. The data in this table are obtained from Form PR-47.

<sup>2/</sup> Right-of-way, preliminary engineering and construction engineering costs excluded.

<sup>3/</sup> Includes sand, gravel, clay gravel, slag, crushed stone, etc. used for all highway construction including bases, subbases, concrete surfaces, bituminous surfaces, structural concrete and drainage work.

<sup>4/</sup> Fuel and lubricants for equipment and trucks. Grease converted to gallons on basis of 8 pounds per gallon.

FEDERAL FINANCE  
 COST TRENDS  
 HIGHWAY MAINTENANCE AND OPERATION<sup>1</sup>

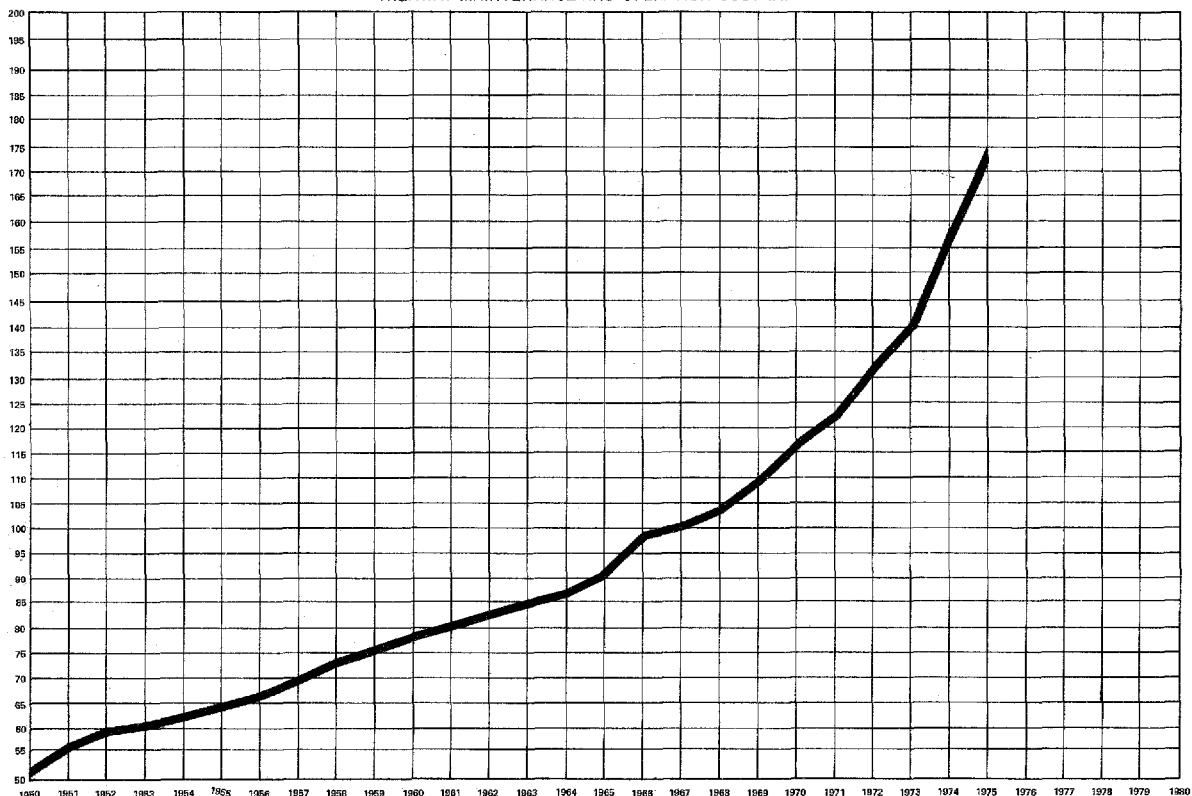
TABLE PT-5  
 SEPTEMBER 1976

1967 = BASE YEAR

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1950	43.58	74.53	57.66	57.07	51.31
1951	47.76	81.07	64.34	62.23	56.41
1952	51.15	81.99	66.86	65.05	59.28
1953	52.00	82.54	68.76	65.73	60.33
1954	54.89	83.49	70.40	66.42	62.55
1955	55.94	82.80	74.24	67.71	64.09
1956	58.70	86.91	74.06	70.55	66.31
1957	63.20	90.86	75.66	78.22	70.28
1958	65.74	92.27	78.91	81.21	72.90
1959	67.82	92.40	83.15	81.88	75.17
1960	71.02	94.68	86.98	84.19	78.35
1961	73.25	95.18	87.19	85.08	79.82
1962	76.06	96.66	88.76	86.47	82.09
1963	79.46	96.87	89.25	88.05	84.32
1964	81.79	97.48	91.25	89.98	86.35
1965	85.69	99.23	94.23	92.01	89.66
1966	98.02	99.68	96.70	96.23	97.76
1967	100.00	100.00	100.00	100.00	100.00
1968	103.63	102.03	100.42	105.03	102.79
1969	113.71	106.24	104.24	110.86	110.44
1970	122.02	111.03	106.56	116.81	116.78
1971	129.67	117.37	107.93	122.76	122.68
1972	138.21	124.27	119.98	128.71	131.68
1973	148.04	130.42	133.70	134.66	141.75
1974	160.67	170.41	153.50	140.61	158.65
1975	173.15	193.74	170.58	146.56	172.97

<sup>1/</sup> These data are prepared from the unit cost information submitted each year by State highway departments, and cover both physical maintenance and major traffic service items including snow and ice control. Previous issues of this table used base period 1957-59.

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE P-106  
 PART 1 OF 5  
 \* SHEET 1 OF 5  
 EFFECTIVE JANUARY 1, 1977

REMARKS	CHARACTERS OR EXEMPTIONS	AMOUNT OR PROPORTION	RECEIPTS, FUND OR PROGRAM
<p>This fund receives the proceeds of the Federal excise tax on gasoline, diesel fuel, tires, tubes and tread rubber, on new trucks, buses, and trailers; on truck, bus parts and accessories; on lubricating oil; and the gross weight tax on heavy vehicles. (See tables PB-101 and PB-201.)</p> <p>Granted are chiefly for fuel used in farming. Local transit systems are also granted partial refunds of gasoline tax.</p> <p>Estimated revenue, fiscal 1977: \$33,000,000.</p> <p>Amounts shown are fiscal 1977 authorizations.</p>	<p>No pay refunds for nonhighway use of gasoline and lubricating oils.</p> <p>For painting, acquisition, and development of outdoor recreation areas and facilities. (21, 89-97B)</p>	<p>Tax on motorboat gas</p>	<p>Bureau of Outdoor Recreation                      Land and Water Conservation Fund</p>
	<p>Internal Revenue Service</p>	<p>Amount required</p>	<p>Internal Revenue Service</p>
	<p>U.S. Department of Transportation</p>	<p>\$2,350,000,000</p>	<p>Federal Highway Administration                      Federal-aid Primary, Secondary, and Urban Systems</p>
	<p>U.S. Department of Transportation</p>	<p>\$1,350,000,000</p>	<p>Federal-aid Primary System in Rural Areas, including extensions in urban areas and priority primary routes.</p>
	<p>For projects on the Federal-aid primary system in rural areas. System limited to 7 percent, plus 1 percent increments under certain circumstances, of the total existing highway mileage within the State in 1921. (23 U.S.C. 1030) For rural areas of all States according to the latest Federal census, one-third in the rural area of each State bears to the total population of the State bears to the total population of all States; one-third in the ratio of population of rural areas of each State bears to the total population of all States as shown in the latest Federal census. If provided, no State other than the District of Columbia shall receive less than 1/2 percent of each year's appropriation. (23 U.S.C. 104b-1) After May 1, 1965, approval for projects in urban areas of more than fifty thousand population is contingent upon evidence of comprehensive transportation planning process in area. (23 U.S.C. 134)</p> <p>Appropriation the same as Primary Funds, except that rural population is used as a factor rather than total population. (23 U.S.C. 104b-2)</p>	<p>\$400,000,000</p>	<p>Federal-aid Secondary System in Rural Areas</p>
	<p>For projects on the Federal-aid urban system in each urbanized area and in such other urban areas the State may designate. The system shall be located so to serve major centers of activity, and shall include high traffic volume arterial and collector routes. No route on the Federal-aid urban system shall also be a route on any other Federal-aid system. (23 U.S.C. 103d)</p> <p>Reimburses the States, the District of Columbia, and Puerto Rico for the Federal share of the cost of right-of-way, engineering, and construction on primary-aid projects. Funds may be used to pay up to 70 percent of the cost of improvements, except in States containing 5 percent or more of public land areas where a greater Federal participation is allowed. (23 U.S.C. 103) Not more than 10 percent may be expended without matching on projects to eliminate highway grade crossings. (23 U.S.C. 103d) 2 percent for research and planning (23 U.S.C. 307) and 3-3/4 percent for administration. (23 U.S.C. 106)</p>	<p>\$300,000,000</p>	<p>Federal-aid Urban System</p>
	<p>Reimburses the States (except Alaska) and the District of Columbia for the Federal share of the cost of right-of-way, engineering, and construction on Federal-aid Interstate System projects in rural and urban areas. The system shall not exceed 12,500 miles in length (including mileage in Hawaii, but not in Alaska). Any routes included in the Interstate System, if not already coincident with the primary system, shall be added to such system without regard to the mileage limitation (23 U.S.C. 103). Funds may be used to pay up to 50 percent of the cost of improvements, except in the public lands States where a greater Federal participation is allowed, but not to exceed 95 percent. Not more than 10 percent may be expended without matching on projects to eliminate highway grade crossings. (23 U.S.C. 103) 1-1/2 percent for research and planning (23 U.S.C. 307) and 3-3/4 percent for administration. (23 U.S.C. 104)</p>	<p>\$3,250,000,000</p>	<p>Federal-aid Interstate System</p>
	<p>Repair or reconstruction of highways and bridges on the Federal-aid highway system or on other specified Federal roads damaged as a result of floods, hurricanes, or other catastrophes. (23 U.S.C. 125)</p> <p>Design and construction of highway bridges upon and across Federal dams. (23 U.S.C. 320)</p> <p>To enable the States to replace bridges over waterways or other topographical barriers when the States find that the bridge is structurally important and is obsolete. (23 U.S.C. 144)</p>	<p>Annual authorization                      \$60,000,000</p> <p>Amount required                      \$180,000,000</p>	<p>Emergency Relief                      Bridges on Federal Dams</p>
	<p>These funds provide 90 percent of the cost, but may provide 100 percent of the cost of disaster projects on specified Federal reservation roads. (23 U.S.C. 1201)</p> <p>Authorization limited to \$50,000,000. (23 U.S.C. 320a)</p> <p>The Federal share payable on account of any bridge replacement under this section shall not exceed 75 percent of the cost. (23 U.S.C. 144d)</p>	<p>\$180,000,000</p>	<p>Bridge Reconstruction and Replacement Program</p>

FEDERAL FINANCE

VI-17

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106  
 SHEET 2 OF 5  
 EFFECTIVE JANUARY 1, 1977

VI-18

HIGHWAY STATISTICS, 1975

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Transportation Federal Highway Administration (Cont'd)			
Interstate System Resurfacing	\$175,000,000	For resurfacing, restoring, and rehabilitating the Interstate System. (23 U.S.C. 104(b)(5))	Funds are authorized for fiscal years 1978 and 1979 and are apportioned in the ratio which the lane miles on the Interstate System which have been in use for more than five years in each State bears to the total of lane miles on the Interstate System which have been in use for more than five years in all States.
Urban High Density Traffic Program	\$65,000,000	For projects on highways connected to the Interstate System in portion of urbanized areas with high traffic density. (23 U.S.C. 146)	The Federal share payable on any project shall not exceed 90 percent of the cost of such project. (23 U.S.C. 146(b))
Economic Growth Centers	\$50,000,000	For demonstration projects for the construction, reconstruction, and improvement of development highways on the Federal-aid primary system to serve and promote the development of economic growth centers and surrounding areas in rural areas. (23 U.S.C. 143)	The Federal share of the cost of any project under this section shall be increased by not to exceed an additional 20 percent, but in no case shall the Federal share exceed 95 percent of the cost of such project. (23 U.S.C. 143(e))
National Scenic and Recreational Highway Program	\$25,000,000	For construction or reconstruction of the Great River Road in the ten States bordering the Mississippi River. (23 U.S.C. 148)	The Federal share payable on any project shall be 70 percent except for Federal lands, where the entire cost of the project shall be paid from Federal funds. (23 U.S.C. 148(e)) An additional \$10,000,000 is authorized to be drawn from the General Fund for roads not on a Federal-aid system.
Railroad-Highway Crossing Demonstration Projects	\$17,600,880	To carry out demonstration projects for the relocation of railroad lines from the central area of selected cities as shown in Section 140 of the 1976 Federal-Aid Highway Act.	An additional \$8,799,120 is authorized to be drawn from the General Fund. Federal share of projects under this section shall not exceed 70 percent.
Forest Highway Funds	\$33,000,000	Survey, construction, reconstruction, engineering supervision, and administration of the forest highway system. Maintenance is generally an obligation of the States or counties. In the Western States, construction is generally administered by the FHWA; in the Eastern States by the State highway departments. Supplemental funds may be provided by State and local governments and, where forest highway routes are coincident with the Federal-aid primary or secondary system, with Federal-aid highway funds. (23 U.S.C. 202 and 204)	Funds are apportioned among the 40 States and Puerto Rico in which national forests are located according to the area and value of Federally-owned land in the national forests. (23 U.S.C. 202(e))
Public Lands Highway Funds	\$16,000,000	Construction, improvement, and administration of highways through unappropriated or unreserved public lands, non-taxable Indian lands, or other Federal reservations. Maintenance is performed by the States.	Funds are allocated to specific projects on the basis of need. Preference is given to projects which are located on a Federal-aid system. (23 U.S.C. 202(c)) States are not required to participate in cost.
Highway Safety Program	\$25,000,000	Develop adequate highway safety programs of State and local governments. (23 U.S.C. 402)	Funds authorized under Section 402 shall be apportioned 75 percent in the ratio which the population of each State bears to the total population of all States, and 25 percent in the ratio which the public road mileage in each State bears to the total public road mileage in all States. Funds may be used to pay up to one-half of the costs of the highway safety programs and 100 percent of the cost of each research project.
	\$10,000,000	Carry out safety research projects. (23 U.S.C. 403)	
Rail-Highway Crossings	\$125,000,000	For projects on any Federal-aid system (other than the Interstate System) for the elimination of hazards of railway-highway crossings. (23 U.S.C. 130)	One-half of the funds apportioned under this section shall be apportioned in the same ratio as the funds for the Federal-aid primary system and one-half shall be apportioned in the same ratio as the funds for the Federal-aid secondary system. The Federal share payable on any project is 90 percent of the cost.
Pavement Marking Demonstration Program	\$50,000,000	For projects to improve the pavement marking of highways to provide for greater vehicle and pedestrian safety. (23 U.S.C. 151)	Funds are allocated to the States based on the mileage of two-lane hard-surfaced roads in rural areas. Such funds may be expended on any highway whether or not any Federal-aid system, except the Interstate System. (23 U.S.C. 153(d))
High Hazard Locations Program	\$125,000,000	For projects to eliminate or reduce the hazards at specific locations or section of highways which have high accident experiences or potentials. (23 U.S.C. 152)	Funds are apportioned to the States in the same manner as provided in (23 U.S.C. 402(c)) and the Federal share payable on any project is 90 percent of the cost. (23 U.S.C. 152(a))
Elimination of Roadside Obstacles Program		For projects to correct roadside hazards. (23 U.S.C. 152)	Funds are apportioned to the States in the same manner as provided in (23 U.S.C. 402(c)) and the Federal share payable on any project is 90 percent of the cost. (23 U.S.C. 405(c))
Traffic Control Signalization Demonstration Projects	\$40,000,000	To carry out traffic control signalization demonstration projects designed to demonstrate the increased capacity of existing highways, conservation of fuel, decrease in traffic congestion, improvement in noise and air control, and furtherance of highway safety.	Such projects can be carried out on any highway on or off a Federal-aid system.
National Highway Traffic Safety Administration	\$122,000,000	Develop adequate highway safety programs of State and local governments. (23 U.S.C. 402)	See highway safety program above.
	\$40,000,000	Carry out safety research projects. Funds provide 100 percent of the cost of each project. (23 U.S.C. 403)	See highway safety program above.
U.S. Department of Transportation Federal Highway Administration			
Emergency Relief	Annual Authorization \$40,000,000	Repair or reconstruction of highways and bridges on the Federal-aid highway systems, or on other specified Federal roads damaged as a result of floods, hurricanes or other catastrophes. (23 U.S.C. 125)	An additional \$60,000,000 is authorized to be drawn from the Highway Trust Fund.
Safer Off-System Roads	\$200,000,000	Construction, reconstruction and improvement of any off-system road, including replacement of bridges, elimination of high-hazard locations and roadside obstacles. (23 U.S.C. 219)	Apportioned one-third in the ratio which the area of each State bears to the total area of all States, one-third in the ratio which the population of rural areas in each State bears to the total population of rural areas of all States, and one-third in the ratio in which the off-system mileage of each State bears to the total off-system mileage of all the States.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106  
SHEET 3 OF 5  
EFFECTIVE JANUARY 1, 1977

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Transportation Federal Highway Administration (Cont'd)			
Highway Beautification	1977 Authorization:		
Landscaping	\$25,000,000	For authorized landscaping, including, but not limited to, the planting of flowers and shrubs indigenous to the area, and for litter removal.	No matching funds are required.
Outdoor Advertising	\$25,000,000	To control erection and maintenance of outdoor advertising in areas adjacent to the Interstate and Federal-aid primary systems. (23 U.S.C. 131)	Federal funds shall provide 75 percent of the cost of just compensation for the removal of non-conforming signs. (23 U.S.C. 131(g))
Control of Junkyards	\$15,000,000	To control establishment, use, and maintenance of junkyards in areas adjacent to the Interstate and Federal-aid primary systems. (23 U.S.C. 136)	Federal funds shall provide 75 percent of the cost of landscaping and screening junkyards, and the cost of just compensation for the relocation, removal, or disposal of junkyards. (23 U.S.C. 136(i))
Administration	\$1,500,000	For administrative expenses of the Highway Beautification Act. (P.L. 89-285)	
Highway Crossing Federal Projects	\$100,000,000	To construct and reconstruct any public highway or highway bridge across any Federal public works project. (23 U.S.C. 156)	
Rail-Highway Crossings	\$75,000,000	For projects for the elimination of hazards of railway-highway crossings on roads other than those on any Federal-aid system. (23 U.S.C. 130)	One-half of the funds apportioned under this section shall be apportioned in the same ratio as the funds for the Federal-aid primary system and one-half shall be apportioned in the same ratio as the funds for the Federal-aid secondary system. The Federal share payable on any project is 90 percent of the cost.
Access Highways to Public Recreation Areas on Certain Lakes	\$15,000,000	To construct and reconstruct access highways to public recreation areas on lakes to accommodate present and projected traffic density. (23 U.S.C. 155)	Federal share payable on any project shall not exceed 70 percent.
National Scenic and Recreation Highway Program	\$10,000,000	For construction or reconstruction of the Great River Road in the ten States bordering the Mississippi River. (23 U.S.C. 148)	An additional \$25,000,000 is authorized to be drawn from the Highway Trust Fund.
Railroad-Highway Crossing Demonstration Program	\$8,799,120	To carry out demonstration projects for the relocation of railroad lines from the central area of selected cities as shown in Section 140 of the 1976 Federal-Aid Highway Act.	An additional \$17,600,880 is authorized to be drawn from the Highway Trust Fund.
Territorial Highway Program			
American Samoa	\$1,000,000	Construction and improvement of a system of arterial highways and necessary interisland connectors. (23 U.S.C. 215)	Federal share payable on any project shall be 70 percent.
Guam	\$5,000,000		
Virgin Islands	\$5,000,000		
U.S. Department of Commerce Economic Development Administration	Total 1977 Authorizations		
Grant and Loans for Public Works and Development	\$158,295,000	Direct and supplemental grants and loans to States, local governments, and other agencies representing a redevelopment area, to finance public facility improvements which may include roads, streets, bridges, parking facilities, etc., where such projects would be of economic benefit to depressed areas. (81 Stat. 266)	Federal funds limited to 50 percent of the cost of direct grant projects; 80 percent of the cost of supplemental grant projects.
Technical Assistance	\$39,964,000	Assistance in project planning and feasibility studies, which may include payments to Federal agencies and used in conjunction with other planning grants, such as highway planning and research grants authorized under the Federal-Aid Highway Act of 1956. (81 Stat. 266)	
Regional Action Planning Commission	\$41,613,000	To provide technical assistance to Regional Commissions created to develop programs and projects for future regional economic developments. Such assistance may be provided through payment of funds to Federal agencies. (79 Stat. 564)	
Appalachian Regional Commission	Total Authorization: \$1,015,000,000	To assist in the construction of not to exceed 2,700 miles of the Appalachian Development Highway System, and not exceed 1,600 miles of local access roads in the Appalachian region. The Appalachian region consists of: The State of West Virginia and parts of the following States - Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, and Virginia.	Federal assistance is not to exceed 70 percent of the project costs. The Appalachian Development Highway System is to be included in the Federal-aid primary system and shall be maintained by the States. Funds are transferred to FHWA for expenditure.
U.S. Department of the Interior Bureau of Land Management Mineral Leases and Permits: Mineral Leasing Act	37-1/2 percent of receipts (90 percent in Alaska)	Paid to States for maintenance of public roads or for the support of public schools. Where a portion is applied for road purposes, the amounts are shown below: (No entry is given for States where amounts are insignificant.) (30 U.S.C. 191 and 285)	Receipts are from bonuses, royalties, and rentals resulting from development of mineral resources. Estimated 1977 payment: \$106,735,000.
Alaska	52-1/2 percent	To State for construction and maintenance of roads.	

FEDERAL FINANCE

VI-19

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE P-106  
SHEET 4 OF 5  
EFFECTIVE JANUARY 1, 1977

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>U.S. Department of the Interior Bureau of Land Management (Cont'd)</p> <p>Arizona Kansas Minnesota Oregon Utah Wyoming</p> <p>Sales of public lands and timber: Oregon and California grant lands</p>	<p>50 percent 50 percent 50 percent All 10 percent 3 percent 30 percent</p> <p>25 percent of receipts</p> <p>50 percent of receipts</p> <p>75 percent of receipts</p> <p>25 percent of receipts</p> <p>5 percent of receipts</p>	<p>To State for secondary roads. To counties and cities for roads and streets. To State Highway Fund for roads. To counties of origin for schools and roads. Segregation not specified. To counties of origin for roads. To counties of origin for roads. To State Highway Commission for State and county roads.</p> <p>For right-of-way, construction, operation and maintenance of timber access roads; reforestation; and development of recreation facilities on the revested Oregon and California Railroad grant land in Oregon. (16 U.S.C. 583 and 594)</p> <p>Paid to the 18 Oregon and California land-grant counties Oregon for road construction, maintenance or other county purposes. (43 U.S.C. 1181)</p> <p>Paid to Coos and Douglas Counties, Oregon, in lieu of taxes, for schools, roads, highways, bridges, and port districts. (53 Stat. 753-754)</p> <p>To counties in which such land is situated, for school and road purposes. (7 U.S.C. 1012)</p> <p>Paid to States for school and road purposes. (31 U.S.C. 711)</p>	<p>Allocated equally to cities and counties.</p> <p>Funds derived from timber sales. 1977 road program: Improvements \$4,759,000; maintenance \$5,719,000.</p> <p>Estimated 1977 payment: \$17,500,000.</p> <p>Estimated 1977 payment: \$1,700,000.</p> <p>Revenue from use of submarginal lands. Estimated 1977 payment: \$390,000.</p> <p>Revenue from sale of public land and public land products. Estimated 1977 payment: \$300,000.</p> <p>Return to States of origin. Estimated 1977 payment: \$175,000.</p>
<p>Arizona</p> <p>Public Lands Development Roads</p>	<p>All</p> <p>1977 Authorization: \$5,000,000</p>	<p>To counties of origin for schools and roads.</p> <p>Construction and improvement of roads and trails on public domain lands; for adjacent vehicular parking areas; and for sanitary, water, and fire control facilities. (25 U.S.C. 203)</p>	<p>Under an interagency agreement, FHMA cooperates in carrying out the provisions of the Act.</p> <p>1977 amount: \$5,756,000.</p>
<p>Maintenance Program</p> <p>National Park Service</p> <p>Parways, Roads and Trails</p> <p>Federal Highway Administration</p>	<p>Appropriation</p> <p>Appropriation</p> <p>\$75,000,000</p> <p>Amount Required</p> <p>Amount Required</p> <p>Appropriation</p> <p>1977 Authorization: \$83,000,000</p>	<p>Provides maintenance funds for buildings, recreation facilities and access roads under Bureau of Land Management control. (16 U.S.C. 594)</p> <p>Maintenance and operation of roads and trails within national parks.</p> <p>Construction of parkways, roads and trails. (23 U.S.C. 206 and 207)</p> <p>Reimbursement for engineering surveys and plans and supervision costs.</p> <p>Construction and relocation of roads and bridges where affected by reclamation projects.</p> <p>Maintenance of roads within Indian reservations.</p> <p>Construction and improvement of Indian reservation bridges and roads. (23 U.S.C. 203)</p>	<p>The cost of any parkway project on any Federal-aid system shall be paid from the Highway Trust Fund.</p> <p>FHMA receives 12-3/4 percent of amounts authorized for major road and parkway projects.</p> <p>In some instances funds are paid in reimbursement to State and local governments for the cost of projects.</p>
<p>Bureau of Reclamation</p> <p>Bureau of Indian Affairs</p> <p>Fish and Wildlife Service</p> <p>Migratory Bird Conservation Account</p> <p>Bureau of Outdoor Recreation</p>	<p>Amount Required</p> <p>Appropriation</p> <p>1977 Authorization: \$83,000,000</p> <p>Appropriation</p> <p>Appropriation</p>	<p>Construction and improvement of roads and trails within national parks.</p> <p>Construction of parkways, roads and trails. (23 U.S.C. 206 and 207)</p> <p>Reimbursement for engineering surveys and plans and supervision costs.</p> <p>Construction and relocation of roads and bridges where affected by reclamation projects.</p> <p>Maintenance of roads within Indian reservations.</p> <p>Construction and improvement of Indian reservation bridges and roads. (23 U.S.C. 203)</p> <p>Paid to counties in which refugees are located for school and road purposes. (16 U.S.C. 715)</p> <p>Paid to States for park and recreation development, including access and scenic road construction.</p>	<p>A small amount of engineering supervision is provided by FHMA on a reimbursable basis.</p> <p>25 percent of funds from refuge products or 0.75 percent of value of acquired land, whichever is greater. Estimated 1977 payment: \$4,493,000.</p> <p>Matched 50 percent by State and/or local governments. 1977 program: \$158,000,000.</p>
<p>U.S. Department of Agriculture</p> <p>Forest Service</p> <p>Forest Development Roads and Trails</p> <p>Forest Reserve Fund</p> <p>Federal Highway Administration</p>	<p>1977 Authorization: \$140,000,000</p> <p>10 percent of receipts</p> <p>Amount required from above funds.</p>	<p>For construction, reconstruction, and maintenance of timber access roads, general purpose roads, and all-purpose trails within and adjacent to national forests. Also available for contiguous individual parking areas, parking areas, water, and fire control facilities, on such areas. (23 U.S.C. 203 and 205)</p> <p>Merged with funds provided above for Forest Development Roads and Trails, and obligated for same purposes. Estimated 1977 program to be financed from merged funds: construction and reconstruction of roads and trails, \$38,997,000; maintenance, \$82,300,000.</p> <p>Reimbursement for surveys, plans, and supervision of construction at request of the Forest Service.</p>	<p>Funds are allocated according to the relative needs of the various national forests, considering existing transportation facilities, value of timber or other resources available, and comparative difficulties of road and trail construction. (23 U.S.C. 202(b))</p> <p>Receipts are derived from timber sales, grazing fees, and other charges for use of the national forest. (16 U.S.C. 501) Estimated 1977 amount: \$14,250,000.</p> <p>Estimated 1977 requirement: \$750,000.</p>



PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106  
SHEET 5 OF 5  
EFFECTIVE JANUARY 1, 1977

RECEIPTS, FUND OR PROGRAM	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Agriculture Forest Service (Cont'd)			
National Grasslands	25 percent of receipts	Paid to counties in which such land is situated, for school and road purposes. (7 U.S.C. 1012)	Derived chiefly from grazing fees and mineral leases. Estimated 1977 payments: \$990,000.
Forest Reserve Fund	25 percent of receipts	Returned to States and used for the benefit of schools and roads within counties having national forest land. (16 U.S.C. 530) States reallocated the following shares to counties for roads, unless otherwise specified:	Estimated 1977 payments: \$35,600,000. States omitted from this listing either (a) receive no receipts, (b) receive insignificant amounts, or (c) require none of the receipts to be used for roads.
Alabama	50 percent	For roads.	
Alaska	75 percent	For roads.	
Arizona	All	For schools and roads. Segregation not specified.	
Arkansas	25 percent	For roads.	
California	50 percent	For roads.	
Colorado	All	For schools and roads. Segregation not specified.	
Florida	50 percent	For roads.	
Georgia	50 percent	For roads.	
Idaho	70 percent	For roads.	
Illinois	50 percent	For roads.	
Kentucky	50 percent	For roads.	
Louisiana	50 percent	For roads.	
Michigan	All	For schools and roads. Segregation not specified.	
Minnesota	50 percent	For roads.	
Mississippi	All	For schools and roads. Segregation not specified.	
Missouri	25 percent	For roads.	
Montana	67 percent	For roads.	
Nebraska	20 percent	For roads.	
Nevada	50 percent	For roads.	
New Hampshire	All	To cities and towns, for schools and roads. Segregation not specified.	
New Mexico	50 percent	For roads.	
Oklahoma	75 percent	For roads.	
Oregon	75 percent	For roads.	
Pennsylvania	25 percent	To townships for roads.	Townships may vote to increase proportion for roads.
South Carolina	All	For schools and roads. Segregation not specified.	
South Dakota	50 percent	For roads.	
Tennessee	All	For schools and roads. Segregation not specified.	
Texas	50 percent	For roads.	
Utah	All	For schools and roads. Segregation not specified.	
Vermont	All	To towns for schools and roads. Segregation not specified.	
Washington	All	For schools and roads. Segregation not specified.	
West Virginia	20 percent	For roads.	Paid to State Road Commission for secondary roads.
Wisconsin	All	For schools and roads. Segregation not specified.	
Wyoming	All	For schools and roads. Segregation not specified.	
U.S. Department of Defense Corps of Engineers Payments to States, Flood Control Act of 1954	75 percent of receipts	For public schools, roads or other expense of county government. (33 U.S.C. 701c-3) Where a portion is applied for road purposes, the amounts are shown below. (No entry is given for States where amounts are insignificant.)	Funds received from lease of Federal lands acquired for flood control, navigation, and allied purposes. Paid to States in which such property is situated. 1977 estimate: \$1,100,000.
Arkansas	20 percent	For roads.	
Colorado	25 percent	For roads.	
Georgia	50 percent	For roads.	
Illinois	All	For schools and roads. Segregation not specified.	
Iowa	40 percent	For roads.	
Mississippi	All	For schools and roads. Segregation not specified.	
Missouri	All	For schools and roads. Segregation not specified.	
Nebraska	20 percent	For roads.	
North Dakota	50 percent	For roads.	
South Dakota	All	For schools and roads. Segregation not specified.	
Texas	All	For schools and roads. Segregation not specified.	
Civil Works Projects	Amount required	Costs of relocating and reconstructing roads and bridges as a result of flood control, navigation, and allied projects.	Some funds are paid to State highway departments or local governments in reimbursement for works performed under agreement.
Alteration of Bridges Over Navigable Waters	Amount required	Costs of altering bridges over navigable waters to remove obstacles to navigation and to meet necessities of railroad and/or highway traffic. (33 U.S.C. 516 and 517)	Share of cost limited as prescribed by Statute.
Military Construction, Army	Appropriation	Construction of military and defense access roads, etc.	1977 estimate: \$1,800,000. All transferred for expenditure by FHWA.
Military Construction, Navy	Appropriation	Construction of access roads, naval installation roads, etc.	1977 estimate: \$6,000,000. All transferred for expenditure by FHWA.
Military Construction, Air Force	Appropriation	Construction of access roads, military installation roads of the Air Force.	1977 estimate: \$1,000,000. All transferred for expenditure by FHWA.

FEDERAL FINANCE

VI-21



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

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE OF  
OCTOBER 1976

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION <sup>1/</sup>	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS <sup>2/</sup>			FOR MASS TRANSPORTATION PURPOSES	FOR NONHIGHWAY PURPOSES <sup>4/</sup>			
				CAPITAL OUTLAY, MAINTENANCE AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS <sup>3/</sup>	MUNICIPAL STREETS	TOTAL		STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES <sup>5/</sup>	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON-ADDITIVE) <sup>6/</sup>	TOTAL
ALABAMA <sup>7/</sup>	219,267	8,148	211,119	77,729	5,499	32,908	116,136	82,537	12,446	94,983	-	-	-	( 4,181)	-
ALASKA	27,710	2,667	25,063	23,604	-	-	23,604	-	1,459	1,459	-	-	-	-	-
ARIZONA	161,169	11,829	149,340	149,340	28,032	258	98,606	23,782	98,606	26,993	50,735	-	-	-	-
ARKANSAS	152,391	4,553	147,838	93,018	4,903	-	97,921	30,562	19,317	49,879	37	-	-	( 1,351)	-
CALIFORNIA <sup>8/</sup>	1,412,112	112,527	1,299,585	385,529	204,603	-	590,132	222,160	203,832	425,992	16,679	-	266,782	( 52,077)	266,782
COLORADO	144,390	15,476	128,914	54,905	12,796	-	67,701	33,039	25,625	58,664	-	2,549	-	-	2,549
CONNECTICUT	200,351	12,065	188,286	108,906	17,563	41,717	168,186	6,062	11,069	17,131	2,279	689	-	-	689
DELAWARE <sup>7/</sup>	46,921	2,150	44,771	8,174	8,091	19,091	35,356	-	2,000	2,000	2,426	4,989	-	-	4,989
DIST. OF COL.	43,619	1,278	42,341	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA	545,839	29,148	516,691	206,142	32,715	27,653	266,510	71,979	35,561	35,561	-	-	6,781	-	6,781
GEORGIA	273,155	10,553	262,602	159,938	28,352	24,553	212,943	40,765	45,151	117,130	3,341	62,246	67,466	( 62,975)	129,712
HAWAII	34,819	-	34,819	11,490	-	-	10,747	-	8,890	-	113	-	-	( 1,554)	-
IDAHO	65,647	2,503	63,144	35,584	6,917	-	42,501	14,504	6,139	20,643	-	-	-	-	-
ILLINOIS	694,493	56,116	638,377	240,443	55,001	17,126	312,570	174,794	108,162	282,956	42,851	-	-	( 8,119)	-
INDIANA	331,158	18,728	312,430	149,464	14,574	-	164,038	98,622	49,770	148,392	-	-	-	( 2,049)	-
IOWA	234,908	5,198	229,710	109,536	7,389	-	116,925	79,118	31,957	110,975	1,809	-	-	( 7,896)	-
KANSAS	148,172	11,263	136,909	72,232	10,374	16,676	99,282	19,935	16,423	36,358	-	1,268	-	( 938)	1,268
KENTUCKY	292,273	9,239	283,034	193,207	2,223	52,945	248,275	26,624	8,034	34,658	-	-	-	-	-
LOUISIANA	174,669	9,055	165,614	88,213	4,670	23,891	116,774	38,196	10,643	48,839	-	-	-	( 7,637)	-
MAINE	73,449	4,391	69,058	51,227	7,085	7,907	66,219	2,211	628	2,839	-	-	-	-	-
MARYLAND	326,144	9,877	316,267	135,324	20,965	30,141	186,430	59,169	31,954	91,123	28,523	10,232	-	( 17,180)	10,232
MASSACHUSETTS	253,270	20,617	232,653	108,315	19,110	53,202	180,627	28,732	12,181	10,114	-	-	-	-	-
NICHIGAN	581,666	34,039	547,627	198,518	6,305	34,240	239,063	188,475	104,564	293,039	15,526	-	-	( 181)	-
MINNESOTA	275,310	7,360	267,950	131,390	20,222	14,355	165,967	75,755	26,228	101,983	-	-	-	( 6,002)	-
MISSISSIPPI	153,821	11,633	142,188	63,957	6,852	26,407	97,306	42,047	2,835	44,882	-	-	-	( 20)	-
MISSOURI	286,360	16,379	269,981	209,329	23,115	-	232,444	9,384	28,153	37,537	-	-	-	-	-
MONTANA	59,394	3,074	56,320	35,532	6,069	-	39,601	13,030	3,690	16,720	-	-	-	( 2,247)	-
NEBRASKA	111,910	8,714	103,196	51,433	2,017	1,894	55,344	25,693	24,648	50,341	110	-	-	( 2,798)	-
NEVADA	53,012	6,374	46,638	25,255	4,331	-	25,586	4,362	1,881	6,243	-	610	10,198	( 600)	10,808
NEW HAMPSHIRE	57,227	2,278	54,949	34,985	5,774	4,846	45,605	3,806	5,272	9,078	-	120	-	-	146
NEW JERSEY <sup>7/</sup>	444,674	37,479	407,195	120,355	34,749	25,447	180,551	10,726	12,871	23,597	93,336	109,710	-	-	109,710
NEW MEXICO	82,353	5,746	76,607	60,389	8,774	206	69,360	5,203	2,045	7,248	-	-	-	( 15,094)	-
NEW YORK <sup>7/</sup>	786,992	53,211	733,781	294,064	60,239	157,136	551,439	40,112	68,486	108,598	12,292	61,452	-	-	61,452
NORTH CAROLINA	375,646	18,285	357,361	250,764	45,416	30,765	326,945	29,871	29,871	29,871	-	345	-	-	345
NORTH DAKOTA	47,704	2,204	45,500	24,945	1,928	-	26,873	9,579	8,361	17,940	-	-	-	( 830)	574
OHIO	591,515	28,571	562,944	292,495	58,207	72,103	332,805	158,213	71,927	230,140	-	-	-	-	-
OKLAHOMA	208,831	9,758	199,073	91,425	14,550	3,199	109,174	59,157	9,154	68,311	-	-	21,588	( 43,313)	21,588
OREGON	147,262	14,355	132,907	64,240	19,154	4,821	88,215	34,170	20,332	54,502	1,392	12,808	-	-	12,808
PENNSYLVANIA	653,374	24,272	629,102	295,634	92,505	131,161	519,300	64,326	45,042	109,368	434	-	-	-	-
RHODE ISLAND <sup>7/</sup>	52,714	3,020	49,694	494	4,914	14,101	19,509	87	990	387	2,708	27,091	-	-	27,091
SOUTH CAROLINA	162,622	8,383	154,239	108,307	14,698	10,303	133,308	15,096	-	15,096	-	4,836	998	-	5,834
SOUTH DAKOTA	56,210	3,208	53,002	32,655	3,712	-	36,367	11,466	5,165	16,631	-	-	-	-	-
TENNESSEE	286,277	8,568	277,709	94,932	13,395	19,975	128,302	82,393	26,935	109,328	200	39,880	-	( 19,672)	39,880
TEXAS	888,692	34,768	853,924	460,749	53,685	-	514,433	41,822	-	41,822	213	297,455	-	( 31,915)	297,455
UTAH	63,112	10,078	53,034	31,817	9,858	-	41,675	6,712	4,227	10,939	15	405	-	-	405
VERMONT	43,644	1,582	42,062	15,185	5,185	13,302	33,652	-	816	7,938	-	462	-	-	462
VIRGINIA	389,734	29,086	351,648	257,514	4,220	-	301,734	9,474	27,495	36,919	12,995	-	-	-	-
WASHINGTON <sup>8/</sup>	313,388	19,717	293,671	86,504	24,731	26,215	137,450	52,465	27,325	79,790	582	62,332	13,517	( 245)	75,849
WEST VIRGINIA	146,426	4,418	142,008	90,402	989	50,618	142,009	-	-	-	-	-	-	( 299)	-
WISCONSIN <sup>8/</sup>	254,359	19,150	235,209	83,277	11,977	27,961	123,215	49,939	49,013	98,952	2,436	10,605	-	( 2,882)	10,605
WYOMING	35,622	2,785	32,837	20,522	2,743	-	23,265	6,605	2,968	9,573	-	-	-	-	-
TOTAL	13,456,377	782,826	12,673,551	5,834,334	1,051,176	1,067,960	7,953,470	2,093,468	1,277,766	3,371,229	250,538	700,379	397,935	( 291,892)	1,098,314

NOTE: TABLES MF-3 AND MV-3 MAY NOT ADD TO TABLE OF DUE TO ROUNDING.  
<sup>1/</sup> THIS TABLE SUMMARIZES THE RECEIPTS FROM MOTOR-FUEL TAXES, AND FROM MOTOR-VEHICLE FEES AND SPECIAL IMPOSTS ON MOTOR CARRIERS, WHICH ARE RECORDED SEPARATELY IN TABLES MF-3 AND MV-3 RESPECTIVELY. AMOUNTS IN THIS COLUMN EXCLUDE ADJUSTMENTS FOR UNDISTRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.  
<sup>2/</sup> INCLUDES DIRECT EXPENDITURES BY STATE ON LOCAL ROADS AND STREETS AS WELL AS GRANTS-IN-AID. IN MANY STATES, FUNDS ALLOTTED FOR "COUNTY AND TOWNSHIP ROADS" MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS. ENTRIES INCLUDE AMOUNTS USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.  
<sup>3/</sup> FORMER COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL., N.C., VA. (ALL BUT TWO COUNTIES), AND W. VA.  
<sup>4/</sup> THE AMOUNTS SHOWN DO NOT NECESSARILY CONSTITUTE DIVERSION FROM HIGHWAY USE REQUIRING A PENALTY UNDER THE TERMS OF THE HAYDEN-CARTWRIGHT ACT OF 1934. SUCH DIVERSIONS CAN BE DETER-

MINED ONLY AFTER ANALYSIS IN THE LIGHT OF STATE LAWS IN FORCE IN 1934.  
<sup>5/</sup> ALLOCATION FOR LOCAL GENERAL PURPOSES MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED.  
<sup>6/</sup> GROSS NONHIGHWAY ALLOCATION OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE AMOUNTS SHOWN, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS, AND THE AMOUNTS SO OFFSET ARE INCLUDED WITH ALLOCATIONS FOR STATE AND LOCAL HIGHWAY PURPOSES.  
<sup>7/</sup> IN ALASKA, DEL., N.J., N.Y., AND R.I., HIGHWAY-USER REVENUES ARE PLACED IN THE STATE GENERAL FUND. FOR DISCUSSION OF GENERAL FUND STATES' FINANCING, SEE "HIGHWAY FINANCE" TEXT UNDER "FUNDS ATTRIBUTABLE TO HIGHWAY USERS."  
<sup>8/</sup> THE NONHIGHWAY ALLOCATIONS OF "VEHICLE LICENSE FEES" IN CALIF. AND "MOTOR-VEHICLE EXCISE TAXES" IN WASH. (SEE TABLE MV-2, FOOTNOTE 7), AND REGISTRATION FEES IN WIS. WERE IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES.

STATE FINANCE

VII-1













# DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS—1975<sup>1</sup>

CLASSIFIED BY FUNCTION

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-4C  
OCTOBER 1976

STATE	CAPITAL OUTLAY						MAINTENANCE					ADMINISTRATION AND RESEARCH			HIGHWAY LAW ENFORCEMENT AND SAFETY				
	ACQUISITION OF RIGHT-OF-WAY	PRELIMINARY AND CONSTRUCTION ENGINEERING	CONSTRUCTION OF ROADS	CONSTRUCTION OF MAJOR STRUCTURES	INSTALLATION OF TRAFFIC SERVICE FACILITIES	TOTAL	PHYSICAL MAINTENANCE		TRAFFIC SERVICE			TOTAL	GENERAL ADMINISTRATION AND ENGINEERING	RESEARCH INVESTIGATION AND PLANNING	TOTAL	TRAFFIC SUPERVISION	DRIVER EDUCATION AND SAFETY	VEHICLE INSPECTION AND OTHER	TOTAL
							ROADS	STRUCTURES	SNOW REMOVAL AND SANDING	TRAFFIC CONTROL AND SERVICE FACILITIES	OPERATION OF TOLL ROADS, BRIDGES, ETC.								
ALABAMA	16,019	9,083	152,173	12,716	-	189,991	28,235	596	213	851	-	29,895	8,817	2,807	11,624	7,595	2,128	-	9,723
ALASKA	5,450	17,426	108,957	11,205	884	143,922	11,637	437	11,161	437	19,582	43,390	972	44,584	7,178	1,276	-	-	8,454
ARIZONA	9,362	21,255	87,409	9,188	3,110	130,324	21,548	199	293	2,987	-	25,027	12,168	1,617	13,785	27,022	2,497	-	29,519
ARKANSAS	10,797	10,350	97,106	38,369	2,102	158,724	36,497	2,807	443	3,147	-	42,894	20,743	1,542	22,285	2,984	2,042	3,052	8,048
CALIFORNIA	58,430	112,561	421,530	14,250	23,323	630,094	72,108	10,362	10,532	50,819	8,752	152,573	46,611	12,849	59,460	110,632	80,141	16,561	207,334
COLORADO	6,893	14,634	84,968	-	-	106,495	15,484	1,791	9,442	1,791	-	38,720	8,066	2,503	10,569	13,037	1,284	-	14,321
CONNECTICUT	17,272	14,201	105,980	1	1,085	138,539	23,706	1,142	5,703	779	7,390	38,720	33,065	2,645	35,710	16,303	704	1,554	18,561
DELAWARE	2,084	4,860	21,550	6,341	1,057	35,892	5,376	1,928	348	428	3,075	11,155	4,346	762	5,108	5,577	2,612	1,080	9,269
FLORIDA	75,887	47,458	327,026	2,936	5,013	458,320	43,413	13,749	-	18,640	10,905	86,707	1,680	7,764	9,444	30,712	4,967	1,682	37,561
GEORGIA	23,693	28,734	235,748	-	227	288,402	59,211	-	-	3,143	-	62,354	10,098	10,702	20,800	15,075	10,888	3,157	29,120
HAWAII	4,568	10,460	36,245	17,936	1,048	70,257	6,468	671	-	1,144	-	8,553	769	1,368	2,137	2	254	-	256
IDAH0	2,261	6,597	49,420	-	-	58,278	11,395	560	3,601	2,744	-	18,300	7,665	1,041	8,706	3,305	1,226	2,250	6,781
ILLINOIS	36,149	50,260	440,625	98,319	-	625,352	50,348	2,611	8,721	21,259	5,818	96,575	45,329	6,973	52,302	42,716	17,783	1,226	61,725
INDIANA	9,032	15,896	125,888	66,031	5,909	222,756	43,996	1,791	9,442	1,791	-	57,239	41,562	1,938	43,500	10,805	6,762	8,154	25,721
IOWA	11,835	19,507	112,961	32,973	5,292	182,568	19,338	2,248	2,394	14,248	7,029	45,414	15,523	3,748	19,271	8,894	3,207	1,726	13,817
KANSAS	10,427	4,625	82,250	17,839	1,982	117,123	36,891	3,444	3,003	4,912	1,842	50,092	11,532	1,955	13,487	9,569	2,933	134	12,636
KENTUCKY	22,630	19,691	179,299	41,668	-	263,288	60,965	8,273	1,839	8,477	4,742	84,296	22,087	3,627	25,714	14,146	1,366	1,549	17,061
LOUISIANA	15,283	31,218	198,568	85,252	13,850	344,171	32,683	5,734	38	13,910	565	52,930	22,303	3,657	25,960	19,830	629	2,084	22,543
MAINE	1,477	5,940	12,944	16,379	7,198	43,938	21,263	5,212	11,406	1,425	2,130	41,436	4,564	1,228	5,792	6,515	382	84	6,981
MARYLAND	13,749	13,612	67,915	26,169	6,104	127,548	26,069	2,998	4,078	3,451	5,428	42,024	24,358	2,085	26,443	28,907	2,889	3,785	35,581
MASSACHUSETTS	10,702	24,857	122,974	1,174	705	160,413	18,250	4,450	11,600	7,179	5,254	46,733	52,726	4,761	57,487	23,305	897	1,165	25,367
MICHIGAN	20,630	40,457	240,134	-	8,487	309,758	51,238	8,900	22,248	4,833	528	65,747	13,605	2,194	15,799	32,167	8,171	10,126	50,464
MINNESOTA	24,163	17,518	73,900	17,726	11,141	186,673	23,810	2,448	18,205	8,307	-	52,570	3,763	2,351	6,114	11,288	8,574	2,973	22,835
MISSISSIPPI	20,069	10,041	156,563	-	-	186,673	14,338	981	28	3,378	-	18,725	6,055	1,462	7,517	13,121	648	836	14,605
MISSOURI	25,477	10,244	215,507	-	-	251,328	77,875	3,244	10,416	9,760	-	101,295	18,812	5,881	24,693	20,234	2,240	2,960	25,544
MONTANA	6,206	8,691	45,757	11,865	-	72,559	8,399	751	2,955	2,293	-	14,398	7,174	1,288	8,462	3,395	1,262	1,957	6,614
NEBRASKA	4,010	8,260	63,998	24,817	5,566	133,301	13,301	1,662	5,692	3,938	-	24,593	6,558	1,269	7,827	7,382	2,628	309	10,319
NEVADA	5,957	3,253	25,337	-	1,048	35,595	11,782	30	2,610	2,754	-	17,176	19,025	1,932	20,957	4,385	448	-	4,833
NEW HAMPSHIRE	2,545	4,257	26,908	-	-	33,710	13,558	2,352	6,769	1,605	1,154	25,438	7,274	1,336	8,610	5,665	653	56	6,374
NEW JERSEY	19,087	24,623	115,050	20,664	5,438	184,862	41,431	4,498	1,510	15,930	25,967	89,336	37,664	7,183	44,847	43,129	2,205	55	45,389
NEW MEXICO	5,962	11,877	62,073	-	-	79,912	30,898	2,313	1,813	4,553	-	39,567	3,816	1,602	5,418	6,935	1,382	977	9,294
NEW YORK	37,717	29,078	362,024	1,478	656	430,953	79,580	25,115	25,032	10,950	50,329	191,006	45,806	10,882	56,488	55,286	15,113	2,435	72,814
NORTH CAROLINA	33,624	29,080	208,004	8	1,126	271,842	105,021	9,034	1,417	9,729	4,031	129,232	33,069	3,129	36,198	27,231	18,096	4,887	50,214
NORTH DAKOTA	1,143	5,237	36,092	2,669	2,448	47,589	7,358	74	1,797	1,926	-	11,155	4,176	963	5,139	1,406	950	1,086	3,442
OHIO	34,993	10,701	170,653	64,803	-	281,150	53,989	20,411	9,107	8,921	4,295	96,723	56,211	5,025	61,236	33,061	31,269	1,282	65,612
OKLAHOMA	9,326	15,162	78,234	18,573	2,983	124,278	24,720	749	812	6,296	4,381	36,958	11,130	1,979	13,109	10,968	2,779	3,538	17,285
OREGON	6,291	18,177	92,852	21,179	9,964	148,463	22,878	2,910	8,344	5,347	42	39,521	12,098	2,891	14,989	15,568	2,618	2,077	20,263
PENNSYLVANIA	53,042	62,382	409,313	200,356	1,840	726,933	140,131	6,042	79,670	73,705	19,703	319,251	44,174	8,648	52,822	76,130	16,745	6,857	99,732
RHODE ISLAND	2,590	12,161	2,862	17,558	145	34,996	4,396	995	1,283	1,573	475	8,722	1,635	750	2,385	4,175	945	263	5,383
SOUTH CAROLINA	9,482	14,429	109,413	19,185	3,428	155,937	38,118	2,141	204	6,732	-	47,195	8,726	1,441	10,167	14,039	1,228	746	16,013
SOUTH DAKOTA	1,093	5,674	33,261	3,516	1,880	45,424	11,322	349	2,872	1,739	-	16,287	7,815	1,042	8,857	3,523	562	102	4,187
TENNESSEE	16,717	24,352	198,467	19,416	-	258,952	26,280	2,901	2,502	2,849	-	34,532	9,678	2,453	12,131	8,728	2,595	7,021	18,344
TEXAS	25,087	70,214	461,447	71,699	22,429	650,876	109,401	2,906	998	44,329	2,969	160,603	57,231	8,249	43,689	64,472	8,694	6,472	58,855
UTAH	4,585	12,704	48,614	6,109	3,152	75,164	8,418	618	2,829	1,868	-	13,733	13,080	1,242	14,322	8,500	1,566	417	10,483
VERMONT	2,326	2,428	28,178	-	-	32,932	3,807	623	6,306	1,820	-	12,556	3,092	717	3,809	3,725	1,089	764	5,578
VIRGINIA	29,492	27,476	229,566	70,115	1,456	359,105	67,208	5,538	5,559	3,895	6,211	88,411	25,617	6,141	31,758	24,502	4,909	561	29,972
WASHINGTON	10,402	25,524	89,185	24,092	14,532	163,735	27,163	3,910	7,862	7,386	26,492	73,214	11,811	4,562	16,373	18,135	7,649	1,305	27,089
WEST VIRGINIA	24,834	9,005	218,589	-	-	252,428	75,670	7	6,777	-	-	83,491	11,787	183	11,970	4,944	950	2,384	8,278
WISCONSIN	9,567	8,321	127,772	-	-	145,660	28,844	4,086	11,152	4,446	-	48,528	14,682	2,681	17,363	9,659	2,685	1,144	13,488
WYOMING	2,080	7,569	52,296	10,381	6,154	78,480	9,662	102	3,931	1,963	-	15,658	4,690	1,318	6,008	1,692	86	1,125	2,903
TOTAL	812,496	1,002,921	7,062,974	1,107,396	182,763	10,168,550	1,763,467	185,420	351,393	419,940	225,958	2,946,178	937,878	167,138	1,105,016	916,857	293,448	116,380	1,326,585

STATE FINANCE

VII-7

<sup>1/</sup> THIS TABLE GIVES A FURTHER SEGREGATION OF EXPENDITURES SHOWN ON TABLE SF-4, EXCLUSIVE OF EXPENDITURES FOR INTEREST AND RETIREMENT OF OBLIGATIONS FOR STATE HIGHWAYS. DATA FOR TOLL FACILITIES INCLUDED. WHERE ENTRIES DO NOT APPEAR, COMPLETE CLASSIFICATION OF EXPENDITURES WAS NOT AVAILABLE.

# RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS—1975<sup>1</sup>

(EXCLUSIVE OF TOLL FACILITIES)

VII-8

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-3A  
OCTOBER 1976

STATE	BALANCES ON JANUARY 1, 1975			CURRENT STATE INCOME <sup>2/</sup>							PAYMENTS FROM OTHER GOVERNMENTS				ISSUE OF BONDS		FUNDS TRANSFERRED FROM TOLL FACILITIES	TOTAL RECEIPTS	
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUES			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS	MISCELLANEOUS	TOTAL	FEDERAL FUNDS		FROM COUNTIES AND TOWNSHIPS	FROM MUNICIPALITIES	FOR CAPITAL OUTLAY	FOR DEBT SERVICE INCLUDING REFUNDING			SUBTOTAL CURRENT RECEIPTS
				MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL					FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES							
ALABAMA	33,917	-	33,917	72,199	43,938	116,137	4,462	-	9,707	130,306	103,385	8,473	9,974	624	25,022	34	277,818	-	277,818
ALASKA	-	3,993	3,993	15,039	8,565	23,604	47,142	-	5,653	76,399	130,196	545	286	-	14,600	79	222,105	-	222,105
ARIZONA	13,706	-	13,706	69,386	29,219	98,605	-	-	838	99,443	96,160	2,684	56	101	-	-	198,444	-	198,444
ARKANSAS	46,070	-	46,070	67,523	30,398	97,921	20,737	-	1,005	119,663	71,433	19,238	-	-	-	-	210,334	-	210,334
CALIFORNIA	176,717	-	176,717	318,700	263,325	582,025	-	-	18,658	600,683	367,401	12,990	3,725	7,639	-	-	992,438	-	992,438
COLORADO	6,764	1,060	7,824	47,346	20,355	67,701	-	-	9,366	77,067	90,820	1,259	294	1,305	-	-	170,745	-	170,745
CONNECTICUT	-107,167	49,990	-57,177	125,101	41,679	166,780	-	-	6,093	172,873	51,757	997	362	-	69,116	-	295,105	3,989	299,094
DELAWARE	29,541	-	29,541	22,120	13,236	35,356	-	-	-	35,356	16,172	423	-	-	40,451	-	92,402	-	92,402
FLORIDA	39,040	24,947	63,987	192,845	42,424	235,269	-	-	13,152	248,421	144,161	3,615	11,161	1,442	36,832	4,562	450,194	13,537	463,731
GEORGIA	73,828	16,298	90,126	178,037	34,807	212,844	947	-	3,136	216,927	127,004	1,744	1,670	-	93,000	-	440,345	-	440,345
HAWAII	2,594	-	2,594	20,683	1,554	22,237	8,338	769	398	31,742	50,763	255	-	-	31,417	-	114,177	-	114,177
IDAH0	10,379	-	10,379	25,512	16,989	42,501	6,800	-	2,468	51,769	42,682	1,227	-	186	-	-	95,864	-	95,864
ILLINOIS	156,369	8,018	164,387	115,950	196,620	312,570	-	-	11,073	323,643	294,208	5,251	-	-	100,002	-	723,104	-	723,104
INDIANA	56,598	-	56,598	126,923	37,115	164,038	23,517	-	11,000	198,555	111,772	1,857	36	3,862	-	-	316,082	-	316,082
IOWA	5,823	-	5,823	61,266	55,660	116,926	10,048	21,470	6,377	154,821	106,043	1,567	528	465	-	-	263,424	-	263,424
KANSAS	127,650	47,229	174,879	70,511	28,771	99,282	-	-	13,953	113,235	69,717	1,359	20	551	6,000	116	190,998	-	190,998
KENTUCKY	122,153	4,813	126,966	127,975	74,430	202,405	36,932	251	14,088	253,676	125,175	1,192	4,572	227	-	-	384,842	15,953	400,795
LOUISIANA	89,507	14,257	103,764	93,426	18,690	112,116	80,818	16,092	3,633	212,659	132,231	2,262	2,588	486	50,000	4	400,630	-	400,630
MAINE	30,423	-	30,423	49,007	17,211	66,218	4,405	-	2,574	73,197	28,751	335	1,861	1,861	-	-	106,005	-	106,005
MARYLAND	6,924	31,823	38,747	101,493	84,937	186,430	12,823	-	1,235	201,088	46,069	810	-	-	-	-	247,967	-	247,967
MASSACHUSETTS	11,755	-	11,755	138,422	42,204	180,626	10,268	-	1,236	192,130	85,008	1,857	-	-	39,600	-	318,595	-	318,595
MICHIGAN	149,093	43,930	193,023	165,512	69,604	235,116	41,562	-	25,253	301,931	183,253	2,497	-	5,091	-	-	492,862	-	492,862
MINNESOTA	83,708	14,567	98,275	98,339	67,629	165,968	12,704	-	16,403	195,075	102,798	2,613	106	1,613	-	-	302,205	-	302,205
MISSISSIPPI	95,920	9,531	105,451	86,465	10,841	97,306	6,613	6,160	6,274	116,353	66,995	1,104	793	-	100,000	2,181	287,416	-	287,416
MISSOURI	57,805	-	57,805	150,401	82,043	232,444	-	9,946	8,389	250,779	179,768	2,964	586	486	-	-	384,583	-	384,583
MONTANA	26,785	-	26,785	27,688	11,913	39,601	943	-	3,103	43,647	61,358	3,180	-	-	-	-	108,185	-	108,185
NEBRASKA	3,269	776	4,045	38,911	16,435	55,346	9,426	7,541	2,779	75,092	75,608	2,144	68	1,849	-	-	154,761	-	154,761
NEVADA	8,775	-	8,775	19,808	9,779	29,587	-	-	954	30,541	39,325	502	982	-	-	-	71,350	-	71,350
NEW HAMPSHIRE	32,136	-	32,136	30,914	14,691	45,605	-	-	1,277	46,882	24,326	274	110	1,149	-	-	72,741	-	72,741
NEW JERSEY	-	2,072	2,072	127,713	52,838	180,551	-	-	-	180,551	68,594	2,057	-	-	13,750	-	264,952	-	264,952
NEW MEXICO	2,506	505	3,011	53,869	15,491	69,360	6,477	-	683	76,520	69,027	1,030	111	715	-	-	147,403	-	147,403
NEW YORK	7,576	-	7,576	344,450	206,989	551,439	-	-	14,340	565,779	200,079	3,959	758	-	100,000	410	870,985	-	870,985
NORTH CAROLINA	215,830	29,871	245,701	238,259	85,060	323,319	-	-	23,011	346,330	113,685	1,962	-	2,552	-	-	464,529	-	464,529
NORTH DAKOTA	11,877	-	11,877	14,217	12,656	26,873	-	1,290	271	28,434	37,371	1,195	46	43	-	-	67,079	-	67,079
OHIO	150,361	80,642	231,003	266,474	66,330	332,804	-	-	5,735	338,539	194,979	3,760	-	-	13,787	111	551,170	-	551,170
OKLAHOMA	16,137	-	16,137	61,714	44,261	105,975	-	-	125	106,100	57,809	12,060	-	5,713	-	-	181,682	-	181,682
OREGON	29,178	3,530	32,708	38,212	25,672	63,884	-	-	6,524	70,408	125,166	2,444	-	-	-	-	198,018	-	198,018
PENNSYLVANIA	47,842	18,004	65,846	347,861	171,440	519,301	-	14	16,326	535,641	373,797	12,058	7,745	2,325	304,100	-	1,185,666	-	1,185,666
RHODE ISLAND	6,408	3,028	9,436	14,507	5,001	19,508	-	-	126	19,634	20,669	469	-	-	7,500	18	48,290	-	48,290
SOUTH CAROLINA	17,314	-	17,314	113,319	19,990	133,309	-	-	465	133,774	66,756	1,314	2,762	227	20,000	-	224,833	-	224,833
SOUTH DAKOTA	6,183	-	6,183	25,769	10,598	36,367	-	8,295	185	44,847	32,325	474	-	-	-	-	77,646	-	77,646
TENNESSEE	100,084	-	100,084	63,923	64,379	128,302	-	1,719	3,358	133,379	146,764	1,800	-	-	23,000	112	305,055	-	305,055
TEXAS	186,963	-	186,963	289,667	224,766	514,433	-	5,800	12,547	532,780	307,297	8,967	744	6,183	-	-	855,971	-	855,971
UTAH	11,954	-	11,954	39,801	1,874	41,675	-	-	5,649	47,324	68,112	687	-	-	-	-	116,123	-	116,123
VERMONT	7,870	-	7,870	16,925	16,727	33,652	-	-	346	33,998	27,485	393	-	-	11,000	6	72,882	-	72,882
VIRGINIA	4,444	-	4,444	203,120	96,714	299,834	23,427	-	4,396	327,637	162,288	1,805	519	6,934	-	-	499,203	-	499,203
WASHINGTON	39,778	21,211	60,989	81,089	49,285	130,374	-	-	10,290	140,664	130,548	6,646	-	1,763	-	-	279,621	-	279,621
WEST VIRGINIA	38,247	1,745	39,992	74,500	67,508	142,008	29,219	-	5,907	177,134	193,743	613	-	-	150,000	650	522,140	-	522,140
WISCONSIN	75,144	-	75,144	83,643	39,572	123,215	-	-	1,957	125,172	97,112	3,480	-	-	53,517	82	279,363	-	279,363
WYOMING	23,937	-	23,937	11,837	11,427	23,264	405	-	1,834	25,503	53,607	13,389	-	12	-	-	92,511	-	92,511
TOTAL	2,370,136	439,416	2,809,552	5,168,371	2,673,640	7,842,011	398,013	79,347	314,750	8,634,121	5,471,536	165,870	52,863	55,394	1,302,694	8,365	15,690,843	33,479	15,724,322

HIGHWAY STATISTICS, 1975

1/ SEE TABLE SF-21 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3A AND 4A SUPPLEMENT TABLES SF-3 AND 4 AND ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE ADMINISTERED ROADS AND BRIDGES EXCLUSIVE OF TOLL FACILITIES. IN ADDITION TO THE RECEIPTS AND DISBURSEMENTS OF THE STATE HIGHWAY DEPARTMENT FOR PRIMARY AND SECONDARY STATE HIGHWAY AND COUNTY ROADS UNDER STATE CONTROL, THESE TABLES ALSO INCLUDE STATE HIGHWAY DEBT SERVICE TRANSACTIONS AND THE

RECEIPTS AND DISBURSEMENTS FOR ROADS AND BRIDGES OF OTHER STATE AGENCIES, SUCH AS STATE PARK BOARDS. TRANSACTIONS OF SPECIAL STATE AND QUASI-STATE TOLL AUTHORITIES GIVEN IN TABLE SF-3B AND 4B.

2/ GROSS NONHIGHWAY ALLOCATION OF HIGHWAY-USER REVENUES THAT WERE OFFSET AGAINST APPROPRIATIONS OUT OF STATE GENERAL FUNDS APPEAR ON TABLE DF.



## STATE GRANTS-IN-AID FOR LOCAL ROADS AND STREETS—1975<sup>1</sup>

VII-10

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-5A  
OCTOBER 1976

STATE	SOURCE OF STATE GRANTS-IN-AID 2/														PAYMENTS OF GRANTS 3/			BALANCES ON DECEMBER 31, 1975 4/					
	FOR COUNTIES AND TOWNSHIPS					FOR MUNICIPALITIES					TOTAL RECEIPTS				TO COUNTIES AND TOWNSHIPS	TO MUNICIPALITIES	TOTAL	TO COUNTIES	TO MUNICIPALITIES	TOTAL			
	HIGHWAY-USER REVENUES 5/			OTHER INCOME 6/	TOTAL	HIGHWAY-USER REVENUES 5/			OTHER INCOME 6/	TOTAL	HIGHWAY-USER REVENUES 5/			OTHER INCOME 6/							TOTAL		
	MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL			MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL			MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL										
ALABAMA	2/	65,063	4,311	69,394	113	69,507	7,496	4,318	11,814	—	11,814	72,579	8,629	81,208	113	81,321	69,515	11,815	81,330	5,477	—	5,477	
ALASKA		—	—	—	—	—	—	—	—	2,249	2,249	—	—	2,249	—	2,249	—	—	2,249	—	—	—	
ARIZONA		15,767	8,015	23,782	—	23,782	17,366	9,084	26,958	—	26,958	33,636	17,099	50,735	—	50,735	23,782	26,958	50,735	—	—	—	
ARKANSAS		21,618	5,237	26,955	1,237	28,192	13,980	5,237	19,317	416	19,733	35,993	10,674	46,667	1,673	48,340	27,999	19,383	47,382	2,101	2,562	4,663	
CALIFORNIA		189,196	13,209	201,405	8,597	210,002	151,378	10,937	162,315	—	162,315	339,574	74,146	413,720	8,597	422,317	210,002	162,315	372,317	—	—	—	
COLORADO		19,935	10,775	30,710	7,679	38,389	6,901	8,111	15,012	5,812	20,824	26,836	18,886	45,722	13,491	59,213	37,030	20,253	57,283	3,424	1,185	4,609	
CONNECTICUT		4,591	1,471	6,062	—	6,062	8,392	2,687	11,079	—	11,079	12,973	4,158	17,131	—	17,131	5,893	10,756	16,649	5,500	10,214	15,714	
DELAWARE		—	—	—	—	—	1,251	749	2,000	—	2,000	—	1,251	749	2,000	—	2,000	—	2,000	—	—	—	
FLORIDA		60,573	1,338	61,911	—	61,911	45,117	34	45,151	—	45,151	105,690	1,372	107,062	—	107,062	61,911	45,151	107,062	—	—	—	
GEORGIA		9,991	326	10,317	128	10,445	—	—	—	—	—	—	326	9,317	128	9,445	—	9,445	—	—	—	—	
HAWAII		—	12,503	12,503	—	12,503	—	—	—	—	—	—	12,503	12,503	—	12,503	—	12,503	—	—	—	—	
IDAHO		8,964	5,541	14,505	2,711	17,216	6,139	—	6,139	—	6,139	15,103	5,541	20,644	2,711	23,355	17,215	6,139	23,354	—	—	—	
ILLINOIS	2/	112,201	4,123	116,324	12	116,336	103,511	—	103,511	—	103,511	219,712	4,123	219,835	12	219,847	118,538	105,242	223,780	8,279	7,984	16,263	
INDIANA		74,155	22,572	96,727	—	96,727	11,150	—	11,150	—	11,150	47,351	110,356	31,722	144,078	—	144,078	96,031	51,304	147,335	18,225	13,366	31,591
IOWA	2/	32,048	28,306	60,354	10,613	70,967	16,756	14,809	31,564	5,579	37,143	48,804	43,114	91,918	16,192	108,110	70,967	37,143	108,110	—	—	—	
KANSAS	2/	12,001	4,835	16,836	59	16,895	11,471	4,622	16,093	59	16,152	23,472	9,457	32,929	118	33,047	17,370	16,152	33,522	8,669	—	8,669	
KENTUCKY		—	6,119	6,119	53	6,172	—	—	—	62	62	—	6,119	6,119	115	6,234	6,172	62	6,234	—	—	—	
LOUISIANA		29,722	3,341	33,063	5,146	38,209	2,243	184	2,427	—	2,427	31,965	3,329	35,294	5,146	40,440	38,209	2,428	40,637	—	—	—	
MAINE		1,432	503	1,935	—	1,935	465	163	628	—	628	1,897	566	2,463	—	2,463	2,162	628	2,790	727	—	727	
MARYLAND	2/	17,472	15,327	32,799	1,216	34,015	—	11,050	11,050	—	11,050	11,834	17,472	26,377	43,849	2,000	45,849	34,015	11,834	45,849	—	—	
MASSACHUSETTS		20,957	2,505	23,462	—	23,462	10,642	—	10,642	—	10,642	31,599	3,775	35,374	—	35,374	23,463	11,912	35,375	—	—	—	
MICHIGAN	2/	135,176	53,298	188,474	136	188,610	74,995	29,569	104,564	—	104,564	210,171	87,867	298,038	6,616	304,654	193,210	101,387	294,597	37,111	21,830	58,941	
MINNESOTA	2/	46,667	29,088	75,755	4,326	80,081	16,073	10,153	26,228	2,290	28,518	62,740	39,243	101,983	6,616	108,599	66,026	24,035	90,061	82,559	39,227	122,186	
MISSISSIPPI	2/	27,153	14,894	42,047	932	43,079	1,420	—	1,420	—	1,420	28,573	14,894	43,467	932	44,399	42,047	1,420	44,399	—	—	—	
MISSOURI		9,384	—	9,384	3,019	12,403	28,153	—	28,153	3,721	31,874	37,537	—	37,537	6,740	44,277	12,403	31,874	44,277	—	—	—	
MONTANA		2,174	5,012	7,186	1,746	8,932	2,614	582	3,196	—	3,196	4,788	5,594	10,382	1,746	12,128	9,766	4,954	14,720	557	1,117	1,674	
NEBRASKA		17,421	6,631	24,052	6	24,058	17,160	6,661	23,821	10	23,831	34,581	33,292	67,873	16	67,889	24,058	23,830	47,888	—	—	—	
NEVADA		3,762	600	4,362	69	4,431	1,881	—	1,881	—	1,881	5,643	600	6,243	69	6,312	4,431	1,881	6,312	—	—	—	
NEW HAMPSHIRE		1,737	798	2,535	—	2,535	1,686	774	2,460	—	2,460	3,423	1,572	4,995	—	4,995	2,460	2,535	2,460	—	—	—	
NEW JERSEY		6,819	3,523	10,342	—	10,342	5,343	2,761	8,104	—	8,104	12,162	6,284	18,446	—	18,446	10,343	8,103	18,446	—	—	—	
NEW MEXICO		46,667	5,203	51,870	334	52,204	5,937	903	6,840	—	6,840	6,445	7,249	13,694	334	14,028	7,582	2,045	7,582	—	—	—	
NEW YORK		31,628	—	31,628	—	31,628	39,994	—	39,994	—	39,994	71,732	—	71,732	—	71,732	31,628	39,994	71,732	—	—	—	
NORTH CAROLINA		—	—	—	—	—	21,141	9,225	29,366	—	29,366	21,141	8,225	29,366	—	29,366	—	29,366	29,366	—	—	—	
NORTH DAKOTA		5,549	4,029	9,578	1,698	11,276	3,494	8,935	2,93	2,93	6,228	9,043	6,570	15,613	1,991	17,604	11,277	17,604	6,328	—	—	—	
OHIO		49,851	105,791	155,642	—	155,642	40,719	25,467	66,186	—	66,186	90,570	131,259	221,828	—	221,828	134,688	67,135	201,827	48,512	260	48,772	
OKLAHOMA		41,233	13,290	54,523	9,763	64,286	3,052	6,061	9,153	—	9,153	44,324	19,351	63,675	9,763	73,438	54,286	9,154	73,440	—	—	—	
OREGON		19,849	10,809	30,658	31,178	61,836	11,910	6,485	18,395	—	18,395	31,759	17,294	49,053	31,178	80,231	61,836	18,395	80,231	5,478	7,235	12,713	
PENNSYLVANIA		64,326	—	64,326	83	64,409	45,042	—	45,042	—	45,042	109,368	—	109,368	83	109,451	64,409	45,042	109,451	—	—	—	
RHODE ISLAND		65	22	87	—	87	223	—	223	—	223	288	—	288	—	288	87	300	387	—	—	—	
SOUTH CAROLINA		15,096	—	15,096	49	15,145	—	—	—	—	—	15,096	—	15,096	49	15,145	15,145	—	15,145	—	—	—	
SOUTH DAKOTA		4,102	7,364	11,466	315	11,781	—	1,009	1,009	2	1,011	4,102	8,373	12,475	317	12,792	11,574	1,010	12,584	1,230	—	1,230	
TENNESSEE		46,919	—	46,919	24	46,943	26,191	—	26,191	—	26,191	73,110	—	73,110	24	73,134	46,943	26,191	73,134	—	—	—	
TEXAS		7,300	34,522	41,822	—	41,822	—	—	—	—	—	7,300	34,522	41,822	—	41,822	41,822	—	41,822	—	—	—	
UTAH		3,775	3,437	7,212	786	7,998	2,011	2,216	4,227	—	4,227	5,286	5,659	10,939	786	11,725	7,212	4,227	11,746	25	—	25	
VERMONT	2/	3,129	3,092	6,221	—	6,221	410	406	816	—	816	3,539	3,498	7,037	—	7,037	6,221	816	7,037	—	—	—	
VIRGINIA		8,954	—	8,954	—	8,954	18,725	8,771	27,496	—	27,496	27,679	9,771	36,450	—	36,450	27,496	9,954	36,449	—	—	—	
WASHINGTON	2/	38,073	262	38,335	7,557	45,892	16,911	8	18,917	15,409	34,326	56,984	268	57,252	22,966	80,218	48,411	32,978	81,389	456	5,400	4,944	
WEST VIRGINIA		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
WISCONSIN		37,226	12,713	49,939	—	49,939	22,799	7,786	30,585	—	30,585	60,025	20,499	80,524	—	80,524	49,939	30,585	80,524	—	—	—	
WYOMING		3,245	—	3,245	1,393	4,638	2,968	—	2,968	76	3,044	6,213	—	6,213	1,459	7,672	4,638	3,044	7,632	—	—	—	
<b>TOTAL</b>		<b>1,324,018</b>	<b>464,835</b>	<b>1,788,853</b>	<b>100,998</b>	<b>1,889,851</b>	<b>847,470</b>	<b>205,298</b>	<b>1,052,768</b>	<b>36,762</b>	<b>1,089,530</b>	<b>2,171,488</b>	<b>670,133</b>	<b>2,841,621</b>	<b>137,760</b>	<b>2,979,381</b>	<b>1,853,087</b>	<b>1,087,782</b>	<b>2,940,869</b>	<b>227,617</b>	<b>110,380</b>	<b>338,198</b>	

HIGHWAY STATISTICS, 1975

1/ THIS TABLE IDENTIFIES STATE GRANTS-IN-AID TO LOCAL GOVERNMENTS FOR ROAD AND STREET PURPOSES. THESE ARE ALSO INCLUDED IN TABLE SF-5, WHERE THEY ARE COMINGLED WITH FUNDS EXPENDED DIRECTLY BY THE STATES ON LOCAL ROADS AND STREETS. THE STATUTORY BASIS FOR THE ALLOCATION OF HIGHWAY-USER REVENUE TO COUNTIES, TOWNSHIPS, ETC., AND TO CITIES IS GIVEN IN TABLES MF-106 AND MV-106.  
 2/ FOR PURPOSES OF THIS TABLE THE FOLLOWING COUNTIES HAVE BEEN CLASSIFIED AS MUNICIPALITIES: CALIF., SAN FRANCISCO; COLO., DENVER; FLA., DUVAL; IND., MARTINI; LA., ORLEANS; MASS., SUFFOLK; N.Y., BRONX, KINGS, NEW YORK, QUEENS, AND RICHMOND; TENN., DAVIDSON; PA., PHILADELPHIA; VA., ARLINGTON. IN ADDITION, COUNTIES AND TOWNSHIPS IN THE SIX NEW ENGLAND STATES, N.H., N.M., AND PA., ARE CLASSIFIED AS RURAL OR MUNICIPAL ON THE BASIS OF POPULATION DENSITY.  
 3/ PAYMENTS TO LOCAL GOVERNMENTS FOR SERVICE OF LOCAL ROAD BONDS ARE COMINGLED WITH THOSE FOR

CURRENT ROAD PURPOSES.  
 4/ FOR BALANCES AT THE END OF THE PRECEDING YEAR, SEE LAST YEAR'S

# STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS—1975<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-5  
OCTOBER 1976

STATE	BALANCES ON JANUARY 1, 1975 <sup>2/</sup>			CURRENT STATE INCOME <sup>3/</sup>							PAYMENTS FROM OTHER GOVERNMENTS				ISSUE OF BONDS	TOTAL RECEIPTS
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUES <sup>4/</sup>			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS <sup>5/</sup>	MISCELLANEOUS RECEIPTS	TOTAL	FEDERAL FUNDS		FROM COUNTIES AND TOWNSHIPS	FROM MUNICIPALITIES		
				MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL					FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES				
ALABAMA <sup>6/</sup>	5,589	-	5,589	82,518	12,464	94,982	-	-	-	94,982	-	113	-	-	-	
ALASKA	-	-	-	930	529	1,459	1,464	-	-	2,923	-	785	-	-	95,095	
ARIZONA	374	-	374	33,636	17,099	50,735	-	-	-	50,735	19,054	-	-	275	3,983	
ARKANSAS	4,100	-	4,100	38,188	11,691	49,879	-	866	-	50,745	-	808	171	3,394	73,354	
CALIFORNIA	-	-	-	392,866	33,126	425,992	-	-	-	425,992	-	8,597	-	-	434,589	
COLORADO	2,781	-	2,781	35,887	22,777	58,664	-	1,741	-	60,405	-	11,749	-	-	72,154	
CONNECTICUT	15,231	-	15,231	12,973	4,158	17,131	-	-	-	17,131	-	-	-	-	17,131	
DELAWARE <sup>6/</sup>	-	-	-	1,251	749	2,000	-	-	-	2,000	-	-	-	-	2,000	
DIST. OF COL.	-6,031	-	-6,031	19,223	16,338	35,561	-	656	2,632	38,849	14,996	330	-	-	63,841	
FLORIDA	-	-	-	115,758	1,372	117,130	-	-	-	117,130	-	-	-	-	117,130	
GEORGIA	13,098	13,298	26,396	47,908	1,737	49,645	-	-	2,832	52,477	6,034	128	-	-	58,639	
HAWAII	-	-	-	78	12,503	12,581	-	-	-	12,581	-	-	-	-	12,581	
IDAHO	108	-	108	15,102	5,541	20,643	-	-	-	20,643	2,201	2,711	788	-	26,313	
ILLINOIS	28,237	-	28,237	247,534	35,422	282,956	-	-	-	282,956	8,454	12	7,650	4,068	41,912	
INDIANA	38,634	-	38,634	113,682	34,711	148,393	-	-	-	148,393	3,567	-	2,021	-	153,981	
IOWA	16,929	-	16,929	58,544	52,431	110,975	3,600	21,135	2,352	138,062	16,015	-	-	-	154,077	
KANSAS	11,192	-	11,192	25,917	10,442	36,359	-	-	-	36,359	12,908	119	-	-	49,386	
KENTUCKY	-	-	-	18,072	16,586	34,658	-	-	-	34,658	63	51	-	-	34,772	
LOUISIANA	1,106	-	1,106	42,814	6,025	48,839	-	8,802	-	57,641	-	599	-	-	58,240	
MAINE	954	-	954	2,101	738	2,839	-	-	-	2,839	-	-	-	-	2,839	
MARYLAND	-	19,707	19,707	51,972	39,151	91,123	-	-	1,284	92,407	73,809	-	1,034	-	169,256	
MASSACHUSETTS	-	-	-	37,764	4,148	41,912	-	-	-	41,912	-	-	-	2,006	41,912	
MICHIGAN	55,161	-	55,161	210,171	82,867	293,038	-	-	194	293,232	12,695	136	3,523	574	310,169	
MINNESOTA	107,217	-	107,217	62,740	39,243	101,983	-	-	6,149	108,132	18,318	467	9,197	1,281	137,395	
MISSISSIPPI	25,150	-	25,150	29,889	14,992	44,881	-	27,811	5	72,697	11,556	932	327	-	87,456	
MISSOURI	128	-	128	37,537	-	37,537	-	-	-	37,537	6,306	434	335	14	44,626	
MONTANA	4,266	-	4,266	9,464	7,256	16,720	-	-	-	16,720	-	1,746	-	-	18,466	
NEBRASKA	371	-	371	36,466	13,875	50,341	10	-	-	50,351	7,148	6	1,242	643	59,390	
NEVADA	-	-	-	5,644	600	6,244	-	-	-	6,244	-	69	-	-	6,313	
NEW HAMPSHIRE	-	-	-	6,221	2,856	9,077	-	-	-	9,077	-	-	464	348	9,889	
NEW JERSEY	-	-	-	15,652	7,945	23,597	-	-	-	23,597	3,454	-	1,480	-	28,531	
NEW MEXICO	-	-	-	803	6,445	7,248	-	-	-	7,248	-	334	-	-	7,582	
NEW YORK	-	-	-	94,005	14,593	108,598	-	-	-	108,598	7,512	-	-	-	116,110	
NORTH CAROLINA <sup>6/</sup>	-	-	-	21,504	8,366	29,870	-	-	-	29,870	-	-	-	-	29,870	
NORTH DAKOTA	-	-	-	10,304	7,635	17,939	-	1,916	-	19,855	6,147	75	3,621	147	29,845	
OHIO	28,771	-	28,771	98,883	131,257	230,140	-	-	-	230,140	-	-	3,535	20,891	290,780	
OKLAHOMA	6,372	-	6,372	47,075	21,234	68,311	-	9,673	-	77,984	2,330	90	-	-	80,404	
OREGON	17,906	-	17,906	35,287	19,215	54,502	-	-	-	54,502	4,802	31,178	-	-	93,946	
PENNSYLVANIA	-	-	-	109,368	-	109,368	-	-	-	109,368	-	83	837	2,627	109,451	
RHODE ISLAND	-	-	-	288	99	387	-	-	-	387	-	-	-	-	387	
SOUTH CAROLINA	-	-	-	15,096	-	15,096	-	-	-	15,096	-	49	-	-	15,145	
SOUTH DAKOTA	-3,369	-	-3,369	7,048	9,584	16,632	-	223	-	16,855	4,532	93	1,310	-	22,790	
TENNESSEE	-	-	-	96,425	12,903	109,328	-	-	-	109,328	7,041	24	1,000	5,772	123,165	
TEXAS	-	-	-	7,300	34,522	41,822	-	-	-	41,822	-	-	-	-	41,822	
UTAH	45	-	45	5,287	5,653	10,940	-	-	-	10,940	-	786	-	-	11,726	
VERMONT	-	-	-	3,992	3,946	7,938	-	-	-	7,938	-	-	-	-	7,938	
VIRGINIA <sup>6/</sup>	-	-	-	27,999	8,921	36,920	-	-	-	36,920	196	-	131	-	37,247	
WASHINGTON	6,116	-	6,116	74,914	4,876	79,790	-	-	409	80,199	2,795	7,557	1,126	15,066	106,743	
WEST VIRGINIA <sup>6/</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WISCONSIN	-	-	-	73,761	25,190	98,951	-	-	-	98,951	3,984	-	6,897	6,340	116,172	
WYOMING	3,993	-	3,993	9,436	137	9,573	-	-	95	9,668	-	1,374	1,366	-	12,408	
<b>TOTAL</b>	<b>384,427</b>	<b>33,005</b>	<b>417,434</b>	<b>2,547,277</b>	<b>823,950</b>	<b>3,371,227</b>	<b>5,074</b>	<b>72,823</b>	<b>15,952</b>	<b>3,465,076</b>	<b>255,827</b>	<b>71,435</b>	<b>48,025</b>	<b>46,374</b>	<b>3,951,723</b>	

1/ SEE TABLE SF-21 FOR GENERAL NOTE ON SF SERIES. TABLES SF-5 AND 6 ARE CONCERNED SOLELY WITH STATE RECEIPTS AND DISBURSEMENTS APPLICABLE TO COUNTY AND OTHER LOCAL ROADS AND STREETS NOT UNDER STATE CONTROL.

2/ ANY DIFFERENCES BETWEEN JANUARY 1 BALANCES AND PREVIOUS YEAR'S CLOSING BALANCES ARE THE RESULT OF ACCOUNTING ADJUSTMENTS, INCLUSION OF FUNDS NOT PREVIOUSLY REPORTED, ETC.

3/ GROSS NONHIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES THAT WERE OFFSET AGAINST APPROPRIATIONS OUT OF STATE GENERAL FUNDS APPEAR ON TABLE DF.

4/ THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTALS FOR LOCAL ROADS AND STREETS ON TABLES NF-3, MV-3, AND DF, RESPECTIVELY.

5/ INCLUDES SEVERANCE TAX; SPECIFIC OWNERSHIP TAX ON FOR HIRE VEHICLES; OIL ROYALTIES; SALES TAX; GAME AND FISH LICENSES; LUBRICATION OIL TAX; AND TAX ON SPECIAL FUELS.

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

STATE FINANCE

VII-11

# STATE EXPENDITURES AND GRANTS-IN-AID FOR LOCAL ROADS AND STREETS—1975<sup>1</sup>

VII-12

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-6  
OCTOBER 1976

STATE	COUNTY AND TOWNSHIP ROADS <sup>2/</sup>						MUNICIPAL STREETS <sup>2/</sup>						SUMMARY OF STATE DISBURSEMENTS FOR LOCAL ROADS AND STREETS			BALANCES ON DECEMBER 31, 1975				
	DIRECT EXPENDITURES BY STATE <sup>3/</sup>					GRANTS-IN-AID TO COUNTIES AND TOWNSHIPS <sup>2/</sup>	TOTAL	DIRECT EXPENDITURES BY STATE					GRANTS-IN-AID TO MUNICIPALITIES	TOTAL	DIRECT EXPENDITURES BY STATE	GRANTS-IN-AID	TOTAL	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL
	CAPITAL OUTLAY <sup>4/</sup>	MAINTENANCE	ADMINISTRATION AND OTHER	DEBT SERVICE FOR LOCAL ROADS	TOTAL			CAPITAL OUTLAY <sup>4/</sup>	MAINTENANCE	ADMINISTRATION AND OTHER	TOTAL	TOTAL								
ALABAMA	11,567	-	-	1,623	13,190	69,515	82,705	632	-	-	632	11,815	12,447	13,822	81,350	95,152	5,533	-	5,533	
ALASKA	-	-	-	-	-	1,499	-	-	-	-	-	1,734	3,983	1,734	2,249	3,983	-	-	-	
ARIZONA	7,755	-	-	-	7,755	23,782	31,537	12,951	206	29	12,951	26,553	39,904	20,706	50,735	71,441	2,287	-	2,287	
ARKANSAS	3,607	-	-	-	3,607	27,999	31,606	-	-	-	-	19,383	19,383	3,607	47,382	50,989	4,664	-	4,664	
CALIFORNIA	19,945	273	537	-	20,755	210,002	230,757	39,894	549	1,074	41,517	162,315	203,832	62,272	372,317	434,589	-	-	-	
COLORADO	2,330	-	-	-	2,330	37,030	39,360	10,613	-	-	10,613	20,353	30,966	12,943	57,383	70,326	4,609	-	4,609	
CONNECTICUT	-	-	-	-	-	5,893	5,893	-	-	-	-	10,756	10,756	-	16,649	16,649	15,714	-	15,714	
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	2,000	2,000	2,000	2,000	2,000	-	-	-	
DIST. OF COL. <sup>5/</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
FLORIDA	10,068	-	-	-	10,068	61,911	71,979	-	10,415	26,064	76,992	-	76,992	76,992	-	76,992	-19,184	-	-19,184	
GEORGIA	31,716	-	35	12,339	44,090	9,445	53,535	13,466	-	-	13,466	45,151	45,151	10,068	107,062	117,130	9,445	-	10,068	
HAWAII	-	-	-	-	-	12,503	12,503	78	-	3	78	-	-	78	12,503	12,581	-	-	-	
IDAHO	3,496	-	-	-	3,496	17,215	20,711	-	-	-	-	6,139	6,139	3,496	23,354	26,850	-429	-	-429	
ILLINOIS	63,948	7,423	1,796	-	73,167	118,538	191,705	3,088	4,576	1,055	8,719	105,242	113,961	81,886	223,780	305,666	25,711	-	25,711	
INDIANA	4,567	-	460	-	5,027	96,031	101,058	2,419	-	-	2,419	51,304	53,723	7,446	147,335	154,781	37,833	-	37,833	
IOWA	39,862	-	-	-	39,862	70,967	110,829	585	-	-	585	37,143	37,728	40,447	108,110	148,557	22,449	-	22,449	
KANSAS	15,596	-	-	-	15,596	17,370	32,966	1,378	-	-	1,378	16,152	17,530	16,974	33,522	50,496	10,081	-	10,081	
KENTUCKY	11,156	7,725	1,624	-	20,505	6,172	26,677	7,813	-	221	8,034	62	8,096	28,539	6,234	34,773	-	-	-	
LOUISIANA	9,665	42	36	-	9,743	38,209	47,952	8,216	-	-	8,216	2,428	10,644	17,959	40,637	58,596	752	-	752	
MAINE	12	264	-	-	276	2,162	2,438	-	-	-	-	628	628	276	3,066	727	-	-	-	
MARYLAND	5,371	3,165	-	15,822	24,358	34,015	58,373	92,156	-	-	92,156	11,834	103,990	116,514	45,849	162,363	-	26,598	26,598	
MASSACHUSETTS	484	323	78	-	885	6,269	23,463	244	-	25	244	11,912	12,181	6,538	35,375	41,913	-	-	-	
MICHIGAN	13,313	-	-	-	13,313	183,210	196,523	3,712	-	-	3,712	101,387	105,099	17,025	284,397	301,622	63,698	-	63,698	
MINNESOTA	25,815	372	-	-	26,187	66,026	92,213	1,248	367	-	1,615	24,035	25,650	27,802	90,061	117,863	126,750	-	126,750	
MISSISSIPPI	36,822	-	628	2,732	40,182	42,979	83,161	1,415	-	-	1,415	1,420	2,835	44,399	85,996	26,610	-	26,610		
MISSOURI	335	-	-	-	335	12,403	12,738	118	-	-	118	31,874	31,992	453	44,277	44,730	24	-	24	
MONTANA	5,121	722	-	-	5,843	9,766	15,609	421	73	-	494	4,954	5,448	6,337	14,720	21,057	1,674	-	1,674	
NEBRASKA	7,360	20	372	-	7,752	24,058	31,810	2,878	-	145	3,023	23,630	26,653	10,775	47,888	58,663	1,097	-	1,097	
NEVADA	-	-	-	-	-	4,431	4,431	-	-	-	-	1,881	1,881	-	6,312	6,312	-	-	-	
NEW HAMPSHIRE	1,664	72	-	-	1,736	2,535	4,271	3,137	22	-	3,159	2,460	5,619	4,895	4,895	9,890	-	-	-	
NEW JERSEY	3,662	-	1,380	275	5,317	10,343	15,660	3,463	-	1,305	4,768	8,103	12,871	10,085	18,446	26,531	-	-	-	
NEW MEXICO	-	-	-	-	-	5,537	5,537	-	-	-	-	2,045	2,045	7,582	7,582	-	-	-	-	
NEW YORK	15,796	-	-	-	15,796	31,828	47,624	28,582	-	-	28,582	39,904	68,486	44,378	71,732	116,110	-	-	-	
NORTH CAROLINA	-	-	-	-	-	-	-	504	-	-	504	29,366	29,870	504	29,366	29,870	-	-	-	
NORTH DAKOTA	9,376	277	115	-	9,768	11,277	21,045	2,473	-	-	2,473	6,328	8,801	12,241	17,605	29,846	-	-	-	
OHIO	15,894	-	-	-	15,894	134,688	150,582	53,059	-	-	53,059	67,139	120,197	68,952	201,827	270,779	48,772	-	48,772	
OKLAHOMA	3,801	3,421	182	-	7,404	64,286	71,690	-	-	-	9,154	9,154	7,404	73,440	80,844	5,933	-	5,933		
OREGON	3,845	370	49	-	4,264	61,836	66,100	4,499	-	53	4,552	18,395	22,947	8,816	80,231	89,047	22,804	-	22,804	
PENNSYLVANIA	-	-	-	-	-	64,409	64,409	-	-	-	-	45,042	45,042	-	109,451	109,451	-	-	-	
RHODE ISLAND	-	-	-	-	-	87	87	-	-	-	-	300	300	387	387	-	-	-	-	
SOUTH CAROLINA	-	-	-	-	-	15,145	15,145	-	-	-	-	-	-	15,145	15,145	-	-	-	-	
SOUTH DAKOTA	6,836	-	-	-	6,836	11,574	18,410	4,157	-	-	4,157	1,010	5,167	10,993	12,984	23,577	-4,156	-	-4,156	
TENNESSEE	43,313	-	202	-	43,515	46,943	90,458	6,513	-	-	6,515	26,191	32,706	50,030	73,134	123,184	-	-	-	
TEXAS	-	-	-	-	-	41,822	41,822	-	-	-	-	-	-	41,822	41,822	-	-	-	-	
UTAH	-	-	-	-	-	7,519	7,519	-	-	-	-	4,227	4,227	-	11,746	11,746	25	-	25	
VERMONT	901	-	-	-	901	6,221	7,122	-	-	-	-	816	816	901	7,037	7,938	-	-	-	
VIRGINIA	797	-	-	-	797	8,954	9,751	-	-	-	-	27,495	27,495	797	36,449	37,246	-	-	-	
WASHINGTON	5,699	125	262	12,032	18,118	48,411	66,529	8,248	19	141	8,408	32,978	41,386	26,526	81,389	107,915	4,944	-	4,944	
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WISCONSIN	10,881	-	-	-	10,881	49,939	60,820	24,768	-	-	24,768	30,585	55,353	35,649	80,524	116,173	-	-	-	
WYOMING	5,191	-	-	-	5,191	4,638	9,829	-	-	-	-	3,044	3,044	5,191	7,862	12,873	3,529	-	3,529	
<b>TOTAL</b>	<b>457,567</b>	<b>24,594</b>	<b>7,756</b>	<b>50,207</b>	<b>540,124</b>	<b>1,853,087</b>	<b>2,393,211</b>	<b>384,761</b>	<b>16,227</b>	<b>30,115</b>	<b>431,103</b>	<b>1,087,782</b>	<b>1,918,885</b>	<b>971,227</b>	<b>2,940,869</b>	<b>3,912,096</b>	<b>418,134</b>	<b>38,923</b>	<b>457,060</b>	

HIGHWAY STATISTICS, 1975

<sup>1/</sup> SEE TABLE SF-21 FOR GENERAL NOTE ON SF SERIES. TABLES SF-5 AND 6 ARE CONCERNED SOLELY WITH STATE RECEIPTS AND DISBURSEMENTS APPLICABLE TO COUNTY AND OTHER LOCAL ROADS AND STREETS UNDER STATE CONTROL.

<sup>2/</sup> FOR PURPOSES OF THIS TABLE THE FOLLOWING COUNTIES ARE CLASSED AS MUNICIPALITIES: CALIF., SAN FRANCISCO; COLO., DENVER; FLA., DUVAL; IND., MARION; LA., ORLEANS PARISH; MASS., SUFFOLK; N.Y., BRONX, KINGS, NEW YORK, QUEENS, AND RICHMOND; PA., PHILADELPHIA; TENN., DAVIDSON; VA., ARLINGTON. CERTAIN TOWNS AND TOWNSHIPS IN THE SIX NEW ENGLAND STATES, N.J., N.Y., PA., ARE CLASSED AS MUNICIPALITIES ON THE BASIS OF POPULATION DENSITY.

<sup>3/</sup> COUNTY ROADS ARE UNDER STATE CONTROL IN ALA. (TEN COUNTIES), DEL. (N.C.), VA. (ALL BUT TWO COUNTIES), AND W. VA. FOR EXPENDITURES ON ROADS UNDER STATE CONTROL SEE TABLE SF-4.

<sup>4/</sup> INCLUDES EXPENDITURES ON FEDERAL-AID SECONDARY AND URBAN PROJECTS THAT ARE LOCATED OFF THE STATE SYSTEM.

<sup>5/</sup> IN MANY STATES, THE GRANTS-IN-AID TO COUNTIES AND TOWNSHIPS MAY ULTIMATELY HAVE BEEN USED IN PART FOR MUNICIPAL STREETS OR SERVICE OF LOCAL ROAD BONDS. EXPENDITURES ON STREETS FORMING MUNICIPAL EXTENSIONS OF THE STATE SYSTEMS ARE INCLUDED UNDER "DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS," TABLE SF-4.

<sup>6/</sup> THE ADMINISTRATION AND OTHER COLUMN IN D.C. INCLUDES THE FOLLOWING: ADMINISTRATION, ENGINEERING AND MISCELLANEOUS \$7,489,076; TRAFFIC POLICE AND SAFETY \$10,767,646; HIGHWAY BOND INTEREST \$5,539,401 AND HIGHWAY BOND REDEMPTION \$2,267,904.

# CAPITAL OUTLAY BY STATE HIGHWAY DEPARTMENTS—1975<sup>1</sup>

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-11  
OCTOBER 1976

STATE	INTERSTATE SYSTEM			OTHER FEDERAL-AID RURAL SYSTEM			OTHER FEDERAL-AID URBAN SYSTEM			TOTAL FEDERAL- AID SYSTEMS	ROADS AND STREETS NOT ON FEDERAL-AID SYSTEMS				GRAND TOTAL		
	RURAL	URBAN	TOTAL	RURAL PRIMARY	RURAL SECONDARY	TOTAL	URBAN EXTENSION P&S	URBAN	TOTAL		STATE-ADMINISTERED HIGHWAYS		ON COUNTY AND TOWNSHIP ROADS	ON LOCAL MUNICIPAL STREETS		TOTAL	
											ON STATE HIGHWAY SYSTEMS	ON OTHER STATE ROADS					
ALABAMA	30,170	47,925	78,095	34,487	30,352	64,839	9,231	33,946	43,177	186,111	3,880	-	11,567	632	16,079	202,190	
ALASKA	-	-	-	35,983	62,521	98,504	40,969	-	40,969	139,473	982	925	-	1,499	3,406	142,879	
ARIZONA	72,192	4,215	76,407	25,226	38,322	63,618	11,006	-	11,006	151,031	-	-	-	-	151,031	-	
ARKANSAS	28,382	42,982	71,364	61,060	18,971	80,031	9,381	-	9,381	160,776	1,554	-	-	-	1,554	162,330	
CALIFORNIA	100,889	107,487	208,376	5,730	11,516	17,246	165,284	77,004	242,288	467,910	191,096	2	18,150	12,567	221,815	689,725	
COLORADO	45,554	16,955	62,509	26,018	13,581	39,599	39,599	10,646	50,245	117,140	-	-	1,472	825	2,297	119,437	
CONNECTICUT	17,119	18,840	35,959	29,090	9,748	38,838	16,543	-	16,543	91,340	46,870	20	-	-	46,890	138,230	
DELAWARE	-	4,904	4,904	1,197	377	1,574	669	5,183	5,851	12,329	20,823	-	-	-	20,823	33,152	
DIST. OF COL.	-	18,025	18,025	-	-	-	-	-	-	35,343	-	-	-	-	-	-	-
FLORIDA	117,698	72,562	190,260	41,888	47,950	89,838	54,219	30,498	84,717	366,815	38,163	4,608	10,068	-	52,839	417,654	
GEORGIA	111,442	14,643	126,085	83,201	18,899	102,100	13,215	30,034	43,249	271,434	16,967	-	31,716	13,486	62,169	333,603	
HAWAII	27,789	25,505	53,294	3,317	1,876	5,193	4,278	36	4,314	62,801	7,457	-	-	78	7,535	70,336	
IDAHO	18,100	47	18,147	28,778	12,519	41,297	919	1,411	2,330	61,774	-	-	-	-	-	61,774	
ILLINOIS	119,134	88,444	207,578	148,471	26,511	174,982	77,410	35,636	113,046	495,606	117,985	-	41,791	1,988	161,764	657,370	
INDIANA	9,149	96,491	105,640	84,605	22,379	106,984	12,885	12,024	24,909	228,384	1,359	-	-	-	1,359	229,743	
IOWA	30,257	28,571	58,828	97,372	39,862	137,234	2,981	22,907	25,888	221,950	-	1,066	-	-	1,066	223,016	
KANSAS	17,124	51,371	68,495	31,964	21,304	53,268	9,369	-	9,369	131,132	-	636	-	-	636	131,768	
KENTUCKY	20,218	37,220	57,438	89,370	47,947	136,317	10,809	5,837	16,646	210,401	40,409	-	11,156	7,813	59,378	269,779	
LOUISIANA	87,885	29,070	117,055	74,133	96,432	170,565	13,940	-	13,940	306,560	37,612	-	9,665	8,216	55,493	362,053	
MAINE	15,432	2,123	17,555	5,552	8,759	14,311	5,760	1,655	7,415	39,281	4,483	21	-	-	4,516	43,797	
MARYLAND	8,462	86,499	94,961	53,249	46,968	100,217	9,389	15,824	25,213	220,391	575	-	-	2,192	2,767	223,158	
MASSACHUSETTS	7,059	39,877	46,936	12,391	5,767	18,158	16,026	42,336	58,362	123,456	27,290	2,766	-	177	30,233	153,689	
MICHIGAN	48,729	105,048	153,777	50,925	46,393	97,318	40,715	24,429	75,144	326,239	-	544	-	-	544	326,783	
MINNESOTA	40,394	17,989	58,383	57,321	42,170	99,491	-	13,527	13,527	171,401	110	-	-	-	110	171,511	
MISSISSIPPI	14,374	18,088	32,462	120,085	46,678	166,763	14,224	750	14,974	214,199	-	3	10,043	665	10,711	224,910	
MISSOURI	49,644	34,961	84,605	103,889	40,064	143,953	22,769	-	22,769	251,327	-	-	335	118	453	251,780	
MONTANA	50,276	128	50,404	19,462	5,542	25,005	524	599	1,123	76,532	-	1,572	-	-	1,572	78,104	
NEBRASKA	10,237	3,412	13,649	62,764	22,166	84,930	9,712	6,249	15,961	114,540	-	45	2,303	-	2,348	116,888	
NEVADA	15,301	8,117	23,418	1,675	3,430	5,105	2,595	1,221	3,816	32,339	3,256	-	-	-	3,256	35,595	
NEW HAMPSHIRE	4,970	14,168	19,138	5,156	6,640	11,796	1,686	2,693	4,379	35,313	565	-	1,664	969	3,198	38,511	
NEW JERSEY	5,256	76,349	81,605	796	7,178	7,974	748	16,208	16,956	106,535	34,917	174	-	-	35,091	141,626	
NEW MEXICO	38,099	464	38,563	15,114	9,194	24,308	11,353	2,437	13,790	76,661	3,251	-	-	-	3,251	79,912	
NEW YORK	70,164	29,616	99,780	180,722	38,487	219,209	83,732	19,780	103,512	422,591	529	31,070	261	4,968	36,828	459,329	
NORTH CAROLINA	53,530	12,958	66,488	36,865	13,444	50,309	6,622	10,135	16,757	133,554	135,779	-	504	-	138,793	272,347	
NORTH DAKOTA	18,092	144	18,236	16,470	18,200	34,670	1,568	3,763	5,331	58,237	-	-	192	745	1,202	59,439	
OHIO	44,131	79,829	123,960	51,482	32,659	84,141	86,017	3,891	89,908	798,009	2,179	2,527	8,784	25,976	39,466	337,475	
OKLAHOMA	10,326	15,875	26,201	48,219	12,708	60,927	10,779	15,242	26,021	113,149	-	2,285	3,801	-	6,086	119,235	
OREGON	62,229	32,905	95,134	34,788	9,169	43,957	12,585	4,233	16,818	155,909	-	625	1	266	892	156,801	
PENNSYLVANIA	14,393	219,416	233,809	94,602	85,555	180,157	84,343	110,182	194,525	608,491	109,748	1,399	-	-	111,147	719,638	
RHODE ISLAND	2	867	869	4,272	1,837	6,109	5,723	4,014	9,737	16,715	740	-	-	-	740	17,455	
SOUTH CAROLINA	36,761	2,807	39,568	56,338	4,714	61,052	25,084	1,797	26,881	127,501	27,883	554	-	-	28,437	155,938	
SOUTH DAKOTA	11,347	87	11,434	12,184	12,184	24,368	2,794	4,387	7,181	53,962	-	-	504	-	2,455	56,417	
TENNESSEE	64,377	28,385	92,762	105,064	51,373	160,437	2,641	31,594	34,235	279,434	-	5,258	17,574	6,515	29,347	308,781	
TEXAS	100,219	91,462	191,681	158,729	130,780	289,509	119,399	37,507	150,906	632,096	18,086	-	-	-	18,086	650,182	
UTAH	29,291	18,337	47,628	11,153	3,392	14,545	353	4,011	4,364	66,837	8,627	-	-	-	8,627	75,164	
VERMONT	24,836	-	24,836	6,664	1,208	7,872	44	-	44	32,752	-	180	901	-	1,081	33,833	
VIRGINIA	125,403	267	125,670	40,732	31,221	71,953	65,948	44,962	110,910	308,533	19,747	388	-	-	20,635	329,168	
WASHINGTON	41,703	21,061	62,764	52,177	14,159	66,336	7,734	39,257	46,991	176,091	581	-	133	311	1,591	177,682	
WEST VIRGINIA	67,468	26,987	94,455	94,334	23,426	117,760	3,562	73	3,635	215,850	36,579	-	-	-	36,579	252,429	
WISCONSIN	12,599	14,107	26,706	77,152	24,651	101,803	27,414	11,386	38,800	167,309	-	2,040	-	11,960	14,000	181,309	
WYOMING	30,325	4,905	35,230	29,129	6,088	35,217	1,236	7,741	8,977	78,424	-	55	5,191	-	5,246	83,670	
TOTAL	1,978,631	1,695,346	3,673,977	2,534,324	1,327,342	3,861,666	1,153,709	760,226	1,913,935	9,449,578	962,031	62,604	197,284	107,642	1,319,561	10,769,139	

STATE FINANCE

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1/ THIS TABLE COMBINES CAPITAL EXPENDITURES GIVEN IN TABLE SF-4A FOR STATE-ADMINISTERED HIGHWAYS AND IN TABLE SF-6 FOR LOCAL ROADS AND STREETS, AND CLASSIFIES THEM ACCORDING TO FEDERAL-AID SYSTEMS. DATA FOR TOLL FACILITIES ARE NOT INCLUDED.

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES  
COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS—1975<sup>1</sup>

TABLE SF-15  
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OCTOBER 1976

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(IN THOUSANDS OF DOLLARS)

STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY							MAINTENANCE									
		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL MAINTENANCE	
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		
ALABAMA																		
ANNISTON	CALHOUN	336	-	34	370	20	7	27	397	131	-	19	144	-	-	-	-	144
BIRMINGHAM	JEFFERSON	19,744	-	1,974	21,718	1,185	395	1,580	23,298	399	-	40	439	-	-	-	-	439
	ST CLAIR	258	-	26	284	15	5	20	304	139	-	13	146	-	-	-	-	146
	SHELBY	3,422	-	342	3,764	205	68	273	4,037	146	-	15	161	-	-	-	-	161
	WALKER	900	-	80	980	49	16	64	1,047	109	-	11	120	-	-	-	-	120
COLUMBUS, GA-AL	RUSSELL	707	-	82	789	49	16	65	854	128	-	12	140	-	-	-	-	140
FLORENCE	COLBERT	837	-	76	913	46	15	61	974	578	-	53	631	-	-	-	-	631
	LAUDERDALE	1,476	-	134	1,610	81	27	108	1,718	738	-	67	805	-	-	-	-	805
GADSDEN	ETOWAH	630	-	63	693	38	13	51	744	174	-	17	191	-	-	-	-	191
HUNTSVILLE	LIMESTONE	1,073	-	107	1,180	64	21	85	1,265	86	-	9	95	-	-	-	-	95
	MADISON	1,408	-	141	1,549	84	28	112	1,661	420	-	21	229	-	-	-	-	229
	MARSHALL	1,847	-	222	2,069	113	37	149	2,217	250	-	30	280	-	-	-	-	280
MOBILE	BALDWIN	11,448	-	1,145	12,593	697	229	916	13,509	858	-	86	944	-	-	-	-	944
	MOBILE	3,435	-	344	3,779	206	69	275	4,054	671	-	67	738	-	-	-	-	738
MONTGOMERY	MOBILE	115	-	12	127	7	2	9	136	61	-	6	67	-	-	-	-	67
	ELMORE	931	-	93	1,024	56	19	75	1,099	132	-	14	146	-	-	-	-	146
	MONTGOMERY	3,143	-	314	3,457	189	63	252	3,709	289	-	29	318	-	-	-	-	318
TUSCALOOSA	TUSCALOOSA	2,309	-	210	2,519	126	42	168	2,687	287	-	26	313	-	-	-	-	313
TOTAL		54,109	-	5,399	59,508	3,217	1,072	4,289	63,797	5,375	-	529	5,904	-	-	-	-	5,904
ALASKA																		
ANCHORAGE	ANCHORAGE	6,974	-	13,605	20,579	-	107	107	20,686	1,860	-	440	2,300	-	-	-	-	2,300
ARIZONA																		
PHOENIX	MARICOPA	11,305	-	18,588	29,893	-	-	-	29,893	957	-	892	1,849	-	-	-	-	1,849
TUCSON	PIMA	4,731	-	877	5,608	-	-	-	5,608	853	-	322	1,175	-	-	-	-	1,175
TOTAL		16,036	-	19,465	35,501	-	-	-	35,501	1,810	-	1,214	3,024	-	-	-	-	3,024
ARKANSAS																		
FAYETTEVILLE-SPRINGDALE	BENTON	3,102	-	125	3,227	210	-	210	3,437	654	-	70	724	-	-	-	-	724
	WASHINGTON	820	-	567	1,387	96	-	96	1,483	159	-	655	814	-	-	-	-	814
FORT SMITH, AR-OK	CRAWFORD	124	-	22	146	130	-	130	266	300	-	58	353	-	-	-	-	353
	SEBASTIAN	3,115	-	3,882	6,997	-	-	-	6,997	557	-	59	615	-	-	-	-	615
LITTLE ROCK-NORTH LITTLE ROCK	PULASKI	2,474	-	20,608	23,082	64	-	64	23,146	285	-	1,236	1,521	-	-	-	-	1,521
	SALINE	2,371	-	3	2,374	18	-	18	2,392	243	-	29	272	-	-	-	-	272
	DALLAS	6,872	-	33	6,905	69	-	69	6,974	170	-	232	402	-	-	-	-	402
PINE BLUFF	JEFFERSON	3,996	-	2,355	6,351	115	-	115	6,466	134	-	261	395	-	-	-	-	395
TEXARKANA, TX-TEXARKANA, AR	LITTLE RIVER	614	-	9	623	24	-	24	647	120	-	89	209	-	-	-	-	209
	MILLER	2,209	-	511	2,720	21	-	21	2,741	196	-	113	309	-	-	-	-	309
TOTAL		25,487	-	28,118	53,605	727	-	727	54,332	2,818	-	2,796	5,614	-	-	-	-	5,614
CALIFORNIA																		
ANAHEIM-SANTA ANA-GARDEN GROVE	ORANGE	6,153	-	16,737	22,890	190	4	194	23,084	1,113	-	4,777	5,890	-	-	-	-	5,890
BAKERSFIELD	KERN	11,173	-	2,866	14,039	199	154	353	14,390	3,255	-	276	3,531	-	-	-	-	3,531
FRESNO	FRESNO	2,636	-	2,269	4,905	156	-	156	5,061	1,672	-	241	1,913	-	-	-	-	1,913
LOS ANGELES-LONG BEACH	LOS ANGELES	8,308	-	130,329	138,637	5	2,121	2,126	140,763	6,717	-	19,376	26,093	-	-	-	-	26,093
MODESTO	STANTISLAUS	4,680	-	3,165	7,845	193	415	608	8,453	937	-	142	1,079	-	-	-	-	1,079
OXNARD-SIMI VALLEY-VENTURA	VENTURA	7,151	-	2,338	9,489	-	95	95	9,584	1,666	-	955	2,621	-	-	-	-	2,621
RIVERSIDE-SAN BERNARDINO-ONTARIO	RIVERSIDE	13,527	-	5,283	18,810	59	-	59	18,869	2,603	-	605	3,208	-	-	-	-	3,208
	SAN BERNARDINO	20,528	-	3,575	23,833	149	30	179	24,012	4,068	-	817	4,885	-	-	-	-	4,885
SACRAMENTO	PLACER	5,075	-	4,211	9,286	239	186	425	9,711	1,949	-	286	2,235	-	-	-	-	2,235
	SACRAMENTO	5,967	-	10,307	16,274	4	37	43	16,317	1,991	-	1,670	3,661	-	-	-	-	3,661
	YOL	7,843	-	371	8,214	94	5	99	8,313	1,695	-	245	1,940	-	-	-	-	1,940
SALINAS-SEASIDE-MONTEREY	MONTEREY	12,840	-	1,032	13,872	51	13	64	13,936	1,465	-	214	1,679	-	-	-	-	1,679
SAN DIEGO	SAN DIEGO	13,748	-	53,097	66,845	5	1,325	1,330	68,175	2,958	-	2,435	5,393	-	-	-	-	5,393
SAN FRANCISCO-OAKLAND	ALAMEDA	2,892	-	10,417	13,309	59	1,395	1,454	14,763	1,879	-	6,493	8,372	-	-	-	-	8,372
	CONTRA COSTA	20,594	-	10,698	31,292	36	893	929	32,221	1,120	-	3,520	4,640	-	-	-	-	4,640
	MARIN	1,640	-	6,872	8,512	-	110	-	8,622	1,128	-	302	1,930	-	-	-	-	1,930
	SAN FRANCISCO	345	-	3,569	3,914	-	-	-	3,914	-	-	5,197	5,197	-	-	-	-	5,197
	SAN MATEO	2,974	-	3,569	6,543	-	74	74	22,334	1,672	-	2,374	4,046	-	-	-	-	4,046
	SANTA CLARA	9,198	-	13,878	23,076	-	817	817	23,893	1,609	-	2,649	4,258	-	-	-	-	4,258
SAN JOSE	SANTA BARBARA	7,596	-	2,463	10,059	33	21	54	10,113	1,658	-	416	2,074	-	-	-	-	2,074
SANTA BARBARA-SANTA MARIA-LOMPDC	SANTA CRUZ	1,341	-	679	2,020	150	2	152	2,172	983	-	247	1,230	-	-	-	-	1,230
SANTA ROSA	SONOMA	8,927	-	1,422	10,349	408	24	432	10,781	1,595	-	300	1,895	-	-	-	-	1,895
STOCKTON	SAN JOAQUIN	5,599	-	7,730	13,329	339	50	389	13,718	2,016	-	422	2,438	-	-	-	-	2,438
VALLEJO-FAIRFIELD-NAPA	NAPA	5,053	-	5,607	10,660	89	-	89	5,696	780	-	125	1,905	-	-	-	-	1,905
	SOLANO	4,302	-	3,196	7,498	98	1	99	7,597	3,593	-	1,123	4,656	-	-	-	-	4,656
TOTAL		189,420	-	316,742	506,162	2,558	7,772	10,330	516,492	50,062	-	55,707	105,769	-	-	-	-	105,769

VII-114

HIGHWAY STATISTICS, 1975



# STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES

## COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS - 1975<sup>1</sup>

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

TABLE SF-15  
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(IN THOUSANDS OF DOLLARS)

STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY							MAINTENANCE									
		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL MAINTENANCE	
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		
COLORADO																		
COLORADO SPRINGS	EL PASO	3,732	-	473	4,205	589	1,571	2,160	6,365	807	-	511	1,318	-	-	-	-	1,318
DENVER-BOULDER	TELLER	973	-	-	973	4	-	4	977	124	-	16	140	-	-	-	-	140
	ADAMS	3,182	-	2,984	6,166	130	1,380	1,510	7,676	1,054	-	171	1,225	-	-	-	-	1,225
	ARAPAHOE	3,141	-	2,477	5,618	289	295	584	6,202	814	-	484	1,298	-	-	-	-	1,298
	BOULDER	1,590	-	828	2,418	148	802	950	3,368	748	-	202	950	-	-	-	-	950
	DENVER	-	-	9,815	9,815	-	2,339	2,339	12,154	-	-	1,536	1,536	-	-	-	-	1,536
	DOUGLAS	3,617	-	-	3,617	69	-	69	3,686	-	-	4	690	-	-	-	-	690
	GILPIN	-	-	-	-	9	-	9	9	-	-	11	117	-	-	-	-	117
	JEFFERSON	2,095	-	783	2,878	20	706	726	3,604	1,243	-	590	1,833	-	-	-	-	1,833
FORT COLLINS	LARIMER	1,855	-	116	1,971	43	850	893	2,864	789	-	47	836	-	-	-	-	836
GREELEY	WELD	3,646	-	77	3,723	72	246	318	4,041	1,892	-	55	1,947	-	-	-	-	1,947
PUEBLO	PUEBLO	1,711	-	362	2,073	148	1,560	1,708	3,781	722	-	254	976	-	-	-	-	976
<b>TOTAL</b>		<b>25,542</b>	<b>-</b>	<b>17,915</b>	<b>43,457</b>	<b>1,521</b>	<b>9,749</b>	<b>11,270</b>	<b>54,727</b>	<b>8,985</b>	<b>-</b>	<b>3,881</b>	<b>12,866</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,866</b>
CONNECTICUT																		
BRIDGEPORT		22,317	-	-	22,317	-	-	-	22,317	1,833	-	-	1,833	-	-	-	-	1,833
BRISTOL		493	-	-	493	-	-	-	493	357	-	-	357	-	-	-	-	357
DANBURY		19,460	-	-	19,460	-	-	-	19,460	1,361	-	-	1,361	-	-	-	-	1,361
HARTFORD		13,168	-	-	13,168	-	-	-	13,168	6,961	-	-	6,961	-	-	-	-	6,961
MERIDEN		222	-	-	222	-	-	-	222	296	-	-	296	-	-	-	-	296
NEW BRITAIN		26,533	-	-	26,533	-	-	-	26,533	798	-	-	798	-	-	-	-	798
NEW HAVEN-WEST HAVEN		12,280	-	-	12,280	-	-	-	12,280	2,950	-	-	2,950	-	-	-	-	2,950
NEW LONDON-NORWICH, CT-RI		10,353	-	-	10,353	-	-	-	10,353	3,204	-	-	3,204	-	-	-	-	3,204
NORWALK		3,340	-	-	3,340	-	-	-	3,340	825	-	-	825	-	-	-	-	825
SPRINGFIELD-CHICOPEE-HOLYOKE, MA-CT		1,472	-	-	1,472	-	-	-	1,472	137	-	-	137	-	-	-	-	137
STAMFORD		5,368	-	-	5,368	-	-	-	5,368	1,863	-	-	1,863	-	-	-	-	1,863
WATERBURY		-	-	-	-	-	-	-	-	745	-	-	745	-	-	-	-	745
<b>TOTAL</b>		<b>115,006</b>	<b>-</b>	<b>-2/</b>	<b>115,006</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>115,006</b>	<b>21,330</b>	<b>-</b>	<b>-2/</b>	<b>21,330</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,330</b>
DELAWARE																		
WILMINGTON, DE-NJ-MD	NEW CASTLE	401	8,833	1,866	11,100	-	-	-	11,100	1,600	-	-	1,600	-	-	-	-	1,600
DISTRICT OF COLUMBIA																		
WASHINGTON, DC-MD-VA	DIST OF COLUMBIA	-	-	-	-	-	40,513	40,513	40,513	-	-	-	-	-	10,415	10,415	-	10,415
FLORIDA																		
DAYTONA BEACH	VOLUSTA	3,739	132	4,070	7,941	124	-	124	8,065	1,768	112	-	1,880	-	-	-	-	1,880
FORT LAUDERDALE-HOLLYWOOD	BROWARD	8,059	1,980	21,458	31,497	1,359	-	1,359	32,856	2,589	438	-	3,027	-	-	-	-	3,027
FORT MYERS	LEE	5,228	940	9,660	15,828	905	-	905	16,733	969	428	-	1,397	-	-	-	-	1,397
GAINESVILLE	ALACHUA	4,148	724	5,747	10,621	221	-	221	10,842	1,562	-	-	1,562	-	-	-	-	1,562
JACKSONVILLE	BAKER	149	49	90	288	-	-	-	288	421	-	-	421	-	-	-	-	421
	CLAY	407	802	950	2,159	47	-	47	2,206	595	-	-	595	-	-	-	-	595
	DUVAL	17,838	2,522	9,236	29,596	1,532	-	1,532	31,128	3,463	-	-	3,463	-	-	-	-	3,463
	NASSAU	3,163	499	221	3,883	3	-	3	3,886	772	-	-	772	-	-	-	-	772
	ST. JOHNS	4,508	413	7	4,928	142	-	142	5,070	1,653	-	-	1,653	-	-	-	-	1,653
LAKELAND-WINTER HAVEN	POLK	5,961	1,086	2,756	9,803	51	-	51	9,854	1,863	-	-	1,863	-	-	-	-	1,863
MELBOURNE-TITUSVILLE-COCOA	BREVARD	730	7	1,634	2,371	116	-	116	2,487	1,856	-	-	1,856	-	-	-	-	1,856
MIAMI	DADE	18,998	1,125	14,812	34,935	1,005	-	1,005	35,940	3,407	-	-	3,407	-	-	-	-	3,407
ORLANDO	ORANGE	5,983	744	2,455	9,182	143	-	143	9,325	1,747	-	-	1,747	-	-	-	-	1,747
	OSCEOLA	115	60	69	244	37	-	37	281	421	-	-	421	-	-	-	-	421
	SEMINOLE	849	1,931	641	3,421	373	-	373	3,794	529	-	-	529	-	-	-	-	529
PENSACOLA	ESCAMBIA	3,268	393	3,366	7,027	3	-	3	7,030	1,598	-	-	1,598	-	-	-	-	1,598
SARASOTA	SANTA ROSA	1,721	239	138	2,098	12	-	12	2,110	1,092	308	-	1,400	-	-	-	-	1,400
TALLAHASSEE	SARASOTA	2,735	780	481	3,996	-	-	-	3,996	1,144	249	-	1,393	-	-	-	-	1,393
	LEON	738	14	4,492	5,244	69	-	69	5,313	1,418	139	-	1,557	-	-	-	-	1,557
TAMPA-ST. PETERSBURG	WAKULLA	74	372	9	455	38	-	38	493	307	-	-	307	-	-	-	-	307
	HILLSBOROUGH	31,534	181	19,842	51,557	747	-	747	52,306	3,161	527	-	3,688	-	-	-	-	3,688
	PASCO	110	712	245	1,067	3	-	3	1,070	959	-	-	959	-	-	-	-	959
	PINELLAS	12,829	1,094	9,499	23,422	806	-	806	24,228	1,684	-	-	1,684	-	-	-	-	1,684
WEST PALM BEACH-BOCA RATON	PALM BEACH	14,333	2,728	33,870	50,931	329	-	329	51,260	2,498	-	-	2,498	-	-	-	-	2,498
<b>TOTAL</b>		<b>147,219</b>	<b>19,529</b>	<b>145,748</b>	<b>312,496</b>	<b>8,065</b>	<b>-</b>	<b>8,065</b>	<b>320,561</b>	<b>37,476</b>	<b>2,587</b>	<b>-2/</b>	<b>40,063</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40,063</b>
GEORGIA																		
ALBANY	DOUGHERTY	8,377	-	-	8,377	1,604	-	1,604	9,981	405	-	-	405	-	-	-	-	405
ATLANTA	LEE	395	-	-	395	284	-	284	679	287	-	-	287	-	-	-	-	287
	BUTTS	500	-	-	500	-	-	-	500	212	-	-	212	-	-	-	-	212
	CHEROKEE	5,932	-	-	5,932	149	-	149	6,081	480	-	-	480	-	-	-	-	480

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STATE FINANCE

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STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES

COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS — 1975<sup>1</sup>

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		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL MAINTENANCE		
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL	TOTAL CAPITAL OUTLAY	STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS		TOTAL	
GEORGIA (CONTINUED)																		
ATLANTA	CLAYTON	8,063	-	-	8,063	175	-	175	8,238	393	-	-	393	-	-	-	-	393
	COBB	16,822	-	-	16,822	618	-	618	17,440	655	-	-	655	-	-	-	-	655
	DE KALB	5,414	-	-	5,414	468	-	468	5,882	692	-	-	692	-	-	-	-	692
	DOUGLAS	434	-	-	434	126	-	126	560	262	-	-	262	-	-	-	-	262
	FAVETTE	68	-	-	68	1,618	-	1,618	1,686	287	-	-	287	-	-	-	-	287
	FORSYTH	4,018	-	-	4,018	286	-	286	4,304	312	-	-	312	-	-	-	-	312
	FULTON	2,721	-	-	2,721	508	-	508	3,229	1,228	-	-	1,228	-	-	-	-	1,228
	GWINNETT	4,446	-	-	4,446	468	-	468	4,914	698	-	-	698	-	-	-	-	698
	HENRY	543	-	-	543	61	-	61	604	449	-	-	449	-	-	-	-	449
	NEWTON	1,764	-	-	1,764	25	-	25	1,789	455	-	-	455	-	-	-	-	455
	PAULDING	30	-	-	30	154	-	154	184	399	-	-	399	-	-	-	-	399
	ROCKDALE	142	-	-	142	306	-	306	448	187	-	-	187	-	-	-	-	187
	WALTON	1,843	-	-	1,843	302	-	302	2,145	368	-	-	368	-	-	-	-	368
AUGUSTA GA-SC	COLUMBIA	253	-	-	253	151	-	151	404	424	-	-	424	-	-	-	-	424
	RICHMOND	8,159	-	-	8,159	1,209	-	1,209	9,368	412	-	-	412	-	-	-	-	412
CHATTANOOGA, TN-GA	CATOOSA	220	-	-	220	204	-	204	424	274	-	-	274	-	-	-	-	274
	OADE	962	-	-	962	71	-	71	1,033	368	-	-	368	-	-	-	-	368
	WALKER	479	-	-	479	162	-	162	641	555	-	-	555	-	-	-	-	555
COLUMBUS, GA-AL	CHATTAHOOCHEE	3	-	-	3	27	-	27	30	125	-	-	125	-	-	-	-	125
	COLUMBUS	4,097	-	-	4,097	155	-	155	4,252	324	-	-	324	-	-	-	-	324
MACON	BIBB	1,536	-	-	1,536	208	-	208	1,744	617	-	-	617	-	-	-	-	617
	HOUSTON	2,009	-	-	2,009	302	-	302	2,311	499	-	-	499	-	-	-	-	499
	JONES	161	-	-	161	8	-	8	169	299	-	-	299	-	-	-	-	299
	THIGGS	51	-	-	51	91	-	91	142	374	-	-	374	-	-	-	-	374
SAVANNAH	BRYAN	211	-	-	211	47	-	47	258	343	-	-	343	-	-	-	-	343
	CHATHAM	18,528	-	-	18,528	643	-	643	19,171	499	-	-	499	-	-	-	-	499
	EFFINGHAM	38	-	-	38	159	-	159	197	343	-	-	343	-	-	-	-	343
TOTAL		98,219	-	-2/	98,219	10,589	-	10,589	108,808	13,225	-	-2/	13,225	-	-	-	-	13,225
HAWAII																		
HONOLULU	HONOLULU	4,958	221	54,435	59,614	-	78	78	59,692	1,722	279	2,552	4,553	-	-	-	-	4,553
IDAHO																		
BOISE CITY	ADA	78	-	412	490	-	-	-	490	100	-	29	129	-	-	-	-	129
ILLINOIS																		
ALDOBRINGTON-NORMAL	MCLAIN	15,742	-	3,803	19,545	403	-	403	19,948	551	-	65	616	463	26	489	1,105	
CHAMPAIGN-URBANA-RANTOUL	CHAMPAIGN	4,479	-	1,262	5,741	-	3	3	5,744	944	-	117	1,061	235	73	308	1,369	
CHICAGO	COOK	10,628	-	57,049	67,677	-	1,146	1,146	68,823	979	-	11,503	12,482	423	1,004	1,427	13,909	
	DU PAGE	3,861	-	21,208	25,069	-	81	81	25,150	259	-	2,067	2,326	426	762	1,189	3,515	
	KANE	994	-	2,744	3,738	1,444	216	1,660	5,398	1,316	-	631	1,947	841	322	1,163	3,110	
	LAKE	5,906	-	2,010	7,916	864	339	1,203	9,119	1,458	-	1,842	3,300	573	620	1,193	4,493	
	MCHENRY	3,812	-	2,658	6,470	-	-	-	6,470	1,294	-	245	1,539	748	153	901	2,440	
	WILL	8,824	-	9,598	18,422	373	-	373	18,795	554	-	1,940	2,496	743	223	976	3,472	
DAVENPORT-ROCK ISLAND-MOLINE, IA-IL	HENRY	6,887	-	2,194	8,883	258	-	258	9,133	563	-	28	591	185	20	205	796	
	ROCK ISLAND	7,279	-	9,144	16,423	17	-	17	16,440	249	-	233	482	69	4	73	555	
	MACON	30,987	-	2,331	33,318	-	108	108	33,426	176	-	118	294	182	61	243	537	
DECATUR	MACON	11,718	-	13,474	25,192	562	321	883	26,075	418	-	222	640	327	-	327	967	
PEORIA	TAZEWELL	2,801	-	5,327	8,128	-	71	71	8,199	258	-	161	419	290	-	290	709	
	WOODFORD	2,863	-	-	2,863	90	-	90	2,953	258	-	-	258	230	18	248	506	
ROCKFORD	BOONE	179	-	179	179	18	-	18	197	108	-	17	125	170	11	181	306	
	WINNEBAGO	2,392	-	2,939	5,351	310	-	312	5,663	294	-	180	474	279	62	341	815	
ST LOUIS, MO-IL	CLINTON	3,541	-	13	3,554	102	-	102	3,656	356	-	5	361	241	25	266	627	
	MADISON	9,840	-	16,065	25,905	189	-	191	26,096	886	-	453	1,339	107	59	166	1,505	
	MONROE	329	-	-	329	-	-	-	329	188	-	-	188	79	9	88	276	
	ST CLAIR	15,322	-	23,368	38,690	325	722	1,047	39,737	517	-	523	1,040	288	126	414	1,454	
SPRINGFIELD	MENARD	59	-	-	59	-	-	-	59	101	-	-	101	57	9	66	167	
	SANGAMON	32,469	-	5,539	38,008	822	31	853	38,861	444	-	147	591	324	56	380	971	
TOTAL		180,712	-	180,748	361,460	5,768	3,043	8,811	370,271	12,173	-	20,497	32,670	7,280	3,654	10,934	43,604	
INDIANA																		
ANDERSON	MADISON	190	-	-	190	-	-	-	190	3	-	-	3	-	-	-	-	3
CINCINNATI, OH-KY-IN	DEARBORN	7,700	-	-	7,700	-	-	-	7,700	9	-	-	9	-	-	-	-	9
EVANSVILLE, IN-KY	GIBSON	1,624	-	-	1,624	-	-	-	1,624	19	-	-	19	-	-	-	-	19
	POSEY	252	-	-	252	-	-	-	252	3	-	-	3	-	-	-	-	3
	VANDERBURGH	346	-	-	346	-	-	-	346	6	-	-	6	-	-	-	-	6
PORT WAYNE	HARRICK	11	-	-	11	-	-	-	11	2	-	-	2	-	-	-	-	2
	ADAMS	155	-	-	155	-	-	-	155	2	-	-	2	-	-	-	-	2
	ALLEN	2,852	-	-	2,852	-	-	-	2,852	92	-	-	92	-	-	-	-	92
	DE KALB	88	-	-	88	-	-	-	88	3	-	-	3	-	-	-	-	3

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		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL MAINTENANCE		
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL			
INDIANA (CONTINUED)																			
WELLS		185	-	-	185	-	-	-	185	4	-	-	4	-	-	-	-	-	4
FORT WAYNE	LAKE	1,554	-	-	1,554	-	-	-	1,554	8	-	-	8	-	-	-	-	-	8
GARY-HAMMOND-EAST CHICAGO	PORTER	298	-	-	298	-	-	-	298	1	-	-	1	-	-	-	-	-	1
INDIANAPOLIS	BOONE	1,303	-	-	1,303	-	-	-	1,303	13	-	-	13	-	-	-	-	-	13
	HAMILTON	956	-	-	956	-	-	-	956	-	-	-	-	-	-	-	-	-	-
	HANCOCK	995	-	-	995	-	-	-	995	3	-	-	3	-	-	-	-	-	3
	HENDRICKS	329	-	-	329	-	-	-	329	16	-	-	16	-	-	-	-	-	16
	JOHNSON	569	-	-	569	-	-	-	569	1	-	-	1	-	-	-	-	-	1
	MARION	26,632	-	-	26,632	-	-	-	26,632	340	-	-	340	-	-	-	-	-	340
	MORGAN	579	-	-	579	-	-	-	579	2	-	-	2	-	-	-	-	-	2
	SHELBY	11	-	-	11	-	-	-	11	-	-	-	-	-	-	-	-	-	-
	TIPPECANOE	106	-	-	106	-	-	-	106	8	-	-	8	-	-	-	-	-	8
LAFAYETTE-WEST LAFAYETTE	CLARK	920	-	-	920	-	-	-	920	1	-	-	1	-	-	-	-	-	1
LOUISVILLE, KY-IN	FLOYD	227	-	-	227	-	-	-	227	2	-	-	2	-	-	-	-	-	2
MUNCIE	DELAWARE	380	-	-	380	-	-	-	380	-	-	-	-	-	-	-	-	-	-
SOUTH BEND	MARSHALL	1,439	-	-	1,439	-	-	-	1,439	4	-	-	4	-	-	-	-	-	4
	ST JOSEPH	389	-	-	389	-	-	-	389	4	-	-	4	-	-	-	-	-	4
TERRE HAUTE	CLAY	191	-	-	191	-	-	-	191	10	-	-	10	-	-	-	-	-	10
	SULLIVAN	1,511	-	-	1,511	-	-	-	1,511	6	-	-	6	-	-	-	-	-	6
	VERMILLION	5,558	-	-	5,558	-	-	-	5,558	8	-	-	8	-	-	-	-	-	8
	VIGO	480	-	-	480	-	-	-	480	14	-	-	14	-	-	-	-	-	14
TOTAL		57,830	-	-2/	57,830	-	-	-	57,830	585	-	-2/	585	-	-	-	-	-	585
INDIANA (CONTINUED)																			
INDIANAPOLIS	CLARKE	4,224	-	18,108	22,332	1,043	-	1,087	23,419	462	-	180	642	-	-	-	-	-	642
AVENUE RAPIDS	SPENCER	895	-	1,285	2,180	581	-	44	2,761	368	-	488	856	-	-	-	-	-	856
ROCK ISLAND-MOLINE, IA-IL	PULASKI	4,754	-	791	5,545	452	-	452	5,997	1,332	-	599	1,931	-	-	-	-	-	1,931
DES MOINES	WARREN	48	-	52	100	630	-	630	730	468	-	46	514	-	-	-	-	-	514
DUBUQUE	DUBUQUE	737	-	356	1,093	913	-	41	959	2,052	-	67	476	-	-	-	-	-	476
SILOUAH, NE-IA	POTTAWATTAMIE	3,222	-	1,061	4,283	666	-	666	4,949	1,336	-	274	1,610	-	-	-	-	-	1,610
SILOUAH, IA-NE	WOODBURY	1,247	-	12,961	14,208	225	-	225	14,451	731	-	194	925	-	-	-	-	-	925
WATERLOO-Cedar Falls	BLACK HAWK	13	-	316	329	337	-	9	396	725	-	259	518	-	-	-	-	-	518
TOTAL		15,140	-	34,950	50,090	4,901	94	4,994	55,084	5,365	-	2,107	7,472	-	-	-	-	-	7,472
KANSAS																			
KANSAS CITY, MO-KS	JOHNSON	11,775	-	6,340	18,115	595	-	595	18,710	732	-	394	1,126	-	-	-	-	-	1,126
WYANDOTTE	WYANDOTTE	749	-	14,237	14,986	608	-	608	15,592	29	-	558	587	-	-	-	-	-	587
TOPICKA	JEFFERSON	338	-	-	338	148	-	148	486	422	-	-	422	-	-	-	-	-	422
	OSAGE	3,533	-	-	3,533	70	-	70	3,603	461	-	-	461	-	-	-	-	-	461
	SHAWNEE	1,167	-	101	1,268	2,568	-	2,568	3,836	648	-	56	704	-	-	-	-	-	704
WICHITA	BUTLER	1,200	-	-	1,200	61	-	61	1,261	516	-	-	516	-	-	-	-	-	516
	SEDGWICK	476	-	23,336	23,812	4,957	-	4,957	28,769	17	-	836	853	-	-	-	-	-	853
TOTAL		19,238	-	44,014	63,252	9,005	-	9,005	72,257	2,825	-	1,844	4,669	-	-	-	-	-	4,669
KENTUCKY																			
CINCINNATI, OH-KY-IN	BOONE	1,923	-	104	2,027	-	103	103	2,130	891	-	16	907	104	-	-	-	-	1,011
	CAMPBELL	20,019	-	4,270	24,289	-	291	291	24,580	322	-	124	446	53	-	-	-	-	499
	KENTON	14,989	-	700	15,689	-	521	521	16,210	565	-	196	761	129	-	-	-	-	890
CLARKSVILLE-HOPKINSVILLE, TN-KY	CHRISTIAN	2,654	-	212	2,866	18	112	130	2,996	593	-	87	680	126	-	-	-	-	806
EVANSVILLE, IN-KY	HENDERSON	286	-	73	359	65	28	93	452	480	-	68	548	46	-	-	-	-	594
MUNTINGTON-ASHLAND, WV-KY-OH	BOYO	1,080	-	568	1,648	51	180	241	1,889	412	-	7	419	-	-	-	-	-	419
	GREENUP	5,264	-	1,905	7,169	75	97	172	7,341	289	-	14	303	72	-	-	-	-	375
LEXINGTON-FAYETTE	BOURBON	3,207	-	2	3,209	38	44	82	3,291	245	-	24	269	44	-	-	-	-	313
	CLARK	1,239	-	555	1,794	60	55	115	1,909	311	-	50	361	31	-	-	-	-	392
	FAYETTE	3,039	-	770	3,809	111	608	719	4,528	735	-	60	795	33	-	-	-	-	828
	JESSAMINE	296	-	-	296	56	48	104	400	199	-	18	217	32	-	-	-	-	249
	SCOTT	437	-	36	473	102	34	136	609	524	-	25	549	28	-	-	-	-	577
	WOODFORD	433	-	1	434	63	25	88	522	177	-	31	208	18	-	-	-	-	226
LOUISVILLE, KY-IN	BULLITT	1,359	-	19	1,378	6	4	10	1,388	300	-	45	945	45	-	-	-	-	390
	JEFFERSON	12,640	-	8,912	21,552	209	2,601	2,810	24,362	-	-	-	-	-	-	-	-	-	-
	OLDHAM	229	-	34	263	7	16	23	286	341	-	23	364	62	-	-	-	-	426
OWENSBOUR	DAVISS	2,206	-	36	2,242	161	289	450	2,692	316	-	52	568	-	-	-	-	-	568
TOTAL		71,300	-	18,197	89,497	1,022	5,066	5,088	95,585	6,900	-	843	7,740	823	-	-	-	-	8,563
LOUISIANA																			
ALEXANDRIA	GRANT	410	699	-	1,109	-	-	-	1,109	99	-	110	209	-	-	-	-	-	209
	RAPIDES	7,230	957	-	9,844	135	58	193	10,037	263	-	1,293	1,805	-	-	-	-	-	1,816
RATON RIDGE	ASCENSION	2,308	2,217	-	4,525	245	-	245	4,770	114	-	-	241	-	-	-	-	-	241
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		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS		TOTAL
LOUISIANA (CONTINUED)		1,497	4,703	14,744	20,944	80	1,011	1,091	22,035	200	1,722	430	2,352	-	-	-	2,352
BATON ROUGE	EAST BATON ROUGE	161	2,224	-	2,385	3	-	3	2,388	188	209	-	397	-	3	-	400
	LIVINGSTON	626	16	-	642	-	-	-	642	58	64	-	122	-	-	-	122
	WEST BATON ROUGE	414	989	188	1,591	37	8	45	1,636	216	640	346	1,202	-	-	-	1,202
LAFAYETTE	LAFAYETTE	2,353	2,867	6,614	11,834	42	660	702	12,536	271	901	334	1,506	-	-	-	1,506
LAKE CHARLES	CALCASIEU	4,762	955	2,184	7,901	-	28	28	7,929	239	865	222	1,326	-	-	-	1,326
MONROE	QUACHITA	1,628	4,194	-	5,822	49	1,574	1,623	7,445	271	302	-	573	-	-	-	573
NEW ORLEANS	JEFFERSON	93	-	26,457	26,544	-	1,887	1,887	28,431	164	1,682	700	2,546	-	6	-	2,546
	ORLEANS	93	716	-	1,709	-	685	685	2,394	35	39	-	74	-	-	-	74
	ST. BERNARD	14,113	3,685	-	17,798	75	30	105	17,903	168	187	-	355	-	2	-	357
	SHREVEPORT	4,702	2,703	-	7,405	-	6	6	7,411	271	301	-	572	-	-	-	572
	BOSSIER	3,700	1,507	6,607	11,814	1	150	151	11,965	157	1,674	319	2,150	-	-	-	2,150
	CADDO	1,350	828	-	2,178	20	-	20	2,198	101	112	-	213	-	-	-	213
	WEBSTER																
TOTAL		46,334	29,260	58,451	134,045	687	6,097	6,784	140,829	2,815	10,228	2,600	15,643	22	-	22	15,665
MAINE		2,582	951	869	4,402	-	-	-	4,402	49	81	19	149	13	-	-	162
LEWISTON-AUBURN		1,122	295	4,479	5,896	9	-	9	5,905	260	414	247	921	6	-	-	927
PORTLAND																	
TOTAL		3,704	1,246	5,348	10,298	9	-	9	10,307	309	495	266	1,070	19	-	19	1,089
MARYLAND		10,232	3,723	42	13,997	-	-	-	13,997	717	1,275	-	1,992	-	-	-	1,992
BALTIMORE	BALTIMORE	16,679	2,943	-	19,622	-	-	-	19,622	1,102	1,876	-	2,978	-	-	-	2,978
	CARROLL	1,598	1,080	91	2,769	-	-	-	2,769	180	766	-	946	-	-	-	946
	HARFORD	1,154	3,116	4	4,274	-	-	-	4,274	181	1,028	-	1,209	-	-	-	1,209
	HOWARD	7,458	774	-	8,232	-	-	-	8,232	570	617	-	1,187	-	-	-	1,187
	BALTIMORE CITY						71,252	71,252	71,252	-	-	-	-	-	-	-	-
WASHINGTON, DC-MD-VA	CHARLES	386	1,386	-	1,772	-	-	-	1,772	166	556	-	722	-	-	-	722
	MONTGOMERY	4,567	4,969	19	9,555	-	-	-	9,555	543	2,316	-	2,859	-	-	-	2,859
	PRINCE GEORGES	8,240	4,066	12	12,298	-	-	-	12,298	990	2,009	-	2,999	-	-	-	2,999
WILMINGTON, DE-NJ-MD	CECIL	804	604	10	1,418	-	-	-	1,418	217	421	-	638	-	-	-	638
TOTAL		51,118	22,641	178	73,937	-	71,252	71,252	145,189	4,666	10,864	2	15,530	-	-	-	15,530
MASSACHUSETTS		23,209	-	9,330	32,539	54	2,947	3,001	35,540	4,977	-	3,940	8,917	11	5,820	5,831	14,748
BOSTON		351	-	147	498	2	6	8	506	712	-	180	892	3	-	3	895
BROCKTON		6,894	-	10,049	16,943	30	7	37	16,980	571	-	223	794	-	-	-	794
FALL RIVER, MA-RI		86	-	221	307	-	3	3	310	100	-	207	307	1	-	-	308
FITCHBURG-LEMINSTER		1,670	-	4,932	6,602	1	1	2	6,604	448	-	330	778	1	-	-	779
LAWRENCE-HAVERHILL, MA-NH		647	-	341	988	1	-	1	989	596	-	244	640	2	-	-	642
LOWELL, MA-NH		486	-	5,947	6,433	-	4	4	6,438	311	-	223	534	1	-	-	535
NEW BEDFORD		254	-	46	300	-	4	4	304	38	-	171	209	-	-	-	209
PITTSFIELD		2,018	-	538	2,556	1	-	1	2,557	518	-	205	723	1	-	-	724
PROVIDENCE-WARWICK-PAWTUCKET, RI-MA		2,686	-	22,362	25,048	103	31	139	25,187	803	-	527	1,330	5	-	-	1,335
SPRINGFIELD-CHICOPEE-HOLYOKE, MA-CT		5,843	-	1,246	7,089	70	6	26	7,115	1,095	-	300	1,395	9	-	-	1,404
WORCESTER																	
TOTAL		44,144	-	55,159	99,303	218	3,009	3,227	102,530	10,169	-	6,550	16,719	34	5,820	5,854	22,573
MICHIGAN		17,831	-	-	17,831	-	-	-	17,831	1,065	-	-	1,065	-	-	-	1,065
ANN ARBOR	HASHTENAW	666	-	-	666	-	-	-	666	354	-	-	354	-	-	-	354
BATTLE CREEK	BARRY	1,517	-	-	1,517	-	-	-	1,517	876	-	-	876	-	-	-	876
	CALHOUN	3,527	-	-	3,527	-	-	-	3,527	751	-	-	751	-	-	-	751
DAY CITY	BAY	1,269	-	-	1,269	-	-	-	1,269	348	-	-	348	-	-	-	348
DETROIT	LAPEER	546	-	-	546	-	-	-	546	507	-	-	507	-	-	-	507
	LIVINGSTON	26,698	-	-	26,698	-	-	-	26,698	1,498	-	-	1,498	-	-	-	1,498
	MACOMB	15,055	-	-	15,055	-	-	-	15,055	3,036	-	-	3,036	-	-	-	3,036
	OAKLAND	219	-	-	219	-	-	-	219	1,440	-	-	1,440	-	-	-	1,440
	ST. CLAIR	104,178	-	-	104,178	-	-	-	104,178	9,218	-	-	9,218	-	-	-	9,218
	WAYNE	7,106	-	-	7,106	-	-	-	7,106	1,424	-	-	1,424	-	-	-	1,424
FLINT	GENESEE	1,699	-	-	1,699	-	-	-	1,699	322	-	-	322	-	-	-	322
	SHIawassee	6,400	-	-	6,400	-	-	-	6,400	1,914	-	-	1,914	-	-	-	1,914
GRAND RAPIDS	KENT	1,535	-	-	1,535	-	-	-	1,535	703	-	-	703	-	-	-	703
	OTTAWA	6,693	-	-	6,693	-	-	-	6,693	826	-	-	826	-	-	-	826
JACKSON	JACKSON	1,866	-	-	1,866	-	-	-	1,866	812	-	-	812	-	-	-	812
KALAMAZOO-PORTAGE	KALAMAZOO	414	-	-	414	-	-	-	414	633	-	-	633	-	-	-	633
	VAN BUREN	632	-	-	632	-	-	-	632	250	-	-	250	-	-	-	250
LANSING-EAST LANSING	CLINTON	1,421	-	-	1,421	-	-	-	1,421	794	-	-	794	-	-	-	794
	EATON	7,755	-	-	7,755	-	-	-	7,755	1,535	-	-	1,535	-	-	-	1,535
	INGHAM																

HIGHWAY STATISTICS, 1975

(CONTINUED ON NEXT PAGE)



**STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES**  
**COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS - 1975** <sup>1</sup>

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(IN THOUSANDS OF DOLLARS)

STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY								MAINTENANCE									
		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS				TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS				TOTAL MAINTENANCE
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL	STATE PRIMARY		STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL			
NEVADA LAS VEGAS RENO	CLARK WASHOE	4,125 4,681	288 163	26 18	4,439 4,862	- -	- -	- -	4,439 4,862	600 275	100 75	300 300	1,000 650	- -	- -	- -	1,000 650		
<b>TOTAL</b>		<b>8,806</b>	<b>451</b>	<b>44</b>	<b>9,301</b>	-	-	-	<b>9,301</b>	<b>875</b>	<b>175</b>	<b>600</b>	<b>1,650</b>	-	-	-	<b>1,650</b>		
NEW HAMPSHIRE LAWRENCE-HAVERHILL, MA-NH LDWELL, MA-NH MANCHESTER NASHUA		509 - 12,648 275	6 - 10 144	32 - 1,019 346	547 - 13,677 765	35 19 115 35	15 - 120 26	50 19 235 61	597 - 13,912 826	167 - 903 677	317 - 201 101	- - - -	484 77 1,104 778	- -	- -	- -	484 77 1,104 778		
<b>TOTAL</b>		<b>13,432</b>	<b>160</b>	<b>1,397</b>	<b>14,989</b>	<b>204</b>	<b>161</b>	<b>365</b>	<b>15,354</b>	<b>1,747</b>	<b>696</b>	<b>-2/</b>	<b>2,443</b>	-	-	-	<b>2,443</b>		
NEW JERSEY ALLENTOWN-BETHLEHEM-EASTON, PA-NJ ATLANTIC CITY HUDSON JERSEY CITY MIDDLESEX LONG BRANCH-ASBURY PARK NEW BRUNSWICK-PERTH AMBOY-SAYREVILLE NEW YORK, NY-NJ NEWARK BERGEN ESSEX MORRIS SOMERSET UNION PASSAIC BURLINGTON CAMDEN GLOUCESTER MERCER TRENTON VINELAND-MILLVILLE-BRIDGETON WILMINGTON, DE-NJ-MD	WARREN ATLANTIC HUDSON MIDDLESEX MORRIS SOMERSET UNION PASSAIC BURLINGTON CAMDEN GLOUCESTER MERCER CUMBERLAND SALEM	564 3 - - 4,457 95 - 25 388 - - 97 18 4,651 83 13 294	- - - - - - - - - - - - - - - - - -	72 101 7,634 4,450 5,425 9,049 34,014 9,842 373 10,790 1,362 2,238 10,389 173 12,791 1,101 392	636 104 7,634 8,907 5,425 9,049 34,014 9,867 759 10,790 1,362 2,335 10,407 4,824 12,874 1,114 686	50 102 145 541 222 550 392 327 179 183 152 281 204 99 64 74 98	47 97 137 511 432 520 371 309 169 173 144 266 193 94 61 70 93	97 199 282 1,052 5,857 1,070 763 636 348 356 256 547 397 193 193 125 144 191	733 303 7,916 9,959 5,857 10,119 34,777 10,503 1,107 11,146 1,658 2,882 10,804 5,017 12,999 1,258 877	1,396 731 - 1,006 81 - - 227 535 - - 1,250 341 - - 389 454 1,071	- - - - - - - - - - - - - - - - - - -	260 1,639 439 1,964 2,076 1,655 892 2,159 1,267 991 779 1,233 1,283 1,152 1,184 906 260	- - - - - - - - - - - - - - - - - - -	- 2,370 439 2,970 2,157 1,655 892 2,386 1,802 991 779 2,483 1,624 2,126 1,573 1,360 1,331	- - - - - - - - - - - - - - - - - - -	1,656 2,370 439 2,970 2,157 1,655 892 2,386 1,802 991 779 2,483 1,624 2,126 1,573 1,360 1,331			
<b>TOTAL</b>		<b>10,686</b>	-	<b>110,101</b>	<b>120,787</b>	<b>3,663</b>	<b>3,465</b>	<b>7,128</b>	<b>127,915</b>	<b>8,455</b>	-	<b>20,139</b>	<b>28,594</b>	-	-	-	<b>28,594</b>		
NEW MEXICO ALBUQUERQUE	BERNALILLO SANDOVAL	2,672 616	- -	3,762 -	6,434 616	- -	- -	- -	6,434 616	782 629	- -	- -	782 629	- -	- -	- -	782 629		
<b>TOTAL</b>		<b>3,288</b>	-	<b>3,762</b>	<b>7,050</b>	-	-	-	<b>7,050</b>	<b>1,411</b>	-	<b>-2/</b>	<b>1,411</b>	-	-	-	<b>1,411</b>		
NEW YORK ALBANY-SCHENECTADY-TROY	ALBANY MONTGOMERY RENSSELAER SARATOGA SCHENECTADY BROOME TIOSA ERIE NIAGARA CHEMUNG NASSAU SUFFOLK NEW YORK PUTNAM ROCKLAND WESTCHESTER	16,703 4,896 12,553 3,969 6,222 7,843 1,465 28,871 8,266 6,178 14,285 13,477 48,324 1,122 4,346 27,132	- - - - - - - - - - - - - - - -	- - - - 6,222 7,843 1,465 28,871 8,266 6,178 14,285 13,477 48,324 1,122 4,346 27,132	16,703 4,896 12,553 3,969 6,222 7,843 1,465 28,871 8,266 6,178 14,285 13,477 48,324 1,122 4,346 27,132	971 875 74 96 856 640 27 1,947 45 1,553 - 134 - 29 184 544	1,495 - 1,409 - 216 437 - 1,105 52 3 1,279 96 19,302 - 184 558	2,466 875 1,483 96 1,070 1,077 27 3,102 97 1,556 2,279 230 19,302 29 1,040 1,102	19,169 5,771 14,036 4,065 7,292 8,920 1,692 21,973 3,973 7,734 15,564 13,707 67,626 1,151 5,386 28,234	1,545 972 1,458 1,458 717 1,561 908 2,724 1,346 709 765 2,015 637 653 542 2,000	- - - - - - - - - - - - - - - -	1,545 972 1,458 1,458 717 1,561 908 2,724 1,346 709 765 2,015 637 653 542 2,000	- - - - - - - - - - - - - - - -	1,545 972 1,458 1,458 717 1,561 908 2,724 1,346 709 765 2,015 637 653 542 2,000					
ROCHESTER	DUTCHESS LIVINGSTON MONROE ONTARIO ORLEANS WAYNE MADISON	3,768 2,925 26,220 2,534 721 1,601 1,591	- - - - - - -	3,768 2,925 26,220 2,534 721 1,601 1,591	3,768 2,925 26,220 2,534 721 1,601 1,591	187 291 3,501 466 4 22 86	- - 334 18 - - -	437 201 3,835 484 4 22 86	5,935 3,226 30,055 3,018 725 1,623 1,677	1,800 1,291 2,509 1,211 844 940 932	- - - - - - -	1,800 1,291 2,509 1,211 844 940 932	- - - - - - -	1,800 1,291 2,509 1,211 844 940 932					
ROCHESTER	DUTCHESS LIVINGSTON MONROE ONTARIO ORLEANS WAYNE MADISON	29,330 1,260 2,895 11,924	- - - -	29,330 1,260 2,895 11,924	29,330 1,260 2,895 11,924	640 68 376 1,570	1,888 2 19 185	2,528 70 395 1,755	31,858 1,330 3,290 13,679	2,207 1,585 1,330 2,366	- - - -	2,207 1,585 1,330 2,366	- - - -	2,207 1,585 1,330 2,366					
<b>TOTAL</b>		<b>292,721</b>	-	<b>-2/</b>	<b>292,721</b>	<b>15,796</b>	<b>28,582</b>	<b>44,378</b>	<b>337,099</b>	<b>37,025</b>	-	<b>-2/</b>	<b>37,025</b>	-	-	-	<b>37,025</b>		

Highway Statistics, 1975

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES  
COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS — 1975<sup>1</sup>

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		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL MAINTENANCE			
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL	TOTAL CAPITAL OUTLAY	STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS		TOTAL		
NORTH CAROLINA																			
ASHEVILLE	BUNCOMBE	12,069	851	58	12,978	-	-	-	12,978	1,520	1,917	-	3,437	-	-	-	-	-	3,437
	MADISON	4,915	516	-	5,431	-	-	-	5,431	645	460	-	1,105	-	-	-	-	-	1,105
BURLINGTON	ALAMANCE	259	1,113	87	1,459	-	-	-	1,459	828	1,028	-	1,856	-	-	-	-	-	1,856
CHARLOTTE-GASTONIA	GASTON	37	424	103	564	-	-	-	564	323	92	-	1,255	-	-	-	-	-	1,255
	MECKLENBURG	14,762	1,878	957	17,597	-	-	-	17,597	619	1,499	-	2,118	-	-	-	-	-	2,118
	UNION	91	531	-	622	-	-	-	622	216	1,130	-	1,546	-	-	-	-	-	1,546
FAYETTEVILLE	CUMBERLAND	4,528	8,659	338	13,525	-	-	-	13,525	730	1,138	-	1,868	-	-	-	-	-	1,868
GREENSBORO--WINSTON-SALEM--HIGH POINT	DAVIDSON	2,109	582	-	2,691	-	-	-	2,691	601	1,251	-	1,852	-	-	-	-	-	1,852
	FORSYTH	1,096	568	670	2,334	-	-	-	2,334	558	1,167	-	1,725	-	-	-	-	-	1,725
	GUILFORD	6,156	2,547	5,075	14,778	-	-	-	14,778	339	1,658	-	1,997	-	-	-	-	-	1,997
	RANDOLPH	1,879	784	-	2,663	-	-	-	2,663	556	1,183	-	1,739	-	-	-	-	-	1,739
	STOKES	6	539	-	545	-	-	-	545	278	747	-	1,025	-	-	-	-	-	1,025
	YADKIN	2,501	379	-	2,880	-	-	-	2,880	279	490	-	769	-	-	-	-	-	769
NORFOLK-VA BEACH-PORTSMOUTH, VA-NC	CURRITUCK	6	55	-	61	-	-	-	61	59	408	-	467	-	-	-	-	-	467
RALEIGH-DURHAM	DURHAM	632	398	1,351	2,381	-	-	-	2,381	242	827	-	1,069	-	-	-	-	-	1,069
	ORANGE	2,071	591	-	2,662	-	-	-	2,662	347	691	-	1,038	-	-	-	-	-	1,038
	WAKE	9,278	2,902	1,174	13,354	-	-	-	13,354	1,119	1,807	-	2,926	-	-	-	-	-	2,926
WILMINGTON	BRUNSWICK	8,749	243	-	8,992	-	-	-	8,992	763	903	-	1,666	-	-	-	-	-	1,666
	NEW HANOVER	123	115	113	351	-	-	-	351	489	345	-	834	-	-	-	-	-	834
TOTAL		71,265	24,675	9,926	105,866	-	-	-	105,866	10,860	19,588	-2/	30,448	-	-	-	-	-	30,448
NORTH DAKOTA																			
FARGO-MOORHEAD, ND-MN	CASS	1,799	-	837	2,636	19	418	437	3,073	913	-	-	913	-	-	-	-	-	913
OHIO																			
AKRON	PORTAGE	1,793	-	2,612	4,405	93	22	115	4,520	1,342	-	53	1,395	-	-	-	-	-	1,395
	SUMMIT	1,965	-	6,070	8,035	3	1,620	1,623	9,658	1,278	-	319	1,597	-	-	-	-	-	1,597
CANTON	CARROLL	1,001	-	-	1,001	3	-	3	1,004	763	-	40	803	-	-	-	-	-	803
	STARK	5,385	-	3,234	8,619	103	1,492	1,595	10,214	1,512	-	126	1,638	-	-	-	-	-	1,638
CINCINNATI, OH-KY-IN	CLERMONT	1,041	-	225	1,266	8	54	62	1,328	1,157	-	92	1,249	-	-	-	-	-	1,249
	HAMILTON	12,216	-	16,780	28,996	2,733	2,337	5,070	34,066	1,441	-	338	1,779	-	-	-	-	-	1,779
	WARREN	1,022	-	2,203	3,225	-	646	646	2,849	1,161	-	83	1,244	-	-	-	-	-	1,244
CLEVELAND	CUYAHOGA	238	-	59,160	59,398	-	4,780	4,780	64,178	526	-	3,685	4,211	-	-	-	-	-	4,211
	GEAUGA	367	-	80	447	46	19	65	512	1,768	-	109	1,877	-	-	-	-	-	1,877
	LAKE	1,164	-	1,026	2,190	26	26	26	2,216	1,335	-	210	1,545	-	-	-	-	-	1,545
	MEDINA	251	-	518	769	28	6	34	803	1,629	-	45	1,674	-	-	-	-	-	1,674
COLUMBUS	DELAWARE	777	-	261	1,038	113	-	113	1,151	1,218	-	26	1,244	-	-	-	-	-	1,244
	FAIRFIELD	1,161	-	6	1,167	20	330	350	1,517	776	-	43	819	-	-	-	-	-	819
	FRANKLIN	5,290	-	17,280	22,570	2	8,462	8,464	31,034	2,053	-	432	2,485	-	-	-	-	-	2,485
	MADISON	61	-	151	212	-	-	-	212	923	-	41	964	-	-	-	-	-	964
	PICKAWAY	135	-	135	449	-	449	449	584	936	-	34	970	-	-	-	-	-	970
DAYTON	GREENE	3,387	-	1,174	4,561	38	2,016	2,054	6,615	763	-	57	820	-	-	-	-	-	820
	MIAMI	710	-	33	743	56	1,380	1,436	2,179	645	-	41	686	-	-	-	-	-	686
	MONTGOMERY	1,540	-	2,347	3,887	10	3,167	3,177	7,064	979	-	91	1,070	-	-	-	-	-	1,070
	PREBLE	1,534	-	171	1,705	23	26	49	1,754	1,035	-	65	1,100	-	-	-	-	-	1,100
HAMILTON-MIDDLETON	BUTLER	184	-	201	385	4	1,335	1,339	1,724	997	-	43	1,040	-	-	-	-	-	1,040
HUNTINGTON-ASHLAND, WV-KY-OH	LAWRENCE	1,341	-	-	1,341	329	-	329	1,670	846	-	59	905	-	-	-	-	-	905
LIMA	ALLEN	1,296	-	265	1,561	3	475	478	2,039	703	-	46	749	-	-	-	-	-	749
	AUGLAIZE	2,359	-	181	2,540	68	794	862	3,402	784	-	34	820	-	-	-	-	-	820
	PUTNAM	56	-	56	82	82	-	82	138	592	-	66	658	-	-	-	-	-	658
	VAN Wert	49	-	373	422	3	9	12	434	619	-	18	637	-	-	-	-	-	637
LORAIN-ELYRIA	LORAIN	1,361	-	1,973	3,334	1	2,577	2,578	5,912	781	-	110	891	-	-	-	-	-	891
MANSFIELD	RICHLAND	905	-	146	1,051	1	973	974	2,025	1,007	-	118	1,125	-	-	-	-	-	1,125
PARKERSBURG-MARIETTA, WV-OH	WASHINGTON	685	-	21	706	1,630	619	2,249	2,955	1,015	-	24	1,039	-	-	-	-	-	1,039
SPRINGFIELD	CHAMPAIGN	13	-	168	181	-	3	3	184	731	-	26	757	-	-	-	-	-	757
	CLARK	5,427	-	64	5,491	200	295	495	5,986	790	-	34	824	-	-	-	-	-	824
STEUBENVILLE-WEIRTON, OH-WV	JEFFERSON	697	-	13,948	14,645	-	174	174	14,819	835	-	139	974	-	-	-	-	-	974
TOLEDO, OH-MI	FULTON	892	-	79	971	-	-	-	971	448	-	53	501	-	-	-	-	-	501
	LUCAS	2,715	-	802	3,517	45	2,061	2,106	5,623	893	-	65	958	-	-	-	-	-	958
	OTTAWA	25	-	88	113	-	-	-	113	726	-	41	765	-	-	-	-	-	765
	WOOD	2,585	-	156	2,741	1,139	737	1,876	4,617	1,314	-	91	1,405	-	-	-	-	-	1,405
WHEELING, WV-OH	BELMONT	4,458	-	4,777	9,235	1,861	3	1,864	11,099	1,291	-	118	1,409	-	-	-	-	-	1,409
YOUNGSTOWN-WARREN	MAHONING	11,924	-	2,687	14,611	90	169	259	14,870	1,494	-	65	1,559	-	-	-	-	-	1,559
	TRUMBULL	2,385	-	126	2,511	83	2,187	2,270	4,781	1,650	-	42	1,692	-	-	-	-	-	1,692
TOTAL		80,395	-	138,364	218,759	9,267	38,794	48,061	266,820	40,756	-	7,122	47,878	-	-	-	-	-	47,878

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STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY					MAINTENANCE					TOTAL MILEAGE					
		STATE ADMINISTERED HIGHWAYS			LOCAL ROADS AND STREETS		STATE ADMINISTERED HIGHWAYS			LOCAL ROADS AND STREETS							
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL	TOTAL CAPITAL OUTLAY	STATE PRIMARY	STATE SECONDARY		MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL
OKLAHOMA	LE FLORE	2,058	84	31	951	218	63	3,994	3,994	352	352	352			352		
OKLAHOMA CITY	SEQUOYAH	324	324					3,994	3,994	352	352	352			352		
	COMACHE	465	465					3,994	3,994	352	352	352			352		
	CLEVELAND	368	368					3,994	3,994	352	352	352			352		
	MCCLELLAN	323	323					3,994	3,994	352	352	352			352		
OKLAHOMA	ADAIR	734	734					3,994	3,994	352	352	352			352		
	ADAMS	660	660					3,994	3,994	352	352	352			352		
	ADAMS	660	660					3,994	3,994	352	352	352			352		
TULSA	POTTAWATOMIE	1,861	1,861					3,994	3,994	352	352	352			352		
	CREEK	550	550					3,994	3,994	352	352	352			352		
	MAYES	332	332					3,994	3,994	352	352	352			352		
	OSAGE	1,224	1,224					3,994	3,994	352	352	352			352		
	ROGERS	1,378	1,378					3,994	3,994	352	352	352			352		
	TULSA	4,174	4,174					3,994	3,994	352	352	352			352		
	WAGONER							3,994	3,994	352	352	352			352		
	TOTAL	25,893	5,238	31,131	940	3,379	2,295	57,634	2,175	1,011	1,060	4,246	80	6,789	6,789		
	OREGON	LANE	6,144	148	773	7,065	32	365	397	731	252	165	1	1,148	1,148		
	PORTLAND, OR-WA	CLACKAMAS	2,521	653	323	3,497	469	850	377	4,347	828	109	79	1,907	1,907		
		MULTNOMAH	11,028	56	10,571	21,655	261	648	909	22,564	350	460		878	878		
	SALEM	WASHINGTON	7,222	222	1,552	8,996	21	32	32	9,028	327	158		679	679		
MARION		9,503	749	11,039	19	909	890	909	11,948	229	175		564	564			
PENNSYLVANIA	POLK	587	484	932	2,003	282		282	2,285	106	35	8	149	149			
	TOTAL	37,005	2,312	14,938	54,255	1,084	2,295	3,379	57,634	2,175	1,011	1,060	80	4,326			
	CARBON	75	481	132	688				688	203	447			1,005			
	LEHIGH	2,934	420	1,139	4,493				4,493	117	974			1,191			
	NORTHAMPTON	475	1,609	352	2,436				2,436	163	758			1,061			
	BLAIR	1,037	3,133	829	9,030				9,030	161	851			1,151			
	SUSQUEHANNA	81	781	23	829				829	339	1,999			2,630			
	ESSEX	2,555	716	516	7,237				7,237	449	2,440			3,275			
	CUMBERLAND	7,733	2,653	2,611	13,007				13,007	195	1,052			1,416			
	DAUPHIN	7,369	7,611	16,313	16,313				16,313	186	1,052			1,568			
	PERRY	89	379	1,333	1,655				1,655	109	800			1,020			
CAMBERTIA	4,736	1,606	317	6,659				6,659	447	2,236			3,020				
SOMERSET	411	1,606	317	2,334				2,334	414	2,010			2,779				
LANCASTER	3,185	3,139	925	7,249				7,249	229	1,486			1,912				
LACKAMANNA	12,718	1,855	1,322	15,895				15,895	433	2,409			3,214				
LUZERNE	7,085	3,124	3,081	13,290				13,290	396	2,521			3,402				
PHILADELPHIA, PA-NJ	2,028	1,055	1,177	3,083				3,083	216	1,289			1,690				
BUCKINGHAM	5,475	2,625	2,127	10,227				10,227	361	1,675			2,346				
CHESTER	1,462	1,462	1,462	4,386				4,386	329	1,557			2,199				
DELAWARE	20,981	5,235	5,753	31,969				31,969	217	1,425			1,823				
MONTGOMERY	86,798	16,569	12,121	115,488				115,488	236	1,500			1,590				
PHILADELPHIA	42,209	8,824	20,207	71,240				71,240	932	5,029			7,233				
ALLEGHENY	1,272	3,036	9,910	14,218				14,218	332	1,538			2,155				
BEAVER	6,765	4,005	1,139	11,909				11,909	485	2,247			3,149				
WASHINGTON	2,659	5,185	2,901	10,725				10,725	559	3,009			4,218				
WESTMORELAND	1,052	1,728	9,965	12,725				12,725	237	1,427			1,867				
YORK	1,358	2,461	1,665	21,295				21,295	243	1,463			1,915				
TOTAL	1,761	929	1,180	3,870				3,870	238	1,817			1,113				
ADAMS	261,738	86,167	93,041	440,946				440,946	9,023	46,584			63,296				
ADAMS	442	386	386	442				442	386	442			442				
ADAMS	4,103	4,931	4,931	4,103				4,103	4,103	4,103			4,103				
ADAMS	4,931	4,931	4,931	4,931				4,931	4,931	4,931			4,931				
ADAMS	1,172	589	270	1,751				1,751	270	703			1,172				
ADAMS	3,912	1,115	115	3,912				3,912	262	589			3,912				
ADAMS	2,688	695	2,069	5,894				5,894	324	886			1,445				
ADAMS	3,130	3,130	3,130	3,130				3,130	3,130	3,130			3,130				

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STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY								MAINTENANCE								
		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS				STATE ADMINISTERED HIGHWAYS			LOCAL ROADS AND STREETS			TOTAL MAINTENANCE		
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL	TOTAL CAPITAL OUTLAY	STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS		TOTAL	
SOUTH CAROLINA (CONTINUED)																		
CHARLESTON-NORTH CHARLESTON COLUMBIA	DORCHESTER	6,162	535	30	6,727	-	-	-	6,727	145	386	72	603	-	-	-	-	603
	LEXINGTON	1,139	2,304	391	3,834	-	-	-	3,834	183	733	229	1,145	-	-	-	-	1,145
	RICHLAND	3,176	5,418	2,789	11,383	-	-	-	11,383	242	870	299	1,411	-	-	-	-	1,411
GREENVILLE-SPARTANBURG	GREENVILLE	4,043	2,886	2,176	9,105	-	-	-	9,105	321	948	187	1,456	-	-	-	-	1,456
	PICKENS	82	615	512	1,209	-	-	-	1,209	167	353	35	555	-	-	-	-	555
	SPARTANBURG	2,677	1,835	707	5,219	-	-	-	5,219	389	700	208	1,297	-	-	-	-	1,297
TOTAL		23,727	16,999	8,806	49,034	-	-	-	49,034	2,303	6,168	1,548	10,015	-	-	-	-	10,015
SOUTH DAKOTA																		
STOUX FALLS	MINNEHAHA	387	-	358	745	174	2,552	2,726	3,471	722	-	33	755	-	-	-	-	755
TENNESSEE																		
CHATTANOOGA, TN-GA	HAMILTON	2,802	-	6	2,808	7,161	97	2,258	5,066	583	-	447	1,030	-	-	-	-	1,030
	MARION	1,853	-	-	1,853	111	-	111	1,964	588	-	31	619	-	-	-	-	619
	SEQUATCHIE	2,696	-	-	2,696	180	-	180	2,876	128	-	7	135	-	-	-	-	135
CLARKSVILLE-HOPKINSVILLE, TN-KY	MONTGOMERY	9,424	-	-	9,424	489	-	489	9,913	265	-	29	294	-	-	-	-	294
JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	CARTER	355	-	-	355	243	-	243	598	245	-	61	306	-	-	-	-	306
	UNICOI	4,364	-	-	4,364	490	-	490	4,854	187	-	21	208	-	-	-	-	208
	WASHINGTON	11,120	-	-	11,120	341	14	355	11,475	475	-	141	616	-	-	-	-	616
JOHNSON CITY-KINGSPORT-BRISTOL, TN-VA	HANKINS	5,076	-	-	5,076	421	-	421	5,497	262	-	14	276	-	-	-	-	276
	SULLIVAN	6,669	-	-	6,669	1,632	-	1,632	8,301	503	-	170	679	-	-	-	-	679
KNOXVILLE	ANDERSON	1,751	-	25	1,776	285	15	300	2,076	270	-	53	323	-	-	-	-	323
	BLOUNT	907	-	-	907	431	-	431	1,338	297	-	57	354	-	-	-	-	354
	KNOX	14,617	8	8	14,625	1,928	24	1,952	16,577	826	-	546	1,372	-	-	-	-	1,372
	UNION	29	-	2,250	2,279	280	-	280	2,559	198	-	10	208	-	-	-	-	208
MEMPHIS, TN-AR-MS	SHELBY	31,665	-	63	31,728	5,132	3	5,135	36,863	579	-	577	1,156	-	-	-	-	1,156
	TIPTON	1,596	-	-	1,596	380	-	380	1,776	274	-	21	295	-	-	-	-	295
NASHVILLE-DAVIDSON	CMEATHAM	1,264	-	4	1,268	245	-	245	1,513	201	-	13	214	-	-	-	-	214
	DAVIDSON	-	-	22,594	22,594	-	6,362	6,362	28,956	-	1,059	1,059	1,059	-	-	-	-	1,059
	DICKSON	1,380	-	5	1,385	212	-	212	1,597	291	-	22	313	-	-	-	-	313
	ROBERTSON	4,280	-	-	4,280	609	-	609	4,889	299	-	26	325	-	-	-	-	325
	RUTHERFORD	4,397	-	-	4,397	1,063	-	1,063	5,460	396	-	44	440	-	-	-	-	440
	SUMNER	683	-	1,272	1,955	405	-	405	2,360	408	-	61	469	-	-	-	-	469
	WILLIAMSON	1,853	-	4	1,857	2,477	-	2,477	4,334	451	-	50	501	-	-	-	-	501
	WILSON	355	-	-	355	704	-	704	1,059	290	-	32	322	-	-	-	-	322
TOTAL		108,936	-	26,231	135,167	20,219	6,515	26,734	161,901	8,022	-	3,492	11,514	-	-	-	-	11,514
TEXAS																		
ABILENE	CALLAHAN	272	-	-	272	-	-	-	272	388	-	22	410	-	-	-	-	410
	JONES	545	-	-	545	-	-	-	545	643	-	56	699	-	-	-	-	699
	TAYLOR	1,818	-	1,061	2,879	-	-	-	2,879	756	-	251	1,007	-	-	-	-	1,007
AMARILLO	POTTER	1,214	-	1,536	2,750	-	-	-	2,750	743	-	300	1,043	-	-	-	-	1,043
	RANDALL	907	-	907	1,728	-	-	-	1,728	635	-	48	683	-	-	-	-	683
	FLOYD	1,313	-	11,431	12,744	-	-	-	12,744	1,091	-	457	1,548	-	-	-	-	1,548
	HAYS	1,639	-	454	2,093	-	-	-	2,093	492	-	67	559	-	-	-	-	559
BEAUMONT-PORT ARTHUR-ORANGE	HARDIN	2,607	-	70	2,677	-	-	-	2,677	402	-	40	442	-	-	-	-	442
	JEFFERSON	2,897	-	4,517	7,414	-	-	-	7,414	674	-	552	1,226	-	-	-	-	1,226
	ORANGE	2,284	-	296	2,580	-	-	-	2,580	516	-	357	873	-	-	-	-	873
BROWNSVILLE-HARLINGEN-SAN BENITO	CAMERON	3,908	-	2,027	5,935	-	-	-	5,935	1,198	-	311	1,509	-	-	-	-	1,509
BRYAN-COLLEGE STATION	BRAZOS	736	-	417	1,153	-	-	-	1,153	507	-	130	637	-	-	-	-	637
CORPUS CHRISTI	MUECES	2,289	-	4,672	6,961	-	-	-	6,961	869	-	436	1,305	-	-	-	-	1,305
	SAN PATRICIO	2,546	-	295	2,841	-	-	-	2,841	592	-	61	653	-	-	-	-	653
	COLLIER	3,394	-	623	4,017	-	-	-	4,017	1,041	-	646	1,727	-	-	-	-	1,727
DALLAS-FORT WORTH	DALLAS	16,283	-	48,769	65,052	-	-	-	65,052	1,25	-	3,165	3,290	-	-	-	-	3,290
	DENTON	1,267	-	660	1,927	-	-	-	1,927	1,237	-	634	1,871	-	-	-	-	1,871
	ELLIS	4,983	-	1,168	6,151	-	-	-	6,151	1,408	-	267	1,675	-	-	-	-	1,675
	HOOD	1,308	-	-	1,308	-	-	-	1,308	268	-	38	306	-	-	-	-	306
	JOHNSON	1,730	-	44	1,774	-	-	-	1,774	755	-	148	903	-	-	-	-	903
	KAUFMAN	5,366	-	1,666	7,032	-	-	-	7,032	1,022	-	248	1,450	-	-	-	-	1,450
	PARKER	1,327	-	21	1,348	-	-	-	1,348	659	-	138	797	-	-	-	-	797
	ROCKWALL	71	-	39	110	-	-	-	110	214	-	149	363	-	-	-	-	363
	TARRANT	6,652	-	36,454	43,106	-	-	-	43,106	487	-	2,450	2,937	-	-	-	-	2,937
	WISE	830	-	-	830	-	-	-	830	655	-	94	749	-	-	-	-	749
EL PASO	EL PASO	4,670	-	13,410	18,080	-	-	-	18,080	771	-	648	1,419	-	-	-	-	1,419
GALVESTON-TEXAS CITY	GALVESTON	1,929	-	14,330	16,259	-	-	-	16,259	579	-	817	1,396	-	-	-	-	1,396
HOUSTON	BRAZORIA	4,889	-	119	5,008	-	-	-	5,008	1,564	-	398	1,942	-	-	-	-	1,942
	FORT BEND	8,711	-	2,324	11,035	-	-	-	11,035	1,380	-	221	1,601	-	-	-	-	1,601
	HARRIS	8,765	-	37,531	46,296	-	-	-	46,296	3,020	-	3,544	6,564	-	-	-	-	6,564
	LIBERTY	1,701	-	10	1,711	-	-	-	1,711	719	-	141	860	-	-	-	-	860
	MONTGOMERY	1,076	-	298	1,374	-	-	-	1,374	1,371	-	178	1,549	-	-	-	-	1,549

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		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS		TOTAL
TEXAS (CONTINUED)																	
HOUSTON	HALLER	440	-	1	441	-	-	-	441	762	-	79	841	-	-	-	841
KILLEEN-TEMPLE	BELL	5,925	-	6,612	12,537	-	-	-	12,537	914	-	274	1,188	-	-	-	1,188
LAREDO	CORYELL	835	-	11	846	-	-	-	846	383	-	20	403	-	-	-	403
LONGVIEW	MEBB	3,070	-	3,056	6,126	-	-	-	6,126	536	-	56	592	-	-	-	592
LUBBOCK	GREGG	2,347	-	1,399	3,746	-	-	-	3,746	381	-	176	557	-	-	-	557
MCCALLEN-PHARR-EDINBURG	HARRISON	2,670	-	-	2,670	-	-	-	2,670	931	-	89	1,020	-	-	-	1,020
MIDLAND	LUBBOCK	2,377	-	2,776	5,153	-	-	-	5,153	961	-	382	1,323	-	-	-	1,323
MIDLAND	HIDALGO	6,195	-	3,617	9,812	-	-	-	9,812	1,386	-	335	1,721	-	-	-	1,721
MIDLAND	MIDLAND	1,645	-	248	1,893	-	-	-	1,893	490	-	88	578	-	-	-	578
MIDLAND	ECTOR	1,347	-	2,210	3,557	-	-	-	3,557	488	-	85	573	-	-	-	573
MIDLAND	TOM GREEN	2,346	-	953	3,299	-	-	-	3,299	639	-	80	719	-	-	-	719
ODessa	SAN ANTONIO	8,027	-	29,228	37,255	-	-	-	37,255	1,686	-	2,437	4,123	-	-	-	4,123
SAN ANTONIO	COMAL	715	-	2	717	-	-	-	717	473	-	83	556	-	-	-	556
SHERMAN-DENISON	GUADALUPE	703	-	360	1,063	-	-	-	1,063	863	-	73	936	-	-	-	936
TEXARKANA, TX-TEXARKANA, AR	GRAYSON	703	-	990	1,693	-	-	-	1,693	645	-	248	893	-	-	-	893
TYLER	BOWIE	4,008	-	3,245	7,253	-	-	-	7,253	858	-	155	1,013	-	-	-	1,013
WACO	SMITH	2,418	-	685	3,083	-	-	-	3,083	981	-	171	1,152	-	-	-	1,152
WICHITA FALLS	MCLENNAN	3,651	-	2,597	6,248	-	-	-	6,248	891	-	400	1,291	-	-	-	1,291
WICHITA FALLS	CLAY	614	-	54	668	-	-	-	668	463	-	25	488	-	-	-	488
WICHITA FALLS	WICHITA	450	-	-	4,144	-	-	-	4,144	766	-	343	1,109	-	-	-	1,109
TOTAL		150,315	-	246,667	396,982	-	-	-	396,982	42,448	-	22,631	65,079	-	-	-	65,079
UTAH																	
PROVO-OREM	UTAH	4,518	-	687	5,205	-	-	-	5,205	958	-	480	1,438	-	-	-	1,438
SALT LAKE CITY-OGDEN	DAVIS	1,628	-	235	1,763	-	-	-	1,763	323	-	170	493	-	-	-	493
	SALT LAKE	3,735	-	553	4,288	-	-	-	4,288	786	-	398	1,184	-	-	-	1,184
	TOOELE	1,597	-	236	1,833	-	-	-	1,833	335	-	170	505	-	-	-	505
	WEBER	2,150	-	313	2,463	-	-	-	2,463	455	-	227	682	-	-	-	682
TOTAL		13,528	-	2,024	15,552	-	-	-	15,552	2,857	-	1,445	4,302	-	-	-	4,302
VIRGINIA																	
JOHNSON CITY-KINGSPOINT-BRISTOL, TN-VA	SCOTT	56	340	-	396	-	-	-	396	355	639	-	994	-	-	-	994
	WASHINGTON	392	930	918	1,840	-	-	-	1,840	716	827	-	1,543	-	-	-	1,543
	BRISTOL CITY	1	-	256	257	-	-	-	257	-	-	-	-	-	-	-	-
LYNCHBURG	LAMHERST	489	610	-	1,099	-	-	-	1,099	281	473	-	754	-	-	-	754
	APPMATTOX	697	141	-	838	-	-	-	838	145	298	-	443	-	-	-	443
	CAMPRELL	7,492	638	330	8,460	-	-	-	8,460	480	607	-	1,087	-	-	-	1,087
	LYNCHBURG CITY	349	8	168	525	-	-	-	525	-	-	-	-	-	-	-	-
NEWPORT NEWS-HAMPTON	GLOUCESTER	178	421	-	599	-	-	-	599	145	239	-	384	-	-	-	384
	JAMES CITY	-	337	25	372	-	-	-	372	279	205	-	484	-	-	-	484
	YORK	3,510	389	940	4,839	-	-	-	4,839	525	200	-	725	-	-	-	725
	HAMPTON CITY	20,959	579	21,538	21,538	-	-	-	21,538	-	-	-	-	-	-	-	-
	NEWPORT NEWS CITY	203	81	2,252	2,536	-	-	-	2,536	-	-	-	-	-	-	-	-
	POQUOSSON CITY	-	-	341	341	-	-	-	341	-	-	-	-	-	-	-	-
	WILLIAMSBURG CITY	295	-	35	330	-	-	-	330	-	-	-	-	-	-	-	-
NORFOLK-VA BEACH-PORTSMOUTH, VA-NC	CHESAPEAKE CITY	484	52	1,950	2,486	-	-	-	2,486	-	-	-	-	-	-	-	-
	NORFOLK CITY	11,061	-	1,345	12,406	-	-	-	12,406	-	-	-	-	-	-	-	-
	PORTSMOUTH CITY	1,880	-	1,768	3,648	-	-	-	3,648	-	-	-	-	-	-	-	-
	SUFFOLK CITY	-	-	238	238	-	-	-	238	-	-	-	-	-	-	-	-
	VIRGINIA BEACH CITY	95	208	2,250	2,553	-	-	-	2,553	-	-	-	-	-	-	-	-
PETERSBURG-COLONIAL HEIGHTS-HOPEWELL	DINWIDDIE	839	459	1,602	2,900	-	-	-	2,900	704	516	-	1,220	-	-	-	1,220
	PRINCE GEORGE	377	160	120	657	-	-	-	657	299	231	-	529	-	-	-	529
	COLONIAL HEIGHTS CITY	-	31	316	347	-	-	-	347	-	-	-	-	-	-	-	-
	HOPEWELL CITY	-	-	168	168	-	-	-	168	-	-	-	-	-	-	-	-
	PETERSBURG CITY	197	1	190	388	-	-	-	388	-	-	-	-	-	-	-	-
	CHARLES CITY	19	247	-	266	-	-	-	266	113	137	-	250	-	-	-	250
RICHMOND	CHESTERFIELD	12,185	1,047	16,028	29,260	-	-	-	29,260	464	871	-	1,335	-	-	-	1,335
	GOOCHLAND	1,705	200	-	1,905	-	-	-	1,905	360	227	-	587	-	-	-	587
	HANOVER	4,024	1,387	-	5,411	-	-	-	5,411	760	589	-	1,349	-	-	-	1,349
	HENRICO	2,742	-	-	2,742	-	-	-	2,742	1,048	-	-	1,048	-	-	-	1,048
	POWHATAN	145	34	179	179	-	-	-	179	100	122	-	222	-	-	-	222
	RICHMOND CITY	5,866	-	15,889	21,755	-	-	-	21,755	-	-	-	-	-	-	-	-
ROANOKE	BOTETOURT	813	691	-	1,504	-	-	-	1,504	832	426	-	1,258	-	-	-	1,258
	CRAIG	17	116	-	133	-	-	-	133	220	150	-	370	-	-	-	370
	ROANOKE	755	691	1,482	2,928	-	-	-	2,928	555	543	-	1,098	-	-	-	1,098
	ROANOKE CITY	429	-	175	604	-	-	-	604	-	-	-	-	-	-	-	-
	SALEM CITY	978	2	357	1,337	-	-	-	1,337	-	-	-	-	-	-	-	-
WASHINGTON, DC-MD-VA	ARLINGTON	7,130	28	1,487	8,645	-	-	-	8,645	529	-	-	829	-	-	-	829
	FAIRFAX	32,877	1,787	145	34,809	-	-	-	34,809	2,320	4,273	-	6,593	-	-	-	6,593
	LOUDDUN	2,474	760	828	4,062	-	-	-	4,062	459	730	-	1,189	-	-	-	1,189

HIGHWAY STATISTICS, 1975

(CONTINUED ON NEXT PAGE)

STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES

COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS - 1975<sup>1</sup>

TABLE SF-15  
PAGE 12 OF 12  
OCTOBER 1976

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(IN THOUSANDS OF DOLLARS)

STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY							MAINTENANCE										
		STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL CAPITAL OUTLAY	STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			TOTAL MAINTENANCE		
		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	MUNICIPAL STREETS	TOTAL			
<b>VIRGINIA (CONTINUED)</b>																			
WASHINGTON, DC-MD-VA	PRINCE WILLIAM	1,565	1,481	457	3,503	-	-	-	3,503	1,090	626	-	1,716	-	-	-	-	1,716	
	ALEXANDRIA CITY	593	-	-	593	-	-	-	593	-	-	-	-	-	-	-	-	-	
	FAIRFAX CITY	-	-	186	186	-	-	-	186	-	-	-	-	-	-	-	-	-	
	MANASSAS CITY	-	-	448	448	-	-	-	448	-	-	-	-	-	-	-	-	-	
	MANASSAS PARK CITY	-	-	9	9	-	-	-	9	-	-	-	-	-	-	-	-	-	
<b>TOTAL</b>		<b>123,881</b>	<b>12,877</b>	<b>53,292</b>	<b>190,050</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>190,050</b>	<b>13,078</b>	<b>12,929</b>	<b>-2/</b>	<b>26,007</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>26,007</b>	
<b>WASHINGTON</b>																			
PORTLAND, OR-WA	CLARK	3,604	-	6,998	10,602	-	48	82	130	10,732	575	-	316	891	-	-	-	891	
RICHLAND-KENNEWICK	BENTON	651	-	242	893	-	-	3,791	3,791	4,684	707	-	180	887	-	-	-	887	
	FRANKLIN	472	-	118	590	-	-	450	450	1,040	230	-	73	303	-	-	-	303	
SEATTLE-EVERETT	KING	33,821	-	30,236	64,057	268	-	3,064	3,332	67,389	3,037	-	3,468	6,505	2	-	2	6,507	
	SNOHOMISH	4,550	-	2,441	6,991	617	-	123	740	7,731	926	-	1,294	2,220	12	-	12	2,232	
SPokane	SPokane	1,275	-	2,620	3,895	379	-	183	562	4,457	965	-	578	1,543	-	-	-	1,543	
TACOMA	PIERCE	921	-	2,950	3,871	567	-	180	747	4,618	870	-	1,227	2,097	-	-	-	2,097	
YAKIMA	YAKIMA	2,067	-	290	2,357	956	-	15	971	3,328	2,543	-	234	2,777	89	1	90	2,867	
<b>TOTAL</b>		<b>47,361</b>	<b>-</b>	<b>45,895</b>	<b>93,256</b>	<b>2,835</b>	<b>-</b>	<b>7,888</b>	<b>10,723</b>	<b>103,979</b>	<b>9,853</b>	<b>-</b>	<b>7,370</b>	<b>17,223</b>	<b>91</b>	<b>13</b>	<b>104</b>	<b>17,327</b>	
<b>WEST VIRGINIA</b>																			
CHARLESTON	KANAWHA	80,170	2,275	-	82,445	-	-	-	-	82,445	1,571	1,587	-	3,158	-	-	-	3,158	
	PUTNAM	270	1,050	-	1,320	-	-	-	-	1,320	443	760	-	1,203	-	-	-	1,203	
HUNTINGTON-ASHLAND, WV-KY-OH	CABELL	5,798	72	-	5,870	-	-	-	-	5,870	620	851	-	1,471	-	-	-	1,471	
	WAYNE	642	125	-	767	-	-	-	-	767	542	914	-	1,456	-	-	-	1,456	
PARKERSBURG-MARIETTA, WV-OH	WIRT	3,227	200	-	3,427	-	-	-	-	3,427	362	419	-	781	-	-	-	781	
	WOOD	341	129	-	470	-	-	-	-	470	642	1,232	-	1,874	-	-	-	1,874	
STEBENVILLE-WEIRTON, OH-WV	BROOKE	8,856	347	-	9,203	-	-	-	-	9,203	247	-	-	523	-	-	-	523	
	HANCOCK	419	901	-	1,320	-	-	-	-	1,320	581	880	-	1,461	-	-	-	1,461	
WHEELING, WV-OH	MARSHALL	7,980	929	-	8,909	-	-	-	-	8,909	401	372	-	773	-	-	-	773	
<b>TOTAL</b>	<b>OHIO</b>	<b>107,701</b>	<b>7,263</b>	<b>-2/</b>	<b>114,964</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>114,964</b>	<b>5,720</b>	<b>7,608</b>	<b>-2/</b>	<b>13,328</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,328</b>	
<b>WISCONSIN</b>																			
APPLETON-OSHKOSH	CALUMET	88	-	-	88	18	-	-	18	106	219	-	19	238	-	-	-	238	
	DUTAGAMIE	222	-	275	497	182	-	590	772	1,269	635	-	57	692	-	-	-	692	
	WINNEBAGO	10,023	-	812	10,835	75	4,814	4,889	15,724	777	-	-	68	845	-	-	-	845	
DULUTH-SUPERIOR, MN-WI	DOUGLAS	515	-	206	721	241	3	244	965	613	-	-	71	684	-	-	-	684	
EAU CLAIRE	CHIPPENHA	287	-	25	312	226	1,244	1,470	1,782	527	-	-	53	580	-	-	-	580	
	EAU CLAIRE	102	-	32	134	174	313	487	621	713	-	-	100	813	-	-	-	813	
GREEN BAY	BROWN	837	-	15,833	16,670	56	1,497	1,553	18,223	598	-	-	148	746	-	-	-	746	
KENOSHA	KENOSHA	145	-	8	153	102	355	457	610	496	-	-	28	524	-	-	-	524	
LA CROSSE	LA CROSSE	221	-	15	236	471	13	484	720	498	-	-	53	551	-	-	-	551	
MADISON	DANE	2,177	-	623	2,800	314	989	1,303	4,103	1,514	-	-	291	1,805	-	-	-	1,805	
MILWAUKEE	MILWAUKEE	4,170	-	14,989	19,159	3	10,399	10,402	29,561	-	-	-	3,330	3,330	-	-	-	3,330	
	DZAUKKEE	11,031	-	18	11,049	18	52	70	11,119	218	-	-	94	312	-	-	-	312	
	WASHINGTON	3,877	-	27	3,904	255	39	294	4,198	599	-	-	123	722	-	-	-	722	
	WAUKESHA	4,580	-	85	4,665	1,063	1,458	2,521	7,186	616	-	-	356	972	-	-	-	972	
MINNEAPOLIS-ST. PAUL, MN-WI	ST CROIX	423	-	23	446	258	4	262	708	696	-	-	60	756	-	-	-	756	
RACINE	RACINE	575	-	1,339	1,914	32	736	768	2,682	462	-	-	25	487	-	-	-	487	
<b>TOTAL</b>		<b>39,273</b>	<b>-</b>	<b>34,310</b>	<b>73,583</b>	<b>3,488</b>	<b>22,506</b>	<b>25,994</b>	<b>99,577</b>	<b>9,181</b>	<b>-</b>	<b>-</b>	<b>4,876</b>	<b>14,057</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,057</b>	
<b>GRAND TOTAL</b>		<b>2,959,547</b>	<b>247,612</b>	<b>1,920,529</b>	<b>5,127,688</b>	<b>109,274</b>	<b>263,386</b>	<b>372,660</b>	<b>5,500,348</b>	<b>454,661</b>	<b>128,535</b>	<b>205,547</b>	<b>788,743</b>	<b>8,590</b>	<b>20,198</b>	<b>28,788</b>	<b>-</b>	<b>817,531</b>	

STATE FINANCE

VII-25

<sup>1/</sup> THE STANDARD METROPOLITAN STATISTICAL AREAS INCLUDED IN THIS SUMMARY ARE THOSE ESTABLISHED BY THE OFFICE OF MANAGEMENT AND BUDGET.

<sup>2/</sup> EXPENDITURES FOR MUNICIPAL EXTENSIONS ARE NOT SEGREGATED.  
<sup>3/</sup> INCLUDES EXPENDITURES FOR METROPOLITAN DISTRICT COMMISSION.

STATE OBLIGATIONS FOR HIGHWAYS—1975

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>

TABLE SE-1  
SHEET 1 OF 2  
SEPTEMBER 1976

Compiled for calendar year from reports of State authorities

STATE AND OBLIGATIONS	DATED 2/	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS 4/	INTEREST 5/		REDEMPTION PROVISIONS			SOURCE OF FUNDS FOR DEBT SERVICE 7/
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES 6/	
		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars							
Alabama Highway Revenue Bonds, Series W	8-1-75	25,000	1	55	25,056	Construction of State highways.	7.0-7.5	7.17	S	1976-1990; \$600,000-\$5,500,000	1985 @ 103	Road-user taxes
Alaska General Obligation Highway Bonds, 1975: Series B	5-1-75	12,400	1	72	12,473	Construction of State highways.	5.75-7.25	6.53	S	1979-1999; \$299,966-\$640,524	1985 @ 103	General State Revenues*
Series C	10-1-75	2,200	-	6	2,206		5.75-7.25	6.86	S	1978-1997; \$105,860-\$110,218	1985 @ 103	
General Obligation Ferry Bonds 1975: Series A	2-1-75	700	-	2	702	Construction of toll ferries.	5.0-6.5	5.99	S	1978-1998; \$22,580-\$41,688	1985 @ 103	General State Revenues*
Total		15,300	1	80	15,381							
Connecticut Highway System Bonds: Series KK	3-1-75	34,000	3	64	34,067	Construction of State highways.	5.0-6.0	5.75	S	1976-1995; \$900,000-\$2,500,000	1985 @ 102.5	Road-user taxes*
Series LL	7-1-75	35,000	-	49	35,049		5.5-5.75	5.64	S	1976-1995; \$1,750,000	1985 @ 102.5	
Total		69,000	3	113	69,116							
Delaware Capital Improvement Bonds: Series A, C, D, G, & H	3-1-75	6,746	-	-	6,746	Construction of State highways.	4.0-6.0	5.32	S	1976-1995; \$337,287	None	General State Revenues*
Series B, D, E, H, & I	7-15-75	17,809	-	-	17,809		4.5-6.5	5.86	S	1976-1995; \$890,450		
Series A, C, E, F, & I	12-15-75	15,896	-	-	15,896		5.0-7.0	6.38	S	1976-1995; \$794,795		
Total		40,451	-	-	40,451							
Dist. of Col. Highway Construction Bonds	8-1-75	9,756	-	-	9,756	Construction of municipal streets.	7.0-8.38	7.50	S	1976-2006; \$32,000-\$120,000	None	Road-user taxes
Florida Charlotte County Road Bonds	7-1-75	3,400	1	44	3,445	Construction of State highways.	6.5-7.5	6.54	S	1976-2004; \$50,000-\$225,000	1984 @ 103	Motor-fuel taxes*
Columbia County Road Bonds	5-1-75	2,000	-	35	2,035		5.75-7.0	6.18	S	1977-1995; \$50,000-\$170,000	1984 @ 102	
Hillsboro County Road Bonds	6-1-75	3,100	-	35	3,135		5.5-6.1	5.63	S	1976-1985; \$315,000-\$470,000	1980 @ 102	
Nassau County Road Bonds	5-1-74	3,500	-	84	3,584		6.5-7.25	6.55	S	1976-2004; \$30,000-\$235,000	1983 @ 103	
Palm Beach County Road Bonds	1-1-75	25,000	-	585	25,585		5.5-7.5	7.09	S	1977-2005; \$300,000-\$1,795,000	1984 @ 103	
Wekiva County Road Bonds	11-1-74	2,000	-	55	2,055		4.25-6.25	5.80	S	1976-1994; \$60,000-\$160,000	1984 @ 102.5	
Walton County Road Bonds	11-1-74	1,575	-	39	1,614		5.0-5.7	5.48	S	1976-1989; \$75,000-\$150,000	1980 @ 102.5	
Total		40,975	-	817	41,792							
Georgia Highway Authority, Series 1975-A	1-1-75	18,000	-	-	18,000	Construction or reconstruction of public roads and bridges.	6.5	6.5	S	1976-2000; \$329,143-\$1,339,714	1985 @ 103	General State Revenues*
Highway Authority, Series 1975-C	7-1-75	38,000	-	-	38,000	Advance construction of interstate highways.	5.5-6.5	5.93	S	1976-2000; \$69,600-\$2,812,000	1985 @ 103	
Highway Authority, Series 1975-D	9-1-75	37,000	-	-	37,000	Construction or reconstruction of public roads and bridges, and advance construction of interstate highways.	5.5-6.5	6.19	S	1976-2000; \$64,552-\$2,857,800	1985 @ 103	
Total		93,000	-	-	93,000							
Hawaii General Obligation Bonds: Series AD	3-1-75	15,119	-	-	15,119	Construction of State highways.	5.75-6.75	6.35	S	1976-1995; \$839,581-\$840,589	1985 @ 101.5	General State Revenues*
Series AB	9-1-75	16,298	-	-	16,298		6.0-7.0	6.45	S	1976-1995; \$905,055-\$906,141	1985 @ 101.5	
Total		31,417	-	-	31,417							
Illinois Transportation Series 1975-A	8-1-75	100,000	-	2	100,002	Construction of State highways.	4.75-6.75	5.96	S	1976-2000; \$4,000,000	1987 @ 103	Road-user taxes*
Kansas Highway Bonds, Series 1975-A	5-1-75	6,000	-	116	6,116	Construction of State highways.	5.25-5.5	5.36	S	1975-1981; \$750,000-\$980,000	None	Motor-fuel taxes
Louisiana Highway Construction and Improvement Bonds, Series K	3-15-75	50,000	4	-	50,004	Construction of State highways.	5.9-6.0	5.97	S	1976-1995; \$1,360,000-\$4,105,000	1986 @ 102	Motor-fuel taxes*
Maryland County Highway Construction Bonds, Second Issue, Sixth Series	12-15-75	2,000	-	6	2,006	Construction of highways in Allegheny County.	6.5-8.5	6.74	S	1978-1990; \$50,000-\$250,000	1984 @ 102	Road-user taxes
Bridge and Tunnel Revenue Bonds	7-1-75	34,000	-782	156	33,374	Construction of outer harbor bridge and cost overrun claims on parallel Bay bridges.	7.5	7.59	T	2008	1984 @ 103	Bridge and tunnel tolls
Total		36,000	-782	162	35,380							
Massachusetts Highway Improvement Loan Bonds, 1972	3-1-75	8,600	-	-	8,600	Construction of State highways.	5.7	5.68	S	1976-1995; \$430,000	None	Motor-fuel taxes*
Highway Improvement Loan Bonds, 1972	5-1-75	13,500	-	-	13,500		6.2	6.19	S	1976-1995; \$675,000		
Highway Improvement Loan Bonds, 1973	5-1-75	17,500	-	-	17,500		6.2	5.19	S	1976-1995; \$875,000		
Total		39,600	-	-	39,600							

STATE OBLIGATIONS FOR HIGHWAYS — 1975

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR <sup>1</sup>

TABLE SB-1  
 SHEET 2 OF 2  
 SEPTEMBER 1976

Compiled for calendar year from reports of State authorities

STATE AND OBLIGATIONS	DATED <sup>2/</sup>	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS <sup>4/</sup>	INTEREST <sup>5/</sup>		SERIAL OR TERM	REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEBT SERVICE <sup>7/</sup>
		PAR VALUE	PREMIUM OR DISCOUNT	ACCURED INTEREST <sup>3/</sup>	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST		MATURITY DATES AND AMOUNTS	CALL FEATURES <sup>6/</sup>	
<b>Mississippi</b> Highway Revenue Bonds: Series h5 Series h6 State-Aid Road Bonds: Alcorn County, Series 3 Calhoun County, Series 3 Lauderdale County, Series 3 Total	2-1-75 8-1-75 4-1-75 4-1-75 12-1-74	50,000 50,000 136 850 225	- - - - -	2,179 - 2 8 23	102,181 - 138 858 948	Construction of State highways. Construction of State-aid roads.	5.5-6.75 5.75-7.0 5.25-5.5 6.0 5.2-6.2	6.32 6.37 5.33 6.0 5.86	S S S S S	1980-1995; \$1,800,000-\$4,000,000 1980-1995; \$1,000,000-\$4,900,000 1976-1982; \$17,000-\$24,000 1976-1995; \$23,000-\$72,000 1975-1992; \$32,000-\$52,000	1985 @ 102 1985 @ 102 None None None	Motor-fuel tax* Sales tax
<b>New Jersey</b> General Obligation Transportation Bonds, Series F	5-1-75	13,750	-	-	13,750	Construction of State highways.	6.0	6.0	S	1979-1995; \$756,250-\$893,750	None	General State Revenues*
<b>New York</b> Emergency Highway Reconditioning and Preservation Bonds	3-1-74	100,000	-	410	100,410	Reconditioning and preservation of State and local highway facilities.	5.0-7.0	5.36	S	1975-1983; \$7,950,000-\$12,335,000	None	Motor-fuel tax
<b>Ohio</b> Highway Obligation Construction Bonds, Series F	5-15-75	50,000	-	112	50,112	Construction of State highways.	5.0-7.0	5.84	S	1976-1995; \$1,250,000-\$4,125,000	None	Road-user taxes
<b>Pennsylvania</b> General Obligation Highway Bonds: 1st Series T, 1975 2nd Series T, 1975 3rd Series T, 1975 Total	5-15-75 8-15-75 11-15-75	50,000 180,000 80,000	-1,000 -3,594 -1,586	- 204 76	49,000 176,610 78,490	Construction of State highways.	5.75-7.75 6.0-8.0 5.75-7.75	6.44 6.78 6.72	S S S	1975-1994; \$1,410,000-\$1,499,000 1977-1995; \$4,940,000-\$16,000,000 1977-1995; \$2,140,000-\$7,235,000	1985 - 103 1985 @ 102.5 1985 @ 102.5	Road-user taxes*
<b>Rhode Island</b> Highway Improvement Loan Bonds	1-1-75	7,500	9	9	7,518	Construction of State highways.	6.1	6.08	S	1976-1995; \$500,000	None	General State Revenues*
<b>South Carolina</b> State Highway Bonds, Series L	4-1-75	20,000	-	-	20,000	Construction of State highways.	5.0-6.0	5.29	S	1976-1985; \$2,000,000	None	Road-user taxes*
<b>Tennessee</b> State Highway Bonds	3-1-75	23,000	-	112	23,112	Construction of State highways.	5.0-6.0	5.55	S	1976-1995; \$1,150,000	None	Road-user taxes*
<b>Vermont</b> State Highway Bonds, Series XX	4-1-75	11,000	-	6	11,006	Construction of State highways.	5.625	5.61	S	1976-1994; \$550,000-\$600,000	None	Road-user taxes*
<b>Washington</b> Motor Vehicle Fuel Tax Revenue Bonds, Series AD	6-1-75	15,000	2	64	15,066	City arterial streets and county arterial roads within urban areas.	5.0-7.0	6.18	S	1976-2000; \$265,000-\$1,130,000	1990 @ 100	Motor-fuel taxes*
<b>West Virginia</b> State Motor Highways Bonds: First Issue Second Issue Third Issue Total	3-1-75 6-1-75 11-1-75	50,000 50,000 50,000	2 - 1	282 207 158	50,284 50,207 50,159	Construction of State highways.	5.0-7.0 5.0-7.0 5.5-7.0	5.95 5.83 6.48	S S S	1976-2000; \$2,000,000 1976-2000; \$2,000,000 1976-2000; \$2,000,000	None None 1985 @ 103	Road-user taxes*
<b>Wisconsin</b> State Highway Bonds of 1975: Series A Series B Series E State Bridge Bonds of 1975: Series A Series B Series E Total	3-1-75 8-15-75 12-1-75 3-1-75 8-15-75 12-1-75	25,167 7,000 2,000 9,350 2,000 2,000	2 1 1 1 - -	39 7 12 14 2 3	25,208 7,008 8,013 9,365 2,002 2,003	Construction of State highways. Construction of State bridges.	5.2-6.0 5.5-6.25 5.25-6.0 5.2-6.0 5.5-6.25 5.25-6.0	5.33 6.08 5.65 5.33 6.08 5.65	S S S S S S	1976-1995; \$1,725,850 1977-1996; \$450,000 1977-1996; \$500,000 1976-1995; \$1,725,850 1977-1996; \$450,000 1977-1996; \$500,000	1985 @ 101 None None 1985 @ 101 None None	Road-user taxes Road-user taxes
<b>GRAND TOTAL</b>		1,411,777	-6,930	5,274	1,410,121							

<sup>1/</sup> This table is one of a series giving available information concerning State and quasi-State obligations incurred for highway purposes. The remaining tables in the series are as follows: Table SB-2, change in indebtedness during year; table SB-2B, obligations outstanding at end of year; table SB-3, receipts and disbursements for debt service. When bonds were issued partly for highway and partly for other purposes, such issues have been charged to State highways, to county or other local roads and streets, and to nonhighway purposes, respectively, in proportion to the amounts of the original issues for these purposes, with the nonhighway portion being omitted from these tables. Also omitted are obligations issued for terms of less than two years (interest payments, however, are included in table SB-3).

<sup>2/</sup> Coincides with date bonds began to bear interest, unless noted otherwise.

<sup>3/</sup> Payment by bond purchaser for interest accrued from date of issue to date of sale.

<sup>4/</sup> In most cases, premium and accrued interest are used for debt service payments. Interest requirements for toll facility construction bonds are usually paid out of bond proceeds during the period of construction.

<sup>5/</sup> "Bonded Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to borrower for combined bond issue, and reflects the premium or discount on sales.

<sup>6/</sup> Entries in this column reflect first date bond issue may be redeemed in its entirety. If called subsequent to the date shown, the call premium will usually be scaled downward accordingly.

<sup>7/</sup> Where an asterisk appears in this column, the bonds are understood to be secured by the full faith and credit of the State, in addition to the specific revenues dedicated by law to debt service.

STATE FINANCE

VII-27

STATE OBLIGATIONS FOR HIGHWAYS—1975

CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

VII-28

TABLE SB-2  
SHEET 1 OF 3  
OCTOBER 1976

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1975	OBLIGATIONS ISSUED <sup>2/</sup>			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1975	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1975 <sup>3/</sup>	NET INDEBTEDNESS DECEMBER 31, 1975
	ISSUE	CLASSI- FICATION <sup>2/</sup>		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
ALABAMA	STATE HIGHWAY BONDS	A	290,703	25,000	-	25,000	15,683	-	15,683	300,020	-	300,020
	STATE ISSUES FOR LOCAL ROADS	C	32,692	-	-	-	687	-	687	32,005	-	32,005
	TOTAL		323,395	25,000	-	25,000	16,370	-	16,370	332,025	-	332,025
ALASKA	STATE HIGHWAY BONDS	A	63,029	14,600	-	14,600	2,580	-	2,580	75,049	-	75,049
	TOLL FACILITY BONDS	B	46,280	700	-	700	1,410	-	1,410	45,570	-	45,570
	TOTAL		109,309	15,300	-	15,300	3,990	-	3,990	120,619	-	120,619
ARIZONA	STATE HIGHWAY BONDS	A	1,000	-	-	-	200	-	200	800	-	800
CALIFORNIA	TOLL FACILITY BONDS	B	115,826	-	-	-	8,754	-	8,754	107,072	4,091	102,981
COLORADO	STATE HIGHWAY BONDS	A	1,035	-	-	-	1,035	-	1,035	-	-	-
CONNECTICUT	STATE HIGHWAY BONDS	A	451,300	69,000	-	69,000	52,155	-	52,155	468,225	-	468,225
	TOLL FACILITY BONDS	B	357,947	-	-	-	20,920	-	20,920	337,027	49,765	287,262
	TOTAL		809,327	69,000	-	69,000	73,075	-	73,075	805,252	49,765	755,487
DELAWARE	STATE HIGHWAY BONDS	A	145,093	40,451	-	40,451	12,844	-	12,844	172,700	-	172,700
	TOLL FACILITY BONDS	B	140,085	-	-	-	2,267	-	2,267	137,818	64	137,754
	TOTAL		285,178	40,451	-	40,451	15,111	-	15,111	310,518	64	310,454
DIST. OF COL.	STATE HIGHWAY BONDS	A	-	-	-	-	-	-	-	-	-	-
	STATE ISSUES FOR LOCAL ROADS	C	107,123	9,756	-	9,756	2,268	-	2,268	114,611	-	114,611
	TOTAL		107,123	9,756	-	9,756	2,268	-	2,268	114,611	-	114,611
FLORIDA	STATE HIGHWAY BONDS	A	144,182	40,575	-	40,575	9,350	-	9,350	175,407	-	175,407
	TOLL FACILITY BONDS	B	671,887	-	-	-	23,505	-	23,505	648,382	-	648,382
	TOTAL		816,069	40,575	-	40,575	32,855	-	32,855	823,789	-	823,789
GEORGIA	STATE HIGHWAY BONDS	A	235,505	93,000	-	93,000	8,653	-	8,653	319,852	11,211	308,641
	STATE ISSUES FOR LOCAL ROADS	C	110,477	-	-	-	7,900	-	7,900	102,577	-	102,577
	TOTAL		345,982	93,000	-	93,000	16,553	-	16,553	422,429	11,211	411,218
HAWAII	STATE HIGHWAY BONDS	A	94,273	31,417	-	31,417	5,438	-	5,438	120,253	-	120,253
ILLINOIS	STATE HIGHWAY BONDS	A	138,200	100,000	-	100,000	9,800	-	9,800	228,400	4,500	223,900
	TOLL FACILITY BONDS	B	398,055	-	-	-	12,994	-	12,994	385,061	-	385,061
	TOTAL		536,255	100,000	-	100,000	22,794	-	22,794	613,461	4,500	608,961
INDIANA	TOLL FACILITY BONDS	B	169,702	-	-	-	22,096	-	22,096	147,606	1,385	146,221
IOWA	TOLL FACILITY BONDS	B	10,135	-	-	-	1,175	-	1,175	8,960	-	8,960
KANSAS	STATE HIGHWAY BONDS	A	117,070	6,000	-	6,000	2,880	-	2,880	120,190	-	120,190
	TOLL FACILITY BONDS	B	117,056	-	-	-	5,877	-	5,877	111,179	-	111,179
	TOTAL		234,126	6,000	-	6,000	8,757	-	8,757	231,369	-	231,369
KENTUCKY	STATE HIGHWAY BONDS	A	243,115	-	-	-	8,170	-	8,170	234,945	66	234,879
	TOLL FACILITY BONDS	B	903,549	-	-	-	24,353	-	24,353	879,196	-	879,196
	TOTAL		1,146,664	-	-	-	32,523	-	32,523	1,114,141	66	1,114,075
LOUISIANA	STATE HIGHWAY BONDS	A	393,827	50,000	-	50,000	18,007	-	18,007	425,820	-	425,820
	TOLL FACILITY BONDS	B	70,008	-	-	-	1,100	-	1,100	68,908	-	68,908
	TOTAL		463,835	50,000	-	50,000	19,107	-	19,107	494,728	-	494,728

HIGHWAY STATISTICS, 1975

STATE OBLIGATIONS FOR HIGHWAYS-1975

CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

TABLE SB-2  
SHEET 2 OF 3  
OCTOBER 1976

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE FINANCE

VII-29

STATE	OBLIGATIONS		OBLIGATIONS ISSUED <sup>2/</sup>			OBLIGATIONS REDEEMED			STRIKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1975 <sup>3/</sup>	NET INDEBTEDNESS DECEMBER 31, 1975
	ISSUE	CLASSI- FICATION <sup>2/</sup>	OBLIGATIONS OUTSTANDING JANUARY 1, 1975	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING		
MAINE	STATE HIGHWAY BONDS	A	70,745	-	-	-	4,790	-	4,790	65,955
	TOLL FACILITY BONDS	B	40,604	-	-	-	6,102	-	6,102	34,502
	TOTAL		111,349	-	-	-	10,892	-	10,892	100,457
MARYLAND	STATE HIGHWAY BONDS	A	170,160	-	-	-	18,955	-	18,955	151,205
	TOLL FACILITY BONDS	B	125,231	34,000	-	34,000	10,436	-	10,436	278,795
	STATE ISSUES FOR LOCAL ROADS	C	11,432	21,000	-	21,000	6,179	-	6,179	1,326,226
	TOTAL		306,823	55,000	-	55,000	35,570	-	35,570	3,647,289
MASSACHUSETTS	STATE HIGHWAY BONDS	A	307,460	39,600	-	39,600	39,094	-	39,094	307,966
	TOLL FACILITY BONDS	B	443,049	-	-	-	14,861	-	14,861	428,048
	STATE ISSUES FOR LOCAL ROADS	C	28,812	-	-	-	4,072	-	4,072	24,740
	TOTAL		779,321	39,600	-	39,600	58,134	-	58,134	760,746
MICHIGAN	STATE HIGHWAY BONDS	A	291,160	-	-	-	31,500	-	31,500	259,660
	TOLL FACILITY BONDS	B	76,792	-	-	-	6,151	-	6,151	70,641
	TOTAL		367,952	-	-	-	37,651	-	37,651	330,301
MINNESOTA	STATE HIGHWAY BONDS	A	103,766	-	-	-	10,559	-	10,559	93,207
MISSISSIPPI	STATE HIGHWAY BONDS	A	261,129	100,000	-	100,000	11,149	-	11,149	349,980
	TOLL FACILITY BONDS	B	23,437	1,911	-	1,911	1,580	-	1,580	23,768
	STATE ISSUES FOR LOCAL ROADS	C	28,812	101,911	-	101,911	12,729	-	12,729	373,768
	TOTAL		313,378	101,911	-	101,911	25,458	-	25,458	747,516
NEBRASKA	STATE HIGHWAY BONDS	A	15,000	-	-	-	1,000	-	1,000	14,000
NEW HAMPSHIRE	STATE HIGHWAY BONDS	A	25,620	-	-	-	3,700	-	3,700	21,920
	TOLL FACILITY BONDS	B	24,123	-	-	-	1,895	-	1,895	22,228
	TOTAL		49,743	-	-	-	5,595	-	5,595	44,148
NEW JERSEY	STATE HIGHWAY BONDS	A	359,601	13,750	-	13,750	8,334	-	8,334	365,017
	TOLL FACILITY BONDS	B	1,268,227	-	-	-	19,596	-	19,596	1,335,476
	STATE ISSUES FOR LOCAL ROADS	C	31,653	13,750	-	13,750	1,352	-	1,352	31,230
	TOTAL		1,759,481	27,500	-	27,500	29,282	-	29,282	1,771,178
NEW MEXICO	STATE HIGHWAY BONDS	A	700	-	-	-	700	-	700	-
NEW YORK	STATE HIGHWAY BONDS	A	1,375,345	100,000	-	100,000	107,025	-	107,025	1,368,320
	TOLL FACILITY BONDS	B	2,935,023	100,000	-	100,000	43,744	-	43,744	1,014,195
	TOTAL		4,310,368	200,000	-	200,000	150,769	-	150,769	2,382,515
NORTH CAROLINA	STATE HIGHWAY BONDS	A	175,000	-	-	-	18,000	-	18,000	157,000
OHIO	STATE HIGHWAY BONDS	A	543,475	50,000	-	50,000	53,225	-	53,225	540,250
	TOLL FACILITY BONDS	B	116,335	-	-	-	16,342	-	16,342	95,993
	TOTAL		659,810	50,000	-	50,000	69,567	-	69,567	636,243
OKLAHOMA	TOLL FACILITY BONDS	B	298,993	-	-	-	6,150	-	6,150	292,843
OREGON	STATE HIGHWAY BONDS	A	49,750	-	-	-	1,500	-	1,500	48,250
	TOTAL		49,750	-	-	-	800	-	800	15,600
PENNSYLVANIA	STATE HIGHWAY BONDS	A	1,721,690	310,000	-	310,000	39,950	-	39,950	1,991,740
	TOLL FACILITY BONDS	B	536,325	510,000	-	510,000	519,331	-	519,331	413,189
	TOTAL		2,258,015	820,000	-	820,000	959,281	-	959,281	2,404,929

STATE OBLIGATIONS FOR HIGHWAYS—1975

CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

VII-30

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SB-2  
SHEET 3 OF 3  
OCTOBER 1976

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1975	OBLIGATIONS ISSUED <sup>1/</sup>			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1975	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1975 <sup>4/</sup>	NET INDEBTEDNESS DECEMBER 31, 1975
	ISSUE	CLASSI- FICATION <sup>2/</sup>		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
RHODE ISLAND	STATE HIGHWAY BONDS	A	107,294	7,500	-	7,500	9,890	-	9,890	104,904	3,172	101,732
	TOLL FACILITY BONDS	B	60,815	-	-	-	275	-	275	60,540	-	60,540
	TOTAL		168,109	7,500	-	7,500	10,165	-	10,165	165,444	3,172	162,272
SOUTH CAROLINA	STATE HIGHWAY BONDS	A	74,500	20,000	-	20,000	5,500	-	5,500	89,000	-	89,000
TENNESSEE	STATE HIGHWAY BONDS	A	171,040	23,000	-	23,000	13,035	-	13,035	181,005	-	181,005
TEXAS	TOLL FACILITY BONDS	B	41,991	-	-	-	5,242	-	5,242	36,749	892	35,857
VERMONT	STATE HIGHWAY BONDS	A	107,035	11,000	-	11,000	7,975	-	7,975	110,060	-	110,060
VIRGINIA	TOLL FACILITY BONDS	B	354,368	-	-	-	12,306	-	12,306	342,062	5,886	336,176
WASHINGTON	STATE HIGHWAY BONDS	A	198,831	-	-	-	11,223	-	11,223	187,608	-	187,608
	TOLL FACILITY BONDS	B	58,019	-	-	-	4,565	-	4,565	53,454	-	53,454
	STATE ISSUES FOR LOCAL ROADS	C	148,954	15,000	-	15,000	3,927	-	3,927	160,027	-	160,027
	TOTAL		405,804	15,000	-	15,000	19,715	-	19,715	401,089	-	401,089
WEST VIRGINIA	STATE HIGHWAY BONDS	A	494,660	150,000	-	150,000	24,172	-	24,172	620,488	-	620,488
	TOLL FACILITY BONDS	B	151,530	-	-	-	1,230	-	1,230	150,300	-	150,300
	TOTAL		646,190	150,000	-	150,000	25,402	-	25,402	770,788	-	770,788
WISCONSIN	STATE HIGHWAY BONDS	A	159,090	53,517	-	53,517	21,155	-	21,155	191,452	-	191,452
SUMMARY	STATE HIGHWAY BONDS	A	9,101,463	1,348,410	-	1,348,410	589,226	-	589,226	9,860,648	49,249	9,811,399
	TOLL FACILITY BONDS	B	7,897,355	34,700	-	34,700	291,240	-	291,240	7,640,815	184,306	7,183,025
	STATE ISSUES FOR LOCAL ROADS	C	633,162	28,667	-	28,667	27,345	-	27,345	634,484	8,937	625,547
	GRAND TOTAL		17,631,980	1,411,777	-	1,411,777	907,811	-	907,811	18,135,947	242,492	17,619,971

HIGHWAY STATISTICS, 1975

<sup>1/</sup> SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES. THE FOLLOWING STATES REPORTED NO INDEBTEDNESS DURING 1975: ARKANSAS, IDAHO, MISSOURI, MONTANA, NEVADA, NORTH DAKOTA, SOUTH DAKOTA, UTAH, AND WYOMING.

<sup>2/</sup> FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH TYPES

OF ISSUES SUMMARIZED ON SHEET 3. SEE TABLE SB-2B FOR ADDITIONAL DETAILS.

<sup>3/</sup> SEE TABLE SB-1 FOR ADDITIONAL INFORMATION.

<sup>4/</sup> BALANCES IN THIS COLUMN EXCLUDE AMOUNTS KNOWN TO BE RESERVED SOLELY FOR INTEREST PAYMENTS, AND THUS DIFFER IN SOME INSTANCES FROM BALANCES SHOWN IN TABLE SB-3.



STATE OBLIGATIONS FOR HIGHWAYS — 1975  
OBLIGATIONS OUTSTANDING AT END OF YEAR  
BY TYPE OF SECURITY

COMPILED FOR CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SB-2B  
OCTOBER 1976

STATE	FULL-FAITH OBLIGATION BONDS 1/			LIMITED OBLIGATION BONDS 2/			TOLL REVENUE BONDS 3/			TOTAL OBLIGATIONS		
	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL	CROSSING BONDS	ROAD BONDS	TOTAL	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL
ALABAMA	-	-	-	332,025	-	332,025	-	-	-	332,025	-	332,025
ALASKA	75,049	45,570	120,619	-	-	-	-	-	-	75,049	45,570	120,619
ARIZONA	-	-	-	800	-	800	-	-	-	800	-	800
ARKANSAS	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA	-	-	-	-	-	-	107,072	-	107,072	-	107,072	107,072
COLORADO	-	-	-	-	-	-	-	-	-	-	-	-
CONNECTICUT	468,225	112,941	581,166	-	224,086	224,086	-	-	-	468,225	337,027	805,252
DELAWARE	172,700	-	172,700	-	-	-	98,585	39,233	137,818	172,700	137,818	310,518
DIST. OF COL.	-	-	-	114,611	-	114,611	-	-	-	114,611	-	114,611
FLORIDA	87,550	195,746	283,296	87,857	164,052	251,909	15,100	273,484	288,584	175,407	648,382	823,789
GEORGIA	112,685	-	112,685	309,744	-	309,744	-	-	-	422,429	-	422,429
HAWAII	120,253	-	120,253	-	-	-	-	-	-	120,253	-	120,253
IDAHO	-	-	-	-	-	-	-	-	-	-	-	-
ILLINOIS	228,400	-	228,400	-	-	-	-	385,061	385,061	228,400	385,061	613,461
INDIANA	-	-	-	-	-	-	2,340	145,266	147,606	-	147,606	147,606
IOWA	-	-	-	-	-	-	8,960	-	8,960	-	8,960	8,960
KANSAS	-	-	-	120,190	15,090	135,280	-	96,089	96,089	120,190	111,179	231,369
KENTUCKY	234,945	-	234,945	-	879,196	879,196	-	-	-	234,945	879,196	1,114,141
LOUISIANA	350,954	-	350,954	74,866	68,908	143,774	-	-	-	425,820	68,908	494,728
MAINE	65,955	900	66,855	-	-	-	-	33,602	33,602	65,955	34,502	100,457
MARYLAND	-	-	-	324,431	-	324,431	235,675	43,120	278,795	324,431	278,795	603,226
MASSACHUSETTS	332,706	-	332,706	-	-	-	59,720	368,368	428,088	332,706	428,088	760,794
MICHIGAN	-	-	-	259,660	-	259,660	70,641	-	70,641	259,660	70,641	330,301
MINNESOTA	93,207	-	93,207	-	-	-	-	-	-	93,207	-	93,207
MISSISSIPPI	296,380	-	296,380	77,368	-	77,368	-	-	-	373,748	-	373,748
MISSOURI	-	-	-	-	-	-	-	-	-	-	-	-
MONTANA	-	-	-	-	-	-	-	-	-	-	-	-
NEBRASKA	-	-	-	14,000	-	14,000	-	-	-	14,000	-	14,000
NEVADA	-	-	-	-	-	-	-	-	-	-	-	-
NEW HAMPSHIRE	21,920	22,228	44,148	-	-	-	-	-	-	21,920	22,228	44,148
NEW JERSEY	368,547	162,965	531,512	-	-	-	11,200	1,174,466	1,185,666	368,547	1,348,631	1,717,178
NEW MEXICO	-	-	-	-	-	-	-	-	-	-	-	-
NEW YORK	1,368,320	385,000	1,753,320	-	-	-	310,426	318,853	629,279	1,368,320	1,014,279	2,382,599
NORTH CAROLINA	157,000	-	157,000	-	-	-	-	-	-	157,000	-	157,000
NORTH DAKOTA	-	-	-	-	-	-	-	-	-	-	-	-
OHIO	386,700	-	386,700	153,550	-	153,550	-	95,993	95,993	540,250	95,993	636,243
OKLAHOMA	-	-	-	-	247,120	247,120	-	45,723	45,723	-	292,843	292,843
OREGON	48,250	15,600	63,850	-	-	-	-	-	-	48,250	15,600	63,850
PENNSYLVANIA	1,646,820	-	1,646,820	344,920	-	344,920	392,409	126,922	519,331	1,991,740	519,331	2,511,071
RHODE ISLAND	104,904	31,000	135,904	-	-	-	29,540	-	29,540	104,904	60,540	165,444
SOUTH CAROLINA	89,000	-	89,000	-	-	-	-	-	-	89,000	-	89,000
SOUTH DAKOTA	-	-	-	-	-	-	-	-	-	-	-	-
TENNESSEE	181,005	-	181,005	-	-	-	-	-	-	181,005	-	181,005
TEXAS	-	-	-	-	-	-	-	36,749	36,749	-	36,749	36,749
UTAH	-	-	-	-	-	-	-	-	-	-	-	-
VERMONT	110,060	-	110,060	-	-	-	-	-	-	110,060	-	110,060
VIRGINIA	-	103,000	103,000	-	-	-	208,447	30,615	239,062	-	342,062	342,062
WASHINGTON	63,140	-	63,140	284,495	47,454	331,949	6,000	-	6,000	347,635	53,454	401,089
WEST VIRGINIA	620,488	-	620,488	-	-	-	17,300	133,000	150,300	620,488	150,300	770,788
WISCONSIN	191,452	-	191,452	-	-	-	-	-	-	191,452	-	191,452
WYOMING	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	7,996,615	1,074,950	9,071,565	2,498,517	1,645,906	4,144,423	1,573,415	3,346,544	4,919,959	10,495,132	7,640,615	18,135,947

STATE FINANCE

1/ FULL-FAITH OBLIGATIONS ARE SECURED BY THE GENERAL TAXING POWER OF THE STATE, IN ADDITION TO A USUAL PLEDGE OF ROAD-USER REVENUES OR TOLLS FOR DEBT SERVICE.  
2/ LIMITED OBLIGATIONS ARE SECURED ONLY BY A PLEDGE OF ROAD-USER REVENUES, HIGHWAY FUND RENTALS OR LEASE PAYMENTS, OR BY A COMBINATION OF TOLLS AND ROAD-USE REVENUES. INCLUDES REIMBURSEMENT OBLIGATIONS IN ALABAMA AND FLORIDA.  
3/ REVENUE BONDS ARE SECURED ONLY BY EARNINGS FROM OPERATION OF THE FACILITY.

VII-31

STATE OBLIGATIONS FOR HIGHWAYS—1975  
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

VII-32

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE 58-3  
SHEET 1 OF 3  
OCTOBER 1976

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1975	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1975	
	ISSUE	CLASSIFICATION 2/		HIGHWAY-USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	REDEMPTIONS				TOTAL DISBURSEMENTS
													PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL		
ALABAMA	STATE HIGHWAY BONDS	A	-	32,908	-	34	-	-	32,942	12,341	34	12,375	15,683	-	15,683	28,058	4,883
	STATE ISSUES FOR LOCAL ROADS	C	-	1,623	-	-	-	-	1,623	936	-	936	687	-	687	1,623	-
	TOTAL		-	34,531	-	34	-	-	34,565	13,277	34	13,311	16,370	-	16,370	29,681	4,883
ALASKA	STATE HIGHWAY BONDS	A	3,993	-	-	79	-	6,373	6,452	3,455	51	3,506	2,580	-	2,580	6,086	4,359
	TOLL FACILITY BONDS	B	2,679	-	-	2	-	4,000	4,002	2,243	2	2,245	1,409	-	1,409	3,654	3,026
	TOTAL		6,672	-	-	81	-	10,373	10,454	5,698	53	5,751	3,989	-	3,989	9,740	7,385
ARIZONA	STATE HIGHWAY BONDS	A	-	258	-	-	-	-	258	58	-	58	200	-	200	258	-
CALIFORNIA	TOLL FACILITY BONDS	B	18,626	-	13,818	-	1,481	-	15,299	5,015	83	5,098	8,739	-454	8,285	13,383	20,542
COLORADO	STATE HIGHWAY BONDS	A	1,060	-	-	-	-	-	-	25	-	25	1,035	-	1,035	1,060	-
CONNECTICUT	STATE HIGHWAY BONDS	A	49,990	41,101	-	-	2,710	-	43,811	21,705	38	21,743	52,155	-	52,155	73,898	19,904
	TOLL FACILITY BONDS	B	51,204	416	25,650	-	2,258	-	28,324	11,506	23	11,529	19,320	-2,176	17,144	28,673	51,055
	TOTAL		101,194	41,717	25,650	-	4,968	-	72,335	33,211	61	33,272	71,475	-2,176	69,299	102,571	70,959
DELAWARE	STATE HIGHWAY BONDS	A	-	19,091	-	-	-	-	19,091	6,247	-	6,247	12,844	-	12,844	19,091	-
	TOLL FACILITY BONDS	B	21,984	-	7,569	-	1,678	553	28,891	5,794	-	5,794	2,267	-196	2,071	7,865	23,920
	TOTAL		21,984	19,091	7,569	-	1,678	553	28,891	12,041	-	12,041	15,111	-196	14,915	26,956	23,920
DIST. OF COL.	STATE HIGHWAY BONDS	A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STATE ISSUES FOR LOCAL ROADS	C	-	7,807	-	-	-	-	7,807	5,539	-	5,539	2,268	-	2,268	7,807	-
	TOTAL		-	7,807	-	-	-	-	7,807	5,539	-	5,539	2,268	-	2,268	7,807	-
FLORIDA	STATE HIGHWAY BONDS	A	24,947	15,550	-	4,562	1,987	-	22,099	8,222	13	8,235	9,350	-	9,350	17,585	29,461
	TOLL FACILITY BONDS	B	81,566	12,103	33,000	-	5,288	-	50,391	34,169	33	34,192	23,502	-2,154	20,338	54,543	77,393
	TOTAL		106,493	27,653	33,000	4,562	7,275	-	72,490	42,391	36	42,427	32,852	-3,154	29,701	72,128	106,854
GEORGIA	STATE HIGHWAY BONDS	A	16,298	24,553	-	-	743	213	25,509	10,698	-	10,698	8,653	-245	8,408	19,106	22,781
	STATE ISSUES FOR LOCAL ROADS	C	13,298	10,816	-	-	443	108	11,367	4,555	-	4,555	7,900	-115	7,785	12,340	12,325
	TOTAL		29,596	35,369	-	-	1,186	321	36,876	15,253	-	15,253	16,553	-360	16,193	31,446	35,026
HAWAII	STATE HIGHWAY BONDS	A	-	10,747	-	-	-	-	10,747	5,309	-	5,309	5,438	-	5,438	10,747	-
ILLINOIS	STATE HIGHWAY BONDS	A	8,018	17,126	-	-	-	-	17,126	7,106	34	7,140	9,800	-	9,800	16,940	8,204
	TOLL FACILITY BONDS	B	38,416	-	25,806	-	3,286	-	29,092	19,143	-	19,143	12,994	-2,085	10,909	30,052	37,455
	TOTAL		46,434	17,126	25,806	-	3,286	-	46,218	26,249	34	26,283	22,794	-2,085	20,709	46,992	45,659
INDIANA	TOLL FACILITY BONDS	B	19,284	-	19,355	-	1,345	14	20,714	8,478	-	8,478	22,096	-5,249	16,847	25,325	14,673
IOWA	TOLL FACILITY BONDS	B	1,040	-	1,275	-	45	-	1,320	402	-	402	1,175	-29	1,146	1,548	812
KANSAS	STATE HIGHWAY BONDS	A	47,229	16,676	-	116	10,273	-	27,065	6,267	262	6,529	2,880	-	2,880	9,409	64,885
	TOLL FACILITY BONDS	B	10,819	-	7,287	-	589	-	7,876	3,887	-	3,887	5,877	-1,411	4,466	8,338	10,343
	TOTAL		58,048	16,676	7,287	116	10,862	-	34,941	10,154	262	10,416	8,757	-1,411	7,346	17,762	75,228
KENTUCKY	STATE HIGHWAY BONDS	A	4,813	13,146	-	-	-	-	13,146	9,702	21	9,723	8,170	-	8,170	17,893	66
	TOLL FACILITY BONDS	B	226,229	39,799	16,274	-	19,051	-	75,124	51,172	67	51,239	24,353	-3,603	20,750	71,989	229,364
	TOTAL		231,042	52,945	16,274	-	19,051	-	88,270	60,874	88	60,962	32,523	-3,603	28,920	89,882	229,430
LOUISIANA	STATE HIGHWAY BONDS	A	14,257	20,232	-	4	-	-	26,928	19,194	3	19,197	18,007	-	18,007	37,204	3,980
	TOLL FACILITY BONDS	B	16,443	3,559	-	-	85	-	3,744	2,782	-	2,782	1,100	-121	979	3,761	16,426
	TOTAL		30,700	23,891	-	4	85	-	30,672	21,976	3	21,979	19,107	-121	18,986	40,965	20,406

HIGHWAY STATISTICS, 1975

STATE OBLIGATIONS FOR HIGHWAYS-1975  
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SB-3  
SHEET 2 OF 3  
OCTOBER 1976

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1975	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1975	
	ISSUE	CLASSI- FICATION 2/		HIGHWAY- USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	REDEMPTIONS				TOTAL DIS- BURSE- MENTS
													PAR VALUE 2/	PREMIUM OR DISCOUNT	TOTAL		
MAINE	STATE HIGHWAY BONDS	A	-	7,907	-	-	-	7,929	3,138	-	3,138	4,790	-	4,790	7,928	-	
	TOLL FACILITY BONDS	B	3,996	-	6,449	-	374	6,823	1,553	37	1,590	6,102	-257	5,845	7,435	3,384	
	TOTAL		3,996	7,907	6,449	-	374	14,752	4,691	37	4,728	10,892	-257	10,635	15,363	3,384	
MARYLAND	STATE HIGHWAY BONDS	A	31,823	30,141	-	-	1,796	31,937	6,069	-	6,069	20,155	-	20,155	26,224	37,535	
	TOLL FACILITY BONDS	B	30,613	-	23,202	156	2,349	25,707	12,984	-	12,984	10,436	-762	9,674	22,658	33,662	
	STATE ISSUES FOR LOCAL ROADS	C	19,707	21,425	-	6	1,284	22,715	9,113	-	9,113	6,709	-	6,709	15,822	26,598	
	TOTAL		82,143	51,566	23,202	162	5,429	80,359	28,166	-	28,166	37,300	-762	36,538	64,704	97,795	
MASSACHUSETTS	STATE HIGHWAY BONDS	A	-	53,202	-	-	-	53,202	14,109	-	14,109	39,094	-	39,094	53,203	-	
	TOLL FACILITY BONDS	B	30,560	-	26,377	-	2,432	28,809	18,106	-	18,106	14,961	-3,135	11,826	29,932	29,437	
	STATE ISSUES FOR LOCAL ROADS	C	-	5,284	-	-	-	5,284	1,305	-	1,305	4,079	-	4,079	5,384	-	
	TOTAL		30,560	58,586	26,377	-	2,432	87,395	33,520	-	33,520	58,134	-3,135	54,999	88,315	29,437	
MICHIGAN	STATE HIGHWAY BONDS	A	43,930	30,740	-	-	2,753	33,493	9,657	63	9,720	31,500	-	31,500	41,220	36,203	
	TOLL FACILITY BONDS	B	7,653	3,500	4,189	-	735	8,424	3,290	24	3,314	6,151	-378	5,773	9,087	6,991	
	TOTAL		51,583	34,240	4,189	-	3,488	41,917	12,947	87	13,034	37,651	-378	37,273	50,307	43,194	
MINNESOTA	STATE HIGHWAY BONDS	A	14,567	14,355	-	-	-	14,355	4,008	-	4,008	10,559	-	10,559	14,567	14,355	
MISSISSIPPI	STATE HIGHWAY BONDS	A	9,531	26,497	-	2,181	-	28,678	13,898	80	13,978	11,149	-	11,149	25,127	13,082	
	STATE ISSUES FOR LOCAL ROADS	C	-	-	-	33	-	2,732	1,120	32	1,152	1,580	-	1,580	2,732	-	
	TOTAL		9,531	26,497	-	2,214	-	31,410	15,018	112	15,130	12,729	-	12,729	27,859	13,082	
NEBRASKA	STATE HIGHWAY BONDS	A	776	1,894	-	-	73	1,967	895	2	897	1,000	-	1,000	1,897	846	
NEW HAMPSHIRE	STATE HIGHWAY BONDS	A	-	4,846	-	-	-	4,846	1,146	-	1,146	3,700	-	3,700	4,846	-	
	TOLL FACILITY BONDS	B	6,101	-	3,661	-	482	4,161	1,403	18	1,403	1,895	-	1,895	3,298	6,965	
	TOTAL		6,101	4,846	3,661	-	482	9,007	2,549	-	2,549	5,595	-	5,595	8,144	6,965	
NEW JERSEY	STATE HIGHWAY BONDS	A	2,072	25,447	-	-	-	25,447	19,180	-	19,180	8,339	-	8,339	27,519	-	
	TOLL FACILITY BONDS	B	258,669	-	72,058	-	17,489	89,547	70,526	190	70,716	19,596	-1,289	18,307	89,023	259,191	
	STATE ISSUES FOR LOCAL ROADS	C	-	275	-	-	-	275	80	-	80	195	-	195	275	-	
	TOTAL		260,741	25,722	72,058	-	17,489	115,269	89,786	190	89,976	28,130	-1,289	26,841	116,817	259,191	
NEW MEXICO	STATE HIGHWAY BONDS	A	505	206	-	-	-	206	11	-	11	700	-	700	711	-	
NEW YORK	STATE HIGHWAY BONDS	A	7,574	197,136	-	410	11,118	209,422	76,642	-	76,642	107,025	-	107,025	183,667	33,331	
	TOLL FACILITY BONDS	B	96,884	-	73,843	-	3,910	77,753	36,757	22	36,779	43,744	-2,380	41,364	78,143	96,494	
	TOTAL		104,460	197,136	73,843	410	15,028	287,175	113,399	22	113,421	150,769	-2,380	148,389	261,810	129,825	
NORTH CAROLINA	STATE HIGHWAY BONDS	A	29,871	30,765	-	-	-	30,765	6,096	-	6,096	18,000	-	18,000	24,096	36,541	
OHIO	STATE HIGHWAY BONDS	A	80,642	72,103	-	111	5,236	77,450	28,822	92	28,914	53,225	-	53,225	82,139	75,951	
	TOLL FACILITY BONDS	B	11,942	-	16,024	-	941	16,965	3,558	175	3,733	16,342	-830	15,512	19,245	9,662	
	TOTAL		92,584	72,103	16,024	111	6,177	94,415	32,380	267	32,647	69,567	-830	68,737	101,384	85,613	
OKLAHOMA	TOLL FACILITY BONDS	B	23,304	3,199	12,252	-	1,550	17,001	12,338	-	12,338	6,150	-1,129	5,021	17,359	22,945	
OREGON	STATE HIGHWAY BONDS	A	3,530	4,491	-	-	-	4,491	2,988	-2	2,990	1,500	-	1,500	4,490	3,530	
	TOLL FACILITY BONDS	B	-	330	831	-	-	1,305	505	-	505	890	-	890	1,305	-	
	TOTAL		3,530	4,821	831	-	-	5,796	3,493	-2	3,495	2,390	-	2,390	5,795	3,530	
PENNSYLVANIA	STATE HIGHWAY BONDS	A	18,004	131,161	-	-	2,015	133,176	93,665	60	93,725	39,950	-	39,950	133,675	17,504	
	TOLL FACILITY BONDS	B	212,580	-	25,166	-	13,600	38,791	28,132	10	28,142	16,994	-2,162	14,832	42,974	208,396	
	TOTAL		230,584	131,161	25,166	-	15,615	171,967	121,797	70	121,867	56,944	-2,162	54,782	176,649	225,900	

STATE FINANCE

VII-33

STATE OBLIGATIONS FOR HIGHWAYS—1975

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

VII-34

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SB-3  
SHEET 3 OF 3  
OCTOBER 1976

STATE	OBLIGATIONS  ISSUE	CLASSIFICATION <sup>2/</sup>	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1975	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1975	
				HIGHWAY-USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	REDEMPTIONS				TOTAL DISBURSEMENTS
													PAR VALUE <sup>3/</sup>	PREMIUM OR DISCOUNT	TOTAL		
RHODE ISLAND	STATE HIGHWAY BONDS	A	3,028	14,101	-	18	122	-	14,241	4,206	-	4,206	9,890	-	9,890	14,096	3,172
	TOLL FACILITY BONDS	B	-3,732	-	1,594	-	188	-	1,782	2,740	-	2,740	275	-74	201	2,941	-4,891
	TOTAL		-704	14,101	1,594	18	310	-	16,023	6,946	-	6,946	10,165	-74	10,091	17,037	-1,719
SOUTH CAROLINA	STATE HIGHWAY BONDS	A	-	10,303	-	-	-	-	10,303	4,798	6	4,804	5,500	-	5,500	10,304	-
TENNESSEE	STATE HIGHWAY BONDS	A	-	19,975	-	112	-	-	20,087	7,040	12	7,052	13,035	-	13,035	20,087	-
TEXAS	TOLL FACILITY BONDS	B	2,693	-	6,025	-	146	-	6,171	1,467	-	1,467	5,242	-435	4,807	6,274	2,590
VERMONT	STATE HIGHWAY BONDS	A	-	13,302	-	6	-	-	13,308	5,333	-	5,333	7,975	-	7,975	13,308	-
VIRGINIA	TOLL FACILITY BONDS	B	13,342	-	29,215	-	168	-	29,383	16,537	21	16,558	12,306	-574	11,732	28,290	14,436
WASHINGTON	STATE HIGHWAY BONDS	A	21,211	23,818	-	-	1,436	-	25,254	10,769	-	10,769	11,220	-	11,220	21,989	24,476
	TOLL FACILITY BONDS	B	2,920	2,397	4,431	-	204	-	7,032	2,220	-	2,220	4,565	-29	4,594	6,814	3,138
	STATE ISSUES FOR LOCAL ROADS	C	-	11,965	-	66	-	-	12,032	8,102	-	8,102	3,930	-	3,930	12,032	-
TOTAL		24,131	38,181	4,431	66	1,640	-	44,318	21,091	-	21,091	19,715	29	19,744	40,835	27,614	
WEST VIRGINIA	STATE HIGHWAY BONDS	A	1,745	50,618	-	650	1,855	-	53,123	28,924	1	28,925	24,172	-	24,172	53,097	1,772
	TOLL FACILITY BONDS	B	2,824	-	6,838	-	512	-	7,350	6,368	134	6,502	1,230	-386	844	7,346	2,830
	TOTAL		4,571	50,618	6,838	650	2,367	-	60,473	35,292	135	35,427	25,402	-386	25,016	60,443	4,602
WISCONSIN	STATE HIGHWAY BONDS	A	-	27,961	-	82	1,684	-	29,727	8,572	-	8,572	21,155	-	21,155	29,727	-
SUMMARY	STATE HIGHWAY BONDS	A	439,416	1,002,357	-	8,365	43,801	14,058	1,068,581	460,295	774	461,069	590,428	-245	590,183	1,051,252	456,741
	TOLL FACILITY BONDS	B	1,188,621	65,603	462,189	158	80,186	4,754	612,870	363,075	911	363,886	289,624	-32,240	257,384	621,270	1,180,239
	STATE ISSUES FOR LOCAL ROADS	C	33,005	59,226	-	102	1,727	2,807	63,235	30,750	32	30,782	27,244	-115	27,233	58,015	38,923
GRAND TOTAL		1,661,042	1,127,256	462,189	8,628	125,714	21,619	1,745,406	854,120	1,617	855,737	907,400	-32,600	874,800	1,730,537	1,675,903	

HIGHWAY STATISTICS, 1975

<sup>1/</sup> SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES. THE FOLLOWING STATES REPORTED NO INDEBTEDNESS DURING 1975: ARKANSAS, IDAHO, MISSOURI, MONTANA, NEVADA, NORTH DAKOTA, SOUTH DAKOTA, UTAH, AND WYOMING.

<sup>2/</sup> FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE

TYPES OF ISSUES SUMMARIZED ON SHEET 3.

<sup>3/</sup> DIFFERENCES BETWEEN REDEMPTIONS REPORTED IN THIS COLUMN AND ON TABLE SB-2 ARE CAUSED BY JANUARY 1 MATURITIES PAID IN DECEMBER. TABLE SB-2 REPORTS SUCH REDEMPTIONS IN THE YEAR DUE, WHILE SB-3 REPORTS THEM IN THE YEAR PAID.

# RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1975<sup>1</sup>

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-38  
SHEET 1 OF 3  
OCTOBER 1976

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES ON JANUARY 1, 1975 <sup>2/</sup>		HIGHWAY-USER REVENUES	ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION ETC.	RESERVES FOR DEBT SERVICE							
ALASKA	ALASKA FERRY SYSTEM	ALASKA DEPARTMENT OF PUBLIC WORKS	3,992	2,679	-	11,466	702	-	-	15,864	28,032
CALIFORNIA	CARQUINEZ STRAITS BRIDGES RICHMOND-SAN RAFAEL BRIDGE SAN DIEGO-CORONADO BRIDGE SAN FRANCISCO-OAKLAND BAY AND SAN MATEO-ALAMEDA BRIDGES SAN PEDRO-TERMINAL ISLAND BRIDGE (VINCENT THOMAS) TOTAL	CALIFORNIA TOLL BRIDGE AUTHORITY CALIFORNIA TOLL BRIDGE AUTHORITY CALIFORNIA TOLL BRIDGE AUTHORITY CALIFORNIA TOLL BRIDGE AUTHORITY CALIFORNIA TOLL BRIDGE AUTHORITY	220 130 991 1,522 410 3,273	7,682 1,910 5,297 - 3,737 18,626	2,060 1,180 353 4,141 - 8,107	7,275 5,014 5,074 21,720 1,736 40,819	- - - - - -	616 480 317 1,203 158 2,774	- - - - - -	55 19 64 621 - 759	10,006 8,693 5,808 27,685 2,267 52,459
CONNECTICUT	CHARTER OAK, WILLIAM H. PUTNAM, AND JOHN BISSELL BRIDGES RAYMOND F. BALDWIN BRIDGE THAMES RIVER BRIDGE CONNECTICUT TURNPIKE (GREENWICH-KILLINGLY) MERRITT AND WILBUR CROSS PARKWAYS ROCKYHILL-GLASTONBURY AND CHESTER-HADLYME FERRIES TOTAL	CONNECTICUT STATE HIGHWAY DEPARTMENT CONNECTICUT STATE HIGHWAY DEPARTMENT CONNECTICUT STATE HIGHWAY DEPARTMENT CONNECTICUT STATE HIGHWAY DEPARTMENT CONNECTICUT STATE HIGHWAY DEPARTMENT	- - 82 20,243 - - 20,325	- 1,469 - 49,736 - 92 51,205	- 8 560 747 - 92 1,407	1,856 - 294 28,846 3,702 36 34,734	- - - 3,415 - - 3,501	- 86 - 1,739 - - 2,882	- - - 1,143 - - -	- - - - - - -	1,856 94 854 34,747 4,845 128 42,524
DELAWARE	DELAWARE MEMORIAL BRIDGE AND CAPE MAY-LEWES FERRY JOHN F. KENNEDY MEMORIAL HIGHWAY TOTAL	DELAWARE RIVER AND BAY AUTHORITY DELAWARE STATE HIGHWAY DEPARTMENT	4,437 20,111 24,548	16,821 5,162 21,984	- - -	13,595 7,256 20,851	- - -	1,419 2,328 3,757	- 1,349 1,349	562 35 597	15,576 10,978 26,554
FLORIDA	EMORY L. BENNETT CAUSEWAY JACKSONVILLE EXPRESSWAY SYSTEM PENSACOLA BEACH BRIDGE PINELLAS BAYWAY ST. GEORGE ISLAND (BRYANT PATTON) BRIDGE SAN MARCO ISLAND BRIDGE SANTA ROSA (NAVARRE) BRIDGE SUNSHINE SKYWAY (FLOWER TAMP A BAY BRIDGE) BEE LINE EXPRESSWAY  RUCCANEER TRAIL ROAD CENTRAL FLORIDA EXPRESSWAY FLORIDA'S TURNPIKE HILLSBOROUGH EXPRESSWAY (SOUTH CROSS TOWN)  MIAMI-DADE COUNTY EXPRESSWAYS ST. GEORGE ISLAND FERRIES TOTAL	FLORIDA STATE ROAD DEPARTMENT JACKSONVILLE EXPRESSWAY AUTHORITY SANTA ROSA ISLAND AUTHORITY FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY OCEAN HIGHWAY AND PORT AUTHORITY FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE TURNPIKE AUTHORITY TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY FLORIDA STATE ROAD DEPARTMENT FLORIDA STATE ROAD DEPARTMENT	96 3,288 9 204 8 25 2 174 631  19 49 112 47,989 13,329  12,412 12 78,359	3,650 12,988 847 3,120 424 340 261 1,911 1,259  84 1,389 1,655 34,041 4,581  15,015 - 81,545	721 7,314 815 947 30 12 96 337 3,305  824 177 68 - -  867 33 31,240	1,369 13,989 452 603 169 303 61 2,329 3,728  347 177 1,383 36,286 -  4,965 4 56,365	- - - 184 29 25 18 105 194  5 99 238 4,694 560  1,159 - 8,910	- - - - - - - - 10  - - - 4,183 -  - - 4,193	- 8 - - - 7 7 - 4  - - - 174 375  - - 575	2,346 22,582 1,338 1,934 228 347 182 2,771 7,241  1,176 1,075 1,689 45,337 16,027  6,971 37 111,283	
ILLINOIS	NORTHERN ILLINOIS TOLL HIGHWAY SYSTEM	ILLINOIS STATE TOLL HIGHWAY AUTHORITY	65,943	38,416	-	72,129	-	7,215	1,683	361	81,388
INDIANA	WABASH MEMORIAL, BRANDENBURG-MAUKPORT, AND HAWESVILLE-CANNELTON BRIDGES INDIANA EAST-WEST TOLL ROAD TOTAL	INDIANA TOLL BRIDGE COMMISSION INDIANA TOLL ROAD COMMISSION	1,663 32,179 33,842	507 18,777 19,284	- - -	963 20,354 21,317	- - -	32 3,639 3,671	- 1,767 1,767	- 497 497	995 26,257 27,252
IOWA	CLINTON TOLL BRIDGE MUSCATINE TOLL BRIDGE SAVANNA-SABULA BRIDGE TOTAL	IOWA STATE HIGHWAY COMMISSION IOWA STATE HIGHWAY COMMISSION IOWA STATE HIGHWAY COMMISSION	1,365 122 76 1,563	878 57 104 1,039	- - -	982 335 163 1,480	- - -	115 6 7 128	- - -	- - -	1,097 341 170 1,608
KANSAS	KANSAS TURNPIKE SYSTEM	KANSAS TURNPIKE AUTHORITY	3,929	10,819	-	15,278	-	866	1,398	238	17,780
KENTUCKY	EARL C. CLEMENTS (SHANNEETOWN) BRIDGE KENTUCKY PARKWAY SYSTEM KENTUCKY TURNPIKE (LOUISVILLE-ELIZABETHTOWN) <sup>2/</sup> TOTAL	KENTUCKY DEPARTMENT OF HIGHWAYS THE TURNPIKE AUTHORITY OF KENTUCKY KENTUCKY DEPARTMENT OF HIGHWAYS	- 111,954 14,821 126,775	637 224,555 1,037 226,229	1 45,969 - 45,970	402 14,726 3,590 18,718	- - - -	35 26,615 1,263 27,913	- - 252 252	- 10 10 -	438 87,320 5,105 92,863
LOUISIANA	MISSISSIPPI RIVER BRIDGE (NEW ORLEANS); CANAL STREET, GREINA-JACKSON AVE., AND CHALMETTE-ALGIERS FERRIES SUNSHINE BRIDGE (DONALDSONVILLE) TOTAL	MISSISSIPPI RIVER BRIDGE AUTHORITY LOUISIANA DEPARTMENT OF HIGHWAYS	5,633 374 6,007	11,641 4,802 16,443	3,192 1,467 4,659	- 830 850	- - -	700 85 785	29 - 29	- 4 -	3,921 2,402 6,323

STATE FINANCE

VII-35

# RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1975<sup>1</sup>

VII-36

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-38  
SHEET 2 OF 3  
OCTOBER 1976

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES ON JANUARY 1, 1975 2/		HIGHWAY- USER REVENUES	ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVEST- MENTS	CONCES- SIONS AND RENTALS	MISCEL- LANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUC- TION, OPERATION ETC.	RESERVES FOR DEBT SERVICE							
MAINE	MAINE TURNPIKE ISLAND FERRY SERVICE TOTAL	MAINE TURNPIKE AUTHORITY	4,398	3,996	-	12,239	-	630	1,009	113	13,991
		MAINE PORT AUTHORITY	690	-	-	516	-	-	-	583	1,099
			5,088	3,996	-	12,755	-	630	1,009	696	15,090
MARYLAND	SUSQUEHANNA, POTOMAC, AND CHESAPEAKE BAY BRIDGES; BALTIMORE HARBOR TUNNEL JOHN F. KENNEDY MEMORIAL HIGHWAY TOTAL	MARYLAND DEPARTMENT OF TRANSPORTATION	3,578	25,844	-	31,281	33,374	4,699	4	-	69,358
		MARYLAND DEPARTMENT OF TRANSPORTATION	18,239	4,769	-	14,834	-	1,598	1,769	-	18,197
			21,817	30,613	-	46,115	33,374	6,297	1,769	-	87,555
MASSACHUSETTS	MAURICE J. TOBIN (MYSTIC RIVER) BRIDGE EAST BOSTON TUNNELS MASSACHUSETTS TURNPIKE AND EXTENSION TOTAL	MASSACHUSETTS PORT AUTHORITY	1,055	2,245	-	4,835	-	103	5	-	4,943
		MASSACHUSETTS TURNPIKE AUTHORITY	1,132	4,808	-	6,126	-	365	44	2	6,537
		MASSACHUSETTS TURNPIKE AUTHORITY	7,589	23,507	-	28,715	-	2,395	2,648	129	43,887
		MASSACHUSETTS TURNPIKE AUTHORITY	9,776	30,560	-	49,676	-	2,863	2,697	151	55,367
MICHIGAN	BLUE WATER BRIDGE MACKINAC STRAITS BRIDGE SAULT STE. MARIE BRIDGE TOTAL	MICHIGAN STATE HIGHWAY COMMISSION	-	-	29	569	-	-	-	-	598
		MACKINAC BRIDGE AUTHORITY	575	6,845	3,917	4,110	-	743	-	11	8,781
		INTERNATIONAL BRIDGE AUTHORITY OF MICHIGAN	549	808	-	1,713	-	82	-	4	1,799
			1,124	7,653	3,946	6,392	-	825	-	15	11,178
NEW HAMPSHIRE	NEW HAMPSHIRE TURNPIKE SYSTEM	NEW HAMPSHIRE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS	-7,663	6,101	-	7,441	-	482	-	71	7,994
NEW JERSEY	VARIOUS TOLL BRIDGES ATLANTIC CITY EXPRESSWAY GARDEN STATE PARKWAY NEW JERSEY TURNPIKE SYSTEM TOTAL	DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION	2,133	8,099	-	6,880	-	625	-	-	7,505
		NEW JERSEY EXPRESSWAY AUTHORITY	1,325	6,502	-	4,903	-	572	183	40	5,698
		NEW JERSEY HIGHWAY AUTHORITY	41,516	37,946	-	55,539	-	5,631	1,965	153	63,288
		NEW JERSEY TURNPIKE AUTHORITY	95,617	206,121	-	84,385	-	17,925	5,601	306	103,217
			140,591	258,668	-	151,707	-	24,753	7,749	499	184,708
NEW YORK	CORNWALL-MASSENA BRIDGE GEORGE WASHINGTON AND STATEN ISLAND BRIDGES; HELLAND AND LINCOLN TUNNELS KINGSTON- RIP VAN WINKLE, MID-HUDSON, BEAR MOUNTAIN AND NEWBURGH-BEACON BRIDGES OGDENSBURG-PRESCOTT BRIDGE PEACE BRIDGE RAINBOW, LEWISTON-QUEENSTON, AND WHIRLPOOL RAPIDS BRIDGES ROUSES POINT AND CROWN POINT BRIDGES THOUSAND ISLANDS BRIDGES LONG ISLAND CAUSEWAYS; SOUTHERN STATE PARKWAY HUTCHISON RIVER AND SAW MILL RIVER PARKWAYS THOMAS E. DEWEY THRUWAY TOTAL	ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION	16	-	-	570	-	-	-	40	610
		PORT AUTHORITY OF NEW YORK AND NEW JERSEY	-	38,865	-	110,381	-	3,836	-	-	114,217
		NEW YORK STATE BRIDGE AUTHORITY	8,502	2,893	-	6,970	-	765	-	21	7,756
		OGDENSBURG BRIDGE AND PORT AUTHORITY	-17,124	-	-	425	-	25	100	40	590
		BUFFALO AND FT. ERIE PUBLIC BRIDGE AUTHORITY	2,964	285	-	2,652	-	203	298	-	3,153
		NIAGARA FALLS BRIDGE COMMISSION	1,525	2,608	-	2,889	-	210	337	-	3,436
		LAKE CHAMPLAIN BRIDGE COMMISSION	827	-	-	358	-	52	-	-	410
		THOUSAND ISLANDS BRIDGE AUTHORITY	577	32	-	1,356	-	30	-	330	1,716
		JONES BEACH STATE PARKWAY AUTHORITY	-24,959	-	-	12,251	-	212	165	81	12,709
		EAST HUDSON PARKWAY AUTHORITY	-31,563	360	-	4,861	-	955	816	2,209	8,841
	97,741	51,822	-	106,091	-	10,016	7,182	2,093	125,382		
	38,506	96,885	-	248,804	-	16,304	8,898	4,814	278,820		
NORTH CAROLINA	CEDAR ISLAND AND SOUTHPORT-FT. FISHER FERRIES	NORTH CAROLINA STATE HIGHWAY COMMISSION	-	-	3,626	406	-	-	-	-	4,032
OHIO	IRONTON-RUSSELL BRIDGE OHIO TURNPIKE TOTAL	STATE BRIDGE COMMISSION OF OHIO	98	38	-	479	-	-	1	8	488
		OHIO TURNPIKE COMMISSION	10,136	11,903	-	36,348	-	1,390	5,454	346	43,538
			10,234	11,941	-	36,827	-	1,390	5,455	354	44,026
OKLAHOMA	OKLAHOMA TURNPIKE SYSTEM 4/ WILL ROGERS TURNPIKE TOTAL	OKLAHOMA TURNPIKE AUTHORITY	44,365	15,198	3,199	15,889	-	3,794	383	-	23,265
		OKLAHOMA TURNPIKE AUTHORITY	1,054	8,105	-	6,172	-	584	222	5	6,983
			45,419	23,303	3,199	22,061	-	4,378	605	5	30,248
OREGON	ASTORIA-PT. ELLICE BRIDGE	OREGON STATE HIGHWAY DEPARTMENT	-	-	330	1,009	-	-	-	144	1,483
PENNSYLVANIA	DELAWARE RIVER BRIDGES PENNSYLVANIA TURNPIKE SYSTEM TOTAL	DELAWARE RIVER PORT AUTHORITY	33,966	201,240	-	34,693	-	15,233	33	7,300	57,259
		PENNSYLVANIA TURNPIKE COMMISSION	59,885	11,339	-	70,433	-	5,100	2,158	334	78,025
			93,851	212,579	-	105,126	-	20,333	2,191	7,634	135,284

HIGHWAY STATISTICS, 1975

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES—1975<sup>1</sup>

COMPILED FOR THE CALENDAR YEAR  
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-3B  
SHEET 3 OF 3  
OCTOBER 1976

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES ON JANUARY 1, 1975 <sup>2/</sup>		HIGHWAY-USER REVENUES	ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION ETC.	RESERVES FOR DEBT SERVICE							
RHODE ISLAND	MT. HOPE AND JAMESTOWN-NEWPORT BRIDGES	RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY	1,401	-3,732	-	3,020	-	308	-	30	3,358
TEXAS	DALLAS-FT. WORTH TURNPIKE DALLAS NORTH TOLLWAY TOTAL	TEXAS TURNPIKE AUTHORITY TEXAS TURNPIKE AUTHORITY	5,594 <u>1,087</u> 6,681	1,196 <u>1,496</u> 2,692	- - -	8,876 <u>3,734</u> 12,610	- - -	408 <u>167</u> 575	128 <u>-</u> 128	29 <u>3</u> 32	9,441 <u>3,904</u> 13,345
VIRGINIA	CHESAPEAKE BAY BRIDGE AND TUNNEL SYSTEM ELIZABETH RIVER BRIDGE AND TUNNELS ROBERT O. NORRIS JR., JAMES RIVER AND GEORGE P. COLEMAN BRIDGES; HAMPTON ROADS TUNNEL NORFOLK-VIRGINIA BEACH TOLL ROAD RICHMOND-PETERSBURG TURNPIKE JAMESTOWN FERRY TOTAL	CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT VIRGINIA DEPARTMENT OF HIGHWAYS VIRGINIA DEPARTMENT OF HIGHWAYS VIRGINIA DEPARTMENT OF HIGHWAYS RICHMOND-PETERSBURG TURNPIKE AUTHORITY VIRGINIA DEPARTMENT OF HIGHWAYS	1,963 1,868 8,243 10,662 <u>107,867</u> - 130,603	5,732 2,005 3,050 2,555 - - 13,342	- 451 358 236 243 612 1,900	11,664 6,734 14,352 4,534 15,402 209 52,895	- - - - - - -	248 182 172 954 4,827 - 6,383	- - 8 - - - 8	200 440 2 - 2 - 644	12,112 7,807 14,892 5,724 20,474 821 61,830
WASHINGTON	HOOD CANAL BRIDGE; PUGET SOUND FERRY SYSTEM MAPLE STREET (SPOKANE) BRIDGE SAMUEL HILL (BIGGS RAPIDS) BRIDGE <sup>2/</sup> SECOND LAKE WASHINGTON BRIDGE VERNITA BRIDGE TOTAL	WASHINGTON TOLL BRIDGE AUTHORITY WASHINGTON TOLL BRIDGE AUTHORITY WASHINGTON TOLL BRIDGE AUTHORITY WASHINGTON TOLL BRIDGE AUTHORITY WASHINGTON TOLL BRIDGE AUTHORITY	2,636 22 172 3,399 <u>21</u> 6,250	2,325 342 - 23 <u>230</u> 2,920	7,077 - - - - 7,077	21,229 482 42 4,523 <u>482</u> 26,758	- - - - - -	357 33 7 257 <u>17</u> 671	- - - - - -	253 - 9 1 - 263	28,916 515 58 4,781 499 34,769
WEST VIRGINIA	HUNTINGTON BRIDGE NEW MARTINSVILLE BRIDGE WINFIELD BRIDGE WEST VIRGINIA TURNPIKE TOTAL	WEST VIRGINIA DEPARTMENT OF HIGHWAYS WEST VIRGINIA DEPARTMENT OF HIGHWAYS WEST VIRGINIA DEPARTMENT OF HIGHWAYS WEST VIRGINIA TURNPIKE COMMISSION	10,518 183 -607 <u>1,300</u> 11,334	2,712 309 -194 - 2,827	- - - - -	737 391 177 9,720 11,025	- - - - -	1,073 27 2 37 1,139	- - - 193 193	- - - 170 170	1,810 418 179 10,120 12,527
SUMMARY	TOTAL BRIDGE AND TUNNEL FACILITIES TOTAL ROAD FACILITIES TOTAL FERRY FACILITIES GRAND TOTAL		90,963 788,011 <u>4,624</u> 883,668	386,495 799,443 <u>2,679</u> 1,188,617	35,769 71,329 <u>4,363</u> 111,461	360,863 725,134 <u>12,637</u> 1,098,634	33,374 - <u>702</u> 34,076	36,874 109,977 - 146,851	859 43,396 - 44,255	10,178 7,778 <u>16,447</u> 34,403	477,917 957,614 <u>34,149</u> 1,469,680

STATE FINANCE

<sup>1/</sup> SEE TABLE SF-21 FOR GENERAL NOTE ON SF SERIES. TABLES SF-3B AND 4B ARE CONCERNED SOLELY WITH RECEIPTS AND DISBURSEMENTS FOR STATE AND QUASI-STATE TOLL FACILITIES, INCLUDING (A) THOSE OWNED OR OPERATED BY STATE HIGHWAY DEPARTMENTS, (B) THOSE THE TITLE OF WHICH WILL ULTIMATELY BE VESTED IN THE STATE, AND (C) OTHER MAJOR FACILITIES THAT HAVE MORE THAN LOCAL IMPORTANCE. FORMER TOLL FACILITIES, NOW TOLL-FREE, ARE INCLUDED WHERE BONDED INDEBTEDNESS IS STILL OUTSTANDING. OTHER FACILITIES FOR WHICH NO TOLLS ARE SHOWN WERE UNDER CONSTRUCTION, OR PRELIMINARY COSTS HAD BEEN INCURRED DURING THE YEAR. DATA FOR PUBLIC AND QUASI-PUBLIC FACILITIES OPERATED BY OR FOR COUNTIES, LOCAL ROAD AND

BRIDGE DISTRICTS AND MUNICIPALITIES ARE SHOWN IN TABLES LF-32 AND 42, AND UF-32 AND 42.  
<sup>2/</sup> INCLUDES FUNDS OF SPECIAL TOLL AUTHORITIES AS WELL AS STATE HIGHWAY DEPARTMENT FUNDS DEDICATED FOR TOLL FACILITY CONSTRUCTION, MAINTENANCE, OPERATION, AND DEBT SERVICE.  
<sup>3/</sup> FREED JUNE 1975.  
<sup>4/</sup> CIMARRON TURNPIKE OPENED MAY 1975.  
<sup>5/</sup> FREED FEBRUARY 1975.

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1975<sup>1</sup>

TABLE SF-48  
SHEET 1 OF 3  
OCTOBER 1976

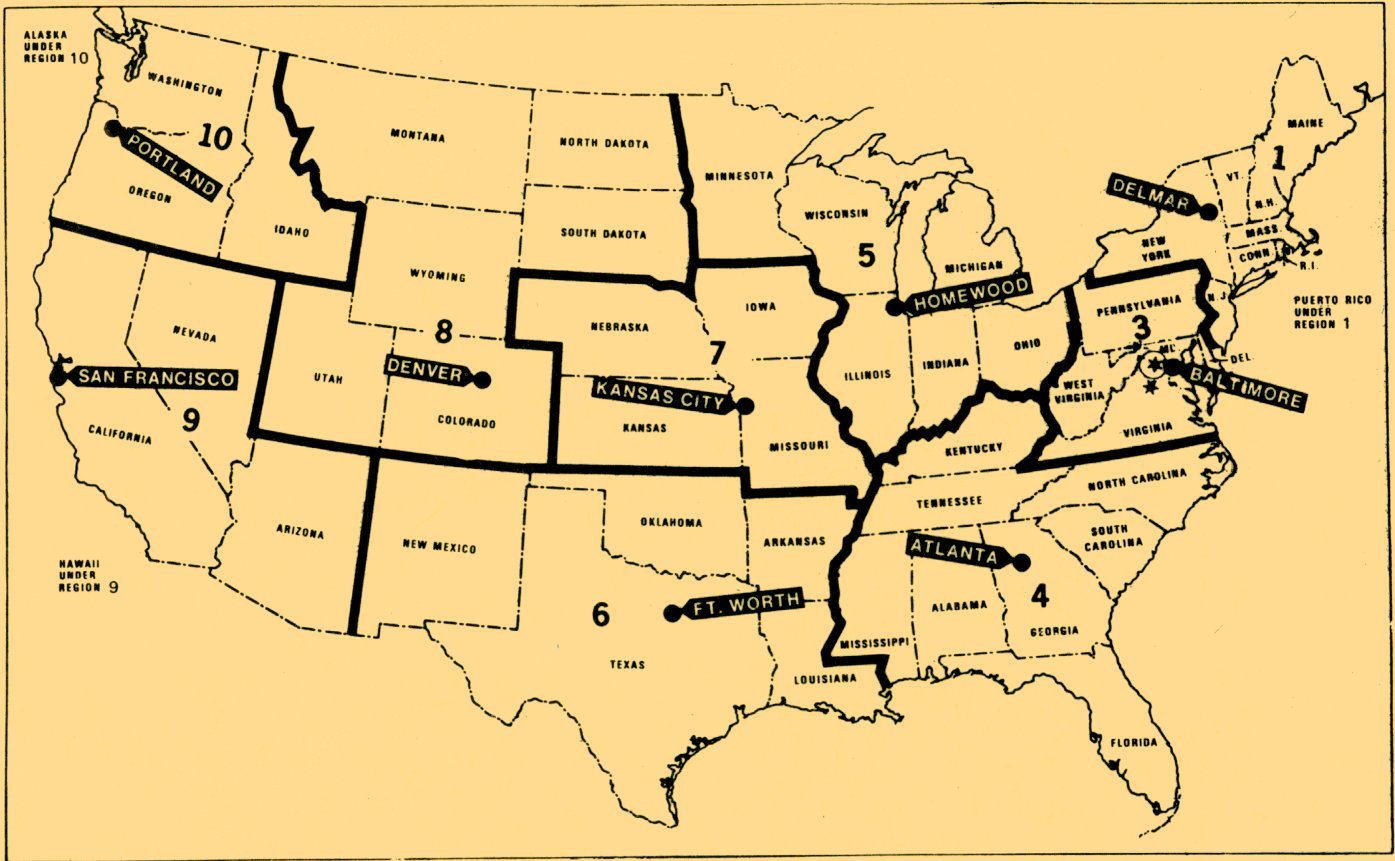
STATE	NAME OF FACILITY	BALANCES ON DECEMBER 31, 1975 \$/											
		MAINTENANCE	OPERATIONS	MISCELLANEOUS	LANEWAYS	ADMINISTRATION	HIGHWAY	INTEREST	RETIREMENT	SUBSIDIAL	TOTAL DISBURSEMENTS	RESERVES FOR REPAIRS	OPERATION, MAINTENANCE, ETC.
CALIFORNIA	CARQUINEZ STRAITS BRIDGES	3,424	4	3,424	941	1,083	3,608	3,608	9,060	9,060	13	13	8,835
	RICHMOND-SAN RAFAEL BRIDGE	219	1,837	219	350	1,430	3,042	6,528	6,528	1,262	-	-	2,204
	SAN DIEGO-COCONADO BRIDGE	1,409	1,837	1,409	350	2,269	3,042	5,481	5,481	1,262	-	-	5,254
	SAN FRANCISCO-OAKLAND BAY AND SAN VICENTE THOMAS BRIDGES	856	8,553	856	1,981	10,536	10,536	1,766	14,871	1,766	1,487	1,487	4,159
	TOTAL	208	16,053	208	3,724	5,098	8,286	33,369	33,369	3,802	16,645	20,542	20,542
CONNECTICUT	CHARLES OAK, WILLIAM H. PUTNAM, AND JOHN BISSSELL BRIDGES	1,248	8	1,248	452	15	250	1,700	1,856	273	-	-	1,290
	RAYMOND E. BALDWIN BRIDGE	1	1	1	1	15	250	273	1,856	273	-	-	1,290
	THAMES RIVER BRIDGE	308	6,682	308	139	210	400	854	3,475	80	-	-	49,765
	CONNECTICUT TURNPIKE (GREENWICH-KILLINGLY)	1,013	1,013	1,013	-	-	1,013	4,846	1,013	-	-	-	-
	MERRITT AND WILBUR CROSS PARKWAYS	-	-	-	-	-	-	-	-	-	-	-	-
	ROCKHILL-GLASTONBURY AND CHESTER-HADLYNE FERRIES	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	309	9,323	309	139	11,529	17,144	38,444	3,989	20,565	51,055	51,055	
DELAWARE	JOHN F. KENNEDY MEMORIAL HIGHWAY	4,389	911	4,389	1,828	256	3,674	13,860	13,860	4,083	-	-	18,891
	DELTAWARE MEMORIAL BRIDGE AND CAPE MAY-LEWES FERRY	461	461	461	724	256	1,191	5,352	5,352	25,873	-	-	30,229
	TOTAL	2,279	2,740	2,279	2,552	755	5,794	19,212	19,212	29,956	-	-	23,920
FLORIDA	EMORY L. BENNETT CAUSEWAY	2,170	136	2,170	136	4,810	3,906	13,259	9,294	22,553	3,462	3,462	3,901
	JACKSONVILLE EXPRESSWAY SYSTEM	2,237	136	2,237	136	4,810	3,906	13,259	9,294	22,553	3,462	3,462	3,901
	PINELLAS BAYWAY	609	133	609	133	289	740	1,916	1,188	1,916	649	649	1,262
	ST. GEORGE ISLAND (PATTON) BRIDGE	152	78	152	78	55	204	411	277	411	27	27	373
	SAN MARCO ISLAND BRIDGE	152	54	152	54	70	178	266	277	277	10	10	373
	SANTA ROSA (MAYARER) BRIDGE	720	720	720	720	796	1,042	2,558	2,558	150	246	246	246
	SUNSHINE SKYWAY (FLOWER BAY BRIDGE)	1,283	93	1,283	93	3,190	2,558	4,703	4,703	1,180	13	13	3,701
	BEE LINE EXPRESSWAY	1,041	214	1,041	214	579	247	1,092	1,092	32	85	85	1,389
	CENTRAL FLORIDA EXPRESSWAY	306	52	306	52	49	118	1,499	1,499	85	85	85	1,772
	EVERGLADES PARKWAY	9,340	603	9,340	603	15,903	10,611	50,664	1,499	46,181	30,523	30,523	1,772
	FLORIDA'S TURNPIKE	28,919	1,350	28,919	1,350	2,939	13,139	31,858	168	232	1,679	1,679	15,462
	HILLSBOROUGH EXPRESSWAY (SOUTH CROSS-TOWN)	1,350	-	1,350	-	3,070	1,760	13,139	3,719	2,077	15,462	15,462	1,679
	MIAMI-DADE COUNTY EXPRESSWAYS	4,959	-	4,959	-	2,939	1,760	13,139	3,719	2,077	15,462	15,462	1,679
	ST. GEORGE ISLAND FERRIES	35	-	35	-	-	-	-	-	15	-	-	15
	TOTAL	50,734	18,029	50,734	833	34,192	20,351	126,616	13,537	140,153	53,480	77,394	77,394
ILLINOIS	NGRHEM ILLINOIS TOLL HIGHWAY SYSTEM	11,809	11,269	11,809	2,452	19,143	10,909	90,600	-	90,600	57,690	-	37,455
INDIANA	MAHASH MEMORIAL, BRANDENBURG-MAUKPORT, AND HAMESVILLE-CANNELTON BRIDGES	437	111	437	-	106	237	991	-	891	1,752	-	522
	INDIANA EAST-WEST TOLL ROAD	10,774	1,855	10,774	978	8,478	16,610	38,178	-	38,178	26,986	-	14,673
	TOTAL	11,211	2,866	11,211	978	8,584	17,247	38,178	-	39,069	28,682	-	14,715
IOWA	CLIFTON TOLL BRIDGE	646	60	646	60	223	1,056	1,973	-	1,973	761	-	607
	MUSCATINE TOLL BRIDGE	69	11	69	11	70	147	297	-	297	134	-	89
	SAVANNA-SABULA BRIDGE	89	10	89	10	23	20	142	-	142	92	-	117
	TOTAL	802	61	802	61	403	1,146	2,412	-	2,412	887	-	813
KANSAS	KANSAS TURNPIKE SYSTEM	2,329	4,420	2,329	846	3,887	4,466	17,245	-	17,245	4,940	-	10,343
KENTUCKY	EARL C. CLEMENTS (SHANNINGTON) BRIDGE	1	6,170	1	212	51,151	18,226	88,236	-	88,236	-	-	646
	KENTUCKY TURNPIKE (LOUISVILLE-ELIZABETHTOWN)	2,619	206	2,619	212	26	2,158	5,009	15,953	20,262	-	-	228,717
	TOTAL	12,477	8,790	12,477	418	51,239	20,750	93,674	-	109,627	106,876	-	229,363
LOUISIANA	MISSISSIPPI RIVER BRIDGE (NEW ORLEANS) CANAL STREET, GREYNA-JACKSON AVE., AND CHALMETTE-ALGIER FERRIES	1,375	475	1,375	210	1,413	979	4,452	-	4,452	5,302	-	11,440
	SUNSHINE BRIDGE (DODDSONVILLE)	150	183	150	210	1,368	-	1,701	-	1,701	891	-	4,986
	TOTAL	1,525	658	1,525	425	2,781	979	6,153	-	6,153	6,193	-	16,426

(THOUSANDS OF DOLLARS)

COMPILED FOR THE CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES



# Field Regions of the Federal Highway Administration



★ Washington, D.C. Headquarters

★ Region 15 ( Arlington, Va. ), Eastern Federal Highway Projects Office

● Field Region Headquarters

NOTE: FHWA Region 1 Conforms to Standard Regions 1 and 2

