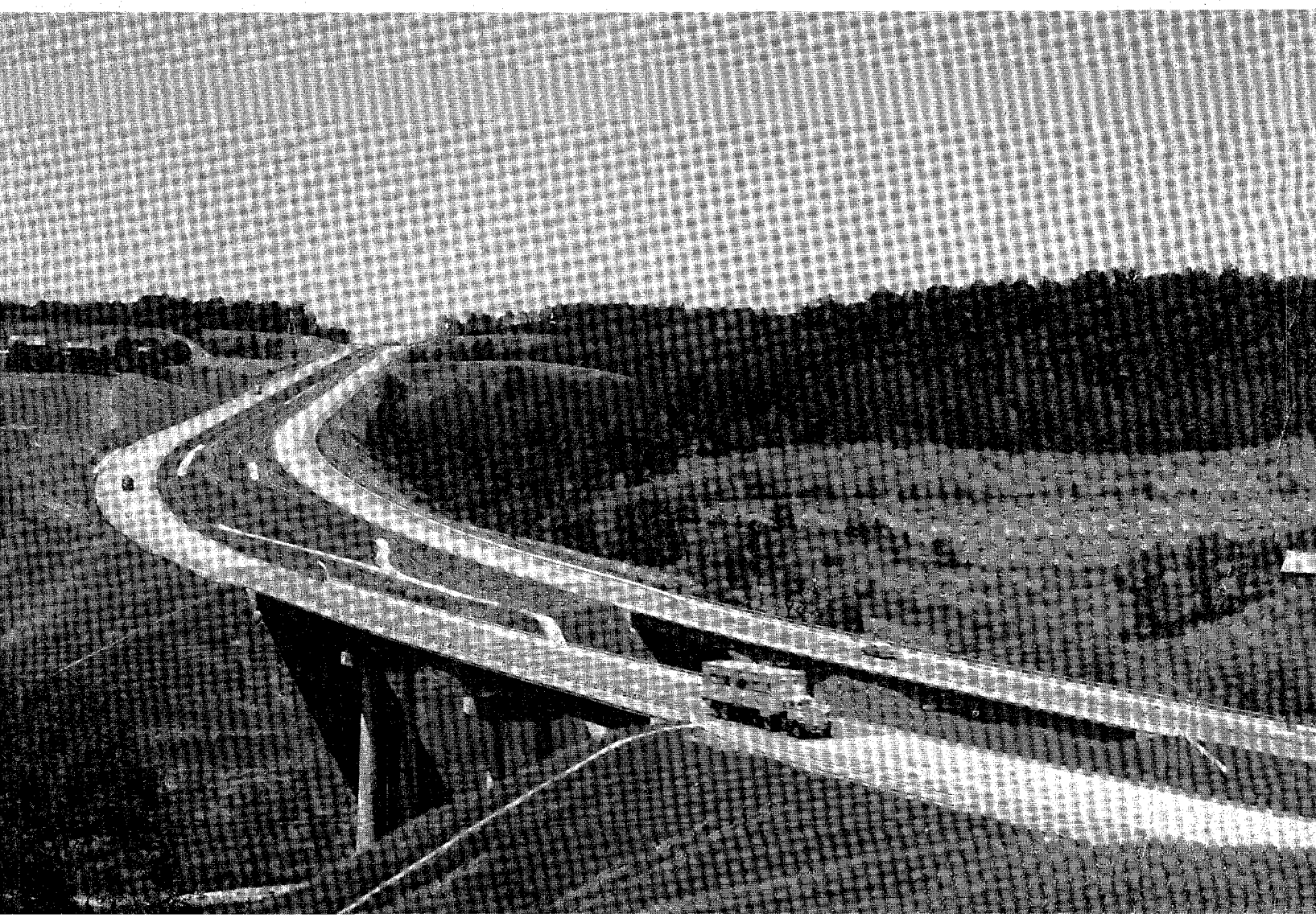


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HIGHWAY STATISTICS 1960

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



HIGHWAY STATISTICS 1960

U.S. DEPARTMENT OF COMMERCE

LUTHER H. HODGES, *Secretary*

BUREAU OF PUBLIC ROADS

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PREFACE

This bulletin, the sixteenth of an annual series, presents the 1960 statistical and analytical tables of general interest on motor fuel, motor vehicles, highway-user taxation, State and local highway finance, highway mileage, and Federal aid for highways.

The brief text is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data.

The Highway Statistics series has been published annually beginning with the year 1945, but some of the earlier editions are now out of print. However, much of the data presented in the issues of 1945-55, inclusive, is reported in full or in summary form in the 1955 Summary. Recent issues may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., as follows:

Highway Statistics, 1959.....	\$1.00
Highway Statistics, 1958.....	1.00
Highway Statistics, Summary to 1955.....	1.00

Earlier issues still for sale by the Superintendent of Documents are as follows: 1957, \$1.25; 1956, 1955, and 1953, \$1.00 each; 1951, 60 cents; 1948, 65 cents.

Cover: Interstate Route 83 at Hereford, Maryland.

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MOTOR FUEL

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 motor-fuel tax collections for all States are given in table G-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 applied to the improvement of marine facilities. Where revenue from fuels used for nonhighway purposes has been placed in separate funds, it is deducted in the next to the last column of table G-1. The last column of the table, "Adjusted Net Total Receipts," gives the State highway-user revenues derived from motor fuel.

Diesel fuel is by far the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. Because the diesel-powered vehicle operates more miles on a gallon of fuel than the gasoline-powered vehicle, nine States were imposing higher tax rates on diesel fuel than on gasoline by the end of 1960. Vermont was the only State that did not tax special fuels in 1960, but additional fees, in the form of higher registration or "equalization" fees, were levied in that State on vehicles using these fuels.

The words "exemption" and "refund" are not used interchangeably; exemption applies where the State purposely does not collect the tax, and refund applies where the State collects the tax and later returns it in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government, or as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel such as in agriculture, aviation, industry, construction, and marine use.

Analyses of motor-fuel consumption for 1960 are given in tables G-2 and G-21 through G-25. Table G-2 shows gallonages taxed, exempted, and refunded without regard to the use of the fuel. It is intended primarily to provide tax data for reve-

nue analysis. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through G-24. These tables do not include fuel purchased by the Federal Government for military use, or fuel exported from the United States. In some cases the figures differ from those in table G-2, primarily because of adjustments made to show the gallonage, as nearly as possible, for the period in which it was consumed, rather than for the period in which the tax was paid. In tables G-21 through G-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc.

Table G-25 gives the highway use of special fuels by months for all States except Vermont.

Table G-240 shows the proportion of total motor-fuel gallonage on which the tax is either refunded or exempted for alleged nonhighway use. Oklahoma is the only State that grants general tax exemptions on fuel used for nonhighway purposes. Most States refund all or part of the tax paid on such fuel, or provide for a partial tax exemption for certain nonhighway uses. In those States, the total gallonage claimed for exemption or refund was known and there were records indicating the purposes for which it was used. For States that tax some gasoline used for nonhighway purposes the amounts shown in the tables for these purposes were estimated by the Bureau of Public Roads on the basis of reports of economic activity (i.e., agricultural, industrial, marine, aviation, etc.) within the States, and/or on reports of States with similar economic characteristics.

Table G-205 gives the gasoline tax rates in effect for each year since 1947, and the diesel fuel tax rates, where they differ from gasoline tax rates, for 1958 through 1961. Disposition of motor-fuel tax revenue is given in table G-3.

Tables G-101, 102, 103, 104, and 105 summarize the more important State provisions effective January 1, 1962 for administering gasoline and diesel fuel taxes. Tables G-107, 108, 109, and 110 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel and liquid fuels inspection fees as of January 1, 1962.

Table G-106 shows the provisions governing the disposition of State motor-fuel tax receipts.

MOTOR-FUEL CONSUMPTION-1960¹

Compiled for calendar year
from reports of State authorities

(In thousands of gallons)

TABLE G-2, 1960
REVISED NOVEMBER 1961

STATE	TAX RATE PER GALLON ON DECEMBER 31		GROSS AMOUNT REPORTED 3/	AMOUNT EXEMPTED FROM PAYMENT OF TAX 4/	GROSS AMOUNT ASSESSED FOR TAXATION	AMOUNT SUBJECT TO REFUND OF EXCESS TAX	NET AMOUNT TAXED				CHANGE DURING 1960		STATE		
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) 2/					TOTAL	AT PREVAILING RATES		AT OTHER RATES 5/		AMOUNT TAXED AT PREVAILING RATES DURING 1959		AMOUNT	PERCENTAGE
(Cents)			(Cents)	GASOLINE	SPECIAL FUELS (HIGHWAY USE ONLY)	RATE PER GALLON		AMOUNT							
Alabama	7	7	1,038,668	15,493	1,038,175	-	1,038,175	987,377	35,274	1	15,524	994,461	28,190	2.8	Alabama
Alaska	6/7	6/7	99,956	-	99,956	-	99,956	47,188	287	Various	52,481	48,055	-580	-1.2	Alaska
Arizona	5	5	574,409	5,330	569,079	43,605	525,474	480,358	45,116	-	-	488,110	37,364	7.7	Arizona
Arkansas	6.5	6.5	636,629	13,012	623,617	-	623,617	550,067	28,908	Various	44,642	562,883	16,092	2.9	Arkansas
California	6	* 6 & 7	6,046,471	105,536	5,940,935	249,641	5,691,294	5,395,578	295,716	-	-	7,540,103	251,191	4.6	California
Colorado	6	6	768,446	21,267	707,179	71,013	636,166	597,293	38,873	-	-	614,855	21,311	3.5	Colorado
Connecticut	6	6	807,596	8,434	799,162	10,152	789,010	767,461	17,389	3	4,160	761,909	22,941	3.0	Connecticut
Delaware	5	5	182,963	2,233	180,730	11,335	169,395	164,193	5,202	-	-	167,608	1,787	1.1	Delaware
Florida	7	7	1,960,729	161,402	1,799,327	-	1,799,327	1,740,944	50,171	3	8,212	1,715,818	75,297	4.4	Florida
Georgia	6.5	6.5	1,394,534	23,162	1,371,372	-	1,371,372	1,263,069	64,601	1	43,702	1,293,333	34,337	2.7	Georgia
Hawaii	8/5	8/5	226,684	2,551	224,133	-	224,133	130,871	3,863	3.5	81,399	131,812	10,922	8.3	Hawaii
Idaho	6	6	304,243	2,900	301,343	38,698	262,645	244,050	14,522	2.5	4,073	251,377	7,195	2.9	Idaho
Illinois	5	5	3,359,483	33,841	3,325,642	393,684	2,931,958	2,836,793	95,165	-	-	2,844,931	87,027	3.1	Illinois
Indiana	5	6	1,882,096	44,635	1,837,461	113,315	1,724,146	1,656,115	68,031	-	-	1,682,805	41,341	2.5	Indiana
Iowa	5	* 6 & 7	1,259,228	20,081	1,239,147	240,376	998,771	959,212	39,559	-	-	977,435	21,336	2.2	Iowa
Kansas	6	* 5 & 7	1,110,911	109,961	1,000,950	194,321	806,629	772,415	33,788	5	426	794,498	11,705	1.5	Kansas
Kentucky	2/7	2/7	953,662	15,358	938,304	640	937,664	810,432	34,944	Various	92,288	832,074	13,302	1.6	Kentucky
Louisiana	7	7	904,128	15,569	888,559	51,897	836,662	827,358	29,757	2	9,547	913,276	3,839	0.4	Louisiana
Maine	7	7	350,676	3,407	347,269	-	347,269	328,666	6,283	Various	12,320	322,469	12,600	3.9	Maine
Maryland	7	7	965,986	18,337	947,649	42,420	905,229	874,087	31,142	-	-	873,867	31,362	3.6	Maryland
Massachusetts	5.5	5.5	1,489,163	39,482	1,449,681	17,375	1,432,306	1,402,125	30,181	-	-	1,383,626	48,680	3.5	Massachusetts
Michigan	6	6	2,808,081	127,461	2,680,620	122,555	2,558,065	2,470,728	44,415	Various	42,922	2,428,423	86,720	3.6	Michigan
Minnesota	5	5	1,427,789	23,898	1,403,891	170,337	1,233,554	1,155,311	46,031	Various	32,212	1,108,685	92,657	8.4	Minnesota
Mississippi	7	* 8	691,532	6,620	684,912	-	684,912	621,343	26,255	1	37,314	640,107	7,491	1.2	Mississippi
Missouri	3	3	1,797,866	63,536	1,734,330	146,698	1,587,632	1,523,027	64,605	-	-	1,553,567	34,065	2.2	Missouri
Montana	6	* 6 & 9	342,772	3,152	339,620	39,965	299,655	241,050	27,216	1	31,389	270,202	-1,936	-0.7	Montana
Nebraska	7	7	660,897	9,609	651,288	108	651,180	520,465	32,162	Various	98,553	541,302	11,325	2.1	Nebraska
Nevada	6	6	175,675	8,020	167,655	6,197	161,458	142,633	18,825	-	-	153,374	8,084	5.3	Nevada
New Hampshire	7	7	205,530	2,400	203,130	5,231	197,899	195,034	2,333	4	532	192,721	4,646	2.4	New Hampshire
New Jersey	5	5	2,138,236	51,317	2,086,919	97,089	1,989,830	1,897,119	91,911	-	-	1,941,382	47,648	2.5	New Jersey
New Mexico	6	6	448,459	14,296	434,203	18,289	415,914	372,117	43,797	4 & 6	118,992	417,169	-1,255	-0.3	New Mexico
New York	6	* 6 & 9	4,412,255	567,056	3,845,199	132,152	3,713,047	3,536,038	58,417	-	-	3,602,398	-7,943	-0.2	New York
North Carolina	7	7	1,556,634	59,852	1,496,782	1,496,782	1,496,639	1,377,313	53,096	1	66,230	1,401,964	28,445	2.0	North Carolina
North Dakota	7	6	328,231	5,226	323,005	137,230	185,775	174,660	11,115	-	-	193,343	-7,568	-3.9	North Dakota
Ohio	7	7	3,389,065	81,169	3,307,896	17,232	3,146,664	3,012,848	133,816	-	-	3,130,428	16,236	0.5	Ohio
Oklahoma	6.5	6.5	1,190,113	234,247	955,866	-	955,866	858,857	45,200	2	51,809	882,450	21,607	2.4	Oklahoma
Oregon	6	6	733,397	-	733,397	51,873	681,524	612,518	48,559	1 & 1.5	20,447	651,449	9,628	1.5	Oregon
Pennsylvania	5	5	3,452,932	15,951	3,436,981	59,089	3,377,892	3,189,411	130,445	1 & 1.5	58,035	3,245,915	72,942	2.2	Pennsylvania
Rhode Island	6/7	6/7	253,335	2,914	250,421	1,481	248,940	241,867	7,073	-	-	246,551	2,389	1.0	Rhode Island
South Carolina	7	7	780,105	19,354	760,751	7,898	752,853	699,896	27,882	1	25,075	714,912	12,866	1.8	South Carolina
South Dakota	6	* 6 & 7	368,241	6,424	361,817	88,845	272,972	242,853	12,318	Various	17,801	244,745	10,426	4.3	South Dakota
Tennessee	7	7	1,201,618	43,233	1,158,385	32,272	1,126,113	1,050,138	50,411	1	25,564	1,078,135	22,414	2.1	Tennessee
Texas	5	* 5 & 6.5	4,734,695	728,639	4,006,056	283,604	3,722,452	3,536,174	172,311	4 & 6	13,967	3,671,391	37,094	1.0	Texas
Utah	6	6	368,573	8,762	359,811	4,570	355,241	310,799	27,465	4	16,977	329,311	8,953	2.7	Utah
Vermont	6.5	No Tax	135,906	261	135,645	-	135,645	135,645	-	-	-	130,898	4,747	3.6	Vermont
Virginia	6/9/7	6/9/7	1,389,269	28,178	1,361,091	57,871	1,303,220	1,210,467	87,428	Various	5,325	1,284,302	13,593	1.1	Virginia
Washington	6.5	6.5	1,054,214	70,582	983,662	45,716	937,946	898,549	39,397	-	-	916,517	21,429	2.3	Washington
West Virginia	7	7	505,641	5,752	499,889	14,910	484,979	460,041	24,938	-	-	494,259	-9,280	-1.9	West Virginia
Wisconsin	6	6	1,407,464	21,360	1,386,104	133,373	1,252,731	1,218,250	34,481	-	-	1,195,501	57,230	4.8	Wisconsin
Wyoming	5	* 5 & 7	204,963	2,194	202,769	13,000	189,769	165,729	19,922	2 & 4	4,118	177,148	6,503	4.8	Wyoming
Dist. of Col.	6	6	220,965	29,658	191,307	2,155	193,462	188,177	4,975	-	-	191,718	1,434	0.7	Dist. of Col.
Total	10/ 5.92	10/ 6.28	64,802,114	2,939,042	61,863,072	3,309,155	58,553,917	55,162,712	2,355,569	-	1,035,636	7/ 56,126,452	1,391,829	2.5	Total
Total, 48 States and Dist. of Col.	5.92	6.28	64,475,474	2,936,491	61,538,983	3,309,155	58,229,828	54,976,653	2,351,419	-	901,756	7/ 55,946,585	1,381,487	2.5	Total, 48 States and Dist. of Col.

Highway Statistics, 1960

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. It is not intended to reflect the amount of fuel used on the highways. For an analysis of motor-fuel usage see tables G-21 through G-25.

2/ In States marked with an asterisk the tax rate on highway use of some or all of the fuels other than gasoline differs from the rate on gasoline. Some States impose additional registration fees on vehicles using special fuels. Such additional fees in Vermont are in lieu of gallonage taxes on special fuels.

3/ Export sales and other amounts not representing consumption in State have been excluded wherever possible.

4/ Includes allowances for evaporation and other losses, Federal use, other public use, certain transit bus use, and nonhighway use, where initial exemptions rather than refunds are made.

5/ In some States gasoline and special fuels used for specific purposes are taxed or refunded at rates other than the prevailing rates shown in columns 2 and 3.

6/ Tax rates changed as follows during 1960: Alaska 5 to 7 cents, April 1; Rhode Island 6 to 7 cents, June 1; Virginia 6 to 7 cents, July 1.

7/ Revised.

8/ The State tax rate is 8 cents per gallon in Hawaii County, and 5 cents in the other counties.

9/ Trucks or combinations of more than two axles pay motor-fuel tax rates of 9 cents per gallon in Kentucky and 9 cents in Virginia (8 cents per gallon in Virginia prior to July 1, 1960).

10/ Weighted average tax rates. Weighted average rate for motor fuel was 5.94 cents per gallon.

ANALYSIS OF MOTOR - FUEL USAGE IN CALENDAR YEAR 1960¹

(In thousands of gallons)

TABLE G-21, 1960
ISSUED JUNE 1961

STATE	PRIVATE AND COMMERCIAL USE			PUBLIC USE					SUMMARY OF TOTAL USAGE					LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC. ^{2/}	TOTAL QUANTITY CONSUMED IN STATE	STATES
	HIGHWAY ^{2/}	NON-HIGHWAY ^{2/}	TOTAL	FEDERAL (HIGHWAY CIVILIAN USE ONLY) ^{3/}	STATE, COUNTY, AND MUNICIPAL			TOTAL PUBLIC USE	HIGHWAY			NON-HIGHWAY	TOTAL			
					HIGHWAY	NON-HIGHWAY	TOTAL		AMOUNT	PERCENT CHANGE 1960/1959	GALLONS PER REGISTERED MOTOR VEHICLE ^{4/}					
Alabama	984,495	29,728	1,014,223	1,831	17,964	5,988	23,992	25,783	1,004,290	4.6	783	35,716	1,040,006	4,337	1,044,343	Alabama
Alaska	45,192	52,142	97,334	1,265	1,018	339	1,357	2,622	47,475	-1.2	587	52,481	99,956	1,007	100,963	Alaska
Arizona	509,448	40,988	550,436	3,098	9,828	3,276	13,104	16,202	522,374	8.4	838	44,264	566,638	5,330	571,968	Arizona
Arkansas	591,070	26,172	617,242	1,044	8,919	2,973	11,892	12,936	601,033	6.9	849	29,145	630,178	6,275	636,453	Arkansas
California	5,567,079	321,805	5,888,885	10,832	94,974	31,658	126,632	137,464	5,672,885	4.5	727	353,464	6,026,349	28,400	6,054,749	California
Colorado	638,203	88,392	726,595	3,182	7,374	4,916	12,290	15,472	648,759	3.7	702	742,067	6,929	749,006	Colorado	
Connecticut	781,469	13,842	795,311	871	7,535	2,450	9,985	10,856	789,875	3.2	713	16,292	806,167	7,896	814,063	Connecticut
Delaware	169,410	9,279	178,689	169	1,531	510	2,041	2,210	171,110	0.5	890	100,899	1,039	181,938	Delaware	
Florida	1,728,429	155,803	1,884,232	2,505	34,885	11,628	46,513	49,018	1,765,819	7.6	746	167,431	1,933,250	17,400	1,950,650	Florida
Georgia	1,296,401	49,156	1,345,557	2,080	19,361	6,454	25,815	27,895	1,317,842	2.7	872	55,610	1,373,452	4,771	1,378,223	Georgia
Hawaii	134,083	86,430	220,513	326	2,715	905	3,620	3,946	137,124	8.4	593	87,335	224,459	2,225	226,684	Hawaii
Idaho	249,595	42,091	291,686	2,376	5,464	1,821	7,285	5,661	237,435	2.9	687	43,912	301,347	2,896	304,243	Idaho
Illinois	2,969,328	380,006	3,349,334	3,948	43,109	14,370	57,479	61,427	3,016,385	3.4	799	394,376	3,410,761	34,013	3,444,774	Illinois
Indiana	1,703,215	130,817	1,834,032	1,330	16,313	4,601	20,914	22,244	1,720,858	2.5	841	135,418	1,856,276	17,873	1,874,149	Indiana
Iowa	972,199	247,411	1,219,610	1,245	19,665	6,555	26,220	27,465	993,109	1.4	749	253,966	1,247,075	12,038	1,259,113	Iowa
Kansas	784,619	191,190	975,809	1,049	18,856	6,285	25,141	26,190	804,524	1.4	692	197,475	1,001,999	9,512	1,011,511	Kansas
Kentucky	859,577	48,445	908,022	1,317	15,013	5,004	20,017	21,334	875,907	1.5	731	53,449	929,356	9,125	938,481	Kentucky
Louisiana	895,558	57,467	953,025	1,669	12,123	4,041	16,164	17,833	909,350	0.9	773	61,508	970,858	9,547	980,405	Louisiana
Maine	331,236	11,324	342,560	453	3,532	1,177	4,709	5,162	335,221	3.9	896	12,501	347,722	3,478	351,200	Maine
Maryland	901,026	37,676	938,702	1,684	8,792	2,931	11,723	13,207	911,502	4.0	793	40,607	952,109	9,786	961,895	Maryland
Massachusetts	1,419,997	35,634	1,455,631	1,951	16,388	5,463	21,851	23,802	1,438,336	3.1	816	41,097	1,479,433	14,366	1,493,799	Massachusetts
Michigan	2,505,190	180,682	2,685,872	2,369	56,239	13,168	69,407	71,776	2,563,798	3.9	775	193,850	2,757,648	27,510	2,785,158	Michigan
Minnesota	1,170,832	210,565	1,381,397	1,746	17,299	5,766	23,065	24,811	1,189,877	5.5	748	216,331	1,406,208	13,751	1,419,959	Minnesota
Mississippi	635,362	35,372	670,734	1,411	9,575	3,192	12,767	14,178	646,348	1.2	894	38,564	684,912	6,620	691,532	Mississippi
Missouri	1,575,210	182,969	1,758,179	2,086	13,802	4,601	18,403	20,489	1,591,098	2.6	902	187,570	1,778,668	16,865	1,795,533	Missouri
Montana	261,234	67,377	329,211	1,997	7,928	1,282	9,210	10,499	269,646	1.6	707	69,974	339,620	3,152	342,772	Montana
Nebraska	538,924	98,638	637,562	1,303	10,277	3,426	13,703	15,006	590,504	2.1	750	102,064	692,568	6,326	698,894	Nebraska
Nevada	155,795	13,592	169,387	1,626	2,362	787	3,149	4,775	159,783	5.5	916	14,379	174,162	1,513	175,675	Nevada
New Hampshire	193,723	3,650	197,373	272	4,318	1,439	5,757	6,029	198,313	2.2	774	5,089	203,402	1,800	205,202	New Hampshire
New Jersey	2,011,274	66,954	2,078,228	1,807	18,302	6,101	24,403	26,210	2,031,383	2.4	846	73,055	2,104,438	20,152	2,124,590	New Jersey
New Mexico	408,402	18,289	426,691	3,723	5,634	1,878	7,512	11,235	417,759	-0.5	912	20,167	437,926	3,921	441,847	New Mexico
New York	3,732,502	572,271	4,304,773	6,330	71,776	23,925	95,701	102,031	3,810,668	1.8	752	596,196	4,406,804	38,187	4,444,991	New York
North Carolina	1,407,395	67,260	1,474,655	1,945	45,839	8,089	53,928	55,873	1,455,179	1.8	846	75,349	1,530,528	15,013	1,545,541	North Carolina
North Dakota	198,168	120,902	319,070	1,025	5,162	1,293	6,455	7,480	204,355	6.1	592	122,195	326,550	3,176	329,726	North Dakota
Ohio	3,108,182	190,636	3,298,818	3,388	34,425	11,475	45,900	49,288	3,145,995	0.4	770	202,111	3,348,106	11,248	3,359,354	Ohio
Oklahoma	880,233	73,448	953,681	1,934	21,547	7,182	28,729	30,663	903,714	2.4	764	80,630	984,344	7,662	992,006	Oklahoma
Oregon	642,086	65,540	707,626	3,039	16,902	5,634	22,536	25,075	662,027	1.7	720	71,174	733,201	6,641	739,842	Oregon
Pennsylvania	3,169,611	179,831	3,349,442	21,885	65,654	21,539	87,539	91,037	3,238,763	1.8	756	201,716	3,440,479	24,668	3,465,147	Pennsylvania
Rhode Island	244,277	1,291	245,568	257	3,218	1,073	4,291	4,548	247,752	0.9	727	2,364	250,116	2,620	252,736	Rhode Island
South Carolina	704,751	36,185	740,936	1,683	19,549	6,516	26,065	27,748	725,983	1.6	826	42,701	768,684	4,332	773,016	South Carolina
South Dakota	246,408	109,463	355,871	1,352	4,460	1,486	5,946	7,298	252,220	1.2	712	110,949	363,169	3,542	366,711	South Dakota
Tennessee	1,099,141	57,416	1,156,557	6,357	19,427	6,476	25,903	32,260	1,124,925	2.4	861	63,892	1,188,817	11,833	1,200,650	Tennessee
Texas	3,663,835	267,252	3,931,087	6,166	58,617	7,882	66,499	72,665	3,728,618	1.0	837	275,134	4,003,752	23,500	4,027,252	Texas
Utah	314,735	39,016	353,751	1,799	4,545	1,515	6,060	7,859	321,079	4.3	770	40,531	361,610	3,357	364,967	Utah
Vermont	128,065	5,109	133,174	204	1,853	618	2,471	2,675	130,122	3.2	856	5,727	135,849	1,359	137,208	Vermont
Virginia	1,273,663	47,645	1,321,308	2,143	27,141	9,047	36,188	38,331	1,302,947	0.8	914	56,992	1,359,939	13,404	1,373,343	Virginia
Washington	901,247	102,314	1,003,561	5,931	26,118	8,706	34,824	40,755	933,296	2.2	879	111,020	1,044,316	2,367	1,046,683	Washington
West Virginia	468,794	12,017	480,811	724	15,817	2,636	18,453	19,177	485,335	-2.0	670	14,653	499,988	4,643	504,631	West Virginia
Wisconsin	1,228,497	127,333	1,355,830	1,423	24,764	8,255	33,019	34,442	1,254,684	4.7	784	135,588	1,390,272	13,655	1,403,927	Wisconsin
Wyoming	179,415	18,381	197,796	1,151	3,280	1,093	4,373	5,284	183,846	4.9	888	20,074	203,920	1,869	205,789	Wyoming
Dist. of Col.	200,660	2,159	202,819	2,118	3,876	1,293	5,171	7,289	206,656	1.4	1,003	3,452	210,108	1,091	211,199	Dist. of Col.
Total	56,779,240	5,030,556	61,809,796	115,456	983,130	301,779	1,284,909	1,400,365	57,877,826	2.7	783	5,332,335	63,210,161	504,030	63,714,191	Total
Total, 48 States and Dist. of Col.	56,599,965	4,891,984	61,491,949	113,865	979,397	300,535	1,279,932	1,393,797	57,693,227	2.7	784	5,192,519	62,885,746	500,798	63,386,544	Total, 48 States and Dist. of Col.
Percentage	89.82	7.96	97.78	0.18	1.56	0.48	2.04	2.22	91.56	-	-	8.44	100.00	-	-	Percentage

Motor Fuel

1/ Tables G-21 through G-25 are based on reports of motor fuel passing through State taxing channels. In order to make the data uniform and complete, numerous estimates and approximations were made by the Bureau of Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in table G-2.

2/ Amounts of highway and nonhighway use were determined principally by analysis of data on taxed gallons, exemptions, and refunds. Estimates for States that report no exemptions or refunds for nonhighway use were based on data for States having similar characteristics.

3/ All motor fuel used by the military services and nonhighway fuel used by civilian branches of the Federal Government are excluded from this table.

4/ The figures in this column are obtained by dividing total highway fuel consumption by total motor-vehicle registrations (table MV-1, 1960). The highway fuel consumption data are reliable for most States but in a few

there are indications that refund claims are excessive and that gasoline allegedly used for nonhighway purposes is actually used on the highways. To the extent that this occurs, the highway consumption of motor fuel is understated.

5/ Some States make a flat percentage allowance for losses in storage and handling, and others allow for actual losses not to exceed a specified percentage. Still others permit distributors to claim stock losses in reconciliation of inventories, thus exempting the lost gallonage from taxation. Losses by destruction, where reported separately, are also included in this column. The maximum allowance used in the analysis to cover losses in storage and handling was one percent. Where allowances were not reported, estimates were made on the basis of legal provisions and reported practices.

TOTAL MOTOR - FUEL CONSUMPTION BY MONTHS IN 1960¹

TABLE G-22, 1960
ISSUED JUNE 1961

(In thousands of gallons)

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	76,812	76,094	88,398	91,986	89,588	90,922	88,412	90,865	86,798	85,819	87,007	89,672	1,044,343	Alabama
Alaska	3,971	5,398	6,323	7,232	7,182	10,859	11,897	13,315	6,280	6,893	6,881	6,221	100,963	Alaska
Arizona	45,028	44,395	49,148	47,899	47,185	50,123	48,385	58,191	45,461	46,875	47,446	49,568	571,668	Arizona
Arkansas	41,165	44,604	49,367	51,821	59,709	55,867	59,213	50,325	54,848	53,801	54,730	51,593	636,453	Arkansas
California	490,704	495,947	454,640	504,863	511,710	503,847	511,448	538,223	529,238	519,629	507,809	495,661	6,054,749	California
Colorado	50,303	50,303	56,825	60,494	62,242	70,146	75,348	78,025	64,885	69,627	60,365	60,365	749,006	Colorado
Connecticut	59,911	56,536	64,848	66,793	67,764	71,629	72,544	74,187	68,985	65,689	67,898	71,749	814,063	Connecticut
Delaware	13,250	13,176	14,213	15,799	16,187	17,133	17,048	17,259	15,708	15,492	15,035	11,536	181,938	Delaware
Florida	167,464	167,464	177,922	169,672	158,035	160,729	155,562	159,389	149,655	149,423	160,863	174,894	1,950,650	Florida
Georgia	107,513	107,513	114,158	119,628	113,025	119,025	117,994	121,148	113,409	114,103	112,649	118,093	1,378,223	Georgia
Hawaii	15,966	15,966	17,472	17,952	17,640	20,227	20,874	21,374	20,346	19,962	19,739	19,851	226,684	Hawaii
Idaho	18,685	17,995	23,128	25,955	25,658	29,745	30,360	32,328	28,006	25,905	22,632	24,213	304,243	Idaho
Illinois	250,206	239,990	267,131	293,353	306,176	317,302	300,861	304,890	291,122	298,898	286,801	288,094	3,444,774	Illinois
Indiana	134,050	132,454	146,706	167,232	166,304	175,122	164,797	168,053	159,742	158,017	152,246	149,416	1,874,149	Indiana
Iowa	72,571	69,443	81,149	106,469	122,542	131,984	140,995	117,585	110,773	113,113	104,520	88,229	1,259,113	Iowa
Kansas	67,763	65,487	73,717	85,803	89,378	103,968	97,128	92,573	88,634	82,117	83,306	80,637	1,011,511	Kansas
Kentucky	60,105	65,322	70,356	82,274	83,769	84,517	81,353	86,485	79,623	79,734	77,987	77,886	938,481	Kentucky
Louisiana	70,274	72,409	81,820	85,064	80,969	82,969	80,184	87,305	84,386	84,386	81,775	84,958	960,405	Louisiana
Maine	23,663	22,831	24,312	25,484	28,054	32,782	37,457	38,584	31,861	29,321	27,655	28,196	351,200	Maine
Maryland	71,618	68,374	76,493	82,273	80,406	86,548	84,368	86,813	81,521	82,440	79,741	80,600	961,995	Maryland
Massachusetts	111,391	108,150	117,236	122,365	122,596	133,475	133,393	138,738	126,633	125,654	123,094	130,474	1,492,799	Massachusetts
Michigan	199,244	199,244	224,681	222,562	222,562	235,841	229,134	267,598	230,033	226,203	223,066	230,786	2,765,158	Michigan
Minnesota	95,097	91,818	100,372	107,597	135,081	126,739	140,410	140,156	124,644	129,574	113,886	106,465	1,409,939	Minnesota
Mississippi	54,655	47,449	56,069	63,468	62,656	59,801	57,526	59,482	54,433	56,714	54,022	60,673	691,532	Mississippi
Missouri	127,006	124,772	136,668	157,926	157,355	168,873	156,711	163,575	151,796	154,605	149,200	146,976	1,795,533	Missouri
Montana	18,763	22,047	25,411	28,837	28,817	34,145	39,412	39,889	30,291	29,006	24,972	21,376	342,772	Montana
Nebraska	41,769	41,769	44,898	46,416	42,235	62,389	67,785	56,268	59,095	54,148	54,148	49,164	698,094	Nebraska
Nevada	11,125	11,442	13,410	13,690	14,459	16,772	17,950	18,272	16,039	15,863	13,612	13,671	175,675	Nevada
New Hampshire	13,732	13,726	14,530	15,547	16,145	19,250	21,618	22,148	16,926	18,031	16,996	16,553	205,202	New Hampshire
New Jersey	159,277	156,282	169,109	176,383	176,685	187,617	191,136	197,357	180,999	177,787	176,394	174,084	2,124,590	New Jersey
New Mexico	33,190	32,536	35,029	35,662	36,803	40,696	41,044	42,705	37,211	36,671	36,315	35,560	441,847	New Mexico
New York	335,606	313,655	337,085	372,879	372,870	396,674	406,909	426,433	376,357	366,771	368,301	370,655	4,444,991	New York
North Carolina	115,005	122,312	106,702	137,452	130,808	136,641	132,578	135,489	132,394	132,810	132,848	130,492	1,545,541	North Carolina
North Dakota	13,835	14,114	13,511	13,114	28,459	24,680	32,450	44,534	43,399	27,598	21,518	16,514	359,726	North Dakota
Ohio	254,599	245,516	258,205	289,627	297,131	301,090	294,346	307,121	291,385	286,766	288,932	268,636	3,359,354	Ohio
Oklahoma	72,545	71,624	79,970	83,726	82,996	95,471	86,136	89,641	83,271	81,151	81,656	82,809	992,006	Oklahoma
Oregon	50,465	51,465	57,898	58,977	60,508	70,232	72,200	74,383	67,893	63,816	57,561	54,370	739,842	Oregon
Pennsylvania	255,482	246,777	272,027	294,293	291,036	309,557	306,429	318,434	297,970	295,107	289,125	288,910	3,465,147	Pennsylvania
Rhode Island	13,803	18,385	20,044	20,982	23,217	20,101	22,431	23,348	21,309	21,045	20,679	21,692	252,736	Rhode Island
South Carolina	58,967	56,451	63,468	67,595	67,452	67,254	67,395	69,185	63,460	63,470	63,283	65,196	773,016	South Carolina
South Dakota	23,140	21,378	21,963	25,502	32,695	36,597	38,095	39,685	37,331	32,239	30,721	27,435	366,711	South Dakota
Tennessee	91,651	84,292	94,284	98,270	110,880	110,766	102,729	108,868	101,535	92,771	97,043	105,527	1,200,650	Tennessee
Texas	307,119	306,200	313,211	371,585	334,796	354,243	347,148	356,360	340,492	327,693	336,012	342,390	4,027,282	Texas
Utah	34,738	25,612	30,617	27,424	34,911	33,557	33,234	36,044	32,963	34,767	29,600	25,500	384,567	Utah
Vermont	9,366	8,705	9,576	10,268	11,852	12,874	14,387	14,790	12,196	11,548	10,860	10,866	137,208	Vermont
Virginia	102,853	100,132	102,853	121,040	117,410	123,572	123,572	120,776	118,958	119,288	113,529	113,529	1,373,043	Virginia
Washington	71,417	74,543	88,603	93,770	88,762	95,066	101,045	101,045	96,635	86,307	82,288	80,870	1,046,683	Washington
West Virginia	31,710	31,911	37,953	41,243	46,948	44,582	43,253	47,922	44,151	42,009	41,448	45,956	504,651	West Virginia
Wisconsin	93,106	91,780	104,731	107,216	124,781	141,813	134,564	140,006	122,309	120,012	113,195	110,424	1,403,927	Wisconsin
Wyoming	10,905	13,373	14,285	15,373	17,044	21,018	23,970	24,455	18,906	17,095	13,871	17,999	205,789	Wyoming
Dist. of Col.	17,135	16,469	17,427	18,305	17,196	17,984	17,378	18,198	17,416	17,672	17,495	18,524	211,199	Dist. of Col.
Total	4,676,725	4,561,935	4,968,924	5,341,556	5,486,226	5,727,446	5,720,164	5,885,208	5,503,701	5,365,902	5,241,509	5,232,815	63,714,191	Total
Total, 48 States and Dist. of Col.	4,656,788	4,540,656	4,945,129	5,316,372	5,469,424	5,696,360	5,687,993	5,850,489	5,473,961	5,337,660	5,214,969	5,206,743	63,386,544	Total, 48 States and Dist. of Col.

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use and highway use by month, table G-24 gives nonhighway use by purpose of use, and table G-25 gives highway use of special fuels by months (see notes to table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1960¹

TABLE G-23, 1960
ISSUED JUNE 1961

(In thousands of gallons)

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
Alabama	76,553	73,434	84,317	86,846	84,430	86,659	85,783	88,119	83,545	83,423	84,498	86,683	1,004,290	Alabama
Alaska	4,442	2,737	3,034	3,353	4,415	5,022	5,203	5,072	5,424	4,321	3,884	3,368	47,475	Alaska
Arizona	41,091	40,644	44,485	43,636	42,801	44,996	43,568	45,950	41,893	43,374	43,801	46,131	522,374	Arizona
Arkansas	39,598	42,375	46,738	46,382	54,725	50,926	57,099	56,022	52,019	51,378	52,725	51,046	601,033	Arkansas
California	461,430	431,196	425,552	476,984	477,153	467,399	476,832	503,257	527,245	486,522	475,663	463,652	5,672,885	California
Colorado	40,201	41,931	51,280	54,927	55,071	63,704	67,083	66,939	54,597	53,773	51,080	47,173	648,759	Colorado
Connecticut	58,331	57,116	63,107	65,426	66,102	68,846	69,872	71,382	65,808	67,677	65,745	70,463	789,875	Connecticut
Delaware	12,629	15,285	13,605	14,956	14,953	15,839	16,045	14,428	14,717	13,345	13,885	11,423	171,110	Delaware
Florida	149,674	152,036	159,352	150,476	144,660	145,144	141,419	144,234	135,077	135,844	146,540	161,363	1,765,819	Florida
Georgia	103,698	99,178	108,213	111,241	108,528	111,390	113,302	117,865	108,968	110,079	109,949	115,431	1,317,842	Georgia
Hawaii	10,361	10,568	11,249	11,202	10,877	11,936	12,221	12,563	11,549	11,225	11,531	11,842	137,124	Hawaii
Idaho	17,196	16,517	21,245	21,709	20,719	23,648	23,484	24,718	23,196	21,601	20,748	22,654	257,435	Idaho
Illinois	228,346	218,676	236,981	253,561	263,688	266,013	249,983	267,815	256,002	260,067	253,384	261,869	3,016,385	Illinois
Indiana	127,068	125,821	137,099	153,498	150,116	155,369	146,335	153,733	143,575	144,204	142,785	141,255	1,720,858	Indiana
Iowa	65,664	62,604	69,672	80,734	88,649	94,035	103,114	95,788	89,288	86,932	80,326	76,303	993,109	Iowa
Kansas	62,377	61,601	64,419	69,314	68,677	61,695	64,355	70,504	60,977	57,776	70,584	72,845	804,524	Kansas
Kentucky	65,518	61,770	65,424	75,817	76,213	77,112	75,479	81,694	74,139	74,809	73,672	74,260	875,907	Kentucky
Louisiana	65,941	67,407	73,584	76,671	81,602	76,583	74,828	81,839	77,987	73,728	77,411	81,769	909,350	Louisiana
Maine	22,060	23,149	23,601	24,545	23,683	31,330	36,949	29,591	27,267	27,267	26,452	27,277	335,221	Maine
Maryland	69,066	66,568	73,371	78,436	75,614	80,487	78,784	80,925	76,236	78,016	76,306	77,693	911,502	Maryland
Massachusetts	107,287	103,297	112,940	117,329	117,772	128,325	128,204	134,130	122,096	121,136	119,279	126,541	1,438,336	Massachusetts
Michigan	188,651	187,455	211,164	207,034	215,009	226,786	223,457	243,475	213,828	212,934	215,455	218,550	2,563,798	Michigan
Minnesota	82,267	81,041	92,026	98,192	118,959	106,958	122,244	111,014	105,090	107,532	85,831	78,723	1,189,877	Minnesota
Mississippi	58,127	44,220	51,351	57,772	58,353	55,054	53,244	56,572	52,456	55,474	51,445	58,480	646,348	Mississippi
Missouri	117,985	115,832	122,353	138,891	136,029	145,798	135,197	147,207	130,068	133,336	131,737	136,665	1,591,098	Missouri
Montana	15,546	18,979	20,883	21,333	22,908	26,734	28,690	29,143	20,784	24,219	22,189	18,236	269,646	Montana
Nebraska	38,835	36,198	40,070	52,693	50,018	49,937	52,461	50,627	42,891	47,424	45,490	43,900	590,504	Nebraska
Nevada	19,515	15,795	12,167	12,208	13,033	14,167	15,900	16,333	14,728	14,467	12,588	12,048	159,783	Nevada
New Hampshire	13,220	13,303	14,209	15,099	15,564	18,507	20,943	21,378	16,328	17,319	16,396	16,047	198,313	New Hampshire
New Jersey	152,676	150,179	162,756	171,655	169,318	179,613	181,555	188,850	171,214	169,507	168,505	165,555	2,031,383	New Jersey
New Mexico	31,611	30,528	32,715	33,858	33,982	34,201	38,363	40,850	34,008	34,008	33,538	34,120	417,759	New Mexico
New York	284,052	267,291	287,180	308,109	317,256	337,768	349,626	365,378	324,856	316,623	326,518	325,951	3,810,608	New York
North Carolina	108,610	115,041	100,450	127,419	122,198	129,639	124,849	128,588	126,602	122,941	125,073	123,769	1,455,179	North Carolina
North Dakota	11,101	11,300	18,361	15,245	15,901	20,120	19,040	19,061	16,120	17,219	17,710	13,710	204,355	North Dakota
Ohio	245,326	235,570	244,960	272,051	275,452	275,663	267,757	286,390	269,636	261,930	253,329	257,931	3,145,995	Ohio
Oklahoma	67,073	66,453	74,249	76,534	75,750	81,684	86,908	81,000	75,251	74,604	76,008	78,192	903,714	Oklahoma
Oregon	46,178	46,482	51,903	53,702	53,773	61,832	62,228	65,497	60,419	57,315	53,256	49,442	662,027	Oregon
Pennsylvania	239,923	232,740	256,145	274,780	272,428	289,016	286,691	298,309	275,530	273,880	270,247	269,074	3,238,763	Pennsylvania
Rhode Island	19,161	18,077	19,706	20,654	22,787	21,958	21,958	22,852	20,707	20,572	20,254	21,286	247,752	Rhode Island
South Carolina	56,699	53,233	58,939	61,867	61,195	61,266	62,778	66,371	59,616	59,632	61,185	63,202	725,983	South Carolina
South Dakota	16,319	14,037	17,605	16,756	20,780	24,807	27,967	29,697	23,742	23,001	19,480	18,029	252,220	South Dakota
Tennessee	87,652	79,046	88,669	89,997	102,300	101,875	95,898	104,073	94,251	87,519	92,674	100,971	1,124,925	Tennessee
Texas	287,804	283,419	318,320	301,025	293,425	320,334	324,687	333,092	316,831	303,947	316,309	323,425	3,728,618	Texas
Utah	22,185	22,519	26,961	23,911	28,304	28,799	28,559	32,007	28,318	28,482	25,602	25,432	321,079	Utah
Vermont	8,860	8,319	9,253	9,788	11,214	12,048	13,610	13,949	11,567	10,883	10,262	10,369	130,122	Vermont
Virginia	97,681	94,760	98,153	113,542	110,927	113,887	117,479	115,306	111,633	111,878	109,452	108,249	1,302,947	Virginia
Washington	64,715	66,923	79,585	74,891	77,613	83,415	86,881	88,425	82,411	79,638	74,935	73,864	933,296	Washington
West Virginia	30,090	36,308	42,969	46,344	44,669	46,344	41,669	46,291	42,614	40,405	39,667	44,370	485,335	West Virginia
Wisconsin	87,876	86,512	97,248	96,940	109,481	122,341	112,774	120,632	103,581	107,300	105,083	104,916	1,254,684	Wisconsin
Wyoming	9,752	12,533	12,776	13,635	15,210	18,721	21,394	21,886	16,934	15,317	13,268	12,420	183,846	Wyoming
Dist. of Col.	16,766	16,193	17,114	17,966	16,817	16,550	16,895	17,814	17,884	17,214	17,206	17,167	206,656	Dist. of Col.
Total	4,337,589	4,224,640	4,571,847	4,834,424	4,923,201	5,110,857	5,101,048	5,318,001	4,936,724	4,852,988	4,810,409	4,856,098	57,877,826	Total
Total, 48 States and Dist. of Col.	4,325,786	4,211,335	4,557,564	4,819,669	4,907,909	5,093,614	5,083,909	5,300,366	4,919,751	4,837,442	4,794,994	4,840,888	57,693,227	Total, 48 States and Dist. of Col.

Motor Fuel

¹ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, table G-24 gives nonhighway use by purpose of use, and table G-25 gives highway use of special fuels by months. See notes to table G-21.

HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 1961¹

(In thousands of gallons)

TABLE G-25, 1960
ISSUED JUNE 1961

STATE	TAX RATE PER GALLON DECEMBER 31 2	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	CHANGE DURING 1960		STATE
															AMOUNT	PERCENT	
Alabama	7	2,905	2,725	3,077	2,899	2,893	3,072	2,779	2,946	2,901	3,020	3,033	3,024	35,274	4,347	14.1	Alabama
Alaska 3	9	17	18	21	27	30	31	31	33	33	26	24	20	287	-	-	Alaska 3
Arizona	5	3,441	2,898	4,230	3,815	3,773	4,158	3,811	3,739	3,784	3,623	4,105	3,739	45,116	3,468	8.3	Arizona
Arkansas	6.5	1,990	2,433	2,077	2,119	2,836	2,402	2,399	2,591	2,553	2,640	2,500	2,368	28,908	2,204	8.3	Arkansas
California	6 & 7	24,160	22,756	22,444	25,111	25,182	24,729	25,404	26,676	27,968	25,812	25,243	24,590	300,075	-6,752	-2.2	California
Colorado	6	2,825	3,032	3,097	2,982	3,273	3,301	3,420	3,470	3,397	3,556	3,623	3,091	38,873	2,201	6.0	Colorado
Connecticut	6	1,290	1,574	1,457	1,497	1,542	1,356	1,267	1,498	1,540	1,463	1,414	1,491	17,389	2,214	14.6	Connecticut
Delaware	5	304	382	425	511	445	546	494	479	495	409	366	346	5,202	1,321	34.0	Delaware
Florida	7	4,367	4,163	4,581	4,488	4,511	3,964	3,504	3,723	3,524	3,795	4,366	5,185	50,171	5,448	12.2	Florida
Georgia	6.5	5,494	4,836	5,617	5,557	5,006	5,949	4,840	5,163	5,880	5,841	5,271	5,147	64,601	8,632	15.4	Georgia
Hawaii	5	223	256	336	303	318	390	506	352	315	334	287	343	3,863	180	4.9	Hawaii
Idaho	6	966	929	1,194	1,224	1,172	1,339	1,337	1,404	1,305	1,221	1,162	1,269	14,522	1,201	9.0	Idaho
Illinois	5	9,585	9,520	10,753	10,070	10,213	10,519	10,263	11,663	11,081	10,909	10,888	11,298	126,762	15,831	14.3	Illinois
Indiana	6	5,774	5,934	6,418	5,820	5,972	6,055	5,439	5,938	6,044	6,278	6,295	6,358	72,325	12,646	21.2	Indiana
Iowa	6 & 7	3,018	3,136	3,765	3,198	3,499	3,011	3,191	3,279	3,170	3,237	3,540	3,512	39,556	5,730	16.9	Iowa
Kansas	5 & 7	2,203	2,341	3,029	2,415	2,950	3,273	2,825	2,847	3,244	2,878	2,633	3,376	34,214	-1,551	-4.3	Kansas
Kentucky	7	2,578	2,440	2,625	3,066	3,120	3,155	3,025	3,216	2,962	2,964	2,900	2,893	34,944	432	1.3	Kentucky
Louisiana	7	2,254	2,338	2,658	2,435	2,451	2,409	2,353	2,437	2,634	2,497	2,640	2,651	29,757	2,496	9.2	Louisiana
Maine	7	394	538	542	453	539	528	537	619	486	471	479	541	6,142	758	14.1	Maine
Maryland	6	2,471	2,234	2,600	2,392	2,656	2,749	2,496	2,578	2,734	2,686	2,610	2,736	31,142	5,452	21.2	Maryland
Massachusetts	5.5	2,387	1,960	2,643	2,332	2,377	2,752	2,298	2,721	2,701	2,404	2,829	2,773	30,181	6,310	26.4	Massachusetts
Michigan	6	3,739	3,650	4,071	3,303	3,689	3,930	3,828	4,269	4,219	4,333	3,943	4,251	47,221	8,223	21.1	Michigan
Minnesota	5	3,594	3,727	3,944	3,478	3,529	3,589	3,840	3,991	3,871	4,188	3,952	4,328	46,031	9,484	26.0	Minnesota
Mississippi	8	1,790	2,436	1,323	2,015	2,732	1,339	2,264	2,345	1,770	3,487	3,021	1,533	26,255	2,756	11.7	Mississippi
Missouri	3	4,534	5,215	5,616	5,198	5,184	5,262	5,131	5,555	5,539	5,899	5,646	5,826	64,605	7,448	13.0	Missouri
Montana	6 & 9	1,396	2,256	1,713	1,804	2,120	2,697	2,638	2,571	2,692	3,040	2,291	2,366	27,216	903	3.4	Montana
Nebraska	7	2,441	2,547	2,750	2,666	2,596	2,474	2,622	2,785	2,767	2,958	2,738	2,818	32,162	3,184	11.0	Nebraska
Nevada	6	1,537	1,230	1,543	1,459	1,530	1,567	1,639	1,703	1,851	1,651	1,676	1,439	18,825	44	0.2	Nevada
New Hampshire	7	173	160	195	177	182	207	203	220	216	180	195	225	2,333	444	23.5	New Hampshire
New Jersey	5	7,183	7,008	7,970	7,197	7,693	7,815	7,510	8,264	7,901	7,931	7,747	7,692	91,911	10,809	13.3	New Jersey
New Mexico	6	3,557	3,663	3,808	3,725	3,679	3,582	3,679	3,534	3,582	3,534	3,592	3,517	43,797	141	0.3	New Mexico
New York	6 & 9	8,081	7,204	7,748	7,536	7,866	7,344	7,809	8,176	7,664	7,940	7,625	8,012	93,005	7,669	9.0	New York
North Carolina	7	4,206	4,359	4,496	4,372	4,366	4,487	4,356	4,668	4,415	4,436	4,428	4,567	53,096	4,985	10.4	North Carolina
North Dakota	6	604	612	1,553	839	879	1,043	1,137	1,090	981	981	800	659	11,115	761	7.3	North Dakota
Ohio	7	10,680	10,792	12,023	10,914	11,080	10,831	11,178	11,174	11,203	11,361	11,174	11,406	133,816	12,874	10.6	Ohio
Oklahoma	6.5	3,348	3,316	3,705	3,829	3,788	3,863	4,098	3,762	3,762	3,727	3,895	3,822	45,181	3,282	7.8	Oklahoma
Oregon 5/	6	4,107	3,952	4,281	3,846	3,876	4,089	3,968	4,061	4,184	4,290	3,821	4,064	48,559	1,830	3.9	Oregon 5/
Pennsylvania	5	10,729	9,985	11,084	10,537	10,626	10,776	10,251	11,280	11,134	11,117	10,997	11,330	130,446	24,835	23.5	Pennsylvania
Rhode Island	7	490	475	515	554	688	682	513	583	696	618	671	525	6,963	1,525	28.0	Rhode Island
South Carolina	7	2,275	2,409	2,430	2,442	2,464	2,537	2,121	2,225	2,189	2,208	2,255	2,327	27,882	3,564	14.7	South Carolina
South Dakota	6 & 7	1,011	698	822	802	757	850	1,190	1,191	1,103	1,483	1,128	1,283	12,318	1,019	9.0	South Dakota
Tennessee	7	3,837	3,838	4,095	4,155	4,295	4,273	4,017	4,393	4,401	4,283	4,283	4,332	50,411	6,499	14.8	Tennessee
Texas	5 & 6.5	16,056	14,911	12,657	17,459	15,193	14,406	16,315	13,674	16,182	13,262	13,817	17,274	181,206	14,232	8.5	Texas
Utah	6	1,417	2,277	2,849	1,741	2,698	2,589	2,021	2,605	2,383	2,280	2,366	2,239	27,465	441	1.6	Utah
Vermont	No Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Vermont
Virginia	7	6,954	7,219	6,558	7,535	7,768	6,773	7,364	7,797	7,801	7,637	8,119	6,963	88,488	9,932	12.6	Virginia
Washington	6.5	2,899	3,066	3,310	3,533	3,606	3,363	3,464	3,944	3,764	3,604	3,271	3,346	40,940	1,534	3.9	Washington
West Virginia	7	1,451	1,801	2,452	2,527	2,602	1,726	1,676	2,426	1,801	2,301	2,427	1,826	25,016	1,406	6.0	West Virginia
Wisconsin	6	2,669	2,802	3,021	2,672	2,742	2,816	2,643	2,962	2,832	3,159	2,979	3,184	34,481	5,513	19.0	Wisconsin
Wyoming	5 & 7	1,457	1,495	1,506	1,445	1,642	1,501	1,634	1,901	1,984	1,776	1,639	1,611	19,922	8,736	43.3	Wyoming
Dist. of Col.	6	590	566	652	812	816	908	744	832	768	727	730	716	4/ 8,861	1,102	14.2	Dist. of Col.
Total	6/ 6.28	191,443	190,111	202,310	201,378	204,998	203,223	201,962	211,875	212,556	211,219	207,372	210,384	2,448,831	7/ 220,534	9.9	Total
Total, 48 States and Dist. of Col.	6/ 6.28	191,211	189,838	201,956	201,054	204,653	202,803	201,425	211,492	212,208	210,859	207,061	210,121	2,444,681	220,354	9.9	Total, 48 States and Dist. of Col.

Motor Fuel

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, table G-23 gives highway use by months, and table G-24 gives nonhighway use by purpose of use. The special fuels given in this table are motor fuels other than gasoline, that are used on the highways, and consist primarily of diesel fuel and liquefied petroleum gases. The gallonage is included in tables G-21, 22, and 23.
2/ See table G-1, 1960 for comparison of State tax rates on gasoline and special fuels.

3/ Estimated by the Bureau of Public Roads.
4/ Comparable totals on G-25 for 1959 were revised.
5/ Vehicles consuming special fuels and paying mileage tax to Public Utilities Commission are not required to pay gallonage tax. Gallonage reported here include fuel consumed by the vehicles that pay the mileage tax.
6/ Weighted average rate.
7/ Does not include an amount for Alaska.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE¹

TABLE G-240
ISSUED JUNE 1961

NONHIGHWAY USE AS A PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES											
	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	
0 - 4.9	ALA R I ARK S C GA UTAH KY VT LA W VA MASS WVA NH WYO PA D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C	ALA PA ARK R I CONN S C GA UTAH KY VT MAINE VA MASS WVA NH WYO NJ D C
5.0 - 9.9	ARIZ NEV CALIF N J CONN N MEX DEL N Y FLA N C MAINE OHIO MD OREG MISS TENN MO VA NEBR WASH	ARIZ N MEX CALIF N Y CONN N C DEL N C FLA OREG LA TENN MAINE VA MD MISS MISS NEV NEBR WASH	ARIZ N MEX CALIF N Y CONN N C DEL N C FLA OREG LA TENN MAINE VA MD MISS MISS NEV NEBR WASH	ARIZ NEV CALIF N Y CONN N C DEL N C FLA OREG LA TENN MAINE VA MD MISS MISS WASH	ARIZ MISS CALIF N MEX DEL N Y FLA N Y IND OHIO LA TENN MD TEXAS MICH WASH	ARIZ NEV CALIF N MEX DEL N Y FLA OREG IND OHIO LA TENN MD TEXAS MICH WASH	ARIZ NEV CALIF N MEX DEL N Y FLA OREG IND OHIO LA TENN MD TEXAS MICH WASH	ARIZ NEV CALIF N MEX DEL N Y FLA OREG IND OHIO LA TENN MD TEXAS MICH WASH	ARIZ N MEX CALIF OHIO DEL OKLA FLA OREG IND TENN LA TEXAS LA WASH MICH WYO MISS WVA NEV UTAH	ARIZ N MEX CALIF OHIO DEL OKLA FLA OREG IND TENN LA TEXAS LA WASH MICH WYO MISS WVA NEV UTAH	ARIZ N MEX CALIF OHIO DEL OKLA FLA OREG IND TENN LA TEXAS LA WASH MICH WYO MISS WVA NEV UTAH	
10.0 - 14.9	IDAHO MICH ILL TEXAS IND WIS	IDAHO NEBR ILL NEV IND TEXAS MICH WIS	IDAHO MO ILL NEBR IND TEXAS MICH WIS	ILL NEBR MICH OKLA MO TEXAS MONT WIS	COLO NEBR IDAHO OKLA ILL OREG MO WIS	COLO NEBR IDAHO OKLA ILL OREG MO WIS	COLO NEBR IDAHO OKLA ILL OREG MO WIS	COLO NEBR IDAHO OKLA ILL OREG MO WIS	IDAHO N Y ILL WIS MO	COLO MO FLA N Y ILL WIS	COLO MO IDAHO N Y ILL WIS	
15.0 - 19.9	COLO OKLA	COLO MINN MONT OKLA	COLO MINN MONT OKLA	COLO IDAHO MINN	COLO MINN	COLO MINN	COLO MINN MONT	IDAHO MINN MONT	COLO MINN MONT	IDAHO MINN MONT	COLO MINN MONT	
20.0 - 24.9	IOWA MINN MONT	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS	IOWA KANS MONT	IOWA KANS MONT	IOWA KANS	IOWA KANS	IOWA KANS	IOWA KANS	IOWA KANS	
25.0 - 29.9	KANS	KANS S DAK	KANS S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	
30.0 - 34.9	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	S DAK	
35.0 - 39.9												
40.0 - 44.9												
45.0 - 49.9	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	N DAK	
50.0 - 54.9											ALASKA	

^{1/} Some States do not allow full refund or exemption for alleged nonhighway use; and in some States, motor fuel used for certain nonhighway purposes is taxed at a rate lower than the prevailing rate. Gallonage that was taxed at lower rates or on which partial refunds or exemptions were allowed is classified as refunded or exempted.

Motor Fuel

STATE MOTOR-FUEL TAX RECEIPTS-1960¹

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	TAX RATE PER GALLON ON DECEMBER 31		RECEIPTS FROM TAXATION OF MOTOR FUEL										OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX ^{2/}						NET TOTAL RECEIPTS	DEDICATED TAXES FROM NONHIGHWAY FUEL ^{7/}	ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) ^{5/}	GROSS TAX COLLECTIONS ^{3/}	DEDUCTIONS BY DISBURSERS FOR EXPENSES ^{4/}	GROSS RECEIPTS BY STATE	REFUNDS PAID BY STATE	NET RECEIPTS BY STATE	DISTRICT UPON RECEIPTS AND DEALERS LICENSES	INSPECTION FEES ^{6/}	FINES AND PENALTIES	MISCELLANEOUS RECEIPTS	TOTAL	FINES AND PENALTIES	INSPECTION FEES ^{6/}	MISCELLANEOUS RECEIPTS	TOTAL						
																	6.5	6.5				
Alabama		(cents)	72,890	316	72,574	931	71,643	312	292	-	-	564	-	-	-	72,167	145	71,662	Alabama			
Alaska	8/7	7	4,146	-	4,146	286	3,862	-	-	-	-	-	-	-	-	2,579	-	2,579	Alaska			
Arizona	5	5	26,073	-	26,073	2,180	25,893	1	-	-	-	-	31	-	-	25,925	-	25,925	Arizona			
Arkansas	6.5	6.5	39,862	-	39,862	776	39,086	-	301	-	-	301	-	-	-	39,387	-	39,387	Arkansas			
California	6	6 & 7	160,822	-	160,822	18,746	142,076	20	-	-	-	7	-	-	-	341,813	390	341,463	California			
Colorado	6	6	47,873	-	47,873	4,287	43,586	49	-	-	-	-	-	-	-	37,613	-	37,613	Colorado			
Connecticut	6	6	17,047	-	17,047	874	16,173	2	-	-	-	-	-	-	-	17,099	-	17,099	Connecticut			
Delaware	5	5	8,991	-	8,991	536	8,455	-	-	-	-	-	-	-	-	8,457	-	8,457	Delaware			
Florida	7	6.5	125,731	9/2	125,731	328	125,403	74	2,473	104	2,247	-	-	-	-	126,067	69	126,067	Florida			
Georgia	6.5	6.5	88,867	-	88,867	2,419	86,448	1	-	-	105	-	-	-	-	84,996	-	84,996	Georgia			
Hawaii	10/5	10/5	10,312	-	10,312	2,311	15,280	-	-	26	-	-	-	-	-	10,312	103	10,415	Hawaii			
Idaho	6	6	17,531	-	17,531	-	-	-	-	-	-	-	-	-	-	15,246	-	15,246	Idaho			
Illinois	6	6	167,056	3,341	163,715	19,850	143,865	1	970	-	970	-	-	-	-	144,815	-	144,815	Illinois			
Indiana	6	6	108,197	-	108,197	7,186	101,011	1	4,376	15	70	-	-	-	-	104,590	-	104,590	Indiana			
Iowa	6	6	72,984	-	72,984	14,818	58,166	6	78	-	-	-	-	-	-	58,236	121	58,357	Iowa			
Kansas	5	5	49,458	-	49,458	9,716	39,742	-	-	-	-	-	-	-	-	39,958	-	39,958	Kansas			
Kentucky	11/7	7	66,282	798	65,484	2,669	62,815	-	-	-	-	-	-	-	-	62,815	-	62,815	Kentucky			
Louisiana	7	7	67,133	-	67,133	3,729	63,404	-	273	2	289	-	-	-	-	63,693	-	63,693	Louisiana			
Maine	7	7	24,185	-	24,185	708	23,477	-	-	3	-	-	-	-	-	23,383	-	23,383	Maine			
Maryland	6	6	56,782	-	56,782	2,493	54,289	-	109	77	-	-	-	-	-	54,475	-	54,475	Maryland			
Massachusetts	5.5	5.5	79,295	320	78,975	1,129	77,846	82	-	-	-	-	-	-	-	77,889	-	77,889	Massachusetts			
Michigan	6	6	157,725	-	157,725	9,957	147,768	9	-	-	-	-	-	-	-	146,848	-	146,848	Michigan			
Minnesota	5	5	68,146	-	68,146	2,318	65,828	1	-	-	-	-	-	-	-	65,843	-	65,843	Minnesota			
Mississippi	7	* 8	47,432	-	47,432	-	-	-	-	-	-	-	-	-	-	45,114	-	45,114	Mississippi			
Missouri	3	3	51,011	-	51,011	4,857	46,154	-	7	-	145	-	-	-	-	46,299	-	46,299	Missouri			
Montana	6	6 & 9	19,566	283	19,283	16,949	2,334	-	138	-	230	-	-	-	-	16,949	312	17,261	Montana			
Nebraska	7	7	44,355	-	44,355	5,324	39,031	17	72	141	-	-	-	-	-	39,278	496	39,774	Nebraska			
Nevada	6	6	10,052	90	9,962	378	9,584	-	53	-	75	-	-	-	-	9,562	77	9,639	Nevada			
New Hampshire	7	7	14,227	9/98	14,129	348	13,781	-	-	-	-	-	-	-	-	13,782	-	13,782	New Hampshire			
New Jersey	5	5	100,673	-	100,673	4,389	96,284	70	-	-	-	-	-	-	-	100,332	-	100,332	New Jersey			
New Mexico	6	6	25,833	-	25,833	1,075	24,758	34	-	-	-	-	-	-	-	24,906	-	24,906	New Mexico			
New York	6	6 & 9	225,275	1,682	223,593	9,843	213,750	48	-	-	-	-	-	-	-	213,807	-	213,807	New York			
North Carolina	7	7	104,653	-	104,653	3,984	100,669	-	3,576	115	3,691	-	-	-	-	104,360	-	104,360	North Carolina			
North Dakota	6	6	19,025	198	18,827	16,995	1,832	3	95	-	98	-	-	-	-	10,793	-	10,793	North Dakota			
Ohio	7	7	286,627	-	286,627	12,098	274,529	-	-	-	-	-	-	-	-	214,959	220	215,179	Ohio			
Oklahoma	6.5	6.5	59,645	1,594	58,051	-	-	-	687	75	762	-	-	-	-	59,013	-	59,013	Oklahoma			
Oregon	6	6	40,128	-	40,128	3,224	36,904	-	-	-	-	-	-	-	-	36,904	-	36,904	Oregon			
Pennsylvania	5	5	171,718	1,720	169,998	3,956	166,042	1	-	26	26	-	-	-	-	166,068	-	166,068	Pennsylvania			
Rhode Island	8/7	7	16,600	-	16,600	425	16,175	-	-	-	-	-	-	-	-	16,176	-	16,176	Rhode Island			
South Carolina	7	7	53,317	-	53,317	1,978	51,339	-	1,843	-	1,940	-	-	-	-	53,279	-	53,279	South Carolina			
South Dakota	6	6	21,347	762	20,585	5,764	15,021	-	63	-	68	-	-	-	-	15,089	-	15,089	South Dakota			
Tennessee	7	7	83,700	-	83,700	7,536	76,164	108	6,604	-	6,714	-	-	-	-	82,878	-	82,878	Tennessee			
Texas	5	5 & 6.5	202,035	2,980	199,055	13,923	185,132	-	-	-	40	-	-	-	-	185,172	-	185,172	Texas			
Utah	6	6	21,318	201	21,117	332	20,785	-	-	-	16	-	-	-	-	20,801	699	21,500	Utah			
Vermont	6.5	No Tax	8,696	-	8,696	-	-	-	-	-	-	-	-	-	-	8,696	-	8,696	Vermont			
Virginia	8/11/7	8/11/7	86,745	-	86,745	3,981	82,764	3	-	18	21	-	-	-	-	82,785	241	83,026	Virginia			
Washington	6.5	6.5	63,966	-	63,966	2,897	61,069	-	-	-	22	-	-	-	-	61,091	-	61,091	Washington			
West Virginia	7	7	35,021	-	35,021	1,124	33,897	8	-	-	93	-	-	-	-	33,990	-	33,990	West Virginia			
Wisconsin	6	6	82,433	9/118	82,315	8,154	74,161	-	397	-	424	-	-	-	-	74,585	-	74,585	Wisconsin			
Wyoming	5	5 & 7	10,460	-	10,460	675	9,785	-	-	-	2	-	-	-	-	9,787	-	9,787	Wyoming			
Dist. of Col.	5	5	12,119	-	12,119	129	11,990	13	-	-	89	-	-	-	-	12,079	-	12,079	Dist. of Col.			
Total	13/5.92	13/6.28	3,625,513	17,412	3,608,101	222,744	3,385,357	866	19,243	559	21,500	832	599	599	21,500	3,406,857	10,992	3,395,865	Total			
Total, 48 States and Dist. of Col.	5.92	6.28	3,611,053	17,412	3,593,641	222,458	3,371,183	866	19,243	599	21,500	832	599	599	21,500	3,392,683	6,932	3,395,751	Total, 48 States and Dist. of Col.			

^{1/} This table includes the revenues from State taxes on all motor-vehicle fuels. In nearly all States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

^{2/} Such additions are shown in parentheses. Some States impose additional registration fees on vehicles using special fuels. Such additional fees are also included in parentheses.

^{3/} Includes, in some States, receipts in the form of tax credits for refund claims accepted by distributors acting as agents of the State and refund credits to users that are licensed as distributors.

^{4/} In Kentucky, Nevada, South Dakota, and Utah, allowances of 2-1/4, 2, 4-1/2, and 2 percent, respectively, of the tax otherwise due are made in consideration of both expense of collection and gallonage losses in handling. In these States, the allowances for expense only have been estimated as 1-1/4, 1, 3-1/2, and 1 percent, respectively. Arkansas, Georgia, Indiana, Missouri, and Texas also make allowances for these purposes, but a segregation of the assigned percentage for loss and for expense is not available.

^{5/} In rounding to the nearest thousand, entries under five hundred dollars have been omitted.

^{6/} Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the highways have been eliminated.

^{7/} The amounts in this column are aviation-fuel tax proceeds that were deducted for aviation purposes, except that the entries for Alaska, California, Hawaii, Maine, Michigan, New Hampshire, and Ohio also include marine-fuel tax proceeds that were deducted for marine purposes.

^{8/} Tax rate changes in 1960 were as follows: Alaska 5 to 7 cents, April 1; Rhode Island 6 to 7 cents, June 1; Virginia 6 to 7 cents, July 1.

^{9/} Includes allowances to service station operators: \$1,001,101 in Florida; \$97,919 in New Hampshire; \$11,739 in Wisconsin.

^{10/} The State tax rate is 8 cents per gallon in Hawaii County and 5 cents per gallon in the other counties.

^{11/} Trucks or combinations of more than two axles pay motor-fuel tax rates of 9 cents per gallon in Kentucky and 9 cents in Virginia (8 cents per gallon in Virginia prior to July 1, 1960).

^{12/} Special county taxes of 3 cents per gallon in Hancock County, and 2 cents per gallon in Harrison and Jackson Counties, imposed for seawall protection, are not included in this table.

^{13/} Weighted average tax rates. Weighted average rate for motor fuel was 5.94 cents per gallon.

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1960

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE G-3, 1960
ISSUED AUGUST 1961

10

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR	ADJUST-MENTS DUE TO UNRE-TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAXES AND FEES		NET FUNDS DISTRIBUTED 2/	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 5/						
				FROM MOTOR-FUEL TAXES 1/	FROM INSPECTION FEES, DEALERS LICENSES, ETC.		CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION		STATE HIGHWAY POLICE AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND		COUNTY AND OTHER LOCAL GENERAL FUNDS	EDUCATION, NONHIGHWAY DEBT, AND MISCELLANEOUS	TOTAL
							STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER STATE ROADS								FROM INSPECTION FEES, DEALERS LICENSES, ETC.	FROM MOTOR-FUEL TAXES			
Alabama	71,682	-	71,682	336	258	71,088	20,992	148	-	8,441	29,581	3/ 40,707	495	-	41,202	152	-	153	-	305
Alaska	2,579	-106	2,685	(1/)	-	2,685	2,542	127	-	2,685	-	-	-	-	-	-	-	-	-	-
Arizona	25,867	-237	25,630	446	-	25,184	16,070	-	1,367	-	17,437	5,167	2,580	-	7,747	-	-	-	-	-
Arkansas	39,387	-7	39,380	150	9	39,221	21,579	-	475	6,323	28,357	6,584	2,942	-	9,526	292	1,046	-	-	1,338
California	341,463	-603	340,860	1,513	-	339,347	227,689	-	-	-	227,689	72,132	39,526	-	111,698	-	-	-	-	-
Colorado	37,619	-	37,619	518	-	37,101	19,468	-	3,242	2,629	25,339	9,292	2,470	-	11,762	-	-	-	-	-
Connecticut	47,099	-122	47,221	44	-	47,127	35,517	-	242	48	37,882	7,304	1,883	-	9,187	52	-	16	20	88
Delaware 6/	8,457	-	8,457	24	-	8,433	2,108	-	1,041	4,486	7,635	(3/)	798	-	798	-	-	-	-	-
Florida	126,067	-74	126,141	360	675	125,106	95,715	1,290	-	12,955	107,960	9,746	-	4,428	14,174	1,572	1,400	-	-	2,972
Georgia	84,956	-	84,956	478	-	84,478	44,242	-	3,311	2,024	49,577	14,537	636	6,447	21,620	-	13,281	-	-	13,281
Hawaii	7,535	-	7,535	(2/)	-	7,535	3,645	14	-	3,861	7,920	-	-	15	15	-	-	-	-	-
Idaho	15,443	-76	15,367	60	-	15,007	10,487	-	-	-	10,487	4,113	407	-	4,520	-	-	-	-	-
Illinois	144,815	273	145,088	348	388	144,352	38,012	-	138	-	38,150	35,248	60,014	10,358	105,620	582	-	-	-	582
Indiana	103,944	-1,372	102,572	142	77	102,353	50,508	-	4,034	-	54,597	30,993	15,463	-	46,456	1,300	-	-	-	1,300
Iowa	58,115	596	58,671	510	-	58,161	34,804	-	155	-	34,959	19,114	4,088	-	23,202	-	-	-	-	473
Kansas	39,858	-84	39,774	1/ 577	41	39,156	27,071	4	1,555	-	28,630	6,921	3,132	-	10,053	61	412	-	-	-
Kentucky	62,815	-33	62,802	438	-	62,364	50,608	-	4,524	2,934	58,066	3,927	-	-	3,927	-	371	-	-	371
Louisiana	63,693	-109	63,584	322	273	62,989	29,173	-	1,463	13,586	44,226	15,405	3,358	-	18,763	-	-	-	-	-
Maine	23,383	-26	23,357	67	-	23,290	17,143	539	683	-	21,320	1,529	441	-	1,970	-	-	-	-	-
Maryland	54,475	-	54,475	297	186	54,032	15,206	-	11,810	-	27,016	9,285	17,216	515	27,016	-	-	-	-	-
Massachusetts	77,839	-319	77,520	233	82	77,205	22,074	2,264	4,518	35,505	64,361	8,289	1,621	2,925	12,835	-	9	-	-	9
Michigan	146,496	70	146,566	724	-	145,842	611	2,464	19,488	71,768	49,398	24,676	-	74,074	-	-	-	-	-	-
Minnesota	58,358	-87	58,445	288	151	58,006	33,394	-	2,482	-	35,876	16,780	5,208	-	21,988	142	-	-	-	142
Mississippi	45,066	-	45,066	1/ 950	-	44,116	20,760	152	-	6,046	26,958	15,753	1,405	-	17,158	-	-	-	-	-
Missouri	46,299	-	46,299	222	-	46,077	42,884	-	2,564	440	45,888	51	-	-	51	138	-	-	-	138
Montana	16,637	-143	16,780	167	-	16,613	16,211	-	90	-	16,609	4	-	-	14,755	-	-	-	-	-
Nebraska	38,482	-	38,482	1/ 472	176	37,834	22,870	8	229	-	23,079	13,079	1,676	-	14,755	-	-	-	-	-
Nevada	9,562	94	9,656	138	53	9,465	6,906	-	486	-	7,392	1,355	718	-	2,073	-	-	-	-	-
New Hampshire	13,726	-	13,726	(1/)	-	13,726	4,172	-	4,331	12,915	807	-	-	-	807	-	-	-	-	4
New Jersey 6/	100,352	-	100,352	798	-	99,754	73,513	680	3,426	1,404	79,023	6,328	2,829	1,214	10,371	-	9,966	-	76	318
New Mexico	24,906	-	24,906	385	-	24,906	20,295	-	998	2,849	24,142	-	-	-	24,142	-	-	-	-	10,360
New York 6/	213,807	4,657	218,464	407	-	218,057	142,743	1/ 10,702	4,697	18,207	176,349	32,235	1,996	-	34,231	-	7,477	-	-	379
North Carolina	104,360	-22	104,338	1/ 2,186	235	101,917	71,921	-	4,159	15,030	90,710	(3/)	7,018	-	7,018	3,341	-	-	-	848
North Dakota	10,793	-	10,793	338	95	11,236	8,947	-	338	-	9,285	1,896	55	-	1,951	-	-	-	-	4,189
Ohio	214,309	-	214,309	379	-	213,930	129,712	136	209	30,720	160,771	30,373	22,780	-	53,153	-	-	-	-	-
Oklahoma	59,005	-76	58,229	474	175	58,280	33,153	26	-	-	33,179	23,428	1,673	-	25,101	-	-	-	-	-
Oregon	36,745	-17	36,728	126	-	36,602	18,131	172	1,881	4,010	24,194	7,947	3,620	-	11,567	-	-	-	-	841
Pennsylvania	165,316	-	165,316	576	-	164,740	104,479	436	7,607	4,895	117,417	30,920	16,403	-	47,323	-	-	-	-	-
Rhode Island 6/	16,176	-1	16,175	35	-	16,140	6,027	-	855	1,527	8,409	290	-	-	368	-	7,363	-	-	7,363
South Carolina	53,279	-	53,279	103	36	53,140	36,067	-	2,335	6,022	44,424	7,001	-	-	7,001	1,715	-	-	-	1,715
South Dakota	14,961	-153	14,808	116	9	14,683	12,309	-	412	4,331	12,915	807	-	-	807	-	-	-	-	4
Tennessee	82,878	512	83,390	85	180	83,125	24,207	1,025	495	-	12,804	1,829	-	-	1,879	-	-	-	-	15,778
Texas	185,132	-79	185,053	934	-	184,119	126,906	-	3,609	661	130,776	31,184	10,772	159	42,115	3,665	1,112	-	-	11,001
Utah	20,102	-	20,102	133	16	19,953	18,269	-	1,565	-	19,834	6,234	-	1,066	7,300	-	-	-	-	46,043
Vermont	8,660	-	8,660	7	-	8,653	1,886	35	145	793	2,859	5,516	278	-	5,794	-	-	-	-	-
Virginia	82,544	-1,598	80,946	218	21	80,707	67,111	-	6,365	-	73,476	3/ 960	6,271	-	7,231	-	-	-	-	-
Washington	61,091	-77	61,014	265	-	60,749	25,210	24	-	7,944	33,178	19,965	7,061	-	27,571	-	-	-	-	-
West Virginia	34,315	744	35,059	113	-	34,946	29,881	122	-	4,943	34,946	(3/)	-	-	-	-	-	-	-	-
Wisconsin	74,509	-	74,509	335	356	73,818	37,900	712	-	266	38,878	19,739	10,671	-	30,410	41	-	8/ 4,489	-	4,530
Wyoming	9,651	-	9,651	27	-	9,624	5,164	-	396	-	5,560	3,419	645	-	4,064	-	-	-	-	-
Dist. of Col.	12,079	7	12,086	(1/)	13	12,073	-	-	-	-	-	-	-	-	12,073	-	-	-	-	-
Total	3,396,387	3,214	3,399,601	17,436	3,505	3,378,660	1,978,806	18,799	72,646	239,130	2,309,381	626,784	295,026	27,672	949,482	13,053	42,437	4,734	59,573	119,797
Total, 48 States and Dist. of Col.	3,386,273	3,108	3,389,381	17,436	3,505	3,368,440	1,972,619	18,658	72,630	235,269	2,299,176	626,784	295,026	27,657	949,467	13,053	42,437	4,734	59,573	119,797

1/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-vehicle receipts, or general revenues. See tables SP-9 and 10 for details of collection costs. Amounts shown for Kansas, Mississippi, Nebraska, and North Carolina include \$251,000, \$436,000, \$167,000, and \$2,049,000 respectively for administration of motor-vehicle laws.

2/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rata motor-fuel tax portions of the amounts distributed from the common fund.

3/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$4,989,000, Delaware (amount not segregated), North Carolina \$35,740,000, Virginia \$31,029,000, and West Virginia \$13,082,000.

4/ Includes direct expenditures by States on local roads and streets as well as fund transfers. In many States, funds transferred under "county and other local roads" may ultimately have been used in part for city

streets or service of obligations for local roads. Funds allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

5/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Carwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table G-3, gross nonhighway allocations of motor-fuel revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Alaska \$778,000, Ia. \$1,053,000, Mich. \$8,000, N. Mex. \$926,000, Okla. \$1,138,000, S. Car. \$128,000, Tenn. \$265,000.

6/ In Delaware, New Jersey, New York and Rhode Island, motor-fuel revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

7/ Includes \$2,151,000 and \$7,212,000 for parkways and boulevards in Massachusetts and New York respectively.

8/ Allotments to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles. These may have been used in part for highways, but such amounts were not reported.

Highway Statistics, 1960

STATE TAXATION OF GASOLINE

TABLE G-101
SHEET 1 OF 2
Status as of January 1, 1962

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

STATE	TAX RATE IN CENTS PER GALLON	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	ADMINISTRATIVE PERSONNEL EMPLOYED			
					OFFICE		FIELD	
					COLLECTION	REFUND	COLLECTION	REFUND
Alabama	7	Distributors, refiners, retailers or storers	Quantities sold and used	State Department of Revenue	12	5	8	4
Alaska	1/8	Importer	Quantities sold and used	Department of Revenue	4	1	-	-
Arizona	5	Wholesale distributors and importers	Quantities imported	State Highway Department, Motor Vehicle Division	6	9	32	4
Arkansas	2/6.5	Wholesale distributors (first sellers)	Inshipments or receipts	Department of Revenue, Motor Fuel Tax Division	13	5	20	(3/)
California	6	Distributors, manufacturers and importers	Quantities distributed	State Board of Equalization assesses and State Controller collects	3/142	(3/)	3/144	(3/)
Colorado	6	Distributors and refiners	Refinery invoice gallonage	Department of Revenue, Motor Fuel Tax Division	14	12	-	-
Connecticut	6	Licensed distributors	Quantities sold and used	State Tax Department, Motor Fuel Tax Section	2	1	6	4
Delaware	6	Wholesale distributors	Quantities sold and used	State Highway Department, Motor Fuel Tax Division	4	(3/)	-	(3/)
Florida	7	Wholesale distributors	First sale or use in State	State Comptroller, Gasoline Tax Department	4/8	(3/)	5	(3/)
Georgia	6.5	First producer, refiner, receiver or user	Quantities distributed and used	Department of Revenue, Motor Fuel Tax Unit	28	14	27	8
Hawaii	1/5	Manufacturers, producers, refiners, importers and distributors	Quantities manufactured, produced, refined, imported and sold or used	Department of Taxation	1	-	-	-
Idaho	1/6	Importers, refiners, and producers	Quantities received	State Tax Collector, Motor Fuels Division	7	7	-	-
Illinois	5	Wholesale distributors, or retail dealers who first handle fuel	Quantities sold and used	Department of Revenue, Motor Fuel Tax Division	22	14	40	7
Indiana	6	Distributors, refiners, and retailers	Quantities received	Department of State Revenue, Motor Fuel Tax Division	18	7	8	5
Iowa	6	Wholesale distributors	Invoiced gallonage	State Treasurer, Motor Vehicle Fuel Tax Division	17	32	21	4
Kansas	5	Wholesale distributors	Quantities received	Department of Revenue, Motor Fuels Division	80	(3/)	(5/)	(5/)
Kentucky	7	Wholesalers and refiners	Quantities received and withdrawn from storage terminals	Department of Revenue, Motor Fuels and Oil Production Tax Section	10	12	8	25
Louisiana	7	Manufacturers, refiners, and importers (dealers)	Quantities sold and used	Department of Revenue, Petroleum Products Tax Division	10	10	47	16
Maine	7	Wholesale distributors	Quantities sold and used	Department of Finance, Bureau of Taxation, Excise Tax Division	6	(3/)	4	(3/)
Maryland	6	First person in State who handles fuel	Quantities sold and used	State Comptroller, Gasoline Tax Division	9	4	20	5
Massachusetts	5.5	Distributors	Quantities sold and used	Department of Corporations and Taxation, Bureau of Excises	3	3	(5/)	(5/)
Michigan	1/6	Wholesale distributors	Quantities received	Department of Revenue, Motor Fuel Tax Division	19	20	15	7
Minnesota	5	Licensed distributors	Inshipments	Department of Taxation, Petroleum Division	15	22	16	5
Mississippi	7	Wholesale distributors and producers	Quantities invoiced	Motor Vehicle Comptroller	22	8	27	8
Missouri	6/5	Distributors	Quantities received	Department of Revenue, Motor Fuel Tax Unit	12	7	33	(3/)
Montana	6	Refiners and importers	Inshipments plus refinery distribution	State Board of Equalization, Gasoline Tax and Refund Department	8	7	2	1
Nebraska	1/7	Importers, producers, and refiners	Quantities imported or produced	Department of Agriculture and Inspection, Division of Motor Fuels	11	18	105	4
Nevada	6	Licensed dealers (distributors)	Quantities distributed	Tax Commission, Motor Fuel Tax Division	2	1	1	(3/)

Motor Fuel

Footnotes appear on sheet 2

STATE TAXATION OF GASOLINE

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

TABLE G-101
SHEET 2 OF 2
Status as of January 1, 1962

STATE	TAX RATE IN CENTS PER GALLON	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	ADMINISTRATIVE PERSONNEL EMPLOYED			
					OFFICE		FIELD	
					COLLECTION	REFUND	COLLECTION	REFUND
New Hampshire	1/ 7	Importers, producers, or refiners	Receipts or sales; distributor's option	State Motor Vehicle Department, Road Toll Division	3	1	2	-
New Jersey	6	Importers, producers, or refiners	Quantities sold and used	Department of the Treasury, Motor Fuels Tax Bureau	21	12	56	(3/)
New Mexico	6	Distributors	Imports plus production	Bureau of Revenue, Gasoline Tax Division	(5/)	(5/)	(5/)	(5/)
New York	6	Distributors	Quantities sold and used	Department of Taxation and Finance, Miscellaneous Tax Bureau	18	23	40	(3/)
North Carolina	7	First person in State who sells or uses the fuel (distributor)	Receipts or sales; distributor's option	Commissioner of Revenue, Gasoline Tax Unit	14	3	15	3
North Dakota	6	Wholesale distributors	Quantities sold and used	State Auditor, Gasoline Tax Division	12	8	2	2
Ohio	7	Distributors	Receipts	State Treasurer and Tax Commissioner	6	16	(5/)	(5/)
Oklahoma	6.5	Distributors, manufacturers, and refiners	Quantities imported or sold and used	State Tax Commission, Motor Fuel Division	65	-	36	-
Oregon	6	Wholesale distributors	Quantities sold and used	Department of Motor Vehicles	4	6	4	4
Pennsylvania	1/ 7	Wholesale distributors	Quantities used, or sold and delivered	Department of Revenue, Bureau of Liquid Fuels Tax	36	(3/)	55	(3/)
Rhode Island	7	Distributors	Quantities sold and used	Department of Administration, Division of Taxation	5	(5/)	1	1
South Carolina	7	Wholesale distributors	Quantities sold and used	State Tax Commission	3	3	2	2
South Dakota	1/ 6	Importers and distributors	Inshipments	Department of Revenue, Motor Fuel Tax Division	5	15	5	(3/)
Tennessee	7	Wholesale distributors	Quantities received and stored	Department of Revenue, Accounting Division, Gasoline Tax Section and Agriculture Refund Department	9	11	38	-
Texas	5	Person making first sale of fuel in the State	Quantities sold	Comptroller of Public Accounts, Motor Fuel Tax Division	15	25	(5/)	(5/)
Utah	1/ 6	Distributors	Quantities distributed	State Tax Commission, Auditing Division	7/ 9	-	-	-
Vermont	6.5	Wholesale distributors	Sales or receipts; distributor's option	Department of Motor Vehicles	2	-	1	-
Virginia	7	Importers, producers, and refiners	Quantities sold	Division of Motor Vehicles, Bureau of Gasoline Tax	7	13	10	(3/)
Washington	7.5	Distributors	Quantities sold and used	State Department of Licenses, Liquid Fuel Tax Division	17	10	22	(2/)
West Virginia	7	Producers, distributors, importers, and retailers	Inshipments plus production in-State	State Tax Commission, Gasoline Tax Department	(8/)	(8/)	(8/)	(8/)
Wisconsin	6	Licensed wholesalers	Quantities received	Department of Taxation, Motor Fuel Tax Division	14	24	10	2
Wyoming	1/ 5	Wholesalers and refiners. Refiners pay tax on fuel sold directly to retailers	Quantities sold and used	Department of Revenue	3	-	1	-
Dist. of Col.	6	Importers and distributors	Quantities sold and used	D. C. Treasurer and Finance Office, Revenue Division	(5/)	(5/)	(5/)	(5/)

1/ Gasoline used in aircraft is taxed at the following rates per gallon: Alaska 3 cents; Hawaii 3.5 cents; Idaho 2.5 cents; Michigan 3 cents; Nebraska 5 cents; New Hampshire 4 cents; Pennsylvania 1.5 cents; South Dakota 4 cents; Utah 4 cents; Wyoming 4 cents.
2/ Within 800 feet of the borders of Missouri and Texas gasoline sold and delivered to passenger car fuel tanks is taxed at the rates of those adjoining States.
3/ Included with collection personnel. (For California the number of employees shown include all employees of the Division of Highway Taxes of the State Board of Equalization and the Tax Collection and Refund Division of the State Controller's Office. Many of these employees work on several tax

classifications.)
4/ Approximately 50 percent of time devoted to gasoline tax collection and administration.
5/ Segregation of the number of employees working on motor-fuel tax is unavailable since all employees work as a unit on several tax classifications.
6/ The Missouri tax rate was increased from 3 to 5 cents per gallon, effective October 13, 1961. This increase is tentative, pending the outcome of a referendum in April 1962.
7/ Office force composed of two full-time and seven part-time employees.
8/ Information was not available at the time this table was prepared.

STATE TAXATION OF SPECIAL FUELS

STATE	TAX RATE (CENTS PER GALLON)	TAX PAID IN FIRST IMPROVED BY-	TAX ADMINISTRATION BY-	REMARKS ^{2/}
Alabama	1 8 5.5	Wholesaler (distributor) or licensed user Importer User	Department of Revenue - Bureau of Motor Fuel Tax State Revenue Department - Little Rock	Retailer, not licensed as a distributor, must purchase tax-paid fuel from wholesaler. If not licensed, user must buy tax-paid fuel. Retailer and users buy tax-paid fuel only. Individuals licensed and bonded for fuel user bond of \$1,000 is required of user or retailer. Permit is required of user. Individuals licensed and bonded for own tax liability may buy directly from wholesaler tax free and pay tax to the State. All fuel sold to retailer from wholesaler tax free and pay tax to the State. All fuel sold to wholesaler tax free and pay tax to the State.
Alaska	7 & 6	User	State Board of Equalization, Highway Tax Division - Sacramento	Retailer buys tax-free fuel from wholesaler and the user buys tax-paid fuel from the retailer at delivery as into fuel tank of vehicle. Tax-free is into bulk storage tank of user. User is given credit in tax return for tax paid to retailer. Retailer purchases tax-free fuel from wholesaler. User has the option of reporting and paying the tax directly or of paying the tax to a licensed seller who reports and pays the tax to the State. Wholesaler sells tax-free fuel. Retailers and users buy tax-paid fuel.
Arizona	6 6 6	User User Wholesaler	Department of Revenue, Motor Fuel Tax Division - Denver State Tax Department, Motor Fuel Tax Section - Hartford State Highway Department, Motor Fuel Tax Division - Dover	User has the option of reporting and paying the tax directly or of paying the tax to a licensed seller who reports and pays the tax to the State. Wholesaler sells tax-free fuel. Retailers and users buy tax-paid fuel.
California	7 & 6	User	State Board of Equalization, Highway Tax Division - Sacramento	Retailer buys tax-free fuel from wholesaler and the user buys tax-paid fuel from the retailer at delivery as into fuel tank of vehicle. Tax-free is into bulk storage tank of user. User is given credit in tax return for tax paid to retailer. Retailer purchases tax-free fuel from wholesaler. User has the option of reporting and paying the tax directly or of paying the tax to a licensed seller who reports and pays the tax to the State. Wholesaler sells tax-free fuel. Retailers and users buy tax-paid fuel.
Colorado	6 6 6	User User Wholesaler	Department of Revenue, Motor Fuel Tax Division - Denver State Tax Department, Motor Fuel Tax Section - Hartford State Highway Department, Motor Fuel Tax Division - Dover	User has the option of reporting and paying the tax directly or of paying the tax to a licensed seller who reports and pays the tax to the State. Wholesaler sells tax-free fuel. Retailers and users buy tax-paid fuel.
Connecticut	6 6 6	User User Wholesaler	Department of Revenue, Motor Fuel Tax Division - Hartford State Tax Department, Motor Fuel Tax Section - Hartford State Highway Department, Motor Fuel Tax Division - Dover	User has the option of reporting and paying the tax directly or of paying the tax to a licensed seller who reports and pays the tax to the State. Wholesaler sells tax-free fuel. Retailers and users buy tax-paid fuel.
Florida	7 6.5	Licensed user (dealer, retailer) Licensed distributor (wholesaler, retailer)	State Comptroller's Office, Motor Fuel Tax Department - Tallahassee Department of Revenue, Motor Fuel Tax Unit - Atlanta	User has the option of buying tax-paid fuel from a licensed user-dealer, or of obtaining a non-expiring user-dealer license. Users buy tax-paid fuel from distributor, but some large users of highway and non-highway fuel may become licensed distributor and pay the tax directly to the State. Retailer reports and pays tax on fuel distributed. If a licensed gasoline wholesaler also sells other motor fuel for use on the highway, he collects the tax from the user and pays tax directly to the State tax collector.
Georgia	6.5	Licensed distributor (wholesaler, retailer)	Department of Revenue, Motor Fuel Tax Unit - Atlanta	If a licensed gasoline wholesaler also sells other motor fuel for use on the highway, he collects the tax from the user and pays tax directly to the State tax collector.
Idaho	6	Retailer or licensed user	Department of Law Enforcement - Boise	Retailer reports and pays tax on fuel distributed. Retailer reports and pays the tax on special fuel delivered directly into the fuel tanks of vehicles. If user acquires special fuel other than by delivery from a special fuel dealer, the tax shall attach at the time of consumption, and the user pays tax directly to the State tax collector.
Illinois	5	Licensed distributor (wholesaler)	Department of Revenue, Motor Fuel Tax Division - Springfield	If a licensed gasoline wholesaler also sells other motor fuel for use on the highway, he collects the tax from the user and pays tax directly to the State tax collector.
Indiana	6	Retailer (dealer) or user	Department of State Revenue, Motor Fuel Tax Division - Indianapolis	Wholesaler sells tax free to the retailer. Tax is collected from the purchaser by the dealer when fuel is placed in the vehicle tank. When the user has his exchange tank, fuel is delivered tax free and user pays tax monthly on gallons used in vehicle. Retailers and users purchase tax-paid fuel in every instance.
Iowa	7 & 6	Wholesaler	Treasurer of State, Motor Vehicle Fuel Tax Division - Des Moines	Tax rate is 5 cents on diesel fuel used in a farm truck or farm tractor, or on a local urban transit bus. Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Kansas	7 7 7 & 5	"Supplier" (wholesaler) Retailer or user "User-dealer" who places fuel in vehicle tanks	Department of Revenue, Petroleum Products Tax Division - Topeka Bureau of Taxation, Division of Gasoline Tax - Augusta State Comptroller, Gasoline Tax Division - Annapolis	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer). Retailer reports and pays the tax on special fuels delivered directly into the tanks of vehicles. In every case, wholesaler sells tax-free fuel to retailer or user. Retailer reports and pays the tax on special fuels delivered directly into the tanks of vehicles. In every case, wholesaler sells tax-free fuel to retailer or user. Retailer reports and pays the tax on special fuels delivered directly into the tanks of vehicles. In every case, wholesaler sells tax-free fuel to retailer or user. Retailer reports and pays the tax on special fuels delivered directly into the tanks of vehicles. In every case, wholesaler sells tax-free fuel to retailer or user. Retailer reports and pays the tax on special fuels delivered directly into the tanks of vehicles. In every case, wholesaler sells tax-free fuel to retailer or user.
Kentucky	7	Licensed special-fuels dealer (importer, wholesaler)	Department of Revenue, Motor Fuel and Oil Production Tax Section - Frankfort	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Louisiana	7	"Supplier" (wholesaler)	Department of Revenue, Petroleum Products Tax Division - Baton Rouge	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Maine	7	Retailer or user	Bureau of Taxation, Division of Gasoline Tax - Augusta	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Maine	7	Retailer (dealer)	Department of Agriculture and Inspection, Division of Motor Fuel - Lincoln	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Massachusetts	9 & 6	Wholesaler, retailer, or user	State Board of Equalization - Boston	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Michigan	6 6 6	User Wholesaler, retailer (distributors) User	Department of Revenue, Motor Fuel Tax Division - Lansing Motor Vehicle Comptroller, Petroleum Tax Division - Jackson Department of Taxation, Petroleum Division - St. Paul	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Minnesota	8 5	User Wholesaler, retailer (distributors)	Department of Taxation, Petroleum Division - St. Paul Motor Vehicle Comptroller, Petroleum Tax Division - Jackson	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Mississippi	5.5	Licensed special fuels supplier	Department of Corporations and Taxation, Division of Excise Taxes - Jackson	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Missouri	5 5 5	Retailer (dealer) Wholesaler, retailer, or user Licensed user or dealer (wholesaler or retailer)	Department of Revenue, Motor Fuel Tax Unit - Jefferson City State Board of Equalization - St. Louis Department of Agriculture and Inspection, Division of Motor Fuel - Lincoln	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Montana	9 & 6	Wholesaler, retailer, or user	Department of Revenue, Motor Fuel Tax Division - Helena	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Nebraska	9 & 6	Wholesaler, retailer, or user	Department of Revenue, Motor Fuel Tax Division - Lincoln	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Nevada	6	Licensed user or dealer (wholesaler or retailer)	Tax Commission, Fuel Tax Division - Carson City	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
New Hampshire	7 6 6	User Wholesaler or retailer who knowingly makes first sale for highway use Retailer	Motor Vehicle Department, Road Toll Division - Concord Bureau of Revenue, Gasoline Tax Division - Concord Bureau of Finance, Miscellaneous Tax Bureau - Albany	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
New Mexico	6	Licensed special fuel dealer or licensed user	Bureau of Revenue, Gasoline Tax Division - Santa Fe	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
New York	9 & 6	Retailer	Department of Taxation and Finance, Miscellaneous Tax Bureau - Albany	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
North Carolina	1 6 1	Licensed supplier (distributor) Licensed dealers (wholesalers and retailers) Wholesaler, retailer, or user	Department of Revenue, Gasoline Tax Division - Raleigh State Auditor, Gasoline Tax Division - Raleigh The Tax - Columbia	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Ohio	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Columbus City	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
South Carolina	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Columbia City	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Texas	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Oklahoma City	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Vermont	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Montpelier	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Virginia	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Richmond	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Washington	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Olympia	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
West Virginia	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Charleston	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Wisconsin	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Madison	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).
Wyoming	6.5	User (dealer)	Tax Commission, Motor Fuel Division - Cheyenne	Licensed dealer sells tax-paid fuel to the licensed user-retailer (user-retailer).

STATE TAXATION OF SPECIAL FUELS

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

STATE	TAX RATES (CENTS PER GALLON)	TAX PAID IN FIRST INSTANCES BY-	TAX ADMINISTERED BY-	REMARKS
Oregon	6	User	Department of Motor Vehicles, Public Utilities Commission	Tax is reported and paid by vehicle user for vehicles not under jurisdiction of the Public Utilities Commission. All
Pennsylvania	7	Wholesaler, retailer, or user	Department of Revenue, Bureau of Liquid Fuels Tax - Harrisburg	Tax is paid in first instance by person who places fuel into vehicle tank. For vehicles using other fuels.
Florida	7	Wholesaler, retailer, or user	Department of Administration, Division of Taxation, Motor Fuel Tax Section - Providence	Tax is on the first sale where use is known to be for internal combustion engine. If use cannot be determined initially, user becomes liable for payment of tax.
South Carolina	7	Licensed wholesale distributor	Tax Commission, License Tax Division, and Highway Department - Columbia	
South Dakota	7 & 6	Licensed residents and non-resident users	Department of Revenue, Motor Fuel Tax Division - Pierre	All special-fuel users who do not maintain storage facilities, and who purchase fuel from a licensed special-fuel dealer for direct delivery into the supply tank of a motor vehicle, are required to pay the tax to the dealer at the time of purchase and are not required to have a user's license. All special-fuel dealers are required to collect the tax on license or not.
Tennessee	7	User	Department of Revenue, Gasoline Tax Inspection Division - Nashville	Wholesalers sell tax-free fuel only.
Texas	6.5 & 5	User-dealer (retailer, bulk-purchaser, wholesaler)	Comptroller of Public Accounts, Motor Fuel Tax Division - Austin	User-dealer delivers fuel into the vehicle tank. Special taxes: Vehicles using diesel fuel are required to pay 11 percent higher registration fees than similar vehicles using gasoline or L.P.G.
Utah	6	Retailer or user	State Tax Commission - Salt Lake City	Retailer reports and pays the tax.
Vermont	No Tax	Supplier (distributor)	Department of Finance, Division of Motor Vehicles, Bureau of Gasoline Tax - Richmond	There is no gallonage tax on special fuels. In lieu of the gallonage tax, the registration fee for any non-gasoline powered motor vehicle is one and three-quarter times the amount for a like vehicle using gasoline.
Virginia	7	Supplier (distributor)	Department of Finance, Division of Motor Vehicles, Bureau of Gasoline Tax - Richmond	Supplier sells fuel into wholesaler and retail. Retailer (person who maintains storage facilities who sells fuel from a tank (wagon) cannot legally sell to a user-dealer. User-dealer (person who maintains storage facilities in excess of 100 gallons and who dispenses special fuel into vehicle tanks) pays directly to the supplier a tax on fuel he purchases for resale.
Washington	7.5	User	Department of Licenses, Liquid Fuels Tax Division - Olympia	Special taxes: Trucks propelled by special fuels pay 25 percent higher gross-weight fees than gasoline-propelled trucks. Licensees special fuel into vehicle tanks. Special taxes: Trucks propelled by special fuels pay 25 percent higher gross-weight fees than gasoline-propelled trucks. Special taxes: Trucks propelled by special fuels pay 25 percent higher gross-weight fees than gasoline-propelled trucks. Special taxes: Trucks propelled by special fuels pay 25 percent higher gross-weight fees than gasoline-propelled trucks. Special taxes: Trucks propelled by special fuels pay 25 percent higher gross-weight fees than gasoline-propelled trucks.
West Virginia	6	Wholesaler	Tax Commissioner's Office, Gasoline Tax Division - Charleston	Wholesaler must buy tax-paid fuel from wholesaler. User may buy tax-paid fuel from either wholesaler or retailer.
Wisconsin	6	Retailer, user	Department of Taxation, Motor Fuel Tax Division - Madison	Tax is collected by special-fuel dealer at the time of delivery to user. If fuel is acquired by user in any manner other than delivery from dealer, tax is reported and paid by user.
Wyoming	7 & 5	User	Department of Revenue, Motor Vehicle and Gasoline Tax Division	User purchases tax-free fuel from wholesaler or dealer.
Mont. or Col.	6	Wholesaler	Washington D.C. Treasurer and Finance Office, Revenue Division	Dealer purchases tax-paid fuel from wholesaler and user buys tax-paid fuel from retailer. Special taxes: Registration fee is doubled for non-gasoline-fueled vehicles.

1 Where two tax rates are shown for one State, the first rate applies to diesel fuel and the second to liquefied petroleum gases, such as butane, propane, etc. 2 Licensing and bonding requirements are given in tables 9-107, 9-108, and 9-109. Special provisions for taxation of motor fuel used in liquefied operations are shown in table 9-110. 3 The Missouri tax rate was increased from 3 to 5 cents per gallon, effective October 13, 1961. This increase is tentative, pending the outcome of a referendum in April, 1962.

STATE MOTOR-FUEL TAX LOSS AND EXPENSE ALLOWANCES ¹

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

TABLE G-103
Status as of January 1, 1962

STATE	ALLOWANCES FOR ACTUAL LOSSES					FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING				ALLOWANCE FOR LOSSES IN HANDLING AND COLLECTION EXPENSE				ALLOWANCE TO WHOLESALER FOR EXPENSE OF COLLECTION (LOSS NO CONSIDERATION)		
	TO WHOLESALER					TO WHOLESALER		TO RETAILER		TO WHOLESALER		TO RETAILER		METHOD	PERCENTAGE OF QUANTITY TAXABLE	
	BY DESTRUCTION	IN STORAGE AND HANDLING				TO RETAILER ^{2/}	METHOD	PERCENTAGE	METHOD	PERCENTAGE	METHOD	PERCENTAGE	METHOD			PERCENTAGE
		NO SPECIFIED PERCENTAGE	MAXIMUM PERCENTAGE SPECIFIED													
		METHOD	PERCENTAGE													
Alabama	Ex	Ex	-	-	-	-	-	-	-	-	-	-	Ex	3/2 to 1		
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Arizona	-	Ex	-	-	-	-	-	-	-	-	-	-	-	-		
Arkansas	Re	-	-	-	-	-	-	-	-	Ex	2 to 1 (R) ✓	-	-	-		
California	Ex	Ex	-	-	-	-	-	-	-	-	-	-	-	-		
Colorado	4/ Ex	-	-	-	-	-	-	-	-	Ex	1	Ex	1	-		
Connecticut	Ex or Re	Ex or Re	-	-	Re	-	-	-	-	-	-	-	-	-		
Delaware	-	-	Ex	1 (R-I)	-	-	-	-	-	-	-	-	-	-		
Florida	Ex	-	5/ Ex	1 (T)	-	-	-	6/ Re	2 (R)	-	-	-	Ex	5/2 to 1		
Georgia	7/ Re	-	7/ Re	1/2 (T)	-	-	-	-	-	7/ Ex	1 (D) ✓	7/ Re	2 (D)	-		
Hawaii	-	-	-	-	-	Ex	1 (D)	-	-	-	-	-	-	-		
Idaho	Ex or Re	-	-	-	-	-	-	-	-	Ex	1 (D)	Ex	1 (R)	-		
Illinois	Re	-	Ex	1-1/2 (D)	Re	-	-	-	-	Ex	2 ✓	-	Ex	2		
Indiana	Ex or Re	-	-	-	Re	-	-	-	-	-	-	-	-	-		
Iowa	Ex or Re	Ex	-	-	Re	Ex	3 (T)	-	-	-	-	-	-	-		
Kansas	4/ Ex	-	-	-	-	Ex	3-1/2 (R-S)	-	-	-	-	-	-	-		
Kentucky	4/ Ex	-	-	-	-	-	-	-	-	Ex	2-1/4 (T) ✓	-	-	-		
Louisiana	4/ Ex or Re	-	-	-	-	8/ Ex	3 (T)	-	-	-	-	-	-	-		
Maine	Ex	-	Ex	2/ 1 (R)	-	-	-	-	-	-	-	-	-	-		
Maryland	Ex or Re	Ex	-	-	Re	-	-	-	-	-	-	-	-	-		
Massachusetts	Ex or Re	-	Ex	1 (R)	-	-	-	-	-	-	-	-	Ex	1		
Michigan	Re	-	-	-	-	Ex	2 (T)	Ex	1 (T)	-	-	-	-	-		
Minnesota	4/ Re	-	-	-	-	Ex	2 (T)	Ex	1 (T)	-	-	-	-	-		
Mississippi	4/ 10/ Ex or Re	Ex or Re	-	-	-	Ex	2 (T)	-	-	-	-	-	-	-		
Missouri	Ex or Re	-	-	-	Re	-	-	-	-	Ex	3 (R) ✓	-	-	-		
Montana	Re	-	-	-	-	Ex	2 (T)	-	-	-	-	-	-	-		
Nebraska	Re	-	-	-	-	Ex	3 (R)	-	-	-	-	-	Ex	1 to 1/2		
Nevada	Ex or Re	-	-	-	-	-	-	-	-	Ex	2 (T) ✓	-	-	-		
New Hampshire	Ex	-	11/ Ex	1 (R)	-	11/ Ex	1 (R)	Re	1 (R)	-	-	-	-	-		
New Jersey	Ex	-	Ex	1 (R)	-	-	-	-	-	-	-	-	-	-		
New Mexico	Re	-	-	-	Re	Ex	2 (T)	-	-	-	-	-	-	-		
New York	Ex or Re	-	Ex	1 (T)	-	-	-	-	-	-	-	-	Ex	2/3 of 1		
North Carolina	Ex or Re	Ex	-	-	-	Ex	2 to 1 (R)	-	-	-	-	-	-	-		
North Dakota	Ex	-	-	1 (R)	-	Ex	1 (R)	-	-	-	-	Ex	1 (R)	2		
Ohio	Re	-	-	-	-	Ex	2 (R)	Re	1 (R)	-	-	-	-	-		
Oklahoma	Ex	Ex	-	-	-	-	-	-	-	-	-	-	Ex	2-1/2		
Oregon	4/ Ex	Ex	-	-	-	-	-	-	-	-	-	-	-	-		
Pennsylvania	Ex or Re	Ex	-	-	-	-	-	-	-	-	-	-	Ex	2 to 1/2		
Rhode Island	Ex	Ex	-	-	-	-	-	-	-	-	-	-	-	-		
South Carolina	Ex	Ex	-	-	-	(12/)	-	-	-	-	-	-	-	-		
South Dakota	Ex or Re	-	-	-	-	-	-	-	-	Ex	4-1/2 (R) ✓	-	-	-		
Tennessee	Re	-	-	-	-	Ex	1-1/2 (T)	-	-	-	-	-	-	-		
Texas	4/ Ex or Re	Ex or Re	-	-	Re	-	-	-	-	Ex	13/ 1-1/2 (R) ✓	Ex	1/2 (R)	-		
Utah	-	-	-	-	-	-	-	-	-	Ex	1 (R) ✓	Ex	1 (R)	-		
Vermont	Ex	-	11/ Ex	1 (R)	-	11/ Ex	1 (R)	-	-	-	-	-	-	-		
Virginia	Re	-	-	-	-	Re	(14/)	-	-	-	-	-	-	-		
Washington	4/ Ex or Re	Ex	-	-	-	Ex	1/4 (T)	-	-	-	-	-	-	-		
West Virginia	Ex or Re	-	Re	1-1/2 (T)	-	-	-	-	-	-	-	-	-	-		
Wisconsin	4/ Re	-	-	-	-	Ex	1-1/2 (T)	Re	1/2 (T)	-	-	-	-	-		
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Dist. of Col.	Ex	-	Ex	2 (R)	-	-	-	-	-	-	-	-	-	-		

1/ Allowance is made as an exemption (Ex) or as a refund (Re). The symbols in parentheses, accompanying the percentages, have the following significance: (T)- quantity taxable; (R)- gross quantity received or produced; (I)- inventory at beginning of month; (D)- gross quantity sold or used; (S)- sales to other distributors.

2/ For actual losses by destruction and in storage and handling.

3/ Discount of two percent on first \$5,000 of tax paid and one percent on amount in excess of \$5,000. Maximum of \$200 discount allowed in one month.

4/ Tax may be refunded or tax credit given on losses of fuel on which the tax has been paid.

5/ Allowance is made on 6 cents of 7-cent tax.

6/ Allowance is made on 4 cents of 7-cent tax.

7/ Allowance is made on 5.5 cents of 6.5-cent tax.

8/ Allowance is made on the 4-cent and the 1-cent taxes only. No allowance is made on the 2-cent tax.

9/ An additional one percent is allowed on fuel transferred by distributor from one of his places of business to another within the State but the total allowance shall not exceed two percent of the receipts and no further deductions shall be allowed except when definite proof is submitted on loss sustained through fire, accident, or some unavoidable calamity.

10/ Actual loss less two percent flat allowance; no claims are honored for less than 750 gallons.

11/ Actual loss if tax is paid on sales, flat rate if paid on receipts.

12/ Importers, for their own use within State, are allowed one percent of gross received to cover loss.

13/ Allowance of one percent on special fuels and one and one-half percent on gasoline.

14/ Refund of one percent allowed on tax-paid fuel transferred within the State from one dealer to another when such fuel passes through a bulk storage plant.

Motor Fuel

SPECIAL STATE TAX PROVISIONS FOR MOTOR FUEL USED BY INTERSTATE MOTOR CARRIERS

TABLE G-10A
SHEET 1 OF 2
STATES AS OF JANUARY 1, 1962

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

STATES	TAX RATE (CENTS PER GALLON)		VEHICLES AFFECTED	METHOD OF COMPUTATION	REFUNDS OR CREDITS	PAYMENT PERIOD	COLLECTION AGENCY
	GASOLINE	DIESEL L.P.O.					
Alabama	7	7	Tax applies to vehicles importing and using fuel on highways.	Interstate operators must purchase sufficient fuel tax paid, to cover such cases; operator computes gallons on which the tax is paid by dividing Alabama mileage by an arbitrary miles-per-gallon figure established by the Commissioner and based on vehicle size.	Reciprocal agreements may be made by Department of Revenue with bordering States.	Monthly	Department of Revenue
Alaska	5	5	Tax applies to any vehicle in which fuel is in excess of capacity of manufacturer-installed fuel tank.	Gallons based on dividing miles traveled in Arizona by the vehicle's miles-per-gallon average.	Refunds are allowed for Arizona tax-paid fuel not consumed in the State.	Monthly	Vehicle Superintendent
Arizona	6.5	6.5	Vehicles importing over 30 gallons.	Mileage traveled in the State is divided by miles per gallon (8 m.p.g. if less than 22,500 miles annually, 5 m.p.g. if more) to obtain gallons taxed.	Credit is given for Arkansas tax-paid purchases.	Monthly	Commissioner of Revenue
California	6	6	Motor trucks and buses importing over 20 gallons.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Colorado tax-paid purchases.	Monthly	Department of Revenue
Colorado	6	6	Multiple State passenger carriers (except charter buses).	Tax is paid on fuel used in the State and is computed on the ratio of mileage traveled within the State to total mileage.	Buses are credited for Connecticut tax-paid fuel.	Quarterly	Commissioner of Motor Vehicles
Delaware	-	-	-	-	-	-	-
Florida	7	7	All vehicles (except common carrier buses).	Tax is computed by applying tax rate against fuel in excess of 20 gallons. Gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Florida tax-paid purchases.	Monthly	State Comptroller
Georgia	6.5	6.5	Buses, trucks over 2 axles, and tractor trucks in interstate operation.	Gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Buses are given for Georgia tax-paid purchases.	Quarterly	State Revenue Commissioner
Iowa	6	6	All vehicles.	Tax is computed by applying tax rate against fuel in excess of 20 gallons.	Credit is given for Idaho tax-paid purchases.	Monthly	Tax Collector
Illinois	5	5	All vehicles.	Tax is computed by applying tax rate against fuel in excess of 20 gallons.	No credit or refund is given for tax-paid purchases.	Monthly	Department of Revenue
Indiana	6	7	Commercial vehicles importing over 20 gallons.	Tax is computed on the basis of miles traveled in Iowa divided by an average miles-per-gallon figure to determine taxable gallonage.	Fuel-paid purchases are deductible.	Monthly	State Treasurer
Iowa	5	7	All carriers except local carriers, farmers, school buses, specialized operators.	Tax is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Kansas tax-paid purchases.	Quarterly	Director of Revenue
Kansas	7 & 9	7 & 9	Common and contract carriers of persons or property, for which permit is required and over 20,000 lbs. gross weight.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Kentucky tax-paid purchases.	Monthly	Commissioner of Taxation
Kentucky	7	7	Buses with over 9 passenger capacity, tractor trucks, or any truck with more than 2 axles.	Tax is computed on the ratio of mileage traveled within the State to total mileage.	Refund or deduction upon presentation of purchase receipts.	Monthly	Collector of Revenue
Kentucky	7	7	Common and contract carriers of persons or property, for which permit is required and over 20,000 lbs. gross weight.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Maine tax-paid purchases.	Quarterly	State Tax Assessor
Louisiana	6	6	Importers of fuel except for transient and vehicles importing less than 20 gallons.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Maryland tax-paid purchases.	Quarterly	State Treasurer
Maine	5.5	5.5	Importers of fuel except for transient and vehicles importing less than 20 gallons.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Massachusetts through Maine are authorized a refund of the tax paid on fuel used in operation on such parts thereof that are not yet part of the State highway system. Credit is given for Massachusetts tax-paid purchases.	Monthly	Commissioner of Taxation
Maryland	6	6	All vehicles importing over 25 gallons.	Tax is paid by the purchase of fuel within Michigan equivalent to that consumed while operating in Michigan, or by direct remittance to the Department of Revenue.	Credit or refund is allowed on Michigan tax-paid purchases.	Monthly	Secretary of State
Massachusetts	5	5	All vehicles.	Tax is computed by applying tax rate against fuel in excess of 20 gallons.	Credit or refund is allowed on Michigan tax-paid purchases.	Monthly	Commissioner of Taxation
Michigan	7	8	Common carriers, contract carriers, and private commercial carriers.	Gallonage is computed by dividing Michigan mileage by an arbitrary miles-per-gallon figure established by the Commissioner, who may accept a mileage figure computed by the user if based on actual gallons and mileage figures.	Credit or refund is allowed on Michigan tax-paid purchases. No refund or credit is allowed on vehicles from States that do not allow a similar refund on credit to Minnesota vehicles.	Quarterly	Motor Vehicle Comptroller
Minnesota	7	8	Common carriers, contract carriers, and private commercial carriers.	Special fuel users divide total mileage by total fuel purchased to establish miles per gallon and then divide this figure into total miles operated in Nevada to determine gallons used in the State upon which the tax is assessed.	Credit is given for Nevada tax-paid purchases.	Monthly	State Board of Equalization
Mississippi	6	6	Vehicles importing over 20 gallons, 6 cents for gasoline, 9 cents for other than gasoline.	-	-	Monthly	Department of Agriculture and Forestry, Division of Motor Fuel Tax Commission
Missouri	7	7	All vehicles.	-	-	Monthly	-
Montana	6	6	Vehicles importing over 25 gallons of gasoline and special fuel users.	-	-	Monthly	-
Nebraska	7	7	-	-	-	Monthly	-
Nevada	6	6	-	-	-	Monthly	-

Footnote appears on sheet 2

SPECIAL STATE TAX PROVISIONS FOR MOTOR FUEL USED BY INTERSTATE MOTOR CARRIERS

TABLE G-104
SHEET 2 OF 2
STATUS AS OF JANUARY 1, 1962

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

STATE	TAX RATE (CENTS PER GALLON)			VEHICLES AFFECTED	METHOD OF COMPUTATION	REFUNDS OR CREDITS	PAYMENT PERIOD	COLLECTION AGENCY
	GASOLINE	DIESEL	L.P.G.					
New Hampshire	7	7	7	Vehicles registered in States which impose tax additional to that imposed by New Hampshire. All vehicles.	Retaliatory tax is imposed in the same manner that the additional tax is imposed upon New Hampshire carriers. Tax is computed by applying tax rate against fuel in excess of 30 gallons.	Refund or credit is given for New Jersey tax-paid purchases.	Monthly	Commissioner of Motor Vehicles
New Jersey	6	6	6		Taxable gallonage is computed by dividing total mileage by total fuel used. User's mileage within the State is divided by the miles per gallon in overall operation to determine taxable gallonage.	Credit is allowed on New Mexico tax-paid purchases	Monthly	Motor Fuels Tax Bureau, Division of Taxation
New Mexico	6	6	6	All vehicles importing over 20 gallons.			Monthly	Bureau of Revenue
New York	-	-	-					
North Carolina	7	7	7	Buses with over 7 passenger capacity, tractor trucks, and trucks over 2 axles.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for North Carolina tax-paid purchases. Refunds allowed to bonded carriers.	Quarterly	Commissioner of Revenue
North Dakota	-	-	-					
Ohio	-	-	-					
Oklahoma	6.5	6.5	6.5	All vehicles.	Tax is determined by multiplying the gallons imported and used on the highways by the tax rate per gallon provided that the number of gallons used shall be 97.5 percent of net gallons reported. Upon Tax Commission approval, the tax may be determined on a mileage basis.	Credit is given for Oklahoma tax-paid purchases.	Monthly	Tax Commission
Oregon	-	-	-					
Pennsylvania	7	7	7	Special fuel vehicles.	Tax is computed by applying tax rate against fuel in excess of 50 gallons.	Credit is given for Pennsylvania tax-paid purchases.	Monthly	Department of Revenue, Bureau of Liquid Fuels Tax
Rhode Island	7	7	7					
South Carolina	-	-	-	Buses, tractor trucks, trucks over 2 axles, and other than gasoline-propelled vehicles.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for South Carolina tax-paid purchases.	Quarterly	State Tax Commission
South Dakota	6	7	6	Vehicles importing over 20 gallons of gasoline, and special fuel users.	Special fuel users prorate total gallonage according to mileage operated in the State. There is no statute for determining the method of computation of special fuel use and the Motor Fuel Administrator determines whether the method of computation is reasonable.	Credit is given for South Dakota tax-paid purchases.	Monthly	Commissioner of Revenue
Tennessee	7	7	7	Interstate property-carriers with over 24,000 lbs. G.V.W. or with 3 or more axles.	Taxable gallonage is computed on the number of gallons reported used in the State, and is based on mileage traveled in the State.	Credit is given for Tennessee tax-paid purchases.	Quarterly	Department of Revenue
Texas	5	6.5	5	Vehicles importing over 30 gallons. Special fuel vehicles operated for hire, compensation, or commercial purposes are not granted the 30 gallon exemption.	Taxable gallonage is computed on a mileage basis for fuel used in Texas but purchased outside the State.	Credit is given for Texas tax-paid purchases.	Monthly	Comptroller of Public Accounts
Utah	6	6	6	Special fuel vehicles.	Tax is computed by applying tax rate against fuel used on the public highways of Utah.	If more tax-paid fuel is purchased in Utah than is consumed there, the operator is refunded the excess payment.	Monthly	State Tax Commission
Vermont	6.5	-	-	Vehicles registered in States that levy a tax on fuel used by Vermont vehicles.	Retaliatory tax imposed in the same manner that Vermont vehicles are required to pay.		Upon demand of the Commissioner	Commissioner of Motor Vehicles
Virginia	7 & 9	7 & 9	7 & 9	All vehicles. Vehicles with more than 2 axles pay the 9-cent motor-fuel tax.	Taxable gallonage is computed on the amount of fuel reported consumed in the State, and is based on the ratio of miles traveled within the State to total miles traveled.	Credit is given on all Virginia tax-paid purchases. Refund is authorized on tax-paid fuel purchased in Virginia, but used in a State having similar fuel use tax.	Quarterly	State Corporation Commission
Washington	7.5	7.5	7.5	Vehicles importing over 20 gallons of gasoline, and special fuel vehicles.	Total mileage is divided by total consumption to arrive at miles per gallon. Mileage actually driven in the State is divided by miles per gallon to determine the gallons on which the tax is assessed.	Credit is given on Washington tax-paid purchases.	Monthly	State Treasurer
West Virginia	7	7	7	Vehicles importing over 25 gallons. Buses with over 9 passengers, tractor-trucks, any truck having more than 2 axles.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given on all West Virginia tax-paid purchases	Quarterly	State Tax Commission
Wisconsin	6	6	6	All vehicles importing over 20 gallons.	Taxable gallonage is determined by dividing miles operated in Wisconsin by operator's overall average miles per gallon according to type of fuel.	Credit or refund is given for Wisconsin tax-paid purchases, but not to vehicles from States that do not have a similar provision for Wisconsin vehicles.	Monthly	Department of Taxation
Wyoming	5	7	5	Vehicles importing over 20 gallons of gasoline (50 gallons for licensed carriers), and freight and express carriers using special fuels.	Tax is computed by applying tax rate against gasoline in excess of exempted gallonage and on special fuel in excess of 20 gallons.	Credit is given for Wyoming Tax-paid purchases.	Monthly	Department of Taxation
Dist. of Col.	-	-	-					

^{1/} Licensing and bonding requirements are given in tables G-107, G-108, and G-109. See table G-102 for provisions governing the taxation of special fuels.

Motor Fuel

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

TABLE G-105
SUBJECT 1 OF 2
STATUS AS OF JANUARY 1, 1962

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

STATE	PREMIUMS, TAXES, RATES (CENTS PER GALLON)	PRIVATE AND COMMERCIAL USE ^{1/}				PUBLIC USE ^{1/}				COUNTY AND LOCAL		
		GENERAL HIGHWAY (EXCEPT AGRICULTURE AND AVIATION) ^{2/}	AGRICULTURE	TAX RATES (CENTS PER GALLON) ^{3/}	AVIATION PROVISIONS	WATER VEHICLES (NONHIGHWAY USE) ^{4/}	OTHER EQUIPMENT (HIGHWAY AND NONHIGHWAY USE)	OTHER SPECIFIC USES	FEDERAL ^{5/}	HIGHWAY USE	NONHIGHWAY USE	HIGHWAY USE
Alabama	7	Taxed	Refunded (6)	-	Taxed	Taxed	Use in public utility plants and by charitable organizations is subject to refund.	Exempted	Taxed	Taxed	Taxed	Taxed
Alaska	8	Refunded (5)	Refunded (5)	3	Taxed	Taxed	-	Taxed	Taxed	Taxed	Taxed	Taxed
Arizona	5	Refunded	Refunded (4, 5)	-	Refunded	Refunded	-	Exempted ^{6/}	Taxed	Refunded	Refunded	Refunded
Arkansas	6.5	Taxed	Refunded (4, 5)	-	Exempted	Refunded	-	Exempted ^{6/}	Taxed	Taxed	Taxed	Taxed
California	6	Refunded	Refunded	-	Refunded	Refunded	Manufacturers licensed as distributors may import motor fuel tax free for their own use in manufacturing processes. Motor bus companies are refunded 50% of motor-fuel tax.	Exempted ^{6/}	Taxed	Refunded	Refunded	Refunded
Colorado	6	Refunded	Refunded	-	Exempted	Refunded	-	Exempted	Exempted ^{6/}	Refunded	Refunded	Refunded
Connecticut	6	Refunded	Refunded	-	Refunded	Refunded	Manufacturers licensed as distributors may import motor fuel tax free for their own use in manufacturing processes. Motor bus companies are refunded 50% of motor-fuel tax.	Exempted	Exempted	Refunded	Refunded	Refunded
Delaware	6	Refunded	Refunded	-	Refunded	Refunded	-	Exempted	Exempted	Refunded	Refunded	Refunded
Florida	7	Taxed	Refunded (4)	-	Exempted	Taxed	Farmers and commercial fishermen using tax-paid gasoline in their operation are entitled to a refund of 4 cents of the 7-cent tax.	Exempted ^{6/}	Taxed	Taxed	Taxed	Taxed
Georgia	6.5	Taxed	Refunded (5, 5)	-	Refunded (5, 5)	Taxed	-	Exempted	Exempted	Taxed	Taxed	Taxed
Idaho	6	Taxed	Refunded	3.5	Refunded	Taxed	-	Exempted	Exempted	Taxed	Taxed	Taxed
Illinois	5	Refunded	Refunded	-	Refunded	Refunded	Sales to privately-owned public utilities owning and operating buses as common carriers within a single municipality, certain municipalities or in close proximity, and tax exempted.	Exempted	Exempted	Taxed	Taxed	Refunded
Indiana	6	Refunded	Refunded	-	Refunded	Refunded	Highway users by dealers are exempted.	Exempted	Exempted	Taxed	Taxed	Refunded
Iowa	6	Refunded	Refunded	-	Refunded	Refunded	Sales to privately-owned public utilities owning and operating buses as common carriers within a single municipality, certain municipalities or in close proximity, and tax exempted.	Exempted	Exempted	Taxed	Taxed	Refunded
Kansas	5	Refunded	Refunded	-	Refunded	Refunded	Highway users by dealers are exempted.	Exempted	Exempted	Taxed	Taxed	Refunded
Kentucky	7	Taxed	Refunded (30%)	-	Refunded (30%)	Taxed	Use by city and suburban buses in subject to refund of 2 cents of 7-cent tax.	Exempted	Exempted	Taxed	Taxed	Taxed
Louisiana	7	Taxed	Refunded (6)	-	Refunded (6)	Taxed	Use in local transit buses is subject to refund of 3 cents of 7-cent tax.	Exempted ^{6/}	Exempted	Taxed	Taxed	Taxed
Maine	7	Refunded (6)	Refunded (6)	-	Refunded (3)	Taxed	Use in equipment of volunteer fire companies, Maryland chapters of the American Red Cross, and units of National veterans organizations subject to refund at full rate.	Exempted	Exempted	Taxed	Taxed	Refunded (6)
Maryland	6	Refunded	Refunded	-	Refunded (3)	Taxed	Use in equipment of volunteer fire companies, Maryland chapters of the American Red Cross, and units of National veterans organizations subject to refund at full rate.	Exempted	Exempted	Taxed	Taxed	Refunded
Massachusetts	5.5	Refunded	Refunded	-	Refunded (3)	Taxed	Use in school buses owned and operated by parochial schools in the transportation of school children to and from school is subject to full refund. Use by passenger vehicles with a capacity of 10 or more, operating under any municipal franchise, is subject to refund of 3 cents of the 6-cent tax.	Refunded ^{6/}	Refunded	Refunded	Refunded	Refunded
Michigan	6	Refunded	Refunded	3	Refunded (3)	Refunded	Solvent sold to licensed solvent users is subject to exemption.	Refunded	Refunded	Refunded	Refunded	Refunded
Minnesota	5	Refunded (6)	Refunded (6)	-	Refunded (3)	Refunded	Use in school buses owned and operated by parochial schools in the transportation of school children to and from school is subject to full refund. Use by passenger vehicles with a capacity of 10 or more, operating under any municipal franchise, is subject to refund of 3 cents of the 6-cent tax.	Refunded	Refunded	Refunded	Refunded	Refunded
Mississippi	7	Refunded (6)	Refunded (6)	-	Refunded (3)	Refunded	Solvent sold to licensed solvent users is subject to exemption.	Refunded	Refunded	Refunded	Refunded	Refunded
Missouri	5	Refunded	Refunded	-	Refunded (3)	Refunded	Gasoline used by certified flying schools is subject to full refund of the 5-cent tax.	Exempted	Exempted	Refunded	Refunded	Refunded
Montana	6	Refunded	Refunded (6)	5	Refunded (2, 5)	Refunded	Sales for aviation use to other than licensed and bonded dealers are subject to refund.	Exempted	Exempted	Refunded	Refunded	Refunded
Nebraska	7	Taxed	Refunded	-	Refunded (3)	Taxed	Dealers are subject to refund.	Exempted	Exempted	Refunded	Refunded	Refunded
Nevada	6	Refunded	Refunded	-	Refunded (3)	Refunded	Dealers are subject to refund.	Exempted	Exempted	Refunded	Refunded	Refunded
New Hampshire	7	Refunded	Refunded	4	Refunded	Refunded	Buses paying monthly franchise tax to municipality, Rural delivery carriers, fire engines, emergency vehicles used by rescue squads.	Exempted	Exempted	Refunded	Refunded	Refunded
New Jersey	6	Refunded	Refunded	-	Refunded	Refunded	Gasoline used by qualified taxicabs is subject to refund of 2 cents of the 6-cent tax.	Exempted	Exempted	Refunded	Refunded	Refunded
New Mexico	6	Refunded	Refunded	-	Refunded	Refunded	Gasoline used by qualified taxicabs is subject to refund of 2 cents of the 6-cent tax.	Exempted	Exempted	Refunded	Refunded	Refunded
New York	6	Refunded	Refunded	-	Refunded	Refunded	Gasoline used by qualified taxicabs is subject to refund of 2 cents of the 6-cent tax.	Exempted	Exempted	Refunded	Refunded	Refunded
North Carolina	7	Refunded (6)	Refunded (6)	-	Exempted	Refunded (6)	Aviation exemption applies to high-octane fuel only. Motor fuel tax is subject to refund of 6 cents of the 7-cent tax.	Exempted	Exempted	Refunded (6)	Refunded (6)	Refunded (6)
North Dakota	6	Taxed	Refunded	-	Refunded	Taxed	Aviation exemption applies to high-octane fuel only. Motor fuel tax is subject to refund of 6 cents of the 7-cent tax.	Exempted	Exempted	Taxed	Taxed	Taxed
Ohio	6	Refunded	Refunded	-	Refunded	Refunded	Aviation exemption applies to high-octane fuel only. Motor fuel tax is subject to refund of 6 cents of the 7-cent tax.	Exempted	Exempted	Taxed	Taxed	Taxed
Oklahoma	6.5	Taxed	Refunded	-	Exempted	Taxed	Aviation exemption applies to high-octane fuel only. Motor fuel tax is subject to refund of 6 cents of the 7-cent tax.	Exempted	Exempted	Taxed	Taxed	Taxed

Footnotes appear on sheet 2

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

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

TABLE G-105
SHEET 2 OF 2
STATUS AS OF JANUARY 1, 1962

STATE	PREVAILING TAX RATE (CENTS PER GALLON)	PRIVATE AND COMMERCIAL USE ^{1/}							PUBLIC USE ^{1/}				
		GENERAL NONHIGHWAY (EXCEPT AGRICULTURE AND AVIATION) ^{2/}	AGRICULTURE	AVIATION		USE IN PUBLIC CONTRACT WORK		OTHER SPECIFIC USES	STATE				
				TAX RATE (CENTS PER GALLON) ^{3/}	PROVISIONS	MOTOR VEHICLES (NONHIGHWAY USE) ^{4/}	OTHER EQUIPMENT (HIGHWAY AND NONHIGHWAY USE)		FEDERAL ^{5/}	HIGHWAY USE	NONHIGHWAY USE	HIGHWAY USE	COUNTY AND LOCAL NONHIGHWAY USE
Oregon	6	Refunded	Refunded	-	Refunded (5)	Refunded	Refunded ^{14/}	Use in work on county roads and on Federal highways within Federal reservations and use by employees of U.S. Government in R.F.D. and Special Delivery mail are subject to refund. Use on any road other than a State highway, county road, or city street under permit by a Federal agency or the State Board of Forestry for the removal of forest products or for the construction or maintenance of such roads is subject to refund.	Taxed ^{6/}	Taxed	Refunded	Taxed	Refunded
Pennsylvania	7	Taxed	Refunded	1.5	Taxed	Taxed	Taxed	-	Exempted	Taxed	Taxed	Taxed	Taxed
Rhode Island	7	Refunded	Refunded	-	Refunded	Taxed	Taxed	-	Exempted	Taxed	Taxed	Taxed	Taxed
South Carolina	7	Taxed	Refunded (6)	-	Exempted	Taxed	Taxed	-	Exempted	Taxed	Taxed	Taxed	Taxed
South Dakota	6	Refunded	Refunded	4	Refunded (1,2) ^{16/}	Taxed	Refunded ^{14/}	-	Exempted	Taxed	Refunded ^{17/}	Taxed	Refunded
Tennessee	7	Taxed	Refunded (6)	-	Refunded	Taxed	Taxed	-	Exempted ^{9/}	Exempted ^{17/}	Refunded ^{17/}	Exempted ^{17/}	Refunded ^{17/}
Texas	5	Refunded	Refunded	-	Refunded	Refunded	Refunded ^{14/}	-	Exempted	Taxed	Refunded	Taxed	Refunded
Utah	6	Taxed	Refunded	4	Taxed	Taxed	Taxed	-	Exempted ^{9/}	Taxed	Taxed	Taxed	Taxed
Vermont	6.5	Taxed	Taxed	-	Taxed	Taxed	Taxed	-	Exempted ^{9/}	Taxed	Taxed	Taxed	Taxed
Virginia	7	Refunded	Refunded (6)	-	Refunded ^{18/}	Taxed	Refunded	Use in equipment of volunteer fire departments is subject to full refund. Use by urban and suburban bus lines is subject to refund of 1 cent of 7-cent tax.	Exempted ^{9/}	Exempted ^{9/}	Exempted ^{9/}	Exempted ^{9/}	Exempted ^{9/}
Washington	7.5	Refunded	Refunded	-	Exempted	Refunded	Refunded	-	Taxed ^{6/}	Taxed	Refunded	Taxed	Refunded
West Virginia	7	Refunded	Refunded	-	Exempted	Taxed	Refunded	Use by local buses is subject to refund of 3 cents of 7-cent tax.	Exempted	Taxed	Refunded	Taxed	Refunded
Wisconsin	6	Refunded	Refunded	-	Refunded	Taxed	Refunded	-	Exempted	Taxed	Refunded	Taxed	Refunded
Wyoming	5	Taxed	Refunded (70%)	4	Refunded ^{19/}	Taxed	Taxed	-	Exempted ^{9/}	Taxed	Taxed	Refunded	Refunded
Dist. of Col.	6	Refunded	Refunded	-	Exempted	Taxed	Refunded	-	Exempted	-	-	Exempted	Exempted

^{1/} For those uses that are granted partial refunds or partial exemptions, the portions of the tax refunded or exempted are shown in parentheses. In addition to the classes of refunds or exemptions listed, all States grant exemptions or refunds to distributors on export sales, purchases of tax-paid fuel, previous overpayments, etc., to avoid duplication of tax payment. See table G-103 for procedure regarding allowances for losses in storage and handling, losses by destruction, and expense of collection.

^{2/} Special provisions for specific nonhighway uses: (a) Marine use is partially refunded as follows: 5 cents of the 8-cent tax in Alaska; 4 cents of the 7-cent tax in Florida; 5.5 cents of the 6.5-cent tax in Georgia; full refund of the 7-cent tax on 90 percent of fuel purchased in Kentucky; 6 cents of the 7 cent taxes in Nebraska and South Carolina. Louisiana provides a full refund of the 7-cent tax. (b) Industrial use of gasoline is subject to full tax refunds in North Dakota, South Carolina, and Tennessee, and to 6 cents of the 7-cent tax in Nebraska. Oklahoma provides a full tax exemption for industrial use.

^{3/} Only the aviation gasoline tax rates that differ from the prevailing tax rates are shown in this column.

^{4/} Use in motor vehicles on public highways is taxed in all States.

^{5/} In some States which exempt motor fuel purchased by the Federal Government, there is also a provision for refund of the tax if tax-paid fuel is purchased.

^{6/} In Arizona, California, Louisiana, Oregon, and Washington, quantities sold to the Armed Forces for use in aircraft or ships or for use outside of the State are exempted. In Arkansas sales of 5,000 gallons or more to the Armed Forces are exempted. In Mississippi and Nevada, sales for use in vehicles of the Armed Forces are exempted.

^{7/} Closed portions of roads under repair are not public highways.

^{8/} Aviation gasoline sales in these States are generally exempted when purchased in large quantities or at specified airports.

^{9/} Gasoline is tax exempted if purchased in bulk lot deliveries of over 300 gallons in Colorado and Wyoming; 500 gallons or more in Florida, Vermont, Virginia, and West Virginia; 5,000 gallons or more in Louisiana; tank car lots in Tennessee; and 1,250 gallons or more in Utah. Contract sales to the U.S. Government are exempted in Massachusetts and New Hampshire.

^{10/} Special provisions for use by the State highway department are as follows: Fully refunded in Colorado, taxed in New Hampshire, and refunded 6 cents of the 7-cent tax in North Carolina.

^{11/} Idaho refunds use in State highway construction but the refunds must be returned to the Department of Highways. North Dakota refunds use by State, county, or municipally owned and operated vehicles on construction, reconstruction, and maintenance projects.

^{12/} The tax is refunded on gasoline used in trucks on road construction. It is exempted if contractor holds a cost-plus-fixed fee contract with the U.S. Government.

^{13/} Aviation refunds are on a sliding scale ranging from no refunds on first 50,000 gallons up to 4-1/2 cents per gallon over 200,000 gallons.

^{14/} No refunds are paid on fuel used in highway construction and maintenance.

^{15/} The tax is refunded on use by cities and towns in New Hampshire. North Carolina exempts fuel purchased by the State and used by counties and cities for school purposes. Use in school buses operated by school districts is exempted in Oklahoma.

^{16/} Partial refunds by reduction in the 4-cent aviation gasoline tax are allowed as follows: Consumption over 50,000 gallons and less than 100,000 gallons, 1 cent per gallon; over 100,000 gallons, 2 cents per gallon.

^{17/} Fuel imported and used by governmental units is exempted if purchased in tank car lots and purchases by State and local governments from distributors in quantities of 6,500 gallons or more are eligible for refund.

^{18/} Interstate aviation use is subject to full refund of 7 cents on fuel consumed outside the boundaries of the State as determined by the flight log; fuel consumed within boundaries, and all intrastate consumption, are subject to refund at graduated rates based on quantities purchased and used in the State.

^{19/} Full 4-cent tax on aviation gasoline is refunded to local units for gasoline used at county or municipal airfields. Counties or municipalities then refund 2 cents per gallon to consumers on gasoline used at such airports in excess of 10,000 gallons per month.

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 G-106 (Sheet 1 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
ALABAMA, Tax: 7 Cents, All Motor Fuel			
Department of Revenue Public Road and Bridge Fund Highway Sinking Fund	Amount Required 3 Cents Amount Required	Collection and administration of tax. Proceeds are disbursed for the following purposes: Debt service on public road and bridge bonds issued by the various authorities including Alabama Highway Authority (5th & 6th issues), Alabama Highway Finance Corp & State highway and bridge bonds (1st & 4th issues). Administration, construction, and maintenance of public roads and bridges.	Charged monthly; one-half of amount to State's part and one-half to counties' part. Motor-fuel other than gasoline. After collection and administration costs, revenue is credited to Public Road and Bridge Fund for administration, construction, and maintenance of public roads and bridges.
State Highway Department Public Road and Bridge Fund Cities and Towns	The Residue 1 Cent \$62,520	Construction and maintenance of highways and streets.	Distribution of \$5,210 per month to the cities and towns incorporated as of January 1, 1943 is made semi-annually on basis of municipal population at last Federal Census.
State County Aid Fund	Amount Required	To provide matching share applied for by the counties for construction of county roads not on State highway system.	The annual amount required is one-fourth of the four-sevenths credited to the State, less \$62,520 to the cities, of which the amount to each county is not to exceed in any event 1/67 part thereof. Any funds not obligated by a county within a two-year period after the close of the fiscal year are distributed equally among the 67 counties.
State Highway Department County Road and Bridge Fund Counties State County Aid Fund	The Residue 2 Cents 1 Cent Amount Required	Administration, construction, and maintenance of public roads and bridges. Construction and maintenance of public roads and bridges in the counties.	Distributed equally among the sixty-seven counties. Distributed equally among the sixty-seven counties.
County Road and Bridge Fund State Department of Aeronautics	The Residue Tax on Aviation Use	Construction and maintenance of county roads and bridges outside cities and off the State highway system, subject to inspection by State Highway Department. Construction and maintenance of county roads and bridges. Promotion of aviation.	Constitutes the amount counties apply to the County-Aid Fund, which is to be matched by State funds, and expended according to provision governing county aid expenditures.
ALASKA, Tax: 8 Cents, All Motor Fuel			
Motor Fuel Tax Refund Fund Highway Fuel Tax Account Aviation Fuel Tax Account	10 Percent The Residue 3 Cents On Aviation Gasoline 1-1/2 Cents On Other Aviation Fuels	Payments of refunds. Highway construction and maintenance (must be appropriated by legislature). Disbursed by legislative appropriation for aviation facilities.	One cent of motor-fuel tax is for a three-year period ending July 1, 1964. Sixty percent of tax collected at a municipally-owned airport is refunded to that municipality.
Water and Harbor Facilities Fund	3 Cents On Fuels Sold For Marine Use	Construction and maintenance of water and harbor facilities.	
ARIZONA, Tax: 5 Cents, All Motor Fuel			
Motor Vehicle Division, State Highway Department State Highway Fund, State Highway Department	Amount Required Remainder 70 Percent	Refunds of tax. Distributed as follows: Support of Motor Vehicle Division, including collection and administration of motor-fuel, motor-vehicle, and motor-carrier taxes; administration of State Highway Department; construction and maintenance of State highways; support of Highway Patrol Division (State Highway Police).	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues, and expenditures are made from combined revenues.
Counties and Cities	30 Percent	Construction, improvement, maintenance of county highways or bridges; retirement of ad interest on county highway bonds. Improvement, construction, and maintenance of municipal streets and highways; administrative expenses connected therewith; retirement of future issues of bonds for such purposes. Promotion of aviation.	Distributed to each county in proportion to sales of motor fuel; one-third of each county's share to incorporated cities within the county in proportion to their population. If there is no incorporated city or town in a county, the amount allocated thereto shall revert to county.
State Aviation Fund	Eligible Refunds Not Claimed Within Statutory Period		Tax on fuel used for aviation purposes is eligible for refund if claimed within specified time limit.
ARKANSAS, Tax: 6.5 Cents, All Motor Fuel			
State Apportionment Fund General Revenue Fund	All 3 Percent	For redistribution as shown below: Cost of general State government, including the cost of collection and administration of motor-fuel tax. Cost of operation of Weight and Standards Division.	Three percent of gross collections is deducted each month prior to distribution.
State Police Fund, Highway Weight and Standards Division State Highway Fund	Amount Required Remainder	Subject to expenditure or distribution as follows:	Monthly requirements transferred on pro rata basis from motor-fuel tax, overweight permit fees, automobile division fees and registration fees. This is a common fund receiving motor-fuel and motor-vehicle revenues and expenditures are made from combined revenues.
County Aid Fund	7.7 Percent (Quarterly)	Construction, maintenance, and administration of county roads.	Distributed among all counties in the following manner: "One-third on a population basis, based on the most recent Federal Census, one-third on a motor-vehicle license revenue basis, based on the amount received from each county for the previous year from motor-vehicle license fees, and one-third based on area of the various counties of the State."
County Aid Fund	1/4 Cent Per Gallon On Motor-Fuel Taxed (Quarterly) \$7,175,000 (Annually)	Construction, maintenance, and administration of county roads.	Distributed to counties on the same basis as the 7.7 percent allocation.
Highway Bond and Interest Fund	Amount Required (Quarterly)	Debt service on 1951 issue of highway refunding bonds.	
Gasoline Tax Refund Fund	Amount Required (Quarterly)	Gasoline tax refunds.	
(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 G-106 (Sheet 2 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
ARKANSAS (Continued)			
State Highway Fund (Continued)	<p>\$3,000,000 (Annually)</p> <p>Amount Required</p> <p><u>The Residue</u> 11.76 Percent</p>	Construction, maintenance, and administration of county roads.	<p>Credited to County-Aid Fund for distribution to counties as follows: 50 percent to be divided equally among the 75 counties, 25 percent on area basis, and 25 percent on rural population basis. Minimum of \$100,000 for each of the 75 counties for the biennium January 1, 1961 - December 31, 1962.</p>
County Aid Fund		Construction of unimproved Federal-aid secondary highways on the county road system.	
Municipal Aid Fund		Construction, maintenance, reconstruction, and debt service on bonds issued for city streets which are not a continuation of State highways.	
State Highway Department Fund	88.24 Percent	Construction, reconstruction, maintenance, and administration of State highway system.	Distributed on basis of population of each city or town to total population of all cities and towns. Annual allocations for 1962 and 1963 must be \$750,000 greater than amount distributed for 1961, with deficit, if any, to be drawn from State Highway Department share.
CALIFORNIA, Tax: 6 Cents, Gasoline and LPG 7 Cents, Diesel			
State Motor-Vehicle Fuel Fund	All Amount Required	Administrative expense of the Division of Highway Taxes of the State Board of Equalization and the Tax Collection and Refund Division and Bureau of Highway Accounts and Reports of the State Controller's Office; payment of refunds.	<p>Estimated amount stated by statute to be \$350,000.</p> <p>Estimated amount stated by statute to be \$750,000.</p>
Counties	Unrefunded Taxes On Aviation Fuel	\$15,000 for administrative costs of Aeronautics Commission; balance equally to all airports for construction.	
Small Craft Harbor Revolving Fund	Unrefunded Taxes On Marine Fuel	Construction and maintenance of small craft harbors and facilities.	<p>This fund receives the net proceeds of the gasoline and diesel taxes, the transportation license tax (1-1/2 percent of gross motor-carrier receipts), and the balance in the Motor-Vehicle Fund after appropriations for the support of the Motor Vehicle Department and Highway Patrol have been made. City-county of San Francisco receives allotments both as a county and a city.</p> <p>The base sum of \$5,400,000 to be increased or decreased in the ratio that the total State registration of preceding calendar year bears to the registration in 1946. (\$13,432,824 for fiscal year 1961-62). \$700,000 annually apportioned to 34 counties for snow removal and \$500,000 to 31 counties for storm damage and the balance to the counties in proportion to the number of fee-paid vehicles registered in such counties.</p> <ol style="list-style-type: none"> 1. Each county received \$1,667 monthly for engineering and administration; 2. Each county also receives monthly an equalization allotment of \$2,500; 3. The balance remaining is apportioned to the counties in the proportion that the registration of vehicles in each of the counties bears to the total State registration. <p>Funds are distributed monthly, computed as follows: The number of miles of maintained county roads in each county shall be multiplied by \$25; from the resultant amount the amount received by each county under the second and third subdivisions of the above paragraph is deducted and the remainder paid to each county. One-half of the balance is distributed on the basis of motor-vehicle registrations and the other half is distributed on basis of maintained mileage of county roads to those counties that have not already received, from the above \$13,432,824 plus the second and third subdivisions of the one cent apportionment, a total of \$50 per month per mile of maintained road.</p> <p>Funds transferred to State Highway Fund and distributed to the cities on the basis of population.</p> <p>Amount ranging from \$1,000 to \$20,000 depending upon population bracket specified by law.</p> <p>State highway moneys for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties.</p>
Highway-Users Tax Fund	Remainder	For distribution as follows:	
Counties	\$13,432,824 Fiscal Year 1961-62	Work on local roads.	
Counties	1 Cent	Work on local roads.	
Counties	3/8 Cent	The 3/8-cent apportionment is to be used "exclusively for construction expenditures on county primary road system" except amount necessary, when added to the receipts from 2nd and 3rd subdivisions of the one cent apportionment, to equal \$25 per mile per month.	
Cities	5/8 Cent	Work on city streets not on State highway system; 3/5 for construction of major streets. All State highways in cities are maintained by the Division of Highways.	
Cities	Appropriation Schedule	Engineering and administrative costs - city streets.	
State Highway Fund	The Residue	Acquisition of rights-of-way for, and the construction, reconstruction, improvement, and maintenance of State highways and streets.	
COLORADO, Tax: 6 Cents, All Motor Fuel			
State Treasurer	Amount Required	Refund of motor-fuel tax.	<p>Refunds made by State Treasurer on voucher certified by the Department of Revenue.</p> <p>Expenditures limited to 3 percent of the gross proceeds collected from the motor-fuel tax.</p> <p>This fund receives the net revenue from the following sources: Excise tax on motor fuel; annual registration fees on drivers, motor vehicles, trailers and semi-trailers; and ton-mile or passenger-mile taxes. Legislature appropriates from Highway-User Tax Fund the amount required for operation of State Patrol, and Port of Entry Administration.</p>
Department of Revenue, Administration Fund	Amount Required	Collection and refund expense of Motor-Fuel Division and expense of oil inspector.	
Highway-User Tax Fund	All Net Revenue	For distribution as follows:	
State Patrol	Appropriation	State police expense.	
Port of Entry Administration	Appropriation	Operation of border inspection stations.	
State Highway Fund	Remainder	Debt service on State highway bonds and notes; State highway construction, maintenance, and administration.	
(Continued)	65 Percent		

Motor 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

TABLE G-106 (Sheet 3 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTIONS	OBJECTS OF EXPENDITURE	REMARKS
COLORADO (Continued)			
Highway-User Tax Fund (Continued) Counties	30 Percent, Or 12.6 Million Per Fiscal Year Whichever Is The Lesser	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 and used rural roads in each county, excepting mileage of State highways. The city and county of Denver are not considered a county. (After January 1, 1963, the counties' share will be 26 percent.)
Cities and Incorporated Towns	5 Percent, Or Remainder	Construction, maintenance, and administration of the city street systems. 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 and used streets in each city and incorporated town, excepting the mileage of State highways. The city and county of Denver are considered as a city. Cities and towns having area of 10 square miles or more and urban vehicle registrations of less than 700 are included with counties. (After January 1, 1963, the cities' share will be 9 percent.)
CONNECTICUT, Tax: 6 Cents, All Motor Fuel			
State Comptroller Tax Department State Highway Fund	Amount Required \$100,000 Annually <u>Remainder</u>	Refunds of motor-fuel tax. Collection and administration.	This is a common fund receiving motor-fuel and motor-vehicle revenues; distribution is from combined revenues.
Highway Debt Service Fund Town-Aid Fund (Improved Road Grant)	Amount Required \$3,500,000 Per Year- 1961-62 Only \$3,900,000 Per Year- 1962-63 Annually Thereafter	Interest and redemption of State highway system bonds. Construction, reconstruction, improvement, and maintenance of local roads and streets.	Fund is distributed on mileage basis: \$1,400 per mile for first 23 miles in each town, with the balance of the appropriation prorated in the ratio of the remaining mileage in each town to the total of the remaining mileage in all towns.
Town-Aid Fund (Unimproved Road Grant)	\$1,000,000 Per Year	Construction, reconstruction, improvement, and maintenance of local roads and streets.	Fund is distributed prorata to the towns, on the basis of the total mileage of unimproved highways in each town.
Motor Vehicle Department	<u>1961-63 Biennium</u> \$3,506,600	Collection of motor vehicle revenues, administration of drivers licenses, title laws, etc.	
State Police Department	\$7,855,350	Salaries and expenses of State Police Department.	Represents highway fund share (75 percent) of total budget.
	The Residue	Right-of-way, construction, reconstruction, maintenance and administration of State highways; maintenance and operation of Connecticut Turnpike; expenses of Highway Safety Commission.	
DELAWARE, Tax: 6 Cents, All Motor Fuel			
State Treasurer State General Fund	Amount Required Remainder	Refunds of tax. Subject to appropriation for highway or other purposes (see below).	Net revenues from road-user taxes go into 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 taxes insofar as highway appropriations do not exceed such revenues.
State Highway Department Motor Vehicle Division Safety Responsibility Division State Police Division Motor Fuel Tax Division Divisions of Construction, Maintenance, Communications, and Administration State Treasurer Municipal Street Aid Fund	1961-62 Appropriations \$592,595 \$23,360 \$1,453,000* \$27,150 \$4,802,050 \$7,287,558 \$1,200,000	Collection and administration. Promote highway safety. Enforcement of traffic laws, general policing duties. Collection and administration. State highway construction and maintenance, suburban community roads. Interest and redemption of State highway bonds, and county highway bonds. For local city street improvements, right-of-way, police equipment, debt service.	* Total for all purposes. Allocated to each municipality 40% on the basis of population, 60% on the basis of the mileage of streets not maintained by the State. Appropriation is equivalent to the proceeds of one cent of the State motor-fuel tax, but not to exceed \$1,200,000 annually.
FLORIDA, Tax: 7 Cents, All Motor Fuel			
State Comptroller State Comptroller	4 Cents Appropriation	Refund of motor-fuel tax.	Annual claims not to exceed \$500,000; excess of appropriation reduces each claim proportionately.
State General Fund	Remainder 3 Percent	Application to the cost of general State government, including the cost of motor-fuel tax collection and administration. State highway construction and maintenance.	This transfer to the State General Fund from State special funds may be reduced at the discretion of the Governor.
State Road Department State Board of Administration	97 Percent 2 Cents		Credited to the accounts of the 67 counties: 1/3 on the basis of area, 1/3 on population, and 1/3 on contributions each county made to State roads prior to July 1941.
	Amount Required	Payment of principal and interest and establishment of reserves for retirement of county road and bridge bonds issued prior to July 1931.	
(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 G-105 (Sheet 4 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
FLORIDA (Continued)			
State Board of Administration (Continued)			
State Road Department	<u>Residue Of</u> 2 Cents 80 Percent	Construction of State-designated roads within the respective counties, or lease or purchase of any toll road or bridge in the respective counties. Use on roads within the respective counties.	
Counties	20 Percent 1 Cent		
State General Fund	3 Percent	Application to the cost of general State government, including cost of motor-fuel tax collection and administration.	This transfer may be reduced at the discretion of the Governor.
State Road Department	<u>97 Percent</u> 80 Percent	Construction, maintenance, acquisition of rights-of-way, or payment of debt on State roads within the respective counties.	Allocated for expenditure in the 67 counties by same formula as 2-cent tax.
Counties	20 Percent	Use on roads within the respective counties.	
GEORGIA, Tax: 6.5 Cents, All Motor Fuel			
State General Fund	<u>All</u>	Subject to appropriation for highway purposes.	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 for a given fiscal year are made from the State General Fund, and must not be less than the motor-fuel tax revenues (less refunds, rebates, and collection costs) received during the preceding fiscal year.
Revenue Department	Amount Required	Refund of motor-fuel tax, collection and administration expenses.	
Department of Public Safety	\$5,225,000	Drivers license administration and State police.	
Counties	\$9,317,013	Construction and maintenance of county and local roads.	\$4,817,013 is distributed among counties in amounts stipulated by statutes. (1945 Act.) \$4,500,000 is distributed in the ratio that the total public road mileage in each county bears to the total public road mileage in the State. (1951 Act.)
State Highway Department	1962 Appropriations: \$85,735,310	Construction, maintenance, and administration of highways, including Federal-aid matching funds.	Roads are leased to the highway department for a term not in excess of 50 years.
Rural Roads Authority	Amount Required	Rental payments on roads constructed by authority. Payments are used to retire bonds, pay administrative and operating expenses, and to reimburse the highway department for any funds expended for the authority.	Bridges are leased to the highway department for a term not in excess of 50 years. Total of lease rentals shall not exceed \$2.5 million per year.
State Highway Authority	Amount Required	Rental payments on bridges constructed by authority.	
State Office Building Authority	Amount Required	Rental payments on space occupied by highway department.	
State General Fund	1 Cent tax On Unrefunded Aviation And Marine Use Fuel	Subject to appropriation for general State purposes.	
HAWAII, Tax: 5 Cents, All Motor Fuel			
State Highway Fund	<u>All</u>	Debt service on county bonds issued prior to January 1, 1945; debt service on State highway bonds and construction and maintenance of State highways.	The State also levies a special 3-cent tax in Hawaii County with the proceeds dedicated to service of highway bonds. Additional county taxes ranging from 3 to 5 cents per gallon are levied in Hawaii, Honolulu, Kauai, and Maui Counties.
State Airport Fund	3-1/2 Cent Tax On Aviation Gasoline	For construction and maintenance of airports.	
Small Boat Harbor Maintenance Fund	5 Cents Tax On Small Boat Fuel	For maintenance and operation of small boat harbors.	
IDAHO, Tax: 6 Cents, All Motor Fuel			
Motor Fuels Refund Fund, Motor Fuels Division, State Tax Collector	Amount Required	Refunds of gasoline tax.	15 percent of gross collections credited monthly to Refund Fund. On June 30 of each year all money over \$150,000 in the Refund Fund shall be transferred to the State Highway Fund.
State Highway Fund, Department of Highways	<u>Remainder</u>	Distributed or expended as follows:	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; the indicated distribution is made from the combined revenues.
Cities and Villages	2.7 Percent	Construction and maintenance of streets and alleys.	Apportioned to cities and villages over 300 population in the proportion that the population of each city or village bears to the total population of all cities and villages in the State.
County Road and Bridge Fund	<u>27.3 Percent</u> Amount Required	Debt service on county highway bonds.	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 that improved road mileage in each county bears to total in State.
Department of Highways	The Residue	County and highway district road and bridge construction and maintenance; debt service on district bonds.	Where applicable, counties share with highway and good roads districts on the above formula basis.
State Aeronautics Fund	70.0 Percent	Construction, reconstruction, and maintenance of State highways, including State highways in cities; collection and administration of motor-fuel tax.	Proceeds of one-cent fuel tax specifically allocated for matching Federal aid.
	2.5 Cent Aviation Fuel Tax	Promotion of aviation.	
ILLINOIS, Tax: 5 Cents, All Motor Fuel			
Motor-Fuel Tax Fund	<u>All</u>	For expenditure or distribution as shown below:	All receipts are placed in Motor-Fuel Tax Fund, from which allocations to other funds are made.
Departments of Revenue and Finance	Amount Required	Collection, administration, and refunds of motor-fuel tax.	Expenditures made by Department of Finance out of Motor-Fuel Tax Fund.
Division of Highways	Amount Required	Administration of counties', cities', and townships' share of motor-fuel tax.	Expenditures made by Division of Highways out of Motor-Fuel Tax Fund.
(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 G-106 (Sheet 5 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>ILLINOIS</u> (Continued)			
Motor-Fuel Tax Fund (Continued) Grade Crossing Protection Fund	\$50,000 Per Month	To pay part of the cost apportioned by the Illinois Commerce Commission to the State to cover the interest of the public in providing railroad grade crossing protection on local, county or township roads or streets in municipalities.	Funds are expended by the Department of Public Works and Buildings upon order of the Illinois Commerce Commission.
Road Districts	Remainder 10 Percent	Improvement of township or district roads. Maintenance of roads improved with motor-fuel tax funds and use of not over 25 percent of previous year allotment to maintain other roads. Retirement of bonds issued for construction of roads when construction is in accordance with standards of motor-fuel tax construction and State approval for a bond issue is obtained. Payment of the cost of engineering, administration, and right-of-way in connection herewith.	The allocations for road districts are apportioned to each county in the ratio that the mileage of road district roads in that county is to the total road district mileage in the State.
Road Fund, Division of Highways	35 Percent	Construction, maintenance, and administration of State bond issue roads, Federal-aid roads including authorized municipal projects, and Federal-aid secondary and State highway beltline roads, including maintenance of said highways in cities. Payment of cost of engineering, administration, and right-of-way connected therewith.	This is a common fund receiving motor-fuel and motor-vehicle revenues. Expenditures are made from combined revenues.
Counties (having less than 500,000 population) Counties (having more than 500,000 population- Cook County)	12 Percent 11 Percent	Retirement of county bonds issued for "superhighways" and other county highways, construction and maintenance of county highways (subject to approval of Department of Public Works and Buildings) including urban extensions thereto, and maintenance and construction of Federal-aid secondary roads, and extensions of county highways into park districts. Payment of cost of engineering, administration, and right-of-way connected therewith.	Funds to counties are allocated in proportion to the amount of motor-vehicle registration fees received from their residents during the preceding year.
Municipalities	32 Percent	For construction and maintenance of State highways and for maintenance of Federal-aid secondary roads in municipalities; for construction and maintenance of arterial streets and extensions of these streets outside of the corporate limits; and for construction or maintenance of streets other than State highways or arterial streets (with Department approval) but not to exceed 50 percent of the total motor-fuel tax allotment to the respective municipality during the previous year with not in excess of one-half of the said amount for maintenance. May also be used for maintenance and repair of sidewalks on any street; for pedestrian overheads or subways over or under arterial streets or State highways; for constructing traffic signals on arterial streets or State highways; for construction of storm sewers for drainage of arterial streets or State highways; and for building lighting systems on arterial streets or State highways or on streets constructed by special assessment. May also be used to pay not in excess of 50 percent of the cost of constructing Federal-aid highways in the municipality and to pay engineering, administration, and right-of-way in connection with this work; and for retiring indebtedness incurred (with Department approval) for any of the improvements for which motor-fuel tax may be used.	The municipalities' share is apportioned to the several municipalities in proportion to their population as determined by the last Federal Census.
<u>INDIANA</u> , Tax: 6 Cents, All Motor Fuel			
Department of State Revenue Motor Vehicle Highway Account	Amount Required Remainder	Collection, administration, and refunds of motor-fuel taxes. For distribution as shown below:	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; expenditures are made from the combined revenues.
Office of Traffic Safety Division of School Traffic Safety Education State Police	Amount Appropriated Amount Appropriated Amount Required	Education and improvement of public safety and traffic management. Driver education program in schools. Policing the highways of the State.	Seventy-five percent chargeable to Motor Vehicle Highway Account and 25 percent chargeable to State General Fund.
Cities and Towns	15 Percent	Streets and alleys, construction, maintenance, traffic signals and policing, street cleaning, purchase and repair of street and highway equipment.	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.
Counties	32 Percent	Construction and maintenance of County highways and bridges including extensions in incorporated towns.	Distributed as follows: 5 percent equally among the 92 counties; 65 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.
State Highway Commission	The Residue	State highway construction, maintenance, and administration.	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 54 percent of such difference.
<u>IOWA</u> , Tax: 6 Cents, Gasoline and LPG 7 Cents Diesel			
Motor Vehicle Fuel Tax Fund State Road Use Tax Fund	Amount Required Remainder	Collection, administration, and refunds of motor-fuel tax. Distributed as shown below:	This is a common fund receiving motor-fuel, motor-vehicle, motor-carrier and other revenues; distribution is from the combined revenues.
State Primary Road Fund, State Highway Commission	\$2,500,000 Or 1/9 Of FAI Funds	Whichever is smaller to match Federal aid for Interstate system construction.	
(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 G-106 (Sheet 6 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
IOWA (Continued)			
State Road Use Tax Fund (Continued))Unobligated funds revert to the Road Use Tax Fund for distribution.)))))))))
State Primary Road Fund	\$500,000 \$500,000	For construction and maintenance of institutional and park roads and bridges. To pay expenses of secondary and urban road departments. (For non-primary expenses.)	
Highway Grade Crossing Safety Fund	\$500,000	For construction of the Stange Road Underpass.	
Division of Motor Vehicle Registration	\$120,000 \$425,000	For crossing study and for installation of signals. To pay for license plates.	
	<u>The Residue</u>		
State Primary Road Fund, State Highway Commission	47 Percent	State highway construction, maintenance and administration.	
Secondary Road Fund	30 Percent	County road construction and maintenance.	
Farm to Market Road Fund, State Highway Commission	10 Percent	Construction of farm to market roads. Distributed by the Highway Commission to the counties.	
Street Construction Funds of Incorporated Cities and Towns	13 Percent	For construction, reconstruction or repair and maintenance of roads and streets in cities and towns.	
State Aviation Fund	Unrefunded Tax On Aviation Fuel	Promotion of aviation.	
KANSAS, Tax: 5 Cents, Gasoline and LPG 7 Cents, Diesel			
State General Fund	2 Percent	Costs of collection and administration of tax.	Additional 2 cents diesel rate does not apply to farm trucks or local urban buses. Expense of Revenue Department paid from State General Fund.
Motor Vehicle Fuel Tax Refund Fund	Amount Required	Refunds of motor-fuel tax.	This is a common fund receiving motor-fuel, motor-vehicle and other revenues; distribution is from combined revenues. Apportionment to counties: 40 percent equally and 60 percent on basis of relative assessed valuation of previous years; not less than 50 percent to be used on township roads. Annual legislative appropriation. (Fiscal year 1962.) In lieu of allocation, State Highway Commission may maintain such streets in any city with consent of governing body. Funds transferred quarterly to counties and cities by State Treasurer. Distributed in the proportion that the population of each city bears to the total population of all cities in the State. Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage in all counties of the State. 50 percent to cities and 50 percent to counties on same basis as above.
Highway Fund, State Highway Commission	<u>4/5 Of Remainder</u>	For expenditure or redistribution as shown below:	
County and Township Road Fund	\$3,600,000 Per Year	Apportioned to counties for construction and maintenance of county and township roads and bridges.	
Highway Patrol Fund	\$2,381,926	Law enforcement, Ports of Entry and traffic safety promotion and education.	
Highway Fund (Direct Expenditures)	Amount Required	\$500 per lane per mile annually to cities for maintenance of connecting links of the State highway system through cities.	
	<u>The Residue</u>	Construction and maintenance of the State highway system and administration of Highway Commission and Department.	
Special County Road and City Street Fund	<u>1/5 Of Remainder</u>	For redistribution as follows:	
City Streets and Alley Fund	\$2,500,000 Per Year	Construction and maintenance of city streets.	
County Secondary Funds	\$4,000,000 Per Year	Construction of county Federal-aid secondary roads. (This money must be used to match Federal aid secondary funds only.)	
City and County Funds (above)	<u>The Residue</u>	Same as above.	
KENTUCKY, Tax: 7 Cents, All Motor Fuel			
State Road Fund	<u>All</u>	For expenditure as follows:	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. Revenue from five cents of the seven-cent tax on gasoline used in turnpike operations is allocated to turnpike authorities on a vehicle-mileage basis. Allotted for expenditure within the several counties as follows: One-third in the ratio which the population in each county bears to the total population of the State; one-third in the ratio which the square mile area of the county bears to the total square mile area of the State. One-third equally among the counties; 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 Department of Highways become a part of the State highway system. Department required to pay \$9,725,000 annual rental to Kentucky Turnpike Authority. (Ch. 173, Laws of 1960)
Bond Redemption Fund	Amount Required	Interest and principal on General Obligation Highway Bonds.	
Department of Revenue	1961-62 Appropriation: \$1,007,310	Refunds of motor-fuel tax, collection and administration of motor-fuel and motor-vehicle taxes, operators' licenses, usage tax.	
Department of Motor Transportation	\$453,515	Motor-carrier tax collection, administration, and regulation.	
Departments of Treasury, Finance, Personnel, Public Relations; Board of Claims	\$1,121,465	General administration, publicity, accounting, etc.	
University of Kentucky	\$88,125	Water investigations, topographic mapping.	
Department of Public Safety	\$5,497,325	State police, accident prevention, driver examinations.	
Department of Highways	<u>Remainder</u>	Maintenance of county roads and bridges.	
Division of Rural Highways	\$5,000,000 Per Year		
	2 Cents	Construction and reconstruction of rural and secondary roads.	
	<u>The Residue</u>	Right-of-way, construction, maintenance, and administration of State highways.	
LOUISIANA, Tax: 7 Cents, All Motor Fuel			
Department of Revenue	Amount Required	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; total \$312,000. Entire amount of inspection fees which is approximately \$290,000 annually, \$10,000 allowed for collection and administration of use-fuel tax.
(Continued)			

Motor 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

TABLE 9-106 (Sheet 7 of 20 Sheets)
 REPORT FOR JANUARY 1, 1962

REMARKS	CHARACTER OF EXPENDITURE	AMOUNT OR PROPORTION	NAME OF FUND OR AGENCY
			LOUISIANA (Continued)
<p>This fund also receives motor-vehicle revenues.</p> <p>Allocated for expenditure among parishes as follows: \$329,000 to Orleans parish (New Orleans); \$2,028,000 allotted to remaining parishes in ratio that the annual construction and maintenance requirements in each parish bear to the total annual requirements of all parishes, provided no parish receives less than \$5,000. (Act 188, 1955.)</p> <p>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 gallonage 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 revenues by the governing body of said parish as required by R.S. 47:722 as amended. Also see R.S. 47:724 as amended.</p> <p>To receive portion necessary to retire annual bond and interest after deducting from debt requirements the amounts received during the year from the New Orleans Levee District and Public Debt Railroad Commission of New Orleans; also the further sum of \$500,000 is to be credited annually for current operating expenses.</p> <p>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.</p>	<p>Interest and principal payments on State highway obligations, including Long Range Highway Bonds.</p> <p>Construction of roads on the Parish Road system.</p> <p>Construction and maintenance of State highways and bridges.</p> <p>Construction and bridges in the parish of Concordia.</p> <p>streets and bridges in the City of New Orleans. May also be used for drainage purposes in the parish of Concordia.</p> <p>Debt service and current operation of port.</p> <p>Debt service, with surplus to be used for current expenses of port.</p> <p>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.</p>	<p>Remainder</p> <p>5-1/2 Cent Use-Fuel Tax</p> <p>Amount Required</p> <p>\$2,371,000</p> <p>Annually</p> <p>1 Cent</p> <p>The Residue</p> <p>1/20 Cent</p> <p>9/20 Cent</p> <p>Amount Required</p> <p>The Residue</p>	<p>Long Range Highway Fund</p> <p>(General) Highway Fund, Interest and Bond Redemption Account</p> <p>Parish Road System</p> <p>Special Gasoline Tax Fund to Parishes</p> <p>General Highway Fund</p> <p>General Gasoline Tax Fund to Parishes</p> <p>Take Charles Harbor and Terminal District</p> <p>Board of Commissioners of Port of New Orleans -</p> <p>Gasoline Tax Account</p> <p>Account</p> <p>(General) Highway Fund, Interest and Bond Redemption</p>
			MAINE, Tax: 7 Cents, All Motor Fuel
<p>The General Highway Fund receives entire motor-fuel tax and motor-vehicle revenues. Allotments are appropriated for the fiscal year and transferred out of General Highway Fund and represent shares of combined motor-fuel tax and motor-vehicle revenue.</p> <p>Allocated among towns and municipalities as follows: \$200 minimum allotment to each town; remainder distributed in the ratio that the mileage of unimproved roads in each town bears to the total mileage of unimproved roads in the State.</p> <p>Remainder of tax refunded on motor boat use.</p> <p>Remainder of tax refunded.</p>	<p>for expenditure or redistribution as follows:</p> <p>Debt service on State highway and toll bridge obligations, State highway construction and maintenance, Administration of State Highway - State-aid highway construction.</p> <p>\$3,000,000</p> <p>\$3,000,000</p> <p>\$1,500,000</p> <p>1962 Appropriations</p> <p>\$30,200,966</p> <p>\$2,811</p> <p>\$671,048</p> <p>\$1,759,171</p> <p>\$118,997</p> <p>\$460,487</p> <p>Collection, administration, and refunds of motor-vehicle taxes. Support of highway police. (75 percent of total operating cost.) Accounting, auditing, purchasing and legal services rendered to the State Highway Commission.</p> <p>State's share of Employees Retirement Fund (highway employees only).</p> <p>Improvement of commercial fishing.</p> <p>On Motor-boat</p> <p>8 Mills Of 7-Cent Tax</p> <p>Gasoline</p> <p>2 Cents Of 7-Cent Tax</p> <p>On Aviation Jet</p> <p>Or Turbo-jet Fuel</p> <p>Promotion of aviation.</p> <p>Collection, administration, and refunds of tax.</p> <p>Distributed for purposes given below:</p> <p>Payment of principal and interest on State highway construction bonds to tenants and operators of State highway system; remainder is used for construction, reconstruction, and major repairs on State highway system.</p>	<p>ALL</p>	<p>General Highway Fund, State Highway Department</p> <p>1962 Appropriations</p> <p>\$30,200,966</p> <p>\$3,000,000</p> <p>\$3,000,000</p> <p>\$1,500,000</p> <p>Town Road Improvement Fund</p> <p>Bureau of Taxation, Excise Tax Division</p> <p>Motor Vehicle Department</p> <p>State Police</p> <p>State General Fund</p> <p>Trust Fund</p> <p>Sea and Shore Fisheries Commission</p> <p>Aeronautical Fund</p> <p>Gasoline Tax Division, State Comptroller</p> <p>Gasoline Tax Fund</p> <p>State Roads Commission</p> <p>50 Percent</p> <p>Remainder</p> <p>(Continued)</p>
			MARTLAND, Tax: 6 Cents, All Motor 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

TABLE G-106 (Sheet 8 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MARYLAND (Continued)			
Gasoline Tax Fund (Continued) City of Baltimore	30 Percent	Construction, reconstruction, and maintenance of streets and highways of the city; debt service on bonds issued for street construction, reconstruction, or maintenance.	Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, subject to minimum share adjustment to Kent, St. Mary's and Charles Counties. Municipalities which are authorized to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets in the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Roads Commission as of December 1 of each year for the next succeeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.
Counties and Municipalities (Other than Baltimore)	20 Percent	Debt service on outstanding bonds issued for construction, reconstruction, or maintenance of roads and streets; remainder is used for construction, reconstruction, or maintenance of roads or streets or for debt service on bonds hereafter lawfully issued for such construction, reconstruction, or maintenance.	
MASSACHUSETTS, Tax: 5.5 Cents, All Motor Fuel			
Highway Fund	<u>All</u>		The Highway Fund receives both motor-fuel and motor-vehicle revenues. Appropriations given below are from the combined revenues.
Department of Corporations and Taxation	1961 Appropriations: \$232,918 Amount Required \$6,394,364	Collection and administration of motor-fuel tax. Refunds of tax.	Money for refunds furnished by State Treasurer on warrant.
Registry of Motor Vehicles	\$4,568,310*	Collection and administration of motor-vehicle fees.	* Includes general policing costs reimbursed from General Fund.
Department of Public Safety	\$39,760,809	Salaries and expenses of State highway police.	Legislative intent is to use proceeds of 2-cent of 5-cent gas tax to meet debt service requirements, insofar as possible, for 1949 and subsequent bond issues. 1/2-cent tax dedicated to retirement of \$200,000,000 of road bonds.
State Treasurer		Interest and principal on highway debt.	
State General Fund	\$3,180,231	Purchasing, auditing, personnel, retirement, etc. chargeable to Department of Public Works.	* Includes nonhighway allocations to be reimbursed from General Fund.
Metropolitan District Commission	\$10,747,777*	Construction and maintenance of boulevards in greater Boston.	
Department of Public Works	\$7,000,000	Construction and maintenance of town and country roads not on State highway system. (See MGLA, Chapter 90.)	Expended by Division of Highways, together with funds appropriated by the towns and counties. Quota for each county based on a formula giving 40 percent weight to population, 40 percent to mileage, and 20 percent to area. State provides 50 percent of construction allotments; 33 percent of maintenance allotments.
Aid to Towns and Counties	\$2,600,000	Repair and improvement of public ways other than State highways. (See MGLA, Chapter 81.)	Expended by Division of Highways in towns having a valuation under \$5,000,000 and a "road mileage ratio" of less than twelve (determined by dividing the proportionate part of the State tax per \$1 million by the number of miles of public ways, exclusive of State highways in each town). State appropriates \$275 per mile and the town contributes from a minimum of \$15 per mile to a maximum of \$150 per mile, based on the road mileage ratio.
Aid to Towns	\$2,600,000		
Division of Highways	\$38,860,170	Construction, maintenance, and repair; administration and miscellaneous expenses of State highways.	
MICHIGAN, Tax: 6 Cents, All Motor Fuel			
Motor Vehicle Highway Fund	<u>All</u>		The Motor Vehicle Highway Fund receives revenue from motor-vehicle and motor-carrier taxes in addition to that from motor-fuel taxes. The disposition indicated herein applies to the total revenue from all sources.
Department of Revenue	Appropriation	Collection, administration, and refunds of motor-fuel tax.	
Secretary of State	Appropriation	Collection, administration, and refunds of motor-vehicle taxes.	
State Waterways Commission	1/2 of 1 Percent of Gasoline Tax Collections	Development of harbors and channels; regulation and control of boating; State participation in certain Federal programs.	
State Highway Department	Remainder 47 Percent Appropriation	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.	
	Appropriation	Maintenance of State trunkline highways and bridges.	
	The Residue	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.
County Road Commissions	35 Percent Allocation	For county highways. Engineering.	At least 20 percent per annum of each County Commission's share must be used for construction. \$5,000 to each county that employs full-time registered professional engineer.
	Allocation	For snow removal and purchase of equipment used therefore.	0.8 percent of prior calendar year county share of Motor Vehicle Highway Fund divided among counties having in excess of 71 inches measured snow-fall.
(Continued)			

Motor 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

TABLE G-106 (Sheet 9 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>MICHIGAN</u> (Continued)			
County Road Commissions (Continued) County Primary Road Funds	75 Percent Of The Residue	Debt service on bonds or notes issued under: Act 205, P.A. 1941; Act 143, P.A. 1943; Act 51, P.A. 1951, as amended. Maintenance, improvement, construction, acquisition, and extension of county primary road system and roadside parks and motor parkways appurtenant thereto.	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 10 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 Commissioner, 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 10 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 Commissioner, be used on the county local system.
Incorporated Cities and Villages Major Street Funds	18 Percent 70 Percent	For city and village streets: For purposes in order of priority as follows: Amount required for payment of obligations under Act 131, 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.	Divided among incorporated cities and villages as follows: 60 percent on basis of population; 25 percent on basis of mileage of major streets; 15 percent on basis of equivalent municipal trunkline 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	30 Percent	Debt service on bonds issued under Act 175, 1952, as amended. Maintenance, improvement, construction, acquisition, and extensions of local street system.	Divided among incorporated cities and villages as follows: 60 percent on basis of population; 40 percent on basis of mileage of local street systems. Up to 25 percent of allocation for major street system may be used additionally for local street system in emergencies.
State Aeronautics Fund - Tax: 3 Cents	Tax On Aviation Use	Development of aviation; improvement of aviation facilities.	
<u>MINNESOTA</u> , Tax: 5 Cents, All Motor Fuel			
Highway User Tax Distribution Fund	<u>All</u>	Redistributed as follows:	This fund also receives revenue from motor-vehicle registration fees. The distribution shown is from combined revenues.
Gas Tax Collection and Refunds Account	Amount Required	Costs of collection and refunds of motor-fuel tax.	Collection costs paid from General Fund which is reimbursed from Highway User Tax Distribution Fund by legislative appropriation every two years.
Motor Vehicle Fees Collection and Refund Account Conservation Department	Amount Required 3/4 Of 1 Percent Or \$500,000 Which- Ever Is The Lesser	Costs of collection and refunds of motor-vehicle fees. Acquisition and development of parks, game and fish conservation, etc.	Intended to represent fuel used in motor boats.
Trunk Highway Fund	62 Percent Remainder	Debt service on trunk highway bonds. Construction, maintenance, and administration of trunk highway system, including municipal extensions, and support of State Highway Patrol.	Amount required during coming fiscal year for debt service is transferred to Trunk Highway Sinking Fund.
County-State Aid Highway Fund	29 Percent	Construction and maintenance of county roads including roads in municipalities of less than 5,000 population.	One and one-half percent used to reimburse Trunk Highway Fund for administrative costs. \$300,000 provided for Disaster Fund. Residue distributed as follows: 10 percent equally; 10 percent based on registrations; 30 percent based on mileage; 50 percent based on needs as determined by prior apportionments.
Municipal-State Aid Fund	9 Percent	Construction and maintenance of roads in municipalities of 5,000 or more population.	One and one-half percent used to reimburse Trunk Highway Fund for administrative costs. Two percent for Disaster Fund. Residue is apportioned as follows: 50 percent based on needs, and 50 percent on population.
Aviation Fuel Tax Fund	Net-5 Cent Tax On Aviation Use	Aviation purposes.	
<u>MISSISSIPPI</u> , Tax: 7 Cents, Gasoline 8 Cents, Diesel and LPG			
Motor Vehicle Comptroller Account Motor Vehicle Comptroller Highway Bond Sinking Fund	Amount Required 9/14 Of Remainder Amount Required	Collection, administration, and refunds of tax. For expenditure or redistribution as follows; Debt service on State highway bonds.	This allocation has priority over all others, but is deducted from the 9/14 State share. Returned to Hancock, Harrison, and Jackson Counties. Surplus from Harrison and Jackson Counties to be returned to State Highway Commission for debt service on the Biloxi Bay Bridge bonds.
County Road Protection Fund, Coast Counties	2-1/4 Cents Per Gal. Taxed In The 3 Counties The Residue Less \$1,000,000	Debt service on sea-wall bonds; sea-wall construction and maintenance (as road protection measure in coast counties). State highway and bridge construction and maintenance.	
State Highway Department	The Residue Less \$1,000,000	Service of county road and road district obligations; construction and maintenance of roads and bridges in counties.	
County Road Funds	5/14 Of Remainder Less \$400,000		These funds also receive other highway-user revenues. Funds are distributed among the counties in the following manner: One-third on monthly registration, one-third on area, and one-third on population. (Ch. 477, 1960 Laws)
Municipal Aid Fund	\$1,480,000	Municipal streets and related usage.	These funds are distributed on a per capita basis with a maximum of \$65,000 to any one municipality.
Aeronautics Fund	1 Cent Of The Tax On Aviation Fuel	Construction and improvement of airports.	

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 G-106 (Sheet 10 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>MISSOURI</u>, Tax: 5 Cents, All Motor Fuel</p> <p>State Highway Department Fund</p> <p>Specific Administrative Expenses</p> <p>State Road Fund</p>	<p style="text-align: center;"><u>All</u></p> <p>Amount Required</p> <p>The Residue</p>	<p>Allocated or paid out of this fund for the purposes indicated below:</p> <p>(1) Collection cost of highway-user imposts and refunds; (2) Expenses of Highway Commission and State Highway Department; (3) Workmen's compensation; (4) Highway Department share of employee retirement; (5) Administration and enforcement of motor-vehicle laws.</p> <p>Allocated for the following purposes: (1) Construction, reconstruction, and maintenance of State highways and bridges, including municipal extensions, and highways in tunnels. State parks, public areas, State institutions, etc. (2) Construction and maintenance of supplementary State highways and bridges.</p> <p>(3) Reimburse counties and other political subdivisions (except incorporated cities and towns) for money expended by them in construction and acquisition of roads and bridges later taken over by the State.</p>	<p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes and other revenues. The 2-cent motor-fuel tax increase, subject to referendum in 1962, if approved will be redistributed as follows: one-fourth cent to counties, three-fourth cent to cities, and one-cent to State Highway Fund.</p> <p>Expended under direction and supervision of Highway Commission.</p> <p>Funds allocated for State expenditures in counties in the following manner: One-fourth in the ratio that the area of each county bears to the total area of the State; one-fourth on the basis of population; two-fourths on such basis as the Highway Commission may deem to be in the best interest of highway users.</p>
<p><u>MONTANA</u>, Tax: 6 Cents, Gasoline and LPG 9 Cents, Diesel</p> <p>Gasoline License Drawback Fund</p> <p>State Highway Fund State Board of Equalization State Highway Department</p> <p>State Aviation Fund</p>	<p>Amount Required</p> <p>Remainder Appropriation The Residue</p> <p>1 Cent Of Tax On Aviation Gasoline</p>	<p>Refunds of motor-fuel tax.</p> <p>For expenditure or redistribution as follows: Collection and administration of motor-fuel tax. Construction, maintenance, and administration of Federal-aid and other roads authorized by law. Regulation of aeronautics and other matters pertaining to aircraft.</p>	<p>25 percent of gross collections withheld. Amount not used is paid to State Highway Fund at end of fiscal year.</p> <p>This fund also receives motor-vehicle revenues.</p> <p>The remaining 5 cents of the tax collected on aviation gasoline is either exempt or refunded.</p>
<p><u>NEBRASKA</u>, Tax: 7 Cents, All Motor Fuel</p> <p>Gasoline Tax Fund</p> <p>Division of Motor Fuels, Department of Agriculture and Inspection</p> <p>Agricultural and Industrial Refunds, Division of Motor Fuels</p> <p>Game, Forestation and Parks Commission (Access Road Fund)</p> <p>County Treasurers</p> <p>Grade Crossing Protection Fund County Treasurers</p> <p>City and Village Street Funds</p> <p>County Road and Bridge Funds Department of Roads (Highway Cash Fund) Department of Aeronautics (Aviation Fund)</p>	<p style="text-align: center;"><u>All</u></p> <p>Amount Required</p> <p>Amount Required</p> <p>\$10,000 Per Month</p> <p>Remainder 15 Percent</p> <p>24 Percent \$5,000 Per Month</p> <p>Remainder Amount Required</p> <p>The Residue 61 Percent</p> <p>All Collections From Tax On Aviation Fuel</p>	<p>Refunds on exports, Federal use, errors, and losses paid out of this fund. The remainder is distributed as shown below: To help pay cost of administering and enforcing motor-fuel tax laws.</p> <p>Six cents per gallon refund to persons filing claims for gasoline used for agricultural and industrial purposes. For county matching to construct or improve access roads to State parks, recreation areas, or special use areas.</p> <p>For maintenance and improvement of rural free delivery and star mail routes.</p> <p>For local grade crossing protection.</p> <p>Improvements of streets in incorporated cities and villages.</p> <p>Improvements of county roads and bridges. For construction, maintenance, administration, etc., of State highways. Development of aviation.</p>	<p>Collection expenses paid out of inspection fees, fuel carrier permit fees, and other incidental fees. Not to exceed one percent of total gasoline tax collected and not to exceed four percent of total special fuels tax collected. Pro-rata two percent deducted from amount of claims for the administration of agricultural and industrial refunds.</p> <p>Distributed among counties each month on a percentage basis set by statute. This percentage remains constant. (REV. 66-422)</p> <p>Distributed among counties each month in same manner as for mail routes. From its share each county credits to the street fund of each incorporated city or village in that county a sum determined by the following formula which is based on the population of the city or village according to the 1950 Federal Census: 2,500 or less, 10 cents per capita; 2,501 to 25,000, 15 cents per capita; 25,001 to 200,000, 40 percent of the county's share; more than 200,000, 75 percent of the county's share.</p> <p>Net collections after administration expenses and refunds have been paid.</p>
<p><u>NEVADA</u>, Tax: 6 Cents, All Motor Fuel</p> <p>State Highway Fund</p> <p>(Continued)</p>	<p style="text-align: center;">4-1/2 Cents</p>	<p>Collection, administration, and refunds of tax. Construction, maintenance, and administration of designated State highway systems and Federal-aid systems.</p>	<p>State Highway Fund receives all of the State 4-1/2-cent gasoline tax. Cost of administration and collection of the 4-1/2-cent State tax, administered by the Fuel Tax Division, Nevada Tax Commission, is limited by legislative appropriation made from the State Highway Fund, not to exceed one percent of the total proceeds of this tax. The State Highway Fund also receives all of the 6-cent per gallon tax on special fuels. Cost of administration and collection of the 6-cent special fuel tax, administered by the Carrier Division, Department of Motor Vehicles, is limited by legislative appropriation made from the State Highway Fund, not to exceed one percent of the total proceeds of this tax.</p>

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (Sheet 11 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

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
NEVADA. (Continued)			
County Gasoline Tax Fund	1/2 Cent	Collection, administration, and refunds of tax. Construction, maintenance, and repair of county roads.	Costs of administration and collection of the 1-1/2-cent additional tax are paid by legislative appropriation from the county gasoline tax fund, administered by Fuel Tax Division, Nevada Tax Commission. The 1-1/2-cent tax is separated and identified as 1/2-cent mandatory tax to go to county road fund, and allocated monthly to the counties using the following formula: (a) 25 percent in proportion to total area; (b) 25 percent in proportion to population, according to latest available Federal Census; (c) 25 percent in proportion to road mileage and street mileage (nonfederal-aid primary roads); (d) 25 percent in proportion to vehicle miles of travel on roads (nonfederal-aid primary 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. Administrative expense is limited to 5 percent of gross tax collections, but in actuality the administrative cost is absorbed by the other gas tax administrative costs.
County Gasoline Tax Fund Cities	1 Cent Amount Required	Collection, administration, and refunds of tax. Construction and maintenance of city streets, alleys, and public highways.	
County Airport Funds	6 Cent Tax On Aviation Fuel	County airport purposes.	
NEW HAMPSHIRE, Tax: 7 Cents, All Motor Fuel			
State Treasurer State Highway Fund	Amount Required Remainder	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.
State Police State Treasurer Motor Vehicle Department State Aid Construction	Allocation Amount Required Amount Required Allocation	State highway patrol. Interest and redemption of highway bonds. Expenses of collecting and administering motor-fuel and motor-vehicle taxes. Construction and reconstruction of class II highways (State secondary system).	
Town Aid Road	Allocation	Construction and reconstruction of class IV and V highways (city streets and town roads).	
Town Road Aid	\$200,000	Maintenance of class V highways.	
State and Town Bridges Aid	Allocation	Construction and reconstruction of bridges on class II and V highways.	
Aviation Fund	The Residue	Construction, maintenance, and administration of State highways, forest roads, and State reservation roads; interest on temporary loan.	
Public Utilities Commission	4 Cent Tax On Aviation Fuel 1 Cent Tax On Motor Boat Fuel	Rebate for air navigation facilities; 50 percent for payment of bonds Promotion of safety on water navigation facilities.	
NEW JERSEY, Tax: 6 Cents, All Motor Fuel			
State Treasurer State General Fund	Amount Required Remainder	Refunds of tax. Subject to appropriation for highway or other purposes (see below).	Use in motor boats is refundable. Portion not claimed for refunds is paid to Public Utilities Commission.
Department of Conservation and Economic Development Department of Law and Public Safety Division of State Police	1962 Appropriations \$100,000 \$7,465,987*	Construction of roads and approaches in State parks. Enforce traffic laws on State highways and turnpikes, and perform general policing duties. Regulation and enforcement of State motor vehicle laws, driver licensing, etc.	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.
Division of Motor Vehicles	\$8,919,950		*Total for all purposes. Recoverable costs of financial responsibility and unsatisfied judgment funds are omitted.
Department of the Treasury Division of Taxation	\$3,876,403*	Among other functions, collects and administers motor-fuel taxes through Motor Fuel Tax Bureau.	*Total for all purposes.
Department of Public Utilities	\$2,743,421*	Motor Fuel Tax Bureau regulates motor carriers and constructs rail-highway grade separation structures on other than State highways.	
State Highway Department	\$68,853,366	Capital outlay, maintenance and operation of State highways, institutional and park roads, interest and principal on highway improvement bonds.	
Delaware River Joint Toll Bridge Commission State Aid to Counties	\$285,560 \$2,155,000	Maintenance and operation of toll-free bridges. Construction, reconstruction, maintenance and repair of county roads, and debt service on local highway bonds issued prior to May 2, 1936.	Cost shared equally with Pennsylvania. \$1,150,000 distributed equally among the 21 counties (Ch. 207, PL 1946). \$6,000,000 allocated one-third on the ratio of population, one-third on county road mileage, and one-third on area. \$2,000,000 allocated one-half on population, and one-half on county road mileage (Ch. 193, PL 1946).

(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 G-106 (Sheet 12 of 20 Sheets)
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NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
NEW JERSEY (Continued)			
State Aid to Municipalities	\$6,820,000	Construction, reconstruction, maintenance and grading of municipal roads.	\$2,100,000 divided equally among the counties and allotted to municipalities (cities, towns, boroughs, villages, and townships) within each county according to individual municipal road needs and requests for aid. Funds must be matched on a 90 percent State, 10 percent local basis. (Ch. 460, PL 1946). \$4,720,000 distributed to municipalities, one-half on population and one-half on the basis of municipal road mileage, with certain minimum and maximum adjustments (Ch. 62, PL 1947). This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting units at approved locations.
County and Municipal Aid for Lighting	\$392,000	Maintenance of highway safety lighting on the State highway system.	
State Highway Department, Projects Division	\$727,895	Administration of State-aid and Federal-aid secondary programs.	
NEW MEXICO, Tax: 6 Cents, All Motor Fuel			
Gasoline Tax Suspend Fund State General Fund	All 5 Percent	For refunds of tax and disposition as follows: Collection and administration.	The Bureau of Revenue allocation for administration is provided by legislative appropriation, provided 5% of the total motor fuel taxes collections and 6% of the other collections by the Bureau of Revenue are credited to the State General Fund. (General Fund supports State Highway Patrol.) Department of Courtesy and Information allowed 5 percent of total collections made by them. \$350,000 for each of the 1962 and 1963 fiscal years.
Department of Development Fund	Appropriation	Department of Development operations. To promote and encourage the use of gasoline by vehicles on the highways of the State.	
Highway Debentures Fund	Amount Required	Debt service on highway obligations.	
State Road Fund	The Residue	Maintenance, construction, and improvement of State highways and to meet Federal allotments under the Federal-aid road laws.	Monthly allotments are made to this fund from the Gasoline Tax Suspend Fund. This fund also receives other highway-user revenues.
NEW YORK, Tax: 6 Cents, Gasoline and LPG 9 Cents, Diesel			
State Comptroller Highway Account	Amount Required 2 Cents Gasoline 3 Cents Diesel Amount Required	Refunds of tax.	
Local Assistance Fund Capital Construction Fund State General Fund	10 Percent The Residue Remainder	Debt service on State highway obligations. Marked for appropriation to counties for county roads. Marked for appropriation for highway construction and right-of-way. Subject to appropriation for highway or other purposes (see below).	1962 appropriation \$6,718,500. For distribution, see below. See Capital Construction Fund (below). 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.
State Purposes Fund (General Fund) Executive Department, Division of State Police	1962 Appropriations: \$14,927,393	Patrolling State highways, thruways, and parkways, and general policing duties.	Cost of policing the New York Thruway, and inspecting motor vehicle inspection stations are reimbursed, respectively, by the Thruway Authority, and from vehicle inspection fees. General policing duties comprise 57 percent of costs.
Conservation Department	\$1,316,103	Maintenance and operation of State parkways.	
Department of Motor Vehicles	\$15,536,262	Collection and administration of registration and licensing fees, safety promotion, motor vehicle inspection.	Costs of motor vehicle inspection are reimbursed from receipts of fees from licensed inspection stations, and from sale of inspection certificates.
Public Service Department	\$4,389,981	Regulation and inspection of motor bus and truck carriers, conduct hearings on reconstruction and elimination of grade crossings.	
Department of Public Works	\$44,921,034	Maintenance, repair, operation, snow removal, and administration of State highways.	
Department of Taxation and Finance			
Miscellaneous Tax Bureau	Amount Required	Collection and administration of motor-fuel taxes, refunds.	
Truck Mileage Tax Section	\$1,589,781	Collection and administration of truck use tax.	
East Hudson Parkway Authority	\$524,533	Operation, maintenance and repair of Taconic State parkway.	
Highway Debt Sinking Fund	\$2,633,044	Debt service on highway bonds.	
Highway Serial Bonds	\$16,123,731	Debt service on highway and grade crossing elimination bonds.	
Grade Crossing Elimination Debt Fund	\$2,506,425	Debt service on grade crossing elimination bonds.	
Local Assistance Fund (General Fund) Department of Public Works	1962 Appropriations:		Reimbursed to some extent from railroad company payments.
State Aid to Counties	\$2,244,000	Construction and improvement of county roads (excludes counties comprising New York City).	Payment on matching basis to each participating county, except that no county shall receive more than \$30 per mile for the total mileage of county highways outside of cities and incorporated villages. (Sec. 112, Highway Law.)
State Aid to Towns	\$6,213,000	Repair and improvement of town highways outside of cities and incorporated villages.	Allocated to towns in amounts from a minimum of \$75 to a maximum of \$150 on each mile of town highway, adjusted by the proceeds of a town highway property tax of 1-1/2 mills. (Sec. 279, Highway Law.)
Town Highway Improvement Program	\$6,900,000	To aid towns in the improvement, repair, or reconstruction of town highways outside incorporated villages.	Paid to towns on claim 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-A, Highway Law.)
Bureau of Municipal Public Works	\$140,733	Administration of State aid for town highways.	
(Continued)			

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

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

TABLE G-106 (Sheet 13 of 20 Sheets)
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NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>NEW YORK</u> (Continued)			
Department of Taxation and Finance Counties' Share of Motor Fuel Tax (Except New York City)	\$21,700,000	Construction, reconstruction, and maintenance of county roads, snow removal, bridge construction and debt service.	Distributed to each county in the proportion that the total mileage of public highways within the county, outside of cities and incorporated villages, not including State and county highways, bears to the total mileage of such highways in the State. Total amount is equal to 10 percent of gasoline and diesel fuel tax collections. (Sec. 112-A, Highway Law.) Includes \$7,500,000 derived from Highway Account (see above). Allocation based on a payment of \$400 per mile for the total mileage of public streets, highways, and parkways in the counties comprising the city of New York, exclusive of mileage under jurisdiction of the State or public authorities. To be derived from gasoline and diesel fuel tax collections. (Sec. 112-A, Highway Law.)
New York City's Share of Motor Fuel Tax	\$2,500,000	Construction and maintenance of city streets, highways and parkways.	
Counties' share of motor vehicle fees	\$32,900,000	Construction and maintenance of county roads and streets.	
Capital Construction Fund (General Fund) Department of Public Service	1962 Appropriations: \$200,000	Installation of grade crossing protective devices, reconstruction of grade separation structures.	
Department of Public Works Highway Buildings Highways	\$720,000 \$286,300,000	Construction of office buildings, shops and storehouses. Right-of-way and construction of State and Federal-aid highways, arterials, etc.	First instance appropriations, i.e., those that will be recovered by Federal fund reimbursement, or from other sources, are omitted. Includes \$60,000,000 derived from highway account (see above).
State Parkways Grade Crossing Elimination	\$13,000,000 \$5,000,000	Right-of-way and construction of State parkways. Grade crossing elimination projects.	
<u>NORTH CAROLINA</u> , Tax: 7 Cents, All Motor Fuel			
State Highway Fund, State Treasurer	<u>6 Cents</u>	Distributed for expenditure as follows:	Highway fund receives 6 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 Revenue	Amount Required	Refunds of gasoline tax.	
Department of Motor Vehicles	Appropriation	Collection and administration of motor-fuel tax.	An amount equal to 1/2 cent of the gasoline tax is allocated to eligible cities and towns, 50 percent on the basis of population, and 50 percent on the basis of the mileage of public streets that are not a part of the State highway system. (Ch. 136-11.2.)
Utilities Commission	Appropriation	Collection of motor-vehicle registration fees and motor-carrier taxes; administration of motor-vehicle laws; State Highway Patrol and safety.	
State Highway Commission	Appropriation	Bus investigation (regulation of franchise buses and trucks). Administration of State Highway Department; construction, maintenance, and betterment of State primary and secondary highways and municipal extensions, and scenic parkways.	
Municipalities	1/2 Cent	Construction, reconstruction, and maintenance of municipal streets.	
State Secondary Road Bond Fund, State Treasurer	<u>1 Cent</u>	Interest and redemption of State secondary road bonds.	
<u>NORTH DAKOTA</u> , Tax: 6 Cents, All Motor Fuel			
State Auditor - Gas Tax Division	Appropriation	Collection and administration fund.	Deduction for collection and administration is entirely from the 6-cent gasoline tax. From April 1 - August 31, each year, refund claims may be assigned to dealers by purchasers of gasoline used for agricultural or industrial purposes.
Gas Tax Refunds Fund	Amount Required	Refunds of tax.	
State Highway Fund	<u>Remainder</u> 5/6	Construction and maintenance of roads and bridges on the State highway system.	This fund also receives a portion of motor vehicle revenues. Special fuels tax distributed as follows: 79 percent to the State Highway Fund; of the remainder, an amount to the County Highway Aid Fund of each county equal to that received during the fiscal year 1960; the residue allocated equally to counties (on a registration basis) and to cities and villages (on a population basis). Distributed quarterly to the counties in proportion to the number of motor vehicle registrations credited to each county in the preceding year.
County Highway Aid Fund	1/6	Construction and maintenance of county roads and bridges.	
<u>OHIO</u> , Tax: 7 Cents, All Motor Fuel			
Rotary Funds, Gasoline Division	Amount Required	Administration expense and refunds of motor-vehicle fuel taxes.	Sufficient amounts are placed in each of four rotary funds to maintain them at \$250,000 combined. Amount necessary taken from the fourth tax of 2 cents.
Department of Highway Safety	Amount Required	Collection and administration of motor vehicle registration, hospital claims, and highway patrol.	
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 Highways may expend funds on urban extensions of State highways, (67-1/2 percent of second 2 cents and remainder of fourth tax of 2 cents). (45 percent of first 2 cent tax.)
Maintenance and Repair Fund, Department of Highways	12.9 Percent	Maintenance of State highways.	
(Continued)			

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

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TABLE G-106 (Sheet 14 of 20 Sheets)
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NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
OHIO (Continued)			
Counties	9.3 Percent	Construction and maintenance of roads.	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 of 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. All of third tax of one (1) cent.
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	Payments of interest, principal and charges for the issuance and retirement of major thoroughfare construction bonds.	
Waterways Safety Fund	Tax On Marine Fuel	Acquiring, constructing and maintaining harbors, channels and facilities for vessels in navigable waters.	
OKLAHOMA, Tax: 6.5 Cents, All Motor Fuel			
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 \$1,000,000 Annually	To make up any deficiencies in monies 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 of 1-1/2 cents - 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 each 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 the State.
State Tax Commission Fund	3 Percent	Collection and administration of tax.	
State Tax Commission Fund	3 Percent	Collection and administration of tax.	
State Highway Construction and Maintenance Fund	70 Percent	Construction and maintenance of State highways.	
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.	
State Highway Construction and Maintenance Fund	2-1/2 Cents	For construction and maintenance of farm-to-market roads.	
County Highway Funds	1 Cent	Construction and maintenance of county and township highways and permanent bridges on mail routes and school district bus routes.	
County Highway Funds	1/2 Cent	Construction on bridges and culverts on school bus and mail routes and resurfacing these routes.	
County Special Funds	1 Cent	Construction on bridges and culverts on school bus and mail routes and resurfacing these routes.	
OREGON, Tax: 6 Cents, All Motor Fuel			
Department of Motor Vehicles	Amount Required	Collection, administration, and refunds of tax.	Receipts are deposited in collection account of the Department of Motor Vehicles from which expenses and refunds are paid. Fuel sold to Oregon licensed aircraft fuel retailers is taxed at the rate of one cent per gallon for gasoline and one-half cent per gallon for jet aircraft fuel. Highway Fund receives motor-fuel, motor-vehicle, and motor-carrier taxes and traffic fines. Allocations below are from combined revenues. Allocations to counties are in the same ratio as county motor-vehicle registrations and total State registrations. Allocations made to cities on basis of population except for cities over 100,000 for which only 70% of the population enters into the calculations. Prorata share of traffic operating costs. Five cent refund made on aviation fuel when full six cents tax is paid.
Highway Fund	Remainder	For various purposes given below.	
Counties	19 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	10 Percent	Same as for counties.	
General Fund	Appropriation	Department of State Police.	
State Highway Commission	The Residue	Interest and redemption, 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

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 G-106 (Sheet 15 of 20 Sheets) EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>PENNSYLVANIA, Tax: 7 Cents, All Motor Fuel</p> <p>Motor License Fund</p> <p>Department of Highways</p> <p>Aid to Local Governments</p> <p>Department of the Treasury</p> <p>Department of Labor and Industry</p> <p>Department of Property and Supplies</p> <p>Department of Public Instruction</p> <p>Department of Revenue</p> <p>Department of State</p> <p>Pennsylvania State Police</p> <p>Liquid Fuels Tax Fund for Counties</p>	<p>6-1/2 Cents</p> <p>Appropriation</p> <p>20 Percent of 5-1/2 Cents (Not Less Than \$30,000,000 Per Calendar Year) Fiscal 1962</p> <p>Appropriations:</p> <p>\$4,551,500</p> <p>\$2,073,600</p> <p>\$180,528</p> <p>\$877,500</p> <p>\$12,281,604</p> <p>\$5,861,855</p> <p>\$14,805,802</p> <p>1/2 Cent</p> <p>1-1/2 Cents On Aviation Fuel Appropriation</p>	<p>For various purposes given below:</p> <p>Administration, engineering, construction, right-of-way acquisition, maintenance, and operation of State highway system, and State park, forest, and institutional roads. Rental payments to State Highway and Bridge Authority. For construction, maintenance and repair of local roads and streets, not more than 25 percent to be used for construction, reconstruction or widening.</p> <p>Agricultural refunds and refunds of overpayments of motor-fuel tax, motor-license fees, and highway construction and maintenance contributions.</p> <p>Federal Social Security for Department of Highways employees.</p> <p>Cost incurred as purchasing agent for Department of Highways.</p> <p>Highway safety and driver education programs.</p> <p>Collecting motor-fuel and motor-vehicle taxes and fees, accident prevention and vehicle inspection.</p> <p>Retirement benefits for employees of Department of Highways.</p> <p>Salaries and expenses of highway and traffic control program, drivers examinations.</p> <p>Construction and maintenance of county roads and interest on county road bonds, and county aid to cities, boroughs, towns, and townships for roads and streets.</p> <p>Airport facility improvements.</p>	<p>This is a common fund which receives motor-fuel and motor-vehicle revenues. Except as noted, the appropriations in this table are from the combined revenues.</p> <p>Fiscal 1962 appropriation: \$269,456,000.</p> <p>Funds are appropriated to Department of Highways for payment to cities, boroughs, towns, and townships on a 60 percent mileage and 40 percent population formula. Payments made semi-annually. Since statutes specify an amount equal to 20 percent of 5-1/2 cents of the motor-fuel tax, these payments are considered to be derived exclusively from that source.</p> <p>Distributed to counties in proportion to the amount received by the counties in the three preceding years. As counties Philadelphia, Allegheny, and Schuylkill are being merged into one county, Philadelphia, the percentages (shown in this table) made grants to municipalities totaling 25 percent of these funds.</p> <p>One and one-half cents on every gallon of aviation fuel purchased in Pennsylvania is set aside for this purpose.</p>
<p>RODE ISLAND, Tax: 7 Cents, All Motor Fuel</p> <p>Department of Administration</p> <p>State General Fund</p> <p>State Police</p> <p>Registry of Motor Vehicles</p> <p>Department of Administration, Division of Taxation</p> <p>Department of Public Works</p> <p>Office of Director</p> <p>Division of Roads and Bridges</p> <p>Town Aid</p> <p>Jonestown Ferry Division</p> <p>Treasurer</p>	<p>Amount Required</p> <p>Remainder</p> <p>1962 Appropriations:</p> <p>\$1,065,938*</p> <p>\$822,312</p> <p>\$668,403+</p> <p>\$170,386</p> <p>\$6,584,500</p> <p>\$388,000</p> <p>\$656,297</p> <p>\$2,220,000</p> <p>Amount Required</p> <p>5/7 Of Remainder</p> <p>1/2 Of Annual Income In Excess of 5 Percent Of Motor Fuel Tax</p> <p>1/7 Of Remainder</p> <p>1/7 Of Remainder</p>	<p>Refunds of tax.</p> <p>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.</p> <p>Administration.</p> <p>Capital outlay, maintenance, and engineering for State highways, maintenance of Young Hope Bridge (toll).</p> <p>Payments to towns for maintenance of "unconstructed" State highways.</p> <p>Operation of toll ferry.</p> <p>Interest and retirement of highway bonds.</p> <p>Refunds of tax.</p> <p>Construction, maintenance, and administration of State highways; construction and maintenance of roads in State parks; surfacing of roads and streets in State institutions; interest and redemption, State highway certificates and bonds, and county highway reimbursement obligations. Highway police functions. Maintenance of roadside parks.</p> <p>State Highway Sinking Fund.</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>Net revenues from road-user taxes go into 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 taxes insofar as highway appropriations do not exceed such revenues.</p> <p>Special for all purposes. (65 percent is considered applicable to highway law enforcement.)</p> <p>Special for all purposes.</p> <p>All 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.</p> <p>Refunds of 6 cents for gasoline used in agricultural and motor-boat use; all other refunds are of the full tax. Collection expenses paid by appropriations from State Highway Fund.</p> <p>This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.</p> <p>Provides funds for retirement of certificates of indebtedness.</p> <p>Apportioned among the counties as follows: one-third in the ratio which the land area of the county bears to the total land area of the State; one-third in the ratio that the population of each county bears to total population of the State; and one-third in the ratio which the mileage of all rural public roads in the county bears to total rural public mileage in the State.</p> <p>Distributed to counties on the basis of the ratio their motor-vehicle registration fees bear to the total registration fees of the State with maximum and minimum share adjustments. (1952 Code. 55-107A.)</p>
<p>SOUTH CAROLINA, Tax: 7 Cents, All Motor Fuel</p> <p>State Tax Commission</p> <p>State Highway Fund, State Highway Department</p> <p>State Budget and Control Board</p> <p>Farm-to-Market Program</p> <p>Counties</p>	<p>Amount Required</p> <p>5/7 Of Remainder</p> <p>1/2 Of Annual Income In Excess of 5 Percent Of Motor Fuel Tax</p> <p>1/7 Of Remainder</p> <p>1/7 Of Remainder</p>	<p>Refunds of tax.</p> <p>Construction, maintenance, and administration of State highways; construction and maintenance of roads in State parks; surfacing of roads and streets in State institutions; interest and redemption, State highway certificates and bonds, and county highway reimbursement obligations. Highway police functions. Maintenance of roadside parks.</p> <p>State Highway Sinking Fund.</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 6 cents for gasoline used in agricultural and motor-boat use; all other refunds are of the full tax. Collection expenses paid by appropriations from State Highway Fund.</p> <p>This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.</p> <p>Provides funds for retirement of certificates of indebtedness.</p> <p>Apportioned among the counties as follows: one-third in the ratio which the land area of the county bears to the total land area of the State; one-third in the ratio that the population of each county bears to total population of the State; and one-third in the ratio which the mileage of all rural public roads in the county bears to total rural public mileage in the State.</p> <p>Distributed to counties on the basis of the ratio their motor-vehicle registration fees bear to the total registration fees of the State with maximum and minimum share adjustments. (1952 Code. 55-107A.)</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 G-106 (Sheet 16 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>SOUTH DAKOTA, Tax: 6 Cents, Gasoline and LPG 7 Cents, Diesel</p> <p>Motor Fuel Tax Fund Motor Fuel Refund Account, Department of Finance State General Fund, Department of Finance</p> <p>State Highway Fund, State Highway Commission</p> <p>County Highway and Bridge Fund, County Treasurers</p> <p>State Aeronautics Fund</p>	<p>All Amount Required Appropriation</p> <p>7/8 Of Remainder</p> <p>1/8 Of Remainder</p> <p>4-Cent Tax On Aviation Gasoline</p>	<p>Distributed for purposes shown below. Refunds of tax. Collection and administration of tax.</p> <p>Construction, maintenance, and administration of State highways; State Highway Police.</p> <p>Construction and maintenance of county highways.</p> <p>Support of the Aeronautics Commission; marking and maintaining airports.</p>	<p>Appropriation from State General Fund, reimbursed out of motor-fuel receipts.</p> <p>This is a common fund receiving a portion of motor-vehicle and motor-carrier revenues in addition to motor-fuel revenues.</p> <p>Apportioned monthly to counties on the basis of assessed valuation of each county.</p> <p>Refunds on graduated basis for 50,000 gallons or over.</p>
<p>TENNESSEE, Tax: 7 Cents, All Motor Fuel</p> <p>Department of Revenue State General Fund</p> <p>County Trustees, or 2-Cent Gas Tax Fund of Department of Highways and Public Works</p> <p>State Sinking Fund Bond Account, State Sinking Fund Board</p> <p>Municipalities General Highway Fund, Department of Highways and Public Works</p>	<p>Amount Required 1.57 Percent</p> <p>Remainder 2 Cents</p> <p>5 Cents Amount Required</p> <p>1 Cent The Residue</p>	<p>Refunds of tax. Collection and administration of tax.</p> <p>Construction and maintenance of county highways. State Treasurer may withhold any part of funds to pay amounts owed by county for State Old Age Assistance Fund, auditing fees, Central State Hospital dues, etc.</p> <p>Interest and redemption, all State debt.</p> <p>Construction and maintenance of city streets. Construction, maintenance, and administration of State highways.</p>	<p>Two percent of 4-cent State share, one percent of 2-cent county share, and one percent of 1-cent municipal share.</p> <p>Department of Highways and Public Works may administer fund and make expenditures at option of county. County trustee receives one percent for expenses if funds are administered by county. One-half of fund is distributed equally among the counties, one-fourth according to area, and one-fourth according to population.</p> <p>Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.</p> <p>Distributed among municipalities on basis of population.</p>
<p>TEXAS, Tax: 5 Cents, Gasoline and LPG 6.5 Cents, Diesel</p> <p>Highway Motor Fuel Tax Fund, Comptroller of Public Accounts Enforcement Fund, Comptroller of Public Accounts</p> <p>Available Free School Fund, State Board of Education State Highway Fund</p> <p>County and Road District Highway Fund, Board of County and District Road Indebtedness County and Road District Highway Fund, Board of County and District Road Indebtedness</p> <p>State Highway Fund</p>	<p>Amount Required</p> <p>1 Percent</p> <p>Remainder One-Fourth One-Half</p> <p>One-Fourth Amount Required</p> <p>\$7,300,000</p> <p>The Residue</p>	<p>Refunds of tax.</p> <p>Collection and administration of tax.</p> <p>For distribution as follows. Aid to public schools. Construction, maintenance, and administration of State highways; State Highway Police.</p> <p>State's share of principal and interest on county and road district obligations assumed by the State. Subject to expenditure by counties for following purposes: Interest and principal on obligations issued prior to January 2, 1939, proceeds of which were used to buy right-of-way for State highways; acquisition of right-of-way, construction, and improvement of county lateral roads, principal and interest on county obligations issued prior to January 2, 1939; participation in Federal projects for county lateral road construction, cooperation with State Highway Department and Federal Government in constructing farm-to-market roads. Construction and improvement of farm-to-market roads on the State highway system.</p>	<p>Gross receipts of tax are initially placed in this fund and allocations are made therefrom. Unexpended balance at the end of each fiscal year reverts for apportionment with bulk of tax.</p> <p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues and expenditures are made from combined revenues.</p> <p>Prior to August 31st each year the Board will determine the amount required for the year beginning September 1st. Distribution among the counties is as follows: 2/10 on basis of area of each county to total of all counties; 4/10 on basis of rural population according to last preceding Federal Census; 4/10 on basis of lateral road mileage; determined by the ratio of mileage of the lateral roads in the county to the total mileage of lateral roads in the State as of January 1, 1939, as determined by the Highway Planning Survey.</p>
<p>UTAH, Tax: 6 Cents, All Motor Fuel</p> <p>Motor Fuel Tax Fund State Tax Commission State Treasurer, Auditor and Finance Department Attorney General General Fund Finance Department Department of Public Safety</p> <p>Tourist and Publicity Council Highway Construction and Reserve Maintenance Fund Aeronautics Fund</p>	<p>All</p> <p>\$295,300 \$214,500 \$75,000 \$26,100 \$615,523 \$3,423,900</p> <p>\$286,850 Remainder 4-Cent Tax On Aviation Gasoline</p>	<p>For distribution as follows. Collection and administration. Administration Expense for legal assistance. Building and grounds maintenance. Set up the Employees Retirement Fund per 1961 Act. Operation of Highway Patrol, checking stations, safety education and promotion, and Highway Patrol Civil Service Commission. Administration and advertising. Construction, maintenance, and administration of State highways. Promotion, supervision and regulation of aeronautics. Construction and maintenance of airports.</p>	<p>The amounts are appropriations for the period July 1, 1961 to June 30, 1963.</p> <p>This fund also receives motor-vehicle revenues. 75 percent collected from each airport may be returned for improvement of that airport; 25 percent is used for promotion and regulation of aeronautics.</p>

Motor 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

TABLE G-106 (Sheet 17 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
VERMONT, Tax: 6.5 Cents, Gasoline			
Highway Fund, State Treasury	<u>All</u>	For redistribution as shown below.	This is a common fund receiving gross revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues.
State Treasurer	1962 Appropriations: \$3,802,063	Payment of principal and interest on outstanding highway and bridge bonds.	
Motor Vehicle Department	\$377,858	Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees.	
Department of Public Safety	\$522,135	Expenses of operating department, including administration of State police and other State investigating agencies.	Represents 50 percent of the operating cost of the department.
Department of Highways State-Aid Highways	\$3,557,692	Aid to towns for construction and maintenance of State-aid highways.	Amount is equivalent to 2-1/2 cents of the motor-fuel tax and apportioned to towns on the basis of \$340 per mile of State-aid highway. Remainder expended under the direction of the State. (19-V.S.A. -17.)
Town Highways	\$2,846,154	Aid to towns for construction and maintenance of town highways.	Amount is equivalent to 2 cents of the motor-fuel tax and is apportioned to each town in the ratio that the mileage of town highways bears to the total town highway mileage of the State. Towns must match in amounts not less than \$50 per mile. (19-V.S.A. -18.)
	\$7,651,987	Supervision, engineering, and office expenses; construction and maintenance of State highways; matching Federal-aid highway funds; construction of forest and park roads.	
Aeronautics Commission	\$53,111	Expenses of administering and enforcing State laws relating to aeronautics.	
VIRGINIA, Tax: 7 Cents, All Motor Fuel			
Division of Motor Vehicles, Department of Finance Agricultural Research and Education Commission Counties not under "Byrd Road Law"	Amount Required Net Tax On Agricultural Fuel \$1,939,705	Refunds of tax. Agricultural research. For construction and maintenance of county highways.	Six cents of 7 cents tax refunded. All but two counties (Arlington and Henrico) have elected to place their roads under State control. These two counties receive a percentage of the motor-fuel tax based on a formula computed prior to 1932 using area, population, and the total of all State taxes and local levies collected in a given year. This is a common fund receiving revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues except as noted.
State Highway Maintenance and Construction Fund	<u>Remainder</u>	For distribution as follows.	
Corporation Commission, Division of Motor Carrier Taxation and Motor Transportation Division Department of Agriculture and Immigration Division of Motor Vehicles	1962 Appropriations: \$500,000 \$48,900 \$4,441,590	Regulating and taxing motor vehicle carriers. Inspection and analysis of motor fuel and inspection of measures. Administration of motor-vehicle and motor-fuel tax laws.	Includes \$290,000 for the manufacture of motor-vehicle license tags by the penitentiary.
Department of State Police Department of Highways State Secondary Highway System	\$8,308,397 \$38,323,799	State police patrol; highway safety and police radio. Construction and maintenance of State secondary highway system; matching Federal-aid.	Funds spent on the secondary system shall be not less than 30 percent of all funds available for highways (prior to addition of 1-cent tax imposed on July 1, 1960), exclusive of interstate Federal-aid funds, plus \$2,500,000. In addition 50 percent of the net proceeds from the 1-cent tax shall be appropriated to the secondary system. Includes amounts paid annually to towns (population less than 3,500) that elect to maintain their own streets that meet the minimum requirements as to type and width at the 1955-1956 base rate of \$300 per mile. Rate will increase annually in the same ratio that funds available for the secondary system increase over the fiscal year ended June 30, 1956.
Aid to Cities and Towns	\$8,401,753	Maintenance, construction, and reconstruction of streets, roads and bridges in cities and towns.	Paid annually to cities and towns (population of 3,500 or more) at the 1947-1948 base rate of \$4,000 per mile on approved extensions of primary highways and \$300 per mile (same base) on other streets that meet the minimum requirements as to type and width. These payments increase annually in the same ratio that State funds available for highway purposes increase over the fiscal year ended June 30, 1948.
Access Road Fund	\$1,000,000	Access roads to industrial sites.	This is a fund that constitutes a statutory maximum of 1 percent of total revenues after costs of administration, engineering and overhead, or \$1,000,000, whichever is less.
Administration	\$6,795,500	Administration, supervision, engineering and general expenses of the State Highway Department.	
Urban	\$2,173,771	Matching Federal-aid urban construction.	
Interstate	\$10,195,281	Matching Federal-aid interstate construction.	
State Primary Highway System	\$34,618,894	Maintenance and construction of State primary highways; matching Federal-aid primary construction.	
Corporation Commission, Division of Aeronautics	Net Tax On Aviation Fuel	Promotion of aviation and construction and maintenance of airports.	Refunds are at graduated rates based on quantities purchased and used in the State. Full refunds are made on out-of-State use.

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 G-106 (Sheet 18 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WASHINGTON, Tax: 7.5 Cents, All Motor Fuel			
Motor Vehicle Fund	<u>All</u>		Although the Motor Vehicle Fund receives both motor-fuel and motor-vehicle revenues, the allocations are not commingled. See table MV-106 for disposition of the motor-vehicle revenue share.
Director of Licenses	Amount Required	Refund of tax for nonhighway use.	
State Treasurer, Auditor, and Director of Licenses	Amount Required	Collection and administration of the tax.	
Cities and Towns	Net 6-1/2-Cent Tax <u>11.2 Percent</u>	State aid for city streets. Construction and maintenance of streets including bridges and ferries; interest and redemption of general obligation city street bonds.	Allotted and paid monthly to incorporated cities and towns on basis of population. State may set aside portion of these funds required to match Federal aid on projects forming extensions of the State highway system when work is performed by the State. (RCW 47.08.090.) Unexpended balance at end of biennium to be credited to cities in proportion to deductions made herein.
State Department of Highways	0.75 Percent Of Above Amount	State supervision of work and expenditures on city streets.	
Counties	<u>35.0 Percent</u>	State aid for county roads. Construction and maintenance of county roads, including bridges and ferries; cooperation with Federal or State government; interest and redemption of county road bonds; limited operation of ferries. Allotments to Adams, Franklin, and Grant Counties subject to deductions, (Ch. 121 Laws 1951 and Ch. 311 Laws 1955). Amount deducted remains in Motor Vehicle Fund for State highway purposes.	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 refunded to respective county. The remainder distributed among the 39 counties thus: 10 percent equally; 30 percent on a vehicle registration basis; 30 percent in proportion that the product of the county's trunk highway mileage and its prorated estimated annual cost 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. See RCW 46.68.120. State may set aside any portion of these funds required to match Federal aid on county road projects when work is performed by the State. (RCW 47.08.090.) Unexpended balance at end of biennium to be credited to counties in proportion to deductions made herein.
State Department of Highways	0.75 Percent Of Above Amount	State supervision of work and expenditures on county roads.	
State Department of Highways	<u>53.8 Percent</u>	Subject to legislative appropriation: Construction, maintenance, and administration of State primary and secondary 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; limited operation of ferries.	
Highway Bond Retirement Fund	Amount Required	Payment of interest and redemption of State highway bonds.	
State Department of Highways	Net 1-Cent Tax	Same as State share of 6-1/2-cent tax.	
Puget Sound Revenue Account	1/4-Cent	Principal and interest on ferry system and Hood Canal Bridge revenue bonds issued by Washington Toll Bridge Authority.	Excess over \$1,000,000 in account shall be expended for State highway purposes.
Cities and Towns	1/2-Cent	Construction, improvement and repairs of arterial highways as defined in RCW 46.04.030.	Allotted and paid monthly to incorporated cities and towns on basis of population. Allotments shall be matched in ratio of 25 percent by cities and towns to 75 percent from the proceeds of this 1/2-cent tax.
WEST VIRGINIA, Tax: 7 Cents, All Motor Fuel			
Gasoline Tax Division, State Tax Commission	Amount Required	Refunds of tax and cost of collection and administration.	Cost of collection and administration is limited to 1/2 of 1 percent of net collections.
State Road Fund, State Road Commission	<u>Remainder</u> 1/7	For redistribution as shown below: To match Federal funds allocated for the Interstate road system.	Any unexpended and unobligated revenue derived from the one cent-tax shall be used for other road purposes. These funds are combined with the other primary road funds to make a total of 5/7. This fund also receives certain motor-vehicle revenues.
Primary Road Fund	4/7	Interest and redemption payments on State highway bonds; construction and maintenance of primary State highways; administrative expenses of the Commission.	
Secondary Road Fund	2/7	Unless necessary for bond requirement, taxes collected shall be used for secondary road purposes.	These are former county roads now under control of the State Road Commission. Twenty percent is set aside by the Commissioner to be used in the manner he prescribes, eighty percent is divided among the counties as follows: Maintenance funds are allocated on the basis of mileage of various types of road surfaces in the counties; construction funds are allocated on the basis of the ratio of unimproved secondary mileage in the county to the total unimproved secondary mileage in the State.
WISCONSIN, Tax: 6 Cents, All Motor Fuel			
Department of Taxation	Amount Required	Collection and administration of tax; premiums on motor-fuel wholesaler surety bonds; refunds of tax.	Amounts as budgeted by legislature.
State Highway Fund	<u>Remainder</u>	For redistribution as shown below:	The appropriations listed are from the State Highway Fund, rather than from the motor-fuel tax alone. The State Highway Fund receives the proceeds of motor-fuel, motor-vehicle, and motor-carrier fees, together with other receipts.
Conservation Fund	4 Cents	Distributed as follows:	*Town roads and village streets, \$65 per mile; city streets, \$130 to \$520 per mile, according to population. Expenditures in towns and villages subject to supervision and approval of County Highway Committee, or work may be done by county.
Towns, Villages, and Cities*	\$200,000 Allocation On Mileage Basis	Advertising Wisconsin highways. Improvement of public roads not on State or county trunk system. May be used for snow removal, ice prevention and dust alleviation.	
(Continued)			

Motor Fuel

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

Based on information obtained from State authorities
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TABLE G-106 (Sheet 19 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>WISCONSIN</u> (Continued)			
Towns, Villages, and Cities (Continued)	Amount Equal To 11 Percent Of Registration Fees From Commercial Vehicles And 20 Percent Of Regis- tration Fees From Other Vehicles	} } } Any public purpose. }	Allotted to towns, villages, and cities according to the net amount of registration fees collected in those political subdivisions, in lieu of property tax on motor vehicles.
Cities and Villages	Allocation On Mileage Basis	Maintenance and construction of streets on routes of and connecting, but not part of, State trunk highway system.	\$500 per mile (cities and villages having population over 2,500).
Cities	\$130,000 (Not To Exceed)	Maintenance and operation of swing and lift bridges on connecting streets in cities of 1st, 2nd, and 3rd classes.	Prorated to various cities on basis of actual expenditures.
Counties**	\$3,500,000 Plus \$65 Per Mile	Construction and maintenance of county trunk highways, including snow removal. Any portion in Milwaukee County (only) can be used for construction of city streets, park roads, or payment of interest or principal on town, village, or city bonds issued for construction of bridges carrying 2,500 vehicles or more per day.	**\$3,500,000 is allocated to counties, 40 percent on basis of motor-vehicle registrations and 60 percent on basis of rural highway mileage; plus \$65 per mile of county trunk highways. These funds may be used to match Federal-aid secondary funds; amounts so used are to be retained by or paid to and expended by Commission.
Towns, Villages, Cities, and Counties	\$500,000 (Not To Exceed)	Flood damage aid.	Aid for repair or replacement and 50 percent of improvement of facilities damaged by flood, less 25 percent of road aid, up to \$500,000 in any year.
State Highway Commission	\$8,000,000	Apportioned on county basis for construction of State trunk highways; retirement of county bonds issued for construction of State trunk highways.	Apportioned to counties; 40 percent on basis of motor-vehicle registrations; 60 percent on basis of rural highway mileage. Amount allocated to each county not less than \$10,000 or amount necessary to meet bond requirements. In counties where 60 percent of State trunk system is satisfactorily constructed, such portion of allotment as Commission approves, and not required to retire bonds, may be used on county trunk system. As necessary to meet above, minimum appropriation of \$8,000,000 is increased. To be used for matching Federal-aid funds allocated for these projects and other construction, under supervision of the State Highway Commission. Park and forest roads \$700,000; institutional roads \$100,000; public access roads to navigable waters \$100,000.
	\$3,800,000	Improvement of connecting streets and urban State trunk highways.	Improvements financed one-third State, one-third county, and one-third local unit with exceptions based on valuation of local unit.
	\$900,000 (Not To Exceed)	Construction and maintenance of State park, forest, and institutional roads, and public access roads to navigable water.	
	\$200,000 (Not To Exceed)	State's portion of cost of interstate and intrastate bridges not on State trunk highway system or connecting streets.	
	\$750,000 (Not To Exceed)	Railroad grade crossing protection \$250,000; roadside improvements \$200,000; topographic mapping \$105,000; maintenance and operation of special bridges not on State trunk highway system \$175,000.	
	\$280,000	Minor specific allotments.	
	\$4,361,000	Administration and supervision.	
	\$10,700,000 (Not To Exceed)	Maintenance and snow removal on State highways, marking and signing, construction of State trunk highways, matching and supplementing Federal-aid, material surveys, and topographic mapping.	As budgeted by Legislature.
State Highway Commission	<u>The Residue</u>	Same as for \$10,700,000 above.	
Towns, Villages, and Cities	40 Percent	Same as above item for towns, villages, and cities marked with one asterisk.	Supplemental aid: Towns 18 percent, and cities with more than 10,000 population 15 percent, allocated in proportion to the amounts distributed under above item marked with one asterisk; cities with population not more than 10,000 and villages 9 percent, allocated in proportion to the miles on which their aid in above item marked with an asterisk was computed.
Counties	18 Percent	Same as above item for counties marked with two asterisks.	Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.
State Highway Commission	2 Cents	Distributed as follows:	
Towns, Villages, and Cities	50 Percent	Same as for \$10,700,000 above.	
	35 Percent	Same as above item for towns, villages, and cities marked with one asterisk.	Supplemental aid from motor-fuel tax increase: Towns 15 percent, and cities with more than 10,000 population 12-1/2 percent, allocated in proportion to the amounts distributed under above item marked with one asterisk; cities with population not more than 10,000 and villages 7-1/2 percent, allocated in proportion to the miles on which their aid in above item marked with one asterisk was computed.
Counties	15 Percent	Same as above item for counties marked with two asterisks.	Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.
Aeronautics Commission	Unrefunded Tax On Aviation Fuel	Promotion of aviation.	

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 G-106 (Sheet 20 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WYOMING, Tax: 5 Cents, Gasoline and LNG 7 Cents, Diesel			
State Board of Equalization	<u>4-Cent Gas Tax</u> Amount Required	Collection and administration of tax, refunds of 4-cent tax. Distributed 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.
County Gas Tax Funds	Remainder Of 4 Cents 23 Percent		
Cities and Towns	2 Percent	Construction and maintenance of streets and alleys in cities and towns of more than 1,500 population.	Apportioned 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 basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent.
State Highway Fund	65 Percent	Construction, maintenance, and administration of State highways, including the State Highway Patrol.	This fund also receives motor-vehicle revenues, and the entire proceeds of the 5-cent LPG and 7-cent diesel fuel tax.
County Farm-to-Market Road Fund	<u>1-Cent Gas Tax</u> 75 Percent	Refunds of 1-cent tax, construction and reconstruction of county or farm-to-market roads.	Allocated to counties, 50 percent on basis of rural population and 50 percent on area. 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.
Cities Having Airports	4-Cent Tax On Aviation Fuel	Maintenance of airports.	A 2-cent refund is made to consumers purchasing more than 10,000 gallons per month after costs of collection are paid; remaining funds are returned to cities, towns, or counties owning and operating airports.
DISTRICT OF COLUMBIA, Tax: 6 Cents, All Motor Fuel			
D. C. Treasurer Highway Fund, Department of Highways and Traffic	Amount Required Remainder	Refunds of tax. Administration of Department of Highways and Traffic; construction and maintenance of bridges, roads, streets, and alleys; expenses of the Department of Motor Vehicles.	This is a common fund receiving revenues from both motor-fuel and motor-vehicle taxes. Appropriations and expenditures are made from combined revenues.

Motor Fuel

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL ¹

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

TABLE G-107
SHEET 1 OF 2
Status as of January 1, 1962

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Alabama	License Filing Fee	Continuous	\$5 per license	State Department of Revenue	State Public Road and Bridge Fund	Bond of \$1,000 minimum is required
Alaska	License of brands sold	Oct. 1-Sept. 30	\$1 for each brand of fuel sold	Department of Agriculture and Industries	Agriculture and Industries Fund	Paid by distributors
Arizona	Operating License	Continuous	\$25 per license	Highway Department	Highway Fund	No license required
Arkansas	Operating License	Continuous	\$1 per filing	Commissioner of Revenue	General Fund	Bond of \$1,000 minimum, \$50,000 maximum is required
California	Distributors License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	Bond of \$5,000 minimum is required
Colorado	Brokers or Producers License	Calendar Year	\$10 per license	Board of Equalization	Motor-Vehicle Fuel Tax Fund	Assessed by Board of Equalization
	Operating License	Continuous	No fee but minimum bond of \$3,000 is required	Department of Revenue	-	-
Connecticut	Operating License	Oct. 1-Sept. 30	No fee but minimum bond of \$500 is required	-	-	-
Delaware	Operating License	Fiscal Year	\$5 per license	State Highway Department	General Fund	Bond of \$5,000 minimum is required
Florida	Operating License	Continuous	\$5 per license	State Comptroller	General Fund	Bond of \$3,000 minimum, \$35,000 maximum is required
Georgia	Distributors License	Continuous	\$5 per license	Department of Revenue	General Fund	Bond of \$1,000 minimum, \$25,000 maximum is required
Hawaii	-	-	-	-	-	No license required
Idaho	Operating License	Calendar Year	\$6 per license	State Tax Collector, Miscellaneous Tax Division	Department of Commerce and Development	-
Illinois	Distributors License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	Blenders required to obtain permit
Indiana	Operating License	Continuous	\$1 per license	Department of State Revenue	Motor-Vehicle Fuel Fund	Bond of \$2,000 minimum, \$50,000 maximum is required
Iowa	Distributors License	Continuous	\$1 per license	State Treasurer	With other motor-fuel revenue	Bond of \$1,000 minimum is required; renewed annually
	Motor-Vehicle Fuel Transport License	Continuous	\$1 per vehicle	State Treasurer	With other motor-fuel revenue	Paid by carrier
Kansas	Distributors License	Continuous	\$5 per license for first location; 50-cent fee for each additional place	Motor Fuel Tax Division	General Fund	Surety bond of \$1,000 minimum is required of all distributors
	Manufacturers License	Continuous	\$25 per license	Motor Fuel Tax Division	General Fund	Surety bond of \$5,000 minimum is required
	Importers License	Continuous	\$15 per license	Motor Fuel Tax Division	General Fund	Surety bond of \$5,000 minimum is required
	Liquid-Fuel Carrier Permit	Calendar Year	\$1 per truck per calendar year	Motor Fuel Tax Division	General Fund	Paid by liquid-fuel carriers. Bond of \$1,000 minimum is required
	Ports of Entry Fees	-	50 cents per truck load of gasoline	Motor Fuel Tax Division	Highway Fund	Paid by liquid-fuel carriers
Kentucky	Operating License	Continuous	No fee but minimum bond of \$5,000 is required	Department of Revenue	Road Fund	-
Louisiana	-	-	-	-	-	Bond of \$20,000 maximum for new gasoline dealers. Old dealers, bond not to exceed total of tax, penalty, and costs for last 3 months
	Special Fuel Suppliers License	Continuous	No fee but bond of \$500 minimum, \$10,000 maximum is required	-	-	-
Maine	Operating Certificate	Continuous	No fee	-	-	-
Maryland	Operating License	Continuous	No fee	State Comptroller, Gasoline Tax Division	-	New bond is required each year; minimum \$1,000, maximum \$100,000
Massachusetts	Distributors License	Calendar Year	\$100 per license	Department of Corporation and Taxation, Bureau of Excises	Highway Fund	Bond to equal the average two months tax payment but not to exceed \$50,000
	Unclassified Importer	Calendar Year	\$1 per license	Department of Corporation and Taxation, Bureau of Excises	Highway Fund	-
	Exporters License	Calendar Year	\$1 per license	Department of Corporation and Taxation, Bureau of Excises	Highway Fund	-
Michigan	Operating License	Calendar Year	\$5 per license	Secretary of State	General Fund	If fuel purchased is entirely for export bond requirement is \$2,000
						Bond may be required if applicant cannot satisfy Department of Revenue as to his financial responsibility. Minimum \$1,000, maximum \$25,000. Bond premium expense refunded by Department of Revenue
Mimnesota	Operating License	Calendar Year	\$1 per license	Department of Taxation, Petroleum Division	General Fund	An initial applicant must furnish minimum bond of \$5,000
Mississippi	Operating License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	-
	Storage License	Calendar Year	Various with storage capacity from \$50 to \$250	City Tax Collector or County Sheriff	Collection expenses, county and city	-
Missouri	Operating License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	-
Montana	Operating License	Calendar Year	See remarks Bond required in amount determined by the Board of Equalization	Department of Agriculture, Division of Weights and Measures	General Fund	License fee ranging from \$6 to \$15 per meter is based on size and types of meters. It is levied in lieu of an inspection fee and collected in the same manner as fees levied on any and all firms using measuring devices. Therefore, it is not considered to be a highway user tax
Nebraska	Operating License	Continuous	No fee but bond is required	-	-	Bond based on quantity of gasoline handled; minimum required is \$1,000
Nevada	Liquid-Fuel Carrier Permit	Calendar Year	\$10 per transport permit	Department of Agriculture and Inspection	Administrative expenses	No fee if under 1,800 gallons per vehicle
	Dealers License	Continuous	\$5 per license	State Tax Commission	Highway Fund	Bond of \$1,000 minimum, \$10,000 maximum is required
	Petroleum Products Carriers License	Continuous	\$5 per license and 50 cents per plate	Motor Vehicle Department, Carrier Division	Highway Fund	-

Footnote appears on sheet 2

STATE LICENSES AND FEES IMPOSED ON WHOLESALE DISTRIBUTORS OF MOTOR FUEL 1

Motor Fuel

TABLE C-107
SHEET 2 OF 2
Status as of January 1, 1962

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
New Hampshire	Distributors License	Continuous	No fee but bond is required	-	-	Bond to equal twice monthly tax payments up to a maximum of \$10,000
New Jersey	Distributors License, Special License	Apr. 1-Mar. 31	No fee but bond is required	-	-	Importer or producer who handles fuel in first transaction. Bond of \$5,000 minimum is required. This also applies to special licenses
New Mexico	Wholesalers License Motor-Fuel Carrier Registration Operating License	Apr. 1-Mar. 31 Apr. 1-Mar. 31 July 1-June 30	\$2 per license \$2 per registration \$25 per license and \$25 per each distributing station in excess of one within the State	Department of the Treasury, Motor-Fuels Tax Bureau Department of the Treasury, Motor-Fuels Tax Bureau Bureau of Revenue, Gasoline Tax Division	General Fund General Fund Gasoline Tax Suspense Fund	Land or water conveyances License issued after filing of bond, minimum \$2,000, maximum \$50,000
New York	Motor-Fuel Carrier Manifest	-	No fee except cost of forms	Bureau of Revenue, Gasoline Tax Division	Bureau of Revenue Administrative Fund	Paid by all motor-fuel carriers No license but distributor must be registered. Bond may be required
North Carolina	Operating License	Continuous	No fee but bond is required	-	-	Amount of bond (maximum \$20,000) is based on sales; wholesalers pay from \$4 to \$10 per pump used in retail distribution of motor fuel
North Dakota	Operating License (Gasoline)	July 1-June 30 (odd years)	\$2 per license	State Auditor, Gasoline Tax Division	General Fund	Bond of \$1,000 minimum may be required of dealers at the discretion of State Auditor
Ohio	Operating License (Special Fuel)	Permanent	\$10 per license	State Auditor, Gasoline Tax Division	Highway Fund	-
Oklahoma	Operating License	Continuous	\$5 per license	Department of Taxation	General Revenue Fund	Bond of \$5,000 required, but amount may be increased by Department of Taxation Administered by Oklahoma Tax Commission
Oregon	Distributors License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	-
Pennsylvania	Distributors Permit	June 1-May 31	No fee but minimum bond of \$2,500 is required	Department of Revenue, Bureau of Liquid-Fuels Tax	Motor License Fund 13/14, Liquid-Fuels Tax Fund 1/14	Expires May 31 regardless of the issuance date
Rhode Island	Operating License	Calendar Year	No fee but bond is required in amount determined by Tax Commissioner	Department of Administration, Division of Taxation	General Fund	Financial statement showing net worth of \$75,000, with real assets located within State may be accepted in lieu of bond
South Carolina	Operating License	Continuous	No fee but bond is required in amount determined by Tax Commissioner	-	-	-
South Dakota	Operating License	Continuous	No fee but minimum bond of \$1,000 is required for new applications, unless succeeding a licensed dealer, in which case bond may be in same amount as predecessor. Renewal bonds figured at one sixth of preceding year's tax liability with a maximum of \$4,000	-	-	-
Tennessee	Operating License	Continuous	No fee but bond must accompany application	-	-	-
Tennessee	Oil Depot Privilege License	Fiscal Year (As of date beginning business)	\$2.50 to \$700 according to distribution or storage	County Court Clerk	General Fund	Minimum bond requirement is \$1,000
Texas	Operating License	Calendar Year	No fee but minimum bond of \$1,000 is required	-	-	State license only. Each county and incorporated place may levy similar license
Utah	Operating License	Quarterly	\$1 per place of business	State Tax Commission	Highway Maintenance and Construction Fund	Bond of \$2,000 minimum is required
Vermont	Distributors License	Continuous	No fee but bond not to exceed \$25,000 is required	-	-	-
Virginia	Dealers License Licensed Dealers License Wholesalers License Transport License	Fiscal Year Fiscal Year Fiscal Year Calendar Year	\$5 per original license; no fee for renewal \$2 per license. No fee for renewal	Division of Motor Vehicles Division of Motor Vehicles Division of Motor Vehicles Division of Motor Vehicles	Highway Fund Highway Fund Highway Fund Highway Fund	Issued by Department of Motor Vehicles Bond required in the sum of 3 times the anticipated average monthly tax due during the next succeeding three calendar months, with a maximum of \$20,000 Paid by common or contract carriers of motor fuels
Washington	Distributors License Motor-Vehicle Fuel Conveyors License Bulk Storage Plant License	Continuous Calendar Year July 1-June 30	\$10 per license \$1 per set of 2 plates, 75 cents per plate replacement \$10 fee	Department of Licenses Department of Licenses Department of Licenses	Motor-Vehicles Fund Motor-Vehicle Fund Motor-Vehicle Fund	Bond of \$5,000 minimum is required Paid by carriers of motor fuel
West Virginia	Distributors License	Calendar Year	\$5 per place of business	State Tax Commission	Primary Road Fund	One fee covers all bulk storage plants for each distributor Tax Commissioner may require surety bond.
Wisconsin	Wholesalers License	Continuous	No fee but bond must be furnished	Department of Taxation	-	Amount of required bond as fixed by the State shall not exceed amount of highest license tax. Minimum \$1,000; maximum \$100,000
Wyoming	Operating License	Calendar Year	\$10 per license	Wyoming Revenue Department	Wyoming Revenue Department	Bond required to equal 10 percent of previous year's tax liability, but not less than \$500 or more than \$10,000
Dist. of Col.	Importers License	July 1-June 30	\$5 per license	District of Columbia Treasurer	Highway Fund	Bond of \$5,000 minimum, \$20,000 maximum is required

1/ The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL ¹TABLE G-108
SHEET 1 OF 2
Status as of January 1, 1962Based on information obtained from State authorities
and on the laws of the several States

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Alabama	Bond Filing Fee Pump License	Continuous Oct. 1-Sept. 30	\$5 per bond Varies with population from \$4.25 to \$42.50 per pump and from \$3.75 to \$31.50 per additional pump	State Department of Revenue County probate judges	Public Road and Bridge Fund County probate judges for collection expenses: 2-1/2 percent, plus 50 cents per initial pump; remainder, State 1/2, counties 1/2	No license is required for diesel fuel pumps
Alaska	-	-	-	-	-	No license is required
Arizona	-	-	-	-	-	No license is required
Arkansas	-	-	-	-	-	No license is required
California	Pump License	Fiscal Year	\$2 per pump	Department of Agriculture, Bureau of Weights and Measures	Department of Agriculture, Bureau of Weights and Measures, for adminis- tration and enforcement	-
Colorado	Special-Fuel Dealers License	Continuous	No fee	Department of Revenue	-	-
Connecticut	Pump License	Oct. 1-Sept. 30	\$7 for first pump and \$2 for each additional pump at any one station	Motor Vehicle Commissioner	State Highway Fund	-
	Sellers License (Special- Fuels)	Continuous	No fee	-	-	-
	Examination of location of stations and pumps on trunk or State-aid roads or in towns under 10,000 persons	-	\$50 per station, \$7 when sold, \$7 per pump added to station, \$5 per relocated pump	Motor Vehicle Commissioner	With other motor-vehicle receipts	-
Delaware	Operating License	Fiscal Year	\$2 per license	State Highway Department	General Fund	-
Florida	Operating License	Oct. 1-Sept. 30	\$5 per license	State Comptroller	General Fund	-
	Special-Fuel User-Dealer License	Continuous	\$1 per license	State Comptroller	General Fund	-
Georgia	Vendees Refund Permit and Pump Registration	Calendar Year	No fee	-	-	-
Hawaii	Retail Dealers Permit	1 Year	\$5 per calendar year	Department of Taxation	General Fund	-
Idaho	Vehicle Tank, Pump, and Meter Inspection Fee	Fiscal Year	75 cents for each retailing device; tanks less than 500 gallons capacity \$7.50, and if more, 1.5 cents per gallon capacity	Department of Agriculture, Bureau of Weights and Measures	General Fund	-
	Special-Fuel Dealers License	Continuous	No fee but bond is required	-	-	Bond equal to twice estimated monthly tax payment (minimum \$500)
Illinois	-	-	-	-	-	No license is required
Indiana	-	-	-	-	-	No license is required
Iowa	Operating License	Continuous	No fee	-	-	-
Kansas	Special-Fuel Supplier-Dealer- User License	Continuous	\$1 per license	Department of Revenue, Motor Fuel Tax Division	General Fund	Bond of \$1,000 minimum is required
	Liquefied Petroleum User- Dealer License	Continuous	\$1 per license	Department of Revenue, Motor Fuel Tax Division	General Fund	Bond of \$1,000 minimum is required
Kentucky	Distributors or Suppliers	Continuous	Minimum bond of \$500 is required	Department of Revenue	-	-
Louisiana	Special-Fuel User-Seller License	Continuous	No fee. Bond is required for inter- state users only	-	-	-
Maine	Special-Fuel Dealers License	Continuous	No fee	-	-	-
Maryland	Diesel-Fuel Sellers License	Continuous	No fee but bond is required	State Comptroller	-	New bond is required each year; minimum \$1,000, maximum \$100,000
Massachusetts	Operating License	Calendar Year	\$10 per license	Department of Labor and Industries	Administration and enforcement (any balance is returned to General Fund)	-
Michigan	Retail Dealer Certificate	Continuous	No fee	-	-	-
	Diesel-Fuel Dealer and Dealer- User License	Calendar Year	\$1 per license. Bond is required if applicant cannot satisfy Department of Revenue as to his financial responsibility	Department of Revenue	General Fund	Bond premium expense refunded by Department of Revenue
	Liquefied Petroleum Dealer License	Calendar Year	\$1 per license. Bond is required if applicant cannot satisfy Department of Revenue as to his financial responsibility	Department of Revenue	General Fund	Bond premium expense refunded by Department of Revenue
	Liquefied Petroleum Dealer Registration	Continuous	No fee	-	-	-
Minnesota	Registration of Dealer	Continuous	No fee	-	-	-
	Special-Fuel Dealers License	Calendar Year	\$1 per license	Department of Taxation, Petroleum Division	General Fund	Obtained by sellers of special fuel
	Special-Fuel Bulk Purchasers License	Calendar Year	\$1 per license	Department of Taxation, Petroleum Division	General Fund	Obtained by bulk purchasers of special fuel
Mississippi	Operating Permit	Calendar Year	No fee	-	-	-
	Pump License	Calendar Year	Varies with population from \$1 to \$8 per pump	City Tax Collectors or county sheriffs	Collection expenses, county and city	Storage capacity of 250 gallons or less is a pump

Footnote appears on sheet 2

STATE LICENSES AND FEES IMPOSED ON RETAIL DEALERS IN MOTOR FUEL ¹

TABLE G-108
SHEET 2 OF 2
Status as of January 1, 1962

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

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION OF REVENUE	REMARKS
Missouri	Special-Fuel Dealers License	Continuous	No fee but bond of at least \$100 is required	Department of Revenue, Oil Inspection Department	Highway Fund	-
Montana	Operating License	Calendar Year	See remarks	Department of Agriculture, Division of Weights and Measures	General Fund	Bond required in amount determined by the Board of Equalization. License fee (ranging from \$6 to \$15 per meter) is levied on each location and number of pumps in the same manner as on other types of businesses and measuring devices. Therefore it is not considered a highway-user tax.
Nebraska	Refund Dealers License	Mar. 1-Feb. 28	No fee	-	-	-
	Special-Fuel Dealers License	Continuous	\$1 for each place of business	Department of Agriculture and Inspection	Administration	License to sell "Refund Tax Gasoline" License to sell special fuels. Bond is required; minimum \$1,000, maximum \$15,000
Nevada	Special-Fuel Dealers License	Continuous	No fee	Motor Vehicle Department, Carrier Division	-	License to sell special fuels
New Hampshire	-	-	-	-	-	-
New Jersey	Operating License	Apr. 1-Mar. 31	\$5 per license	Department of the Treasury, Motor Fuels Tax Bureau	General Fund	No license is required
New Mexico	Operating License	July 1-June 30	\$5 for each place of business	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	-
	Special-Fuel Dealers License	Calendar Year	\$5 for each place of business	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	-
New York	Operating License	Apr. 1-Mar. 31	\$2 per license	Department of Taxation and Finance	General Fund	-
North Carolina	Pump License	June 1-May 31	\$4 to \$10 per pump	Commissioner of Revenue	General Fund	Paid only by wholesalers on their retail outlets
	Automobile Service Station License	June 1-May 31	\$5 per pump in rural areas and from \$10 to \$50 in cities and towns	Commissioner of Revenue	General Fund	Total amount assessed cannot average less than \$5 per pump
North Dakota	Special-Fuel Dealers License	Continuous	\$10 per license	State Auditor, Gasoline Tax Division	Highway Funds: State highways, 79 percent; county roads and city streets, 21 percent	-
Ohio	-	-	-	-	-	-
Oklahoma	Operating License	Continuous	No fee	-	-	No license is required
	Special-Fuel Dealers License	Continuous	No fee but must file bond	-	-	-
Oregon	See remarks	-	-	-	-	-
Pennsylvania	Special-Fuel Dealer-User License	Continuous	No fee but minimum bond of \$500 is required	Department of Revenue	Motor License Fund 13/14, Liquid Fuels Tax Fund 1/14	No license is required of gasoline dealers
Rhode Island	Filling Station or Peddler License	Continuous	\$1 per license	Department of Administration, Division of Taxation	General Fund	-
South Carolina	Refund Gasoline Dealers Permit	Continuous	No fee	-	-	Bond required in amount determined by Tax Commission
South Dakota	Special-Fuel Dealers License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	Bond must be renewed July 1 each year
Tennessee	Operating Privilege License	Fiscal Year (As of date beginning business)	\$15 to \$60 according to number of employees	County court clerk	General Fund	Each county and incorporated place may levy similar license
Texas	Refund Dealers License	Calendar Year	No fee	-	-	Obtained by dealers selling refund gasoline
	Special-Fuel User-Dealer Permit	Calendar Year	No fee but minimum bond of \$500 is required	Comptroller of Public Accounts	-	-
Utah	Pump License	Continuous	No fee for original but \$1 is charged if original is lost, destroyed, or revoked	State Road Commission	State Highway Fund	-
Vermont	-	-	-	-	-	-
Virginia	Supplier, User-Seller and Peddler License	Fiscal Year	\$5 per original license; no fee for renewal	Division of Motor Vehicles	Highway Fund	No license is required
Washington	-	-	-	-	-	-
West Virginia	Retail Dealers License	Calendar Year	\$1 per place of business	State Tax Commission	Primary Road Fund	No license is required
Wisconsin	-	-	-	-	-	-
Wyoming	Operating License	Continuous	\$5 per station or store	Wyoming Revenue Department	Wyoming Revenue Department	No license is required
Dist. of Col.	Pump License	Nov. 1-Oct. 31	\$5 per pump or filler	District of Columbia Treasurer	General Fund	-

^{1/} The licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Chain store and general merchandising taxes imposed on general business are not included.

GSA FTS O-62-4

Motor Fuel

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL¹

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

TABLE G-109 (Sheet 1 of 2)
Status as of January 1, 1960

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS
Alabama	Special-Fuel Users License	Continuous	\$5 filing fee. Bond is required in an amount filed by the Commissioner of Revenue.	Department of Revenue	Public Road and Bridge Fund	No license is required if user purchases tax paid fuel only.
Alaska	Special-Fuel Users Permit	Continuous	No fee but bond must be filed for each vehicle.	-	-	No license is required.
Arizona	Special-Fuel Users Permit	Continuous	No fee but bond is required.	-	-	Minimum bond \$50; maximum \$5,000.
Arkansas	L.P.G. Users Permit	Continuous	No fee but bond is required.	State Revenue Department	-	Minimum bond \$500; maximum \$20,000.
California	Special-Fuel Users Permit Special-Fuel Vendors Permit	Continuous Continuous	No fee. No fee.	State Board of Equalization State Board of Equalization	Highway User Tax Fund Highway User Tax Fund	Security may be required. Security may be required.
Colorado	Special-Fuel Users License Special-Fuel Users Permit	Continuous Calendar Year	No fee but bond is required. \$1 per vehicle.	Department of Revenue Department of Revenue	- Department of Revenue Administration Fund	Minimum bond \$100; maximum \$3,000. Permit may not be transferred from one vehicle to another.
Connecticut	Special-Fuel Users License	Continuous	No fee.	-	-	Also required of retail sellers of special fuel.
Delaware	-	-	-	-	-	No license is required.
Florida	Special-Fuel User-Dealer License	Continuous	\$1 filing fee. Bond is required; minimum \$3,000; maximum \$20,000.	Comptroller's Office	General Fund	No license is required if user purchases tax paid fuel only.
Georgia	Motor Fuel Permit Fee	1 Year	\$1 per vehicle of three or more vehicles.	Department of Revenue	General Fund	Decal must be displayed on windshield of vehicle.
Hawaii	-	-	-	-	-	No license is required.
Idaho	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Law Enforcement, Motor Carrier Division	-	Bond equal to twice estimated tax due but not less than \$500.
Illinois	-	-	-	-	-	No license is required.
Indiana	Special-Fuel Users License	Continuous	\$1 per license.	Department of State Revenue	With motor-fuel receipts	Bond is required; minimum \$100, maximum \$25,000.
Iowa	Registration of vehicles using liquefied petroleum gas	Calendar Year	No fee.	-	-	-
Kansas	Refund Permit	Calendar Year	50 cents per permit.	County Clerks	General Fund of each county, 30 cents; State Revenue Administration Fee Fund, 20 cents.	Paid by purchasers of refund fuel.
Kentucky	Users License	Continuous	No fee but minimum bond of \$900 is required.	Department of Revenue	-	Minimum bond of \$1,000 required for out-of-State license. Bond may be required for in-State license.
Louisiana	Special-Fuel Users License	Continuous	No fee.	-	-	-
Maine	Special-Fuel Users License	Continuous	\$1 per license.	Bureau of Taxation, Excise Tax Division	-	Bond is required; minimum \$200, maximum \$10,000.
Maryland	Diesel-Fuel Users License	Continuous	No fee but bond or affidavit is required.	State comptroller	-	If diesel-fuel user gives affidavit that he does not fuel his vehicles from his own storage tanks he is not required to furnish bond.
Massachusetts	Permit for vehicles using special fuel Special Fuel Supplier's License	Calendar Year Calendar Year	\$1 per vehicle. \$1 per license.	Department of Corporations or Taxation, Bureau of Excises Bureau of Excises	Highway Fund Highway Fund	- -
Michigan	Special Fuel User-Seller's License	Calendar Year	\$1 per license.	Department of Corporations or Taxation, Bureau of Excises	Highway Fund	-
Minnesota	Diesel-Fuel User License Special-Fuel Bulk Purchasers License	Calendar Year Calendar Year	\$1 per license. \$1 per license.	Department of Revenue Department of Taxation, Petroleum Division	General Fund General Fund	- Obtained by bulk purchasers of special fuel.
Mississippi	Motor-Vehicle Registration Permit for vehicles containing special fuels	Oct. 30-Nov. 1	\$50 for vehicles under 20,000 pounds gross weight and \$100 for vehicles 20,000 pounds or over.	Motor Vehicle Comptroller	Highway Fund	This permit is in addition to regular registration by Privilege Tax Division.

¹(Footnote appears on sheet 2)

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL¹

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

TABLE G-109 (Sheet 2 of 2)
Status as of January 1, 1960

STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	DISPOSITION	REMARKS
Missouri	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Revenue, Oil Inspection Department	Highway Fund	Bond equal to twice estimated tax due.
Montana	Special-Fuel Users License	Continuous	No fee but minimum bond of \$500 is required.	Board of Equalization	-	-
	Special-Fuel Vehicle Permit	Continuous	No fee but minimum bond of \$500 is required.	Board of Equalization	-	-
Nebraska	License to buy refund gasoline	Calendar Year	\$1 per license.	Department of Agriculture and Inspection	Administrative expense of refunds	-
	Special-Fuel Users Permit	Continuous	\$1 per vehicle.	Department of Agriculture and Inspection	Administrative expenses	Bond is required; minimum \$1,000, maximum \$15,000.
Nevada	Special-Fuel Users Permit	Continuous	No fee.	Motor Vehicle Department, Carrier Division	-	-
New Hampshire	Special-Fuel Users License	Continuous	No fee.	-	-	-
New Jersey	Motor-Fuel Transport License	Apr. 1-Mar. 31	\$2 per registration.	Department of the Treasury, Motor Fuels Tax Bureau	General Fund	Land or water conveyances.
New Mexico	Special-Fuel Users License	Calendar Year	\$1 per license.	Bureau of Revenue, Gasoline Tax Division	Gasoline Tax Suspense Fund	\$200 bond is required for each vehicle.
New York	Registration of owners of vehicles using fuels other than gasoline.	Continuous	25 cents for each diesel certificate of registration.	Department of Taxation and Finance	General Fund	No charge for registration of owner. If owner requests certificate to be carried in vehicle, charge is 25 cents per certificate.
North Carolina	Highway Fuel Use Tax Registration	Jan. 1-Dec. 31	\$1 per vehicle with 3 axles or more, and all passenger vehicles which seat more than 7 passengers in addition to the driver.	Commissioner of Revenue, Gasoline Tax Unit	State Highway Fund.	Bond is optional; \$10,000.
North Dakota	-	-	-	-	-	No license is required.
Ohio	-	-	-	-	-	No license is required.
Oklahoma	Special-Fuel Users License	Continuous	No fee but must file bond.	-	-	Maximum bond, \$10,000 gasoline, \$25,000 special fuel.
	Motor-Fuel Importer-For-Use License	Continuous	No fee but must file bond.	-	-	-
Oregon	Special-Fuel Users License	Continuous	No fee.	-	-	-
	Special Use Fuel Vendors Permit	Continuous	No fee, but bond or deposit may be required.	-	-	-
Pennsylvania	Special-Fuel Dealer-User License	Continuous	No fee but minimum bond of \$500 is required.	Department of revenue	Motor License Fund 13/14; Liquid Fuels Tax Fund 1/14.	No license is required of gasoline dealers.
Rhode Island	-	-	-	-	-	No license is required.
South Carolina	User's Identification Marker	July 1-June 30	\$1 per vehicle	State Highway Department	State Highway Fund	-
South Dakota	Special-Fuel Users License	Continuous	\$1 per license plus bond of at least \$100	Department of Revenue, Motor Fuel Tax Division	General Fund	License continuous. Bond renewed July 1st each year
Tennessee	-	-	-	-	-	No license is required. Minimum bond; \$500, maximum, 3 times the estimated quarterly tax.
Texas	Refund Filing Fee Special-Fuel User-Dealer Permit	Calendar Year	50 cents per refund claim No fee but minimum bond of \$500 is required.	Comptroller of Public Accounts Comptroller of Public Accounts	State Treasury	Deducted from amount of refund claim.
Utah	Special-Fuel Users Permit	Continuous	No fee but bond may be demanded at the discretion of the Tax Commission.	State Tax Commission	-	-
Vermont	-	-	-	-	-	No license is required.
Virginia	User License	Fiscal Year	No fee.	Division of Motor Vehicles	-	-
Washington	Special-Fuel Users Permit	Continuous	No fee but minimum bond of not less than twice estimated monthly tax is required.	-	-	-
	Refund Permit	2 Year ending Mar. 31 (even years)	\$1 per refund permit.	Department of Licenses	Motor-Vehicle Fund	Paid by consumers claiming refunds.
West Virginia	Motor Carrier Road Tax Registration Fee	Fiscal Year	\$1 per vehicle	State Tax Commissioner	Primary Road Fund	-
Wisconsin	Special-Fuel Dealers or Users License	Continuous	No fee but bond is required.	Department of Taxation	-	Minimum bond \$500, maximum \$25,000.
Wyoming	-	-	-	-	-	No license is required.
Dist. of Col.	-	-	-	-	-	No license is required.

Motor Fuel

^{1/} The Licenses and fees given in this table are in most cases for the purpose of defraying the costs of regulating the distribution of motor fuel and allied products. Several States provide temporary user's permits for vehicles that are not customarily operated in the State. These temporary permits are not shown in this table.

STATE LIQUID-FUELS INSPECTION FEES ¹

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

TABLE G-110
SHEET 1 of 2
Status as of January 1, 1962

STATE	AMOUNT FOR INSPECTION OF -		INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS			
Alabama	1/40 cent per gallon of gasoline, benzine, and naphtha	1/2 cent per gallon of kerosene	Department of Agriculture and Industries	Department of Agriculture and Industries	Agricultural Fund
Alaska	-	-	-	-	-
Arizona	No fee	No fee	State Inspector, State Department of Weights and Measures	-	-
Arkansas	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quantities larger than a barrel	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quantities larger than a barrel	State Revenue Department, Oil Inspection Department	State Revenue Department, Motor Fuel Division	General Fund
California	Gasoline - no fee	Lubricating oil - no fee	Department of Agriculture, Bureau of Weights and Measures	-	-
Colorado	No fee	No fee	State Inspector of Oils	-	-
Connecticut	-	-	-	-	-
Delaware	-	-	-	-	-
Florida	1/8 cent per gallon of gasoline	1/8 cent per gallon of kerosene and signal oil	Department of Agriculture	Department of Agriculture	General Inspection Fund; all used by Department of Agriculture
Georgia	No fee	No fee	Department of Revenue, Oil Inspection Unit	-	-
Hawaii	-	-	-	-	-
Idaho	-	-	-	-	-
Illinois	3 cents per 100 gallons of gasoline	3 cents per 100 gallons of kerosene	Department of Revenue	Department of Revenue	General Fund ^{2/}
Indiana	4 cents per 50-gallon barrel	4 cents per 50-gallon barrel. Lubricating oil is not inspected	Division of Oil Inspection	Division of Oil Inspection	Petroleum Inspection Fund for inspection costs; balance to General Fund
Iowa	\$2 analysis fee per sample tested ^{3/}	3 cents per 50-gallon barrel of illuminating oil	State Chemist	Department of Agriculture	General Revenue Fund ^{2/}
Kansas	1/2 cent per 50-gallon barrel of gasoline	1/2 cent per 50-gallon barrel of kerosene	Department of Revenue	Department of Revenue	General Fund
Kentucky	-	-	-	-	-
Louisiana	1/32 cent per gallon of gasoline	1/32 cent per gallon of kerosene	Department of Revenue	Collector of Revenue	Costs of inspection
Maine	No fee ^{4/}	Lubricating oils - no fee	Bureau of Taxation, Excise Tax Division	-	-
Maryland	-	-	-	-	-
Massachusetts	No fee ^{5/}	Lubricating oil - no fee ^{5/}	Department of Labor and Industries	-	-
Michigan	-	-	-	-	-
Minnesota	1-1/4 cents per 50-gallon barrel	1-1/4 cents per 50-gallon barrel	Department of Taxation, Petroleum Division	Department of Taxation, Petroleum Division	General Revenue Fund ^{2/}
Mississippi	No fee	No fee	Motor Vehicle Comptroller ^{6/}	-	-
Missouri	Minimum of 1/2 cent per barrel to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue	Minimum of 1/2 cent to maximum of 1-1/2 cents per barrel. Rate is discretionary with Collector of Revenue	Oil Inspection Department	Department of Revenue	General Revenue Fund
Montana	No fee	No fee	Department of Agriculture, Division of Weights and Measures	-	-
Nebraska	25 cents per barrel for less than 10 barrels; 1/2 cent per barrel for 10 barrels or more	25 cents per barrel for less than 10 barrels; 1/2 cent per barrel for 10 barrels or more ^{7/}	Department of Agriculture and Inspection, Motor Fuel Division	Department of Agriculture and Inspection, Motor Fuel Division	Administration expenses
Nevada	1/20 cent per gallon	1/20 cent per gallon of distillate and lubricating oil	State Sealer	State Tax Commission	Petroleum Products Inspection Fund for administration costs; balance to General Fund

Footnotes appear on sheet 2

STATE LIQUID-FUELS INSPECTION FEES ¹

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

TABLE G-110
SHEET 2 OF 2
Status as of January 1, 1962

STATE	AMOUNT FOR INSPECTION OF-		INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS			
New Hampshire	No fee	No fee	Local inspector appointed by local government officials	-	-
New Jersey	-	-	-	-	-
New Mexico	Any liquid believed to be motor fuel may be analyzed but no fee is imposed	-	Bureau of Revenue, Gasoline Tax Division	-	-
New York	No fee	-	Miscellaneous Tax Bureau	-	-
North Carolina	1/4 cent per gallon	1/4 cent per gallon of kerosene	Commissioner of Agriculture	Commissioner of Revenue	Costs of inspection; remainder to State General Fund
North Dakota	1/20 cent per gallon of gasoline, tractor fuels, and diesel fuel	1/20 cent per gallon of kerosene and heating oil	State Laboratories Department ^{8/}	State Laboratories Department	State General Fund ^{2/}
Ohio	-	-	-	-	-
Oklahoma	8/100 cent per gallon of gasoline, and naphtha ^{9/}	8/100 cent per gallon of burning oil and kerosene ^{10/}	Corporation Commission	Tax Commission	General Revenue Fund ^{2/}
Oregon	-	-	-	-	-
Pennsylvania	-	Illuminating oils - no fee	Department of Revenue, Bureau of Liquid Fuels Tax	-	-
Rhode Island	No fee. Inspection performed to determine suitability of motor-vehicle fuel only upon request of taxpayer.	No fee	Department of Administration, Division of Taxation refers sample to Department of Public Works for materials test.	-	-
South Carolina	1/4 cent per gallon	1/4 cent per gallon	Department of Agriculture	Department of Agriculture	State General Fund ^{2/}
South Dakota	1-1/4 cents per 50-gallon barrel	1-1/4 cents per 50-gallon barrel. No charge for crude oil, lubricating oil, and No. 5 and No. 6 burner oil	Department of Revenue, Motor Fuel Tax Division	Department of Revenue, Motor Fuel Tax Division	\$20,000 annually to General Fund for cost of inspection; remainder to State Highway Fund
Tennessee	6/10 cent per gallon	6/10 cent per gallon	Department of Revenue	Department of Revenue	One-third to Highway Fund; balance to General Fund ^{2/}
Texas	No fee	-	Comptroller of Public Accounts	-	-
Utah	No fee	-	State Road Commission	-	-
Vermont	-	Illuminating oils but no fees are imposed	Department of Agriculture, Division of Weights and Measures	-	-
Virginia	No fee	No fee	Commissioner of Agriculture and Immigration	-	-
Washington	-	-	-	-	-
West Virginia	-	-	-	-	-
Wisconsin	1-1/2 cents per 50-gallon barrel	1-1/2 cents per 50-gallon barrel	Department of Taxation	Department of Taxation	State General Fund ^{2/}
Wyoming	No fee	No fee	State Commissioner of Agriculture	-	-
Dist. of Col.	-	-	-	-	-

^{1/} In the States for which no entry appears petroleum products are not inspected.

^{2/} Costs of inspection are paid by appropriation from State General Fund.

^{3/} Voluntary, but Department of Agriculture can make inspection whenever it desires.

^{4/} Fees for analysis are paid from annual appropriation of the Excise Tax Division.

^{5/} Inspection made at discretion of Department of Labor and Industries and financed from Retail Dealer's License receipts.

^{6/} Inspection performed at discretion of Motor Vehicle Comptroller or duly appointed agent.

^{7/} Kerosene and related products. Lubricating oils and crude petroleum are not inspected.

^{8/} Administrative authority is vested in the State Food Commissioner and Chemist. Enforcement and field supervision under State Laboratories Department. The two offices function jointly in supervising the Oil Inspection Department.

^{9/} Levied as an excise tax and collected in same manner as other taxes on motor fuels.

^{10/} Mine lamp oil, paraffin wax, and fuel for industrial heating or gas manufacture are not inspected; generally the inspection laws are not enforced.

Motor Fuel

STATE AND FEDERAL MOTOR-FUEL TAX RATES BY YEARS¹TABLE G-205
ISSUED AUGUST 1961

	(Cents per gallon)															
STATE	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	2/ 1958	2/ 1959	2/ 1960	2/ 1961	STATE
Alabama	6	6	6	6	6	6	6	6	6-7	7	7	7	7	7	7	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	5	5-7	7-8	Alaska
Arizona	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	Arizona
Arkansas	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Arkansas
California	3-4.5	4.5	4.5	4.5	4.5	4.5	4.5-6	6	6	6	6	6(7)	6(7)	6(7)	6(7)	California
Colorado	4-6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Colorado
Connecticut	3-4	4	4	4	4	4	4	4	4-6	5	5	5	5	5	5	Connecticut
Delaware	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	Delaware
Florida	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Florida
Georgia	6	6	6-7	7	7-6	7	7	7	6-6.5	6.5	6.5	6.5	6.5	6.5	6.5	Georgia
Hawaii	-	6	-	-	-	-	-	-	6	6	6	6	3/ 5	3/ 5	3/ 5	Hawaii
Idaho	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Idaho
Illinois	3	3	3	3	3-4	4	5	5	5	5	5	5	5	5	5	Illinois
Indiana	4	4	4	4	4	4	4	4	4	4	4-6	6	6	6	6	Indiana
Iowa	4	4	4	4	4	4	4-5	5	5	5-6	6	6	6	6	6	Iowa
Kansas	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	Kansas
Kentucky	5	5-7	7	7	7	7	7	7	7	4/ 7	4/ 7	4/ 7	4/ 7	4/ 7	4/ 7	Kentucky
Louisiana	7	7-9	9	9	9	9-7	7	7	7	7	7	7	7	7	7	Louisiana
Maine	4-6	6	6	6	6	6	6	6	6-7	6	6	6	6	6	6	Maine
Maryland	4-5	5	5	5	5	5	5-6	6	6	6	6	6	6	6	6	Maryland
Massachusetts	3	3	3	3	3-4.3	4.3	5	5	5	5	5-5.5	5.5	5.5	5.5	5.5	Massachusetts
Michigan	3	3	3	3	3-4.5	4.5	4.5	4.5	4.5-6	6	6	6	6	6	6	Michigan
Minnesota	4	4	4-5	5	5	5	5	5	5	5	5	5	5	5	5	Minnesota
Mississippi	6	6	6	6-7	7	7	7	7	7	7	7	7	7	7	7	Mississippi
Missouri	2	2	2	2	2	2-3	3	3	3	3	3	3	3	3	3	Missouri
Montana	5	5	5-6	6	6	6	6	6	6-7	7	7	7	7	7	7	Montana
Nebraska	5	5	5-6	6-5	5	5	5-6	6	6	6	6-7	6	6	6	6	Nebraska
Nevada	4	4	4-4.5	4.5	2/ 5.5	5.5	5.5	5.5	5.5-6	6	6	6	6	6	6	Nevada
New Hampshire	4	4	4	4	4-5	5	5	5	5	5	5-6	6	6	6	6	New Hampshire
New Jersey	3	3	3	3	3	3	3	3-4	4	4	4	4	4	4	4	New Jersey
New Mexico	5	5	5-7	7	7-6	6	6	6	6	6	6	6	6	6	6	New Mexico
New York	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	New York
North Carolina	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	North Carolina
North Dakota	4	4	4	4	4-5	5	5	5	5-6	6	6	6	6	6	6	North Dakota
Ohio	4	4	4	4	4	4	4-5	5	5	5	5	5	5-7	7	7	Ohio
Oklahoma	5-5	5-5	5-5-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5-7.5	6.5	6.5	6.5	6.5	Oklahoma
Oregon	5	5	5-6	6	6	6	6	6	6	6	6	6	6	6	6	Oregon
Pennsylvania	4-3-4	4	4-5	5	5	5	5	5	5-6	6	6-5	5	5	5	5-7	Pennsylvania
Rhode Island	3-4	4	4	4	4	4	4	4	4	4	4-6	4-6	4-6	4-6	4-6	Rhode Island
South Carolina	6	6	6	6-7	7	7	7	7	7	7	7	7	7	7	7	South Carolina
South Dakota	4	4	4	4	4-5	5	5	5	5	5-6	6	6	6	6	6	South Dakota
Tennessee	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	Tennessee
Texas	4	4	4	4	4	4	4	4	4-5	5	5	5	5	5	5	Texas
Utah	4	4	4	4	4-5	5	5	5	5	5	5-6	6	6	6	6	Utah
Vermont	4-4.5	4.5	4.5-5	5	5	5	5	5	5-5.5	5.5	5.5-6.5	6.5(0)	6.5(0)	6.5(0)	6.5(0)	Vermont
Virginia	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	Virginia
Washington	5	5	5-6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	Washington
West Virginia	5	5	5	5	5	5	5	5	5-6	6	6	6	6-7	7	7	West Virginia
Wisconsin	4	4	4	4	4	4	4	4	4-6	6	6	6	6	6	6	Wisconsin
Wyoming	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	Wyoming
Dist. of Col.	3-4	4	4	4	4-5	5	5	5	5-6	6	6	6	6	6	6	Dist. of Col.
State Avg. 6/	4.25	4.35	4.52	4.65	4.74	4.83	5.10	5.19	5.35	5.54	5.58	5.65	5.86	5.94	-	State Avg. 6/
Federal Tax	1.5	1.5	1.5	1.5	1.5-2	2	2	2	2	2-3	3	3	3-4	4	4	Federal Tax

1/ This table gives the tax rates at the beginning of each year, the changes during the year, and the rates in effect at the end of the year. For 1961, the final rates shown are those in effect August 1, except in Missouri where the new rate becomes effective on October 13. For tax rates in earlier years, see page 13 of "Highway Statistics, Summary to 1955." Some local governments in Alabama, Florida, Hawaii, Mississippi, New Mexico, and Wyoming levy motor-fuel taxes at rates that range from 1/5 cent to 5 cents per gallon.

2/ Diesel fuel tax rates, where they differ from the gasoline rates, are shown in parentheses beginning in 1958, but not for earlier years.

3/ The State tax rate is 8 cents per gallon in Hawaii County and 5 cents per gallon in the other counties.

4/ Trucks or combinations with more than two axles pay a motor-fuel tax rate of 9 cents per gallon in Kentucky and Virginia.

5/ The 5.5-cent tax rate in Nevada does not represent a tax increase, but rather the inclusion of one cent formerly classed as an optional county gasoline tax. This one cent tax is collected by the State and is now in effect in all counties.

6/ Weighted average rate based on net gallons taxed.

MOTOR VEHICLES

To provide ready comparisons with motor-vehicle data for prior years, each table in this section has two totals, one for all the States and the District of Columbia, and one that excludes Alaska and Hawaii. Beginning with the 1961 tables, only a total for all the States and the District of Columbia will be included.

While vehicle registration years vary from State to State, the data given in table MV-1 have been adjusted to a calendar year basis for uniformity. Motor-vehicle registrations reported do not include transfers or reregistrations. Insofar as possible, these and other items that might cause duplication have been removed.

Registration practices vary widely among the States. Some States register a tractor-semitrailer combination as a single unit, while others register the tractor and the semitrailer separately. In either case, only the power units are included in the "truck" count in table MV-1. Several States register buses with trucks or automobiles; many States register house and light "utility" trailers with heavy commercial trailers or semitrailers, while others do not require registration of the utility trailers. There are numerous variations among the States in the registration of taxicabs, station wagons, and other special types of vehicles, and in some cases the Bureau of Public Roads has supplemented the data supplied by the States with information 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. Table MV-12 shows the number of motor-vehicle operator licenses issued by each State, and gives an estimate of the number in force during the year.

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.

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 makes 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 derived from taxes

other than those incident to motor-vehicle ownership and operation. (Some of these revenues are later used for nonhighway purposes, but it is the source rather than the expenditure of the revenues that determines their inclusion here.) The disposition of motor-vehicle revenue is given in table MV-3.

The motor-vehicle tables have been supplemented by tables MV-103 and MV-104 which present a summary of State motor-vehicle registration fee schedules and State motor-vehicle operator and chauffeur license provisions, respectively. The data shown are according to the laws in effect January 1, 1962. Table MV-106 gives the provisions governing the disposition of State motor-vehicle and motor-carrier receipts.

Traffic Speed Trends

Twenty-six States have reported the results of 761 speed studies, covering 293,698 vehicles, completed during 1960. These studies were conducted on level, tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds.

The average speed for all vehicles for 1960 was 52.6 miles per hour, a new record. This represents an increase of 0.6 mile per hour above the (revised) previous high established in 1959. The average speeds for passenger cars, trucks, and buses were 53.8, 48.4, and 55.4 miles per hour, respectively. This represents an increase in speed for all types of vehicles.

Sixty-four percent of the passenger cars, 37 percent of the trucks, and 71 percent of the buses exceeded 50 miles per hour. Twenty percent of the passenger cars, 4 percent of the trucks, and 27 percent of the buses exceeded 60 miles per hour. Speed trends for the years 1942-60 are illustrated graphically on page 79.

Vehicle and Travel Characteristics

Table VM-1 shows the estimated amount of travel in 1960 by passenger cars, buses, and trucks on rural roads and urban streets, together with the number of vehicles registered and quantity of motor fuel consumed by these vehicles. In addition, the table shows the calculated average miles of travel and consumption of motor fuel per vehicle and average travel per gallon of fuel consumed. Total travel

increased 3 percent over 1959 while the number of registered vehicles increased by 3.3 percent.

Passenger cars represented 84 percent of the vehicles registered and accounted for 82 percent of the travel in 1960; trucks and truck combinations accounted for 16 percent of the vehicles registered and 17 percent of the travel; similar figures for buses were less than 1 percent.

The average motor vehicle traveled 9,652 miles in 1960, almost half of it in cities, and consumed

777 gallons of fuel at a rate of 12.42 miles per gallon. The average passenger car traveled 9,446 miles and consumed 661 gallons of fuel at a rate of 14.28 miles per gallon.

Table HT-1 presents information concerning loadings of trucks and frequencies of heavy loads for each census region and for the United States. The trend data indicate an increase of 3.6 percent in the ton-miles of freight hauled in 1960 as compared to 1959.

STATE MOTOR-VEHICLE REGISTRATIONS - 1960¹

Compiled for calendar year
from reports of State authorities ^{2/}

TABLE MV-1, 1960
REVISED NOVEMBER 1961

STATE	MOTOR VEHICLES													MOTORCYCLES			
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1959-1960			PRIVATE AND COMMERCIAL	PUBLICLY-OWNED ^{3/}
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY-OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL ^{4/}	PUBLICLY-OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL ^{2/}	PUBLICLY-OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY-OWNED ^{3/}	TOTAL	TOTAL 1959 REGISTRATIONS	INCREASE OR DECREASE 1960	PER-CENTAGE CHANGE		
Alabama	1,098,892	3,247	1,042,099	1,963	4,494	6,457	223,229	10,444	233,673	1,264,044	18,185	1,282,229	1,220,883	61,346	5.0	10,762	241
Alaska	58,646	463	59,109	192	38	230	19,279	2,277	21,556	78,117	2,778	80,895	71,469	9,426	13.2	900	8
Arizona	485,442	3,576	488,988	478	1,081	1,559	126,154	6,856	133,010	612,044	11,513	623,557	578,434	45,123	7.8	8,377	196
Arkansas	500,128	1,085	501,213	654	3,161	3,815	197,435	5,038	202,523	698,267	9,284	707,551	682,450	25,101	3.7	4,770	25
California	6/ 6,625,134	31,372	6,656,506	6,557	6,396	12,953	1,062,202	67,390	1,129,592	7,693,893	105,158	7,799,051	7,418,137	380,914	5.1	75,730	3,878
Colorado	709,992	4,929	714,821	1,793	774	2,567	136,757	10,314	147,071	207,971	908,582	15,917	884,697	39,762	4.5	10,851	171
Connecticut	975,108	4,035	979,143	3,650	260	3,910	117,589	6,711	124,300	1,096,347	11,006	1,107,353	1,061,069	46,284	4.4	6,283	139
Delaware	142,297	895	143,192	593	35	628	47,164	1,250	48,414	190,054	2,180	192,234	185,178	7,056	3.8	885	24
Florida	2,041,049	7,615	2,048,664	1,980	4,242	6,222	294,261	18,031	312,292	2,337,290	29,886	2,367,178	2,252,745	114,433	5.1	28,681	807
Georgia	1,218,746	2,792	1,221,538	2,579	4,735	7,314	271,386	11,880	283,266	1,492,711	19,407	1,512,118	1,435,859	76,259	5.3	8,310	345
Hawaii	197,755	2,170	199,925	607	32	639	28,713	1,781	30,494	227,075	3,963	231,038	214,062	16,996	7.9	3,416	65
Idaho	254,734	1,519	256,253	297	1,017	1,314	111,308	6,054	117,362	366,339	8,590	374,929	364,047	10,882	3.0	3,534	37
Illinois	3,302,125	9,850	3,311,975	7,554	5,299	12,853	432,046	19,205	451,251	3,741,725	34,354	3,776,079	3,678,322	97,757	2.7	25,190	925
Indiana	1,678,186	4,583	1,682,769	6,971	1,732	8,703	382,591	11,082	393,673	2,028,905	17,397	2,046,302	1,982,609	63,693	3.2	18,418	312
Iowa	1,069,703	2,750	1,072,453	1,085	4,330	5,415	238,377	9,147	247,524	1,309,165	16,227	1,325,392	1,295,931	29,461	2.3	10,943	125
Kansas	869,952	4,879	874,831	549	1,608	2,157	274,349	12,077	286,426	1,144,850	18,564	1,163,414	1,135,657	27,757	2.4	10,535	648
Kentucky	948,024	2,598	950,622	2,520	2,600	5,320	232,106	9,484	241,590	1,182,650	14,882	1,197,532	1,160,696	36,836	3.2	6,943	-
Louisiana	936,900	5,191	942,091	4,831	1,393	6,224	219,693	8,502	228,195	1,161,424	15,086	1,176,510	1,142,270	34,240	3.0	7,953	173
Maine	299,383	1,212	300,595	1,009	514	1,523	68,950	3,250	72,200	369,342	4,976	374,318	373,070	1,248	0.3	1,845	17
Maryland	1,003,082	3,617	1,006,699	4,517	805	5,322	137,522	5,508	143,030	1,145,121	9,930	1,155,051	1,102,258	52,793	4.8	5,829	60
Massachusetts	1,559,075	7,519	1,566,594	4,798	115	4,913	175,961	15,845	191,806	1,739,834	23,479	1,763,313	1,737,546	25,767	1.5	10,034	-
Michigan	2,883,498	9,521	2,893,019	6,029	11,013	17,042	382,591	19,302	401,893	3,271,073	35,252	3,306,325	3,201,406	104,919	3.3	30,611	542
Minnesota	1,301,929	3,949	1,305,878	4,865	3,973	8,838	266,074	10,589	276,663	1,572,868	18,511	1,591,379	1,525,012	66,367	4.4	12,251	75
Mississippi	527,190	877	528,067	1,708	4,862	6,570	180,876	7,672	188,548	709,765	13,411	723,176	691,580	31,596	4.6	3,441	5
Missouri	1,414,790	3,537	1,418,287	4,893	2,781	7,674	326,684	10,567	337,251	1,746,327	16,885	1,763,212	1,744,530	18,682	1.1	9,963	43
Montana	260,313	1,019	261,332	790	385	1,175	112,913	5,716	118,629	374,016	7,120	381,136	375,592	5,544	1.5	2,566	-
Nebraska	553,196	2,181	555,377	675	1,021	1,696	170,478	5,987	176,465	724,349	9,189	733,538	706,224	27,314	3.9	5,352	62
Nevada	133,075	1,113	134,188	256	234	490	37,037	2,814	39,851	170,368	4,161	174,529	162,506	12,023	7.4	3,089	45
New Hampshire	208,091	1,717	209,808	678	98	776	40,655	5,104	45,759	249,404	6,919	256,323	251,761	4,562	1.8	1,972	-
New Jersey	2,115,195	7,819	2,123,014	7,026	726	7,752	254,449	15,851	270,300	2,376,666	24,396	2,401,062	2,306,871	94,191	4.1	11,935	502
New Mexico	335,010	3,430	338,440	1,595	120	1,715	113,078	4,931	118,009	449,683	8,481	458,164	446,495	11,669	2.6	7,288	74
New York	4,492,099	21,620	4,513,719	13,160	6,770	19,930	496,076	37,287	533,363	5,001,333	65,677	5,067,012	5,011,467	55,545	1.1	15,398	700
North Carolina	1,373,517	7,316	1,380,833	2,872	11,224	14,096	305,022	20,335	325,357	1,681,411	38,875	1,720,286	1,640,810	79,476	4.8	5,963	251
North Dakota	231,034	1,239	232,273	1,255	313	568	108,821	3,458	112,279	340,106	4,990	345,096	338,854	6,242	1.8	1,413	41
Ohio	3,624,532	10,159	3,634,751	4,708	10,475	15,183	416,890	19,948	436,838	4,046,190	40,582	4,086,772	3,938,724	148,048	3.8	38,229	440
Oklahoma	876,259	3,298	881,557	1,226	3,901	5,127	286,747	10,119	296,866	1,166,232	17,318	1,183,550	1,142,781	40,769	3.6	12,963	-
Oregon	737,482	5,005	742,487	914	2,328	3,242	162,788	10,636	173,424	901,184	17,969	919,153	877,693	41,460	4.7	8,624	165
Pennsylvania	3,712,944	12,688	3,725,632	11,327	1,777	13,104	518,667	29,495	548,162	4,242,938	43,960	4,286,898	4,176,661	110,237	2.6	28,660	612
Rhode Island	301,398	1,315	302,713	745	123	868	35,278	1,739	37,017	337,421	3,177	340,598	332,111	8,487	2.6	1,618	171
South Carolina	718,459	3,191	721,650	1,340	5,655	6,995	141,448	8,860	150,308	861,247	17,706	878,953	887,499	-8,546	-1.0	4,737	-
South Dakota	254,831	830	255,721	138	618	756	93,321	4,246	97,567	348,650	5,694	354,344	348,543	5,801	1.7	2,407	22
Tennessee	1,066,555	3,877	1,070,432	1,419	4,118	5,537	219,926	11,115	231,041	1,287,900	19,110	1,307,010	1,264,969	42,041	3.4	10,350	20
Texas	3,524,319	10,032	3,534,351	3,842	8,877	12,719	873,334	36,258	909,592	4,401,495	55,167	4,456,662	4,350,573	106,089	2.4	46,451	589
Utah	329,844	1,942	331,786	332	524	856	79,526	5,051	84,577	409,702	7,517	417,219	401,553	15,664	3.9	3,365	62
Vermont	121,525	598	122,123	286	177	463	27,823	1,567	29,390	149,634	2,342	151,976	149,336	2,640	1.8	1,241	-
Virginia	1,190,270	7,773	1,198,043	2,248	4,266	6,514	211,281	10,333	221,614	1,403,799	22,372	1,426,171	1,387,100	39,071	2.8	6,364	247
Washington	1,104,077	8,036	1,112,113	2,856	3,848	6,704	242,112	15,813	257,925	1,349,045	27,697	1,376,742	1,329,355	47,387	3.6	6,442	363
West Virginia	475,210	3,096	478,306	638	2,201	2,839	113,735	5,669	119,404	589,583	10,966	600,549	589,683	10,866	1.8	3,075	61
Wisconsin	1,328,947	3,541	1,332,488	4,417	1,735	6,152	245,036	16,487	261,523	1,578,400	21,763	1,600,163	1,548,114	52,049	3.4	12,138	381
Wyoming	139,510	951	140,461	446	523	969	65,308	3,231	68,539	202,264	4,705	206,969	197,621	9,348	4.7	1,735	28
Dist. of Col.	180,961	7/ 3,575	184,536	1,756	14	1,770	16,970	2,685	19,655	199,687	6,274	205,961	201,343	4,618	2.3	696	190
Total	61,432,423	251,442	61,683,865	137,572	134,557	272,129	11,360,506	584,971	11,945,477	72,930,501	970,970	73,901,471	71,497,399	2,404,072	3.4	560,193	13,887
Total, 48 States and Dist. of Col.	61,176,022	248,809	61,424,831	136,773	134,487	271,260	11,312,514	580,913	11,893,427	72,625,309	964,209	73,589,518	71,211,868	2,377,650	3.3	555,877	13,814

^{1/} For additional details of publicly-owned vehicles and of trucks, buses, and trailers registered, see tables MV-7, 9, 10, and 11, respectively.
^{2/} Data reported by the States were supplemented in some instances by information from other sources in order to represent registrations as uniformly as possible. Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.
^{3/} Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

^{4/} The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, rather than the registration counts of the States.
^{5/} 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, 5,852; New Jersey, 6,704; New York, 12,059; and Rhode Island, 1,926.
^{6/} Includes an unspecified number of commercial-type vehicles under 3,000 pounds that cannot be segregated.
^{7/} Includes 2,268 automobiles of the Diplomatic Corps.

Motor Vehicles

PUBLICLY OWNED VEHICLES IN THE UNITED STATES-1960

TABLE MV-7, 1960
REVISED NOVEMBER 1961

Compiled for the calendar year from reports of State authorities

STATE	FEDERAL 1/										STATE, COUNTY, AND MUNICIPAL 2/										ALL PUBLICLY-OWNED VEHICLES		STATE
	MOTOR VEHICLES					TOTAL	TRAILERS AND SEMI-TRAILERS					MOTOR-CYCLES	MOTOR VEHICLES					TOTAL	MOTOR VEHICLES	TOTAL, INCLUDING TRAILERS AND MOTOR-CYCLES			
	AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES		AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES		AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES				TOTAL	TOTAL MOTOR VEHICLES	
Alabama	485	4	1,313	1,802	1,811	2,762	4,490	9,131	16,383	247	241	16,871	18,185	18,712	2,852	18,185	20,565	Alabama					
Alaska	149	7	1,176	1,332	1,376	2,176	1,260	1,260	1,260	56	8	1,676	1,676	1,676	1,676	1,676	1,676	Alaska					
Arizona	634	87	2,293	3,014	3,066	2,942	3,160	4,499	6,499	551	196	9,246	11,513	12,307	1,793	11,513	13,299	Arizona					
Arkansas	237	1	849	1,107	1,110	868	3,160	4,189	6,177	471	25	8,673	9,284	9,783	1,503	9,284	10,786	Arkansas					
California	2,611	37	8,231	10,879	11,200	28,752	6,359	59,159	94,279	8,310	3,840	106,449	105,158	117,649	11,491	105,158	119,140	California					
Colorado	684	16	2,531	3,231	3,260	4,145	7,758	12,686	17,442	733	169	13,566	15,917	16,888	1,971	15,917	17,859	Colorado					
Connecticut	141	1	755	897	897	3,894	259	5,956	10,109	792	139	11,040	11,006	11,937	831	11,006	12,768	Connecticut					
Delaware	31	1	141	173	178	864	34	1,109	2,007	134	24	2,165	2,180	2,343	24	2,180	2,427	Delaware					
Florida	594	4	1,988	2,586	2,609	7,021	4,238	16,321	27,302	2,161	807	30,270	29,888	32,879	2,987	29,888	35,866	Florida					
Georgia	543	8	1,614	2,165	2,172	2,249	4,727	10,266	17,242	806	345	18,393	19,407	20,565	1,158	19,407	21,557	Georgia					
Hawaii	89	340	251	340	340	1,081	32	1,530	3,643	199	65	3,907	3,983	4,247	76	3,983	4,323	Hawaii					
Idaho	361	103	1,746	2,210	2,239	1,158	914	4,308	6,380	860	37	7,277	8,590	9,516	823	8,590	9,439	Idaho					
Illinois	769	23	2,884	3,676	3,733	9,081	5,276	16,321	26,678	1,161	985	32,764	34,354	36,497	1,643	34,354	38,140	Illinois					
Indiana	263	4	1,104	1,371	1,381	4,380	9,978	17,242	26,678	843	312	17,181	17,397	18,562	1,215	17,397	19,012	Indiana					
Iowa	173	3	1,280	1,457	1,457	2,597	4,327	8,023	14,947	1,049	125	16,227	16,227	17,407	1,180	16,227	17,607	Iowa					
Kansas	162	8	909	1,079	1,085	4,717	1,600	11,168	17,485	641	648	18,774	18,564	19,899	1,335	18,564	20,234	Kansas					
Kentucky	354	3	947	1,304	1,327	2,244	2,797	8,537	13,278	32	-	13,610	14,882	14,937	1,055	14,882	15,992	Kentucky					
Louisiana	475	15	1,833	1,783	1,732	4,716	1,378	4,716	13,363	788	173	15,086	15,086	16,050	964	15,086	16,014	Louisiana					
Maine	81	1	375	457	459	1,131	513	2,875	4,519	580	17	5,116	4,976	5,575	600	4,976	5,575	Maine					
Maryland	460	14	1,215	1,689	1,698	3,157	791	4,293	8,241	371	60	8,672	9,930	10,370	440	9,930	10,810	Maryland					
Massachusetts	406	4	1,518	1,928	1,932	7,113	111	14,327	21,531	89	-	21,640	23,479	23,572	1,837	23,479	25,309	Massachusetts					
Michigan	469	6	1,894	2,369	2,375	9,452	6,023	17,408	32,883	2,370	542	35,775	35,252	38,150	5,903	35,252	41,053	Michigan					
Minnesota	283	6	1,313	1,742	1,751	3,566	4,849	9,276	15,769	1,184	75	18,068	18,511	19,759	948	18,511	20,707	Minnesota					
Mississippi	285	13	1,147	1,445	1,448	582	4,849	9,276	11,966	190	75	12,161	13,411	13,669	1,258	13,411	14,669	Mississippi					
Missouri	562	4	1,533	2,099	2,113	2,975	2,777	9,034	14,786	302	41	15,129	16,885	17,243	357	16,885	17,600	Missouri					
Montana	494	10	1,975	2,469	2,497	4,825	7,743	12,200	17,120	402	-	17,522	17,522	18,925	1,403	17,522	18,925	Montana					
Nebraska	346	1	1,212	1,562	1,562	4,825	1,620	7,887	12,507	827	62	8,716	9,189	10,085	896	9,189	10,085	Nebraska					
Nevada	351	29	1,216	1,566	1,601	1,852	2,205	4,598	6,293	887	45	7,181	7,464	7,918	454	7,464	7,918	Nevada					
New Hampshire	15	-	238	283	283	1,672	98	4,866	6,536	545	-	7,181	6,919	7,464	545	6,919	7,464	New Hampshire					
New Jersey	366	5	1,431	1,802	1,822	7,453	721	14,420	22,594	50	502	23,146	24,968	26,460	1,818	24,968	26,460	New Jersey					
New Mexico	762	78	2,790	3,630	3,689	6,683	42	12,141	19,824	333	70	20,174	20,803	22,121	1,328	20,803	22,121	New Mexico					
New York	1,400	27	4,363	5,790	5,843	20,220	6,743	32,924	59,887	2,373	700	62,960	65,677	68,803	2,727	65,677	68,803	New York					
North Carolina	372	15	1,659	2,066	2,022	6,944	11,209	18,716	36,869	2,768	251	39,888	38,875	41,910	1,035	38,875	41,910	North Carolina					
North Dakota	254	39	693	986	1,001	985	2,745	4,004	6,749	41	41	40,453	40,582	43,820	3,238	40,582	43,820	North Dakota					
Ohio	637	14	2,685	3,336	3,367	9,522	10,461	17,263	37,246	2,770	437	40,453	40,582	43,820	3,238	40,582	43,820	Ohio					
Oklahoma	539	18	1,449	2,006	2,030	2,759	3,883	8,670	15,312	419	-	15,731	17,318	17,761	557	17,318	17,761	Oklahoma					
Oregon	457	9	2,563	3,029	3,065	4,548	2,319	8,073	14,940	875	159	15,974	17,969	19,039	1,070	17,969	19,039	Oregon					
Pennsylvania	778	8	2,724	3,510	3,528	11,910	1,769	26,771	46,450	2,063	609	43,122	43,960	46,650	669	43,960	46,650	Pennsylvania					
Rhode Island	19	-	206	255	255	1,266	123	1,533	2,922	121	171	3,214	3,177	3,469	293	3,177	3,469	Rhode Island					
South Carolina	380	7	1,594	1,681	1,754	2,811	5,648	7,566	16,025	255	-	16,280	17,706	18,034	328	17,706	18,034	South Carolina					
South Dakota	282	59	951	1,292	1,315	548	559	3,295	4,402	616	22	5,040	5,694	6,355	655	5,694	6,355	South Dakota					
Tennessee	1,179	4	3,056	4,239	4,318	2,698	4,114	14,871	23,337	49	20	19,110	19,258	20,565	1,307	19,258	20,565	Tennessee					
Texas	1,620	53	4,657	6,330	6,386	8,442	8,884	31,601	48,837	2,106	578	51,521	55,167	57,904	2,737	55,167	57,904	Texas					
Utah	463	5	1,344	1,842	1,846	3,707	519	5,707	7,770	157	68	5,964	7,517	7,770	76	7,517	7,770	Utah					
Vermont	60	-	156	216	220	538	177	1,411	2,126	60	-	2,186	2,342	2,406	164	2,342	2,406	Vermont					
Virginia	446	12	1,665	2,123	2,143	7,327	4,254	8,688	14,871	851	237	21,337	22,372	23,480	1,115	22,372	23,480	Virginia					
Washington	1,282	171	4,187	5,610	5,736	6,784	3,677	11,686	22,087	891	361	23,339	23,697	25,075	358	23,697	25,075	Washington					
West Virginia	187	1	574	762	763	2,589	2,200	4,204	6,404	191	61	10,496	10,966	11,249	283	10,966	11,249	West Virginia					
Wisconsin	261	3	1,127	1,391	1,401	3,280	1,732	5,360	20,372	578	381	21,331	21,763	22,732	462	21,763	22,732	Wisconsin					
Wyoming	186	2	1,005	1,193	1,201	1,651	2,206	3,112	4,705	245	88	3,851	4,005	4,282	277	4,005	4,282	Wyoming					
Dist. of Col.	744	14	1,352	2,090	2,125	2,651	-	1,555	4,134	215	139	4,558	6,274	6,763	6,274	6,274	6,763	Dist. of Col.					
Total	25,321	999	86,229	112,509	114,081	226,121	133,598	498,742	858,461	45,735	13,755	917,931	970,970	1,032,032	56,255	970,970	1,032,032	Total					
Total, 48 States and Dist. of Col.	25,083	950	84,970	111,003	112,565	223,726	133,537	495,943	853,206	45,480	13,682	912,368	964,209	1,024,933	55,900	964,209	1,024,933	Total, 48 States and Dist. of Col.					

1/ Only the 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.
3/ Includes 2,268 automobiles of the Diplomatic Corps.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1960¹

Compiled for calendar year
from reports of State authorities

TABLE MV-9, 1960
REVISED NOVEMBER 1961

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL	TOTAL TRUCKS REGISTERED 1960	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1959-1960			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1960 ^{2/}		
					TOTAL 1959 TRUCK REGISTRATIONS	INCREASE OR DECREASE, 1960	PERCENTAGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS ^{3/}
Alabama	223,229	1,313	9,131	233,673	226,155	7,518	3.3	19,466	4,422	-
Alaska	19,279	1,008	1,269	1,269	21,556	1,917	9.8	(4/)	(4/)	-
Arizona	126,154	2,293	4,563	133,010	123,723	9,287	7.5	12,224	7,986	-
Arkansas	197,485	849	4,189	202,523	198,815	3,708	1.9	7,734	3,013	95,721
California	1,062,202	8,231	59,159	1,129,592	1,119,777	9,815	0.9	46,130	24,052	-
Colorado	196,757	2,531	7,783	207,071	197,139	9,932	5.0	7,061	3,243	56,930
Connecticut	117,589	755	5,956	124,300	122,706	1,594	1.3	5,768	947	-
Delaware	47,164	141	1,109	48,414	46,167	2,247	4.9	3,486	1,775	4,132
Florida	294,261	1,988	16,043	312,292	305,396	6,896	2.3	24,041	14,274	-
Georgia	271,386	1,614	10,266	283,266	274,216	9,050	3.3	14,004	2,707	-
Hawaii	28,713	251	1,530	30,494	29,316	1,178	4.0	1,063	615	-
Idaho	111,308	1,746	4,308	117,362	112,390	4,972	4.4	10,411	5,467	46,009
Illinois	432,046	2,884	16,321	451,251	445,565	5,686	1.3	28,838	3,629	-
Indiana	343,748	1,104	9,978	354,830	344,793	10,037	2.9	26,256	4,702	-
Iowa	238,377	1,124	8,023	247,524	241,117	6,407	2.7	11,156	1,899	-
Kansas	274,349	909	11,168	286,426	272,450	13,976	5.1	10,534	4,642	143,977
Kentucky	232,106	947	8,537	241,590	235,240	6,350	2.7	10,069	1,705	99,093
Louisiana	219,693	1,233	7,269	228,195	223,492	4,703	2.1	10,015	3,638	74,541
Maine	68,950	375	2,875	72,200	74,146	-1,946	-2.6	1,649	522	5,042
Maryland	137,522	1,215	4,293	143,030	140,615	2,415	1.7	8,458	1,451	9,189
Massachusetts	175,961	1,518	14,327	191,806	186,106	5,700	3.1	10,752	2,566	2,548
Michigan	382,591	1,894	17,408	401,893	394,285	7,608	1.9	36,360	5,360	37,615
Minnesota	266,074	1,313	9,276	276,663	267,297	9,366	3.5	9,602	3,077	94,616
Mississippi	180,867	1,147	6,525	188,539	188,943	7,596	4.2	6,937	3,648	131,669
Missouri	326,684	1,533	9,034	337,251	322,016	15,235	4.7	19,176	2,014	-
Montana	112,913	1,973	3,743	118,629	117,450	1,179	1.0	3,007	1,009	58,738
Nebraska	170,478	1,015	4,972	176,465	168,264	8,201	4.9	6,719	2,327	96,645
Nevada	37,037	1,216	1,598	39,851	37,267	2,584	6.9	1,000	1,514	-
New Hampshire	40,655	238	4,866	45,759	45,407	352	0.8	1,166	402	6,256
New Jersey	254,445	1,431	14,420	270,296	269,196	1,100	0.4	13,714	3,523	15,932
New Mexico	113,078	2,790	2,141	118,009	115,857	2,152	1.9	2,827	3,547	2,305
New York	496,076	4,363	32,924	533,363	498,093	35,270	7.1	28,264	13,261	48,863
North Carolina	305,022	1,619	18,716	325,357	313,629	11,728	3.7	17,675	7,540	41,604
North Dakota	108,817	693	2,745	112,255	110,315	1,940	1.8	1,556	717	-
Ohio	416,890	2,685	17,263	436,838	436,699	139	0.0	35,416	3,636	77,024
Oklahoma	286,747	1,449	8,670	296,866	283,419	13,447	4.7	16,562	7,588	125,166
Oregon	162,788	2,563	8,073	173,424	169,712	3,712	2.2	7,838	7,433	25,039
Pennsylvania	518,667	2,724	26,771	548,162	564,400	-16,238	-2.9	25,415	5,133	-
Rhode Island	35,278	206	1,533	37,017	36,941	76	0.2	2,187	819	-
South Carolina	141,448	1,294	7,566	150,308	153,949	-3,641	-2.4	6,199	2,208	6,308
South Dakota	93,621	951	3,295	97,867	95,122	2,745	2.9	1,376	891	-
Tennessee	219,926	3,056	8,059	231,041	226,713	4,328	1.9	9,440	4,748	102,372
Texas	873,334	4,657	31,601	909,592	893,826	15,766	1.8	49,204	20,978	193,102
Utah	79,526	1,344	3,707	84,577	83,021	1,556	1.9	2,561	2,493	-
Vermont	27,823	156	1,411	29,390	28,800	590	2.0	1,030	205	4,841
Virginia	211,281	1,665	8,668	221,614	217,026	4,588	2.1	9,071	2,354	-
Washington	242,112	4,187	11,626	257,925	245,813	12,112	4.9	9,182	4,750	67,211
West Virginia	113,735	574	5,095	119,404	116,400	3,004	2.6	4,007	1,028	1,794
Wisconsin	245,036	1,127	15,360	261,523	257,471	4,052	1.6	19,278	3,636	95,480
Wyoming	62,308	1,005	2,226	65,539	62,664	2,875	4.6	2,727	1,706	-
Dist. of Col.	16,970	1,332	1,353	19,655	19,601	54	0.3	558	49	-
Total	11,360,506	86,229	498,742	11,945,477	11,670,559	274,918	2.4	619,169	210,849	1,769,762
Total, 48 States and Dist. of Col.	11,312,514	84,970	495,943	11,893,427	11,621,604	271,823	2.3	618,106	210,234	1,769,762

^{1/} 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.

^{2/} 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.

^{3/} Farm registrations are shown for States that have a special "farm" classification. The following 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, 5,852; New Jersey, 6,704; New York, 12,069; Rhode Island, 1,992.

^{4/} Information is not available.

NUMBER AND CLASSIFICATION OF BUSES-1960¹

Compiled for calendar year
from reports of State authorities

TABLE MV-10, 1960
REVISED NOVEMBER 1961

STATE	PRIVATELY-OWNED				PUBLICLY-OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 3/	TOTAL	TOTAL SCHOOL 2/	TOTAL COMMERCIAL AND OTHER	GRAND TOTAL	
	GASOLINE	DIESEL, BUTANE, AND OTHER									
Alabama	435	469	1,059	1,963	4	4,490	4,494	5,549	908	6,457	Alabama
Alaska 4/	75	25	92	192	9	29	38	121	109	230	Alaska 4/
Arizona	162	316	-	478	87	994	1,081	994	565	1,559	Arizona
Arkansas	211	296	147	654	1	3,160	3,161	3,307	508	3,815	Arkansas
California	1,432	3,297	1,828	6,557	37	6,359	6,396	8,187	4,766	12,953	California
Colorado	254	385	1,154	1,793	16	758	774	1,912	655	2,567	Colorado
Connecticut	363	836	2,451	3,650	1	259	260	2,710	1,200	3,910	Connecticut
Delaware	44	149	400	593	1	34	35	434	194	628	Delaware
Florida	188	1,461	331	1,980	4	4,238	4,242	4,569	1,653	6,222	Florida
Georgia	334	711	1,534	2,579	8	4,727	4,735	6,261	1,053	7,314	Georgia
Hawaii 4/	265	153	189	607	-	32	32	221	418	639	Hawaii 4/
Idaho	186	111	-	297	103	914	1,017	914	400	1,314	Idaho
Illinois	1,362	3,513	2,679	7,554	23	5,276	5,299	7,955	4,898	12,853	Illinois
Indiana	699	1,078	5,194	6,971	4	1,728	1,732	6,922	1,781	8,703	Indiana
Iowa	238	382	465	1,085	3	4,327	4,330	4,792	623	5,415	Iowa
Kansas	205	344	-	549	8	1,600	1,608	1,600	557	2,157	Kansas
Kentucky	328	885	1,307	2,520	3	2,797	2,800	4,104	1,216	5,320	Kentucky
Louisiana	392	490	3,949	4,831	15	1,378	1,393	5,327	897	6,224	Louisiana
Maine	187	158	664	1,009	1	513	514	1,177	346	1,523	Maine
Maryland	775	1,076	2,666	4,517	14	791	805	3,457	1,865	5,322	Maryland
Massachusetts	1,865	1,144	1,789	4,798	4	111	115	1,900	3,013	4,913	Massachusetts
Michigan	1,849	1,295	1,840	4,984	6	6,023	6,029	7,863	3,150	11,013	Michigan
Minnesota	690	806	3,369	4,865	6	3,967	3,973	7,336	1,502	8,838	Minnesota
Mississippi	178	422	1,108	1,708	13	4,849	4,862	5,957	613	6,570	Mississippi
Missouri	475	1,761	2,657	4,893	4	2,777	2,781	5,434	2,240	7,674	Missouri
Montana	97	340	353	790	10	375	385	728	447	1,175	Montana
Nebraska	314	140	221	675	1	1,020	1,021	1,241	455	1,696	Nebraska
Nevada	53	152	51	256	29	205	234	256	234	490	Nevada
New Hampshire	198	17	453	678	-	98	98	561	215	776	New Hampshire
New Jersey	808	3,610	2,608	7,026	5	721	726	3,329	4,423	7,752	New Jersey
New Mexico	50	359	1,186	1,595	78	42	120	1,228	487	1,715	New Mexico
New York	1,112	7,964	4,084	13,160	27	6,743	6,770	10,827	9,103	19,930	New York
North Carolina	826	773	1,273	2,872	15	11,209	11,224	12,482	1,614	14,096	North Carolina
North Dakota	60	32	153	255	39	274	313	437	131	568	North Dakota
Ohio	1,295	2,436	977	4,708	14	10,461	10,475	11,438	3,745	15,183	Ohio
Oklahoma	224	482	520	1,226	18	3,883	3,901	4,403	724	5,127	Oklahoma
Oregon	318	490	106	914	9	2,319	2,328	2,425	817	3,242	Oregon
Pennsylvania	2,393	3,381	5,553	11,327	8	1,769	1,777	7,322	5,782	13,104	Pennsylvania
Rhode Island	227	266	252	745	-	123	123	375	493	868	Rhode Island
South Carolina	241	468	631	1,340	7	5,648	5,655	6,279	716	6,995	South Carolina
South Dakota	75	63	-	138	59	559	618	559	197	756	South Dakota
Tennessee	514	905	-	1,419	4	4,114	4,118	4,114	1,423	5,537	Tennessee
Texas	1,681	1,311	850	3,842	53	8,824	8,877	9,674	3,045	12,719	Texas
Utah	50	282	-	332	5	519	524	519	337	856	Utah
Vermont	8	86	192	286	-	177	177	369	94	463	Vermont
Virginia	782	1,129	337	2,248	12	4,254	4,266	4,591	1,923	6,514	Virginia
Washington	551	688	1,657	2,856	171	3,677	3,848	5,334	1,370	6,704	Washington
West Virginia	124	466	48	638	1	2,200	2,201	2,248	591	2,839	West Virginia
Wisconsin	591	725	3,101	4,417	3	1,732	1,735	4,833	1,319	6,152	Wisconsin
Wyoming	93	166	187	446	2	521	523	708	261	969	Wyoming
Dist. of Col.	885	871	-	1,756	14	-	14	-	1,770	1,770	Dist. of Col.
Total	26,762	49,125	61,685	137,572	959	133,598	134,557	195,283	76,846	272,129	Total
Total, 48 States and Dist. of Col.	26,422	48,947	61,404	136,773	950	133,537	134,487	194,941	76,319	271,260	Total, 48 States and Dist. of Col.

1/ The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, 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.

4/ The segregation of buses by fuel type and class of use has been estimated by the Bureau of Public Roads.

NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED IN 1960¹

Compiled for calendar year
from reports of State authorities

TABLE MV-11, 1960
REVISED NOVEMBER 1961

STATE	PRIVATE AND COMMERCIAL					PUBLICLY-OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS ^{2/}		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. ^{3/}	HOUSE TRAILERS ^{4/}	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL		
	FULL TRAILERS	SEMI- TRAILERS								
Alabama	-	20,948	1,638	-	22,586	39	247	286	22,872	Alabama
Alaska	-	-	-	-	(5/)	10	56	66	66	Alaska
Arizona	1,137	13,097	57,735	-	71,969	47	551	598	72,567	Arizona
Arkansas	-	12,931	37,549	-	50,480	3	471	474	50,954	Arkansas
California	67,891	65,966	342,926	236,001	712,784	283	8,330	8,613	721,397	California
Colorado	4,648	11,592	35,608	20,497	72,345	29	711	740	73,085	Colorado
Connecticut	-	10,555	31,964	-	42,519	-	792	792	43,311	Connecticut
Delaware	8	6,797	5,699	-	12,504	5	134	139	12,643	Delaware
Florida	-	29,047	147,828	89,008	265,883	23	2,161	2,184	268,067	Florida
Georgia	-	17,362	50,065	1,771	69,198	7	806	813	70,011	Georgia
Hawaii	232	368	6,344	-	6,944	-	199	199	7,143	Hawaii
Idaho	5,721	12,915	35,953	8,782	63,371	29	860	889	64,260	Idaho
Illinois	2,943	60,819	116,593	5,417	185,772	57	1,161	1,218	186,990	Illinois
Indiana	2,873	42,622	115,293	6,784	167,572	10	843	853	168,425	Indiana
Iowa	2,908	14,151	113,791	-	130,850	6	1,049	1,055	131,905	Iowa
Kansas	3,583	17,146	6,204	-	26,933	6	641	647	27,580	Kansas
Kentucky	-	17,557	-	2,919	20,476	23	32	55	20,531	Kentucky
Louisiana	-	14,060	57,877	-	71,937	9	782	791	72,728	Louisiana
Maine	-	3,966	38,068	-	42,034	2	580	582	42,616	Maine
Maryland	22	10,220	29,552	-	39,794	9	371	380	40,174	Maryland
Massachusetts	-	21,504	88,217	-	109,721	4	89	93	109,814	Massachusetts
Michigan	5,159	55,529	260,805	25,558	347,051	6	2,350	2,356	349,407	Michigan
Minnesota	3,200	19,300	146,370	20,032	188,902	9	1,164	1,173	190,075	Minnesota
Mississippi	-	12,209	20,633	-	32,842	3	190	193	33,035	Mississippi
Missouri	1,593	36,363	77,600	-	115,556	12	302	314	115,870	Missouri
Montana	695	3,669	29,628	-	33,992	13	402	415	34,407	Montana
Nebraska	32,450	13,650	28,328	-	74,428	7	827	834	75,262	Nebraska
Nevada	447	1,177	11,018	13,871	26,513	35	887	922	27,435	Nevada
New Hampshire	-	2,269	18,729	-	20,998	-	545	545	21,543	New Hampshire
New Jersey	65	26,057	37,073	-	63,195	20	50	70	63,265	New Jersey
New Mexico	2,172	8,037	31,395	-	41,604	55	393	448	42,052	New Mexico
New York	-	37,026	129,751	-	166,777	53	2,373	2,426	169,203	New York
North Carolina	-	25,099	99,107	-	124,206	16	2,768	2,784	126,990	North Carolina
North Dakota	54	1,961	2,299	2,345	6,659	15	36	51	6,710	North Dakota
Ohio	6,302	41,437	209,585	-	257,324	28	2,770	2,798	260,122	Ohio
Oklahoma	1,480	17,029	-	11,762	30,271	24	419	443	30,714	Oklahoma
Oregon	5,209	10,664	8,817	33,540	58,230	30	875	905	59,135	Oregon
Pennsylvania	1,578	50,111	73,864	-	125,553	15	2,063	2,078	127,631	Pennsylvania
Rhode Island	-	5,531	12,839	-	18,370	-	121	121	18,491	Rhode Island
South Carolina	-	8,443	6,849	-	15,292	73	255	328	15,620	South Carolina
South Dakota	187	3,655	30,284	5,709	39,835	23	616	639	40,474	South Dakota
Tennessee	-	11,800	9,601	-	21,401	79	49	128	21,529	Tennessee
Texas	-	76,758	245,336	26,596	348,690	42	2,106	2,148	350,838	Texas
Utah	359	2,663	28,164	-	31,186	34	157	191	31,377	Utah
Vermont	60	1,576	11,590	-	13,226	4	60	64	13,290	Vermont
Virginia	-	25,245	43,473	-	68,718	10	851	861	69,579	Virginia
Washington	3,308	11,604	92,141	32,306	139,359	124	891	1,015	140,374	Washington
West Virginia	-	7,194	14,744	-	21,938	1	191	192	22,130	West Virginia
Wisconsin	4,640	18,226	10,350	-	33,216	10	578	588	33,804	Wisconsin
Wyoming	6,959	3,572	7,378	10,703	28,612	14	365	379	28,991	Wyoming
Dist. of Col.	-	889	710	-	1,599	84	215	299	1,898	Dist. of Col.
Total	167,883	942,366	3,017,365	553,601	4,681,215	1,440	45,735	47,175	4,728,390	Total
Total, 48 States and Dist. of Col.	167,651	941,998	3,011,021	553,601	4,674,271	1,430	45,480	46,910	4,721,181	Total, 48 States and Dist. of Col.

^{1/} The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

^{2/} These columns include all commercial type trailers and semi-trailers that are in private or for-hire use.

^{3/} Several States do not require the registration of light farm

or automobile trailers.

^{4/} House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

^{5/} No data available.

MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES-1960¹

Compiled for calendar year from reports of State authorities

TABLE MV-12, 1960
REVISED NOVEMBER 1961

STATE	LICENSES ISSUED DURING 1960					ESTIMATED TOTAL LICENSES IN FORCE DURING 1960 ^{2/}	PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1960	LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
	LEARNERS PERMITS	OPERATORS LICENSES		CHAUFFEURS LICENSES ^{2/}					
		PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1960	PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1960				
Alabama	57,196	2 Years	675,139	Not Required	-	1,320,922	1,264,044	1.04	Alabama
Alaska	3,543	2 Years	36,872	Not Required	-	109,060	78,117	1.40	Alaska
Arizona	15,557	3 Years	251,684	2 Years	39,523	777,899	612,044	1.27	Arizona
Arkansas	-	1 Year	780,079	1 Year	30,746	810,825	698,267	1.16	Arkansas
California	343,170	3 & 5 Years	2,542,309	3 & 5 Years	112,572	8,694,099	7,693,893	1.13	California
Colorado	-	3 Years	365,641	3 Years	32,360	1,092,354	908,542	1.20	Colorado
Connecticut	-	2 Years	747,123	1 Year	8,604	* 1,449,444	1,096,347	1.32	Connecticut
Delaware	-	(4/)	93,995	(4/)	19,733	231,288	190,054	1.22	Delaware
Florida	172,473	1 Year	2,356,491	1 Year	302,392	2,658,883	2,337,290	1.14	Florida
Georgia	68,411	1 or 5 Years	946,302	1 or 5 Years	88,641	1,791,253	1,492,711	1.20	Georgia
Hawaii	27,498	Indefinite	40,376	1 Year	3,546	* 383,954	227,075	1.69	Hawaii
Idaho	5,517	2 Years	172,349	2 Years	21,068	420,045	366,339	1.15	Idaho
Illinois	161,673	3 Years	1,693,759	1 Year	299,497	4,564,904	3,741,725	1.22	Illinois
Indiana	122,454	2 Years	1,325,051	1 Year	233,562	2,298,352	2,028,905	1.13	Indiana
Iowa	37,173	2 Years	647,054	1 Year	155,720	1,458,038	1,309,165	1.11	Iowa
Kansas	29,300	2 Years	593,761	2 Years	58,219	1,406,670	1,141,316	1.23	Kansas
Kentucky	-	2 Years	607,229	1 Year	5,385	* 1,253,649	1,182,688	1.06	Kentucky
Louisiana	-	2 Years	549,473	1 Year	136,965	1,308,427	1,161,424	1.13	Louisiana
Maine	40,593	1 Year	445,731	Not Required	-	445,731	369,342	1.21	Maine
Maryland	162,962	Indefinite	511,573	2 Years	143,256	* 1,480,034	1,145,121	1.29	Maryland
Massachusetts	-	2 Years	1,120,919	1 Year	(5/)	* 2,609,751	1,739,834	1.50	Massachusetts
Michigan	-	3 Years	1,378,420	1 Year	241,104	4,077,758	3,271,073	1.25	Michigan
Minnesota	175,904	4 Years	628,930	1 Year	6/ 202,824	* 1,792,984	1,572,868	1.14	Minnesota
Mississippi	8,581	1 or 2 Years	427,477	1 or 2 Years	47,026	747,442	709,765	1.05	Mississippi
Missouri	147,591	3 Years	373,827	1 Year	167,519	2,084,782	1,746,327	1.19	Missouri
Montana	3,584	2 Years	177,169	2 Years	19,685	356,097	374,016	0.95	Montana
Nebraska	27,998	2 Years	124,918	Not Required	-	895,933	724,349	1.24	Nebraska
Nevada	2,411	2 Years	56,055	1 Year	15,227	166,535	170,368	0.98	Nevada
New Hampshire	-	2 Years	176,821	2 Years	60,751	311,780	249,424	1.25	New Hampshire
New Jersey	344,863	1 or 3 Years	1,890,966	Indefinite	(5/)	* 2,756,932	2,376,666	1.16	New Jersey
New Mexico	13,497	2 Years	180,725	1 Year	77,922	497,784	449,683	1.11	New Mexico
New York	271,171	3 Years	1,520,806	3 Years	410,175	7,062,287	5,001,335	1.41	New York
North Carolina	-	4 Years	490,186	1 Year	65,757	2,000,284	1,681,411	1.19	North Carolina
North Dakota	-	2 Years	23,494	Not Required	-	353,259	340,106	1.04	North Dakota
Ohio	498,789	3 Years	2,498,893	3 Years	224,338	4,694,374	4,046,190	1.16	Ohio
Oklahoma	10,736	2 Years	520,698	2 Years	73,213	1,223,151	1,166,232	1.05	Oklahoma
Oregon	49,101	2 Years	483,285	1 Year	58,697	* 948,806	901,184	1.05	Oregon
Pennsylvania	432,619	1 Year	5,770,396	Not Required	-	5,770,396	4,242,938	1.36	Pennsylvania
Rhode Island	17,577	2 Years	203,969	2 Years	11,746	* 415,792	337,421	1.23	Rhode Island
South Carolina	35,984	4 Years	44,305	1 Year	(7/)	* 1,097,016	861,247	1.27	South Carolina
South Dakota	-	4 Years	35,584	Not Required	-	425,112	348,650	1.22	South Dakota
Tennessee	16,634	2 Years	103,558	2 Years	8,290	1,604,237	1,287,900	1.25	Tennessee
Texas	86,728	2 Years	1,828,503	1 Year	940,896	4,352,168	4,401,495	1.00	Texas
Utah	-	5 Years	63,076	5 Years	6,866	482,331	409,702	1.18	Utah
Vermont	-	1 Year	179,196	Not Required	-	179,196	149,634	1.20	Vermont
Virginia	-	3 Years	754,591	1 Year	79,583	1,827,232	1,403,799	1.30	Virginia
Washington	87,360	2 Years	699,648	Not Required	-	1,422,149	1,346,344	1.06	Washington
West Virginia	42,253	4 Years	284,315	1 Year	46,786	832,974	589,583	1.41	West Virginia
Wisconsin	104,707	2 Years	849,032	1 Year	66,060	1,862,512	1,578,400	1.18	Wisconsin
Wyoming	5,700	3 Years	50,582	1 Year	15,538	211,536	202,264	1.05	Wyoming
Dist. of Col.	34,112	3 Years	108,859	Not Required	-	342,346	199,687	1.71	Dist. of Col.
Total	-	-	-	-	-	87,360,767	72,924,304	1.20	Total
Total, 48 States and Dist. of Col.	-	-	-	-	-	86,867,753	72,619,112	1.20	Total, 48 States and Dist. of Col.

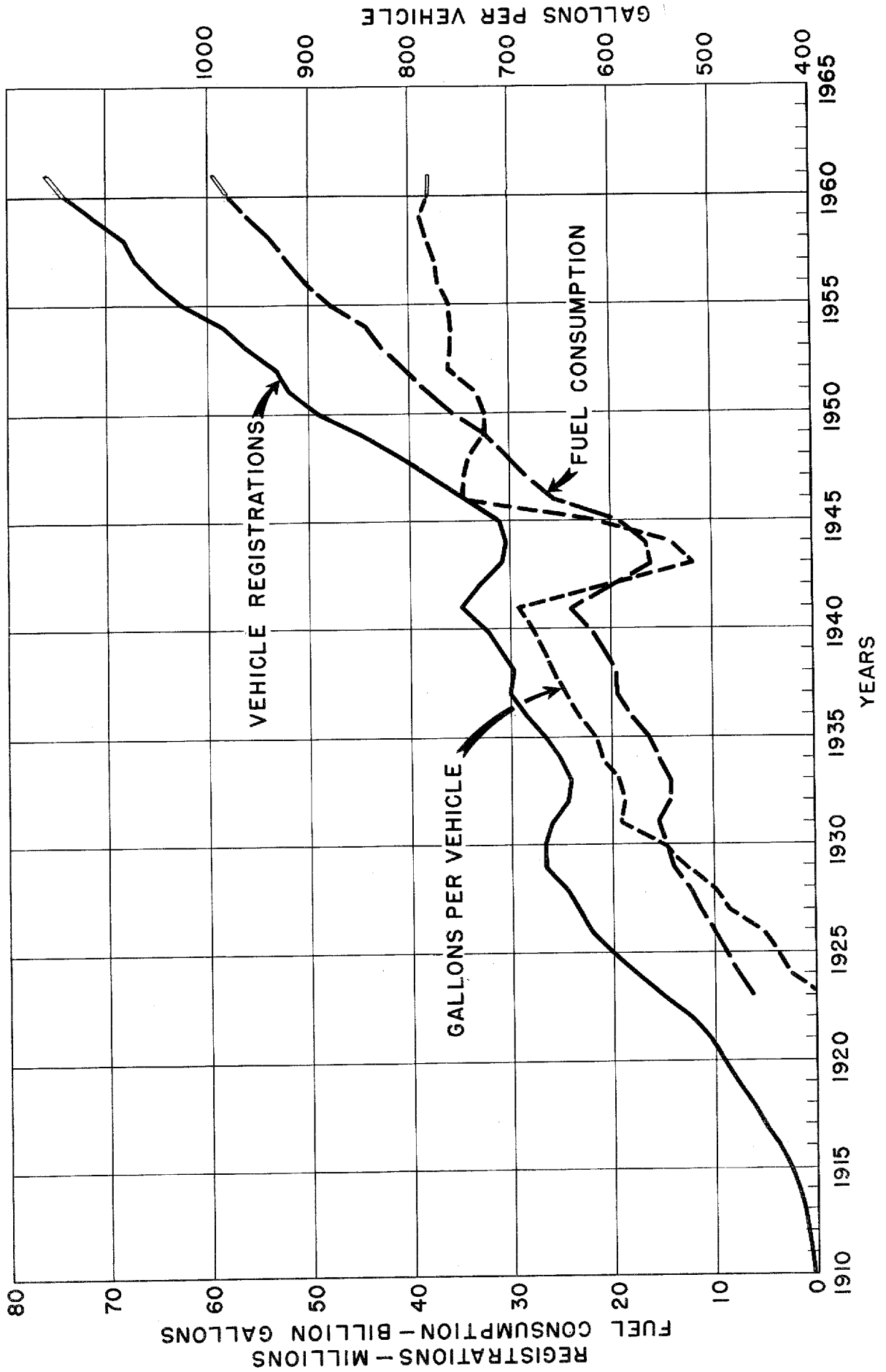
1/ Complete data for all States were not available.
 2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.
 3/ Estimated by the Bureau of Public Roads from data reported by the States for current and previous years. No allowance was made for deaths, emigration, or revocations. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (*).
 4/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record

showing no previous arrest or conviction may obtain licenses for an indefinite period. Licenses were issued as follows:

	Two Years	Indefinite	Total
Operators	91,708	2,287	93,995
Chauffeurs	19,315	418	19,733

 5/ Special bus operators' licenses are required. The numbers issued are not available.
 6/ Includes 9,517 school bus operators' licenses.
 7/ A permit to operate "For Hire" vehicles is required, but the number issued is not available.

TOTAL MOTOR-VEHICLE REGISTRATIONS AND MOTOR - FUEL CONSUMPTION



SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES ¹

TABLE MV-103
SHEET 1 OF 6
2/ STATUS AS OF JANUARY 1, 1962

Based on reports of State authorities

STATE	1. AUTOMOBILES				2. SINGLE-UNIT TRUCKS				
	FEE BASIS	APPROXIMATE RANGE ^{3/}		FEE FOR TYPICAL VEHICLE ^{4/}	FEE BASIS	APPROXIMATE FEE RANGE ^{5/}		FEE FOR TYPICAL VEHICLE ^{7/}	
		FROM	TO			REGULAR REGISTRATION	SPECIAL RATES FOR FARM TRUCKS ^{6/}	NON-FARM	FARM
Alabama	Flat fee	\$3.00	\$3.00	\$3.00	Manufacturers rated capacity	\$15.00 for less than 1 ton to \$400.00 for 5 to 6 tons. Non-taxed fuel users pay \$265.00 for less than 1 ton to \$1,500.00 for 7 tons and over.	-	\$22.50	\$22.50
Alaska	Flat fee	30.00	30.00	30.00	Manufacturers advertised unladen weight	\$35.00 for 3,800 pounds or less to \$160.00 for 18,001 pounds and over.	Vehicles not exceeding a total gross weight of 12,000 pounds.	60.00	60.00
Arizona	Flat Fee	4.00	4.00	4.00	Flat fee plus empty weight and number of axles	\$4.00 plus weight fee of \$2.00 for vehicles under 2,900 pounds and from 35 cents per cwt. for 2-axle trucks weighing 2,900 pounds to \$1.60 per cwt. for 3-axle trucks weighing 12,000 pounds and over.	-	33.00	33.00
Arkansas	Horsepower and gross weight: 6-1/4 cents per horsepower plus 27-1/2 cents per cwt. for 3,500 pounds or less to 32-1/2 cents per cwt. for over 4,500 pounds.	8.58	38.51	26.31	Gross weight groups	\$12.00 for less than 5,000 pounds to \$518.00 for 74,000 pounds. \$12.00 for trucks having rated capacity of 1/2 ton or less, regardless of weight.	\$12.00 for less than 5,000 pounds to \$50.00 for 17,000 pounds and over.	53.00	45.00
California	Flat fee	8.00	9.00 (Station wagons)	8.00	Flat fee plus empty weight groups and number of axles.	\$8.00 flat fee plus \$14.00 for 3,000-4,000 pounds for two axles to \$267.00 over 15,000 pounds for three axles.	-	48.00	48.00
Colorado	Empty weight groups: 2,600 pounds or less-\$5.00; 4,500 pounds or less-\$5.00 plus 15 cents per cwt. of weight over 2,600 pounds; more than 4,500 pounds-\$7.85 plus 60 cents per cwt. of weight over 4,500 pounds. In addition, a fee of \$1.50 per vehicle has been levied for 1960, 1961, and 1962.	6.50	10.55	8.00	Empty weight ^{8/}	4,000 pounds or less \$8.75; over 4,000 pounds and less than 4,500 pounds \$8.75 plus 75 cents per cwt. of weight over 4,000 pounds; more than 4,500 pounds a flat fee of \$17.50. (Intra-city and Metropolitan Vehicles are entered on separate schedules ^{8/}) In addition, a fee of \$1.50 per vehicle has been levied for 1960, 1961, and 1962.	4,000 pounds or less \$7.00; 10,500 pounds or less \$7.00 plus 45 cents per cwt. of weight over 4,000 pounds; more than 10,500 pounds \$36.25 plus \$1.05 per cwt. of weight over 10,500 pounds. In addition, a fee of \$1.50 per vehicle has been levied for 1960, 1961, and 1962.	19.00	16.60
Connecticut	Flat fee	10.00	10.00	10.00	Gross weight	40 cents per cwt. up to 20,000 pounds; 50 cents per cwt. from 20,001 to 30,000 pounds; 65 cents per cwt. from 30,001 pounds and up. Minimum \$13.00.	\$4.00 for each motor vehicle used exclusively for farming purposes and operated on highways within seven miles of the farm.	60.00	4.00
Delaware	Gross weight groups: \$10.00 for 4,000 pounds of less and \$16.00 over 4,000 pounds.	10.00	16.00	10.00	Gross weight	\$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds.	One half of regular fee. Minimum \$11.50	63.50	31.75
Florida	Empty weight groups: \$10.00 for 2,500 pounds of less to \$25.00 for 4,500 pounds and over.	10.00	25.00	15.00	Empty weight	50 cents per cwt. for 2,050 pounds or less to \$1.10 per cwt. over 5,050 pounds.	-	63.80	63.80
Georgia	Empty weight groups: \$3.00 for 3,000 pounds or less and of a model not later than 1954 to \$15.00 over 4,000 pounds.	5.00	15.00	7.50	Gross weight	\$5.00 for 6,000 pounds or less to \$275.00 for 52,001 pounds and over.	\$5.00 for 6,000 pounds or less to \$15.00 for 10,001 pounds and over.	20.00	15.00
Hawaii	License fee for plates issued for and during fixed five-year periods (1961-65) of \$1.25 first year and \$.50 for emblem only for each succeeding year of five-year period; plus one-half cent per pound net weight of vehicle.	8.70	23.95	18.22	Flat fee plus net weight tax	License fee, same as for automobiles, plus 1 cent per pound net weight of vehicle.	-	58.25	58.25
Idaho	Age groups: \$7.50 for vehicles over eight years old to \$17.50 for vehicles one and two years old.	7.50	17.50	15.00	Gross weight and age groups ^{9/}	6,000 pounds or less: \$10.00 for vehicles 7 years old and older, \$17.50 for other vehicles to \$100.00 for vehicles 38,000 pounds and over.	(^{9/})	35.00	35.00
Illinois	Horsepower groups: \$6.50 for 25 horsepower or less to \$22.00 over 50 horsepower.	6.50	22.00	17.00	Flat fee plus: fee based on gross weight; or lower fee based on gross weight with mileage tax	\$5.00 flat fee plus: \$5.00 for gross weight of 3,000 pounds or less to \$635.00 for 36,001 to 41,000 pounds or \$2.50 for gross weight of 3,000 pounds or less to \$317.50 for 36,001 to 41,000 pounds with per mile taxes on mileage exceeding stipulated amounts.	-	106.00	106.00
Indiana	Empty weight and horsepower groups: \$7.00 for less than 2,500 pounds, and less than 25 horsepower to \$12.00 for 3,500 pounds or more, and 25 horsepower or more.	7.00	12.00	11.00	Gross weight groups	\$9.00 for 4,000 pounds or less to \$200.00 over 34,000 pounds.	-	35.00	35.00
Iowa	Empty weight and value: 40 cents per cwt. plus one percent of value fixed by Department of Public Safety. Minimum \$10.00.	11.00	65.00	34.00	Gross weight groups	\$25.00 for 3 tons or less to \$265.00 for 12 tons, plus \$25.00 for each additional ton.	-	120.00	120.00
Kansas	Empty weight: \$6.50 first 2,050 pounds plus 35 cents per cwt. over 2,050 pounds.	6.50	15.95	11.75	Gross weight groups	\$15.00 for 3,000 pounds or less to \$1,025.00 for over 66,000 pounds (regular operation). \$15.00 for 12,000 pounds or less to \$450.00 for over 66,000 pounds (local operation within 25 mile radius of place of ownership or if driven less than 6,000 miles per year).	\$8.50 for 6,000 pounds or less to \$50.00 for over 24,000 pounds.	50.00	15.00

Motor Vehicles

Footnotes appear on sheet 6

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

TABLE NO-103
SHEET 2 OF 6
STATES AS OF JANUARY 1, 1962

Based on reports of State authorities

STATE	1. AUTOMOBILES				2. SINGLE-UNIT TRUCKS				FEE FOR TYPICAL VEHICLE $\frac{1}{2}$	
	FEE BASIS	APPROXIMATE RANGE $\frac{3}{4}$		FEE BASIS	REGULAR REGISTRATION	APPROXIMATE FEE RANGE $\frac{5}{8}$	SPECIAL RATES FOR FARM TRUCKS $\frac{5}{8}$	NON-FARM	FARM	
		FROM	TO							
Kentucky	Flat fee	\$4.50	\$4.50	Gross weight groups	\$10.00 for 5,000 pounds or less to \$250.00 for 73,280 pounds. Trucks over 18,000 pounds \$67.00 to \$500.00 additional.	\$4.50	\$4.50 for 24,000 pounds or less. Trucks over 24,000 must pay regular fee.	\$36.00	\$4.50	
Louisiana	Flat fee	3.00	3.00	Gross weight groups per load-carrying axle	\$10.00 for less than 3,500 pounds on load-carrying axle to \$140.00 for up to 10,000 pounds per load-carrying axle.	3.00	\$3.00 for axle loads up to 6,000 pounds to \$10.00 for axle loads from 6,001 to 10,000 pounds.	80.00	10.00	
Maine	Flat fee	15.00	15.00	Gross weight groups	\$15.00 for 6,000 pounds or less to \$95.00 for 79,550 pounds.	15.00	\$21.00 for 9,001 pounds to \$64.00 for 18,000 pounds.	80.00	43.00	
Maryland	Empty weight groups: \$10.00 for 3,700 pounds or less to \$15.00 over 3,700 pounds	10.00	15.00	Chassis weight groups, with gross weight limits or manufacturers rated capacity	\$12.00 for three-quarter ton or less manufacturers rated capacity. Others \$15.00 for 2,500 pounds to \$200.00 over 9,000 pounds chassis weight (maximum gross weight 55,000 pounds.)	10.00	\$12.00 for over three-quarter ton and not over 2,500 pounds chassis weight (maximum gross weight 10,000 pounds); \$13.00 for 2,501 pounds to 6,000 pounds chassis weight (maximum gross weight 25,000 pounds); over 6,000 pounds chassis weight, regular fee.	35.00	13.00	
Massachusetts	Flat fee	6.00	6.00	Gross weight	\$3.00 per 1,000 pounds. Minimum \$12.00.	6.00	\$6.00 for registration certificate and \$6.00 for each pair of number plates which can be used interchangeably by owner's vehicles. Restricted to 20-mile radius of owner's farm.	45.00	12.00	
Michigan	Empty weight: 35 cents per cwt.	5.60	16.45	Empty weight	50 cents per cwt. for pickups under 4,000 pounds, all others, 70 cents per cwt. under 2,500 pounds to \$2.25 per cwt. over 15,000 pounds.	12.25	50 cents per cwt.	63.80	29.00	
Minnesota	Shipping weight and age groups: \$5.00 for less than 500 pounds to \$75.00 for over 5,000 pounds. Fee reduced with age, with minimum fee for each weight and age group. $\frac{10}{11}$	10.75	69.35	Gross weight and age groups $\frac{10}{11}$	\$25.00 for 7,000 pounds or less to \$1,038.50 for 75,000 pounds plus \$34.50 per cwt. over 75,000 pounds. Fee reduced with age, with minimum fee for each weight and age group $\frac{10}{11}$.	22.30	60 cents per cwt. of empty weight, minimum \$20.00. Fee reduced with age, with minimum fee for each weight and age group. $\frac{10}{11}$	50.65	29.50	
Mississippi	Empty weight groups: \$10.00 for 1,800 pounds or less to \$20.00 for over 4,000 pounds. Fee less ten percent for prior registrations not to exceed five; plus \$2.00 tag fee.	7.00	20.00	Flat fee plus gross weight groups	\$2.00 tag fee plus \$9.00 for 5,000 pounds or less to \$393.00 for 64,650 pounds.	11.00	\$2.00 tag fee plus \$6.00 for 5,000 pounds or less to \$64.00 for 64,650 pounds.	65.00	35.00	
Missouri	Horsepower groups: \$5.00 for less than 12 horsepower to \$37.50 for 72 horsepower and over.	8.50	25.00	Gross weight groups	\$20.00 for 6,000 pounds or less to \$500.00 over 60,010 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$235.00 over 60,010 pounds.	11.00	\$15.00 for 6,000 pounds or less to \$235.00 over 60,010 pounds.	20.00	20.00	
Montana	Empty weight groups: \$5.00 for 2,850 pounds or less and \$10.00 for 2,851 pounds and over.	5.00	10.00	Flat fee plus gross weight fee	\$10.00 plus gross weight fee varying from \$6.00 on 6,000 pounds to \$435.00 for 42,000 pounds, gross weight. \$50.00 increase per ton for each ton over 42,000 pounds.	10.00	\$10.00 plus 20 percent of gross vehicle weight fee schedule with minimum fee of \$4.00.	32.00	14.40	
Nebraska	Flat fee	8.00	8.00	Load to be hauled	\$12.50 for one-half ton to \$95.00 for 25 tons.	8.00	\$8.00 for three-quarter ton or less to \$130.00 for 7 tons, manufacturers rated capacity.	106.25	12.00	
Nevada	Flat fee	5.50	5.50	Empty weight	\$5.50 for 3,500 pounds or less, 50 cents per cwt. for vehicles over 3,500 pounds.	5.50		28.80	28.80	
New Hampshire	Gross weight groups: \$12.00 for 3,700 pounds or less; \$15.50 for 3,501 to 4,200 pounds; \$19.50 for 4,201 to 5,000 pounds; \$25.00 for 5,001 to 6,000 pounds; 50 cents per cwt. for 6,001 to 8,000 pounds; 60 cents per cwt. for 8,001 pounds and over.	12.00	25.00	Gross weight	35 cents per cwt. for 4,000 pounds or less to 60 cents per cwt. over 8,000 pounds. Minimum \$15.00.	19.50	\$25.00 for 16,000 pounds or less. Regular fee over 16,000 pounds.	90.00	25.00	
New Jersey	Shipping weight: less than 2,700 pounds \$10.00; 2,700 pounds to 3,800 pounds \$15.00; over 3,800 pounds \$25.00.	10.00	25.00	Gross weight groups	\$10.00 for 1,000 pounds or less to \$640.00 for 40,000 pounds.	15.00	One-half regular fee	75.00	37.50	
New Mexico	Empty weight and age: \$5.00 for 2,400 lbs. & 504 per cwt. over 2,400 if registered 4 or more yrs. \$16.00 for 2,400 lbs. & \$2.00 per cwt. over 2,400 if registered 1 yr. or less.	5.00	49.50	Chassis weight and age	When registered for past 4 years: \$5.00 for less than 1,600 pounds plus 50 cents per cwt. over 1,600 pounds. When registered less than 2 years: \$80.00 for over 4,400 pounds plus \$2.00 per cwt. over 4,400 pounds.	10.50	Two-thirds of regular registration fee for vehicles over 3,000 pounds.	78.30	52.20	
New York	Shipping weight: 50 cents per cwt. for 3,500 pounds or less; 17 cents per cwt. over 3,500 pounds. Minimum \$8.00, 6 or more cylinders minimum \$10.00.	8.00	26.50	Gross weight $\frac{11}{12}$	\$2.50 per 500 pounds.	17.50	\$1.75 per 500 pounds.	75.00	52.50	
North Carolina	Empty weight groups: \$10.00 for 3,500 pounds or less to \$15.00 over 4,500 pounds, plus \$1.00 safety education fee.	11.00	16.00	Gross weight	30 cents per cwt. for 4,500 pounds or less to 80 cents per cwt. over 16,500 pounds. Minimum \$12.00, plus \$1.00 safety education fee.	13.00	One-half regular fee. Minimum \$10.00, plus \$1.00 safety education fee.	106.00	53.50	
North Dakota	Empty weight groups and age: \$26.00 for 1,999 pounds or less to \$24.00 for 2,000 pounds and over (schedule also applies to buses), plus \$1.50 for reflectorized plates. Fee reduced with age.	16.00	56.50	Gross weight groups and age	\$16.00 for 4,000 pounds or less to \$995.00 for 73,280 pounds plus \$1.50 for reflectorized plates. Fee reduced with age of vehicle.	29.25	One-half of regular fee for trucks weighing 24,001 to 40,000 pounds.	40.00	40.00	

Footnotes appear on sheet 6

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

TABLE MV-103
SHEET 3 OF 6
2/ STATUTES AS OF JANUARY 1, 1962

Motor Vehicles

Based on reports of State authorities

STATE	1. AUTOMOBILES		2. SINGLE-UNIT TRUCKS		FEE BASIS	FEE FOR TYPICAL VEHICLE $\frac{1}{4}$	APPROXIMATE FEE RANGE $\frac{2}{3}$	REGULAR REGISTRATION	SPECIAL RATES FOR FARM TRUCKS $\frac{5}{6}$	FEE FOR TYPICAL VEHICLE $\frac{1}{7}$	
	FEE BASIS	APPROXIMATE RANGE $\frac{3}{4}$	FROM	TO						NON-FARM	FARM
Ohio	Flat fee	\$10.00	\$10.00	\$10.00	Empty weight $\frac{12}{13}$	\$10.00	85 cents per cwt. for 2,000 pounds to \$3.25 per cwt. over 12,000 pounds. Minimum \$9.00.	50 cents per cwt. for 3,000 pounds to \$2.25 per cwt. for over 10,000 pounds. Minimum \$10.00.	\$21.20	\$35.20	
Oklahoma	Value and age: \$19.50 for factory delivered price of \$600.00 or less, plus \$1.50 per \$100.00 over \$600.00. Fee for second through tenth year, 90 percent of previous year's fee. Over ten years, \$5.50 for factory delivered price of \$649.99 or less to \$24.73 for \$3,549.99 plus 60 cents per \$100.00 over \$3,549.99.	11.35	72.95	34.03	Gross weight groups and age	\$34.03	\$20.00 for 5,000 pounds or less to \$54.50 for 73,280 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.50.	\$15.50 for less than one ton manufacturers rated capacity to \$50.50 for two tons. Fee reduced with age of vehicle. Regular fee over two tons.	95.50	18.42	
Oregon	Flat fee	10.00	10.00	10.00	Combined (gross) weight groups except for farm trucks which are registered on a light (empty) weight basis. $\frac{13}{14}$	10.00	\$10.00 for vehicles 6,000 pounds or less combined (gross) weight. Vehicles over 6,000 combined weight \$30.00, plus \$5.00 per ton or portion thereof over 6,000 pounds.	\$10.00 for vehicles 3,000 pounds or less light (empty) weight. Vehicles over 3,000 pounds but not over 4,500 pounds light (empty) weight 40 cents per 100 pounds or portion thereof. Vehicles over 4,500 pounds light (empty) weight 50 cents per 100 pounds or portion thereof.	50.00	29.00	
Pennsylvania	Flat fee	10.00	10.00 (12.00 for motor trucks and wagons)	10.00	Maximum gross weight $\frac{14}{15}$	10.00	\$16.50 for 5,000 pounds or less for two axles, to \$360.00 for 60,000 pounds for four axles.	-	55.00	55.00	
Rhode Island	Gross weight groups: \$10.00 for 2,500 pounds or less to \$33.00 over 6,000 pounds.	12.00	18.00	17.00	Gross weight groups	17.00	\$12.50 for 3,000 pounds or less to \$240.00 for 40,000 pounds plus \$10.00 per 2,000 pounds over 40,000 pounds.	Special plates issued for farm vehicles. Travel on public highway permissible within 5 miles of farm where vehicle is used.	60.00	1.00	
South Carolina	Flat fee plus shipping weight: \$1.00 "safety fee" plus \$1.00 first 2,000 pounds and \$1.00 each 500 pounds additional.	2.00	8.00	6.00	Declared maximum load	6.00	\$1.00 "safety fee" plus weight fee of \$5.00 for one ton or less with empty weight of 4,000 pounds or less to \$600.00 for 27 tons.	\$1.00 "safety fee" plus weight fee of \$10.00 for vehicles under 7,500 pounds empty weight or 6 ton load capacity.	76.00	11.00	
South Dakota	Empty weight groups and age: \$13.00 for 2,000 pounds or less to \$75.00 over 6,000 pounds. Fee reduced 50 percent when vehicle is 5 or more years old. Additional fee: \$5.00 for 1,501-3,500 pounds to \$10.00 over 4,000 pounds, plus 50 cents for reflectorizing plates.	12.00	50.50	33.50	Chassis weight groups and age	33.50	\$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds plus \$30.00 for each additional 1,000 pounds. Fee reduced 50 percent after 5 years. In addition, regardless of vehicle age, \$7.00 for 2,200 pounds or less to \$15.00 for 6,000 pounds, plus \$5.00 for each additional 1,000 pounds, plus 50 cents for reflectorizing plates.	-	78.00	78.00	
Tennessee	Empty weight groups: \$9.50 for 3,600 pounds or less and \$13.00 over 3,600 pounds.	9.50	13.00	9.50	Gross weight groups	9.50	\$25.00 for 8,000 pounds or less to \$625.00 for 61,990 pounds. No higher than \$240.00 for local operation.	\$9.50 for 1/2 ton; \$16.00 for 3/4 and 1 ton; \$22.50 for 8,000 to 14,000 pounds; \$70.00 for 14,000 to 18,000 pounds; \$90.00 for 18,000 to 22,000 pounds.	125.00	70.00	
Texas	Empty weight: 30.8 cents per cwt. for 2,000 pounds or less to 55 cents per cwt. over 4,500 pounds.	5.54	26.40	19.54	Gross weight	19.54	44 cents per cwt. for 6,000 pounds or less to 99 cents per cwt. over 31,000 pounds. Diesel pay 11 percent additional.	One-half of regular fee.	107.25	53.63	
Utah	Flat fee	5.00	5.00	5.00	Gross laden weights	5.00	\$7.50 for 6,000 pounds or less to \$320.00 for 75,001 pounds and over.	-	35.00	35.00	
Vermont	Flat fee	32.00	32.00	32.00	Gross weight	32.00	\$8.60 per thousand pounds for 8,000 pounds or less to \$13.95 per thousand pounds for 60,000 pounds or over. (Light trucks of less than 1,500 pounds capacity may be registered for passenger car fee.) Non-gasoline, one end three quarters times regular fee.	\$32.00 for 18,000 pounds or less. \$40.00 if over 18,000 pounds but not over 22,000 pounds. Regular fee over 22,000 pounds.	164.25	32.00	
Virginia	Flat fee	10.00	10.00	10.00	Gross weight	10.00	\$12.00 for 10,000 pounds or less to \$427.50 for 56,800 pounds.	-	25.50	25.50	
Washington	Flat fee	6.90	6.90	6.90	Flat fee, plus gross weight groups $\frac{16}{17}$	6.90	\$6.90 flat fee plus \$5.00 for less than 4,000 pounds to \$395.00 for 36,000 pounds.	\$6.90 plus half of weight fee for vehicles weighing less than 13 tons. Regular fee 13 tons and over.	50.40	28.65	
West Virginia	Empty weight: \$20.00 first 3,000 pounds; \$24.00 for 3,001 to 4,000 pounds; \$30.00 for 4,001 pounds and over.	20.00	30.00	24.00	Gross weight groups	24.00	\$20.00 for 4,000 pounds or less to \$68.50 for 16,001 pounds plus 90 cents per cwt. over 16,000 pounds.	\$30.00 for 9,001 - 16,000 pounds and \$80.00 for 16,001 - 22,000 pounds.	94.00	30.00	
Wisconsin	Flat fee	16.00	16.00	16.00	Gross weight groups	16.00	\$16.00 for 3,000 pounds or less to \$1,000.00 for 73,000 pounds.	\$10.00 for 5 tons or less. One-fourth regular fee over 5 tons.	165.00	41.25	
Wyoming	Flat fee	7.50	7.50	7.50	Empty weight groups $\frac{18}{19}$	7.50	\$1.00 for 1,000 pounds or less to \$30.00 for 6,000 pounds or over.	-	20.00	20.00	
Dist. of Col.	Empty weight groups: \$22.00 for 3,499 pounds or less; \$32.00 for 3,500 pounds and over.	22.00	32.00	32.00	Empty weight groups	32.00	\$40.00 for not over 2,999 pounds to \$202.00 for 16,000 pounds and over. Non-gasoline powered vehicles pay double registration fee.	-	60.00	60.00	

Footnotes appear on sheet 6

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

Based on reports of State authorities

TABLE M-103
SHEET 4 OF 6
STATUS AS OF JANUARY 1, 1962

STATE	3. TRACTOR TRUCKS		4. SEMI-TRAILERS 16/		TYPICAL VEHICLES 17/	
	APPROXIMATE PER RANGE	PER BASIS	APPROXIMATE PER RANGE	PER BASIS	TRACTOR TRUCK 18/	SEMI-TRAILER 19/
Alabama	Manufacturers rated capacity \$15.00 for less than 1 ton to \$100.00 for 5 to 6 tons. Non-taxed fuel users pay \$65.00 for less than 1 ton to \$1,500.00 for 7 tons and over.	-	50 percent of fee of driving vehicle	\$100.00	\$90.00	\$150.00
Alaska	Manufacturers advertised \$35.00 for 3,600 pounds or less to \$160.00 for 18,001 pounds and over.	Manufacturers advertised unladen weight	Same schedule as for tractor trucks	60.00	60.00	180.00
Arizona	Flat fee plus empty weight \$4.00 plus weight fee of \$2.00 for vehicles under 2,900 pounds and from 35 cents per cwt. for 2-axle trucks weighing 2,900 pounds and over.	Flat fee plus empty weight and number of axles	Same schedule as for tractor trucks	52.10	68.90	120.60
Arkansas	\$12.00 for less than 5,000 pounds to \$18.00 for 74,000 pounds	-	Registered with tractor, plus \$5.00 flat fee	200.00	5.00	205.00
California	\$8.00 flat fee plus \$14.00 for 3,000-4,000 pounds for 2 axles to \$267.00 over 15,000 pounds for 3 axles	Flat fee plus empty weight groups	\$8.00 flat fee, plus \$11.00 for 2,000-3,000 pounds to \$67.00 over 15,000 pounds	75.00	128.00	203.00
Colorado	4,000 pounds or less \$8.75; over 4,000 pounds and less than 4,500 pounds \$8.75 plus 75 cents per cwt. of weight over 4,500 pounds; more than 4,500 pounds a flat fee of \$17.50. (Intra-city and Metropolitan Vehicles are entered on separate schedules B/)	Empty weight	Under 1,200 pounds \$2.00, 1,200 pounds and over \$5.00	19.00	6.50	25.50
Connecticut	40 cents per cwt. up to 20,000 pounds; 50 cents per cwt. from 20,001 to 30,000 pounds; 65 cents per cwt. from 30,001 pounds and up. Minimum \$13.00	-	Registered with tractor. Additional semi-trailer \$7.00 flat fee, for each for no more than 3 additional trailers. Semi-trailer registered alone or in excess of 3, additional \$65.00 each if gross weight in combination with tractor is 40,000 pounds or less, and \$90.00 each if gross weight of combination exceeds 40,000 pounds. Additional trailers must not have gross weight in excess of that registered in combination with tractor	260.00	-	260.00
Delaware	\$1.75 per 500 pounds for first 5,000 pounds and \$2.30 for each additional 500 pounds	Gross weight	Same schedule as for tractor trucks	95.70	77.30	173.00
Florida	50 cents per cwt. for 2,050 pounds or less to \$1.10 per cwt. over 5,050 pounds	Empty weight	\$2.50 for vehicles weighing 500 pounds or less; 75 cents per cwt. for vehicles weighing 501 to 4,050 pounds; \$1.50 per cwt. for over 4,050 pounds	81.40	129.00	210.40
Georgia	\$5.00 for 6,000 pounds or less to \$275.00 for 52,001 pounds and over	Flat fee	Registered with tractor, plus \$10.00 flat fee	100.00	10.00	110.00
Hawaii	\$45.05 to \$220.05. License plates issued for and during fixed five-year periods. Fee for plates and windshield sticker emblem \$1.25 first year and \$.50 for emblem only for each of next five years; plus 1 cent per pound net weight.	Flat fee plus net weight tax	\$1.65 to \$205.05. Same as for tractor trucks	74.98	86.65	161.63
Idaho	6,000 pounds or less: \$10.00 for vehicles 7 years old and older. \$17.50 for other vehicles to \$100.00 for vehicles over 30,000 pounds	Flat fee 9/	\$2.00 for any trailer in combination of vehicles other than utility trailers	100.00	2.00	102.00
Illinois	Flat fee plus: fee based on gross weight; or lower fee based on gross weight with mileage tax	Flat fee plus: \$2.00 for gross weight of 10,001 pounds to \$1,134.00 for 59,001 pounds; or \$31.00 for gross weight of 10,001 pounds to \$671.00 for 59,001 pounds with per mile tax on mileage exceeding stipulated amounts	Registered with tractor. Additional semi-trailer \$10.00 flat fee	640.00	-	640.00
Indiana	\$65.00 for 14,000 pounds or less to \$309.00 for 52,000 pounds or more	-	Registered with tractor. Additional semi-trailer \$25.00 flat fee	215.00	-	215.00
Iowa	\$40.00 for six tons or less to \$25.00 for twelve tons, plus \$25.00 for each additional ton	-	Registered with tractor, plus \$30.00 if gross weight of combination is twelve tons or less and \$60.00 over twelve tons	435.00	60.00	495.00
Kansas	\$15.00 for 8,000 pounds or less to \$1,025.00 for over 66,000 pounds (regular operation). \$15.00 for 12,000 pounds or less to \$90.00 for over 66,000 pounds (local operation within 25 mile radius of place of ownership, or if driven less than 6,000 miles per year)	-	Registered with tractor, plus \$20.00 flat fee	300.00	20.00	320.00
Kentucky	\$10.00 for 5,000 pounds or less to \$250.00 for 59,640 pounds. Combination over 18,000 pounds \$67.00 to \$300.00 additional.	-	Registered with tractor, plus \$19.50 flat fee	475.00	19.50	494.50
Louisiana	\$10.00 for less than 3,500 pounds on load-carrying axle to \$140.00 for up to 18,000 pounds per load-carrying axle	Gross weight groups per load-carrying axle	Same schedule as for tractor trucks	140.00	120.00	260.00
Maine	\$15.00 for 6,000 pounds or less to \$545.00 for 70,550 pounds	-	Registered with tractor, plus \$5.00 flat fee	321.00	5.00	326.00
Maryland	\$105.00 for 40,000 pounds gross weight or less to \$215.00 for up to 65,000 pounds gross weight	Chassis weight groups with gross weight limits 19/	\$5.00 for up to 300 pounds empty weight (maximum gross weight 3,000 pounds) to \$15.00 for 2-axle semi-trailer over 1,000 pounds empty weight (maximum gross weight 10,000 pounds)	105.00	10.00	115.00

Footnotes appear on sheet 5

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

TABLE M-103
SHEET 5 OF 6
2/ STATUS AS OF JANUARY 1, 1962

Based on reports of State authorities

STATE	3. TRACTOR TRUCKS		4. SEMITRAILERS 16/		TRUCKS 17/	
	FEE BASIS	APPROXIMATE FEE RANGE	FEE BASIS	APPROXIMATE FEE RANGE	TRACTOR TRUCK 18/	SEMI-TRAILER 19/
Massachusetts	Gross weight of combination	\$3.00 per 1,000 pounds; minimum \$24.00, maximum \$180.00. Non-gasoline, \$10.00 per 1,000 pounds; minimum \$50.00, maximum \$500.00	-	Registered with tractor, plus \$15.00 flat fee	\$120.00	\$135.00
Michigan	Empty weight	70 cents per cwt. under 2,500 pounds to \$2.25 per cwt. over 10,000 pounds	Empty weight	55 cents per cwt. under 1,000 pounds to \$2.25 per cwt. over 10,000 pounds	144.30	167.70
Minnesota	Gross weight of combination and age	\$25.00 for 7,000 pounds or less to \$1,038.50 for 75,000 pounds plus \$34.50 per ton over 75,000 pounds. Fee reduced with age, with minimum fee for each weight and age group 10/	-	Registered with tractor, plus \$10.00 flat fee	443.90	454.65
Mississippi	Flat fee plus gross weight of combination	\$2.00 tag fee plus \$9.00 for 5,000 pounds or less to \$393.00 for 64,650	-	Registered with tractor, plus \$2.00 tag fee and \$10.00 flat fee. No fee for trailers transporting farm products to the gin or market with less than 6,000 pounds gross weight	272.00	284.00
Missouri	Gross weight of combination	\$20.00 for 6,000 pounds or less to \$800.00 over 60,010 pounds. Operation within 25 miles or residence, \$15.00 for 6,000 pounds or less to \$235.00 over 60,010 pounds	-	Registered with tractor, plus \$7.00 flat fee	300.00	307.00
Montana	Flat fee plus gross weight	\$10.00 plus gross weight fee varying from \$6.00 on 6,000 pounds to \$435.00 for 42,000 pounds gross weight. \$50.00 increase per ton for each ton over 42,000 pounds plus \$90.00 for over 4,400 pounds plus \$2.60 per cwt. over 4,400 pounds	Flat fee plus gross weight	\$2.00 to \$15.00 flat fee plus gross weight fee varying from \$3.50 on 2,500 pounds to \$435.00 for 42,000 pounds gross weight. \$50.00 increase per ton for each ton over 42,000 pounds. No additional weight fee for under 2,500 pounds for personal use.	60.00	100.00
Nebraska	Load to be hauled by combination	\$12.50 for one-half ton to \$895.00 for 25 tons	-	Registered with tractor, plus \$1.00 flat fee	440.00	441.00
Nevada	Empty weight	\$5.50 for 3,500 pounds or less; 50 cents per cwt. for vehicles over 3,500 pounds	Empty weight	\$2.50 for vehicles weighing 1,000 pounds or less; \$5.50 for vehicles weighing 1,001-3,500 pounds, 50 cents per cwt. for vehicles over 3,500 pounds	37.00	43.00
New Hampshire	Gross weight of combination	60 cents per cwt. over 6,000 pounds	-	Weight and fee included with tractor truck. Additional semitrailer \$25.00 flat fee.	240.00	240.00
New Jersey	Gross weight groups	\$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds	Gross weight groups	Same schedule as for tractor trucks	110.00	200.00
New Mexico	Chassis weight and age	When registered for past 4 years: \$5.00 for less than 1,600 pounds plus 50 cents per cwt. over 1,600 pounds. When registered less than 2 years: \$90.00 for over 4,400 pounds plus \$2.60 per cwt. over 4,400 pounds	Empty weight	\$1.00 per cwt. Minimum \$5.00	114.00	200.00
New York	Empty weight 11/	\$1.00 per cwt.	Gross weight 11/ 19/	\$2.50 per 500 pounds. Minimum \$5.00	74.00	239.00
North Carolina	Gross weight of combination	30 cents per cwt. for 4,500 pounds or less to 80 cents per cwt. over 16,500 pounds. Minimum \$12.00, plus \$1.00 safety education fee.	Flat fee	\$3.00 per semitrailer	321.00	324.00
North Dakota	Gross weight of combination and age	\$155.00 for 24,001 pounds to \$995.00 for 73,280 pounds, plus \$.50 for retrofitted plates. Fee reduced with age of vehicle.	-	Registered with tractor	320.50	320.50
Ohio	Empty weight 12/	85 cents per cwt. for 2,000 pounds to \$35.25 per cwt. over 12,000 pounds. Minimum \$9.00	Empty weight 12/	Same schedule as for tractor trucks. Minimum \$5.00	135.20	304.00
Oklahoma	Empty weight groups and age	\$20.50 for 5,500 pounds or less to \$345.50 for 73,280 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.50	Gross weight groups 19/	\$20.50 for 5,500 pounds to \$345.50 for 73,280 pounds.	50.50	371.00
Oregon	Combined (gross) weight groups except for farm trucks which are registered on a light (empty) weight basis 13/	\$10.00 for vehicles over 6,000 pounds combined (gross) weight. Vehicles over 6,000 pounds combined (gross) weight except for farm trucks which are registered on a light (empty) weight basis 13/	Combined weight groups except for farm trucks which are registered on a light weight basis 13/	\$10.00 for trailers 6,000 pounds or less combined (gross) weight, plus \$5.00 per ton or portion thereof over 6,000 pounds. For farm trailers, schedule is same as for single unit farm trucks. No fee for trailers not-for-draw, weight less than 750 pounds and carrying less than 1,000 pounds. \$10.00 for 3,000 pounds or less, to \$150.00 for 47,000 pounds for 3 axles	65.00	105.00
Pennsylvania	Maximum gross weight	\$16.50 for 5,000 pounds or less for 2 axles, to \$360.00 for 60,000 pounds for 4 axles	Maximum gross weight	\$10.00 for 3,000 pounds or less, to \$150.00 for 47,000 pounds for 3 axles	125.00	245.00
Rhode Island	Gross weight of combination	\$12.50 for 3,000 pounds or less to \$240.00 for 48,000 pounds plus \$10.00 per 2,000 pounds over 48,000 pounds	-	Registered with tractor, plus \$2.00 flat fee. If no tractor, 15 cents per 100 pounds gross weight	200.00	202.00
South Carolina	Declared maximum load	\$1.00 "safety fee", plus weight fee of \$5.00 for 1 ton or less with empty weight of 4,000 pounds or less to \$500.00 for 27 tons.	Flat fee	\$1.00 "safety fee" plus flat fee of \$10.00	211.00	222.00

Footnotes appear on sheet 6

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES ¹TABLE MV-103
SHEET 6 OF 6

2/ STATUS AS OF JANUARY 1, 1962

Based on reports of State authorities

STATE	3. TRACTOR TRUCKS		4. SEMITRAILERS ^{16/}		TYPICAL VEHICLE ^{17/}		
	FEE BASIS	APPROXIMATE FEE RANGE	FEE BASIS	APPROXIMATE FEE RANGE	TRACTOR TRUCK ^{18/}	SEMI-TRAILER	COMBI-NATION
South Dakota	Chassis weight groups and age	\$7.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds; \$50.00 for each additional 1,000 pounds. Fee reduced 50 percent after 5 years. In addition, regardless of vehicle age, \$7.00 for 2,200 pounds or less to \$15.00 for 6,000 pounds plus \$5.00 for each additional 1,000 pounds plus 50 cents for reflectorizing plates.	Empty weight groups and age	\$2.00 for 1,200 pounds or less to \$40.00 for 5,000 pounds plus \$10.00 for each additional 1,000 pounds. Fee reduced 50 percent after 5 years. In addition, regardless of vehicle age, \$5.00 for 2,000 pounds or less to \$15.00 for 5,000 pounds plus \$3.00 for each additional 1,000 pounds plus 50 cents for reflectorizing plates.	\$120.50	\$107.50	\$228.00
Tennessee	Gross weight of combination	\$35.00 for 8,000 pounds or less to \$775.00 for 61,580 pounds. No higher than \$240.00 for local operation	-	Registered with tractor	435.00	-	435.00
Texas	Gross weight	44 cents per cwt. for 6,000 pounds or less to 99 cents per cwt. over 31,000 pounds. Diesel pay 11 percent additional	Gross weight	33 cents per cwt. for 6,000 pounds or less to 71.5 cents per cwt. over 17,000 pounds	169.40	128.70	298.10
Utah	Gross laden weights	\$7.50 for 6,000 pounds or less to \$520.00 for 75,001 pounds and over	-	Registered with tractor, plus \$5.00 flat fee. 750 pounds or less unladen weight exempt from registration	200.00	5.00	205.00
Vermont	Gross weight of combination	\$8.60 per thousand pounds for 8,000 pounds or less to \$13.05 per thousand pounds for 60,000 pounds or over. Minimum \$43.00. Non-gasoline, one and three quarters regular fee.	-	Registered with tractor, plus \$15.00 flat fee	500.00	15.00	515.00
Virginia	Gross weight of combination	\$12.00 for 10,000 pounds or less to \$427.50 for 56,800 pounds.	-	Registered with tractor, plus \$12.00 flat fee	180.00	12.00	192.00
Washington	Flat fee plus gross weight groups	\$6.90 flat fee plus \$5.00 for less than 4,000 pounds to \$395.00 for 36,000 pounds. Non-gasoline, 25 percent additional gross weight fee	Flat fee plus gross weight groups	\$6.90 flat fee plus \$10.00 for 4,000-6,000 pounds to \$395.00 for 36,000 pounds. No weight fee under 4,000 pounds	116.90	69.40	186.30
West Virginia	Gross weight of combination	\$20.00 for 4,000 pounds or less to \$68.50 for 16,001 pounds plus 90 cents per cwt. over 16,000 pounds combined gross weight, less \$17.50 semitrailer fee	-	Registered with tractor, for \$17.50 flat fee	267.00	17.50	284.50
Wisconsin	Gross weight of combination	\$16.00 for 3,000 pounds or less to \$1,000.00 for 73,000 pounds.	-	Registered with tractor, plus \$10.00 flat fee	475.00	10.00	485.00
Wyoming	Empty weight groups ^{15/}	\$1.00 for 1,000 pounds or less to \$30.00 for 6,000 pounds or over	Empty weight groups ^{15/}	Same schedule as for tractor trucks	30.00	30.00	60.00
Dist. of Col.	Empty weight groups	\$40.00 for not over 2,999 pounds to \$202.00 for 16,000 pounds and over. Non-gasoline powered vehicles pay double regis-	Empty weight groups	\$8.00 for not over 500 pounds to \$182.00 for 16,000 pounds and over	74.00	92.00	166.00

^{1/} This summary is based on fee schedules in effect January 1, 1962 and covers vehicles in private operation. Property taxes, and taxes levied only at the time of first registration, have been excluded.

^{2/} This summary includes the provisions of laws enacted through September 1961.

^{3/} No illustration of the practical fee range on a basis that is comparable for all States, the fee for a very light 1955 2-door sedan is given as the minimum and the fee for a heavy 1961 4-door sedan is given as the maximum. It is not intended to show the absolute minimum and maximum for every State.

^{4/} A 1958 model 4-door sedan weighing 3,513 pounds was used as a "typical" passenger car.

^{5/} The fee schedules of some States apply to combinations as well as to single-unit trucks. The maximum fee given in this table for those States is therefore much greater than in others. In general, single-unit trucks are seldom licensed for more than 26,000 pounds gross vehicle weight, or its equivalent under a State's registration system.

^{6/} The reduced rates also apply to natural resources vehicles.

^{7/} A 1958 state body truck of 5,760 pounds empty weight, and 15,000 pounds gross weight was used as a "typical" single-unit truck.

^{8/} Intra-city vehicles, trucks and tractors (vehicles used exclusively within the limits of an incorporated city or town) - 4,000 pounds or less \$7.00; 10,500 pounds or less \$7.00 plus 75 cents per cwt. of weight over 4,000 pounds; more than 10,500 pounds \$55.75 plus \$1.75 per cwt. of weight over 10,500 pounds. Fee for typical city truck \$22.00. Fee for typical city tractor \$34.75. Metropolitan vehicles, trucks and tractors (vehicle used exclusively within the limits of an incorporated city or town or within a radius of 10 miles thereof) - a flat fee equivalent to that paid by an intra-city vehicle plus 25 percent of the fee paid by a city vehicle. Fee for typical metropolitan truck \$27.13. Fee for typical metropolitan tractor \$43.06. Intra-State vehicles having an empty weight in excess of 4,500 pounds pay a ton-mile tax of 0.8 mills per ton mile of empty weight of vehicle and 2.0 mills per ton mile of cargo.

^{9/} In addition to registration fees, there is levied a use fee of 5.25 mills per mile for 16,001 pounds to 37.10 mills per mile for 80,000 pounds for trucks and tractor trucks and for trailers and semitrailers. Use fees for farm and non-commercial vehicles start at 10.15 mills per mile for vehicles in excess of 30,000 pounds to 37.10 mills for 80,000 pounds.

^{10/} In accordance with the 1955 Session Laws, Chapter 749, all motor vehicle taxes shall be increased 5 percent effective with the 1957 registration period. Minnesota license plates are now reflectorized which carries an additional 25 cent fee per plate.

^{11/} In addition to weight fee, vehicles or combinations over 18,000 pounds gross weight are assessed a \$5.00 permit fee and a mileage tax graduated upward from 6 mills per mile according to the maximum gross weight of the vehicle or combination.

^{12/} In addition to registration fees, all vehicles having three or more axles pay an application fee of \$2.00 plus the following mileage tax: 1/2 cent per mile for single-unit trucks having three axles; 1 cent per mile for three axles to 2 cents per mile for five or more axles for tractor-semitrailers; and 2-1/2 cents per mile for truck-trailer combinations having four or more axles. Semitrailers and full-trailers having an unladen weight of less than 3,000 pounds are not subject to axle-mile tax.

^{13/} In addition to registration fees, vehicles or combinations over 6,000 pounds combined weight, except farm vehicles, are required to pay a mileage tax. All vehicles under 18,000 pounds combined weight and certain others including sand and gravel trucks used exclusively in construction projects and log trucks may elect to pay a flat fee based on the combined weight of the vehicle in lieu of the mileage tax. Separate fee schedules are provided for vehicles using gasoline purchased in Oregon as fuel and those using other fuels.

^{14/} As of January 1, 1957, the fee rate will be based on maximum gross weight. Vehicles originally titled prior to the effective date shall be registered on the former basis of chassis weights and axle groups.

^{15/} In addition to the weight fee, all property carrying vehicles are required to pay compensatory fees as follows: gasoline-powered vehicles having unladen weight of 4,000 pounds or less, \$5.00 per year or \$.50 per month, 4,001 to 5,999 pounds, \$10.00 per year or \$1.00 per month, 6,001 to 6,999 pounds, \$15.00 per year or \$1.50 per month; over 7,000 pounds, 1-1/2 mills per ton-mile. Passenger carrying vehicles pay \$0.017 per vehicle mile, non-gasoline propelled passenger carrying vehicles pay \$0.025 per vehicle mile, non-gasoline propelled property carrying vehicles pay 1-1/2 mills per ton-mile of unladen weight.

^{16/} In some States full trailers are taxed on the basis given semitrailers, but in many, separate schedules are used. The separate schedules for full trailers are not included in these columns.

^{17/} A tractor of 7,433 pounds empty weight and a semitrailer of 8,600 pounds empty weight, registered for 40,000 pounds gross combination weight.

^{18/} For States registering the tractor and semitrailer as a unit, the fee for the combination is given in the "Tractor" column.

^{19/} In Maryland, New York, and Oklahoma gross weight of semitrailer is gross weight of combination less empty weight of tractor.

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104
 SHEET 1 OF 3
 1/ STATISTICS AS OF JANUARY 1, 1962

ADMINISTRATION AND FEES

Based on reports of State authorities

STATE	CLASS OF LICENSE	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUC-TION OR LEARNERS PERMITS	FEES				SERVICES CHARGED BY LOCAL OR COUNTY AGENCIES		TERM FOR WHICH ISSUED	
							NEW	RENEWAL	DUPLI-CATE	AMOUNT	DEDUCTED FROM REGULAR FEE	ADDED TO REGULAR FEE	NUMBER OF YEARS	RENEWAL DATE
Alabama	Operator	Department of Public Safety, Drivers License Division	County Probate Judge	Highway Patrol	Drivers License Division	\$.35	\$2.25	\$2.25	\$.25	\$.25	Yes	-	2	Birthday
Alaska	Operator	Department of Public Safety	Department of Public Safety	Department of Public Safety	Department of Public Safety	1.00	5.00	5.00	1.00	-	-	-	3	Birthday
Arizona	Operator Chauffeur	Highway Department, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	*2.00	2.00	2.00	.50	-	-	-	3	Birthday
Arkansas	Operator Chauffeur	Revenue Department, Motor Vehicle Division	Motor Vehicle Division	State Police	Motor Vehicle Division	No Fee	2.00	2.00	2.00	-	-	-	1	January 1
California	Operator Chauffeur	Department of Motor Vehicles, Division of Drivers Licenses	Division of Field Office Operation	Division of Field Office Operation	Division of Drivers Licenses	4/ 3.00 4/ 3.00	3.00	3.00	1.00	-	-	-	3 & 5	Birthday
Colorado	Operator Chauffeur	Revenue Department, Motor Vehicle Division	County Clerk or Representative of Motor Vehicle Division	County Clerk or Representative of Motor Vehicle Division	Motor Vehicle Division	4/ 2.25	2.25	2.25	1.25	1.50	Yes	-	3	Birthday
Connecticut	Operator	Department of Motor Vehicles, Division of Registry	Department of Motor Vehicles	Division of Inspection	Division of Registry	-	(5/)	6.00	1.00	-	-	-	2	Birth Month
Delaware	Public Service Operator	Highway Commission, Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	-	3.00	3.00	1.00	-	-	-	1	May 1
Florida	Operator Chauffeur	Department of Public Safety, Drivers License Division	Drivers License Division	Highway Patrol	County Judges	1.50	3.00	3.00	.25	8/ .50	Yes	-	2	Birth Month
Georgia	Operator Chauffeur	Department of Public Safety, Drivers License Bureau	Drivers License Bureau	Drivers License Bureau	Drivers License Bureau	1.00	9/ 2.00	1.00	1.00	1.00	-	-	1 or 5	April 1
Hawaii	Operator Chauffeur	-	County Police Departments	Examiner of Chauffeurs	County Police Departments	*1.00	3.00	3.00	.50	.50	-	-	Indef.	Issuance
Idaho	Operator Chauffeur	Department of Law Enforcement Motor Vehicle Bureau	County Sheriffs	County Sheriffs or Other Appointed Examiners	Motor Vehicle Bureau	10/ 3.00	4.00	3.00	.75	(11/)	Yes	-	2	Birthday
Illinois	Operator Chauffeur	Secretary of State, Drivers License Department	Secretary of State, Drivers License Department	Secretary of State, Drivers License Department	Secretary of State, Drivers License Department	3.00	3.00	3.00	1.00	-	-	-	3	Issuance
Indiana	Operator Registered Public Chauffeur	Bureau of Motor Vehicles	Branch Offices	Bureau of Motor Vehicles	Bureau of Motor Vehicles	*1.00	1.50	1.50	1.50	.50	Yes	-	2	Birth Month
Iowa	Operator Passenger Chauffeur	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division or Highway Patrol	Drivers License Division	-	1.50	1.50	1.50	.50	Yes	-	1	Birth Month
Kansas	Operator Chauffeur	Department of Public Safety, Motor Vehicle Department Drivers' License Division	Highway Patrol - Original Motor Vehicle Department - Renewal	Highway Patrol	Motor Vehicle Department Drivers' License Division	.50	2.00	2.00	.50	-	-	-	2	Birthday
Kentucky	Operator Chauffeur	Department of Public Safety	County Circuit Court Clerks	State Police	County Circuit Court Clerks	1.00	2.00	2.00	1.00	.75	Yes	-	2	Birth Month
Louisiana	Operator Chauffeur	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	4/ 2.50	2.50	2.50	1.50	.25	Yes	-	1	January 1
Maine	Operator	Department of State, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	4/ 2.00	2.00	2.00	.50	-	-	-	1	Birthday
Maryland	Operator Chauffeur Special Chauffeur	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	*1.00 *1.00	2.00	2.00	.90	.90	-	-	2	Issuance
Massachusetts	Operator Public Service Operator	Registry of Motor Vehicles Department of Public Utilities	Registry of Motor Vehicles Department of Public Utilities	Registrar of Motor Vehicles	Registrar of Motor Vehicles Department of Public Utilities	*1.00	12/ 8.00	5.00	1.50	.50	-	-	2	Birthday

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE W-10-1
 SERIES 2 OF 3
 1/ STATES AS OF JANUARY 1, 1962

STATE	CLASS OF LICENSE	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUC-TION OR FEARNERS FEES	FEES				SERVICE CHARGE BY LOCAL OR COUNTY AGENCIES		TERM FOR WHICH ISSUED		
							NEW	RENEWAL	MULTI-COPY	AMOUNT	DEDUCTED FROM REGULAR FEE	ADDED TO REGULAR FEE		NUMBER OF YEARS	RENEWAL DATE
Michigan	Operator Chauffeur	Secretary of State, Division of Driver and Vehicle Services	County Sheriffs and City Police	County Sheriffs and City Police	Division of Driver and Vehicle Services	4/ \$4.00 1/ 4.00 3/	\$4.00 4.00	\$2.50 2.75	1.00	(13/) (13/)	Yes Yes	-	3 1	Birthday Issuance	
Minnesota	Operator	Department of Highways, Drivers License Division	Drivers License Division	Drivers License Division	Minnesota Highway Department	1.00	3.00	3.00	.50	(14/)	Yes	-	4	Birthday	
	Chauffeur	Secretary of State, Drivers License Division	Drivers License Division	Drivers License Division	Secretary of State, Chauffeurs License Division	No Fee	3.00	1.50/ 2.00	1.00	-	-	-	1	February 1	
	School Bus Operator	Secretary of State, Chauffeurs License Division	Drivers License Division	Drivers License Division	Secretary of State, Chauffeurs License Division	No Fee	3.00	1.50/ 2.00	1.00	-	-	-	1	May 1	
Mississippi	Operator	Commissioner of Public Safety	Drivers License Division	Highway Patrol	Drivers License Division of the Highway Patrol	.50	2.00	1.50/ 2.00	1.00	.25	-	-	1 or 2	Quarter of Issuance	
	Chauffeur					.50	1.50/ 3.50	1.50/ 3.50	1.00	.25	-	-	1 or 2	Quarter of Issuance	
Missouri	Operator	Department of Revenue, Drivers License Division	Motor Public or Agent or Branch of Motor Vehicle Unit	Highway Patrol	Drivers License Division	.25	1.00	1.00	.25	.25	-	-	3	Issuance	
	Chauffeur					-	3.00	3.00	.25	.25	-	-	1	Issuance	
Montana	Operator	Highway Patrol	County Treasurer	Highway Patrol	Highway Patrol	4.00	4.00	4.00	.50	-	-	-	2	Birthday	
	Chauffeur					4.00	4.00	4.00	.50	-	-	-	2	Birthday	
Nebraska	Operator	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	County Treasurer	No Fee	2.00	2.00	.50	.10	Yes	-	2	September 1 Old Year	
Nevada	Operator	Department of Motor Vehicles, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	1/ 2.00	2.00	2.00	1.00	-	-	-	2	Birthday	
	Chauffeur					-	4.00	4.00	1.00	-	-	-	2	Birthday	
New Hampshire	Operator	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	-	5.00	4.00	.50	-	-	-	2	Birthday	
	Commercial					-	7.00	4.00	.50	-	-	-	2	Birthday	
New Jersey	Operator	Department of Law and Public Safety, Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	\$2.00	1/ 3.00	1/ 3.00	2.00	-	-	-	1 or 3	Issuance	
	Bus Operator					-	-	-	2.00	-	-	-	Indef.	-	
New Mexico	Operator	Department of Motor Vehicles, Drivers Services Division	Drivers Services Division, Ports of Entry or Municipal Clerks	By Law Enforcement Officers and Drivers Services Division	Drivers Services Division	.50	3.25	3.25	.50	-	-	-	2	Birth Month	
	Chauffeur					-	2.75	2.75	.50	-	-	-	1	Birth Month	
New York	Operator	Department of Taxation and Finance, Bureau of Motor Vehicles	Bureau of Motor Vehicles or County Clerks	Bureau of Motor Vehicles	Bureau of Motor Vehicles or County Clerks	.50	1.50/ 5.00	3.00	1.00	.20	Yes	-	3	Issuance	
	Chauffeur					-	8.00	6.00	1.00	.20	Yes	-	3	Issuance	
North Carolina	Operator	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	No Fee	2.50	2.50	.50	-	-	-	4	Birthday	
	Chauffeur					No Fee	2.00	2.00	.50	-	-	-	1	Birthday	
North Dakota	Operator	State Highway Department, Safety Responsibility Division	Selected Motorists	Highway Patrol	State Highway Department, Safety Responsibility Division	No Fee	1.50/ 3.00	3.00	1.00	.25	-	-	2	July 1 Old Year	
Ohio	Operator	Bureau of Motor Vehicles	Bureau of Motor Vehicles	Highway Patrol	Bureau of Motor Vehicles	*.50	.75	1.25	.25	.25	-	-	3	Birthday	
	Chauffeur					-	1.25	1.25	.25	.25	-	-	3	Birthday	
Oklahoma	Operator	Commissioner, Department of Public Safety	Commission	License Examiners of the Department of Public Safety	Department of Public Safety	No Fee	4.00	4.00	1.00	(20/)	Yes	-	2	Birth Month	
	Chauffeur					-	8.00	8.00	1.00	(20/)	Yes	-	2	Birth Month	
	Commercial Operator					-	10.00	10.00	1.00	(20/)	Yes	-	2	Birth Month	
Oregon	Operator	Department of Motor Vehicles, Drivers License Division	Department of Motor Vehicles	Drivers License Division	Drivers License Division	.50	(20/)	2.00	.25	-	-	-	2	Birthday	
	Chauffeur					-	2.00	2.00	.25	-	-	-	2	Birthday	
Pennsylvania	Operator	Department of Revenue, Bureau of Motor Vehicles	Bureau of Motor Vehicles	State Police	Bureau of Motor Vehicles	* 1/ 4.00	4.00	4.00	.50	-	-	-	2	February 1	
Rhode Island	Operator	Registry of Motor Vehicles	Registry of Motor Vehicles	License Examining Division	Registry of Motor Vehicles	No Fee	12/ 13.00	8.00	1.00	-	-	-	2	October 1	
	Chauffeur					-	13.00	8.00	1.00	-	-	-	2	October 1	
South Carolina	Operator	Highway Department, Motor Vehicle Division	Motor Vehicle Division	Highway Patrol	Motor Vehicle Division	No Fee	.50	.50	.50	-	-	-	4	July 1	
	Common Carrier Operator	Public Service Commission	Public Service Commission	Public Service Commission	Public Service Commission	-	2.00	2.00	No Fee	-	-	-	1	January 1	

Based on reports of State authorities

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104
SHEET 3 OF 3
1/ STATUS AS OF JANUARY 1, 1962

Based on reports of State authorities

ADMINISTRATION AND FEES

STATE	CLASS OF LICENSE <i>2/</i>	STATE AGENCY ADMINISTERING LAW	APPLICATION MADE TO:	EXAMINATION CONDUCTED BY:	LICENSE ISSUED BY:	INSTRUCTION OR LEARNERS PERMITS <i>3/</i>	FEES						TERM FOR WHICH ISSUED	
							LICENSES			SERVICE CHARGE BY LOCAL OR COUNTY AGENCIES			NUMBER OF YEARS	RENEWAL DATE
							NEW	RENEWAL	DUPLICATE	AMOUNT	DEDUCTED FROM REGULAR FEE	ADDED TO REGULAR FEE		
South Dakota	Operator	Department of Motor Vehicles, State Motor Patrol	County Treasurer of Applicant's Residence	Department of Motor Vehicles State Motor Patrol	Department of Motor Vehicles	No Fee	\$2.00	\$2.00	\$2.00	-	-	-	4	Birthday
	School Bus Operator					County Superintendent of Schools	Department of Motor Vehicles	No Fee	No Fee	No Fee	No Fee	-	-	-
Tennessee	Operator	Department of Safety	Department of Safety	Department of Safety	County Court Clerks	<i>4/</i> 2.00	2.00	2.00	1.00	.25	Yes	-	2	July 1 Odd Year
	Chauffeur					-	3.00	3.00	1.00	.25	Yes	-	2	July 1 Odd Year
	Special Chauffeur					-	3.00	3.00	1.00	.25	Yes	-	2	July 1 Odd Year
Texas	Operator	Department of Public Safety, Drivers License Division	Drivers License Division	Drivers License Division	Drivers License Division	*3.00	3.00	3.00	.25	-	-	-	2	Issuance
	Commercial Operator					-	4.50	4.50	.25	-	-	-	1	Issuance
	Chauffeur					-	6.00	6.00	.25	-	-	-	1	Issuance
Utah	Operator	Department of Public Safety, Drivers License Division	Department of Public Safety, Drivers License Division	Department of Public Safety, Drivers License Division	Department of Public Safety, Drivers License Division	<i>4/</i> 3.00	3.00	2.00	1.00	-	-	-	3 & 5	Birthday
	Chauffeur					<i>5/</i> 3.00	3.00	2.00	1.00	-	-	-	3 & 5	Birthday
Vermont	Operator	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	-	<i>16/</i> 4.50	2.50	.50	-	-	-	1	Birthday
Virginia	Operator	Department of Finance, Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	Division of Motor Vehicles	No Fee	1.00	1.00	.25	-	-	-	3	Birth Mnth
	Chauffeur					-	2.00	2.00	.25	-	-	-	1	Issuance
Washington	Operator	Department of Licenses, Motor Vehicle Division	State Patrol or Motor Vehicle Division	State Patrol	State Patrol or Motor Vehicle Division	.50	<i>12/</i> 6.00	4.00	.50	-	-	-	2	Birthday
West Virginia	Operator	Department of Motor Vehicles	Department of Motor Vehicles	Department of Public Safety	Department of Motor Vehicles	4.00	5.00	5.00	1.00	-	-	-	4	Issuance
	Chauffeur					-	3.00	3.00	1.00	-	-	-	1	Issuance
Wisconsin	Operator	Motor Vehicle Department, Driver Control Division	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	1.50	<i>12/</i> 2.50	2.00	1.00	-	-	-	2	Birthday
	Chauffeur					-	<i>12/</i> 3.00	2.00	1.00	-	-	-	1	Birthday
	School Bus					-	<i>12/</i> 2.50	1.00	1.00	-	-	-	2	Birthday
Wyoming	Operator	Department of Revenue, Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	Motor Vehicle Division	No Fee	2.00	2.00	1.00	-	-	-	3	Birthday
	Chauffeur					-	2.00	2.00	1.00	-	-	-	1	Issuance
Dist. of Col.	Operator	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	Department of Motor Vehicles	*1.00	3.00	3.00	.50	-	-	-	3	Issuance

1/ This summary includes the provisions of laws enacted through September 1961.
2/ Includes regular and special operators' and chauffeurs' licenses. Junior operators' permits, which are issued in many States, are not included.
3/ In many States an instruction or learner's permit is provided but is not required except under certain circumstances. Only in the States indicated with an asterisk (*) is such a permit mandatory for applicants not possessing a valid operator's license. Instruction or learner's permit is not provided in the States for which a dash (-) appears.
4/ Permit fee is credited to operator license fee; in Pennsylvania \$2.00 of permit fee is credited to operator license fee.
5/ When representative of Motor Vehicle Division conducts examination the entire license fee is remitted to the Revenue Department.
6/ \$5.00 examination fee plus 25 cents per month from date of issue to last day of month of next birthday.
7/ Permanent license may be obtained for \$10.00 if applicant meets certain requirements.
8/ Fifty cents each for first 10,000 operator and chauffeur licenses issued and 20 cents for each additional license.
9/ Operator's fee is \$5.00 for five years and chauffeur's fee is \$10.00 for five years. Effective January 1, 1963, renewal date will be applicant's birthday. Free licenses to veterans.
10/ Every applicant for an instruction permit or operator's license who is required to take or who elects to take a driver training course in a public school shall be required to pay an additional fee of \$3.00.

11/ County sheriffs or other appointed examiners retain \$.40 of the fee on temporary instruction permits, drivers' licenses, and chauffeurs' licenses.
12/ The difference between new and renewal license fees is the charge for examination when one is required.
13/ Two dollars for each original license and 50 cents for each renewal.
14/ When application is made to District Court Clerk or his agent, he retains 10 cents for instruction permit or duplicate license and 25 cents for new or renewal license.
15/ Chauffeurs' licenses renewed during the month of February are \$2.00, thereafter \$2.50. School Bus Operators Licenses renewed during the month of May are \$2.00, thereafter \$2.50.
16/ Option of obtaining one or two year permits at \$2.00 a year for operator's license and \$3.50 for chauffeur's license.
17/ Three year license also available, fee \$8.00.
18/ License fee for those under 18 is \$1.50, for adults the fee is \$3.00.
19/ An additional \$.50 is charged if the chauffeur's badge also needs to be replaced.
20/ Tag agents for Oklahoma Tax Commission receive 10 cents per application issued in counties under 65,000 population, and 6 cents per application issued in counties over 65,000 population.
21/ Original license fees vary, \$2.25, \$2.75, or \$3.25, depending upon length of time from date of application to date of first renewal.

Motor Vehicles

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 HW-106 (Sheet 1 of 9 sheets) EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF FEE 1/2	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Alabama	1	County Probate Judges	75 cents per registration for autos, motorcycles, and pickup trucks registered at auto rates; 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.
		State Revenue Department	10 percent of gross collections.	Collection and administration.	
	2	Municipalities	Residue: 65 percent of net urban fees.	Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective cities.	Unexpended balance at end of fiscal year goes to State Highway Fund.
		Counties	63 percent of net rural fees.	Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective counties.	
		State Highway Department Highway Sinking Fund	37 percent of net urban and rural fees. Amount required.	Administration, construction, and maintenance of public roads and bridges.	
4, 11	County Probate Judges County General Fund	10 cents per license 15 cents per license	Debt Service on First Bond Issue, 1971 Bond Issue, Alabama Highway Authority (1955 & 1959 Issue) and Alabama Highway Finance Corporation Bonds.	Collection and administration. Collection and distribution. Collection and regulation of for hire carriers. Administration, construction, and maintenance of public roads and bridges. State Highway Police.	
	Department of Public Safety Motor Carrier Fund (Department of Revenue) Public Service Commission	The residue Amount required \$50,000 appropriation	Collection and administration.		
	State Highway Department Department of Public Safety	The residue All	Administration, construction, and maintenance of public roads and bridges. State Highway Police.		
Alaska	1, 2, 5, 1, 7, 11	State General Fund	All	State general purposes.	
Arizona	1	County Assessors State Highway Fund State Highway Fund	\$1.00 per registration The residue All	Collection, administration, and local road purposes. See table G-106 for authorized distribution and expenditures.	
		State Apportionment Fund	All	Redistributed as follows: Collection and administration, and General State administration. Cost of operating Weight and Standards Division of State Police. Support of State Police. See table G-106 for authorized distribution and expenditures. Support of Department of Revenue. Advertising and other expense, less 1-1/2 percent collection cost to General Revenue Fund.	
Arkansas	1, 2, 5, 6, 9, 10, 12, 13	General Revenue Fund	3 percent	Redistributed as follows: Collection and administration, and General State administration. Cost of operating Weight and Standards Division of State Police.	
		State Police Fund Weight and Standards Division	Amount required	Support of State Police.	
	2, 1, 12	State Police Fund	57 percent	Support of State Police.	Redistributed as follows: Collection and administration. See table G-106 for authorized distribution and expenditures. Redistributed as follows: Collection and administration. See table G-106 for authorized distribution and expenditures. Redistributed as follows: Collection and administration. Interest and retirement of State Highway bonds. Schools and other local general purposes.
		State Highway Fund	57 percent	Support of Department of Revenue.	
		General Revenue Fund	57 percent	Advertising and other expense, less 1-1/2 percent collection cost to General Revenue Fund.	
11	Arkansas Commerce Commission	All	Redistributed as follows: Appropriation Motor Vehicle Department Highway Patrol Highway Users Tax Fund Motor Vehicle Transportation Tax Fund State Controller and Board of Equalization Highway Users Tax Fund Motor Vehicle License Fee Fund Motor Vehicle Department State General Fund Counties	Shared equally with school districts and cities. Substantial amounts are expended for road purposes or deposited in road funds by local option.	
	Counties	90 percent	Local general purposes.		
California	1, 2, 9, 10, 12	Counties Cities Public Utilities Commission	90 percent 90 percent All	Local general purposes. Local general purposes. Collection and administration.	Substantial amounts are expended for road purposes or deposited in road funds by local option.
		Motor Vehicle Fund Motor Vehicle Department Highway Patrol Highway Users Tax Fund Motor Vehicle Transportation Tax Fund State Controller and Board of Equalization Highway Users Tax Fund Motor Vehicle License Fee Fund Motor Vehicle Department State General Fund Counties	All Appropriation Motor Vehicle Department Highway Patrol Highway Users Tax Fund Motor Vehicle Transportation Tax Fund State Controller and Board of Equalization Highway Users Tax Fund Motor Vehicle License Fee Fund Motor Vehicle Department State General Fund Counties		
Colorado	1, 10	County Clerks Department of Revenue Fund County Road and Bridge Fund Cities	30 cents per registration Appropriation Additional \$1.20 registration fee per vehicle.	Collection and administration. County roads and bridges. Maintenance and repair of city streets.	Temporary fee effective from January 1, 1960 until January 1, 1961. Distribution to counties or cities based on the place of residence of registrants paying such fees. Balance in fund at end of year to Highway Users Tax Fund for apportionment.
		Highway User Tax Fund Department of Revenue Fund County General Funds	Remainder All net revenue 25 percent of operators and 60 percent of chauffeurs fees. (All of fees from operators and chauffeurs licenses issued by the State) 75 percent of operators and 40 percent of chauffeurs fees.	See table G-106 for authorized distribution and expenditures. Collection and administration. County general purposes.	

Footnotes appear on page 9

(Continued)

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 (Sheet 2 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Colorado (Continued)	4	Department of Revenue Fund	Appropriation	Administration and enforcement.	Any excess over \$10,000 remaining at end of any biennial fiscal period shall be transferred to the State General Fund.
	7	Public Utilities Commission Highway Users Tax Fund Department of Revenue Fund	Appropriation The residue 33-1/3 percent (All of fees when issued by State)	Regulation of motor vehicle carriers. See table G-106 for authorized distribution and expenditures. Collection and administration.	
	8	County General Funds State Highway Fund	66-2/3 percent 50 percent	County general purposes. Construction, maintenance, and administration of State highways.	
	9	County General Funds Motor Vehicle Administrator's Fund	50 percent All	County general purposes. Collection and administration.	
	11	State General Fund	All	State general purposes.	
Connecticut	1,7,9,10,11,13	State Highway Fund Driver Education Fund	All \$3.00 of operators examination fee	See table G-106 for authorized distribution and expenditures. Town and regional districts on the basis of \$10.00 per pupil enrolled in driver training course.	Public Utilities Commission plate charge. State share is 1/3 of total fines and forfeitures collected by local officials.
	5,2	State Highway Fund State General Fund	The residue All	See table G-106 for authorized distribution and expenditures. For general State purposes.	
	8	State General Fund	All	For general State purposes.	
Delaware	1,2,7,8	State General Fund	All	See table G-106 for highway appropriations from State General Fund.	
Florida	1,7	County Tax Collectors Motor Vehicle Commissioner Minimum Foundation Fund State General Fund	25 cents per application Appropriation \$400 per teacher unit The residue	Collection. Collection and administration. Construction of new school buildings. State general purposes.	Service fee charged by local officials.
	(Overweight Fees) 2	State Road License Fund County Judges	All, less collection expenses 50 cents per license for first 10,000 licenses, 20 cents thereafter	Construction and maintenance of State roads. Collection and administration.	Includes fees for special tag markers. General Fund supports Department of Public Safety - Highway Patrol. Only to cities and towns having stations and agents.
	4	Driver Education Fund Department of Public Safety	\$1.00 per license Appropriation	Driver training instruction for high school students. Collection and administration and support of the Division of Highway Patrol.	
	5,2,11	State General Fund State General Fund Railroad and Public Utilities Commission Cities and Towns Funds State Board of Administration State Railroad and Public Utilities Commission State General Fund	The residue 25 percent of gross Appropriation \$25.00 per certificate holder The residue Appropriation The residue	State general purposes. State general purposes. Collection and administration. General purposes. For payment of county road and bridge bonds. Collection and administration. State general purposes.	
Georgia	1,2	County Treasurer	50 cents per license plate for first 4,000 plates and 25 cents per plate in excess of 4,000.	Collection.	
	5,2,11	State General Fund State General Fund	The residue All, less collection expenses.	See table G-106 for highway appropriations from State General Fund.	
Hawaii	1,8	County Road Fund	All	Expended in the county in which collected for construction, improvement and maintenance of county roads and streets and debt service on county bonds issued to finance highway and street construction and improvements.	
	2,10	County General Fund	All	County general purposes.	
	5,1,11,13 9	State General Fund Motor Vehicle Dealers Licensing Board Fund	All All	State general purposes. Expenses of board - excess to county highway fund for employment of temporary clerks and assistants to facilitate prompt completion of motor vehicle registrations.	
Idaho	1,4,8,9,12,12.1	State Highway Fund Motor Vehicle Fund	All All	See table G-106 for authorized distribution and expenditures. Collection, administration, and State Police.	Approximately 70 percent of total.
	2,7,11				
Illinois	1,2,8,9,10	Road Fund Secretary of State State Treasurer Department of Public Safety Driver Education Fund	All Appropriation Appropriation Appropriation \$2.00 of \$3.00 operator's license fee.	Redistributed as follows: Collection and administration. Debt service on State highway bonds. State Highway Police. Driver education programs of Illinois secondary schools.	Fund also receives used-car dealers' license fees and title search fees.
	7	Division of Highways State General Fund	Remainder All	See table G-106 for authorized distribution and expenditures. State general purposes; collection expenses paid from General Fund.	
Indiana	1,7,10	Branch Offices, Bureau of Motor Vehicles	50 cents per registration, \$1.00 per title or transfer	Collection.	Service fees charged by local officials.
	2	Motor Vehicle Highway Account Branch Offices, Bureau of Motor Vehicles	All 50 cents per license	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	5,2,11	Motor Vehicle Highway Account Motor Vehicle Highway Account	The residue All	See table G-106 for authorized distribution and expenditures.	

Footnotes appear on page 9

Motor Vehicles

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 (Sheet 3 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Iowa	1	County Treasurer	50 cents per registration, 40 cents per certificate of title and 65 cents per lien, 1 percent	Collection and administration.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Tax Fund.
	2 5.2	Motor Vehicle Registration Division State General Fund Reciprocity Board (Office Collections) State Road Use Tax Fund State General Fund Iowa State Commerce Commission State General Fund	3 percent Amount required The residue All Amount required The residue	Refunds. Collection and administration. Collections and administration for decals, backing plates, etc. See table G-106 for authorized distribution and expenditures. Collection and administration, highway patrol. Collection and administration. General State purposes.	
Kansas	1,7,9,10	County Treasurers	25 cents per registration, dealer license, and transfer. 50 cents for certificate of title.	Collection and administration.	Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage in all counties of the State.
	2 5.2	Highway Fund, State Highway Commission State Safety Fund Highway Fund, State Highway Commission State Corporation Commission Special Motor Carrier County Road Fund	The residue 50 percent of operators license fees, and 25 percent of chauffeurs license fees. The residue Amount required All excess fees over \$200,000 on January 1 and July 1 of each year.	See table G-106 for authorized distribution and expenditures. Student driver training program. See table G-106 for authorized distribution and expenditures. Collection and administration. Construction of county Federal-aid secondary roads.	
Kentucky	1	County Clerks County Road Fund	50 cents per registration 50 percent of truck registration fees.	Collection and administration. Construction and maintenance of county roads.	Service fees charged by local officials. Divided equally among the 120 counties. 2 percent of use tax retained by county clerks.
	2.1,2.2 2.3,4,5.1,6,11	State Road Fund Circuit clerks State Road Fund State Road Fund	The residue 25 percent 75 percent All	See table G-106 for authorized distribution and expenditures. Collection and administration. See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	
Louisiana	1,8,10	Department of Revenue State Highway Fund No. 2	\$250,000 All receipts from six parishes bordering Lake Pontchartrain.	Collection and administration Debt service highway bonds and other highway purposes including payments out of surplus to St. Tammany and Jefferson parishes (Greater New Orleans Expressway Commission) and to Mississippi River Bridge Authority. Funds allocated to each agency to be used for toll facility debt service. Also \$50,000 annually to each of the parishes of St. Charles and St. John the Baptist for local roads.	For more detail see Act 90 of 1952 Amending Sub-section (g) of Sec. 22 of Art. VI of the Constitution.
	2	Long Range Highway Fund Division of State Police	The residue \$1.00 of \$2.50 drivers license fee collected outside of municipalities over 300,000 population. Also fifty cents of each chauffeurs fee collected including those collected in municipalities of over 300,000 population.	See table G-106 for authorized distribution and expenditures. Operation of State Police and State Police retirement purposes.	
		Board of Trustees-Police Pension Fund (city of New Orleans)	\$1.00 of \$2.50 drivers license fee collected within municipalities over 300,000 population.	Pensions for municipal police (city of New Orleans). The State collects an additional fee of \$2.00 for chauffeurs licenses in cities (New Orleans) with population of over 300,000 and remits the proceeds of the additional fee to the city of New Orleans to be used to help pay for city police pensions.	This additional fee is considered to be a locally imposed tax which is collected by the State for a municipality.
	7	Department of Public Safety Department of Revenue	The residue All	Collection and administration, furtherance of Highway Safety Education. Surplus in funds to State General Fund at end of each biennium. Collection and administration.	Settlement fees 50 cents per certificate having liens paid to local officials. Surplus to State General Fund.
Maine	1,2,4.1,5.1,8,9,10 5.2,11,13	General Highway Fund, State Highway Department Public Utilities Commission	All All	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	1,2,7,8	Department of Motor Vehicles County Trial Magistrates and Baltimore Traffic Court State Police Truck Weighing Motor Vehicle Revenue Fund State Roads Commission City of Baltimore Counties and Municipalities other than Baltimore	Amount required Amount required Amount required The residue 50 percent 30 percent 20 percent	Collection, administration and refunds. Administration and enforcement of traffic laws. To pay operating cost of State Police, including retirement system. To pay cost of enforcement of truck weight size law by special truck weighing crews. Redistributed as follows: State Roads Maintenance Fund. Construction and maintenance of city streets in Baltimore and debt service on local highway bonds. After service of State Roads Commission County Highway Construction Bonds, residue for service of county road bonds, then for construction and maintenance of local roads.	Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, subject to minimum share adjustment to Kent, St. Mary's and Charles counties. Municipalities which are authorized to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets

(Continued)

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

TABLE MF-106 (Sheet 4 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

Motor Vehicles

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 PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Maryland (Continued)	4,1 6	Gasoline Tax Division, State Comptroller State Roads Commission	All All	See table G-106 for authorized distribution and expenditures. Amount required for debt service on State highway construction bonds and the residue to the construction fund for the State Roads Commission.	In the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Roads Commission as of December 31 of each year for the next succeeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.
Massachusetts	1,2,1,2,2,10 4,1 2,3,5,2,11	Highway Fund Department of Corporation and Taxation Highway Fund State General Fund	All Amount required The residue All	See table G-106 for authorized distribution and expenditures. Collection and administration. See table G-106 for authorized distribution and expenditures. General Fund.	
Michigan	1,7 2	Motor Vehicle Highway Fund Counties and Municipalities Driver Education and Training Fund State General Fund	All \$2.00 original application, 50 cents renewal, \$2.00 operators permit, \$1.10 chauffeurs The residue	See table G-106 for authorized distribution and expenditures. Collection expenses. Administration and cost of driver education.	
	4,11	State General Fund State Motor Vehicle Highway Fund	Amount appropriated by Legislature The residue	Collection and administration of Operators and Chauffeurs Division of the Secretary of State; support of State Highway Police.	
Minnesota	1 2,1	The Highway User Tax Distribution Fund, State Auditor Clerk of Court	All	See table G-106 for authorized distribution and expenditures. Collection.	
	2,2 6 11	Trunk Highway Fund State General Fund Highway Patrol Fund Trunk Highway Fund General Revenue Fund	10 cents per instruction Permit or duplicate license and 25 cents for new or renewal license. The residue All, less collection expense. Amount required The residue All	See table G-106 for authorized expenditures from Trunk Highway Fund. General State purposes. Payment of prisoners' costs and incidental expense. Appropriations are made from this fund for operation of Motor Bus and Truck Division.	
Mississippi	1	County Sheriff and Tax Collector Municipalities County Road Funds	Commission allowed by law. Fees on passenger coaches. The residue	Collection. No specific purpose of expenditure.	Allocated on basis that miles traveled on city streets bears to total mileage traveled. Funds are retained in the county of collection.
	Tag Fee 2 5,2,11 13	County Sheriff and Tax Collector Highway Patrol Operating Fund Public Services Commission Highway Patrol Operating Fund	5 percent 95 percent All All 25 cents per certificate of inspection.	Service on county road and road district obligations; construction and maintenance of roads and bridges in counties. Collection. Purchase of license plates and administration and operation of Highway Patrol. Support of State Highway Patrol. Collection and administration. Administration of Motor Vehicle Safety Inspection Act.	
Missouri	1,5,2,7,8,9, 10,12 2	State Highway Fund State Revenue Fund	All All	See table G-106 for authorized distribution and expenditures. Collection and administration.	
Montana	1 2,8 3,5,2,11,13 7,9,10 12	County Motor Vehicle License Fund City Road Funds County Road Funds County Treasurers State Highway Fund State General Fund State General Fund State Motor Vehicle Recording Fund State Motor Vehicle Recording Fund State Highway Fund	All revenue from flat fees on all vehicles. 50 percent of fees collected in municipalities over 35,000 population or incorporated city within one mile of city over 35,000 (1930 Census) 25 percent of fees collected in cities over 10,000 population (1950 Census), within a county of less than 750 square miles. The residue 5 percent of all revenue from the gross vehicle weight tax 95 percent of all revenue from the gross vehicle weight tax. All, less collection expense. All All 5 percent of trip fees, 95 percent of trip fees.	Redistributed as follows: Construction of permanent city streets. To county of collection for road and bridge construction and maintenance. Collection and administration. See table G-106 for authorized distribution and expenditures. State general purposes. State general purposes. Motor vehicle license plate equipment; administration of registrar's office. Administration. See table G-106 for authorized distribution and expenditures.	General Fund supports Highway Patrol.

Footnotes appear on page 9

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

TABLE W-106 (Sheet 5 of 9 Sheets) EFFORTIVE JANUARY 1, 1962

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

STATE	CLASSIFICATION OF RECEIPTS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Nebraska	1,10	State General Fund	2-1/2 percent	Collection, Administration of Department of Motor Vehicles by General Fund appropriation.	
		Highway Cash Fund	Remainder	Maintenance of State highways.	
		City or Village Street Funds	40 percent		
	7	County General Fund	40 cents per certificate of title, 35 cents per notation of lien, and \$2.00 for duplicate copies.	Administration of act by Department of Motor Vehicles is by General Fund appropriation.	
	2	County General Fund	10 cents per license of lien.	Collection, Administration of Department of Motor Vehicles and operation of Highway Safety Patrol by General Fund appropriation.	
		State General Fund	60 cents per certificate of title, 15 cents per notation of lien.	Construction and maintenance of State highways.	
		Highway Cash Fund	5 cents per permit and 25 percent of fines	Collection and county general purposes.	Share of each county based on collection by such county.
		Highway Cash Fund	Residue	Construction and maintenance of State highways.	All permit receipts collected by ports of entry are credited to the Highway Cash Fund.
Nevada	1	County Road 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.)	County road purposes.	Funds are retained in the county of collection.
		State Highway Fund	The residue	State road purposes.	
		State Highway Fund	All	State road purposes.	
		Administration and Auditing Division	\$125,801		
		Automation Division	\$142,662		
		Drivers License Division	\$271,153		
		Registration Division	\$249,668		
		Motor Carrier Division	\$200,938		
		Nevada Highway Patrol	\$699,172		
			\$1,099,201		
				The appropriations for 1962 are from the combined revenues in the State Highway Fund.	
New Hampshire		State Highway Fund	All	See table G-106 for authorized distribution and expenditures.	
New Jersey	1,2	Registration and Licensing Agents	Fee determined by Motor Vehicle Commissioner	Collection.	
		State General Fund	Remainder	See table G-106 for highway appropriations from State General Fund.	
		Municipalities	All	Municipal general purposes.	
		State General Fund	All	Subject to appropriation for highway or other purposes.	
New Mexico	1,7,8,9,10,11,12,13	License Distributors	Administrative service fees.	Administration.	Fee retained by license distributors.
		State General Fund	6 percent	Administration of Department of Motor Vehicles by General Fund appropriation.	
		County Road Fund	The remainder	Distributed as follows: Improvement and maintenance of public roads within the counties.	
		State Road Fund	37.5 percent	See table G-106 for authorized distribution and expenditures.	
		County Levy	15 percent	County general purposes.	
(Continued)					90 percent distributed to each county in the proportion that the total amount of registration fees paid in the State bears to the total amount of registration fees paid in the State. 50 percent distributed to each county in the proportion that the total mileage maintained by all counties of the State bears to the total mileage maintained by all counties of the State.
					50 percent distributed to each county in the proportion that the total amount of registration fees paid in the State bears to the total amount of registration fees paid in the State. 50 percent distributed to each county in the proportion that the total amount of registration fees paid in the State bears to the total amount of registration fees paid in the State.

Footnotes appear on page 9

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 MW-106 (Sheet 6 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New Mexico (Continued)	2 4 7,8,10,12 11,13	County Municipalities Road Fund	10 percent	Construction, maintenance and repair of streets within the municipality and for payment of paving assessments against Federal, State and municipally-owned property.	Distributed to each county treasurer as indicated above, and redistributed to the municipalities in the proportion that the total assessed valuation of a municipality bears to the total assessed valuation of all municipalities within the counties. See remarks above for administrative allocation.
		State General Fund	6 percent	Administration of Department of Motor Vehicles by General Fund appropriation.	
		Department of Motor Vehicles	25 cents on each license issued.	Finance the photographing and processing of operators' and chauffeurs' photographs.	
		State General Fund	\$1.00 of each operators' license and 50 cents of each chauffeurs' license issued.	State general purposes.	
		Municipalities and H Class Counties	The remainder	Distributed as follows: Municipal and H class county general purposes.	
New York	1,2 4,5,2 8	State General Fund	50 percent of remainder, except duplicates, collected by municipalities and H class counties.	State general purposes.	Mileage tax levied on commercial vehicles not licensed in the State or operating under an existing proportional registration agreement with this State. See remarks above for administrative allocation. Fees of State Corporation Commission, (motor transportation fees).
		Department of Courtesy and Information Administration Fund	The residue	Administration and collection.	
		State Road Fund	All	Construction, improvements and maintenance of State highways.	
		State General Fund	All	Administration of Department of Motor Vehicles by General Fund appropriation. Administration of State Corporation Commission by General Fund appropriation.	
North Carolina	1,3,4,1,7,8,9,10 11	State Highway Fund	All	See table G-106 for highway appropriations.	County clerks in Albany County and the five counties comprising New York City do not receive this fee.
		Operators and Chauffeurs License Fund	All	Refunds.	
		State General Fund	All	See table G-106 for highway appropriations.	
North Dakota	1,7,8,9, 10,12 2 4,5,2 11	Motor Vehicle Registration Department	All	Distributed as follows:	Distributed quarterly in proportion to the number of motor vehicle registrations credited to each county the preceding year. Distributed annually in proportion to the number of motor vehicle registrations credited to each county the preceding year. Distributed annually in proportion to the population of each city and village.
		State Highway Fund	First 9 percent of all passenger vehicle fees. First 1 1/2 percent of all truck fees, 1961 - 1963 Biennium	Construction of roads on the secondary State highway system.	
		Motor Vehicle Operating Fund	\$37,250	Collection and administration	
		State Highway Fund (Operating)	\$250,000	Administration \$200,000; safety \$50,000.	
		State Highway Fund	Remainder	Construction, maintenance, and administration of roads on State highway system.	
		County Road Funds	50 percent	Construction and maintenance of county roads and bridges.	
		County Road Funds	An amount equal to that received during fiscal year ended June 30, 1960. No county to annually receive more.	Construction and maintenance of county roads and bridges.	
		County Road Funds	35 percent of excess	Construction and maintenance of county roads and bridges.	
Ohio	1,10 2 4,5,2 11	Incorporated Cities and Villages	Remainder of excess	Construction and maintenance of city and village streets and highways.	Service fees charged by local officials. Distributed to the counties and municipalities in which the vehicle is registered. 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. 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.
		Local Agents	25 cents per license	Optional notary service charge in addition to driver's license fee.	
		State General Fund	All	Construction and maintenance of roads on State highway system.	
		State Highway Fund	All	All motor-carrier certificates and permits are credited to State General Fund.	
		Public Service Commission	All		
(Continued)	1,10	Deputy Registrars	35 cents per registration	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. Construction and maintenance of county roads. Construction and maintenance of township roads.
		Counties and Municipalities	Remainder		
		Counties	34 percent		
		Townships	61 percent		

Footnotes appear on page 9

Motor Vehicles

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 (Sheet 7 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF FEES 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
Ohio (Continued)	2	Deputy Registrars	25 cents per license	Collection.	Service fees charged by local officials.	
	4	Department of Highway Safety Department of Taxation State Highway Construction and Bond Retirement Fund	All Amount required Remainder	Collection and administration. Collection and administration. Expenses of Highway Council. Construction on main thoroughfares of State highway system. Retirement of and interest on debt incurred by State for highway improvements.		
	5,2 (Private Carrier and Irregular Route)	Department of Highway Safety	All	Collection and administration, hospital claims, and highway patrol.		
	5,2 (Regular route)	Motor Transportation Department, Public Utilities Commission Department of Highway Safety	Amount required Remainder	Collection and administration.		
	7	County Clerks	75 cents per title; 30 cents per notation of lien Remainder	Administration. May be used, as required, for retirement and interest on debt incurred by State for highway improvements. Collection and administration.		
	8	Department of Highway Safety	All	Collection and administration		
	8	State Highway Maintenance and Repair Fund	All	Maintenance and repair of State highways.		
	9,12	Department of Highway Safety	All	Collection and administration.		
Oklahoma	1	Motor License Agents Tax Commission Fund County School Fund Department of Public Safety Counties Cities and towns Farm-to-Market and Secondary Road Fund Tax Commission Fund	50 cents per registration 5 percent of auto and farm truck fees. 25 percent of auto and farm truck fees. First \$112,500 of commercial vehicle fees. 52.25 percent of remainder of commercial vehicle fees. 23.75 percent of remainder of commercial vehicle fees. 19 percent of remainder of commercial vehicle fees. 5 percent of remainder of commercial vehicle fees.	Collection Collection and administration. County common schools. Highway Patrol. Local roads. City streets Matching Federal funds for the construction of farm-to-market and secondary roads. Collection expenses.	Notary fees retained by local officials. 40 percent distributed to the various counties in the proportion 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. Allocated to cities and incorporated towns of each county in that proportion which the population of the cities and incorporated towns bears to the total city and incorporated town population of the county. 10 cents is retained by agent. State Highway Patrol is supported from these revenues. Distributed to counties as indicated above. Distributed to cities as indicated above. Notary fees retained by local officials.	
	2	Motor License Agents Highway Patrol Pension Fund State General Fund	10 cents per application 5 percent of net The residue	Collection. Highway Patrol pension and retirement. State general purposes.		
	4	Tax Commission Fund Counties Cities and towns State Highway Commission	5 percent of net 52.25 percent 23.75 percent 19 percent	Collection and administration. Local road purposes. City streets. Secondary roads.		
	7 (Oversize fees)	Motor License Agents Department of Public Safety	25 cents per title The residue	Collection. Highway Patrol.		
	7 (Overweight fees)	State Treasurer State General Fund Department of Public Safety	Amount required The residue First \$112,500	Collection and administration. State general purposes. Highway Patrol.		
		State Highway Construction and Maintenance Fund	The residue	Construction and maintenance of State highways.		
	Oregon	1,7,9,12.1	Motor Vehicle Department Account General Fund	Amount required Appropriation		Collection and administration. Enforcement of financial responsibility law by the Department of State Police.
		2	Highway Fund Motor Vehicle Department Account Motor Vehicle Accident Fund Student Driver Training Fund	The residue Amount required 75 cents per operators' license \$1.00 per license		See table G-106 for authorized distribution and expenditures. Collection and administration. Defrey hospitalization costs of indigents involved in motor vehicle accidents. Highway school student driver training program administered by the Department of Education. Balance in fund at end of fiscal year reverts to the Highway Fund.
		4,5,1,11,13	Highway Fund Public Utilities Commission General Fund Highway Fund	The residue Amount required Appropriation The residue		See table G-106 for authorized distribution and expenditures. Collection and administration. Department of State Police. See table G-106 for authorized distribution and expenditures.
		6	Highway Fund	1/2 of receipts when prosecution initiated by State highway department weighmaster.		See table G-106 for authorized distribution and expenditures.
Pennsylvania	1,2,7,10	Motor License Fund	All	See table G-106 for authorized distribution and expenditures.		
Rhode Island	1,2,5.2	State General Fund	All	See table G-106 for highway appropriations from State General Fund.		

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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 (Sheet 8 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
South Carolina	1,2,1,7,8,9,10 2,3,4,5,1	State Highway Fund Public Service Commission Cities and towns	All Amount required The residue	See table G-106 for authorized distribution and expenditures. Collection and administration. City general purposes.	
South Dakota	1 2,7,9,10 5,1 8 8 11	Motor Vehicle Fund County Motor Vehicle Fund Special Highway Fund Municipalities State Highway Fund Motor Vehicle Fund Motor Vehicle Fund State School Fund (Fines) Motor Vehicle Fund (Penalties on late application for new certificates of title after transfer) State General Fund	2 percent 45 percent 28 percent 10 percent 15 percent plus all additional fees. All 5 percent 95 percent All All All	Legislature appropriates from the Motor Vehicle Fund for collection and administration of motor vehicle law. Construction and maintenance of county roads. Construction and maintenance of township roads. Construction and maintenance of streets and alleys. See table G-106 for authorized distribution and expenditures. Administration. Any residue is transferred annually to State Highway Fund. Collection and administration. See table G-106 for authorized distribution and expenditures. School purposes. Collection and administration. Collection and administration paid from an appropriation by the State Legislature from the State General Fund.	Any unexpended balances on July 1 of each year are transferred to the State Highway Fund. Retained by the county in which it was collected. Same as above. Each county shall distribute its retainage among the municipalities on the basis of street mileage. Unexpended balances to State Highway Fund. Unexpended balances to State Highway Fund.
Tennessee	1,9,10 2 5,11 7 8 12,1	County Court Clerks State General Fund Tax Administration Fund General Highway Fund County Court Clerks State General Fund State General Fund County Court Clerks State General Fund Department of Safety State General Fund	50 cents per registration 7 percent 10 percent 83 percent 25 cents per license The residue All 50 cents per title The residue All All tow bar permits	Collection. Collection and administration. State Highway Police. Construction, maintenance, and administration of State highways. Collection. State general purposes. Collection and administration. Collection. Collection and administration. Highway Patrol and Safety Education. General purposes.	Service fees charged by local officials. Service fees charged by local officials.
Texas	1 2 5 6 11	County Assessor - Collector County Road and Bridge Funds State Highway Fund State General Fund Operators and Chauffeurs License Fund State Motor Carrier Fund and State Motor Transportation Fund State General Fund Available Free School Fund State General Fund State Highway Fund	Sliding scale 100 percent of first \$50,000; 50 percent of next \$250,000 of fees collected in each county. The residue 1/3 of operators' and chauffeurs fees collected. Amount required The residue Amount required The residue 25 percent 75 percent All	Collection and administration. Local road construction and maintenance. See table G-106 for authorized distribution and expenditures. State general purposes. Collection and administration for Drivers License Division. Support of Department of Public Safety. Collection and administration. General State purposes. Education. General State purposes. See table G-106 for authorized distribution and expenditures.	Retained by county of collection.
Utah	1 2,7 4,11 13	Motor Vehicle Registration Fund State Tax Commission State Treasurer, Auditor, Finance Department and Department of Business Regulations General Fund Department of Public Safety Class B and C Road Fund Class B and C Road Fund Highway Construction and Maintenance Reserve Fund Motor Vehicle Control Fund State Tax Commission Department of Public Safety General Fund Employees Retirement Fund Highway Construction and Maintenance Fund Automobile Drivers Education Fund	All \$600,900 \$252,400 \$16,100 \$476,000 \$2,000,000 Remainder 75 percent 25 percent All \$500,000 \$610,000 \$14,800 \$15,546 All All	For distribution as follows: Collection and administration. Administration Building and grounds maintenance. Operation of checking stations and law enforcement. County and city road purposes. County and city road purposes. See table G-106 for authorized distribution and expenditures. For distribution as follows: Collection and administration. Drivers license examinations. Building and grounds maintenance. Set up Employees Retirement Fund. See table G-106 for authorized distribution and expenditures. To teach high school students to drive.	The amounts are appropriated for the period July 1, 1961 to June 30, 1963. Distributed to the counties, cities, and towns by the following formula: 45 percent on a basis of B and C road mileage 45 percent on a basis of population 10 percent on a basis of land area Fee of \$1.00 for each vehicle registered.
Vermont	1,2,6,9,10,11	Highway Fund, State Treasury	All	See table G-106 for authorized distribution and expenditures.	
Virginia	1,2,3,4,1,7,8,9,10,11,12,1,13	State Highway Maintenance and Construction Fund	All	See table G-106 for authorized distribution and expenditures.	

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Motor Vehicles

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

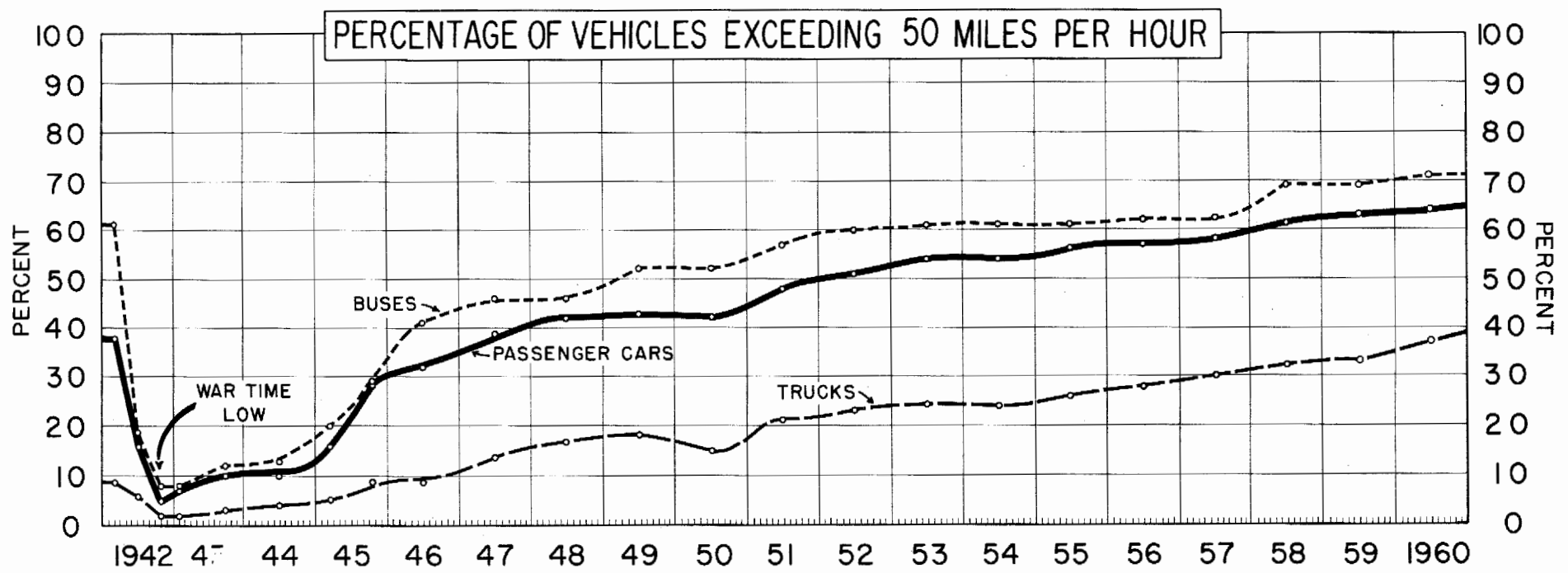
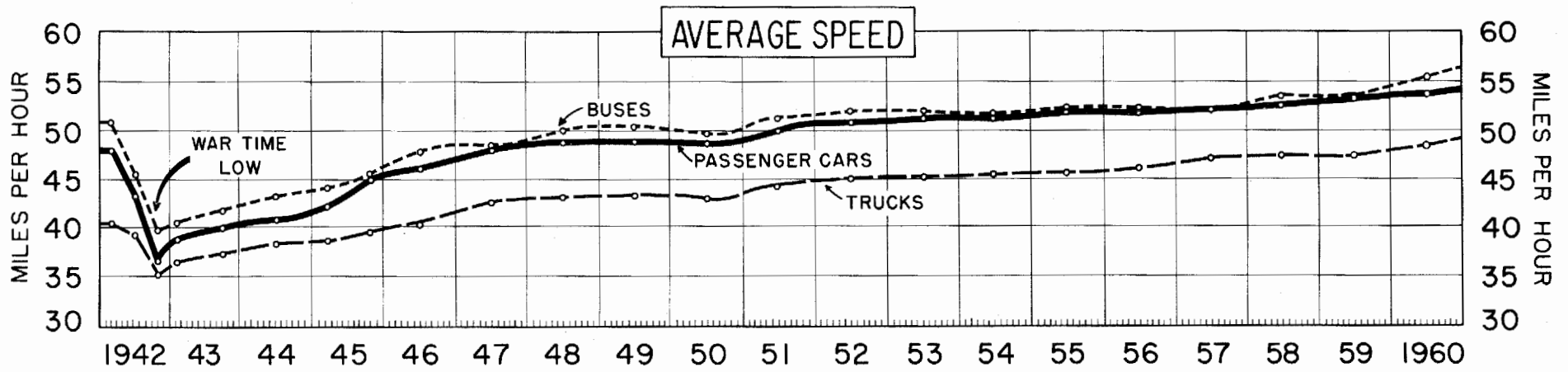
TABLE WA-106 (Sheet 9 of 9 Sheets)
EFFECTIVE JANUARY 1, 1962

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
Washington	1,7	County Auditors Motor Vehicle Fund State Patrol Highway Account Island Counties	50 cents per registration All (exclusive of local service fee) \$3.50 per license *	Collection and administration. Highway policing and enforcement of vehicle size and weight restrictions. Road and street purposes.	Service fees by local officials. Unexpended balance at end of biennium credited to State Department of Highways. Half of the fees from San Juan County 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 valuation.
	2	State Department of Highways Parks and Parkway Account	Remainder \$2.20 of original or renewal fee of \$4.00	See table G-106 for authorized distribution and expenditures. Expenditure in State parks.	RM 46,68,040 provides collection costs not to exceed \$90,000 biennially shall be paid from park and parkways account as by appropriation provided. 1961-63 provides \$90,000 appropriations.
West Virginia	3,5,4,11,13	Highway Safety Fund Public Service Revolving Fund Motor Vehicle Fund	\$1.80 of original or renewal fee. All fees for duplicates or instruction permits. All Remainder 2 percent 7 percent 17 percent	Collection, administration, and State Highway Police. Collection and administration. Cost of collecting motor vehicle excise tax.	
	8	State General Fund Cities and Towns	78 percent	General State purposes. Police and fire protection and preservation of public health.	
	8	State School Equalization Fund Parks and Parkway Account Highway Safety Fund	50 percent 50 percent	To counties for common school support. Expenditure in State parks. Expenditures for State Highway Police.	
	1,7,9,10,13	Motor Vehicle Department State Road Fund, Primary and Secondary Road Funds	Amount required The residue	Collection and administration. Administration expenses of the commission, construction, reconstruction and maintenance of primary and secondary State highways and interest and redemption on State highway bonds. General State purposes.	A portion is allotted to the University of Washington for studies and research in municipal government.
	2	General Revenue Fund	\$3.00 of \$4.00 drivers-learn- ers permit fee The residue	See table G-106 for authorized distribution and expenditures. Administration and enforcement. Administration.	General Fund supports State Highway Patrol.
	6	State Road Fund, Primary Road Fund State Road Fund, Federal Matching Fund Public Service Commission	All	Support of free schools.	
	4,5,11	Department of Public Safety State Road Fund, Primary and Secondary Road Funds Department of Education	Amount required The residue	Collection, administration, and State Highway Patrol. See table G-106 for authorized distribution and expenditures. Drivers training in high schools and schools of vocational and adult education.	
	13	State Highway Fund Public Service Commission State Highway Fund	Amount required The residue Amount required The residue	See table G-106 for authorized distribution and expenditures. Collection expense and registration See table G-106 for authorized distribution and expenditures.	
	8	Department of Revenue State Highway Fund Department of Revenue Motor Carrier Administration Fund State Highway Fund	Amount required The residue All Amount required The residue	Cost of collection. See table G-106 for authorized distribution and expenditures. Collection, administration, and safety education. Collection and administration.	County treasurers collect and remit fees.
	1,10	Highway Fund, Department of Highways and Traffic General Fund, District of Columbia Highway Fund, Department of Highways and Traffic General Fund, District of Columbia	34 percent 66 percent All All	See table G-106 for authorized distribution and expenditures. General purposes. See table G-106 for authorized distribution and expenditures. General purposes.	Collection expenses paid from General Fund.
2,4,7,13		All			
4,8,9		All			
1/					1/ Motor vehicle and motor-carrier revenues have been grouped, insofar as possible, in accordance with the following classifications: 1. Registration fees. Includes "plate fees," "tag fees," etc. 2. Operators, chauffeurs, and motor-carrier drivers license fees. For States that distribute these fees separately, operators licenses as 2.3, chauffeurs licenses as 2.2, and motor carrier driver licenses as 2.3. 3. Gross receipts taxes. Special taxes on motor carriers, excluding gross receipts taxes that are levied in connection with general State ad valorem or local taxes on all transportation companies or public utilities. 4. Mileage, ton-mile, and passenger-mile taxes. These imposed on out-of-State carriers in amounts that are the equivalent of the tax on a flat rate basis, they are designated as 4.1. 5. Special license fees, franchise taxes, and special weight fees. Where imposed on weight or capacity basis, these taxes are designated as 5.1; where on a flat rate basis, they are designated as 5.2. 6. Special taxes. Vehicle license fee (in lieu tax) in California; use tax in California; use tax in Kentucky; titling tax in Maryland, Vermont, and West Virginia; sales tax in Texas; excise tax (in lieu tax) in Washington. 7. Certificate of title fees. 8. Fines and penalties. (Represents only that portion received and retained by the State.) 9. Dealers licenses. 10. Transfer and re-registration fees. 11. Certificate or permit fees. 12. Caravan or intrastate fees. Special trip permits are designated as 12.1. 13. Miscellaneous fees. Superfund and inspection fees, etc.

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

SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



Motor Vehicles

ESTIMATED MOTOR VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA CALENDAR YEAR 1960

TABLE VM-1, 1960
ISSUED DECEMBER 1961

ITEM	PASSENGER VEHICLES					TRUCKS AND COMBINATIONS	ALL MOTOR VEHICLES
	PASSENGER CARS ^{1/}	BUSES			ALL PASSENGER VEHICLES		
		COMMERCIAL	SCHOOL AND NONREVENUE	ALL BUSES			
Motor-vehicle travel: (million vehicle-miles)							
Main rural roads	225,755	869	597	1,466	227,221	61,262	288,483
Local rural roads	77,528	154	635	789	78,317	20,460	98,777
All rural roads	<u>303,283</u>	<u>1,023</u>	<u>1,232</u>	<u>2,255</u>	<u>305,538</u>	<u>81,722</u>	<u>387,260</u>
Urban streets	284,800	1,849	249	2,098	286,898	44,687	331,585
Total travel	588,083	2,872	1,481	4,353	592,436	126,409	718,845
Number of vehicles registered (thousands)	62,258	76	196	272	62,530	11,945	74,475
Average miles traveled per vehicle	9,446	37,789	7,556	16,004	9,474	10,583	9,552
Fuel consumed (million gallons)	41,169	618	209	827	41,996	15,882	57,878
Average fuel consumption per vehicle (gallons)	661	8,132	1,066	3,040	672	1,330	777
Average miles traveled per gallon of fuel consumed	14.28	4.65	7.09	5.26	14.11	7.96	12.42

^{1/} For the 50 States and District of Columbia.

^{2/} Includes taxicabs and motorcycles (575,497 registered).

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS - 1960 ¹

TABLE HT-1, 1960

CLASSIFICATION	EASTERN REGIONS ^{2/}					CENTRAL REGIONS ^{2/}						WESTERN REGIONS ^{2/}				AVERAGE ALL REGIONS	TOTAL ALL REGIONS
	NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL		
	FREQUENCY OF HEAVY AXLE LOADS ⁴																
18,000 pounds or more	121	82	108	105		74	55	41	42	55		93	20	54		72	
20,000 pounds or more	76	30	45	46		19	16	6	8	13		44	5	24		26	
22,000 pounds or more	34	6	16	17		5	8	2	4	5		19	1	10		10	
	FREQUENCY OF HEAVY LOADS ⁴																
30,000 pounds or more	188	204	224	207		271	144	213	179	210		271	223	246		215	
40,000 pounds or more	111	147	116	129		187	101	155	133	150		196	175	185		149	
50,000 pounds or more	64	62	76	74		130	56	115	82	99		164	143	153		100	
	TRAVEL IN VEHICLE-MILES - LOADED AND EMPTY ⁵																
All trucks and combinations	1,977	7,242	11,840		21,059	9,794	5,512	5,908	8,415		29,629	4,863	5,446			60,997	
Single-unit trucks	1,425	4,515	8,939		14,879	5,588	4,236	4,092	5,896		19,812	3,315	3,844		7,159	41,850	
Truck combinations	552	2,727	2,901		6,180	4,206	1,276	1,816	2,519		9,817	1,548	1,602		3,150	19,147	
	PERCENT CARRYING LOADS																
All trucks and combinations	53.7	58.3	55.3	56.2		63.0	55.6	60.7	54.7	58.8		60.1	67.1	63.8		58.7	
Single-unit trucks	48.5	54.6	52.7	52.8		60.9	51.9	57.2	50.3	55.0		55.0	63.0	59.3		55.0	
Truck combinations	67.3	64.5	63.6	64.3		65.8	67.7	68.7	64.9	66.4		71.0	76.8	73.9		67.0	
	AVERAGE CARRIED LOAD IN TONS																
All trucks and combinations	5.23	5.63	5.21	5.36		7.15	5.43	5.96	6.47	6.42		6.56	6.47	6.51		6.09	
Single-unit trucks	2.57	2.07	2.74	2.51		2.67	2.73	2.55	3.65	2.92		2.21	2.45	2.35		2.68	
Truck combinations	10.18	10.61	11.51	10.99		12.66	17.28	12.34	11.58	12.28		13.80	14.39	14.11		12.23	
	CARRIED LOAD IN TON-MILES ⁶																
All trucks and combinations	5,552	23,784	34,119		63,455	44,131	16,620	21,366	29,744		111,861	19,185	23,629		42,814	218,130	
Single-unit trucks	1,773	5,109	12,883		19,765	9,074	6,008	5,974	10,815		31,871	4,024	5,942		9,966	61,602	
Truck combinations	3,779	18,675	21,236		43,690	35,057	10,612	15,392	18,929		79,990	15,161	17,687		32,848	156,528	

Motor Vehicles

1/ Main rural roads consist of approximately 525,609 miles of roads of primary importance in the State highway system.
 2/ Regions are those established by the U. S. Bureau of the Census.
 3/ Excludes Alaska and Hawaii. Data for these States will be included for 1961.
 4/ Number per 1,000 loaded and empty trucks and combinations.
 5/ Data given are in millions of vehicle-miles.
 6/ Data given are in millions of ton-miles.

FEDERAL FUEL AND AUTOMOTIVE TAXES, AND THE HIGHWAY TRUST FUND

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table E-5. Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by highway users, are given in table E-6. The amounts of these Federal excise revenues estimated to have been contributed in the final instance by highway users in each State are shown in tables E-7 and E-8. Since the Federal taxes on automotive products, except diesel fuel, are collected in the first instance at the point of manufacture or production, these estimated payments differ from the actual collections in the various States by the Internal Revenue Service. The diesel tax is applied to the fuel that is placed in supply tanks of highway vehicles. Federal excise tax rates, together with their history, are given in table E-101.

The Highway Revenue Act of 1956 completely changed the official philosophy of financing the Federal share of highway costs. The previous concept had been that Federal excises on motor vehicles, motor fuels, or other products closely associated with highway commerce were general revenues. This position was reversed by the establishment of the Highway Trust Fund as a source of Federal

funds for highway aid, and the assignment to it of the revenues of a group of old and new taxes on fuels and automotive products.

The Trust Fund receives all of the revenues from the 4 cents per gallon tax on gasoline, diesel, and special fuels; all of the 10 cents per pound tax on tires and inner tubes and the 5 cents per pound tax on tread rubber; half of the 10-percent tax on new trucks, buses, and trailers for fiscal year 1962, and all of that tax, thereafter; and all of the proceeds of the annual tax of \$3.00 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight. A statement of the operation of the Fund, including receipts, disbursements, and unexpended balances for fiscal year 1961, is shown in table TF-10. Table TF-301 shows the net revenues to the Fund since its inception, together with an explanation of the tax rates.

Generally, the Trust Fund is similar to an individual banking 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 Treasury.

The amounts of Federal funds apportioned to and expended by the States from the Highway Trust Fund are shown in tables in the Federal Aid section of this bulletin.

FEDERAL REVENUE FROM TAXES ON MOTOR FUEL, LUBRICATING OIL,¹ AND MOTOR VEHICLE USE

Summary by Years
(In thousands of dollars)

TABLE E-5
ISSUED MARCH 1961

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE ^{2/}						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS ^{3/}					
	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE 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	28,819	-	201,081	155,898	-	155,898	16,715	-	172,613
1936	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	16,812	-	185,632
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	96,998	124,501	646,084	275,745	-	275,745	26,719	124,501	426,965
1946	413,953	-	413,953	73,442	849	488,244	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 ^{4/}	821,511	15,733	837,244	68,748	-	905,992	760,411	15,733	776,144	45,625	-	821,769
1954	928,955	23,299	952,254	67,530	1,019,784	1,819,650	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	54,999	1,630,286
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	32,820	1,645,563
1959	1,646,738	59,407	1,706,145	77,538	35,967	1,819,650	1,611,631	59,407	1,671,038	45,590	35,240	1,751,868
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

Federal Taxes

^{1/} Tax bases, rates, and effective dates are given in table E-101.
^{2/} Since June 1, 1944, the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.
^{3/} Estimated by Bureau of Public Roads.
^{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.

FEDERAL REVENUE FROM TAXES ON VEHICLES AND AUTOMOTIVE PRODUCTS ¹

Summary by Years
(In thousands of dollars)

TABLE E-6
ISSUED MARCH 1961

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE ^{2/}						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS ^{3/}					
	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS 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	-	-	-	-	-	60,504	-	-	-	-	-	60,504
1928	-	-	-	-	-	28,222	-	-	-	-	-	28,222
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	31,534	5,261	5,886	24,704	-	67,385	31,534	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	61,055	88,185	-	186,779	4,665	11,807	48,700	64,825	-	129,997
1946	111,921	42,719	81,245	159,128	-	395,013	111,659	42,518	81,111	158,724	-	394,012
1947	244,914	75,506	117,103	171,156	-	608,679	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	448,875	114,532	98,323	146,308	-	808,038	448,193	110,238	94,064	129,991	-	782,486
1950	562,752	117,200	101,128	183,676	-	964,756	562,029	113,237	88,226	164,350	-	927,842
1951	579,203	126,335	127,585	172,614	-	1,005,737	577,884	105,967	120,364	146,136	-	950,351
1952	601,852	187,837	187,357	164,510	-	1,141,556	601,092	108,400	174,251	134,429	-	1,018,172
1953 ^{4/}	905,602	187,773	150,711	169,993	-	1,414,079	905,250	163,295	144,954	148,218	-	1,361,717
1954	881,497	138,733	142,309	155,750	-	1,318,289	881,140	123,609	138,619	143,163	-	1,286,531
1955	1,293,828	158,846	141,964	177,286	-	1,771,924	1,293,227	151,353	137,831	163,788	-	1,746,199
1956	1,151,676	197,823	146,021	200,192	4,650	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	13,437	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	2,008,085
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

Highway Statistics, 1960

1/ Tax bases, rates, and effective dates are given in table E-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 Bureau of Public Roads.
 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.

ESTIMATED AMOUNTS OF FEDERAL TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE PAID BY HIGHWAY USERS-1960¹

(In thousands of dollars)

TABLE E-7, 1960
ISSUED MARCH 1961

STATE	MOTOR FUEL	LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	STATE
Alabama	39,019	780	1,265	41,064	Alabama
Alaska	1,928	39	29	1,996	Alaska
Arizona	20,258	405	527	21,190	Arizona
Arkansas	22,458	449	458	23,365	Arkansas
California	220,274	4,406	3,588	228,268	California
Colorado	25,454	509	668	26,631	Colorado
Connecticut	30,649	613	535	31,797	Connecticut
Delaware	6,829	137	257	7,223	Delaware
Florida	66,944	1,339	1,942	70,225	Florida
Georgia	51,904	1,038	810	53,752	Georgia
Hawaii	5,286	106	113	5,505	Hawaii
Idaho	10,163	203	769	11,135	Idaho
Illinois	117,124	2,343	1,530	120,997	Illinois
Indiana	67,058	1,341	2,338	70,737	Indiana
Iowa	39,109	782	543	40,434	Iowa
Kansas	31,578	632	751	32,961	Kansas
Kentucky	34,209	684	482	35,375	Kentucky
Louisiana	36,024	720	590	37,334	Louisiana
Maine	13,021	260	195	13,476	Maine
Maryland	35,230	705	678	36,613	Maryland
Massachusetts	55,761	1,115	1,028	57,904	Massachusetts
Michigan	99,702	1,994	2,151	103,847	Michigan
Minnesota	45,915	918	628	47,461	Minnesota
Mississippi	25,612	512	619	26,743	Mississippi
Missouri	61,613	1,233	1,038	63,884	Missouri
Montana	10,685	214	304	11,203	Montana
Nebraska	21,415	428	377	22,220	Nebraska
Nevada	6,284	126	81	6,491	Nevada
New Hampshire	7,781	156	134	8,071	New Hampshire
New Jersey	80,283	1,606	1,391	83,280	New Jersey
New Mexico	16,901	338	266	17,505	New Mexico
New York	150,517	3,010	3,431	156,958	New York
North Carolina	57,485	1,150	945	59,580	North Carolina
North Dakota	8,643	173	116	8,932	North Dakota
Ohio	125,813	2,516	2,226	130,555	Ohio
Oklahoma	35,752	715	768	37,235	Oklahoma
Oregon	26,224	524	967	27,715	Oregon
Pennsylvania	127,718	2,554	2,814	133,086	Pennsylvania
Rhode Island	9,800	196	177	10,173	Rhode Island
South Carolina	28,924	578	369	29,871	South Carolina
South Dakota	9,891	198	163	10,252	South Dakota
Tennessee	44,146	883	466	45,495	Tennessee
Texas	147,681	2,954	2,568	153,203	Texas
Utah	12,500	250	182	12,932	Utah
Vermont	5,104	102	150	5,356	Vermont
Virginia	52,312	1,046	762	54,120	Virginia
Washington	36,682	734	701	38,117	Washington
West Virginia	19,373	387	473	20,233	West Virginia
Wisconsin	48,365	967	866	50,198	Wisconsin
Wyoming	7,078	142	230	7,450	Wyoming
Dist. of Col.	8,053	161	80	8,294	Dist. of Col.
Total Without Alaska and Hawaii	2,261,318	45,226	44,397	2,350,941	Total Without Alaska and Hawaii
U. S. Total	<u>2/</u> 2,268,532	45,371	44,539	2,358,442	U. S. Total

1/ Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Internal Revenue Service collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

2/ Includes \$82,497,000 from tax on special fuels used on the highways.

ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS-1960 ¹

TABLE E-8, 1960
ISSUED MARCH 1961

(In thousands of dollars)

STATE	AUTOMOBILES AND MOTORCYCLES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
Alabama	17,973	5,042	3,227	4,438	250	30,930	Alabama
Alaska	1,006	299	159	219	12	1,695	Alaska
Arizona	8,789	3,299	1,675	2,304	130	16,197	Arizona
Arkansas	8,573	4,185	1,857	2,554	144	17,313	Arkansas
California	127,325	27,935	18,216	25,055	1,409	199,940	California
Colorado	12,796	4,053	2,105	2,895	163	22,012	Colorado
Connecticut	20,528	1,956	2,534	3,486	196	28,700	Connecticut
Delaware	4,183	682	565	777	44	6,251	Delaware
Florida	44,813	7,567	5,536	7,614	428	65,958	Florida
Georgia	23,702	6,609	4,292	5,903	332	40,838	Georgia
Hawaii	3,706	672	437	601	34	5,450	Hawaii
Idaho	4,303	2,138	840	1,156	65	8,502	Idaho
Illinois	89,298	10,110	9,686	13,321	749	123,164	Illinois
Indiana	36,505	6,428	5,545	7,627	429	56,534	Indiana
Iowa	19,240	4,435	3,234	4,448	250	31,607	Iowa
Kansas	16,318	4,638	2,611	3,592	202	27,361	Kansas
Kentucky	14,626	3,686	2,829	3,891	219	25,251	Kentucky
Louisiana	18,552	4,926	2,979	4,097	230	30,784	Louisiana
Maine	6,499	1,641	1,077	1,481	83	10,781	Maine
Maryland	24,272	3,125	2,913	4,007	225	34,542	Maryland
Massachusetts	34,456	3,591	4,611	6,342	357	49,357	Massachusetts
Michigan	89,863	10,786	8,245	11,340	638	120,872	Michigan
Minnesota	26,546	4,438	3,797	5,222	294	40,297	Minnesota
Mississippi	8,464	3,673	2,118	2,913	164	17,332	Mississippi
Missouri	31,230	6,834	5,096	7,008	394	50,562	Missouri
Montana	4,636	1,954	884	1,215	68	8,757	Montana
Nebraska	10,996	3,445	1,771	2,436	137	18,785	Nebraska
Nevada	2,158	816	520	715	40	4,249	Nevada
New Hampshire	5,227	1,061	643	885	50	7,866	New Hampshire
New Jersey	54,938	6,462	6,639	9,131	514	77,684	New Jersey
New Mexico	5,654	2,513	1,398	1,922	108	11,595	New Mexico
New York	123,347	13,862	12,447	17,119	963	167,738	New York
North Carolina	24,127	6,269	4,754	6,538	368	42,056	North Carolina
North Dakota	4,263	1,339	715	983	55	7,355	North Dakota
Ohio	83,419	10,168	10,404	14,310	805	119,106	Ohio
Oklahoma	14,843	6,005	2,957	4,066	229	28,100	Oklahoma
Oregon	13,829	4,449	2,169	2,983	168	23,598	Oregon
Pennsylvania	78,613	10,831	10,562	14,526	817	115,349	Pennsylvania
Rhode Island	5,750	666	810	1,115	63	8,404	Rhode Island
South Carolina	11,574	2,843	2,392	3,290	185	20,284	South Carolina
South Dakota	4,434	1,652	818	1,125	63	8,092	South Dakota
Tennessee	19,411	4,777	3,651	5,021	282	33,142	Tennessee
Texas	65,910	20,056	12,213	16,797	945	115,921	Texas
Utah	5,570	1,859	1,034	1,422	80	9,965	Utah
Vermont	3,120	808	422	581	33	4,964	Vermont
Virginia	26,952	4,895	4,326	5,950	335	42,458	Virginia
Washington	14,363	4,197	3,033	4,172	234	25,999	Washington
West Virginia	9,372	2,212	1,602	2,203	124	15,513	West Virginia
Wisconsin	31,009	4,794	3,999	5,501	309	45,612	Wisconsin
Wyoming	2,884	1,417	585	805	45	5,736	Wyoming
Dist. of Col.	5,909	730	666	916	51	8,272	Dist. of Col.
Total Without Alaska and Hawaii	1,321,162	251,857	187,002	257,198	14,466	2,031,685	Total Without Alaska and Hawaii
U. S. Total	1,325,874	252,828	187,598	258,018	14,512	2,038,830	U. S. Total

^{1/} Both the highway-user portion of total taxes and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Internal Revenue Service collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101
SHEET 1 OF 2

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES											MOTOR-VEHICLE USE TAXES	
	GASOLINE <u>1/</u>	SPECIAL FUELS <u>2/</u>	LUBRICATING OIL <u>3/</u>	MOTOR VEHICLES AND PARTS									
				AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES <u>4/</u>	TUBES <u>4/</u>		TREAD RUBBER (CAMELBACK) <u>5/</u>
(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(CENTS PER POUND)		
October 4, 1917	-	-	-	3 percent	3 percent	3 percent	3 percent	-	-	-	-	-	
January 1, 1919	-	-	-	↓	↓	↓	↓	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7	
February 25, 1919	-	-	-	5 percent	5 percent	5 percent	↓	-	5 percent	5 percent	5 percent	-	
July 3, 1924	-	-	-	↓	↓	↓	Exempted truck chassis sold for \$1,000 or under and truck bodies for \$200 or under	-	2-1/2 percent	2-1/2 percent	2-1/2 percent	-	
February 26, 1926	-	-	-	↓	↓	↓	Repealed	-	Repealed	Repealed	Repealed	-	
March 29, 1926	-	-	-	3 percent	3 percent	3 percent	-	-	-	-	-	↓	
June 30, 1926	-	-	-	↓	↓	↓	-	-	-	-	-	Repealed	
May 29, 1928	-	-	-	Repealed	Repealed	Repealed	-	-	-	-	-	-	
June 21, 1932	1 cent	-	4 cents	3 percent	3 percent	3 percent	2 percent	-	2 percent	2-1/4 cents a pound	4 cents a pound	-	
June 17, 1933	1-1/2 cents	-	↓	↓	↓	↓	↓	-	↓	↓	↓	-	
January 1, 1934	1 cent	-	↓	↓	↓	↓	↓	-	↓	↓	↓	-	
July 1, 1940	1-1/2 cents	-	4-1/2 cents	3-1/2 percent	3-1/2 percent	3-1/2 percent	2-1/2 percent	-	2-1/2 percent	2-1/2 cents a pound	4-1/2 cents a pound	-	
October 1, 1941	↓	-	↓	7 percent	7 percent	5 percent	5 percent	House trailers, 7 percent; others, 5 percent	5 percent	5 cents a pound	9 cents a pound	-	
February 1, 1942	↓	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	All motor vehicles, \$5	
November 1, 1942	↓	-	6 cents	↓	↓	↓	↓	↓	↓	↓	↓	↓	
June 30, 1946	↓	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	Repealed	
November 1, 1951	2 cents	2 cents	↓	10 percent	10 percent	8 percent	8 percent	House trailers, exempted; others, 8 percent	8 percent	↓	↓	-	
September 1, 1955	↓	↓	↓	↓	Repealed	↓	↓	↓	↓	↓	↓	-	
July 1, 1956	3 cents	3 cents	↓	↓	-	10 percent	10 percent	House trailers, exempted; others, 10 percent	↓	8 cents a pound	↓	3 cents	
October 1, 1959	4 cents	4 cents	↓	↓	-	↓	↓	↓	↓	↓	↓	↓	
Existing rates, January 1, 1961	4 cents	4 cents	6 cents	10 percent	-	10 percent	10 percent	House trailers, exempted; others, 10 percent	8 percent	8 cents a pound	9 cents a pound	3 cents	

Footnotes appear on sheet 2

Federal Taxes

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101
SHEET 2 OF 2

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX UNLESS OTHERWISE SPECIFIED	MANUFACTURERS EXCISE TAXES												MOTOR VEHICLE USE TAXES
	GASOLINE 1/	SPECIAL FUELS 2/	LUBRICATING OIL 3/	MOTOR VEHICLES AND PARTS									
				AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES 4/	TUBES 5/	TREAD RUBBER (CAMELBACK) 5/	
(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(CENTS PER POUND)		
Rates in effect November 1, 1951 6/	2 cents	2 cents	6 cents	10 percent	10 percent	8 percent	8 percent	House trailers, exempted; others, 8 percent	8 percent	5 cents a pound	9 cents a pound	-	-
September 1, 1955	↓	↓			Repealed	↓	↓	↓	↓	↓	↓	↓	-
July 1, 1956	3 cents	3 cents			-	10 percent	10 percent	House trailers, exempted; others, 10 percent		8 cents a pound		3 cents	Motor vehicles over 26,000 pounds gross weight - \$1.50 per 1,000 pounds annual tax 7/
October 1, 1959	4 cents	4 cents			-	↓	↓	↓	↓	↓	↓	↓	↓
July 1, 1961	↓	↓	↓	↓	-	↓	↓	↓	↓	10 cents a pound	10 cents a pound	5 cents a pound	Motor vehicles over 26,000 pounds gross weight - \$3.00 per 1,000 pounds annual tax 6/
(Scheduled Change or Reversion Under Law Existing July 1, 1961)	1-1/2 cents Oct. 1, 1972	1-1/2 cents Oct. 1, 1972	No Change	7 percent July 1, 1962 8/	-	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent July 1, 1962 9/	5 cents a pound Oct. 1, 1972	9 cents a pound Oct. 1, 1972	Termination Sept. 30, 1972	Termination Sept. 30, 1972
<p>1/ The 4-cent gasoline tax applies to all gallons imported or produced. The entire tax became refundable for fuel used for farming effective July 1, 1955; and the additional two cents (one cent levied July 1, 1956 and one cent levied October 1, 1959) are refundable for nonhighway uses, and for use by local transit systems.</p> <p>2/ The 4-cent tax applies to all diesel and special fuels (butane, propane, etc.,) used in highway vehicles. Diesel and special fuels used by local transit systems are taxed at 2 cents a gallon, as are special fuels used in motor boats and airplanes.</p> <p>3/ The tax applies to all lubricating oil, regardless of use.</p> <p>4/ The tax applies to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents a pound, effective July 1, 1956, and two cents a pound, effective July 1, 1961, apply to tires for highway vehicles only.</p>												<p>5/ Applies to use for tires "of the type used on highway vehicles."</p> <p>6/ The dates that these rates became effective are given in table E-101, page 1.</p> <p>7/ The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.</p> <p>8/ Although the "basic" tax on automobiles is 7 percent of the manufacturer's wholesale price, the 10 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.</p> <p>9/ Although the "basic" tax on parts and accessories is 5 percent of the manufacturer's wholesale price, the 5 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.</p>	

STATUS OF THE FEDERAL HIGHWAY TRUST FUND
FISCAL YEAR ENDED JUNE 30, 1961¹

TF-10

I Opening Balance:	\$ 119,220,816.43
II Receipts:	
A. Excise Taxes (Transferred general receipts)	
1. Gasoline (including floor taxes)-----	2,401,458,264.92
2. Diesel-----	84,904,510.13
3. Tires - highway vehicles-----	168,068,014.56
4. Tires - other-----	77,916,143.67
5. Innertubes-----	14,714,182.36
6. Tread rubber-----	13,813,641.49
7. Trucks, buses, trailers, etc.-----	115,598,157.43
8. Truck use tax-----	46,768,007.38
9. Total excise taxes-----	<u>2,923,240,921.94</u>
B. Deduct - Reimbursement to General Fund Receipts (Refunds)	
1. Gasoline used on farms-----	98,237,757.72
2. Gasoline used for all other nonhighway purposes or local transit systems-----	<u>27,455,914.27</u>
Subtotal-----	125,693,671.99
3. Other gasoline-----	9,469.06
4. Tires of the type used on highway vehicles and tread rubber-----	0.00
5. Trucks, buses, trailers, etc.-----	<u>0.00</u>
Subtotal-----	9,469.06
6. Total-----	125,703,141.05
C. Net Excise Taxes-----	2,797,537,780.89
D. Interest-----	2,017,718.38
E. Advances from General Fund-----	<u>60,000,000.00</u>
F. Total Receipts-----	<u>2,859,555,499.27</u>
III Expenditures: (Checks issued basis)	
A. Bureau of Public Roads	
1. Payment from General Fund reimbursed-----	60,000,000.00
2. Direct from Trust Fund-----	<u>2,619,170,183.37</u>
3. Total-----	<u>2,679,170,183.37</u>
B. Administration and Enforcement of Labor standards - Labor Department-----	0.00
C. Interest on Advances from General Fund-----	<u>543,457.20</u>
D. Total Expenditures-----	<u>2,679,713,640.57</u>
IV Balances in Trust Fund:	
A. Investments	
U. S. Treasury Special Certificates of Indebtedness <u>2/</u> -----	234,034,000.00
B. Undisbursed Balances:	
1. Highway Trust Fund-----	5,300,655.17
2. Advances to Bureau of Public Roads-----	<u>59,728,019.96</u>
3. Total-----	<u>65,028,675.13</u>
C. Total Balance-----	<u>299,062,675.13</u>

^{1/} Fund created June 29, 1956 with enactment of Highway Revenue Act of 1956.

^{2/} Certificates held June 30, 1961 bore interest at the rate of 3 percent, maturing June 30, 1962.

NET REVENUES FROM EXCISES TO THE HIGHWAY TRUST FUND, 1957 -1961¹

Millions of Dollars

Highway Statistics
11/3/61
TF-301

ITEMS	TAX RATES ^{2/}	FISCAL YEAR				
		1957	1958	1959	1960	1961
Motor Fuel	3 cents per gallon July 1, 1956 through September 30, 1959; 4 cents per gallon thereafter	1,326	1,608	1,657	2,044	2,361
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 Trust Fund. After June 30, 1957 all tire tax accrued to the Trust Fund.	82	244	247	281	246
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. After June 30, 1957 all innertube tax accrued to the Trust Fund.	-	17	15	19	15
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter	11	13	14	15	14
Trucks, Buses and Trailers	10 percent of manufacturer's wholesale price of which one half accrues to the Trust Fund during the period July 1, 1957 through June 30, 1962; all thereafter During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.	34	111	107	142	116
Vehicle Use	\$1.50 per 1,000 pounds gross weight for vehicles that weigh more than 26,000 pounds when loaded, July 1, 1956 through June 30, 1961; \$3.00 per 1,000 pounds gross weight thereafter	26	33	34	38	47
Total		1,479	2,026	2,074	2,539	2,799

^{1/} All amounts are net, after refunds have been paid.

^{2/} For details of the terms of the motor-fuel and automotive taxes, see table E-101.

HIGHWAY FINANCE

This section contains a series of tables reporting the receipts, disbursements, changes in debt status, and other financial information of State and local highway agencies. State highway finance data are for the calendar year 1960, while those of the local governments are for various 1959 fiscal periods, the latest year for which complete information is available.

Finances of State highway agencies are summarized in tables SF-1 and 2. Finances of local rural governments and of municipalities are summarized, respectively, in tables LF-1 and 2 and UF-1 and 2. Additional details are given in other tables in the SF, LF, and UF series. A consolidation of the highway finances of all governmental agencies for 1959 is given in tables F-1 and 2. Intergovernmental receipts and payments are shown in the SF, LF, and UF series, but are eliminated from tables F-1 and 2.

Agencies Providing Highway Services

State agencies

In the Bureau of Public Roads analyses, State highway agencies include special commissions and authorities, both toll and nontoll, as well as State highway departments. Other executive branches of the State government are also included where, and to the extent, they are responsible for the collection and distribution of road-user taxes, or perform highway and related functions. Examples are treasury and revenue departments, public safety departments (highway police and law enforcement activities), and conservation departments (when responsible for roads within State parks, forests, or reservations). The District of Columbia, although it is a municipal-type government is classed as a State for purposes of this bulletin.

Local rural governments

Local rural governments comprise counties, townships, and in some instances highway and road improvement districts. Organized county governments exist in all States except Alaska, Connecticut (since October 1, 1960), Louisiana (where they are called parishes), and Rhode Island. Counties, however, have little or no responsibility for roads in the New England States, or in Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or West Virginia. In addition, Alabama has assumed legal responsibility for

county roads in eight counties, and Maryland performs this function on behalf of six counties. Certain counties are coextensive with municipal corporations, or are wholly municipal in character. In Public Roads' analyses, the following counties are classed as municipalities: San Francisco, Denver, Orleans parish (city of New Orleans), the five counties comprising the city of New York, Philadelphia, and Arlington, Va. In addition, data for Cook County, Ill., are classified partly as rural and partly as municipal.

Organized township governments exist in 21 States 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 as rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and ordinarily perform functions of municipal governments. For Public Roads' analyses, certain townships in New England, New Jersey, and New York are classed as municipalities, based on population density criteria. Pennsylvania considers townships of the first class (those having a population density of 300 or more per square mile) as municipalities.

Special districts having a degree of autonomy exist chiefly in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems. Included with local rural governments are county-created toll authorities, parkway commissions, etc.

Municipalities

Municipal governments include, in addition to the particular counties and townships described above, those incorporated places legally designated as cities, boroughs, villages, and towns (other than New England-type). The term "urban," used interchangeably in prior years with the term "municipal," has now been avoided in reference to these political entities, and is used in this bulletin solely in connection with Federal-aid statistics where it refers to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These special urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions. Included with municipal

governments are special parking authorities and commissions, and municipal toll authorities.

Intergovernmental Payments

In general, intergovernmental payments, as recorded in this bulletin, involve the actual payment of money from one governmental level to another.

Federal aid to State governments

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other excise taxes deposited in the Federal Highway Trust Fund. Administered by the Bureau of Public Roads, this is a grant-in-aid type of program, i.e., funds are allotted to States for expenditure in accordance with formulas that give weight to population, area, mileage, and relative costs (needs). Other programs administered by Public Roads, but not financed from Trust Fund revenues, are those for Forest Highways and Public Lands Highways. Although funds allotted for these programs are in the nature of grants-in-aid, substantial amounts are expended direct, and not as payments to States.

Other lesser Federal assistance to State and local governments is in the form of shared revenues. Typical of these is the return to the State of origin of 25 percent of Federal revenue from national forests. These funds are in turn distributed to the counties in which such forests are located, for schools and roads. Details of the various Federal assistance programs are given in table F-106.

State aid to local governments

By definition, State transactions or activities that benefit local governments, but that do not involve the flow of funds, are excluded from intergovernmental payments. Among these are: (1) advisory, consulting, and supervisory services or aid in kind (e.g., 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 by the State for materials, or direct to contractors, for the State's share of the cost of joint State-local projects on local road systems.

Certain transactions, however, that do involve the flow of funds from States to local governments are shown instead as direct expenditures by activity. These 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 purposes of uniformity in the Public Roads' analyses, all State-imposed highway-user imposts are considered to be collected and distributed by the States, with the local government shares, if any, shown as intergovernmental payments. This is the case even where there is no actual flow of funds; e.g., in States where motor-vehicle registration fees are collected, and a share retained, by local governments.

Highway-user imposts provide the principal source of State revenue for highways, and by virtue of State sharing, they become the largest source of highway income to local governments (taken as a group).

The statutes of 48 States provide for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes. In 1960 only two States, Alaska and West Virginia, did not. This assistance takes the form of direct grants-in-aid, and shared revenue. Table SF-5A shows the sources and payments of these aids.

Thirty-seven States provide aid from road-user taxes to both rural governments and municipalities; eight States provide aid to rural governments only; and two States, Delaware and North Carolina, make grants only to municipalities. Missouri has not shared road-user taxes with local governments, but provides aid to counties from general State revenues.

Intergovernmental payments of local agencies

All Federal-aid project receipts and disbursements are considered to be transactions of the State. Hence, county or municipal funds expended on such projects are considered to be payments to the State, whether or not an actual flow of funds may occur. In some States, a portion of the local share of State tax revenues is not paid directly to local governments, but is retained by the State to match Federal funds for local road projects, to reimburse the State for work performed at the request of the local agency, or for other purposes. In these instances, the transactions do not appear as intergovernmental payments in the SF, LF, or UF series.

Payments between similar governmental units are eliminated (e.g., as between rural counties and townships, between States, or between municipalities), but are shown between different government classes, as between counties and municipalities, etc.

Classification of Highway Receipts

As used in this bulletin, highway receipts include total highway-user tax revenues, regardless of their use for highway or nonhighway purposes, and all other receipts for highways from whatever source derived. The classification of these receipts is described in the paragraphs that follow.

Funds attributable 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 for highways although counties in Alabama and Mississippi and municipalities in Alabama, Florida, Missouri, New Mexico, and Wyoming levy local motor-fuel taxes. Vehicle fees are also levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles because of their use of the public highways. They 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 and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipt taxes, and ad valorem property taxes are among those that are excluded where such taxes are part of a general tax structure applicable to a variety of commodities, operations, and commercial activities.

Not all of the revenue from highway-user taxes is actually derived from highway use. Although tax refunds are usually granted for off-highway use of motor fuel, not all such refunds are claimed, nor in some instances granted. (For example, agricultural use may be subject to 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 when applied to Federal Government or other public use, in transit bus operations, and in at least one instance where fuel is consumed on toll roads. In general, however, it can be considered that the revenue from highway-user taxes is derived from and for the use of the highways.

Allocation of the proceeds of State motor-fuel taxes and motor-vehicle fees is shown in detail in tables G-3 and MV-3, respectively. The purpose of these tables and the summary table DF is to follow the proceeds of the highway-user imposts to their eventual allocation for specific purposes. These allocations are in agreement with the highway-user revenues reported in the State highway finance (SF) tables.

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a general highway fund, and a few have a general State fund into which go many types of revenues, including those from highway users. For the latter group of States, each appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received from each of these sources.

In some States a portion of highway-user revenues has been allocated to the State general fund or for nonhighway purposes. In a few of these States, there have also been general fund appropriations for highway purposes. In the Bureau of Public Roads analyses, such appropriations have been offset against the nonhighway allocations of highway-user revenues.

Table G-106 gives the legal or administrative provisions for allocating State motor-fuel taxes, and table MV-106 provides similar information for State motor-vehicle registration fees and motor-carrier taxes.

Closely allied to highway-user imposts are toll receipts and parking fees. Tolls are a larger element of revenue to State agencies than to local governments, while income from parking meters and lots is chiefly an item of municipal finance. Parking revenues used for highways are net after deducting costs of maintenance and operation of meters and parking lots.

Other taxes and fees

These are the chief sources of income to local governments for highways. Special taxes and assessments on property are commonly used by counties and municipal governments to finance local highway programs. In many instances, however, and more so among municipalities, these taxes are not earmarked for highways but are commingled with other local general revenue from which appropriations are made for highway and other purposes. All, or a portion, of the proceeds of many other State and local taxes are allocated or drawn on for highways, such as oil royalties, sales and use taxes, etc., but the amounts are usually not significant. Where miscellaneous State taxes and appropriations are dedicated for highways, the provisions are given in table S-106.

Investment income and miscellaneous receipts

Through means of investing highway funds in short-term securities, many highway agencies are

able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income is derived from rentals, donations, and sales of surplus equipment and supplies.

Income from sale of bonds and notes

For the State finance (SF) series, the infrequent transactions involving short-term borrowing (two years or less maturity) are omitted. Among local governments, however, the use of short-term note financing is rather common, and hence the transactions are included in the LF and UF tables. The summary tables F-1 and 2 omit note proceeds and redemptions.

Special tables are included giving details of State obligations (SB series) and local obligations (LB and UB series). State bond issues for highways can usually be identified readily. Those of local governments are occasionally components of general improvement loan series, and the road and street share in these cases must be extracted on a pro rata basis.

Classification of Highway Expenditures

Expenditures for highways are grouped in major classes as capital outlay, maintenance, administration, highway police, interest on debt, debt retirement, and intergovernmental payments.

Capital outlays are costs associated with highway improvements, including land acquisition and other

right-of-way costs, preliminary and construction engineering, construction costs of roadway and structures, and installation of traffic service facilities such as guard rail, fencing, signs and signals, etc.

Under the general heading of maintenance are included those costs required to keep the highways in usable condition, such as routine patching and repairs, snow removal, bridge painting, etc., and other maintenance of service costs.

Administration includes general overhead, engineering, and research costs not assignable to specific road projects.

Highway police expenditures include activities of State highway patrols, safety education and promotion, and enforcement of vehicle size and weight limitations. Costs of municipal traffic police are included where the function is separate and distinct from that of general policing activities.

Allied Municipal Street Functions

In order that highway data for municipalities will be comparable with those of other governments, the municipal summaries exclude receipts and disbursements for allied street functions such as street lighting and cleaning, sidewalks, and storm drainage. To the extent reported, these data are shown for informational purposes in tables UF-11 and 12.

PROVISIONS GOVERNING THE ALLOCATION FOR HIGHWAY PURPOSES OF CERTAIN STATE TAXES, FEES, AND APPROPRIATIONS
(OTHER THAN HIGHWAY-USER REVENUES)

TABLE G-106
SHEET 1 OF 2
EFFECTIVE JANUARY 1, 1962

STATE SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>Arkansas</u> Severance tax on natural resources	County Highway Fund	12.5 percent of net receipts	Construction, maintenance, and administration of county roads.	Collected by Commissioner of Revenue and returned to county of origin.
<u>Colorado</u> Specific ownership tax on motor vehicles Class A & C - For Hire Vehicles	County Highway Fund	All	Construction, maintenance, and administration of the county highway system.	Collected by Department of Revenue and apportioned to counties in proportion to the distance traveled across each county as compared to the total distance of the route within the State. This tax is also levied on not-for-hire vehicles (class B & D) and is collected by county clerks and distributed in the same manner as ad valorem tax proceeds. (Not for highway purposes).
<u>Iowa</u> 2 percent gross receipts tax 2 percent tax on purchase price of motor vehicles	Road Use Tax Fund Road Use Tax Fund State Primary Road Fund, State Highway Commission Secondary Road Fund Farm to Market Road Fund, State Highway Commission Street Construction Funds of Incorporated cities and towns	10 percent. All 47 percent 30 percent 10 percent 13 percent	(Distributed as follows: { State highway construction, maintenance, and administration. County road construction and maintenance. Construction of Farm to Market roads. Distributed by the Highway Commission to the counties. For construction, reconstruction or repair and maintenance of roads and streets in cities and towns.	Collected by State Tax Commission. Collected by County Treasurers. Distributed 60 percent on need and 40 percent on area. Distributed 60 percent on need and 40 percent on area. Distributed in proportion that the population of the municipality bears to the total municipal population.
<u>Kentucky</u> 3 percent sales and use tax on motor vehicles	State Road Fund	All	For expenditure, see distribution shown on table G-106.	Collected by Department of Revenue.
<u>Louisiana</u> General Fund Mineral leases on State owned lands Lubricating oil tax 8 cents per gallon	Parishes Parish Road Fund Department of Revenue Long Range Highway Fund	\$1,920,000 10 percent Amount required Remainder	Construction and maintenance of parish roads. Construction of roads and operation and maintenance of automobile ferries. Collection and administration expenses. Construction and maintenance of State highways and bridges.	Distributed equally among the parishes, including the city of New Orleans, (Orleans parish). Collected by Register of State Land Office. Credited to parish where production occurred, and subject to expenditure by the State highway department Not to exceed \$50,000 annually.
<u>Mississippi</u> General sales tax	Division of State-Aid Road Construction	6.6 percent plus amount equivalent to 1/2 cent of motor fuel tax receipts Amount required Remainder	For expenditure as follows: Administrative expenses of the division. Construction and reconstruction of State-aid road systems.	Amount "equivalent to 1/2 cent of motor fuel tax receipts" is derived entirely from sales tax proceeds. Not to exceed \$300,000 per year. Allocated for expenditure by division in each county on the following basis: \$833.33 monthly to each county and remainder on a statutory percentage basis. Title 40, Chapter 3, Section 10127 of the Mississippi Code.
<u>Missouri</u> General Fund 2 percent use tax on purchase price of motor vehicles	County Aid Fund State Highway Department Fund	\$5,301,000 (1961-63 Biennium) All	Construction and maintenance of county roads. Construction and reconstruction of State highways.	The aid is distributed as follows: 50 percent based on the ratio of a county's rural land valuation to that of the State, and 50 percent on the ratio of its road mileage to that of the State. Collected by Department of Revenue.

**PROVISIONS GOVERNING THE ALLOCATION FOR HIGHWAY PURPOSES OF CERTAIN STATE TAXES, FEES, AND APPROPRIATIONS
(OTHER THAN HIGHWAY-USER REVENUES)**

TABLE S-106
SHEET 2 OF 2
EFFECTIVE JANUARY 1, 1962

STATE SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>North Dakota</u>				
2 percent use tax on purchase price of motor vehicles	Motor Vehicle Registration Fund	<u>All</u>	Distributed as follows:	
	State Highway Fund	50 percent	Construction, maintenance, and administration of roads on State Highway System.	
	County Road Funds	An amount equal to that received during fiscal year ended June 30, 1960. No county to annually receive more.	Construction and maintenance of county roads and bridges.	Distributed quarterly in proportion to the number of motor vehicle registrations credited to each county the preceding year.
	County Road Funds	35 percent of excess	Construction and maintenance of county roads and bridges.	Distributed annually in proportion to the number of motor vehicle registrations credited to each county the preceding year.
2 percent excise (sales) tax on special fuels	Incorporated Cities and Villages	Remainder of excess	Construction and maintenance of city and village streets and highways.	Distributed annually in proportion to the population of each city and village.
	County Road Funds	All	Construction and maintenance of county roads and bridges on county FAS system.	Collected by Gas Tax Division. Distribution to counties gives equal weight - each county - to land area, population and mileage of rural roads exclusive of State highways: (Tax applies to retail sales of agricultural, railroad, and heating fuels).
5 percent severance tax on gas and oil	County Road and Bridge Fund	40 percent of county share	Construction and maintenance of county roads and bridges.	Collected by State Tax Commission. County share of proceeds is distributed to county of origin.
<u>Oklahoma</u>				
Severance tax on natural resources	County Highway Construction and Maintenance Fund	10 percent	Construction and maintenance of county roads.	Collected by State Tax Commission. County share is distributed to county of origin.
<u>South Dakota</u>				
Petroleum Inspection Fees (Nonhighway use)	Petroleum Products Inspection Fund	Amount required	Collection and administration.	
Game and Fish Licenses	State Highway Fund	Remainder	Construction and maintenance of State highways.	
	County Highway Funds	10 percent	Construction and maintenance of county highways.	Distributed to county of origin.
2 percent sales tax on purchase price of motor vehicles	State Highway Fund	All	Construction and maintenance of State highways.	Collected by county treasurers at time of registration.
<u>Texas</u>				
Gross receipts tax	Farm-to-Market Road Fund	\$15,000,000	Construction of farm-to-market roads.	Collected by State Treasurer and deposited in Clearance Fund from which annual appropriation is made.
<u>West Virginia</u>				
Capitation tax \$1.00 per male inhabitant age 21 or over	State Road Fund	All	Maintenance of State Secondary roads.	Collected by county assessor and deposited in State Road Fund. Expended in county in which tax is raised.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106
SHEET 1 OF 3
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Agriculture Forest Service			
Forest Development Roads and Trails	1962 Authorization \$35,000,000	For construction, reconstruction, and maintenance of general purpose roads and trails, and timber access roads. Also available for adjacent vehicular parking areas and for sanitary, water, and fire control facilities. (23 U.S.C. 203, 205)	Funds are allocated according to the relative needs of the various national forests, considering existing transportation facilities, value of timber or other resources served, relative fire danger, and comparative difficulties of road and trail construction. (23 U.S.C. 202 G)
Bureau of Public Roads	Amount required	Reimbursement for survey, plans, and supervision of construction at request of Forest service.	To remain available until expended.
Forest Access Roads	\$1,000,000	For acquiring by condemnation or otherwise additional roads to provide access to national-forest areas. (16 U.S.C. 471-2, 475-6, 551)	Derived chiefly from grazing fees and mineral leases.
Submarginal Lands	25 percent of receipts	Paid to counties in which such land is situated for school and road purposes. (U.S.C. 1012)	Expended within the State from which such proceeds are derived. Receipts are derived from timber sales, grazing fees, and other land-use fees. Allocated under authority of act of May 23, 1908. Share of fiscal 1960 receipts: \$35,263,887.
Forest Reserve Fund	10 percent <u>25 percent</u>	Construction and maintenance of roads and trails (16 U.S.C. 501). Returned to States and used for the benefit of schools and roads within counties having national-forest land. (16 U.S.C. 500)	
		States re-allocate the following shares to counties for roads, unless otherwise specified:	
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	All	For schools and roads. Segregation not specified.	
Georgia	50 percent	For roads.	
Idaho	70 percent	For roads.	
Illinois	50 percent	For roads.	
Kentucky	50 percent	For roads.	
Maine	All	To towns for schools and roads. Segregation not specified.	
Michigan	All	For schools and roads. Segregation not specified.	
Minnesota	All	For schools and roads. Segregation not specified.	
Mississippi	All	For schools and roads. Segregation not specified.	
Missouri	All	For schools and roads. Segregation not specified.	
Montana	All	For schools and roads. Segregation not specified.	
Nebraska	20 percent	For roads.	
Nevada	All	For schools and roads. Segregation not specified.	
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	All	For schools and roads. Segregation not specified.	
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.	
Wisconsin	All	For schools and roads. Segregation not specified.	
Wyoming	All	For schools and roads. Segregation not specified.	

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106
SHEET 2 OF 3
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of the Interior Bureau of Land Management Access roads	Appropriation 25 percent of receipts	Right-of-way and construction of timber access roads, and service roads to recreational areas on public domain and Coos Bay Wagon Road grant lands. For construction, operation, and maintenance of timber access roads, reforestation, and other improvements on the reverted Oregon and California Railroad grant lands in Oregon.	Work is performed by Bureau of Public Roads on a reimbursable basis. 1962 appropriation: \$350,000. Funds derived chiefly from timber sales. Appropriation for construction (1962: \$7,850,000) transferred to Bureau of Public Roads. Total 1962 appropriation: \$9,200,000. Timber purchasers and haulers may construct some roads, and pay a usage fee for maintenance. 1962 appropriation: \$18,400,000.
Oregon and California Land Grant Fund	50 percent of receipts	Paid to the 18 Oregon and California land grant counties in Oregon. Under agreement, one-third is applied for an extended access road program. Remainder may be used for maintenance or other county purposes. (39 Stat. 218)	Returned to States of origin (43 U.S.C. 317b, 3154, 315a)
Red River Oil and Gas Royalties	37-1/2 percent	Paid to Oklahoma for construction and maintenance of public roads and schools. (42 Stat. 1443) (44 Stat. 740)	
Coos Bay Wagon Road Grant Funds	Amount required	Paid to Coos, and Douglas Counties, Oregon, in lieu of taxes, for schools, roads, highways, bridges, and port districts. (53 Stat. 753-754)	
Grazing Receipts Paid to States	50 and 12-1/2 percent of receipts, respectively, from public lands outside and within grazing districts	For general State purposes. Where a portion is applied for road purposes, the amounts are shown below:	Receipts are from bonuses, royalties, and rentals resulting from development of mineral resources. (30 U.S.C. 191, 295)
Arizona	All	To counties of origin for schools and roads.	
Mineral Leasing Funds Paid to States	37-1/2 percent of receipts	For general State purposes. Where a portion is applied for road purposes, the amounts are shown below:	
Colorado	67 percent	To counties of origin for schools and roads.	
Kansas	50 percent	To counties and cities for roads and streets.	
Montana	50 percent	To State Highway Fund for roads.	
Oregon	All	To counties of origin for schools and roads.	
Utah	10 percent	To counties of origin for roads.	
N Wyoming	3 percent and 30 percent	To counties of origin for roads.	
Federal Lands Materials	7 percent of receipts	To State Highway Commission for State and county roads.	
Submarginal Lands	25 percent of receipts	To counties of origin for road and school use. (31 U.S.C. 711)	
National Park Service	1962 Appropriations: \$7,403,000 \$34,000,000 \$3,234,000	To counties of origin for road and school use. (7 U.S.C. 1012)	Receipts from sale of timber and other materials on Federally owned land. Derived chiefly from grazing fees and mineral leases.
Bureau of Public Roads	Amount required	Maintenance and operation of roads and trails within national parks.	
Bureau of Reclamation	\$2,874,000	Construction of parkways, roads, and trails. (23 U.S.C. 206-7)	1962 appropriation: \$18,000,000. Bureau of Public Roads receives 12-3/4 percent of amounts authorized for major projects (\$14,300,000 for parkways and \$11,066,000 for roads). In some instances funds are paid in reimbursement to State and local governments for the cost of projects.
Bureau of Indian Affairs	\$25,000,000	Reimbursement for engineering surveys and plans and supervision costs.	
Fish and Wildlife Service	25 percent of receipts	Construction and re-location of roads and bridges where affected by reclamation projects.	
Submarginal Lands	25 percent of receipts	Maintenance of roads within Indian reservations.	
Migratory Bird Conservation Act	25 percent of receipts	Construction and improvement of Indian reservation bridges and roads. (23 U.S.C. 208)	Derived chiefly from grazing fees and mineral leases. Net proceeds from sales of refuge products.
U.S. Department of Defense Corps of Engineers Payments to States, Flood Control Act of 1954	75 percent of receipts	Paid to counties in which such land is situated for school and road purposes. (7 U.S.C. 1011 and 1012)	
Arkansas	20 percent	Paid to counties in which refugees are located for school and road purposes. (15 U.S.C. 715a)	
Colorado	25 percent	For public schools, roads, or other expenses of county government (33 U.S.C. 701a-3). Where a portion is applied for road purposes, the amounts are shown below:	Funds received from lease of Federal lands acquired for flood control, navigation, and allied purposes. Paid to States in which such property is situated. 1962 appropriations: \$1,830,000.
Georgia	50 percent	To counties in which projects are located, for roads.	80 percent for schools.
Kansas	40 percent	To counties in which projects are located, for roads.	75 percent for schools.
Mississippi	All	To counties in which projects are located, for roads.	50 percent for schools.
Missouri	All	To counties in which projects are located, for schools and roads.	60 percent for schools.
Nebraska	20 percent	To counties in which projects are located, for schools and roads.	
North Dakota	50 percent	To counties in which projects are located, for roads.	30 percent for schools.
South Dakota	All	To counties in which projects are located, for roads.	50 percent for schools.
Civil Works Projects	Amount required	To counties in which projects are located, for schools and roads.	
Military Construction, Army	Appropriation	Costs of relocating and reconstructing roads and bridges as a result of flood control, navigation, and allied projects.	Paid to State highway departments in reimbursement for work performed under agreement. 1962 appropriation: \$4,900,000. All transferred for expenditure by Bureau of Public Roads.
Military Construction, Navy	Appropriation	Construction of military and defense access roads.	1962 appropriation: \$4,900,000. All transferred for expenditure by Bureau of Public Roads.
Military Construction, Air Force	Appropriation	Construction of access roads, naval installation roads, etc.	1962 appropriation: \$23,000,000. All transferred for expenditure by Bureau of Public Roads.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106
SHEET 3 OF 3
EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
U.S. Department of Commerce Bureau of Public Roads Forest Highway Funds	1962 Authorizations: \$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 Bureau; 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, 204)	Funds are apportioned among the 41 States in which national forests are located according to the area and value of Federally-owned land in the national forests. (23 U.S.C. 202a)
Public Lands Highway Funds	\$3,500,000	Construction, improvement, and administration of highways through unappropriated or unreserved public lands, nontaxable 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. 202c).
Federal Highway Trust Fund	All		
Bureau of Public Roads Federal-aid Primary and Secondary System	Amount required Remainder \$925,000,000	Refunds for nonhighway use of gasoline. Subject to appropriation for purposes given below: To reimburse the States, the District of Columbia, and Puerto Rico for the Federal share of the cost of right-of-way and construction on Federal-aid projects. Funds may be used to pay up to half the costs 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. 120) Not more than 10 percent may be expended on projects to eliminate railway-highway grade crossings (23 U.S.C. 120d); 1-1/2 percent for research and planning (23 U.S.C. 307); and administration (23 U.S.C. 104a). Maintenance costs must be borne by the States (23 U.S.C. 116).	This fund receives the proceeds of the Federal excise tax on motor fuel, tires, and tread rubber; on new trucks, buses, and trailers; and the gross weight tax on heavy vehicles. (See table WF-301). Local transit systems are also granted partial refunds of gasoline tax. Amounts shown are fiscal 1962 authorizations. Primary funds first authorized for f.y. 1917; secondary funds, f.y. 1938; urban funds, f.y. 1946.
Federal-aid Primary Funds	\$16,250,000 (45 percent)	For projects on the Federal-aid primary system in rural and urban 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. 103b)	Apportioned among the States as follows: 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 each State bears to the total population of all States according to the latest Federal census; one-third in the ratio which the mileage of rural delivery and star routes in each State bears to the total of such mileage in all States at the close of the next preceding fiscal year as certified by the Postmaster General. Provided, no State shall receive less than 1/2 percent of each year's appropriation. (23 U.S.C. 104b-1)
Federal-aid Secondary Funds	\$271,500,000 (30 percent)	For projects on the Federal-aid secondary system. This system may comprise State and local roads, school bus and rural mail routes, etc., so long as they are not on the Federal-aid primary system. The secondary system shall be confined to rural areas except that in States having a population density of more than 200 per square miles, mileage in urban areas may be included (23 U.S.C. 103c).	Apportioned the same as Primary Funds, except that rural population is used as a factor rather than total population. (23 U.S.C. 104b-2)
Federal-aid Urban Funds	\$231,250,000 (25 percent)	For projects on extensions of the Federal-aid primary and secondary systems within urban areas defined as areas "including and adjacent to a municipality or other urban place having a population of five thousand or more, as determined by the latest available Federal census, with boundaries to be fixed by a State highway department subject to the approval of the Secretary." (23 U.S.C. 101)	Apportioned among the States in the ratio which the population in municipalities and other urban places, as defined, bears to the total population of such areas in all of the States. Provided that Connecticut and Vermont towns shall be considered municipalities regardless of their incorporated status. (23 U.S.C. 104b-3)
Federal-aid Interstate System	\$2,200,000,000	To reimburse the States (except Alaska) and the District of Columbia for the Federal share of the cost of right-of-way and construction on Federal-aid Interstate System projects in rural and urban areas. The system shall not exceed 41,000 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. 103d). Funds may be used to pay up to 90 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 on projects to eliminate railway-highway grade crossings (23 U.S.C. 120d); 1-1/2 percent for research and planning (23 U.S.C. 307); and administration (23 U.S.C. 104a).	Apportioned among the States in the ratio which the estimated cost of completing the Interstate system in each State bears to the sum of the estimated cost of completing the system in all States, as reported pursuant to 23 U.S.C. 104b-4.
Emergency Relief	\$30,000,000	Repair or reconstruction of highways and bridges on the Federal-aid primary and secondary systems damaged as a result of floods, hurricanes, or other catastrophes. (23 U.S.C. 125)	Amount not appropriated lapses. These funds may provide 100 percent of the cost of disaster projects in public domain areas. (23 U.S.C. 120f)
Bridges over Dams	Amount required	Design and construction of highway bridges upon and across dams. (23 U.S.C. 320)	

STATE GRANTS-IN-AID FOR LOCAL ROADS AND STREETS-1960

TABLE SF-54, 1960
ISSUED AUGUST 1961

(In thousands of dollars)

Compiled for calendar year
from reports of State authorities

Table with columns for BALANCE ON JANUARY 1, 1960, SOURCE OF STATE GRANTS-IN-AID, TOTAL RECEIPTS, PAYMENTS OF GRANTS, and BALANCE ON DECEMBER 31, 1960. Rows list states from Alabama to Wyoming, plus a Total row. Sub-headers include: FOR COUNTIES, TOWNSHIPS, AND OTHER RURAL UNITS; HIGHWAY-USER REVENUE; HIGHWAY-USER REVENUE; HIGHWAY-USER REVENUE; TOTAL; TO COUNTIES, TOWNSHIPS, AND OTHER RURAL UNITS; TO CITIES, TOWNSHIPS, AND OTHER MUNICIPALITIES; TOTAL; TO CITIES, TOWNSHIPS, AND OTHER RURAL UNITS; TO CITIES, TOWNSHIPS, AND OTHER MUNICIPALITIES; TOTAL.

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 categorized by county and included in the state total. The statutory basis for the allocation of highway-user revenue to counties, townships, etc., and to cities is given in table G-106 and W-106.

2/ For purposes of this table, the following counties have been classified as municipalities: Calif., San Francisco; Colo., Denver; Ga., Oconee Parish; N.Y., Bronx, Kings, Queens, and Richmond; Pa., Philadelphia; Va., Arlington. In addition, Cook County, Ill., is treated as approximately 70 percent municipal. Towns or townships in the six New England States, N.H., Vt., and Pa., are classed as rural or municipal on the basis of population density.

3/ Transfers to local governments for service of local road bonds are combined with payments for current road purposes. See table SF-54, 1960.

4/ In those States that distribute highway-user revenues from a common fund, the allocation of motor-fuel and motor-vehicle revenues are the primary shares of the total amounts placed in the fund.

5/ Includes general fund appropriations, other State taxes, bond proceeds and miscellaneous income.

6/ Excludes that portion of highway-user tax revenues allocated to the counties that are returned to, or withheld by, the State for matching Federal-aid funds, or for other purposes.

7/ Registration fees to island counties.

STATE OBLIGATIONS FOR HIGHWAYS-1960
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR¹

TABLE SB-1, 1960
SHEET 1 OF 2
ISSUED SEPTEMBER 1961

Compiled for calendar year
from reports of State authorities

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE ^{2/}	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS ^{4/}	INTEREST ^{5/}		SERIAL OR TERM	REDEMPTION PROVISIONS MATURITY DATES AND AMOUNTS	CALL PROVISIONS ^{6/}	SOURCE OF FUNDS FOR DEBT SERVICE ^{7/}
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST ^{3/}	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST				
Alabama Highway Authority Bonds: Series F Series G Reimbursement Obligations Assumed Total	1-1-60 9-1-60 - -	10,000 15,000 160 25,160	- - - -	6 6 - 6	1,000 1,000 1,000 1,000 25,006 160 25,166	Obligations assumed for roads in Winston County	3.0-6.0 3.25-6.0	3.83 3.61	S S	1961-1980, \$900,000 1961-1980, \$900,000 - \$1,300,000	1965 @ 103	Gasoline tax
Connecticut Highway System Bonds: Series A Series AA Total	10-1-60 - -	16,420 19,020 35,440	13 15 28	34 40 74	16,467 19,075 35,542	Construction of State highways	2.90	2.89	S S	1965-1974, \$1,640,000-\$1,645,000 1965-1980, \$1,055,000-\$1,060,000	None	Motor-fuel tax
Delaware Delaware Memorial Bridge Revenue Bonds Delaware Memorial Bridge Revenue Bonds Highway Improvement Bonds-1959, Series B Total	6-1-60 1-1-60 4-1-60 -	1,750 300 7,300 9,350	9 - 3 12	20 - 3 23	1,779 300 7,306 9,385	Additions and improvements to Delaware Memorial Bridge Construction of State highways	4.0 3.0 3.25	4.0 3.0 3.24	T T S	1978 1978 1961-1980, \$365,000	1960 @ 100.5 None	Bridge tolls General State Revenues*
Florida State Development Commission: B/ St. Lucie County Road Revenue Bonds Sarasota County Road Revenue Bonds Brevard County Road Revenue Bonds Orange County Road Revenue Bonds Alachua County Road Revenue Bonds Pasco County Road Revenue Bonds Gulf County Road Revenue Bonds Hardee County Road Revenue Bonds Highlands County Road Revenue Bonds Pinellas County Road and Bridge Revenue Bonds Lake County Road and Revenue Bonds Volusia County Road and Revenue Bonds Manatee County Road and Revenue Bonds Total	7-1-59 10-1-59 11-1-59 2-1-60 2-1-60 10-1-59 10-1-59 6-1-60 8-1-60 6-1-60 5-1-60 7-1-59 12-1-59 -	1,200 2,600 3,950 2,725 2,220 4,000 850 1,800 2,000 16,800 1,000 2,000 1,100 42,855	- 4 10 1 1 1 - - 2 - - 1 - -1	7 47 70 59 20 31 6 26 12 122 8 2 7 387	1,207 2,601 3,640 2,756 2,241 4,032 856 1,826 2,014 16,922 1,008 2,002 1,065 42,281	Construction of St. Lucie County road project Construction of Sarasota County road project Construction of Brevard County road project Construction of Orange County road project Construction of Alachua County road project Construction of Pasco County road project Construction of Gulf County road project Construction of Hardee County road project Construction of Highlands County road project Construction of Pinellas County road and bridge project, including Bayway Toll facility Construction of Lake County road project Construction of Volusia County road project Construction of Manatee County road project	3.50-6.0 4.20-6.0 4.75 4.20-6.0 3.50 4.0-6.0 3.50-5.50 3.50-5.50 3.25 4.80-5.0 3.1 4.0-5.0 3.75-4.125	3.92 4.36 4.73 4.25 3.49 4.09 3.69 4.03 3.34 4.84 - - 4.13	S T T S S S S S S S S S S S	1961-1974, \$50,000-\$125,000 1964-1989, \$15,000-\$175,000 1989 1968-1990, \$35,000-\$210,000 1962-1970, \$160,000-\$320,000 1962-1969, \$15,000-\$275,000 1961-1974, \$5,000-\$35,000 1965-1985, \$30,000-\$150,000 1962-1975, \$110,000-\$180,000 1965-1990, \$55,000-\$5,440,000 1961-1964, \$250,000 1961-1972, \$50,000-\$270,000 1963-1984, \$10,000-\$90,000	1969 @ 102.5 1969 @ 102.5 1969 @ 104 1970 @ 102.5 None 1969 @ 102.5 1964 @ 102.5 1970 @ 102.5 1985 @ 102.5 1970 @ 104 - 1969 @ 102.5 1969 @ 104	Gasoline tax Tolls and gasoline tax Gasoline tax
Kentucky General Obligation Bonds	1-1-60	30,000	114	15	30,189	Construction of State highways, bridges, and tunnels	3.0	2.94	S	1962-1971, \$2,500,000-\$3,500,000	1968 @ 103	Road-user taxes*
Louisiana Highway Bonds, 3rd Series, LR Highway Bonds, 4th Series, LR Total	1-1-60 10-15-60 -	15,000 15,000 30,000	89 - 89	121 26 147	15,210 15,026 30,236	Construction of State highways	3.80-4.0 2.5-4.0	3.79 3.60	S S	1961-1984, \$397,000-\$924,000	1969 @ 102	Road-user taxes*
Maryland State Highway Construction Bonds, Second Issue, Series # County Highway Construction Bonds, Seventh Series Total	7-1-60 8-1-60 -	20,000 1,684 21,684	- - -	27 1 28	20,027 1,685 21,712	Construction of State highways Construction of county roads	3.10-5.0 2.50-5.0	3.51 3.30	S S	1961-1975, \$400,000-\$12,800,000 1961-1975, \$10,000-\$159,000	1968 @ 100.5 1968 @ 102.5	Road-user taxes
Massachusetts Highway Improvement Loan Bonds - 1956	12-1-60	15,000	16	17	15,033	Construction of State highways \$10,420,000; for local roads \$64,000 Metropolitan District Commission \$3,296,000	3.1	3.1	S	1961-1980, \$750,000	None	Motor-fuel taxes*
Michigan Trunk Line Highway Bonds, Series III Trunk Line Highway Bonds, Series IV International Bridge Authority Revenue Bonds Series A (Primary pledge) Series B (Secondary pledge) Grand Rapids Expressway Bonds (1960 Issue) Total	7-1-60 10-1-60 9-1-60 9-1-60 4-1-60 -	25,000 25,000 8,400 7,850 18,000 84,250	- - - -420 7 -413	250 - 14 - 264	50,250 - 15,844 - 84,101	Construction of trunkline highways Construction of Toll Bridge across St. Mary's River between Sault Ste. Marie, Michigan and Sault Ste. Marie, Ontario Construction of Grand Rapids Expressway	3.50-5.0 5.0 3.75-5.0	3.94 3.78 5.0 6.0 4.12	S S T T S	1961-1985, \$600,000-\$1,540,000 2000 2000 1961-1985, \$440,000-\$1,020,000	1974 @ 103 1980 @ 105 None	Road-user taxes Bridge tolls Road-user taxes
Mississippi Bridge Revenue Bonds	10-1-59	7,000	*	114	7,114	Construction of Biloxi Bay Bridge	4.875-5.0	4.98	S	1961-1989, \$75,000-\$395,000	1969 @ 103	Gasoline taxes
Missouri Paseo Bridge Revenue Bonds	1-1-60	150	-6	3	147	Repair and improvements of Paseo Bridge	5.0	5.0	T	1982	1962 @ 103	Tolls and road-user taxes

Footnotes appear on page 2

STATE OBLIGATIONS FOR HIGHWAYS-1960
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR

Compiled for calendar year
from reports of State authorities

TABLE SB-1, 1960
SHEET 2 OF 2
ISSUED SEPTEMBER 1961

STATE AND OBLIGATIONS	NOMINAL DATE OF ISSUE 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	ACCURED INTEREST 3/	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES 6/	
New York		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars							
New York Thruway:												
State Guaranteed Thruway Bonds, Seventh Series	10-1-60	50,000	-	-	50,000	Construction of New York Thruway	3.40-3.50	3.46	S	1965-1995, \$1,950,000-\$5,100,000	1967 @ 105	Road tolls*
Niagara Falls Bridge Commission Revenue Bonds	9-1-60	20,000	-800	-	19,200	Construction of a new Lewiston-Queenston Bridge	5.75	5.75	T	2000	1970 @ 105	Bridge tolls
Port of New York Authority: 9/												
Consolidated Bonds, Fourteenth Series	2-1-59	11,000	-239	-	10,761	Toll bridge improvements	3.625	3.81	T	1989	1968 @ 103	Bridge tolls
Total		81,000	-1,039	-	79,961							
Pennsylvania												
State Highway and Bridge Authority:												
Series of 1960 Bonds	10-15-60	10,000	-145	3	9,858	Highway construction and improvements	2.25-3.25	3.14	S	1961-1980, \$350,000-\$635,000	1968 @ 103	Highway department rentals
Tennessee												
Highway Bonds	5-1-60	10,000	1	18	10,019	Construction of State highways	3.30-4.0	3.31	S	1961-1980, \$300,000-\$1,500,000	None	Road-user taxes*
Vermont												
Highway Construction Bonds	9-1-60	8,000	67	-	8,067	Construction of State highways	2.70	2.65	S	1962-1980, \$400,000	None	Road-user taxes*
Virginia												
Elizabeth River Tunnel District Revenue Bonds	2-1-60	41,700	-875	276	41,101) Refunding bridge authority bonds \$15,842,000; remainder for construction of second vehicular tunnel.) Refunding ferry bonds \$17,509,000; remainder for construction of Chesapeake Bridge and Tunnel	4.50	-	T	2000) 1963 @) 103-1/2 1973 @ 104	Tolls
Chesapeake Bay Bridge and Tunnel District Revenue Bonds, Series A, B, and C	7-1-60	197,500	-6,700	1,685	192,685		4.875-5.75	5.61	T	2000		Tolls
Total		239,200	-7,575	2,161	233,786							
Washington												
State of Washington:												
Motor Vehicle Fuel Tax Revenue Bonds - 1957 Series 2	3-1-60	18,000	14	16	18,030	Construction of State highways	3.50-4.20	3.93	S	1967-1977, \$1,000,000-\$1,700,000	None	Motor-fuel taxes
Washington Toll Bridge Authority:												
Second Lake Washington Toll Bridge Bonds	1-1-60	30,000	-600	155	29,555	Construction of Evergreen Point - Union Bay Bridge	4.90	4.95	T	2000	1965 @ 105	Bridge tolls
Biggs Rapids Toll Bridge Revenue Bonds	5-1-60	3,500	-201	69	3,368	Construction of Biggs Rapids Toll Bridge	5.50	-	T	2009	1975 @ 108	Bridge tolls
Ferry and Hood Canal Bridge Revenue Bonds	7-1-60	4,400	-32	-	4,368	Repair Hood Canal Bridge	4.75	-	T	1997	1967 @ 105	Bridge and ferry tolls
Total		55,900	-919	280	55,261							
West Virginia												
New Martinsville Bridge Revenue Bonds	1-1-60	3,600	-72	12	3,540	Construction of bridge across Ohio River between New Martinsville, W.Va. and a point between Duffy and Hannibal, Ohio	4.25-4.5	4.59	S	1963-1985, \$25,000-\$265,000	1970 @ 104	Bridge tolls
State Road Bonds, Thirteenth Reissue	5-1-60	2,000	-	7	2,007	Construction of State highways	3.25-4.0	3.39	S	1961-1985, \$80,000	None	Road-user taxes*
Total	12-1-60	2,000	-	7	2,007		3.0-4.0	3.19	S			
Total		7,600	-72	19	7,547							
District of Columbia												
Highway Construction Obligations	7-1-60	2,000	-	-	2,000	Construction of highways	4.0	4.0	S	1962-1991, \$38,000-\$113,000	None	Road-user taxes
Total		73,589	-9,843	3,219	707,265							

1/ 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; table SB-5, future debt service requirements. (Table SB-5 is published for odd-number years only.) 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 used 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).

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

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

4/ 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.

5/ "Posted 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 sale.

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

7/ 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.

8/ Bonds are issued by the Florida State Development Commission. The Commission is authorized to acquire or construct bridge connecting State highways within counties, to lease or sell them to the State highway department, and to issue bonds to finance construction secured by a pledge of motor-vehicle tax revenues credited to counties.

9/ Estimated highway share.

STATE OBLIGATIONS FOR HIGHWAYS-1960
CHANGE IN INDEBTEDNESS DURING YEAR¹

TABLE SB-2, 1960
SHEET 1 OF 3
ISSUED SEPTEMBER 1961

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS			OBLIGATIONS ISSUED ^{3/}			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1960	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1960 ^{4/}	NET INDEBTEDNESS DECEMBER 31, 1960
	ISSUES	CLASSIFI- CATION ^{2/}	OBLIGATIONS OUTSTANDING JANUARY 1, 1960	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Alabama	State Highway Bonds Highway Authority Revenue Bonds Highway Finance Corporation Bonds Reimbursement Obligations Assumed Total	1 1* 1* 6*	25,100 67,450 3,200 2,030 97,780	- 25,000 - 160 25,160	- - - - -	- 25,000 - 160 25,160	2,400 3,800 800 397 7,397	- - - - -	2,400 3,800 800 397 7,397	22,700 88,650 2,400 1,793 115,543	- - - - -	22,700 88,650 2,400 1,793 115,543
Arkansas	State Highway Construction Bonds State Highway Refunding Bonds Refunding Reimbursement Bonds State Toll Bridge Bonds Total	1 1 5 4*	4,992 49,781 24,553 7,000 86,326	- - - - -	- - - - -	- - - - -	4,992 3,217 1,587 - 9,796	- - - - -	4,992 3,217 1,587 - 9,796	- 46,564 22,966 7,000 75,530	- 3,851 1,899 - 5,750	- 42,713 21,067 7,000 70,780
California	State Highway Bonds San Mateo - Alameda Bridge Revenue Bonds Richmond - San Rafael Bridge Revenue Bonds Carquinez Strait Bridge Revenue Bonds Total	1 4* 4* 4* 4*	7,925 2,552 62,000 80,000 152,477	- - - - -	- - - - -	- - - - -	1,775 1,502 - 1,187 4,464	- - - - -	1,775 1,502 - 1,187 4,464	6,150 1,050 62,000 75,913 148,013	- 719 - 50 769	6,150 331 62,000 78,763 147,244
Colorado	Revenue Anticipation Warrants Highway Office Building Construction Bonds Turnpike Revenue Bonds Total	1* 3* 4* 4*	31,318 1,560 5,300 38,178	- - - -	- - - -	- - - -	2,060 149 155 2,364	- - - -	2,060 149 155 2,364	29,258 1,411 5,145 35,814	2,550 4 - 2,554	26,708 1,407 5,145 33,260
Connecticut	State Highway System Bonds Connecticut Turnpike Revenue Bonds Connecticut Turnpike Guaranteed Bonds Toll Bridge Bonds Total	1 4* 4 4 4	- 347,500 112,000 47,135 506,635	35,440 - - - 35,440	- - - - -	35,440 - - - 35,440	- - - 395 395	- - - - 395	35,440 347,500 112,000 46,740 541,680	- - - - -	- - - - -	35,440 347,500 112,000 46,740 541,680
Delaware	State Highway Refunding and Improvement Bonds Delaware Memorial Bridge Revenue Bonds State Assumed County Bonds Total	1 4* 6* 6*	77,601 15,375 885 93,861	7,300 2,050 - 9,350	- - - -	7,300 2,050 - 9,350	4,677 2,305 106 7,088	- - - -	4,677 2,305 106 7,088	80,224 15,120 - 96,123	- - - -	80,224 15,120 - 96,123
Florida	State Development Commission Bonds: County Road Revenue Bonds Toll Road and Bridge Bonds State Road Department Lease - Purchase Agreements: Toll Road and Bridge Bonds Assumed Special Road and Bridge Obligations Assumed Turnpike Authority Revenue Bonds Jacksonville Expressway Authority Bonds Total	1* 4* 4* 4* 6* 4* 4* 4*	43,868 48,278 - 5,722 25,253 67,225 75,380 265,726	41,855 - - - - - - 41,855	- - - - - - - -	41,855 - - - - - - 41,855	2,286 1,871 - 163 935 1,960 944 8,159	- - - - - - 5,610 -	2,286 1,871 - 163 935 1,960 6,554 13,769	83,437 46,407 - 5,559 24,318 65,251 68,826 293,812	- - - - - 14 - 14	83,437 46,407 - 5,559 24,318 65,251 68,826 293,798
Georgia	State Bridge Building Authority Revenue Bonds State Toll Bridge Authority Bonds Rural Road Authority Bonds Total	2* 4* 7* 7*	25,206 5,115 95,899 126,220	- - - -	- - - -	- - - -	1,859 481 4,728 7,068	- - - -	1,859 481 4,728 7,068	23,347 4,634 91,171 119,152	- - - -	23,347 4,634 91,171 119,152
Hawaii	Hawaii Highway Bonds Hawaii Revenue Bonds State Issues for Local Roads Total	1* 1* 7* 7*	4,486 49,225 71 53,782	- - - -	- - - -	- - - -	514 795 12 1,321	- - - -	514 795 12 1,321	3,972 48,430 59 52,461	- - - -	3,972 48,430 59 52,461
Illinois	State Highway Bonds Turnpike Revenue Bonds Total	1 4* 4*	75 441,279 441,354	- - -	- - -	- - -	17 - 17	- - -	17 - 17	58 441,279 441,337	58 - 58	- 441,279 441,279
Indiana	Turnpike Revenue Bonds	4*	280,000	-	-	-	-	-	-	280,000	-	280,000
Kansas	Turnpike Revenue Bonds	4*	175,468	-	-	-	-	-	-	175,468	-	175,468
Kentucky	Highway, Bridge, and Tunnel Bonds State Toll Bridge Revenue Bonds Turnpike Revenue Bonds Total	1 4* 4* 4*	68,000 7,274 38,245 113,519	30,000 - - 30,000	- - - -	30,000 - - 30,000	2,000 209 574 2,783	- - - -	2,000 209 574 2,783	96,000 7,065 37,671 140,736	- - 324 324	96,000 7,065 37,347 140,412
Louisiana	State Highway Bonds Toll Bridge Bonds Total	1 4* 4*	106,723 60,380 167,103	30,000 - 30,000	- - -	30,000 - 30,000	9,912 2,920 12,832	- - -	9,912 2,920 12,832	126,811 57,460 184,271	13,134 - 13,134	113,677 57,460 171,137

Footnotes appear on sheet 3

STATE OBLIGATIONS FOR HIGHWAYS-1960
CHANGE IN INDEBTEDNESS DURING YEAR 1

TABLE SP-2, 1960
SHEET 2 OF 3
ISSUED SEPTEMBER 1961

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		OBLIGATIONS ISSUED 2/			OBLIGATIONS RECEIVED			STRIKING FUND AND OTHER RESERVES DECEMBER 31, 1960	NET INDEBTEDNESS DECEMBER 31, 1960		
	ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1960	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	NET CURRENT INCOME AND DEBIT RESERVES	BY REFUNDING			TOTAL	OBLIGATIONS OUTSTANDING DECEMBER 31, 1960
Maine	State Highway Bonds	1	30,400	-	-	-	3,185	-	3,185	27,215		
	Foxe River Bridge Bonds	2	7,000	-	-	-	-	-	-	7,000		
	State Toll Bridge Bonds	4	4,100	-	-	-	180	-	180	3,920		
	Maine Port Authority Bonds (Island Ferry Service)	4*	2,460	-	-	-	60	-	60	2,400		
	Deer Isle - Sedgewick Bridge Bonds	4*	199	-	-	-	22	-	22	177		
Maine Turnpike Authority Bonds	4*	78,600	-	-	-	-	-	-	78,600			
Total		122,759	-	-	-	3,447	-	3,447	119,312	119,312		
Maryland	State Highway Construction Bonds	1*	196,874	20,000	-	20,000	9,301	-	9,301	207,175		
	Bridge and Tunnel Revenue and Refunding Bonds	4*	152,866	-	-	-	12,126	-	12,126	164,740		
	County Construction Bonds	7*	10,419	1,684	-	1,684	440	-	440	11,063		
	Total		360,159	21,684	-	21,684	21,867	-	21,867	382,027		
Massachusetts	Highway Improvement Loan - State Share	1	415,335	14,356	-	14,356	25,627	-	25,627	440,964		
	Highway Improvement Loan - Local Share	1	24,289	644	-	644	1,499	-	1,499	25,788		
	Subtotal		439,624	15,000	-	15,000	27,126	-	27,126	466,752		
	Highway Flood Bonds - State Share	3	7,189	-	-	-	434	-	434	6,755		
	Highway Flood Bonds - Local Share	7	9,386	-	-	-	566	-	566	8,820		
	Turnpike Revenue Bonds	4*	239,000	-	-	-	-	-	-	239,000		
	Turnpike (East Boston Tunnel) Revenue Bonds	4*	52,800	-	-	-	-	-	-	52,800		
	Port Authority Bonds - Highway Share	4*	22,601	-	-	-	-	-	-	22,601		
	Total		770,600	15,000	-	15,000	28,126	-	28,126	808,726		
	Michigan	Limited Access Highway Revenue Bonds	1*	370,650	68,000	-	68,000	12,710	-	12,710	425,940	
International Bridge Authority Bonds	4*	-	16,250	-	16,250	-	-	-	16,250			
State Bridge Commission Revenue Refunding Bonds	4*	70	-	-	-	33	-	33	37			
MacQuinn Bridge Authority Revenue Bonds	4*	99,800	-	-	-	-	-	-	99,800			
Total		470,520	84,250	-	84,250	12,743	-	12,743	542,027			
Minnesota	State Highway and Central Office Building Bonds	3	5,400	-	-	-	600	-	600	4,800		
	State Bridge and Right-of-Way Bonds	2	39,800	-	-	-	900	-	900	38,900		
Total		45,200	-	-	-	1,500	-	1,500	4,700			
Mississippi	State Highway Bonds	1*	67,268	7,000	-	7,000	2,396	-	2,396	71,872		
	State Highway Refunding Bonds	1*	7,918	-	-	-	1,000	-	1,000	6,918		
	State Toll Bridge Revenue Bonds	4*	12,687	-	-	-	892	-	892	11,895		
	State Highway Revenue Refunding Bonds	5*	3,392	-	-	-	116	-	116	1,276		
	Total		89,265	7,000	-	7,000	4,364	-	4,364	91,901		
Missouri	Bridge Revenue Bonds	4*	14,780	150	-	150	2,145	-	2,145	13,785		
	Reimbursement Obligations Assumed	6*	82	-	-	-	3	-	3	79		
Total		14,862	150	-	150	2,148	-	2,148	13,864			
New Hampshire	State Highway Bonds	1	19,750	-	-	-	3,150	-	3,150	16,600		
	New Hampshire Turnpike Bonds	4	5,440	-	-	-	240	-	240	5,200		
	Spaulding Turnpike Bonds	4	13,540	-	-	-	240	-	240	13,300		
	Central (Everett) Turnpike Bonds	4	18,240	-	-	-	390	-	390	17,850		
	State Toll Bridge Bonds	4	405	-	-	-	45	-	45	360		
	Maine - New Hampshire Interstate Bridge Authority Refunding Bonds	4*	1,093	-	-	-	373	-	373	720		
	Total		58,468	-	-	-	4,438	-	4,438	54,030		
New Jersey	Highway Improvement Bonds - State Share	1	20,834	-	-	-	1,670	-	1,670	19,164		
	Highway Improvement Bonds - Local Share	7	5,737	-	-	-	351	-	351	5,386		
	State Toll Bridge Revenue Bonds	4*	29,571	-	-	-	2,021	-	2,021	27,550		
	Delaware State Joint Toll Bridge Commission Revenue Bonds	4*	20,456	-	-	-	2,041	-	2,041	18,415		
	Carson State Parkway Guaranteed Bonds	4	285,000	-	-	-	900	-	900	284,100		
	Garland State Parkway Revenue Bonds	4*	45,000	-	-	-	145	-	145	44,855		
	New Jersey Turnpike Authority Revenue Bonds	4*	416,096	-	-	-	17,877	-	17,877	398,219		
Total		796,116	-	-	-	22,984	-	22,984	773,132			
New Mexico	Highway Debentures	1*	11,175	-	-	-	2,648	-	2,648	8,527		
	Total		11,175	-	-	-	2,648	-	2,648	8,527		
New York	State Highway Improvement Bonds - Serial and Term	1	162,000	-	-	-	9,900	-	9,900	122,100		
	State Highway Grade Crossing Elimination Bonds	2	146,933	-	-	-	13,011	-	13,011	133,922		
	General State Improvement Bonds - State Highway Share	3	1,112	-	-	-	593	-	593	519		
	New York State Bridge Authority Bonds	4*	17,908	-	-	-	1,334	-	1,334	16,574		
	King's Falls Bridge Commission Refunding Bonds	4*	-	20,000	-	20,000	1,431	-	1,431	36,287		
	Jones Beach Parkway Authority Revenue and Refunding Bonds	4*	37,718	-	-	-	43	-	43	37,285		
	Adirondack Mountain Authority Refunding Bonds - Highway Share	4*	531	-	-	-	143	-	143	388		
	Thousand Islands Bridge Authority Refunding Bonds	4*	944	-	-	-	36	-	36	908		
	Buffalo and Port Jervis Bridge Authority Refunding Bonds	4*	1,475	-	-	-	1,439	-	1,439	306		
	Port of New York Authority Bonds - Highway Share	4*	109,377	-	-	-	5,771	-	5,771	1,392		
	New York State Thruway Authority Refunding Bonds	4*	447,500	-	-	-	2,000	-	2,000	445,500		
	New York Thruway Guaranteed Bonds - Highway Share	4*	400,000	-	-	-	2,000	-	2,000	3,000		
New York Thruway Revenue Bonds	4*	1,357,958	81,000	-	81,000	34,222	-	34,222	1,449,180			
Total		2,472,116	81,000	-	81,000	64,222	-	64,222	2,536,400			

Footnotes appear on sheet 3

STATE OBLIGATIONS FOR HIGHWAYS-1960
 CHANGE IN INDEBTEDNESS DURING YEAR¹

Compiled for calendar year
 from reports of State authorities

(In thousands of dollars)

TABLE SB-2, 1960
 SHEET 3 OF 3
 ISSUED SEPTEMBER 1961

STATE	ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS			OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1960	STOCKS, BOND AND OTHER RESOURCES DECEMBER 31, 1960 4/	NET INDEBTEDNESS DECEMBER 31, 1960	
			OBLIGATIONS OCTOBER 1, 1960			REFUNDING ISSUES			TOTAL						OBLIGATIONS DECEMBER 31, 1960
			1	2	3	4	5	6	7	8	9				
North Carolina	State Highway Bonds	1	10,334	-	-	-	-	2,000	-	-	2,000	8,334	8,334	93,768	
	State Secondary Roads Bonds Total	1	117,350	-	-	-	-	10,500	-	-	10,500	106,850	13,102	93,768	
Ohio	State Highway Bonds	1*	367,715	-	-	-	-	30,340	-	-	30,340	337,375	30,330	307,045	
	Ohio Turnpike Revenue Bonds	4*	386,000	-	-	-	-	-	-	-	-	386,000	-	386,000	
	Bridge Revenue Bonds	4*	3,435	-	-	-	-	80	-	-	80	3,355	77	3,278	
	Total	4*	697,150	-	-	-	-	30,420	-	-	30,420	686,730	30,407	656,323	
Oklahoma	Oklahoma Turnpike Authority Revenue Bonds	4*	100,426	-	-	-	-	1,560	-	-	1,560	98,866	-	98,866	
Oregon	State Highway Bonds	1	66,425	-	-	-	-	5,075	-	-	5,075	61,350	7,349	54,001	
Pennsylvania	State Highway and Bridge Authority Bonds	1*	75,958	10,000	-	-	-	7,161	-	-	7,161	78,797	-	78,797	
	State Toll Bridge Bonds	4*	1,350	-	-	-	-	750	-	-	750	600	600	600	
	Delaware River Port Authority Bonds	4*	93,522	-	-	-	-	2,457	107	-	2,564	90,988	533	90,455	
	Pennsylvania Turnpike Revenue and Refunding Bonds	4*	42,085	-	-	-	-	13,665	-	-	13,665	388,400	29,994	368,406	
	Total	4*	262,920	10,000	-	-	-	24,033	107	-	24,140	568,785	31,127	537,658	
Rhode Island	State Highway Improvement Bonds	1	27,450	-	-	-	-	1,300	-	-	1,300	26,150	-	26,150	
	Special State Bridge Bonds	4*	4,574	-	-	-	-	-	-	-	-	4,574	-	4,574	
	Jonestown Bridge Commission Bonds	4*	1,618	-	-	-	-	56	-	-	56	476	-	476	
	Mount Hope Bridge Authority Revenue Bonds	4*	34,374	-	-	-	-	1,674	-	-	1,674	32,700	2,185	30,515	
South Carolina	State Highway Bonds and Certificates of Indebtedness	1	36,590	-	-	-	-	6,090	-	-	6,090	30,500	11,306	19,194	
	State Assumed County Bonds	6*	37,522	-	-	-	-	218	-	-	218	7,000	774	6,226	
Tennessee	State Highway Bonds	1	35,013	10,000	-	-	-	6,263	-	-	6,263	44,813	-	44,813	
	State Issues for Local Roads	7	42,013	10,000	-	-	-	205	-	-	205	7,000	13	6,987	
Texas	Turnpike Authority Revenue Bonds	4*	58,500	-	-	-	-	724	-	-	724	58,500	-	58,500	
	Reimbursement Obligations Assumed	6*	62,524	-	-	-	-	724	-	-	724	61,800	3,080	58,720	
Vermont	State Highway Bonds	1	26,200	8,000	-	-	-	2,000	-	-	2,000	32,200	407	31,793	
	Flood Bonds of 1927-Local Roads	7	26,504	8,000	-	-	-	280	-	-	280	24	24	24	
Virginia	State Toll Bridge and Tunnel Revenue and Refunding Bonds	4*	113,811	179,991	-	-	-	745	17,509	-	18,254	893,057	651	892,406	
	Richmond - Petersburg Turnpike Authority Revenue Bonds	4*	75,150	-	-	-	-	-	-	-	-	75,150	-	75,150	
	Elizabeth River Tunnel District Revenue Bonds	4*	15,643	25,857	-	-	-	-	15,643	-	15,643	41,700	-	41,700	
	Total	4*	204,604	205,848	-	-	-	745	33,352	-	34,097	1,079,907	651	1,079,256	
Washington	Highway Construction Revenue Bonds - State Share	1*	76,492	18,000	-	-	-	3,944	-	-	3,944	90,948	-	90,948	
	Highway Construction Revenue Bonds - Local Share	7*	6,563	18,000	-	-	-	356	-	-	356	6,207	-	6,207	
	Subtotal	4*	83,055	36,000	-	-	-	3,900	-	-	3,900	97,155	-	97,155	
West Virginia	State Secondary Road Bonds	1	49,324	4,000	-	-	-	3,720	-	-	3,720	49,604	-	49,604	
	Toll Bridge Revenue Bonds	4*	1,400	3,600	-	-	-	3,333	-	-	3,333	19,867	-	19,867	
	Turnpike Revenue Bonds	4*	133,000	7,600	-	-	-	5	-	-	5	4,995	-	4,995	
	Total	4*	283,724	7,600	-	-	-	7,058	-	-	7,058	133,000	-	133,000	
Wisconsin	Reimbursement Obligations Assumed	6*	3,221	-	-	-	-	399	-	-	399	2,822	-	2,822	
Dist. of Col.	Highway Construction Obligations	1*	-	2,000	-	-	-	-	-	-	2,000	-	-	2,000	
Summary	General Highway Bond Issue	1	2,753,959	330,951	-	-	-	186,055	-	-	186,055	2,866,855	160,537	2,706,318	
	Special State Issues for Bridges and Grade Crossings	2	223,793	-	-	-	-	16,050	-	-	16,050	207,743	3,765	203,978	
	Special Construction Issues - State Highway Share	3	5,790,396	346,798	-	-	-	83,483	39,069	-	122,552	6,047,994	60,621	5,987,373	
	Issues for Toll Roads, Bridges, and Ferries	4	25,945	-	-	-	-	1,703	-	-	1,703	24,242	-	22,539	
	State Issues for Reimbursement	5	8,069,354	677,769	-	-	-	289,327	39,069	-	328,396	9,192,359	227,446	8,964,913	
	Reimbursement Obligations Assumed	6	36,487	160	-	-	-	2,762	-	-	2,762	33,865	3,080	30,785	
	Total Obligations for State-Administered Highways	6	13,745,941	1,115,887	-	-	-	481,946	87,266	-	569,212	13,833,000	230,326	13,592,674	
State Issues for Local Roads and Bridges	7	1,628,388	2,328	-	-	-	2,328	7,952	-	7,952	1,628,388	624	1,627,764		
Total Highway Obligations of State	7	15,374,329	1,118,215	-	-	-	484,274	95,218	-	579,492	15,412,492	231,150	15,181,342		

1/ See table SB-1 for general note on SB series. The following States reported no indebtedness during 1960: Alaska, Arizona, Idaho, Iowa, Kansas, Nebraska, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

2/ For purposes of this analysis, bond issues have been classified in accordance with the types of issue summarized on sheet 3. See table SB-2B for additional details. Issues marked with an asterisk are understood to be limited State obligations or quasi-State obligations supported by specific revenues.

3/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in table SB-3.

4/ Balances in this column exclude amounts known to be reserved solely for interest payments, and differ in some instances from balances shown in table SB-3.

STATE OBLIGATIONS FOR HIGHWAYS-1960

OBLIGATIONS OUTSTANDING AT END OF YEAR

BY TYPE OF SECURITY

(In thousands of dollars)

TABLE SB-2B, 1960
ISSUED SEPTEMBER 1961

STATE	FULL-FAITH OBLIGATION BONDS ^{1/}	LIMITED OBLIGATION BONDS ^{2/}	TOLL REVENUE BONDS ^{3/}		REIMBURSEMENT OBLIGATIONS ASSUMED ^{4/}	TOTAL	STATE
			CROSSING BONDS	ROAD BONDS			
Alabama	22,700	91,050	-	-	1,793	115,543	Alabama
Alaska	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	-	-	Arizona
Arkansas	69,530	-	7,000	-	-	76,530	Arkansas
California	6,150	-	141,863	-	-	148,013	California
Colorado	-	35,814	-	(3/)	-	35,814	Colorado
Connecticut	194,180	347,500	(3/)	(3/)	-	541,680	Connecticut
Delaware	80,224	-	15,120	(3/)	779	96,123	Delaware
Florida	-	186,320	3/ 12,350	3/ 65,265	29,877	293,812	Florida
Georgia	-	114,518	4,634	-	-	119,152	Georgia
Hawaii	-	52,461	-	-	-	52,461	Hawaii
Idaho	-	-	-	-	-	-	Idaho
Illinois	58	-	-	441,279	-	441,337	Illinois
Indiana	-	-	-	280,000	-	280,000	Indiana
Iowa	-	-	-	-	-	-	Iowa
Kansas	-	19,500	-	3/ 155,968	-	175,468	Kansas
Kentucky	96,000	-	7,065	37,671	-	140,736	Kentucky
Louisiana	126,811	57,460	(3/)	-	-	184,271	Louisiana
Maine	40,535	-	3/ 177	78,600	-	119,312	Maine
Maryland	-	219,236	140,740	-	-	359,976	Maryland
Massachusetts	443,073	-	75,401	239,000	-	757,474	Massachusetts
Michigan	-	425,940	116,087	-	-	542,027	Michigan
Minnesota	43,700	-	-	-	-	43,700	Minnesota
Mississippi	-	73,256	18,645	-	-	91,901	Mississippi
Missouri	-	13,785	(3/)	-	79	13,864	Missouri
Montana	-	-	-	-	-	-	Montana
Nebraska	-	-	-	-	-	-	Nebraska
Nevada	-	-	-	-	-	-	Nevada
New Hampshire	53,310	-	3/ 720	(3/)	-	54,030	New Hampshire
New Jersey	311,650	-	18,445	3/ 443,076	-	773,171	New Jersey
New Mexico	-	8,527	-	-	-	8,527	New Mexico
New York	782,081	-	153,620	3/ 436,775	-	1,372,476	New York
North Carolina	115,184	-	-	-	-	115,184	North Carolina
North Dakota	-	-	-	-	-	-	North Dakota
Ohio	-	337,375	3,355	326,000	-	666,730	Ohio
Oklahoma	-	-	-	98,866	-	98,866	Oklahoma
Oregon	61,350	-	-	-	-	61,350	Oregon
Pennsylvania	600	78,797	3/ 90,988	398,400	-	568,785	Pennsylvania
Rhode Island	30,724	-	1,996	-	-	32,720	Rhode Island
South Carolina	30,500	-	-	-	774	31,274	South Carolina
South Dakota	-	-	-	-	-	-	South Dakota
Tennessee	51,813	-	-	-	-	51,813	Tennessee
Texas	-	-	-	58,500	3,300	61,800	Texas
Utah	-	-	-	-	-	-	Utah
Vermont	32,224	-	-	-	-	32,224	Vermont
Virginia	-	-	334,757	75,150	-	409,907	Virginia
Washington	-	97,155	105,494	-	-	202,649	Washington
West Virginia	69,471	-	4,995	133,000	-	207,466	West Virginia
Wisconsin	-	-	-	-	2,822	2,822	Wisconsin
Wyoming	-	-	-	-	-	-	Wyoming
Dist. of Col.	-	2,000	-	-	-	2,000	Dist. of Col.
Total	2,661,868	2,160,694	1,253,452	3,267,550	39,424	9,382,988	Total

^{1/} Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenue 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-user revenues.

^{3/} Revenue bonds are secured only by earnings from operation of the facility. These columns exclude the following full-faith obligations, limited obligations, or obligations assumed for toll facilities: FULL-FAITH BONDS: Conn., Turnpike Bonds \$112,000,000, Toll Bridge Bonds \$46,740,000; Maine, Toll Crossing Bonds \$6,320,000; N. H., Turnpike System Bonds \$36,390,000, Toll Bridge Bonds \$360,000; N. J., Garden State Parkway Bonds \$284,100,000; N. Y., Thruway Bonds \$495,500,000; Pa., Toll Bridge Bonds \$600,000. LIMITED BONDS: Colo., Turnpike Bonds \$4,145,000; Conn., Turnpike Bonds \$347,500,000; Fla., Dade County (Miami) Expressway Bonds \$25,000,000, Jacksonville Expressway Bonds \$68,826,000, Manatee County Bridge Bonds \$5,118,000, Martin County Bridge Bonds \$1,939,000, Santa Rosa County Bridge Bonds \$2,000,000; Kans., Turnpike Bonds \$19,500,000; La., Mississippi River Bridge Bonds \$57,460,000; Mo., Toll Bridge Bonds \$13,785,000. REIMBURSEMENT OBLIGATIONS: Fla., Escambia Beach Bridge Bonds \$1,110,000, Ocean Highway and Port Authority Bonds \$4,449,000.

^{4/} Obligations assumed by the State to reimburse local units for bonds issued, or contributions, for roads now on State systems. By virtue of continued appropriations for debt service, many of these obligations are in effect "full-faith" obligations, but the legal status is not always clear.

STATE OBLIGATIONS FOR HIGHWAYS:1960

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹

Compiled for calendar year from reports of State authorities

TABLE SB-3, 1960
SHEET 1 OF 3
ISSUED SEPTEMBER 1961

STATE	ISSUE	CLASSIFI- CATION 2/	BALANCE IN STRIKING FUND OR DEBT RESERVE JAN. 1, 1960.				RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS					BALANCE IN STRIKING FUND OR DEBT RESERVE DECEMBER 31, 1960
			1960	1959	1958	1957	HIGHWAY- USER REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET BANKING FROM INVEST- MENTS	MISC. LABOR INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	PAR VALUE 3/	PREMIUM OR DISCOUNT	
Alabama	State Highway Bonds Reimbursement Obligations Assumed Total	A C	1,987	1,987	-	-	32	8,847	61	9,326	3,217	32	3,249	7,000	-	7,000	10,849	985
Arkansas	State Highway Bonds Toll Bridge Bonds Total	A B	14,416	1,225	15,641	-	239	8,819	239	9,058	2,483	16	2,499	9,796	-	9,796	12,295	11,179
California	State Highway Bonds Toll Bridge Authority Bonds Total	A B	3,049	3,049	-	-	2,135	6,999	1,605	8,604	360	36	8,970	1,775	-	1,775	2,135	14,179
Colorado	Highway and Office Building Bonds Turnpike Revenue Bonds Total	A B	2,687	1,338	4,025	-	3,607	511	4,118	965	157	1,122	2,209	2,308	-1	2,307	3,173	3,173
Connecticut	State Highway Bonds Toll Bridge Bonds Total	A B	29,794	29,794	-	-	102	15,874	985	16,859	732	62	17,180	755	-	755	17,935	31,072
Delaware	State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed Total	A B C	2,608	-	-	-	6,714	2,594	68	9,416	2,043	-	2,043	4,677	-	4,677	6,720	2,813
Florida	State Highway Bonds Toll Road and Bridge Bonds Special Road and Bridge Obligations Assumed Total	A B C	6,000	24,334	-	-	3,369	7,960	1,027	12,578	2,696	186	2,882	10,948	-1	10,947	15,273	17,639
Georgia	Bridge Building Authority Bonds Toll Bridge Bonds Rural Roads Authority Bonds Total	A B D	1,343	8,816	10,159	-	2,412	647	49	3,109	690	-	690	1,859	-3	1,856	2,544	1,850
Hawaii	State Highway Bonds State Issues for Local Roads Total	A D	3,330	-	-	-	3,861	-	715	4,576	2,335	-	2,335	1,309	-	1,309	3,644	4,262
Illinois	State Highway Bonds Turnpike Revenue Bonds Total	A B	17,288	17,337	-	-	14,715	-	594	15,269	17,188	5	17,193	17	-	17	17,188	15,329
Indiana	Turnpike Revenue Bonds	B	10,012	-	-	-	10,384	-	417	10,801	9,800	60	9,860	-	-	9,860	10,953	
Iowa	Turnpike Revenue Bonds	B	9,883	-	-	-	4,673	-	422	5,095	6,135	-	6,135	-	-	6,135	8,843	
Kentucky	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	536	2,572	3,108	-	3,737	129	43	3,909	2,451	-	2,451	2,000	-	2,000	4,451	-6
Louisiana	State Highway Bonds Toll Bridge Bonds Total	A B	12,626	3,098	15,724	-	14,273	236	191	14,886	3,984	4	3,988	9,341	-	9,341	13,829	14,183
Maine	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	846	2,258	3,104	-	3,979	586	33	4,055	838	-	838	3,185	-	3,185	4,023	876
Maryland	State Highway Bonds State Toll Bridge Bonds State Issues for Local Roads Total	A B D	16,051	15,302	31,353	-	12,605	50	493	13,198	7,729	24	7,753	11,788	-398	11,390	19,084	16,963

Footnotes appear on sheet 3

STATE OBLIGATIONS FOR HIGHWAYS-1960
 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹

TABLE SB-3, 1960
 SHEET 3 OF 3
 ISSUED SEPTEMBER 1961

Compiled for calendar year
 from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS			RECEIPTS APPLICABLE TO DEBT SERVICE				DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1960			
	ISSUE	CLASSIFICATION ^{2/}	BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1960	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	PAR VALUE ^{3/}	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSEMENTS
Virginia	Turnpike and Toll Bridge Bonds	B	11,359	-	10,450	79,714	1,555	-	91,719	12,688	-	34,097	1,272	35,369	48,057	55,021
Washington	State Highway Bonds	A	4,823	7,944	-	30	136	-	8,110	2,817	-	3,544	-	3,544	6,361	6,572
	Toll Bridge Bonds	B	4,528	-	5,042	6,033	172	-	11,247	3,724	-	1,774	24	1,798	5,522	10,253
	State Issues for Local Roads Total	D	9,151	8,129	5,042	6,063	303	-	19,567	6,730	-	5,674	24	5,698	12,428	16,825
West Virginia	State Highway Bonds	A	2,395	8,185	-	7	75	-	8,267	1,397	2	7,053	-	7,053	8,452	2,210
	Turnpike and Toll Bridge Bonds Total	B	3,607	8,185	3,313	322	50	-	11,992	2,885	2	7,063	-	7,063	2,895	2,002
Wisconsin	Reimbursement Obligations Assumed	C	-	399	-	-	-	-	399	-	-	-	-	-	399	-
Summary	State Highway and Bridge Bonds	A	254,408	279,208	-	4,236	7,912	2,856	294,188	90,032	414	295,034	-3	295,031	295,477	253,113
	Toll Facility Bonds	B	394,964	7,869	283,111	87,700	12,621	1,332	392,713	200,144	515	123,440	277	123,717	324,376	393,301
	Reimbursement Obligations Assumed	C	3,763	3,600	-	20	129	-	3,722	1,091	69	2,682	-	2,681	4,037	5,478
	Total for State Roads and Bridges	D	567,135	290,677	283,111	92,036	20,662	-	690,827	291,267	1,018	331,331	274	331,605	623,890	651,892
	State Issues for Local Roads Grand Total	D	10,022	12,884	283,111	11	610	-	334,465	21,081	1,060	297,463	44	297,507	630,334	630,334

^{1/} See table SB-1 for general note on SB series. The following States reported no indebtedness during 1960: Alaska, Arizona, Idaho, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, North Carolina, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming.

^{2/} For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 2.

^{3/} 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 actually paid.

Income from concessions and rentals in Connecticut, Kentucky, Louisiana, Maine (\$112,000), and New York (\$2,573,000); from general fund appropriation in Maine (\$128,000); from counties in New York (\$24,000).

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1960¹

TABLE SF-38, 1960
SHEET 1 OF 3
ISSUED OCTOBER 1961

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCE ON JANUARY 1, 1960 3/		HIGHWAY- USER REVENUES	ROAD, BRIDGE, AND FERRY 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							
Alaska	Chilkat Ferry	Alaska Department of Public Works	-	-	207	4	-	-	-	-	211
Arkansas	Mississippi River Bridge (Helena-Friars Point)	State Highway Commission	4,803	1,225	-	-	-	135	-	4/ 2,414	2,549
California	San Francisco-Oakland Bay Bridge	California Toll Bridge Authority	37,941	-	1,354	11,831	-	1,314	224	-	14,723
	Richmond-San Rafael Bridge	California Toll Bridge Authority	-1,134	908	450	2,817	-	153	-	4	3,424
	San Francisco Bay-South Crossing	California Toll Bridge Authority	138	-	-	-	-	16	-	-	5
	San Mateo-Alameda Bridges	California Toll Bridge Authority	584	822	149	2,298	-	5	-	-	2,463
	Carquinez Straits Bridges	California Toll Bridge Authority	40,415	1,319	928	4,412	-	1,452	4	1	6,797
	San Pedro-Terminal Island Bridge	California Toll Bridge Authority	171	-	12,785	-	-	53	-	-	12,838
	Martinez-Benicia Ferry	Department of Public Works	-	-	166	100	-	-	-	-	266
	Total		78,115	3,049	15,832	21,458	-	2,993	228	5	40,515
Colorado	Denver-Boulder Turnpike	Colorado State Highway Department	-	1,338	-	643	-	47	-	-	690
Connecticut	Charter Oak, Putnam, and Wolcott Bridges	Connecticut State Highway Department	2,815	5,621	-	2,628	-	68	-	12	2,708
	Groton-New London Bridge	Connecticut State Highway Department	400	1,500	-	669	-	52	-	-	721
	Old Lyme-Old Saybrook Bridge	Connecticut State Highway Department	182	701	-	569	-	30	-	-	599
	Merritt and Wilbur Cross Parkways	Connecticut State Highway Department	-	-	-	3,884	-	-	558	-	4,442
	Connecticut Turnpike (Greenwich-Killingly)	Connecticut State Highway Department	19,940	24,558	3,843	13,069	-	1,700	939	5/ 89	19,640
	Rocky Hill-Glastonbury, Chester-Hadlyme Ferries	Connecticut State Highway Department	-	-	47	18	-	-	-	-	65
	Total		23,337	32,580	3,890	20,837	-	1,856	1,497	101	28,175
Delaware	Delaware River Memorial Bridge	Delaware Interstate Highway Division	1,210	2,608	-	4,030	2,079	96	-	-	6,205
Florida	Sunshine Skyway (Lower Tampa Bay Bridge)	Florida State Road Department	293	1,314	37	1,902	-	20	-	-	1,959
	Manatee County Bridges	Florida State Road Department	20	456	453	252	-	10	-	-	715
	Martin County Bridges	Florida State Road Department	5	339	173	65	-	6	-	-	244
	Santa Rosa (Navarre) Bridge 6/	Florida State Road Department	1,485	147	143	1	-	17	-	-	161
	Miami 36th Street Expressway	Florida State Road Department	21,125	1,270	2,125	-	-	751	-	-	2,876
	Pensacola Beach Bridge	Santa Rosa Island Authority	-	131	17	145	-	3	-	-	165
	Jacksonville Expressway System 7/	Jacksonville Expressway Authority	20,510	14,099	1,309	3,194	-	1,632	-	8/ 5,500	11,635
	Buccaneer Trail Road	Ocean Highway and Port Authority	11	84	250	200	-	1	-	-	451
	Sunshine State Parkway	Florida State Turnpike Authority	1,899	6,494	-	5,190	-	293	331	18	5,832
	Franklin County Ferries	Florida State Road Department	-	-	46	14	-	-	-	9	69
	Total		45,309	24,334	4,553	10,963	-	2,733	331	5,527	24,107
Georgia	Turtle River Bridge	Georgia State Toll Bridge Authority	968	-	-	844	-	24	-	-	868
Illinois	Northern Illinois Toll Highway System	Illinois State Toll Highway Commission	14,558	17,248	-	20,084	-	1,533	672	105	22,394
Indiana	Wabash Memorial Bridge	Indiana Toll Bridge Commission	189	-	-	128	-	-	-	-	128
	Indiana Turnpike	Indiana State Toll Road Commission	30,396	10,012	-	11,843	-	1,514	2,033	146	15,536
	Total		30,585	10,012	-	11,971	-	1,514	2,033	146	15,664
Kansas	Kansas Turnpike	Kansas Turnpike Authority	2,403	9,883	-	6,061	-	478	620	302	7,461
Kentucky	Shawmestown and Suspension Bridges	Kentucky Department of Highways	-	884	128	590	-	15	8	-	741
	Kentucky Turnpike	Kentucky Department of Highways	2,030	1,458	-	1,775	-	182	184	-	2,141
	Total		2,030	2,342	128	2,365	-	197	192	-	2,882
Louisiana	Mississippi River Bridge (New Orleans)	Mississippi River Bridge Authority	1,263	9,098	1,053	2,579	-	445	52	25	4,154
	Canal Street Ferry 2/	Mississippi River Bridge Authority	-	-	-	500	-	-	5	-	505
	Total		1,263	9,098	1,053	3,079	-	445	57	25	4,659
Maine	Augusta Bridge	Maine State Highway Commission	16	-	-	186	-	-	-	-	186
	Carlton Bridge	Maine State Highway Commission	-	215	-	-	-	6	69	-	75
	Deer Isle-Sadgwick Bridge	Maine State Highway Commission	-	67	-	58	-	1	-	-	59
	Bangor-Brewer Bridge	Maine State Highway Commission	-	141	38	123	-	4	-	-	165
	Jonesport Reach Bridge	Maine State Highway Commission	-	91	93	33	-	3	-	-	129
	Maine Turnpike	Maine Turnpike Authority	2,562	2,744	733	4,666	-	137	228	23	5,787
	Island Ferry Service	Maine Port Authority	585	-	-	193	-	17	12	10/ 270	492
	Total		3,163	3,258	864	5,259	-	168	309	293	6,893

Highway Finance

Footnotes appear on sheet 3.

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1960¹

TABLE ST-33, 1960
SHEET 2 OF 3
ISSUED OCTOBER 1961

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1960 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY 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								
Maryland	Cusquehanna, Potomac, and Chesapeake Bay Bridges, and Patuxent Tunnel	Maryland State Roads Commission	11,190	15,302	-	15,402	-	742	-	10	16,154	
Massachusetts	Mystic River Bridge	Massachusetts Port Authority	7,042	1,043	-	3,812	-	-	-	9	3,821	
	Massachusetts Turnpike	Massachusetts Turnpike Authority	29,174	8,443	-	12,154	-	518	1,082	102	13,856	
	East Boston Tunnel	Massachusetts Turnpike Authority	36,216	8,152	-	2,423	-	1,378	-	-	3,861	
	Total		73,582	17,638	-	19,389	-	1,896	1,082	111	21,476	
Michigan	Blue Water International Bridge	Michigan State Bridge Commission *	390	28	-	532	-	194	-	7	539	
	MacKinac Straits Bridge	MacKinac Bridge Authority	997	3,720	-	4,543	15,844	61	-	48	5,210	
	Sault Ste. Marie Bridge	International Bridge Authority of Michigan *	1,387	3,743	-	5,075	15,844	255	-	55	15,905	
	Total		2,774	7,491	-	10,150	31,488	310	-	107	32,355	
Mississippi	Pascagoula Bridge	Mississippi State Highway Commission	26	715	-	683	-	-	-	-	723	
	Bay St. Louis Bridge	Mississippi State Highway Commission	74	657	-	731	-	12	-	-	743	
	Total		100	1,372	-	1,414	-	12	-	-	1,429	
Missouri	Paseo Bridge (Kansas City)	Missouri State Highway Commission	194	2,060	-	760	147	50	-	-	1,757	
New Hampshire	Rampart Harbor Bridge	New Hampshire Department of Public Works and Highways	54	105	-	122	-	-	-	-	122	
	Maine-New Hampshire Interstate Bridge	Maine-New Hampshire Interstate Bridge Authority *	57	575	-	589	-	8	-	-	632	
	New Hampshire Turnpike System	New Hampshire Department of Public Works and Highways	1,030	879	-	2,366	-	-	41	-	2,407	
	Total		1,141	1,559	-	3,077	-	8	41	-	3,126	
New Jersey	Various Toll Bridges	Delaware River Joint Toll Bridge Commission *	1,960	1,796	-	3,694	-	140	-	-	3,834	
	New Jersey Turnpike System	New Jersey Turnpike Authority	24,280	23,240	-	35,856	-	1,860	2,655	52	40,153	
	Garden State Parkway	New Jersey Turnpike Authority	6,028	18,781	-	12,619	-	577	-	46	21,181	
	Total	New Jersey Highway Authority	31,268	43,717	-	50,959	-	2,571	3,314	98	55,168	
New York	Kingston, Rip Van Winkle, Md-Hudson, and Bear Mountain Bridges; Newburgh-Beacon Ferry	New York State Bridge Authority	2,701	1,463	-	2,647	-	264	-	23	2,914	
	Rouses Point and Crown Point Bridges	Lake Champlain Bridge Commission *	448	-	-	580	-	13	-	13	593	
	Thousand Islands Bridge	Thousand Islands Bridge Commission *	1,101	593	-	278	-	-	-	22	501	
	Peace Bridge	Buffalo and Ft. Erie Public Bridge Authority *	-	51	-	1,954	-	-	-	-	1,954	
	Rainbow, Raviston-Queenston and Whirlpool Rapids Bridges	Niagara Falls Bridge Commission *	-3,562	669	-	1,764	19,200	16	116	14	21,110	
	Holland and Lincoln Tunnels, George Washington and Staten Island Bridges	Port of New York Authority *	28,717	13,696	-	49,727	10,761	660	-	12/ 2,458	63,606	
	Ogdensburg-Prescott Bridges II/	Ogdensburg Bridge and Port Authority *	-15,637	-	-	87	-	-	-	4	112	
	Meadowbrook, Loop, Wastagh, and Caytree Causeways; and Southern State Parkway	Jones Beach State Parkway Authority	-8,767	-	-	4,767	-	87	86	2	4,942	
	Veterans Memorial Highway	Adirondack Mountain Authority	94	32	-	119	-	-	-	7	126	
	New York Turnway	New York Turnway Authority	-66,581	15,745	-	46,978	90,000	2,330	4,254	13/ 2,312	106,021	
	Cornwall-Massena Bridge	St. Lawrence Seaway Development Corporation *	-61,283	32,289	-	108,764	79,961	3,594	4,479	2	187,787	
	Total		154	32,289	-	147	108,764	79,961	3,594	4,479	2	201,600
	Ohio	Portsmouth-Fallerton Bridge	State Bridge Commission of Ohio	154	234	-	424	-	-	9	-	433
		Ohio Turnpike	Ohio Turnpike Commission	3,970	17,244	-	20,605	-	994	3,462	125	25,186
	Total		4,124	17,478	-	21,029	-	994	3,462	134	25,619	
Oklahoma	Oklahoma Turnpike System	Oklahoma Turnpike Authority	945	11,337	-	5,975	-	441	276	15	6,707	
	Proposed Eastern and Southern Turnpikes	Oklahoma Turnpike Authority	-	1,263	-	-	-	11	-	-	1,274	
	Total		945	11,337	-	5,975	-	452	276	15	7,981	
Oregon	Astoria-Megler Ferry	Oregon State Highway Commission	-	-	-	223	-	1	-	-	385	
Pennsylvania	Delaware River Bridges (Camden and Gloucester)	Delaware River Port Authority *	24,195	18,337	-	12,616	-	1,253	8	-	13,877	
	Various State Toll Bridges	Pennsylvania Department of Highways	-	1,376	-	141	-	-	-	-	141	
	Tarentum Bridge	Pennsylvania Department of Highways	1,111	-	-	227	-	18	-	-	245	
	Pennsylvania Turnpike System	Pennsylvania Turnpike Commission	46,122	21,488	-	40,209	-	2,737	1,533	355	45,134	
	Total		71,428	41,203	-	53,052	-	4,149	1,941	355	59,397	

Footnotes appear on sheet 3.

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES- 1960¹

TABLE SF-3B, 1960
SHEET 3 OF 3
ISSUED OCTOBER 1961

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	OPERATING AUTHORITY ^{2/}	BALANCE ON JANUARY 1, 1960 ^{3/}		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY 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	Jamestown Bridge Mt. Hope Bridge Jamestown Ferry Total	Jamestown Bridge Commission Mt. Hope Bridge Authority Rhode Island Department of Public Works	31 248 - <u>279</u>	110 253 - <u>363</u>	- 128 289 <u>417</u>	252 466 385 <u>1,103</u>	- - - 10	1 9 - 10	- - - -	- - - -	253 603 674 <u>1,530</u>
Texas	Dallas-Fort Worth Turnpike	Texas Turnpike Authority	1,769	2,424	-	2,802	-	166	105	12	3,085
Virginia	Yorktown Bridge, James River Bridges, Rappahannock Bridge, and Hampton Roads Tunnel Elizabeth River Bridge and Tunnel Richmond-Petersburg Turnpike Jamestown and Hopewell Ferries Chesapeake Bay Bridge and Tunnel System Total	Virginia Department of Highways Elizabeth River Tunnel District Richmond-Petersburg Turnpike Authority Virginia Department of Highways Chesapeake Bay Bridge and Tunnel District	2,708 976 2,795 - <u>1,171</u> <u>7,650</u>	6,236 1,863 1,203 - <u>2,057</u> <u>11,359</u>	- - - 217 - <u>217</u>	4,151 2,668 3,379 155 <u>4,683</u> <u>15,036</u>	- 41,100 - - <u>190,686</u> <u>233,786</u>	168 467 70 - <u>1,402</u> <u>2,107</u>	- - - - <u>190</u> <u>191</u>	1 <u>14/</u> - - <u>1</u> <u>220</u>	4,321 44,453 3,449 372 <u>198,966</u> <u>251,537</u>
Washington	Fox Island Bridge Tacoma Narrows Bridge Longview Bridge Vancouver-Portland Bridge ^{15/} Spokane River Bridge Fort Washington Narrows Bridge Proposed Bridge and Road Projects Hood Canal Bridge and Puget Sound Ferry System (Washington State Ferries) Biggs Rapids Bridge Second Lake Washington Bridge Total	Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority	15 89 33 3,668 320 361 129 - - - <u>6,866</u>	- 485 68 295 44 46 - 3,590 - - <u>4,528</u>	- 173 - - - - 568 - - - <u>741</u>	56 1,420 375 2,268 166 390 - 7,476 - - <u>12,151</u>	- - - 67 - 6 179 4,252 3,367 29,393 <u>37,191</u>	- 7 - - 7 - 4 239 8 152 <u>490</u>	- - - - - - - - - - <u>143</u>	- - 1 1 - - 4 - - - <u>149</u>	56 1,600 376 2,336 173 396 755 12,110 3,375 29,545 <u>50,722</u>
West Virginia	Winfield Bridge New Martinsville Bridge West Virginia Turnpike Total	West Virginia State Road Commission West Virginia State Road Commission West Virginia Turnpike Commission	-24 -1,383 924 <u>-483</u>	66 - 1,146 <u>1,212</u>	- - - -	54 - 3,830 <u>3,884</u>	- 3,540 - <u>3,540</u>	2 14 64 <u>80</u>	- - 196 <u>196</u>	- <u>16/</u> 4 <u>2,132</u>	56 5,686 4,094 <u>9,836</u>
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities GRAND TOTAL		185,906 137,020 585 <u>323,511</u>	113,204 214,646 - <u>327,850</u>	19,977 10,549 1,134 <u>31,660</u>	163,964 268,998 1,592 <u>434,554</u>	322,548 50,000 - <u>372,548</u>	11,455 18,123 17 <u>29,595</u>	736 20,453 18 <u>21,207</u>	7,574 9,216 279 <u>17,069</u>	526,254 377,339 3,040 <u>906,633</u>

¹ See tables SF-1 and 2 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. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

^{2/} Interstate or international authorities are marked with an asterisk.

^{3/} Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation, and debt service.

^{4/} Federal-aid funds.

^{5/} Includes \$76,000 Federal funds expended on toll-free sections.

^{6/} Navarre Bridge opened to traffic on December 10, 1960.

^{7/} Trout River Bridge opened to traffic on December 21, 1959.

^{8/} Includes \$5,448,000 Federal funds and \$52,000 from the city of Jacksonville.

^{9/} Canal Street Ferry purchased from private owners on July 1, 1960.

^{10/} Includes \$268,000 advance from State general fund.

^{11/} Ogdensburg Bridge opened to traffic in September 1960.

^{12/} Federal funds.

^{13/} Includes \$2,014,000 of Federal funds expended on toll-free sections.

^{14/} Includes \$215,000 paid by city of Norfolk.

^{15/} Vancouver-Portland Bridge opened to traffic in January 1960.

^{16/} Federal-aid funds.

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1960¹TABLE SF-4B, 1960
SHEET 1 OF 3
ISSUED SEPTEMBER 1961Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCE ON DECEMBER 31, 1960 3/	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alaska	Chilkat Ferry	-	211	-	-	-	-	211	-	211	-	-
Arkansas	Mississippi River Bridge - (Helena-Friars Point)	5,005	-	-	-	307	-	5,312	-	5,312	2,315	950
California	San Francisco - Oakland Bay Bridge	5,953	2,445	588	-	-	-	8,986	-	8,986	43,678	-
	Richmond - San Rafael Bridge	-	687	5	-	2,423	-	3,115	-	3,115	-840	923
	San Francisco Bay - South Crossing	4	-	-	-	-	-	4	-	4	139	-
	San Mateo - Alameda Bridges	249	751	17	-	61	1,476	2,554	-	2,554	220	1,095
	Carquinez Straits Bridges	7,553	724	2	-	3,230	1,186	12,695	-	12,695	34,577	1,259
	San Pedro - Terminal Island Bridge	-	728	5	-	-	-	733	-	733	12,276	-
	Martinez - Benicia Ferry	-	266	-	-	-	-	266	-	266	-	-
	Total	14,487	4,873	617	-	5,714	2,662	28,353	-	28,353	90,050	3,277
Colorado	Denver - Boulder Turnpike	-	119	13	-	157	155	444	-	444	-	1,584
Connecticut	Charter Oak, Putnam, and Wolcott Bridges	651	746	14	-	1,513	360	3,284	4/ 4,059	7,343	1,217	2,584
	Groton - New London Bridge	-	233	64	-	38	220	555	-	555	139	1,927
	Old Lyme - Old Saybrook Bridge	-	162	3	-	56	175	396	-	396	71	1,015
	Merritt and Wilbur Cross Parkways	-	584	-	-	-	-	584	4/ 3,858	4,442	-	-
	Connecticut Turnpike (Greenwich - Killingly)	2,335	3,782	80	-	15,573	-	21,770	-	21,770	17,122	25,546
	Rockyhill - Glastonbury, Chester - Hadlyme Ferries	-	65	-	-	-	-	65	-	65	-	-
	Total	2,986	5,572	161	-	17,180	755	26,654	7,917	34,571	18,549	31,072
Delaware	Delaware River Memorial Bridge	448	1,304	378	-	612	2,405	5,147	-	5,147	2,663	2,213
Florida	Sunshine Skyway (Lower Tampa Bay Bridge)	-	177	-	-	500	1,333	2,010	-	2,010	330	1,256
	Manatee County Bridges	57	123	-	-	197	306	683	-	683	36	472
	Martin County Bridges	-	60	-	-	81	251	392	-	392	5	191
	Santa Rosa (Navarre) Bridge	1,267	3	-	-	92	-	1,362	-	1,362	227	274
	Miami 36th Street Expressway	9,606	-	-	-	1,082	-	10,688	-	10,688	12,170	2,413
	Pensacola Beach Bridge	-	57	-	-	38	60	155	-	155	7	135
	Jacksonville Expressway System	12,431	487	227	-	4,565	6,583	24,293	-	24,293	15,372	6,579
	Buccaneer Trail Road	-	240	-	-	136	79	455	-	455	9	82
	Sunshine State Parkway	489	995	387	249	2,194	1,776	6,090	-	6,090	1,788	6,307
	Franklin County Ferries	-	69	-	-	-	-	69	-	69	-	-
	Total	23,850	2,211	614	249	8,885	10,388	46,197	-	46,197	29,914	17,639
Georgia	Turtle River Bridge	-	260	-	-	165	482	907	-	907	929	-
Illinois	Northern Illinois Toll Highway System	9,921	3,864	1,140	463	17,188	-	32,576	-	32,576	6,295	15,329
Indiana	Wabash Memorial Bridge	31	55	-	-	-	-	86	100	186	131	-
	Indiana Turnpike	820	2,926	979	-	9,860	-	14,960	-	14,960	30,031	10,953
	Total	851	2,981	979	-	9,860	-	15,046	100	15,146	30,162	10,953
Kansas	Kansas Turnpike	1,001	1,391	470	293	6,135	-	9,290	-	9,290	1,619	8,843
Kentucky	Shawneetown and Suspension Bridges	-	128	-	-	245	208	581	-	581	-	1,344
	Kentucky Turnpike	133	280	69	41	1,294	540	2,357	-	2,357	1,611	1,661
	Total	133	408	69	41	1,539	748	2,938	-	2,938	1,611	2,705
Louisiana	Mississippi River Bridge (New Orleans)	129	160	160	46	2,153	2,876	5,524	-	5,524	995	7,996
	Canal Street Ferry	318	116	12	-	-	-	446	-	446	59	-
	Total	447	276	172	46	2,153	2,876	5,970	-	5,970	1,054	7,996
Maine	Augusta Bridge	-	92	-	-	-	-	92	9	101	101	-
	Carlton Bridge	-	-	-	-	13	90	103	-	103	-	187
	Deer Isle - Sedgwick Bridge	-	19	-	-	7	22	48	-	48	-	78
	Bangor - Brewer Bridge	-	54	-	-	38	50	142	-	142	-	164
	Jonesport Reach Bridge	-	20	-	-	25	40	85	-	85	-	135
	Maine Turnpike	76	1,028	288	-	3,162	-	4,554	-	4,554	3,417	3,122
	Island Ferry Service	696	46	11	-	68	60	881	-	881	196	-
	Total	772	1,259	299	-	3,313	262	5,905	9	5,914	3,714	3,686

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1960¹

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SP-4B, 1960
SHEET 2 OF 3
ISSUED SEPTEMBER 1961

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADDITIONS AND MISCELLANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGATIONS	ROUTING OF OBLIGATIONS	SUBVANT, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCE ON DECEMBER 31, 1960	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; and Petaasco Tunnel	1,317	1,871	699	-	4,183	11,728	19,758	-	19,758	10,513	12,375
Massachusetts	Nyctic River Bridge Massachusetts Turnpike East Boston Tunnel Total	1,879 15,095 16,984	462 2,816 586 3,864	219 697 107 993	394	1,073 7,887 2,510 11,470	-	1,754 13,633 18,208 33,995	5/ 1,619	3,373 13,633 16,457 33,214	2,176 16,457 21,633	1,491 10,502 6,462 18,455
Michigan	Blue Water International Bridge Meckinsac Straits Bridge Sault Ste. Marie Bridge Total	123 463 2,040 2,626	316 442 793	43 197 223 463	-	2 4,245 4,485	33	517 5,347 2,801 8,365	-	517 5,347 2,801 8,365	360 4,030 1,470 5,960	80 4,030 1,470 5,960
Mississippi	Pascagoula Bridge Bay St. Louis Bridge Total	- - -	16 82 98	9 22 31	-	228 230 458	154 874	731 714 1,445	-	731 714 1,445	26 72 98	707 671 1,378
Missouri	Paseo Bridge (Kansas City)	146	96	34	-	905	1,101	1,882	-	1,882	203	1,986
New Hampshire	Hampton Harbor Bridge Maine - New Hampshire Interstate Bridge New Hampshire Turnpike System Total	- 8 8	18 197 268 1,113	33 33 33	-	6 19 813 838	15 80 1,295	59 569 2,726 3,394	-	59 569 2,726 3,394	57 91 893 1,003	125 610 -1,200 -405
New Jersey	Various Toll Bridges New Jersey Turnpike System Garden State Parkway Total	3,592 2,041 5,633	1,242 3,860 3,228 10,760	225 1,417 1,297 2,939	1,280 1,818 2,939	161 13,034 9,865 23,610	1,931 17,451 1,634 21,016	3,899 42,995 34,163 65,877	-	3,899 42,995 34,163 65,877	1,827 23,931 3,719 32,457	1,834 27,751 19,288 49,319
New York	Kingston, Rip Van Winkle, Mid-Hudson, and Bear Mountain Bridges; Newburgh - Beacon Ferry Rouses Point and Crown Point Bridges Peace Bridge Tonawanda Islands Bridge Total	1,168 174 395 697 2,860	1,043 172 495 1,172 3,680	105 9 117 127 2	-	454 - 19 35 2,617 1,055 26,468 30,974	1,301 139 80 40 5,771 1,396 2,000 10,690	4,071 681 644 1,486 1,240 99,441 2,948 4,726 141 98,243 337 133,496	-	4,071 681 644 1,486 1,240 99,441 2,948 4,726 141 98,243 337 133,496	1,593 160 152 192 15,700 29,476 -18,471 -8,571 20 -29,689 -45,288	1,444 - 592 102 1,277 14,896 - - 91 22,631 40,993
Ohio	Portsmouth - Fullerton Bridge Ohio Turnpike Total	314 314	148 3,943 4,091	993 993	974 974	160 10,717 10,877	84 84	392 16,901 17,293	26 26	418 16,901 17,319	128 3,694 4,022	275 25,605 25,880
Oklahoma	Oklahoma Turnpike System Proposed Beaver and Southern Turnpikes Total	96 153	1,392 1,392	305 318	189 189	3,612 3,612	1,928 1,928	7,082 7,152	-	7,082 7,152	927 2,131	10,980 10,980
Oregon	Astoria - Megler Ferry	-	337	49	-	-	-	386	-	386	-	-
Pennsylvania	Delaware River Bridges (Couden and Gloucester) Various State Toll Bridges Barnum Bridge Pennsylvania Turnpike System Total	308 - 6,803 7,111	2,445 - 8,303 10,806	990 - 2,045 2,995	-	3,134 16 12,277 15,427	2,981 750 13,804 17,135	9,418 766 45,063 55,303	6/ 469	9,887 766 45,063 55,303	26,745 1,300 39,686 67,731	19,777 753 29,995 30,565

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1960¹

TABLE SF-1B, 1960
SHEET 3 OF 3
ISSUED SEPTEMBER 1961

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGA- TIONS	REFUR- BISHMENT OBLIGA- TIONS	SUBORDI- NATE EXPENDI- TURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCE ON DECEMBER 31, 1960 3/	
											RESERVES FOR CONSTRUC- TION, DEBT SERVICE	RESERVES FOR OPERATION, ETC.
Rhode Island	Jamestown Bridge	-	84	45	-	13	56	198	-	198	24	172
	Mt. Hope Bridge	-	130	35	-	47	267	479	-	479	246	379
	Jamestown Ferry	-	674	-	-	-	-	674	-	674	-	-
	Total	-	888	80	-	60	323	1,351	-	1,351	270	551
Texas	Dallas - Fort Worth Turnpike	14	768	127	90	1,655	-	2,694	-	2,694	1,843	2,791
Virginia	Yorktown Bridge, James River Bridges, Rappahannock Bridge, and Hampton Roads Tunnel	297	709	198	26	2,849	83	4,162	-	4,162	3,031	6,072
	Elizabeth River Bridge and Tunnel	5,003	716	310	-	1,264	16,152	24,045	7/ 2,785	26,830	18,206	2,256
	Richmond - Petersburg Turnpike	206	751	161	175	2,657	-	3,950	-	3,950	2,576	921
	Jamestown and Hopewell Ferries	-	372	-	-	-	-	372	-	372	-	-
	Chesapeake Bay Bridge and Tunnel System	5,296	3,691	-	201	5,918	18,534	33,439	-	33,439	122,979	45,772
	Total	10,802	6,239	659	201	12,688	35,369	65,983	2,785	68,768	146,792	55,021
Washington	Fox Island Bridge	-	54	-	-	274	1,148	54	-	54	17	149
	Tacoma Narrows Bridge	-	173	-	-	50	392	392	-	392	30	55
	Longview Bridge	-	101	-	-	241	1,400	1,400	-	1,400	3,231	1,668
	Vancouver - Portland Bridge	710	255	-	-	435	210	253	-	253	283	83
	Spookane River Bridge	-	43	-	-	235	-	366	-	366	354	83
	Port Washington Narrows Bridge	-	115	-	-	235	-	568	-	568	316	-
	Proposed Bridge and Road Projects	334	5	229	-	1,657	409	12,433	-	12,433	2,278	3,240
	Hood Canal Bridge and Puget Sound Ferry System (Washington State Ferries)	3,653	6,714	-	-	1,228	-	244	-	2,444	2,711	420
	Biggs Rapids Bridge	116	-	-	-	735	-	946	-	946	24,303	4,296
	Second Lake Washington Bridge	211	-	-	-	1,798	-	13,251	-	13,251	31,612	10,253
	Total	5,040	7,469	229	-	3,724	1,798	13,251	-	13,251	51	46
West Virginia	Winfield Bridge	-	28	3	-	62	10	103	-	103	51	163
	New Martinsville Bridge	3,419	488	43	146	161	-	3,623	-	3,623	517	163
	West Virginia Turnpike	197	516	117	145	2,662	10	3,910	-	3,910	461	1,793
	Total	3,916	516	163	145	2,885	10	7,636	-	7,636	987	2,002
Summary	Total Bridges and Tunnel Facilities	97,997	50,760	5,265	72	46,276	75,798	276,168	11,713	287,881	377,685	199,798
	Total Road Facilities	67,087	48,992	12,388	8,577	154,315	47,859	349,178	3,958	353,136	142,166	213,503
	Total Ferry Facilities	1,014	2,156	72	8,549	68	60	3,370	-	3,370	255	-
	GRAND TOTAL	166,098	111,868	17,725	8,549	200,659	123,717	628,716	15,971	644,687	520,106	393,301

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned 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. Privately-owned toll facilities and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities have been omitted.

2/ Includes costs of toll collection.

3/ Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation and debt service.

4/ To State Highway Fund \$390,000 and \$3,858,000; State General Fund \$3,661,000.

5/ Toll revenue in excess of estimated expenditures, considered to have been allocated to other than highway facilities of the port authority.

6/ Port development expense.

7/ Paid to cities of Portsmouth and Norfolk and the county of Norfolk.

DISBURSEMENTS BY LOCAL MUNICIPAL GOVERNMENTS FOR HIGHWAYS-1959 ¹

Based upon reports for various fiscal years ended in 1959 as obtained from records of State and local authorities

(In thousands of dollars)

TABLE UF-2, 1959
ISSUED OCTOBER 1961

STATE	MUNICIPAL STREETS ^{2/}							STATE HIGHWAYS ^{2/}			CURRENT DIRECT EXPENDITURES FOR LOCAL RURAL ROADS ^{2/}	TOTAL HIGHWAY DISBURSEMENTS	STATE
	CURRENT DIRECT EXPENDITURES			TRANSFERS TO STATE	TRANSFERS TO LOCAL RURAL GOVERNMENTS	DEBT RETIREMENT	TOTAL	CURRENT DIRECT EXPENDITURES	TRANSFERS TO STATE	TOTAL			
	CAPITAL OUTLAY, MAINTENANCE AND MISCELLANEOUS	INTEREST	TOTAL										
Alabama	15,989	1,363	17,352	-	-	4,250	21,602	-	-	-	-	21,602	Alabama
Alaska ^{3/}	2,450	263	2,713	-	-	647	3,360	21	-	21	-	3,381	Alaska ^{3/}
Arizona	9,641	317	9,958	-	-	1,551	11,509	-	-	-	-	11,509	Arizona
Arkansas	7,838	182	8,020	-	-	204	8,224	-	-	-	-	8,224	Arkansas
California	150,553	3,880	154,433	-	138	8,569	163,140	3	1,255	1,258	-	164,398	California
Colorado	11,132	21	11,153	-	2	300	11,455	-	-	-	-	11,455	Colorado
Connecticut	18,152	202	18,354	-	-	863	19,217	-	-	-	-	19,217	Connecticut
Delaware	1,832	46	1,878	-	-	154	2,032	-	-	-	-	2,032	Delaware
Florida	37,265	4,136	41,401	-	-	6,596	47,997	-	1,079	1,079	-	49,076	Florida
Georgia	11,313	627	11,940	-	-	852	12,792	-	-	-	-	12,792	Georgia
Hawaii ^{3/}	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii ^{3/}
Idaho	5,728	142	5,870	-	-	544	6,414	-	14	14	-	6,428	Idaho
Illinois	^{4/} 115,907	^{5/} 12,178	128,085	-	-	^{5/} 21,802	149,887	8,574	4,139	12,713	30	162,630	Illinois
Indiana	30,491	97	30,588	-	-	819	31,407	-	-	-	-	31,407	Indiana
Iowa	36,247	1,053	37,300	-	-	5,163	42,463	-	-	-	-	42,463	Iowa
Kansas	22,756	2,155	24,911	-	-	13,483	38,394	-	101	101	-	38,495	Kansas
Kentucky	9,808	489	10,297	-	-	479	10,776	-	-	-	-	10,776	Kentucky
Louisiana	22,709	2,173	24,882	11	-	6,104	30,997	-	233	233	-	31,230	Louisiana
Maine	6,409	35	6,444	-	-	231	6,675	724	932	1,656	-	8,331	Maine
Maryland	19,700	835	20,535	2,524	-	3,159	26,218	-	-	-	-	26,218	Maryland
Massachusetts	52,832	1,721	54,553	-	-	8,200	62,753	-	-	-	-	62,753	Massachusetts
Michigan	62,396	1,481	63,877	-	1,255	5,849	70,981	185	193	378	188	71,547	Michigan
Minnesota	37,365	1,408	38,773	-	952	5,783	45,508	-	-	-	-	45,508	Minnesota
Mississippi	10,055	726	10,781	-	-	4,539	15,320	-	-	-	-	15,320	Mississippi
Missouri	25,059	1,550	26,609	-	32	6,811	33,452	-	3,872	3,872	-	37,324	Missouri
Montana	5,033	480	5,513	-	-	1,836	7,349	-	24	24	-	7,373	Montana
Nebraska	14,496	642	15,138	248	-	4,168	19,554	-	507	507	-	20,061	Nebraska
Nevada	2,188	101	2,289	-	3	493	2,785	-	43	43	-	2,828	Nevada
New Hampshire	6,742	69	6,811	142	-	463	7,416	4	592	596	-	8,012	New Hampshire
New Jersey	39,452	1,919	41,371	-	-	13,450	54,821	-	25	25	-	54,846	New Jersey
New Mexico	7,864	492	8,356	-	-	3,158	11,514	-	-	-	-	11,514	New Mexico
New York ^{5/}	187,077	8,558	195,635	-	-	58,264	254,599	-	13,575	13,575	-	268,174	New York ^{5/}
North Carolina	24,206	973	25,179	94	-	3,388	28,661	-	219	219	-	28,880	North Carolina
North Dakota	5,701	741	6,442	-	32	1,539	8,013	-	227	227	-	8,240	North Dakota
Ohio	77,003	5,104	82,107	-	42	21,461	103,610	-	7,707	7,707	-	111,317	Ohio
Oklahoma	7,868	412	8,280	-	-	961	9,241	1	-	1	-	9,242	Oklahoma
Oregon	9,692	415	10,107	20	-	2,864	12,991	-	247	247	-	13,238	Oregon
Pennsylvania	80,632	4,597	85,229	-	-	12,755	97,984	-	1,975	1,975	-	99,959	Pennsylvania
Rhode Island ^{5/}	10,761	395	11,156	160	-	1,582	12,898	-	400	400	-	13,298	Rhode Island ^{5/}
South Carolina	3,775	109	3,885	-	-	380	4,265	-	368	368	-	4,633	South Carolina
South Dakota	5,549	53	5,602	-	-	238	5,840	-	-	-	-	5,840	South Dakota
Tennessee	20,633	1,338	21,971	-	-	2,577	24,548	973	-	973	-	25,521	Tennessee
Texas	85,793	7,597	93,390	-	89	15,114	108,593	4,735	3,745	8,480	-	117,073	Texas
Utah	3,697	33	3,730	15	-	174	4,000	-	-	-	-	4,000	Utah
Vermont	2,929	48	2,977	-	-	321	3,298	-	-	-	-	3,298	Vermont
Virginia ^{6/}	16,735	1,257	17,992	54	-	2,728	20,774	(6/)	2,012	2,012	-	22,786	Virginia ^{6/}
Washington	20,165	442	20,607	236	81	1,021	21,945	-	122	122	-	22,067	Washington
West Virginia	4,981	528	5,509	-	-	812	6,321	-	-	-	-	6,321	West Virginia
Wisconsin	39,282	1,313	40,595	1,283	221	4,207	47,026	-	2,452	2,452	-	49,478	Wisconsin
Wyoming ^{7/}	2,254	21	2,275	201	-	300	2,776	-	-	-	-	2,776	Wyoming ^{7/}
Total	1,408,136	74,727	1,482,863	4,908	2,928	262,626	1,753,395	15,220	46,058	61,278	218	1,814,891	Total

1/ Table UF-2, part of the local highway finance series, records the disbursements for street purposes by municipalities including toll authorities. For 1959, the nonhighway allocations were offset against general fund appropriations for roads and streets. Refer to note 1, table LF-1 for additional information concerning the local finance series. Except for debt retirement, the UF-2 data are given in greater detail in table UF-21.
 2/ In some instances, classification of disbursements by system and purpose is not exact. Therefore, current direct expenditures on municipal streets may include transfers for State highways and local streets. In other cases payments to the State for matching Federal aid may be included with direct expenditures.
 3/ For information concerning local governments in Alaska and Hawaii, refer to table LF-1, notes 8 and

11, respectively.
 4/ Includes \$284,000 interest and \$2,604,000 principal on public benefit debt.
 5/ Partially estimated.
 6/ Urban extensions of State primary and secondary systems are maintained by cities over 3,500 population, but expenditures cannot be segregated. These cities receive apportionment at basic rate of \$4,000 and \$300 per mile for the primary and secondary systems, respectively.
 7/ Estimated.

RECEIPTS OF LOCAL RURAL GOVERNMENT TOLL FACILITIES-1959¹

Based upon reports for various fiscal years ended in 1959
as obtained from records of State and local authorities

(In thousands of dollars)

TABLE LF-32, 1959
ISSUED OCTOBER 1961

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR 2/		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 DEPT SERVICE						
Alabama	Dauphin Island Bridge	Mobile County	52	-	217	3/ 164	-	-	48	429
California	Golden Gate Bridge	Golden Gate Bridge and Highway District	7,759	8,901	4,510	-	750	-	-	5,260
Florida	Belleair Toll Causeway Biscayne Key and Venetian Causeways Port Orange Toll Bridge Total	Pinellas County Dade County and Dade County Port Authority Volusia County	196 35 3 234	181 466 65 712	113 1,327 96 1,536	- - - -	-2 - - 2	- 6 - 6	- 14 14 -	115 1,347 96 1,558
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Eugene Talmaidge Memorial Toll Bridge) Total	Glynn County Coastal Highway District	- 82 82	84 95 179	333 693 1,026	- - -	- - -	- - -	- 2 2	333 695 1,028
Illinois	New Harmony Bridge	White County Bridge Commission	110	-	132	-	-	-	4/ 13	145
Indiana	Hutsonville, Illinois-Grayville, Indiana Toll Bridge	Sullivan County Bridge Commission	12	-	60	-	-	-	-	60
Louisiana	Dutcher-Vacherie Ferry Greater New Orleans Expressway Sabine Lake Bridge and Causeway Total	St. James Parish Greater New Orleans Expressway Commission Cameron Parish, Louisiana-Jefferson County, Texas	- 2,580 143 2,723	- 2,423 49 2,472	136 1,420 49 1,605	- - - -	- 82 - 82	- - - -	5/ 971 100 1,071	136 2,473 149 2,758
Maine	Islesboro Ferry 6/ North Haven Ferry Vinalhaven Ferry Total	Town of Islesboro North Haven Port District Vinalhaven Port District	- 16 17 33	- - - -	87 27 55 169	- - - -	- - - -	- 7 8 15	- - - -	27 34 63 124
Maryland	Bear Creek Bridges	Baltimore County Revenue Authority	5,551	-	295	-	-	-	7/ 500	795
Michigan	Drummond Island Ferry Ironton Ferry Total	Chippewa County Road Commission Charlevoix County Road Commission	34 - 34	- - -	60 8 68	- - -	- - -	- - -	- 5 5	60 13 73
Mississippi	Vicksburg Bridge	Warren County	531	1,171	709	-	-	288	11	1,008
Missouri	Brownville Bridge Jefferson Barracks Bridge (Lindbergh Bridge) Medaniel Memorial (Miami) Bridge Platte Purchase Bridge St. Francisville Bridge Total	Atchison County St. Louis County Saline County Platte County Wayland Special Road District	18 24 17 65 2 126	2 447 16 120 4 589	46 276 39 304 8 673	- - - - - -	- 3 1 - - 4	- 1 - 9 - 10	- - 8 - 8 -	46 280 40 321 8 695
Montana	Power Plant Ferry St. Regis Ferry Total	Fergus and Blaine Counties Mineral and Sanders Counties	- 17 17	- - -	2 11 13	- - -	- - -	- - -	- - -	2 11 13
Nebraska	Burt County Missouri River Bridge (Decatur) Mormon Pioneer Memorial Bridge, Douglas County Rulo Bridge Total	Burt County Bridge Commission North Omaha Bridge Commission Richardson County Parkway Authority	24 53 8 85	124 60 30 214	56 157 27 270	- - - -	2 - - 2	8 2 6 16	- - - -	66 159 63 288
New Jersey	Burlington-Bristol Bridge Tacony-Palmyra Bridge Cape May County Bridges Total	Burlington County Bridge Commission Cape May County Bridge Commission	2,450 98 2,548	- 218 218	1,531 480 2,011	- - -	56 - 58	- - 4	4 - 4	1,591 482 2,073
New York	Atlantic Beach Bridge Benus Point-Stor Ferry Parkway Toll Stations Total	Nassau County Bridge Authority Chautauque County Westchester County	618 6 1,680 2,304	89 - - 89	834 26 4,513 5,403	- - - -	29 - 42 71	- - 170 170	16 - 8 24	879 26 4,763 5,668
Oregon	The Dalles Bridge Umatilla Bridge Total	Wasco County Umatilla County	212 50 262	222 462 684	289 308 597	- - -	6 17 23	- - -	1 - 1	296 325 621
Texas	Padre Island Toll Causeway Padre Island Toll Causeway Port Aransas Toll Causeway Total	Cameron County Nueces County Nueces County, District #4	159 7 13 179	13 351 169 533	149 261 200 610	- - - -	3 - 9 12	- - - -	8/ 17 9 47 73	169 270 256 695
Washington	Barstene Island Ferry Lummi Island-Gooseberry Point Ferry Tacoma-McNeil Island-Anderson Island Ferry Total	Mason County Whatcom County Pierce County	- - - -	- - - -	5 22 16 43	- - - -	- - - -	- - - -	21 29 21 71	26 51 37 114
GRAND TOTAL			22,642	15,762	19,887	164	1,004	905	1,845	23,405

1/ Table LF-32, part of the local highway finance series, gives the receipts for publicly-owned and quasi-publicly-owned facilities operated by or for rural governments, local road and bridge districts, and specially created authorities. Facilities operated by local rural governments although located in entirely urban areas are also included in this table. Facilities of relatively minor importance and those of which reports were not available are excluded. Additional information is given in a general note to table LF-1.
2/ Any differences between balances at the beginning of the year and those at the end of the previous year are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ Proceeds from short-term notes.
4/ Transfer from general fund.
5/ Includes \$876,158 from State Highway Fund #2.
6/ Operated by Maine Port Authority since September 11, 1959.
7/ Transfer from Baltimore County General Fund.
8/ Property taxes.
9/ Includes \$36,804 property taxes.

DISBURSEMENTS OF LOCAL RURAL GOVERNMENT TOLL FACILITIES-1959¹

Based upon reports for various fiscal years ended in 1959
as obtained from records of State and local authorities

(In thousands of dollars)

TABLE LF-42, 1959
ISSUED OCTOBER 1961

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINISTRATION	MISCELLANEOUS	INTEREST ON OBLIGA- TIONS	FINANCE ADMINISTRATION	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS	TOTAL DISBURSEMENTS	BALANCES AT THE END OF THE YEAR	
												RESERVES FOR CONSTRUCTION, OPERATION ETC.	RESERVES FOR DEBT SERVICE
Alabama	Dauphin Island Bridge	-	117	56	-	78	-	2/ 135	386	-	386	95	-
California	Golden Gate Bridge	52	1,393	460	-	1,109	-	1,200	4,219	-	4,219	8,180	9,521
Florida	Belleair Toll Causeway Biscayne Key and Venetian Causeway Port Orange Toll Bridge Total	- - - -	26 344 24 394	- 41 42 -	- - - -	47 486 20 553	- 3 - 3	15 321 25 361	68 1,195 70 1,353	- 3/ 213 -213 -	88 1,408 70 1,556	193 161 2 356	211 279 92 582
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Suzanne Talmadge Memorial Toll Bridge) Total	- - -	62 55 117	7 21 28	17 16 33	69 469 538	8 7 15	174 - 174	337 568 905	- - -	337 568 905	- 95 95	80 209 289
Illinois	New Harmony Bridge	-	128	56	4	-	-	-	188	-	188	67	-
Indiana	Hutsonville, Illinois-Graysville, Indiana Toll Bridge	-	40	-	-	2	-	20	62	-	62	10	-
Louisiana	Latcher-Vacherie Ferry Greater New Orleans Expressway Sabine Lake Bridge and Causeway Total	- 10 3 13	136 434 10 580	- 41 26 67	- - - -	- 1,811 27 1,838	- - 6 6	- 353 56 409	136 2,649 128 2,913	- - - -	136 2,649 128 2,913	- 2,310 161 2,471	- 2,517 52 2,569
Maine	Islesboro Ferry 4/ North Haven Ferry Vinalhaven Ferry Total	- - - -	3 2 4 9	19 32 56 107	- - - -	- - - -	- - - -	3 3 - 6	25 37 60 122	3/ 2 - - 2	27 37 60 122	- 13 20 33	- - - -
Maryland	Bear Creek Bridges	3,628	77	36	1	33	14	946	4,735	-	4,735	1,581	30
Michigan	Drummond Island Ferry Ironton Ferry Total	2 - 2	47 13 60	4 - 4	- - -	- - -	- - -	- - -	53 13 66	- - -	53 13 66	41 - 41	- - -
Mississippi	Vicksburg Bridge	-	235	64	-	63	-	150	512	6/ 276	788	517	1,495
Missouri	Brownville Bridge Jefferson Barracks Bridge (Lindbergh Bridge) McDaniel Memorial (Miami) Bridge Platte Purchase Bridge St. Francisville Bridge Total	- 2 - 4 - 6	9 87 13 51 4 164	6 60 3 8 - 77	- - - - - -	12 12 11 201 1 237	- - 1 - 1 1	15 375 31 - 6 422	42 536 58 265 6 907	- - - - - -	42 536 58 265 6 907	17 30 1 28 3 79	7 185 14 213 5 424
Montana	Power Plant Ferry St. Regis Ferry Total	- - -	2 8 10	- - -	- - -	- - -	- - -	- - -	2 8 10	- - -	2 8 10	- - -	- 20 20
Nebraska	Burt County Missouri River Bridge (Decatur) Mormon Pioneer Memorial Bridge, Douglas County Rulo Bridge Total	3 - - 3	19 36 25 80	15 17 - 32	- - - -	8 129 15 152	- - - -	101 - 15 116	146 182 55 383	- - - -	146 182 55 383	13 18 2 33	55 72 14 171
New Jersey	Burlington-Eristol Bridge Tacony-Palmira Bridge Cape May County Bridges Total	- 584 7 591	628 115 743	269 60 329	26 14 40	- 49 49	- - -	- 142 142	1,507 387 1,894	- - -	1,507 387 1,894	2,534 99 2,633	- 312 312
New York	Atlantic Beach Bridge Demas Point-Stow Ferry Parkway Toll Stations Total	11 - 1,180 1,191	220 29 1,159 1,408	97 - 146 243	3 - 18 21	96 - - 96	3 - 3	429 - - 429	859 29 2,503 3,391	- - - -	859 29 2,503 3,391	625 3 3,940 4,568	102 - - 102
Oregon	The Dalles Bridge Umatilla Bridge Total	27 5 32	2 7 9	59 43 102	- - -	94 212 306	- - -	131 - 131	313 267 580	- - -	313 267 580	84 - 287	214 486 700
Texas	Padre Island Toll Causeway-Cameron County Padre Island Toll Causeway-Mueces County Port Aransas Toll Causeway Total	4 21 6 31	45 104 155 304	5 55 33 93	- - - -	95 66 10 171	- - - -	21 - 35 56	170 246 239 655	- - - -	170 246 239 655	157 12 31 200	14 370 168 592
Washington	Harstene Island Ferry Lummi Island-Cooseberry Point Ferry Tacoma-McNeil Island-Anderson Island Ferry Total	- - - -	86 51 37 114	- - - -	- - - -	- - - -	- - - -	- - - -	26 51 37 114	- - - -	26 51 37 114	- - - -	- - - -
GRAND TOTAL		5,549	5,987	1,796	99	5,225	42	4,697	23,395	491	23,886	21,266	16,657

1/ Table LF-42, part of the local highway finance series, gives the disbursements for publicly-owned and quasi-publicly-owned facilities operated by and for rural governments, local road and bridge districts, and specially created authorities. For additional information refer to the initial notes of tables LF-1 and LF-32.
2/ Includes \$70,000 for short-term notes.

3/ Transferred to Dade County Port Authority for general purposes.
4/ Operated by Maine Port Authority since September 11, 1959.
5/ Transferred to general fund. (Town of Islesboro)
6/ Transferred to Warren County.

RECEIPTS OF LOCAL MUNICIPAL TOLL FACILITIES-1959¹

Based upon reports for various fiscal years ended in 1959 as obtained from records of State and local authorities

(In thousands of dollars)

TABLE UF-32, 1959
ISSUED OCTOBER 1961

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR 2/		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						
Alabama	Bankhead Tunnel	City of Mobile	3,621	-	1,069	-	-	4	3/ 642	1,715
California	San Pedro-Terminal Island Ferry 4/	Los Angeles Harbor Department	-	-	299	-	-	-	5/ 99	398
Colorado	Pikes Peak Toll Highway	City of Colorado Springs	31	-	121	-	-	-	-	121
Florida	Broad Causeway Treasure Island Causeway Total	Town of Bay Harbor Islands City of Treasure Island	53 120 173	308 157 465	453 247 700	- - -	6 5 11	11 - 11	- - -	470 252 722
Illinois	Calumet Skyway Toll Bridge Chain of Rocks Bridge (Kings Highway) Chester Bridge (Mississippi River Bridge) Greater Rockford Bridge McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	City of Chicago City of Madison City of Chester City of Loves Park City of Venice City of Rock Island City of East St. Louis	8,143 2,129 523 80 - 4,723 2,644 18,242	2,776 51 134 81 - 2 1,623 4,667	2,032 319 252 186 860 545 1,615 6,309	- - - - 23,053 - - 23,053	176 - - 3 30 134 - 343	- - - - 250 - - 250	- - - - - - - -	2,208 819 252 189 24,193 679 1,615 29,955
Iowa	Burlington Bridge Iowa-Illinois Memorial Bridge Keokuk Municipal Bridge Lyons-Fulton Bridge New South Bridge (The Gateway Bridge) Muscatine Bridge Total	City of Burlington Davenport Bridge Commission City of Keokuk Clinton Bridge Commission Muscatine Bridge Commission	217 4,556 7 147 - 17 4,944	- 2 40 307 - - 349	368 569 209 983 205 2,334	- 4,200 - - - 4,200	1 75 - 2 - 78	- - 81 - - 81	- - 3 - - 3 6	369 4,847 290 985 - 208 6,699
Kansas	Leavenworth Centennial Bridge	Leavenworth Bridge Commission	106	86	191	-	6	7	9	213
Massachusetts	Summer Vehicular Traffic Tunnel 6/	City of Boston	-	10,732	367	-	1	-	7/ 2,998	3,366
Minnesota	Baudette-Rainy River International Bridge	Village of Baudette	-	-	-	641	-	-	-	641
Mississippi	Greenville-Lake Village Bridge	City of Greenville	282	123	-	-	6	159	2	167
Missouri	Broadway Bridge MacArthur Bridge Total	City of Kansas City City of St. Louis	417 994 1,411	620 - 620	504 1,722 2,226	- - -	- - -	- - -	5/ 200 5/ 976 1,176	704 2,698 3,402
Nebraska	Bellevue Bridge	Bellevue Bridge Commission	3	17	21	-	-	-	-	21
New York	Battery-Staten Island Ferry 8/ Triborough Bridges and Tunnels Total	City of New York Triborough Bridge and Tunnel Authority	- 30 30	- 38,917 38,917	1,960 37,300 39,260	- 10/ 100,000 100,000	- 1,682 1,682	440 423 863	9/ 8,615 11/ 725 9,340	11,015 140,130 151,145
Oregon	Hood River, Oregon-White Salmon Bridge, Washington	Port of Hood River Commission	39	66	198	-	3	-	-	201
Texas	Del Rio International Bridge Eagle Pass-Piedras Negras International Bridge Laredo-Nuevo Laredo International Bridge Total	City of Del Rio City of Eagle Pass City of Laredo Bridge System	89 106 257 452	50 42 175 267	178 281 538 997	- - - -	3 - 8 11	- - - -	3 3 6 12	184 284 552 1,020
West Virginia	Dunbar City Bridge Parkersburg Bridge 8/ Fairmont Bridge 12/ Total	Dunbar City Bridge Commission City of Parkersburg City of Fairmont	17 - - 17	7 - - 7	178 166 - 344	- - - -	- - - -	1 - - 1	4 5/ 201 - 205	183 367 - 550
GRAND TOTAL			29,351	56,316	54,436	127,894	2,141	1,376	14,489	200,336

1/ Table UF-32, part of the local highway finance series, is concerned with the receipts for publicly-owned and quasi-publicly-owned facilities operated by or for municipalities, local road and bridge districts, and specially created authorities. Refer to the initial notes to tables LP-1 and LP-32 for additional information.

2/ Any difference between balances at the beginning of the year and those at the end of the previous year are the result of changes in rural-municipal classifications, accounting adjustments, inclusion of funds not previously reported, etc.

3/ Includes \$553,500 of special assessments.

4/ San Pedro-Terminal Island Ferry is operated as one of the various activities of the Los Angeles City Harbor Department. Its transactions are not included in a self-balancing fund. Debt data applicable to the ferry are not available.

5/ Transfer from general fund.
6/ Summer Vehicular Tunnel transferred from City of Boston to Massachusetts Turnpike Authority, April 29, 1959. Reserves at end of year for debt service.

7/ Transfer from Massachusetts Turnpike Authority for debt service.

8/ Estimated.

9/ Includes general fund appropriation of \$8,515,000.

10/ Proceeds from short-term obligations.

11/ Includes general fund contributions of \$274,000 and \$475,000 from Battery Parking Garage and New York Coliseum Parking Garage, respectively.

12/ Receipts and disbursements not available. However, debt status is included on table UB-2.

DISBURSEMENTS OF LOCAL MUNICIPAL TOLL FACILITIES -1959¹Based upon reports for various fiscal years ended in 1959
as obtained from records of State and local authorities

(In thousands of dollars)

TABLE UF-42, 1959
ISSUED OCTOBER 1961

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINISTRATION	MISCELLANEOUS	INTEREST ON OBLIGA- TIONS	FINANCE ADMINISTRATION	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS	TOTAL DISBURSEMENTS	BALANCES AT THE END OF THE YEAR	
												RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alabama	Bankhead Tunnel	1,164	161	15	-	633	4	370	2,347	-	2,347	2,989	-
California	San Pedro-Terminal Island Ferry	-	398	-	-	-	-	-	398	-	398	-	-
Colorado	Pikes Peak Toll Highway	23	64	15	19	-	-	-	121	-	121	31	-
Florida	Broad Causeway Treasure Island Causeway Total	- 6 6	194 28 222	9 22 31	- 31 31	71 48 119	1 - 1	202 18 220	477 153 630	- 2/ 75 75	477 228 705	51 144 195	393 157 460
Illinois	Calumet Skyway Toll Bridge Chain of Rocks Bridge (Kings Highway) Chester Bridge (Mississippi River Bridge) Greater Rockford Bridge McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	3,304 - 3/ 138 13 20,097 3/ 850 202 24,644	518 118 71 2 73 87 167 1,036	196 106 39 31 147 60 127 766	- 23 10 - 3 64 16 116	3,539 35 65 33 299 176 268 4,415	- - - 1 1,268 - 2 1,271	- 586 10 87 - - 464 1,147	7,557 868 333 167 21,887 1,277 1,448 33,335	- 2/ 88 2/ 30 - - - 2/ 202 320	7,557 956 362 167 21,887 1,277 1,448 33,695	3,800 1,992 362 38 1,643 3,641 2,793 14,269	1,770 21 184 145 663 486 1,641 4,940
Iowa	Burlington Bridge Iowa-Illinois Memorial Bridge Ksokuk Municipal Bridge Lyons-Fulton Bridge New South Bridge (The Gateway Bridge) Muscatine Bridge Total	1 7,597 7 - - 99 7,704	77 153 54 107 41 432	- - 54 52 22 128	- - 2 - - 2	22 150 6 231 1 410	- - - - - - -	53 49 143 567 9 821	153 7,949 264 959 172 9,497	5/ 222 - 5/ 11 - - - 233	375 7,949 275 959 172 9,730	76 1,201 9 157 53 1,496	135 255 53 323 - 766
Kansas	Leavenworth Centennial Bridge	-	35	1	-	104	1	93	234	-	234	115	56
Massachusetts	Summer Vehicular Traffic Tunnel	-	209	11	-	235	-	515	970	-	970	-	13,128
Minnesota	Baudette-Rainy River International Bridge	520	-	17	-	16	-	-	553	-	553	40	48
Mississippi	Greenville-Lake Village Bridge	-	17	33	-	19	-	104	173	-	173	281	118
Missouri	Broadway Bridge MacArthur Bridge Total	- 1,389 1,389	79 431 510	41 245 286	- 19 19	364 39 403	2 - 2	228 - 228	714 2,123 2,837	- - -	714 2,123 2,837	407 1,569 1,976	620 - 620
Nebraska	Belleuve Bridge	-	18	6	-	-	-	-	24	-	24	-	17
New York	Battery-Staten Island Ferry 5/ Triborough Bridges and Tunnels Total	- 38,339 38,339	7,600 6,845 14,445	- - -	- 52 52	415 3,273 3,688	- - -	3,000 6,778 9,778	11,015 55,287 66,302	- - -	11,015 55,287 66,302	- 73,356 73,356	- 50,434 50,434
Oregon	Hood River, Oregon-White Salmon Bridge, Washington	-	14	47	44	50	-	-	155	-	155	42	109
Texas	Del Rio International Bridge Eagle Pass-Piedras Negras International Bridge Laredo-Nuevo Laredo International Bridge Total	- - 9 9	23 48 112 183	11 26 1 38	- - - -	21 3 15 39	- - - -	10 24 60 94	65 101 197 363	5/ 103 3/ 176 3/ 320 599	168 277 517 962	102 112 291 505	53 43 176 272
West Virginia	Dunbar City Bridge Parkersburg Bridge 8/ Fairmont Bridge 9/ Total	- - - -	33 87 - 120	17 - - 17	- 10 - 10	95 270 - 365	- - - -	- - - -	145 367 - 512	- - - -	145 367 - 512	23 - - 23	39 - - 39
	GRAND TOTAL	73,798	17,864	1,351	293	10,496	1,279	13,370	118,451	1,227	119,678	95,318	71,007

1/ Table UF-42, part of the local highway finance series, is concerned with disbursements for publicly-owned and quasi-publicly-owned facilities operated by or for municipalities, local road and bridge districts, and specially created authorities. Refer to the initial notes to tables LF-1 and LF-32 for additional information.

2/ Transfer to the general fund.

3/ Includes right-of-way expenditures of \$16,400 and \$875,892 for the Chester and Rock Island Centennial bridges, respectively.

4/ Includes \$13,351 for traffic police.

5/ Transfer to city street fund.

6/ Redemption of short-term obligations.

7/ Includes premium payment of \$18,023.

8/ Estimated data.

9/ See footnote 12 on table UF-32.

ESTIMATED TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT-1959

(In thousands of dollars)

TABLE F-2, 1955
ISSUED NOVEMBER 1961

Table with columns for STATE, CAPITAL OUTLAY (State-administered, Local-rural roads, Local city streets), MAINTENANCE (State-administered, Local rural roads, Local city streets), FEDERAL ROADS AND UNCLASSIFIED, SUMMARY (Right-of-way only, Total capital outlay), ADMISTRATION AND MISCELLANEOUS, HIGHWAY POLICE AND SAFETY, BOND INTEREST, TOTAL DIRECT EXPENDITURES, BOND REDEMPTIONS (PAR VALUE), and TOTAL DISBURSEMENTS. Rows include states from Alabama to Wyoming and a 'Total' row.

1/ Disbursements are classified by systems on which expended, rather than by expending agencies, e.g., capital outlay on county and other local rural roads includes expenditures from Federal, State, and local funds.

MILEAGE OF PUBLIC ROADS AND STREETS

This section presents highway construction statistics and the mileage of public roads and streets existing in the United States as of December 31, 1960.

Contracts Awarded and Mileage Built

Table CA-3 shows the number and cost of highway construction contracts awarded and force account authorizations made by State agencies during 1960 for both State and Federal-aid road projects. Although many of these contracts and force account projects were completed during the year, this was not necessarily the case, particularly for the larger undertakings.

The SMB tables show the miles of construction completed by State highway departments in 1960. The total mileage of roads and streets is increased a little each year, but most construction is for the improvement of existing highways, converting dirt roads to paved roads, widening pavements, reducing grades, minimizing curves, eliminating grade crossings, and making other improvements which provide safer, more efficient highways with greater traffic and load-bearing capacities.

Except for those contracts financed partially or entirely with Federal-aid secondary funds, construction contracted for or performed by counties and other local governments is not included in the CA (contract award) or SMB (State mileage built) tables.

Existing Mileage of Roads and Streets

The SM tables present the mileage of State administered roads and streets, classified by system and type of surface. For the State primary system only, they provide additional information such as the width of roadways, number of lanes, access control, and traffic volume data. The changes that take place in system mileage from one year to the next as a result of construction, transfers between systems, and abandonments are accounted for in table SM-101.

The remaining mileage of public roads and streets, those under control of the Federal and local governments, are presented in table OM.

Tables M-1, 2, and 3 and table M-21 combine all mileage under State, local, and Federal jurisdiction to show the total existing mileage of roads and streets in the United States, classified by system and surface type. Table M-21 shows the extent to which

State, local, and other roads comprise the Federal-aid systems.

Attention is called to the fact that the designation of a road or street as part of a Federal-aid system does not alter its status as a State or county road or city street. Inclusion of a highway in the Federal-aid systems simply means that because of its service value and importance, it is eligible for Federal construction funds.

Surface Types

The surface-type classifications used in the mileage tables identify, for the most part, the visible surface types on existing streets and roadways. They do not identify the sometimes numerous base course and subbase materials, such as rigid pavements, stabilizing admixtures, etc., that lie beneath the visible surfaces. It was necessary to combine the many road types into a few broad surface-type groups for use in reporting mileage statistics. More detailed, comprehensive road-type classifications would not be feasible in summaries such as these.

State Highway Systems

The term "State primary system" as used in this bulletin refers to those highways that have been officially designated by some States as the "primary system," and as the "State highway system" or similar designations in others. These highway systems vary in scope, since the criteria for selecting them have differed greatly among the States. However, they do, for the most part, encompass the principal intercounty and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for those States that have designated both a primary and a secondary system. In 1960, Maryland distinguished between State primary and secondary system mileage for the first time. As a result the mileage formerly reported as State primary only is now divided between the two systems. Several States, in addition to having designated secondary systems, have absorbed the responsibility for constructing and maintaining certain specified county roads, and these are shown as "county roads under State control."

Municipal and Urban Extensions of Highway Systems

The term "municipal extensions" is used exclusively to identify the extensions of State and local

road systems into or through "municipalities." The latter term includes population centers such as cities, boroughs, villages, and towns (except New England-type towns). The town governments of the six New England States, New York, and Wisconsin, and the township governments of New Jersey and Pennsylvania, although generally considered as rural governments, sometimes serve heavily populated areas and function as municipal governments. Therefore, for purposes of highway

system classifications, these town and township governments are classed as municipalities, based on population density.

The term "urban extensions" is used exclusively to identify the extension of Federal-aid routes into or through urban areas. An urban area is an area including and adjacent to a municipality or other urban place having a population of 5,000 or more, with boundaries fixed by the State highway department and approved by the Bureau of Public Roads.

HIGHWAY CONSTRUCTION CONTRACTS AWARDED BY STATE HIGHWAY DEPARTMENTS

JANUARY-DECEMBER 1960
(In thousands of dollars)

TABLE CA-3

Table with columns for STATE, CONTRACTS FINANCED PARTIALLY OR ENTIRELY WITH FEDERAL FUNDS (INTERSTATE SYSTEM CONTRACTS, OTHER FEDERAL-AID CONTRACTS, FORCE ACCOUNT), CONTRACTS FINANCED WITHOUT FEDERAL FUNDS (CONTRACT, FORCE ACCOUNT, TOLL FACILITIES), and TOTAL, ALL CONTRACTS (TOTAL COST, MILES).

Highway Mileage

1/ Contracts awarded and force account work authorized by State agencies for highways, including Federal-State, Federal-State-local, and State-local cooperative work, and a small amount by the Federal Government for national park and forest roads, etc. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.
2/ Reduced total cost by \$217,000 and Federal funds by \$126,000 to adjust November contract.
3/ Less than one mile, or not measurable in miles.
4/ Included with force account authorizations, but not included with contracts awarded, are the force account authorizations for work on the interstate system as follows: Indiana \$3,000, Kentucky \$5,000, Minnesota \$232,000, Mississippi

\$270,000, North Carolina \$26,000, South Dakota \$234,000, Texas \$15,000 and Wisconsin \$27,000.
5/ Deducted \$95,000 to adjust October contract.
6/ Contracts awarded for toll facilities: New Jersey, Garden State Parkway \$1,863,000, New Jersey Turnpike \$7,174,000; New York, George Washington Bridge \$5,139,000, Grand Island Bridge \$6,029,000, Narrows Bridge \$46,111,000, Throgs Neck Bridge \$14,594,000; Virginia, Chesapeake Bay Bridge-Tunnel \$118,569,000, Elizabeth River Tunnel \$11,632,000, Hampton Roads Tunnel \$51,000, and Washington, Hood Canal Floating Bridge \$3,445,000, Lake Washington Bridge \$10,970,000.
7/ Contracts let by Alaska and Hawaii during 1959 not included.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS - SUMMARY - 1960

Compiled for calendar year
from reports of State authoritiesTABLE SMB-1, 1960
ISSUED NOVEMBER 1961

STATE	MILEAGE GRADED AND DRAINED							MILEAGE SURFACED							TOTAL CONSTRUC- TION	STATE		
	STATE-ADMINISTERED HIGHWAYS					OTHER MILEAGE GRADED AND DRAINED 1/	TOTAL MILEAGE GRADED AND DRAINED	STATE-ADMINISTERED HIGHWAYS					OTHER MILEAGE SURFACED 1/	TOTAL MILEAGE SURFACED				
	RURAL ROADS			MUNICIPAL EXTEN- SIONS OF STATE HIGHWAY SYSTEMS	TOTAL			RURAL ROADS			MUNICIPAL EXTENSIONS	TOTAL						
	STATE PRIMARY SYSTEM	SECONDARY ROADS						STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	STATE PRIMARY SYSTEM							SECONDARY ROADS	TOTAL
Alabama	-	-	-	-	-	-	238	-	254	492	32	1	33	525	971	1,496	1,496	Alabama
Alaska	112	-	-	112	-	112	101	-	-	101	8	-	8	109	-	109	221	Alaska
Arizona	-	-	-	-	-	170	210	-	-	210	20	-	20	230	198	428	598	Arizona
Arkansas	2	-	-	2	-	-	378	-	-	378	51	-	51	429	217	646	648	Arkansas
California	-	-	-	-	472	472	691	-	-	691	100	-	100	791	279	1,070	1,542	California
Colorado	-	-	-	-	-	-	565	-	-	565	24	-	24	589	-	589	589	Colorado
Connecticut	-	-	-	-	-	-	72	-	-	72	14	-	14	86	-	86	86	Connecticut
Delaware	-	-	-	-	-	-	38	28	139	205	2	3	5	210	-	210	210	Delaware
Florida	-	6	-	6	-	-	498	439	-	937	90	30	120	1,057	105	1,162	1,168	Florida
Georgia	10	-	-	10	-	247	351	-	-	351	50	-	50	401	1,467	1,868	2,125	Georgia
Hawaii	-	-	-	-	-	-	5	5	-	10	-	-	-	10	-	10	10	Hawaii
Idaho	31	-	-	31	-	3	196	-	-	196	10	-	10	206	44	250	284	Idaho
Illinois	-	-	-	-	-	-	632	-	-	632	144	-	144	776	-	776	776	Illinois
Indiana	-	-	-	-	-	-	428	-	-	428	31	-	31	459	-	459	459	Indiana
Iowa	-	-	-	-	115	115	772	-	-	772	73	-	73	845	1,314	2,159	2,274	Iowa
Kansas	-	-	-	-	53	53	417	-	-	417	16	-	16	433	611	1,044	1,097	Kansas
Kentucky	-	-	-	-	1	1	1,895	-	-	1,895	52	-	52	1,947	192	2,139	2,140	Kentucky
Louisiana	-	-	-	-	-	-	416	-	-	416	51	-	51	1,208	-	1,208	1,208	Louisiana
Maine	-	-	-	-	-	-	96	2/ 707	-	251	14	2/ 34	17	268	-	268	268	Maine
Maryland	-	-	-	-	-	-	78	3/ 80	-	158	5	3/ 4	9	167	-	167	167	Maryland
Massachusetts	-	-	-	-	-	-	80	-	-	80	35	-	35	115	2	117	117	Massachusetts
Michigan	-	-	-	-	22	22	1,166	-	-	1,166	92	-	92	1,258	291	1,549	1,571	Michigan
Minnesota	-	-	-	-	20	20	376	-	-	376	55	-	55	431	840	1,271	1,291	Minnesota
Mississippi	-	-	-	-	-	-	292	-	-	292	5	-	5	297	-	297	297	Mississippi
Missouri	-	-	-	-	-	-	641	1,881	-	2,522	90	(4/)	90	2,612	-	2,612	2,612	Missouri
Montana	30	-	-	30	-	65	368	249	-	617	10	1	11	628	46	674	739	Montana
Nebraska	-	4	-	4	31	31	518	-	-	518	9	-	9	527	246	773	773	Nebraska
Nevada	-	-	-	-	-	-	119	48	19	186	4	1	5	191	19	210	210	Nevada
New Hampshire	-	-	-	-	-	-	51	42	-	93	14	3	17	110	1	111	111	New Hampshire
New Jersey	-	-	-	-	-	-	33	-	-	33	36	-	36	69	11	80	80	New Jersey
New Mexico	-	-	-	-	-	-	209	-	-	209	18	-	18	227	-	227	227	New Mexico
New York	-	-	-	-	-	-	691	-	-	691	23	-	23	714	59	773	773	New York
North Carolina	-	-	83	83	-	83	378	-	1,196	1,574	48	39	87	1,661	-	1,661	1,744	North Carolina
North Dakota	-	-	-	-	49	49	545	-	-	545	18	-	18	563	220	783	832	North Dakota
Ohio	-	-	-	-	-	-	2,363	-	-	2,363	233	-	233	2,596	-	2,596	2,596	Ohio
Oklahoma	-	-	-	-	-	-	318	-	-	318	19	-	19	337	-	337	337	Oklahoma
Oregon	-	-	-	-	540	540	483	225	-	708	23	15	38	746	1,280	2,026	2,566	Oregon
Pennsylvania	-	-	-	-	-	-	949	1,218	-	2,167	114	73	187	2,354	19	2,373	2,373	Pennsylvania
Rhode Island	-	-	-	-	-	-	7	-	-	7	16	-	16	23	-	23	23	Rhode Island
South Carolina	-	-	-	-	-	-	270	690	-	960	33	94	127	1,087	270	1,357	1,357	South Carolina
South Dakota	-	-	-	-	-	-	442	-	-	442	12	-	12	454	336	790	790	South Dakota
Tennessee	5	-	-	5	-	-	580	-	-	580	34	-	34	614	866	1,480	1,485	Tennessee
Texas	19	-	-	19	8	8	3,601	-	-	3,601	326	-	326	3,927	-	3,927	3,954	Texas
Utah	-	-	-	-	-	-	287	-	-	287	33	-	33	320	15	335	335	Utah
Vermont	-	-	-	-	-	-	65	-	-	65	11	-	11	76	19	95	95	Vermont
Virginia	-	-	-	-	-	-	87	-	721	808	24	9	33	841	-	841	841	Virginia
Washington	-	-	-	-	6	6	136	-	69	205	20	3	23	228	204	432	438	Washington
West Virginia	-	-	-	-	-	-	549	-	1,217	1,766	43	14	57	1,823	-	1,823	1,823	West Virginia
Wisconsin	-	-	-	-	19	19	728	-	-	728	90	-	90	818	409	1,227	1,246	Wisconsin
Wyoming	18	-	-	18	-	18	216	-	-	216	7	-	7	223	200	423	441	Wyoming
Total	227	10	83	320	8	1,748	2,076	24,625	5,836	34,007	2,282	327	2,609	36,616	10,751	47,367	49,443	Total

1/ Includes mileage built by State highway departments on State park, forest, and institutional roads, on county or other local roads not under State control, on local city streets not on State highway systems, and mileage built by State and quasi-State toll authorities. Also includes construction on local roads financed with Federal-aid secondary funds and mileage built in Federal parks, forest, and reservations whether built by

State highway departments, or by other agencies.

2/ Includes 446 miles rural and 17 miles municipal built on the farm-to-market system.

3/ Mileage built on the State-aid system.

4/ Included with mileage built on municipal extensions of State primary system.

MILEAGE BUILT ON STATE HIGHWAYS - 1960¹

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for calendar year
from reports of State authorities

TABLE SMB-2, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

STATE	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ON PRIMARY RURAL STATE HIGHWAYS							TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ON MUNICIPAL EXTENSIONS OF PRIMARY STATE HIGHWAYS							TOTAL MILEAGE GRADED AND SURFACED
		TYPE OF SURFACE BUILT 1/				SUBTOTALS		TOTAL MILEAGE SURFACED			TYPE OF SURFACE BUILT 1/				SUBTOTALS		TOTAL MILEAGE SURFACED	
		D E	F G-1 H-1	G-2 H-2 I	J	SURFACING ON EXISTING ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING 2/				D E	F G-1 H-1	G-2 H-2 I	J	SURFACING ON EXISTING ROADS OR NEW LOCATION	RECONSTRUCTION OR RESURFACING 2/		
Alabama	-	-	2	236	-	24	214	238	238	-	-	-	32	-	8	24	32	32
Alaska	112	25	72	4	-	3	98	101	213	-	-	-	7	1	-	8	8	8
Arizona	-	1	12	197	-	26	184	210	210	-	-	3	14	3	17	20	20	
Arkansas	2	90	187	70	31	30	348	378	380	-	-	5	16	30	40	51	51	
California	-	22	126	428	115	30	661	691	691	-	-	1	50	49	7	93	100	100
Colorado	-	40	3	484	38	19	546	565	565	-	-	-	24	-	2	22	24	24
Connecticut	-	-	-	60	12	23	49	72	72	-	-	-	10	4	3	11	14	14
Delaware	-	-	-	28	10	-	38	38	38	-	-	-	2	-	2	2	2	2
Florida	-	-	42	446	10	77	421	498	498	-	-	1	81	8	21	69	90	90
Georgia	10	-	116	202	33	103	248	361	45	-	-	4	45	1	3	47	50	50
Hawaii	-	-	-	5	-	-	5	5	5	-	-	-	-	-	-	-	-	-
Idaho	31	-	74	122	-	76	120	196	227	-	-	-	10	-	4	6	10	10
Illinois	-	16	50	319	247	185	447	632	632	-	-	4	92	48	41	103	144	144
Indiana	-	-	-	386	42	63	365	428	428	-	-	-	26	5	5	26	31	31
Iowa	-	50	-	500	222	140	632	772	772	-	1	-	46	26	13	60	73	73
Kansas	-	13	167	205	32	133	284	417	417	-	-	3	6	7	3	13	16	16
Kentucky	-	474	247	1,150	24	56	1,839	1,895	1,895	-	2	5	41	4	6	46	52	52
Louisiana	-	9	-	372	35	38	416	416	416	-	-	-	43	8	6	45	51	51
Maine	-	-	13	83	-	40	96	96	96	-	-	-	14	-	6	8	14	14
Maryland	-	-	-	63	15	17	61	78	78	-	-	-	3	2	-	5	5	5
Massachusetts	-	-	-	78	2	46	34	80	80	-	-	-	34	1	21	14	35	35
Michigan	-	-	523	422	221	255	911	1,166	1,166	-	-	10	59	23	19	73	92	92
Minnesota	-	36	30	251	59	36	320	376	376	-	1	-	36	18	14	41	55	55
Mississippi	-	-	267	11	14	61	231	292	292	-	-	3	2	-	2	3	5	5
Missouri	-	-	81	367	193	76	565	641	641	-	8	21	26	35	27	63	90	90
Montana	30	8	43	308	9	35	333	368	398	-	-	1	9	-	10	8	10	10
Nebraska	-	33	360	55	70	104	414	518	518	-	-	4	4	1	1	9	9	9
Nevada	-	-	-	119	-	12	107	119	119	-	-	-	4	-	1	3	4	4
New Hampshire	-	-	2	49	-	37	14	51	51	-	-	-	13	1	9	5	14	14
New Jersey	-	-	-	32	1	1	32	33	33	-	-	-	35	1	5	31	36	36
New Mexico	-	2	141	62	4	80	129	209	209	-	-	-	17	1	8	10	18	18
New York	-	-	20	622	49	56	635	691	691	-	-	-	13	10	23	23	23	23
North Carolina	-	4	43	251	80	111	267	378	378	-	-	3	37	8	7	41	48	48
North Dakota	-	205	187	117	36	52	493	545	545	-	6	3	7	2	2	16	18	18
Ohio	-	-	417	1,843	103	133	2,230	2,363	2,363	-	-	4	200	29	32	201	233	233
Oklahoma	-	39	161	92	26	126	192	318	318	-	-	4	7	8	2	17	19	19
Oregon	-	-	-	476	7	80	403	483	483	-	-	-	23	-	5	18	23	23
Pennsylvania	-	-	50	762	137	134	815	949	949	-	-	5	88	21	25	89	114	114
Rhode Island	-	-	5	2	-	-	7	7	7	-	-	-	16	-	6	10	16	16
South Carolina	-	-	97	163	10	47	223	270	270	-	-	11	21	1	6	27	33	33
South Dakota	-	165	32	239	6	106	336	442	442	-	1	-	6	5	2	10	12	12
Tennessee	5	22	76	479	3	614	2,987	3,620	3,620	-	1	4	29	-	-	34	34	34
Texas	19	9	2,356	1,169	67	614	2,987	3,620	3,620	8	-	90	195	41	53	273	326	326
Utah	-	-	12	275	-	64	223	287	287	-	-	-	33	-	3	30	33	33
Vermont	-	-	10	55	-	14	51	65	65	-	-	-	11	-	5	6	11	11
Virginia	-	-	-	87	-	20	67	87	87	-	-	1	19	4	3	21	24	24
Washington	-	-	39	92	5	42	94	136	136	-	-	-	10	10	10	20	20	20
West Virginia	-	2	1	546	-	12	537	549	549	-	-	-	42	1	-	43	43	43
Wisconsin	-	75	98	528	27	7	721	728	728	-	5	8	67	10	2	88	90	90
Wyoming	18	-	38	176	2	36	180	216	234	-	-	-	6	1	2	7	7	7
Total	227	1,340	6,200	15,088	1,997	3,500	21,125	24,625	24,852	8	25	198	1,631	428	437	1,845	2,282	2,290

Footnotes appear on sheet 2

Highway Mileage

MILEAGE BUILT ON STATE HIGHWAYS - 1960¹

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SMB-2, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961Compiled for calendar year
from reports of State authorities

STATE	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ON SECONDARY RURAL ROADS UNDER STATE CONTROL								TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ON MUNICIPAL EXTENSIONS OF SECONDARY ROADS								TOTAL MILEAGE GRADED AND SURFACED
		TYPE OF SURFACE BUILT 1/				SUBTOTALS		TOTAL MILEAGE SURFACED	TYPE OF SURFACE BUILT 1/				SUBTOTALS		TOTAL MILEAGE SURFACED					
		D E	F G-1 H-1	G-2 H-2 I	J	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/		D E			F G-1 H-1	G-2 H-2 I	J		SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/			
SECONDARY STATE HIGHWAYS																				
Delaware	-	-	10	14	4	1	27	28	28	-	-	-	1	-	-	1	1	1		
Florida	6	-	295	144	-	324	115	439	445	-	-	17	13	-	9	21	30	30		
Hawaii	-	-	-	5	-	2	3	5	5	-	-	-	-	-	-	-	-	-		
Louisiana: Secondary Farm-to-market Total	- - -	14 8 22	- - -	247 438 685	- - -	10 8 18	251 438 689	261 446 707	261 446 707	- - -	- - -	- - -	17 16 33	- 1 I	- - -	17 17 34	17 17 34	17 17 34		
Maine 3/	-	19	125	11	-	2	153	155	155	-	-	-	3	-	-	3	3	3		
Maryland 4/	-	-	15	62	3	26	54	80	80	-	-	-	4	-	-	4	4	4		
Missouri	-	1,106	750	22	3	27	1,854	1,881	1,881	-	-	-	-	-	-	-	-	(5/)		
Montana	4	92	17	140	-	77	172	249	253	-	-	-	1	-	-	1	1	1		
Nevada	-	-	8	40	-	2	46	48	48	-	-	-	1	-	-	1	1	1		
New Hampshire	-	-	39	3	-	2	40	42	42	-	-	-	3	-	-	3	3	3		
Oregon	-	-	16	208	1	31	194	225	225	-	-	-	14	1	2	13	15	15		
Pennsylvania	-	12	508	696	2	31	1,187	1,218	1,218	-	-	15	55	3	3	70	73	73		
South Carolina	-	1	687	2	-	563	127	690	690	-	-	92	2	-	71	23	94	94		
Washington	-	-	34	34	1	34	35	69	69	-	-	1	2	-	-	3	3	3		
Total	10	1,252	2,504	2,066	14	1,140	4,696	5,836	5,846	-	-	125	132	5	85	177	262	262		
COUNTY ROADS UNDER STATE CONTROL⁶																				
Alabama	-	14	239	1	-	31	223	254	254	-	-	1	-	-	-	1	1	1		
Delaware	-	-	111	28	-	55	84	139	139	-	-	-	2	-	-	2	2	2		
Nevada	-	-	-	19	-	-	19	19	19	-	-	-	-	-	-	-	-	-		
North Carolina	83	492	570	134	-	382	814	1,196	1,279	-	5	16	18	-	9	30	39	39		
Virginia	-	158	500	63	-	13	708	721	721	-	-	8	1	-	-	9	9	9		
West Virginia	-	320	523	372	2	100	1,117	1,217	1,217	-	-	2	11	1	1	13	14	14		
Total	83	984	1,943	617	2	581	2,965	3,546	3,629	-	5	27	32	1	10	55	65	65		
ALL SECONDARY ROADS UNDER STATE CONTROL																				
Total	93	2,236	4,447	2,683	16	1,721	7,661	9,382	9,475	-	5	152	164	6	95	232	327	327		

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no

segregation was reported for them, the mileage was classified as G-1 and H-1.

2/ See table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type.

3/ Mileage built on State-aid systems.

4/ Maryland reported a State secondary system for the first time in 1960. Mileage reported in prior years as State primary now divided between the primary and secondary systems.

5/ Included with mileage built on municipal extension of State primary system.

6/ County roads are under State control as follows: all counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; and some county mileage in Nevada.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON LOCAL ROADS, ETC. - 1960

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year
from reports of State authorities

TABLE SMB-5, 1960
ISSUED NOVEMBER 1961

STATE	MILEAGE BUILT ON COUNTY OR OTHER LOCAL ROADS NOT UNDER STATE CONTROL ^{1/}							OTHER SPECIAL CONSTRUCTION ^{2/}							TOTAL SPECIAL CONSTRUCTION ^{4/}	STATE	
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{3/}					TOTAL	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED ^{3/}					TOTAL			
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED				
Alabama	-	-	860	75	-	935	935	-	-	34	2	-	-	36	36	971	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	12	19	6	1	-	26	26	158	10	13	149	-	-	172	330	368	Arizona
Arkansas	-	94	122	1	-	217	217	-	-	-	-	-	-	-	-	217	Arkansas
California	13	5	65	128	-	196	211	459	50	30	1	-	-	81	540	751	California
Colorado	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Colorado
Connecticut	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Connecticut
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Delaware
Florida	-	-	10	91	-	101	101	-	-	4	-	-	-	4	4	105	Florida
Georgia	247	54	1,310	103	-	1,467	1,714	-	-	-	-	-	-	-	-	1,714	Georgia
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii
Idaho	-	-	-	-	-	-	-	3	44	-	-	-	-	44	47	47	Idaho
Illinois	-	6	104	85	59	254	254	-	-	-	-	-	-	-	-	254	Illinois
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Indiana
Iowa	115	743	-	487	84	1,314	1,429	-	-	-	-	-	-	-	-	1,429	Iowa
Kansas	53	308	289	14	-	611	664	-	-	-	-	-	-	-	-	664	Kansas
Kentucky	1	3	189	-	-	192	193	-	-	-	-	-	-	-	-	193	Kentucky
Louisiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Louisiana
Maine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Maine
Maryland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Maryland
Massachusetts	-	-	-	2	-	2	2	-	-	-	-	-	-	-	-	2	Massachusetts
Michigan	22	75	211	2	3	291	313	-	-	-	-	-	-	-	-	313	Michigan
Minnesota	20	260	300	280	-	840	860	-	-	-	-	-	-	-	-	860	Minnesota
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Mississippi
Missouri	-	-	-	-	-	-	-	31	27	19	-	-	-	46	77	77	Missouri
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Montana
Nebraska	-	159	82	-	1	242	242	-	2	-	1	-	1	4	4	246	Nebraska
Nevada	-	-	-	19	-	19	19	-	-	-	-	-	-	-	-	19	Nevada
New Hampshire	-	-	-	-	-	-	-	-	-	1	-	-	-	1	1	1	New Hampshire
New Jersey	-	-	-	-	-	-	-	-	2	-	2	-	7	11	11	11	New Jersey
New Mexico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	New Mexico
New York	-	-	15	36	3	54	54	-	-	-	3	-	2	5	5	59	New York
North Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	North Carolina
North Dakota	49	178	24	14	-	216	265	-	1	1	2	-	-	4	4	269	North Dakota
Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ohio
Oklahoma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Oklahoma
Oregon	8	7	30	64	-	101	109	532	1,141	34	4	-	-	1,179	1,711	1,820	Oregon
Pennsylvania	-	-	-	-	-	-	-	-	17	-	2	-	-	19	19	19	Pennsylvania
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Rhode Island
South Carolina	-	-	-	-	-	-	-	-	-	1	-	-	-	1	1	1	South Carolina
South Dakota	-	132	129	70	-	331	331	-	1	-	4	-	-	5	5	336	South Dakota
Tennessee	-	283	460	57	-	800	800	-	3	59	4	-	-	66	66	866	Tennessee
Texas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Texas
Utah	-	-	15	-	-	15	15	-	-	-	-	-	-	-	-	15	Utah
Vermont	-	-	19	-	-	19	19	-	-	-	-	-	-	-	-	19	Vermont
Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Virginia
Washington	6	19	134	15	-	168	174	-	-	13	23	-	-	36	36	210	Washington
West Virginia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	West Virginia
Wisconsin	19	129	252	11	3	395	414	-	-	2	6	6	-	14	14	428	Wisconsin
Wyoming	-	40	77	62	-	179	179	-	-	-	21	-	-	21	21	200	Wyoming
Total	565	2,514	4,703	1,617	153	8,987	9,552	1,183	1,298	211	224	16	-	1,749	2,932	12,484	Total

^{1/} Includes mileage built by State highway departments on Federal-aid secondary roads located off the State highway system. Also includes projects built by local authorities on Federal-aid secondary roads but only where they were partially or entirely financed with Federal-aid funds.

^{2/} Mileage built on roads in State parks, forests, institutional grounds, etc., on toll roads, and on local city streets not connecting State highway system. Includes mileage built in Federal parks, forests, and on other roads under Federal control, whether built by State highway departments or not.

^{3/} Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a com-

bined thickness of surface and base less than 7 inches, and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

^{4/} States for which no amounts are given reported no special construction.

EXISTING SURFACED MILEAGE

STATE PRIMARY SYSTEMS - MUNICIPAL EXTENSIONS - 1960

CLASSIFIED BY WIDTH

Compiled for end of calendar year
from reports of State authorities

TABLE SM-9, 1960
ISSUED NOVEMBER 1961

STATE	WIDTH IN FEET								TOTAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	38	383	115	165	72	120	90	240	1,223	Alabama
Alaska	-	-	-	49	-	9	-	4	62	Alaska
Arizona	3	8	15	15	26	55	3	113	238	Arizona
Arkansas	131	181	96	122	78	75	12	74	769	Arkansas
California	39	106	86	79	78	149	123	1,026	1,686	California
Colorado	11	28	67	57	19	26	10	181	399	Colorado
Connecticut	67	169	94	98	60	54	23	149	714	Connecticut
Delaware	5	6	6	8	12	16	2	19	74	Delaware
Florida	96	176	117	256	146	183	58	367	1,399	Florida
Georgia	199	563	130	260	162	288	64	190	1,856	Georgia
Hawaii	-	2	1	2	3	-	2	14	24	Hawaii
Idaho	36	35	27	46	27	24	8	61	264	Idaho
Illinois	437	197	194	178	175	532	88	455	2,256	Illinois
Indiana	99	74	71	81	153	264	64	157	963	Indiana
Iowa	167	103	91	299	105	87	79	168	1,099	Iowa
Kansas	8	18	38	99	76	80	56	188	563	Kansas
Kentucky	220	90	53	54	140	185	22	65	829	Kentucky
Louisiana	77	56	23	204	33	94	21	94	602	Louisiana
Maine	24	69	28	44	35	62	18	35	315	Maine
Maryland	3	4	7	24	19	14	5	41	117	Maryland
Massachusetts	14	5	5	67	114	124	33	242	604	Massachusetts
Michigan	18	184	114	35	69	195	170	341	1,126	Michigan
Minnesota	11	200	107	582	94	121	128	428	1,671	Minnesota
Mississippi	86	363	42	38	48	75	13	86	751	Mississippi
Missouri	60	345	83	84	17	71	20	115	795	Missouri
Montana	4	29	15	35	17	14	7	39	160	Montana
Nebraska	3	43	46	95	58	55	10	82	392	Nebraska
Nevada	-	4	1	13	1	2	3	39	63	Nevada
New Hampshire	14	38	8	53	28	17	4	19	181	New Hampshire
New Jersey	13	92	7	9	72	123	40	233	589	New Jersey
New Mexico	18	115	27	85	53	55	21	178	552	New Mexico
New York	197	217	100	163	173	118	28	119	1,115	New York
North Carolina	169	211	178	201	174	177	66	169	1,345	North Carolina
North Dakota	1	23	65	71	20	18	6	26	230	North Dakota
Ohio	283	339	97	306	456	522	102	511	2,616	Ohio
Oklahoma	57	106	81	84	43	104	35	180	690	Oklahoma
Oregon	39	36	29	23	9	32	19	115	302	Oregon
Pennsylvania	367	142	212	163	452	309	79	204	1,928	Pennsylvania
Rhode Island	49	37	5	12	43	95	15	25	281	Rhode Island
South Carolina	69	149	66	148	83	185	42	141	883	South Carolina
South Dakota	-	37	14	94	8	15	3	48	219	South Dakota
Tennessee	100	81	133	123	63	108	43	203	854	Tennessee
Texas	417	577	239	887	229	375	193	1,429	4,346	Texas
Utah	54	99	65	177	30	24	20	152	621	Utah
Vermont	48	39	21	22	22	14	6	13	185	Vermont
Virginia	124	136	53	40	140	231	81	150	955	Virginia
Washington	21	66	30	27	10	47	26	124	351	Washington
West Virginia	103	77	45	50	93	62	12	36	478	West Virginia
Wisconsin	58	214	310	166	157	186	146	237	1,474	Wisconsin
Wyoming	5	16	18	21	20	12	11	32	135	Wyoming
Total	4,062	6,288	3,475	6,014	4,215	5,803	2,130	9,357	41,344	Total
Total, 48 States	4,062	6,286	3,474	5,963	4,212	5,794	2,128	9,339	41,258	Total, 48 States

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS -1960

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-15, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

Compiled for end of calendar year
from reports of State authorities

STATE	STATE PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	842	2,508	1,879	1,019	491	243	305	16	6	-	-	-	-	7,309	Alabama
Alaska	1,177	290	91	40	10	2	6	-	-	-	-	-	2,245	3,861	Alaska
Arizona	1,032	1,094	867	354	561	324	162	16	7	-	-	-	-	4,417	Arizona
Arkansas	4,640	1,998	1,991	803	363	260	221	8	-	-	-	-	-	10,284	Arkansas
California	1,690	2,729	2,166	1,403	992	808	1,306	657	280	142	49	54	-	12,276	California
Colorado	3,051	1,780	1,704	484	330	177	223	23	5	2	-	-	-	7,779	Colorado
Connecticut	145	527	608	406	223	159	316	65	32	55	14	-	-	2,550	Connecticut
Delaware	1	38	62	66	59	37	102	40	29	20	2	4	-	460	Delaware
Florida	1,426	2,112	1,872	1,085	728	590	967	180	61	51	10	1	-	9,083	Florida
Georgia	4,123	3,125	3,346	1,398	691	351	690	145	13	21	-	-	-	13,903	Georgia
Hawaii	129	65	124	65	24	8	19	18	4	11	4	-	-	471	Hawaii
Idaho	1,151	1,558	927	338	104	123	76	3	-	1	-	-	-	4,281	Idaho
Illinois	260	1,552	3,521	2,406	1,170	678	1,165	157	42	16	3	-	-	10,970	Illinois
Indiana	227	606	913	1,312	1,842	2,144	2,011	535	202	-	-	-	-	9,792	Indiana
Iowa	1,132	2,205	3,082	1,460	550	241	126	1	-	-	-	-	-	8,797	Iowa
Kansas	1,647	3,454	2,812	1,137	320	109	108	17	8	-	-	-	-	9,612	Kansas
Kentucky	10,230	4,135	2,533	1,094	642	279	502	54	11	14	-	-	-	19,494	Kentucky
Louisiana	167	514	1,193	628	409	285	452	40	9	1	-	-	-	3,698	Louisiana
Maine	522	1,061	935	326	193	100	123	10	-	-	-	-	-	3,270	Maine
Maryland	12	90	218	285	219	127	440	135	74	98	25	6	-	1,729	Maryland
Massachusetts	12	161	362	257	189	141	414	162	60	23	-	-	-	1,781	Massachusetts
Michigan	591	1,475	1,998	1,129	709	567	1,208	294	61	90	12	5	-	8,099	Michigan
Minnesota	1,596	3,501	3,054	1,234	404	207	155	14	3	1	-	-	-	10,169	Minnesota
Mississippi	3,520	2,701	1,932	651	544	266	166	6	-	5	-	-	-	9,791	Mississippi
Missouri	866	1,646	1,738	1,414	1,018	771	396	11	-	-	-	-	-	7,860	Missouri
Montana	1,705	2,260	1,425	167	53	8	32	1	-	-	-	-	-	5,651	Montana
Nebraska	3,895	2,559	1,215	713	270	119	40	13	2	-	-	-	-	8,826	Nebraska
Nevada	662	683	195	391	49	66	57	7	-	2	1	-	-	2,113	Nevada
New Hampshire	110	303	691	232	126	18	52	-	-	-	-	-	-	1,552	New Hampshire
New Jersey	3	14	49	136	134	171	426	186	82	40	26	5	-	1,272	New Jersey
New Mexico	4,879	1,978	1,434	443	312	277	161	3	-	-	-	-	-	9,487	New Mexico
New York	742	2,904	2,871	1,691	1,197	817	1,369	255	233	109	12	3	-	12,203	New York
North Carolina	1,147	2,953	3,192	1,819	929	465	652	109	23	3	-	-	-	11,292	North Carolina
North Dakota	2,972	1,969	827	209	34	15	5	-	-	-	-	-	-	6,031	North Dakota
Ohio	3,747	3,254	3,578	1,995	1,050	673	1,301	169	24	10	-	-	-	15,801	Ohio
Oklahoma	1,990	2,977	3,103	1,425	644	323	311	89	1	-	9	-	-	10,872	Oklahoma
Oregon	876	1,144	1,050	634	261	174	283	53	10	4	1	-	-	4,490	Oregon
Pennsylvania	1,633	2,743	3,141	1,691	955	657	1,425	377	135	92	7	3	-	12,919	Pennsylvania
Rhode Island	70	141	174	73	58	33	86	20	-	-	-	-	-	655	Rhode Island
South Carolina	1,030	2,624	2,205	1,003	657	278	380	33	7	12	-	-	-	8,229	South Carolina
South Dakota	2,632	2,283	1,639	222	75	5	11	7	-	-	-	-	-	6,874	South Dakota
Tennessee	1,168	2,421	1,563	1,003	533	332	520	89	32	14	-	-	-	7,675	Tennessee
Texas	26,250	12,463	8,140	2,975	1,599	782	956	84	7	4	1	-	-	53,261	Texas
Utah	2,470	732	814	477	108	68	61	21	8	2	-	-	-	4,761	Utah
Vermont	560	613	421	248	81	14	12	-	-	-	-	-	-	1,949	Vermont
Virginia	481	1,712	1,960	1,172	775	481	808	104	80	19	1	-	-	7,593	Virginia
Washington	494	752	1,146	482	303	116	310	107	26	26	13	1	-	3,776	Washington
West Virginia	704	1,539	1,105	602	291	122	186	21	4	-	-	-	-	4,574	West Virginia
Wisconsin	1,562	3,616	2,590	1,039	490	303	377	40	-	2	-	-	-	10,019	Wisconsin
Wyoming	1,977	1,786	779	427	64	1	3	-	-	-	-	-	-	5,037	Wyoming
Total	103,948	97,348	85,235	42,083	23,833	15,315	21,543	4,395	1,581	850	190	82	2,245	398,648	Total
Total, 48 States	102,642	96,993	85,020	41,978	23,799	15,305	21,518	4,377	1,577	839	186	82	-	394,316	Total, 48 States

Highway Mileage

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS -1960

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-15, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961Compiled for end of calendar year
from reports of State authorities

STATE	MUNICIPAL EXTENSIONS OF STATE PRIMARY HIGHWAY SYSTEM													TOTAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED		
Alabama	6	116	276	213	161	89	218	80	44	9	11	-	-	1,223	Alabama
Alaska	-	-	-	-	-	1	9	4	4	-	-	-	47	62	Alaska
Arizona	2	9	10	28	25	16	62	46	29	11	-	-	-	238	Arizona
Arkansas	42	68	146	111	80	68	175	47	20	11	1	-	-	769	Arkansas
California	-	7	39	36	32	45	337	257	188	392	164	189	-	1,686	California
Colorado	6	31	72	48	37	18	98	40	33	16	-	-	-	399	Colorado
Connecticut	6	18	42	45	65	61	222	112	53	65	21	4	-	714	Connecticut
Delaware	-	1	3	11	9	8	18	10	6	8	-	-	-	74	Delaware
Florida	16	79	135	129	101	107	391	220	103	93	21	4	-	1,399	Florida
Georgia	170	232	413	273	148	107	264	112	59	33	20	5	-	1,856	Georgia
Hawaii	-	-	-	2	-	1	3	4	1	8	3	2	-	24	Hawaii
Idaho	9	42	56	38	20	23	63	10	2	1	-	-	-	264	Idaho
Illinois	19	97	291	250	180	156	506	299	186	161	53	58	-	2,256	Illinois
Indiana	-	-	-	-	62	112	123	106	89	2	-	-	469	963	Indiana
Iowa	39	140	181	192	150	86	209	74	21	7	-	-	-	1,099	Iowa
Kansas	6	63	106	78	74	41	108	52	14	18	2	1	-	563	Kansas
Kentucky	63	97	115	91	85	60	164	63	43	29	14	-	-	829	Kentucky
Louisiana	2	20	69	78	58	56	166	99	28	45	19	2	-	602	Louisiana
Maine	2	10	42	52	47	31	91	32	7	1	-	-	-	315	Maine
Maryland	-	3	6	13	13	12	30	15	8	15	2	-	-	117	Maryland
Massachusetts	-	6	22	26	35	39	183	106	41	86	33	27	-	604	Massachusetts
Michigan	8	18	96	103	87	80	277	110	83	112	46	106	-	1,126	Michigan
Minnesota	12	216	357	262	195	101	248	138	85	48	7	2	-	1,671	Minnesota
Mississippi	33	122	128	115	93	64	150	27	13	6	-	-	-	751	Mississippi
Missouri	-	1	80	181	206	174	119	25	9	-	-	-	-	795	Missouri
Montana	5	19	40	24	19	16	30	7	-	-	-	-	-	160	Montana
Nebraska	30	105	79	48	30	19	43	22	12	3	1	-	-	392	Nebraska
Nevada	1	2	6	6	4	2	14	14	10	4	-	-	-	63	Nevada
New Hampshire	7	4	22	43	32	22	41	8	2	-	-	-	-	181	New Hampshire
New Jersey	5	-	3	6	9	15	126	140	83	62	49	91	-	589	New Jersey
New Mexico	55	73	98	60	46	35	116	89	3	5	2	-	-	552	New Mexico
New York	11	133	198	156	122	106	220	95	37	31	4	2	-	1,115	New York
North Carolina	-	-	1	2	-	2	16	9	3	1	-	-	1,311	1,345	North Carolina
North Dakota	51	69	60	12	15	9	12	2	-	-	-	-	-	230	North Dakota
Ohio	45	138	345	259	219	191	721	348	163	126	37	24	-	2,616	Ohio
Oklahoma	9	67	96	106	82	63	98	81	65	23	-	-	-	690	Oklahoma
Oregon	4	15	27	29	34	26	79	26	22	26	9	5	-	302	Oregon
Pennsylvania	56	113	219	201	178	138	492	274	136	94	18	9	-	1,928	Pennsylvania
Rhode Island	3	2	32	25	28	26	71	57	29	6	1	1	-	281	Rhode Island
South Carolina	20	102	182	143	105	85	168	57	16	4	1	-	-	883	South Carolina
South Dakota	-	-	4	5	4	2	5	7	1	-	-	-	191	219	South Dakota
Tennessee	13	61	121	108	97	94	183	62	51	59	5	-	-	854	Tennessee
Texas	105	427	615	498	479	314	971	467	253	146	92	19	-	4,346	Texas
Utah	71	103	130	55	63	37	63	44	28	24	3	-	-	621	Utah
Vermont	6	27	53	28	25	11	31	4	-	-	-	-	-	185	Vermont
Virginia	9	39	98	77	92	73	238	148	90	80	11	-	-	955	Virginia
Washington	-	-	-	-	-	-	-	-	-	-	-	-	351	351	Washington
West Virginia	6	33	69	65	56	38	126	61	11	13	-	-	-	478	West Virginia
Wisconsin	20	196	304	197	140	85	327	106	44	48	6	1	-	1,474	Wisconsin
Wyoming	13	30	29	24	10	4	23	2	-	-	-	-	-	135	Wyoming
Total	986	3,154	5,516	4,552	3,852	2,969	8,468	4,150	2,228	1,932	616	552	2,369	41,344	Total
Total, 48 States	986	3,154	5,516	4,550	3,852	2,967	8,456	4,145	2,223	1,924	613	550	2,322	41,258	Total, 48 States

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS-1960

Compiled for end of calendar year from reports of State authorities

TABLE SM-101, 1960
ISSUED NOVEMBER 1961

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGES DUE TO REVISIONS OR TRANSFERS	ACCOUNTING TABLE OF CONSTRUCTION CHANGES														NET TOTAL CHANGE IN MILEAGE (2+15)	EXISTING MILEAGE AT END OF YEAR (1+16)
			BUILT ON NEW LOCATION	TYPE OF ROAD REPLACED OR ABANDONED 1/						SUMMARY OF CONSTRUCTION CHANGES								
				A	C	D	F G-1 H-1	G-2 H-2 I	J	MILEAGE BUILT DURING YEAR				MILEAGE OF FORMER TYPES REPLACED AND ABANDONED	NET MILEAGE CHANGE DUE TO CONSTRUCTION (13-14)			
										ON RAMPH ROADS OR NEW LOCATIONS	RESURFACING TO SAME TYPE	NEW TYPES REPLACING OLD SURFACE	TOTAL					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)		
PRIMARY STATE HIGHWAYS - RURAL																		
Abandoned A, B C	** 1,171 3,184	** 116 280	** ** 44	1 ** 57	22 ** 84	71 ** 23	126 ** -	74 ** 19	38 ** -	** ** 101	** ** 84	** ** 42	(332) 227	** 172 649	** -172 -422	** -55 -142	** 1,115 3,042	
D, E F, G-1, H-1 G-2, H-2, I J	27,632 134,428 182,942 53,309	727 -84 -2,318 -1,157	196 534 1,061 1,032	9 85 19 1	26 491 23	969 2,199 1,182	77 2,557 3,208	44 281 6,651	19 53 2,944	231 1,110 1,103	969 2,597 6,651	140 2,533 7,334	1,340 6,200 15,088 1,997	4,526 6,046 7,333 3,521	-3,186 154 7,705 -1,524	-2,459 70 5,387 -2,681	25,193 134,498 188,329 50,628	
Total	402,686	-2,436	2,887	172	649	4,526	6,046	7,383	3,521	3,601	10,728	10,523	24,852	22,297	2,555	119	402,805	
PRIMARY STATE HIGHWAYS - MUNICIPAL EXTENSIONS																		
Abandoned A, B C	** 16 40	** -10 1	** ** 8	1 - -	- ** -	1 ** -	6 ** -	29 ** -	9 ** -	** ** 8	** ** -	** ** -	(46) 8	** 2 8	** -2 -	** -12 1	** 4 41	
D, E F, G-1, H-1 G-2, H-2, I J	248 5,799 23,578 10,438	30 209 511 139	4 32 175 217	- - -1 -	- 3 4 1	13 36 17 5	4 113 192 9	4 12 765 53	- 2 477 143	4 35 180 218	13 113 765 143	8 50 666 67	25 198 1,631 428	72 324 863 631	-47 -126 768 -203	-17 83 1,279 -64	231 5,822 24,857 10,374	
Total	40,119	880	436	2	8	72	324	863	631	445	1,034	811	2,290	1,900	390	1,270	41,389	
SECONDARY STATE HIGHWAYS - RURAL																		
Abandoned A, B C	** 3,857 1,157	** 491 282	** ** 4	12 ** 2	28 ** -	12 ** -	1 ** -	- ** 4	- ** -	** ** 6	** ** -	** ** 4	(53) 10	** 542 379	** -52 -39	** -51 -87	** 3,806 1,080	
D, E F, G-1, H-1 G-2, H-2, I J	22,951 44,536 26,531 1,638	664 399 1,622 636	17 126 113 5	10 513 5	68 238 45	1,131 1,198 741	24 426 282	3 2 821	- - 59	95 877 163	1,131 426 821	26 1,201 1,082	1,252 2,504 2,066 14	3,082 736 830 65	-1,836 1,768 1,236 -51	-1,166 2,167 2,858 585	21,785 46,703 29,389 2,223	
Total	100,680	4,094	265	542	379	3,082	736	830	65	1,146	2,384	2,316	5,846	5,634	212	4,306	104,986	
COUNTY ROADS UNDER STATE CONTROL - RURAL																		
Abandoned A, B C	** 15,472 10,675	** -312 -564	** ** -	21 ** 14	3 ** 27	10 ** 42	1 ** -	- ** -	- ** -	** ** 14	** ** 27	** ** 42	(35) 83	** 263 342	** -263 -259	** -575 -823	** 14,897 9,852	
D, E F, G-1, H-1 G-2, H-2, I J	55,700 42,943 10,909 593	748 -155 -67 -18	14 3 24 -	185 38 5	144 147 21	620 1,409 1,148	15 332 301	5 13 110	1 1 8	343 877 50	620 332 110	21 1,423 457	984 1,943 617 2	2,229 649 128 12	-1,245 1,294 489 -10	-497 1,139 422 -28	55,203 44,082 11,331 565	
Total	136,292	-368	41	263	342	2,229	649	128	12	595	1,091	1,943	3,629	3,623	6	362	135,930	
SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS																		
Abandoned A, B C	** 294 73	** 80 2	** ** -	1 ** -	- ** -	- ** -	1 ** -	- ** -	- ** -	** ** -	** ** -	** ** -	(2) -	** 71 11	** -71 -11	** - -	** 303 64	
D, E F, G-1, H-1 G-2, H-2, I J	416 4,271 2,518 699	23 202 141 38	- 4 8 2	1 68 1	2 9	2 28 17	- 42 24	- 1 89	- 25 3	3 81 9	2 42 89	- 29 66	5 152 164 6	47 67 91 28	-42 85 73 -22	-19 287 214 16	397 4,558 2,732 715	
Total	8,271	486	14	71	11	47	67	91	28	95	136	96	327	315	12	498	8,769	
SUMMARY OF MILEAGE CHANGES																		
Abandoned A, B C	** 20,810 15,139	** 365 1	** ** 56	36 ** 73	53 ** 111	94 ** 65	134 ** -	104 ** 23	47 ** -	** ** 129	** ** 111	** ** 88	(468) 328	** 1,050 1,389	** -1,050 -1,061	** -685 -1,060	** 1,125 -,079	
D, E F, G-1, H-1 G-2, H-2, I J	106,967 231,877 246,478 66,877	2,192 571 -111 -362	231 699 1,381 1,276	205 704 31 1	240 888 93 4	2,735 4,870 2,105 87	120 3,470 4,007 91	55 310 8,436 367	20 56 3,513 621	676 2,291 1,505 1,281	2,735 3,470 8,436 621	195 5,236 9,625 545	3,606 10,997 19,566 2,447	9,956 7,822 9,295 4,257	-6,350 3,175 10,160 -1,810	-4,158 3,746 25,938 -2,172	104,009 237,223 256,938 64,05	
Total	688,048	2,656	3,643	1,050	1,389	9,956	7,822	9,295	4,257	5,882	15,373	15,689	36,944	33,769	3,175	5,831	693,49	

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.
2/ County roads are under State control as follows: All counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; and some county mileage in Nevada.

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS – SUMMARY – 1960

CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-110, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

Compiled for end of calendar year
from reports of State authorities

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	STATE PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	41,900	25,660	17,582	5,956	2,520	1,268	1,010	120	5	10	1	-	370	96,402
20-21	34,352	30,756	26,731	11,227	5,530	3,213	3,461	357	112	9	2	1	1,608	117,359
22-23	11,525	17,611	16,260	9,303	4,607	2,730	3,025	316	62	2	12	-	4	65,457
24-26	13,408	19,486	20,905	12,734	7,954	4,789	5,067	346	88	10	-	-	258	85,045
27-35	2,437	3,229	2,343	1,130	850	672	1,723	399	136	9	1	-	5	12,934
36-43	144	344	701	514	492	519	858	506	239	100	9	4	-	4,430
44-47	62	126	94	70	78	66	254	196	100	54	14	2	-	1,116
48 and over	120	136	-	101	156	146	474	225	88	111	23	9	-	1,589
Total Undivided <u>1/</u>	103,948	97,348	84,616	41,035	22,187	13,403	15,872	2,465	830	305	62	16	2,245	384,332
Divided:														
No access control:														
Less than 44	**	**	38	15	88	51	187	68	60	43	7	-	-	557
44-47	**	**	35	57	134	207	583	253	73	35	7	-	-	1,384
48 and over	**	**	153	282	487	479	1,466	530	227	189	71	18	-	3,902
Subtotal	**	**	226	354	709	737	2,236	851	360	267	85	18	-	5,843
Partial access control: <u>2/</u>														
Less than 44	**	**	5	6	2	17	48	17	21	8	-	-	-	124
44-47	**	**	13	47	28	111	268	101	83	17	-	-	-	668
48 and over	**	**	120	131	305	438	1,368	401	150	74	4	3	-	2,994
Subtotal	**	**	138	184	335	566	1,684	519	254	99	4	3	-	3,786
Full access control: <u>2/</u>														
Less than 44	**	**	-	3	-	1	12	4	-	-	-	-	-	20
44-47	**	**	3	-	1	3	22	21	3	8	-	-	-	61
48 and over	**	**	252	507	601	605	1,717	535	134	171	39	45	-	4,606
Subtotal	**	**	255	510	602	609	1,751	560	137	179	39	45	-	4,687
Total Divided	**	**	619	1,048	1,646	1,912	5,671	1,930	751	545	128	66	-	14,316
Total Surfaced Mileage	103,948	97,348	85,235	42,083	23,833	15,315	21,543	4,395	1,581	850	190	82	3/ 2,245	398,648

Footnotes appear on sheet 2

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS — SUMMARY — 1960

CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled for end of calendar year
from reports of State authorities

TABLE SM-110, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	STATE PRIMARY HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS													
	AVERAGE DAILY TRAFFIC VOLUMES													TOTAL SURFACED MILEAGE
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	334	772	1,067	688	345	196	303	54	9	3	1	1	289	4,062
20-21	245	819	1,507	1,131	756	414	800	184	27	10	5	2	388	6,288
22-23	114	437	660	503	395	303	604	129	23	11	1	2	293	3,475
24-26	148	558	947	857	800	607	1,244	274	93	32	11	3	440	6,014
27-35	44	198	439	391	444	379	1,287	469	155	53	14	3	339	4,215
36-43	43	169	370	403	437	472	1,529	1,008	519	316	52	13	242	5,573
44-47	10	40	119	136	147	128	404	293	179	114	17	6	81	1,674
48 and over	48	161	221	285	294	265	1,128	824	591	590	155	85	204	4,851
Total Undivided ^{1/}	986	3,154	5,330	4,394	3,618	2,764	7,299	3,235	1,596	1,129	256	115	2,276	36,152
Divided:														
No access control:														
Less than 44	**	**	14	5	9	13	32	44	25	45	7	4	4	202
44-47	**	**	11	8	17	19	86	58	46	46	18	1	13	323
48 and over	**	**	76	68	93	79	485	401	301	396	179	146	48	2,272
Subtotal	**	**	101	81	119	111	603	503	372	487	204	151	65	2,797
Partial access control: ^{2/}														
Less than 44	**	**	1	-	1	3	7	7	4	2	1	-	-	26
44-47	**	**	2	3	2	2	43	35	23	9	-	-	-	119
48 and over	**	**	24	40	70	51	263	189	91	80	13	11	4	836
Subtotal	**	**	27	43	73	56	313	231	118	91	14	11	4	981
Full access control: ^{2/}														
Less than 44	**	**	-	-	-	1	-	-	-	1	-	-	-	2
44-47	**	**	1	-	1	-	5	1	1	3	1	1	1	14
48 and over	**	**	57	34	41	37	248	180	141	221	141	274	24	1,398
Subtotal	**	**	58	34	42	38	253	181	142	225	142	275	24	1,414
Total Divided	**	**	186	158	234	205	1,169	915	632	803	360	437	93	5,192
Total Surfaced Mileage	986	3,154	5,516	4,552	3,852	2,969	8,468	4,150	2,228	1,932	616	552	3/ 2,369	41,344

Highway Mileage

1/ Includes 145 miles with partial control of access and 53 miles with full control of access. See footnotes 2 and 3 on table SM-11.
 2/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.
 3/ States not reporting average daily traffic volume data are listed in table SM-15.
 4/ Includes 3 miles with partial control of access. See footnote 4 on table SM-11.

EXISTING RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES - SUMMARY - 1960

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State and local authorities

TABLE M-2, 1960
ISSUED NOVEMBER 1961

SYSTEM	NONSURFACED MILEAGE ^{1/}			SURFACED MILEAGE ^{2/}					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
Rural Mileage:									
Under State control:									
State primary systems	1,115	3,042	4,157	25,193	134,498	188,329	50,628	398,648	402,805
Secondary roads under State control:									
State secondary systems ^{3/}	3,806	1,080	4,886	21,785	46,703	29,389	2,223	100,100	104,986
County roads under State control ^{4/}	14,897	9,852	24,749	55,203	44,082	11,331	565	111,181	135,930
Subtotal	19,818	13,974	33,792	102,181	225,283	229,049	53,416	609,929	643,721
State parks, forests, reservations, etc. ^{5/}	2,036	5,600	7,636	2,249	994	2,115	2,181	7,539	15,175
Total	21,854	19,574	41,428	104,430	226,277	231,164	55,597	617,468	658,896
Under local control:									
County roads	280,172	334,618	614,790	829,816	235,974	51,595	10,229	1,127,614	1,742,404
Town and township roads	84,499	75,384	159,883	279,264	70,694	26,647	2,163	378,768	538,651
Other local roads	42,268	7,764	50,032	10,820	3,092	245	73	14,230	64,262
Total	406,939	417,766	824,705	1,119,900	309,760	78,487	12,465	1,520,612	2,345,317
Under Federal control:									
National parks, forests, reservations, etc. ^{5/}	37,524	47,000	84,524	22,056	2,765	2,457	110	27,388	111,912
Total Rural Mileage	466,317	484,340	950,657	1,246,386	538,802	312,108	68,172	2,165,468	3,116,125
Municipal Mileage:									
Under State control:									
Extensions of State primary systems	4	41	45	231	5,882	24,857	10,374	41,344	41,389
Extensions of secondary roads under State control ^{3/ 4/}	303	64	367	397	4,558	2,732	715	8,402	8,769
Total	307	105	412	628	10,440	27,589	11,089	49,746	50,158
Under local control:									
Local city streets	7,104	29,495	36,599	76,638	116,568	87,566	47,315	328,087	364,686
Extensions of county and township roads	121	934	1,055	2,849	6,226	2,896	1,698	13,669	14,724
Total	7,225	30,429	37,654	79,487	122,794	90,462	49,013	341,756	379,410
Total Municipal Mileage	7,532	30,534	38,066	80,115	133,234	118,051	60,102	391,502	429,568
TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES	473,849	514,874	988,723	1,326,501	672,036	430,159	128,274	2,556,970	3,545,693

Highway Statistics, 1960

^{1/} Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.

^{2/} Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

^{3/} Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.

^{4/} Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.

^{5/} State and national park, forest, reservation, toll, and other roads that are not a part of the State or local system.

SUMMARY OF UNITED STATES EXISTING RURAL AND MUNICIPAL MILEAGE — 1960

CLASSIFIED BY FEDERAL-AID SYSTEMS AND NON-FEDERAL-AID MILEAGE

Data as of December 31, 1960

TABLE M-21, 1960
ISSUED NOVEMBER 1961

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM <u>1/</u>		TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM		NOT ON FEDERAL-AID SYSTEMS	TOTAL
	RURAL	URBAN	RURAL	URBAN		
State primary highway system:						
Rural	204,876	3,523	164,411	922	29,073	402,805
Municipal 5,000 and over	297	15,247	49	3,467	2,700	21,760
Municipal under 5,000	11,628	338	6,428	141	1,094	19,629
Subtotal	216,801	19,108	170,888	4,530	32,867	444,194
State secondary highway system:						
Rural	955	64	63,554	439	39,974	104,986
Municipal 5,000 and over	1	157	9	710	1,879	2,756
Municipal under 5,000	46	1	1,521	5	1,949	3,522
Subtotal	1,002	222	65,084	1,154	43,802	111,264
County roads under State control:						
Rural	58	-	43,892	3	91,977	135,930
Municipal 5,000 and over	-	32	-	296	553	881
Municipal under 5,000	6	-	615	-	989	1,610
Subtotal	64	32	44,507	299	93,519	138,421
Total State highways	217,867	19,362	280,479	5,983	170,188	693,879
County roads	876	153	289,280	3,595	1,462,646	1,756,550
Town, township and other local	178	91	5,944	262	597,016	603,491
City streets	27	1,286	3,980	3,679	355,714	364,686
Roads not overlapping State, county, or other local systems:						
State park, forest and reservation roads	77	249	35	8	11,750	12,119
National park, forest and reservation roads	243	9	316	-	111,344	111,912
Toll facilities	1,836	524	4	1	691	3,056
TOTAL EXISTING MILEAGE <u>2/</u>	221,104	21,674	580,038	13,528	2,709,349	3,545,693

1/ Mileage of Interstate System included.
2/ Does not include mileage in Puerto Rico.

FEDERAL AID

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. The Bureau of Public Roads, the principal highway agency of the Federal Government, administers the Federal-aid highway program. Other Federal agencies that administer continuing highway programs are the Forest and Park Services and the Office of Indian Affairs. The Department of Defense, the Atomic Energy Commission, and the Bureau of Land Management provide funds in their budgets to finance construction of roads leading to military installations, sources of strategic materials, timber areas, etc., but these funds are usually transferred to Public Roads which administers the programs.

Other funds are provided for roads and bridges by Federal agencies incidental to their major functions, e.g., the Army Corps of Engineers and the Bureau of Reclamation in connection with water resources and navigable rivers, and the Forest Service through its policy of sharing with counties the earnings of the national forests, a portion of which are placed in road funds.

In the use of Federal aid for highway construction, the States determine the systems to be improved, the projects to be built, and the design and construction standards to be used. 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 Bureau of Public Roads, acting for the Federal Government. The roads remain under the administrative control of the States, who are responsible for their operation and maintenance.

The Federal-aid annual authorizations for primary, secondary, and urban improvements, commonly called ABC funds, are proportionally divided among the States by formulas which take into account the area, population, and postal-route mileage in each State. These funds are matched 50-50 by the States, but the Federal share is proportionally increased for States with public lands in excess of 5 percent of their area.

In exception to the general usage of ABC funds, \$400 million was provided for the fiscal year 1959, to be matched on a two-thirds Federal, one-third State basis, and to be used in one year. Federal advances of up to two-thirds of the amount of the State matching shares were made available. These

advances were deductible in equal installments from the ABC fund apportionments for 1961 and 1962.

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 Acts of 1956 and 1961 provided for completion of the system by 1972, on a 90-percent Federal, 10-percent State matching basis.

Federal-Aid Financing

Apportionment to the States of \$3,043 million for the fiscal year 1962 was made during 1960. Of this amount \$865 million was for the ABC program and \$2,178 million for the Interstate System. Also during 1960 \$33 million of 1962 forest highway funds were apportioned. Nearly \$51 million of authorized ABC funds were deducted from the ABC apportionments to recover one-half of the repayable advances of Federal funds ("L" funds) to the States made for fiscal 1959, as mentioned above. The remainder of the advances had been deducted from 1961 apportionments.

Amounts apportioned to the States pursuant to authorizations 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 one year, a 2-year grace period in expending the funds is permitted, to allow the States 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 in some cases 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, with final payment made after completion of the project.

To prevent the possibility of a deficit in the Federal Highway Trust Fund, the Bureau of Public Roads put in effect, beginning with the fiscal year 1960, a plan that provides for the orderly scheduling of Federal-aid fund obligations (and thus contract lettings) so as to phase the reimbursement requests of the States with available revenues in the Trust Fund. Any States that wish to proceed at a more rapid rate of contract letting may do so if they choose, with the understanding that Federal

reimbursement for the additional work will be delayed. Some States have done so.

The status of Federal-aid financing for the fiscal years 1960-62 is as follows (in millions of dollars):

Apportionments:	1960	1961	1962
Interstate funds-----	\$2,487	\$1,782	\$2,178
ABC funds-----	896	864	865
Total-----	<u>3,383</u>	<u>2,646</u>	<u>3,043</u>
Reimbursement schedule:			
Interstate and ABC----	2,700	¹ 3,051	3,274
Net receipts of the Highway Trust Fund-----	2,536	2,799	² 3,080

¹ Includes \$177 million carry-over balance. ² Estimated.

The expenditure of Federal funds administered by the Bureau of Public Roads during 1960, shown on table FA-3, totaled \$2,551 million. The expenditure of Federal-aid funds charged to the Federal Highway Trust Fund in 1960 totaled \$2,490 million, and \$61 million of other funds were expended. (The portion of these funds paid to States appears as income in table SF-1 and in other tables of the SF series in the highway finance section.)

In conformance with the Federal Government's program to prepare all index studies on a standard 1957-59 base period, the Bureau of Public Roads has adopted this base for its highway construction price trends and is discontinuing those based on the 1925-29, 1940, and 1946 indexes. In addition to the use of the 1957-59 base, Public Roads has also changed the weighting structure of the highway construction bid price index. The new index is based on total Federal-aid quantities and includes as factors roadway excavation, portland cement concrete surfacing, bituminous concrete surfacing (a new factor), reinforcing steel for structures, structural steel, and structural concrete. A discussion of the new index and its preparation was reported in PUBLIC ROADS, Vol. 31, No. 10, October 1961.

Federal-Aid System Mileage

The mileages of the Federal-aid systems shown in the tables of this section are not additive to the State and local mileages presented in the Mileage section, but are the segments of those mileages that are eligible for improvement with Federal aid. Table M-21 shows the extent to which the Federal-aid systems are superimposed on the State and local systems.

All highways in the Federal-aid systems are selected by the State and local governments, subject to the approval of the Bureau of Public Roads.

Federal-aid primary system

The Federal-aid primary system was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to 7 percent of the rural road mileage existing in the State at the time the 1921 act was passed. The system is comprised of main rural State highways and their urban extensions, most of which are on the State primary system.

Interstate System

The Interstate System was originally established by the Federal-Aid Highway Act of 1944. The Federal-Aid Highway Act of 1956 and the companion Highway Revenue Act of 1956 further prescribed the purpose and extent of the system and, as subsequently amended, provide for funds for its completion by 1972. The system is limited by law to a total of not more than 41,000 miles. The law also provides that the Interstate System shall be included in the Federal-aid primary system.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers, serves the national defense, and connects at suitable border points with routes of continental importance. The interstate map shows the location and status of improvement of the National System of Interstate and Defense Highways as of September 30, 1961.

Federal-aid secondary system

In 1944, Congress also approved the designation of a Federal-aid secondary system. It is comprised of the principal secondary and feeder roads linking farms, factories, distribution outlets, and smaller communities with the Federal-aid primary system. The primary and the secondary systems complement each other as trunk lines and feeder routes.

Traveled way versus designated mileage

A large proportion of the Interstate System and some mileage of the other Federal-aid systems are either under construction or are to be constructed on new locations. Pending completion of these segments (projected routes), traffic continues to use existing routes. These latter, plus the officially designated routes that are completed and open to traffic, comprise what is called the "traveled way" of a Federal-aid system.

As construction progresses, the traveled way and the officially designated system will ultimately be the same mileage. Therefore, the traveled way is a

Federal Aid

useful indicator of the progress made in improving or completing the officially designated Federal-aid systems.

Construction data and mileage characteristics

The Federal-aid mileages are classified according to system and types of surface in the FM and INT tables. Additional information such as the width of roadways, number of lanes, access control, and traffic volume data for the Federal-aid primary system appear in tables FM-8, 9, 11, 15, and 110.

Similar information for the Interstate System is given in the INT tables bearing the same numbers.

Table FB-2 reports the total mileage improved on the Federal-aid primary (including Interstate) and secondary systems during 1960. Projects financed by the States without Federal participation are included in this table, as well as work accomplished with Federal aid. In this respect it differs from tables FA-1 and 2 of this section, which report only mileage improvements that were financed, at least in part, with Federal funds.

Highway Statistics, 1960

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS

MILEAGE CLASSIFIED BY SYSTEM

Compiled in cooperation with State highway departments

Data as of December 31, 1960

TABLE FM-1, 1960
ISSUED NOVEMBER 1961

STATE	INTERSTATE HIGHWAY SYSTEM			TOTAL FEDERAL-AID HIGHWAY SYSTEMS						STATE	
				FEDERAL-AID PRIMARY HIGHWAY SYSTEM ^{1/}			FEDERAL-AID SECONDARY HIGHWAY SYSTEM				TOTAL FEDERAL-AID SYSTEMS
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		
Alabama	760	131	891	4,828	575	5,403	21,334	436	21,770	27,173	Alabama
Alaska	-	-	-	^{2/} 1,715	15	1,730	2,526	18	2,544	4,274	Alaska
Arizona	1,101	60	1,161	2,455	82	2,537	3,748	297	4,045	6,582	Arizona
Arkansas	454	73	527	3,118	208	3,326	14,277	209	14,486	17,812	Arkansas
California	1,582	579	2,161	7,097	1,306	8,403	10,748	855	11,603	20,006	California
Colorado	881	54	935	3,873	177	4,050	3,979	69	4,048	8,098	Colorado
Connecticut	149	124	273	812	364	1,176	976	152	1,128	2,304	Connecticut
Delaware	32	6	38	490	44	534	1,400	16	1,416	1,950	Delaware
Florida	955	228	1,183	3,832	530	4,362	12,266	397	12,663	17,025	Florida
Georgia	954	153	1,107	7,149	528	7,677	19,309	367	19,676	27,353	Georgia
Hawaii	38	12	50	490	31	521	570	9	579	1,100	Hawaii
Idaho	610	32	642	3,063	77	3,140	5,258	46	5,304	8,444	Idaho
Illinois	1,341	326	1,667	9,430	1,377	10,807	13,507	279	13,786	24,593	Illinois
Indiana	897	199	1,096	4,270	579	4,849	16,455	257	16,712	21,561	Indiana
Iowa	627	61	688	9,191	553	9,744	32,813	246	33,059	42,803	Iowa
Kansas	693	97	790	7,175	407	7,582	23,340	162	23,502	31,084	Kansas
Kentucky	581	96	677	3,589	280	3,869	14,923	163	15,086	18,955	Kentucky
Louisiana	572	123	695	2,386	307	2,693	7,509	166	7,675	10,368	Louisiana
Maine	277	23	300	1,581	134	1,715	2,240	59	2,299	4,014	Maine
Maryland	205	99	304	1,650	334	1,984	6,700	333	7,033	9,017	Maryland
Massachusetts	201	128	329	1,391	758	2,149	1,666	555	2,221	4,370	Massachusetts
Michigan	828	139	967	5,969	624	6,593	24,570	283	24,853	31,446	Michigan
Minnesota	747	174	921	7,484	561	8,045	30,070	226	30,296	38,341	Minnesota
Mississippi	558	128	686	5,466	316	5,782	13,427	166	13,593	19,375	Mississippi
Missouri	985	110	1,095	8,021	385	8,406	22,922	115	23,037	31,443	Missouri
Montana	1,207	29	1,236	5,825	88	5,913	5,210	22	5,232	11,145	Montana
Nebraska	468	24	492	5,312	149	5,461	17,108	43	17,151	22,612	Nebraska
Nevada	529	11	540	2,164	35	2,199	2,775	16	2,791	4,990	Nevada
New Hampshire	182	21	203	1,101	118	1,219	1,574	52	1,626	2,845	New Hampshire
New Jersey	128	166	294	1,096	676	1,772	1,586	540	2,126	3,898	New Jersey
New Mexico	948	56	1,004	3,728	173	3,901	5,436	57	5,493	9,394	New Mexico
New York	811	396	1,207	8,772	1,942	10,714	16,933	1,733	18,666	29,380	New York
North Carolina	693	73	766	6,383	516	6,899	25,189	429	25,618	32,517	North Carolina
North Dakota	566	21	587	4,098	61	4,159	13,187	19	13,206	17,365	North Dakota
Ohio	1,155	296	1,451	6,839	1,081	7,920	17,283	588	17,871	25,791	Ohio
Oklahoma	718	80	798	7,173	394	7,567	12,401	246	12,647	20,214	Oklahoma
Oregon	640	55	695	3,728	207	3,935	7,390	102	7,492	11,427	Oregon
Pennsylvania	1,266	345	1,611	6,355	1,247	7,602	12,257	1,160	13,417	21,019	Pennsylvania
Rhode Island	28	41	69	254	207	461	320	149	469	930	Rhode Island
South Carolina	686	60	746	4,473	345	4,818	16,684	189	16,873	21,691	South Carolina
South Dakota	704	14	718	5,418	80	5,498	12,404	22	12,426	17,924	South Dakota
Tennessee	984	112	1,096	5,265	357	5,622	10,852	58	10,910	16,532	Tennessee
Texas	2,435	590	3,025	14,264	1,703	15,967	30,186	636	30,822	46,789	Texas
Utah	854	50	904	2,183	97	2,280	3,634	66	3,700	5,980	Utah
Vermont	311	32	343	1,197	66	1,263	1,814	22	1,836	3,099	Vermont
Virginia	906	156	1,062	4,313	454	4,767	18,302	209	18,511	23,278	Virginia
Washington	540	132	672	3,453	312	3,765	9,994	254	10,248	14,013	Washington
West Virginia	335	63	398	2,274	197	2,471	10,623	98	10,721	13,192	West Virginia
Wisconsin	427	53	480	5,537	447	5,984	17,997	836	18,833	24,817	Wisconsin
Wyoming	976	30	1,006	3,374	46	3,420	2,366	11	2,377	5,797	Wyoming
Dist. of Col.	-	24	24	-	124	124	-	90	90	214	Dist. of Col.
Puerto Rico	-	-	-	414	125	539	1,008	51	1,059	1,598	Puerto Rico
Total	34,525	6,085	40,610	221,518	21,799	243,317	581,046	13,579	594,625	837,942	Total
Total, 48 States and Dist. of Col.	34,487	6,073	40,560	218,899	21,628	240,527	576,942	13,501	590,443	830,970	Total, 48 States and Dist. of Col.

^{1/} Mileage of Interstate system included.
^{2/} Includes 75 miles ferry routes.

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS -- 1960

MILEAGE CLASSIFIED BY TYPE OF SURFACE

TABLE FM-2, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL						FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN						TOTAL NON-SURFACED MILEAGE 1/	TOTAL SURFACED MILEAGE	TOTAL FEDERAL-AID PRIMARY SYSTEM	STATE		
	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/					TOTAL RURAL MILEAGE	NON-SURFACED MILEAGE 1/	SURFACED MILEAGE 2/								TOTAL URBAN MILEAGE	
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J						TOTAL SURFACED MILEAGE
Alabama	-	-	565	4,116	147	4,828	4,828	-	-	3	537	35	575	575	-	5,403	5,403	Alabama
Alaska	3/ 99	454	95	1,067	-	1,616	1,715	-	-	9	6	15	15	99	1,631	1,730	Alaska	
Arizona	-	-	646	1,762	47	2,455	2,455	-	-	1	56	25	82	-	2,537	2,537	Arizona	
Arkansas	2	16	161	2,476	463	3,116	3,116	-	-	7	132	69	208	2	3,324	3,326	Arkansas	
California	-	194	960	5,198	745	7,097	7,097	-	-	9	814	483	1,306	-	8,403	8,403	California	
Colorado	-	15	-	3,620	238	3,873	3,873	-	-	-	147	30	177	-	4,050	4,050	Colorado	
Connecticut	-	-	20	385	407	812	812	-	-	11	152	201	364	-	1,176	1,176	Connecticut	
Delaware	-	-	25	277	188	490	490	-	-	-	29	15	44	-	534	534	Delaware	
Florida	-	-	734	2,869	229	3,832	3,832	-	-	56	370	104	530	-	4,362	4,362	Florida	
Georgia	1	9	1,050	4,634	1,255	7,148	7,148	1	21	337	169	527	2	7,675	7,677	Georgia		
Hawaii	1	-	454	489	1	490	490	-	-	31	31	31	31	1	520	521	Hawaii	
Idaho	132	25	832	2,045	29	2,931	3,063	-	-	4	71	2	77	132	3,008	3,140	Idaho	
Illinois	6	122	450	3,792	5,060	9,424	9,430	-	6	17	736	618	1,377	6	10,801	10,807	Illinois	
Indiana	-	-	29	3,247	994	4,270	4,270	-	-	-	365	214	579	-	4,849	4,849	Indiana	
Iowa	-	508	661	3,019	4,983	9,191	9,191	-	1	7	140	405	553	-	9,744	9,744	Iowa	
Kansas	-	-	3,696	2,457	1,022	7,175	7,175	-	-	20	163	224	407	-	7,582	7,582	Kansas	
Kentucky	-	-	131	3,019	439	3,589	3,589	-	-	3	220	57	280	-	3,869	3,869	Kentucky	
Louisiana	-	-	-	1,762	624	2,386	2,386	-	-	-	192	115	307	-	2,693	2,693	Louisiana	
Maine	-	-	347	1,197	37	1,581	1,581	-	-	4	127	3	134	-	1,715	1,715	Maine	
Maryland	-	-	22	1,190	438	1,650	1,650	-	-	5	203	126	334	-	1,984	1,984	Maryland	
Massachusetts	-	-	116	1,210	65	1,391	1,391	-	-	21	672	65	758	-	2,149	2,149	Massachusetts	
Michigan	-	45	1,081	2,605	2,238	5,969	5,969	-	-	10	379	235	624	-	6,593	6,593	Michigan	
Minnesota	-	31	814	3,768	2,871	7,484	7,484	-	1	40	307	213	561	-	8,045	8,045	Minnesota	
Mississippi	-	179	1,995	1,462	1,830	5,466	5,466	-	-	30	88	198	316	-	5,782	5,782	Mississippi	
Missouri	-	4	3,439	1,775	2,823	8,021	8,021	-	-	10	91	284	385	-	8,406	8,406	Missouri	
Montana	100	91	1,943	3,675	16	5,725	5,825	-	1	16	62	8	87	101	5,912	5,913	Montana	
Nebraska	-	430	3,109	628	1,145	5,312	5,312	-	2	6	52	89	149	-	5,461	5,461	Nebraska	
Nevada	-	1	-	2,164	-	2,164	2,164	-	-	2	33	-	35	-	2,199	2,199	Nevada	
New Hampshire	-	-	748	223	130	1,101	1,101	-	-	32	63	23	118	-	1,219	1,219	New Hampshire	
New Jersey	-	-	2	363	731	1,096	1,096	1	-	-	290	385	675	1	1,771	1,772	New Jersey	
New Mexico	16	1	530	3,148	33	3,712	3,728	-	2	-	160	11	173	16	3,885	3,901	New Mexico	
New York	-	44	2,003	3,811	2,914	8,772	8,772	-	3	82	1,148	709	1,942	-	10,714	10,714	New York	
North Carolina	-	-	1,123	4,267	993	6,383	6,383	-	-	19	362	135	516	-	6,899	6,899	North Carolina	
North Dakota	-	138	486	3,192	282	4,098	4,098	-	-	4	32	25	61	-	4,159	4,159	North Dakota	
Ohio	-	-	27	5,523	1,289	6,839	6,839	-	-	-	842	239	1,081	-	7,920	7,920	Ohio	
Oklahoma	29	124	1,977	2,872	2,171	7,144	7,173	-	8	17	184	185	394	29	7,538	7,567	Oklahoma	
Oregon	-	-	302	3,264	162	3,728	3,728	-	-	-	141	66	207	-	3,935	3,935	Oregon	
Pennsylvania	-	4	59	3,807	2,485	6,355	6,355	-	-	17	641	589	1,247	-	7,602	7,602	Pennsylvania	
Rhode Island	-	-	2	131	121	254	254	-	-	2	170	35	207	-	461	461	Rhode Island	
South Carolina	3	1	2,154	1,484	831	4,470	4,473	-	-	54	240	51	345	3	4,815	4,818	South Carolina	
South Dakota	-	372	965	3,596	485	5,418	5,418	-	-	5	22	53	80	-	5,498	5,498	South Dakota	
Tennessee	-	17	757	4,018	473	5,265	5,265	-	-	11	293	55	357	-	5,622	5,622	Tennessee	
Texas	21	-	3,551	9,525	1,167	14,243	14,264	9	-	73	1,153	468	1,694	30	15,937	15,967	Texas	
Utah	-	8	54	2,078	43	2,183	2,183	-	-	1	91	5	97	-	2,280	2,280	Utah	
Vermont	-	-	211	958	28	1,197	1,197	-	-	1	59	6	66	-	1,263	1,263	Vermont	
Virginia	-	-	1,126	2,844	343	4,313	4,313	-	-	21	302	131	454	-	4,767	4,767	Virginia	
Washington	10	33	1,842	1,051	517	3,443	3,453	-	-	9	155	148	312	10	3,755	3,765	Washington	
West Virginia	-	-	28	1,896	350	2,274	2,274	-	-	2	144	51	197	-	2,471	2,471	West Virginia	
Wisconsin	-	41	218	3,075	2,203	5,537	5,537	-	-	3	216	228	447	-	5,984	5,984	Wisconsin	
Wyoming	33	-	497	2,837	7	3,341	3,374	1	-	-	38	7	45	34	3,386	3,420	Wyoming	
District of Columbia	-	-	-	-	-	-	-	-	-	-	86	38	124	-	124	124	District of Columbia	
Puerto Rico	2	-	176	205	31	412	414	-	-	27	76	22	125	2	537	539	Puerto Rico	
Total	455	2,907	41,793	130,240	46,123	221,063	221,518	13	24	683	13,423	7,656	21,786	21,799	468	242,849	243,317	Total
Total, 48 States and District of Columbia	353	2,453	41,488	128,514	46,091	218,546	218,899	13	24	656	13,307	7,628	21,615	21,628	366	240,161	240,527	Total, 48 States and District of Columbia

Footnotes appear on sheet 2

624076 O - 62 - 12

Federal Aid

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM — URBAN — 1960

SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

TABLE FM-9, 1960
ISSUED NOVEMBER 1961

STATE	WIDTH IN FEET								TOTAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	8	73	50	106	39	65	52	182	575	Alabama
Alaska	-	-	-	9	-	2	-	4	15	Alaska
Arizona	-	-	-	3	2	11	2	64	82	Arizona
Arkansas	15	25	13	48	26	37	7	37	208	Arkansas
California	8	37	39	40	37	100	107	938	1,306	California
Colorado	2	1	1	11	6	9	5	142	177	Colorado
Connecticut	11	52	26	24	30	55	25	141	364	Connecticut
Delaware	1	3	3	3	7	12	1	14	44	Delaware
Florida	5	21	37	81	37	63	35	251	530	Florida
Georgia	19	59	29	75	57	108	23	157	527	Georgia
Hawaii	-	2	3	3	4	-	4	15	31	Hawaii
Idaho	-	2	1	18	5	16	2	33	77	Idaho
Illinois	82	97	60	75	87	382	82	512	1,377	Illinois
Indiana	8	17	58	54	63	159	55	165	579	Indiana
Iowa	49	47	17	139	50	56	50	145	553	Iowa
Kansas	14	17	45	47	22	45	41	176	407	Kansas
Kentucky	23	23	31	6	35	91	16	55	280	Kentucky
Louisiana	16	8	11	80	21	71	16	84	307	Louisiana
Maine	-	9	7	15	21	34	12	36	134	Maine
Maryland	3	17	9	25	20	41	19	200	334	Maryland
Massachusetts	11	12	3	58	135	184	54	301	758	Massachusetts
Michigan	-	39	35	11	32	120	106	281	624	Michigan
Minnesota	3	38	10	83	45	73	52	257	561	Minnesota
Mississippi	5	103	26	24	16	39	10	93	316	Mississippi
Missouri	17	41	19	41	24	76	15	152	385	Missouri
Montana	-	10	6	15	11	8	5	32	87	Montana
Nebraska	1	14	3	24	17	23	5	62	149	Nebraska
Nevada	1	2	2	4	-	2	-	24	35	Nevada
New Hampshire	8	15	3	32	16	10	4	30	118	New Hampshire
New Jersey	7	88	3	13	57	132	54	321	675	New Jersey
New Mexico	1	11	4	31	6	16	10	94	173	New Mexico
New York	35	121	96	158	151	279	234	868	1,942	New York
North Carolina	10	24	52	80	86	98	28	138	516	North Carolina
North Dakota	-	4	6	14	9	5	3	20	61	North Dakota
Ohio	9	39	23	89	173	287	67	394	1,081	Ohio
Oklahoma	33	28	30	48	15	60	18	162	394	Oklahoma
Oregon	2	9	12	14	8	29	30	103	207	Oregon
Pennsylvania	48	44	88	99	275	218	105	370	1,247	Pennsylvania
Rhode Island	14	19	2	4	27	86	21	34	207	Rhode Island
South Carolina	13	13	12	67	39	82	22	97	345	South Carolina
South Dakota	-	21	2	7	4	9	1	36	80	South Dakota
Tennessee	8	8	26	32	32	67	30	154	357	Tennessee
Texas	7	46	60	273	75	196	125	912	1,694	Texas
Utah	2	-	-	10	2	9	12	62	97	Utah
Vermont	15	8	4	4	9	10	5	11	66	Vermont
Virginia	8	18	16	15	77	109	49	162	454	Virginia
Washington	10	31	12	31	15	49	36	128	312	Washington
West Virginia	12	27	12	23	46	36	14	27	197	West Virginia
Wisconsin	7	28	35	24	55	91	61	146	447	Wisconsin
Wyoming	-	5	-	1	10	4	2	23	45	Wyoming
Dist. of Col.	-	-	-	-	9	22	14	79	124	Dist. of Col.
Puerto Rico	18	15	8	20	14	12	2	36	125	Puerto Rico
Total	569	1,391	1,050	2,211	2,059	3,798	1,748	8,960	21,786	Total
Total, 48 States and Dist. of Col.	551	1,374	1,039	2,179	2,041	3,784	1,742	8,905	21,615	Total, 48 States and Dist. of Col.

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM - 1960

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-15, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

Compiled in cooperation with
State highway departments.

Data as of December 31, 1960

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL SURFACED MILEAGE	STATE	
	AVERAGE DAILY TRAFFIC VOLUMES															
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED			
Alabama	119	1,060	1,706	988	535	260	335	17	6	-	-	-	-	4,628	Alabama	
Alaska	1,177	290	91	40	10	2	6	-	-	-	-	-	-	1,616	Alaska	
Arizona	-	459	683	321	528	294	175	21	4	-	-	-	-	2,457	Arizona	
Arkansas	66	290	1,131	766	341	273	240	9	-	-	-	-	-	3,116	Arkansas	
California	268	1,135	1,861	971	759	686	1,096	610	249	15	10	-	-	7,097	California	
Colorado	205	982	1,551	436	317	172	285	11	1	1	1	-	-	3,873	Colorado	
Connecticut	-	2	56	153	119	98	265	61	31	5	4	-	-	812	Connecticut	
Delaware	1	39	65	74	65	43	106	42	29	-	-	-	-	490	Delaware	
Florida	10	94	832	777	582	500	696	120	33	1	-	-	-	3,832	Florida	
Georgia	350	969	2,514	1,406	734	361	681	117	4	-	-	-	-	7,148	Georgia	
Hawaii	128	65	131	69	24	9	24	20	5	3	-	-	-	489	Hawaii	
Iaho	304	1,123	867	317	95	136	89	-	-	-	-	-	-	2,931	Iaho	
Illinois	204	892	2,832	2,322	1,161	685	1,176	115	30	-	-	-	-	9,424	Illinois	
Indiana	44	176	2,862	506	716	862	1,021	542	139	-	-	-	-	4,270	Indiana	
Iowa	1,063	2,828	3,217	622	271	271	182	-	-	-	-	-	-	9,191	Iowa	
Kansas	347	2,303	2,712	1,211	361	114	185	2	-	-	-	-	-	7,175	Kansas	
Kentucky	1	194	1,495	844	564	280	456	35	7	-	-	-	-	3,989	Kentucky	
Louisiana	10	135	625	492	367	267	446	34	9	-	-	-	-	2,386	Louisiana	
Maine	28	185	557	303	197	113	183	15	1	-	-	-	-	1,981	Maine	
Maryland	19	107	278	303	190	132	428	101	35	1	-	-	-	1,650	Maryland	
Massachusetts	-	47	208	172	151	130	432	168	60	-	-	-	-	1,391	Massachusetts	
Michigan	90	636	1,340	1,003	658	559	1,206	291	63	8	5	-	-	5,969	Michigan	
Minnesota	185	1,705	3,130	1,418	542	256	213	31	4	-	-	-	-	7,484	Minnesota	
Mississippi	375	1,513	1,837	725	508	279	149	-	-	-	-	-	-	5,466	Mississippi	
Missouri	462	2,049	1,826	1,272	1,192	754	390	57	8	-	-	-	-	8,021	Missouri	
Montana	1,710	2,279	1,460	188	55	6	27	11	2	-	-	-	-	5,725	Montana	
Nebraska	865	2,036	1,199	747	285	127	40	13	2	-	-	-	-	5,312	Nebraska	
Nevada	663	686	202	398	52	68	78	13	1	1	-	-	-	2,164	Nevada	
New Hampshire	23	110	531	221	113	31	59	13	61	-	-	-	-	1,101	New Hampshire	
New Jersey	-	4	50	108	119	152	394	170	25	-	-	-	-	1,096	New Jersey	
New Mexico	216	1,244	1,415	365	293	282	164	3	-	-	-	-	-	3,712	New Mexico	
New York	461	1,616	2,095	1,320	975	719	1,357	144	94	-	-	-	-	6,772	New York	
North Carolina	27	545	1,972	1,590	948	982	668	60	29	-	-	-	-	6,383	North Carolina	
North Dakota	1,025	1,938	866	212	35	15	7	294	26	-	-	-	-	4,098	North Dakota	
Ohio	5	223	1,476	1,650	990	661	1,486	92	10	-	-	-	-	6,833	Ohio	
Oklahoma	244	1,568	2,435	1,408	648	361	366	10	3	9	-	-	-	7,144	Oklahoma	
Oregon	417	832	976	620	263	184	369	42	5	-	-	-	-	3,728	Oregon	
Pennsylvania	95	487	1,547	1,089	730	517	1,267	945	61	-	-	-	-	6,325	Pennsylvania	
Rhode Island	1	1	48	42	36	27	80	17	4	-	-	-	-	4,294	Rhode Island	
South Carolina	47	663	1,560	876	625	289	375	17	4	-	-	-	-	4,470	South Carolina	
South Dakota	1,110	2,202	1,752	254	79	4	11	6	34	-	-	-	-	5,118	South Dakota	
Tennessee	237	1,034	1,357	931	567	374	566	90	15	-	-	-	-	2,265	Tennessee	
Texas	222	2,810	5,209	2,603	1,947	788	923	74	7	-	-	-	-	11,203	Texas	
Utah	352	295	778	468	112	63	86	29	16	-	-	-	-	2,183	Utah	
Vermont	76	317	413	261	94	19	17	-	-	-	-	-	-	1,197	Vermont	
Virginia	43	184	935	928	723	454	817	119	80	-	-	-	-	4,313	Virginia	
Washington	296	561	1,125	510	303	115	290	77	19	-	-	-	-	3,043	Washington	
West Virginia	46	436	646	505	308	116	197	17	4	-	-	-	-	2,274	West Virginia	
Wisconsin	22	986	2,939	1,082	541	335	472	51	6	-	-	-	-	5,537	Wisconsin	
Wyoming	521	1,669	737	409	57	4	4	-	-	-	-	-	-	3,341	Wyoming	
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Puerto Rico	3	77	74	63	57	96	61	19	2	-	-	-	-	412	Puerto Rico	
Total	14,233	43,540	63,295	37,308	21,965	13,955	20,678	4,325	1,182	63	20	135	-	221,063	Total	
Total, 48 States and Dist. of Col.	12,925	43,108	62,999	37,136	21,874	13,788	20,287	4,286	1,175	60	20	135	-	218,546	Total, 48 States and Dist. of Col.	

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM — 1960

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-15, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961

Compiled in cooperation with State highway departments

Data as of December 31, 1960

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL SURFACED MILEAGE	STATES
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UNCLASSIFIED		
Alabama	1	29	71	54	199	80	47	10	11	11	11	575	Alabama		
Alaska	-	-	-	1	9	1	4	-	-	-	-	15	Alaska		
Arizona	-	-	-	2	11	34	23	-	-	-	-	82	Arizona		
Arkansas	-	1	22	16	104	33	15	10	1	-	-	206	Arkansas		
California	-	1	11	19	149	166	164	389	175	175	224	1,806	California		
Colorado	-	4	12	10	35	31	35	18	18	18	4	1,777	Colorado		
Connecticut	-	1	8	2	77	86	69	70	8	8	-	364	Connecticut		
Delaware	-	-	3	2	14	8	6	8	-	-	-	44	Delaware		
Florida	1	6	18	15	154	149	68	87	21	21	4	570	Florida		
Georgia	18	3	35	31	168	91	57	36	18	18	13	527	Georgia		
Hawaii	-	1	2	1	4	4	1	1	2	2	6	57	Hawaii		
Idaho	-	1	7	4	48	11	2	8	3	3	-	51	Idaho		
Illinois	8	22	45	71	406	291	190	175	64	64	64	1,377	Illinois		
Indiana	-	29	31	60	85	157	91	8	-	-	-	579	Indiana		
Iowa	3	29	70	35	179	79	26	18	2	2	-	553	Iowa		
Kansas	-	28	46	35	140	61	22	18	2	2	1	467	Kansas		
Kentucky	-	8	17	20	84	56	40	21	14	14	-	380	Kentucky		
Louisiana	5	5	11	24	109	47	27	46	19	19	3	307	Louisiana		
Maine	-	3	9	14	67	28	6	2	2	2	-	151	Maine		
Maryland	-	1	9	6	64	62	47	70	40	40	31	334	Maryland		
Massachusetts	-	5	16	38	243	175	77	107	82	82	34	758	Massachusetts		
Michigan	-	13	13	21	144	91	78	106	48	48	105	624	Michigan		
Minnesota	-	19	38	43	175	109	82	50	7	7	-	561	Minnesota		
Mississippi	-	13	29	41	161	33	13	10	-	-	-	516	Mississippi		
Missouri	-	1	49	87	187	43	8	3	4	4	-	385	Missouri		
Montana	-	5	17	17	35	8	-	-	-	-	-	67	Montana		
Nebraska	1	12	11	10	41	21	12	3	1	1	-	149	Nebraska		
Nevada	-	-	1	-	10	8	9	4	1	1	-	35	Nevada		
New Hampshire	1	-	23	28	37	12	2	1	-	-	-	118	New Hampshire		
New Jersey	5	14	8	19	96	148	104	87	77	77	124	973	New Jersey		
New Mexico	1	1	16	16	69	38	3	5	1	1	-	173	New Mexico		
New York	2	56	191	177	524	284	235	191	65	65	54	1,942	New York		
North Carolina	-	1	2	3	22	11	3	1	-	-	-	516	North Carolina		
North Dakota	-	16	14	8	11	2	1	-	-	-	-	61	North Dakota		
Ohio	-	6	50	51	281	263	142	110	34	34	22	1,081	Ohio		
Oklahoma	-	2	39	55	90	94	55	22	-	-	-	394	Oklahoma		
Oregon	-	1	11	6	67	47	25	32	10	10	4	207	Oregon		
Pennsylvania	-	13	40	56	349	358	164	160	44	44	19	1,247	Pennsylvania		
Rhode Island	-	3	14	11	55	53	45	3	3	3	2	207	Rhode Island		
South Carolina	-	13	37	43	120	63	17	12	1	1	-	345	South Carolina		
South Dakota	-	2	6	2	4	6	1	-	-	-	-	80	South Dakota		
Tennessee	-	9	24	31	113	50	51	60	5	5	-	357	Tennessee		
Texas	-	2	27	125	383	227	227	137	49	49	20	1,594	Texas		
Utah	-	3	6	8	16	23	13	22	3	3	-	97	Utah		
Vermont	-	1	10	5	27	4	-	-	-	-	-	66	Vermont		
Virginia	-	5	15	22	96	140	71	77	11	11	7	454	Virginia		
Washington	-	-	-	-	-	-	-	-	-	-	-	312	Washington		
West Virginia	-	7	10	18	73	54	11	9	-	-	-	197	West Virginia		
Wisconsin	-	16	34	28	135	73	31	44	6	6	1	447	Wisconsin		
Wyoming	-	4	10	2	23	1	-	-	-	-	-	45	Wyoming		
Dist. of Col.	-	-	-	1	11	21	27	38	16	16	9	124	Dist. of Col.		
Puerto Rico	-	-	-	10	35	17	12	15	12	12	1	125	Puerto Rico		
Total	48	103	1,295	1,515	5,993	4,107	2,458	2,338	827	827	754	1,027	Total		
Total, 48 States and Dist. of Col.	48	103	1,285	1,503	5,945	4,086	2,441	2,315	812	812	747	1,027	Total, 48 States and Dist. of Col.		

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS - 1960

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

TABLE FM-21, 1960
SHEET 1 OF 3
ISSUED NOVEMBER 1961

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL 1/						FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN 1/						TOTAL FEDERAL-AID PRIMARY HIGHWAY SYSTEM	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN PLACES UNDER 5,000 POPULATION (CITY STREETS)	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL EXISTING RURAL SYSTEM	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL EXISTING URBAN SYSTEM		
Alabama	4,753	-	71	4	-	4,828	504	-	-	71	-	575	5,403	Alabama
Alaska	1,715	-	-	-	-	1,715	15	-	-	-	-	15	1,730	Alaska
Arizona	2,425	-	-	-	30	2,455	82	-	-	-	-	82	2,537	Arizona
Arkansas	3,118	-	-	-	-	3,118	208	-	-	-	-	208	3,326	Arkansas
California	7,003	-	-	-	94	7,097	1,306	-	-	-	-	1,306	8,403	California
Colorado	3,873	-	-	-	-	3,873	177	-	-	-	-	177	4,050	Colorado
Connecticut	809	-	3	-	-	812	300	-	64	-	-	364	1,176	Connecticut
Delaware	490	-	-	-	-	490	44	-	-	-	-	44	534	Delaware
Florida	3,755	13	11	1	52	3,832	511	8	-	11	-	530	4,362	Florida
Georgia	6,992	-	157	-	-	7,149	478	-	50	-	-	528	7,677	Georgia
Hawaii	472	14	4	-	-	490	24	1	-	6	-	31	521	Hawaii
Idaho	3,061	-	2	-	-	3,063	77	-	-	-	-	77	3,140	Idaho
Illinois	9,142	-	172	-	116	9,430	1,262	-	66	-	49	1,377	10,807	Illinois
Indiana	4,147	-	-	-	123	4,270	545	-	-	-	34	579	4,849	Indiana
Iowa	9,174	-	12	5	-	9,191	527	-	-	26	-	553	9,744	Iowa
Kansas	7,004	-	-	-	171	7,175	383	-	-	-	24	407	7,582	Kansas
Kentucky	3,589	-	-	-	-	3,589	280	-	-	-	-	280	3,869	Kentucky
Louisiana	2,356	30	-	-	-	2,386	290	15	-	-	2	307	2,693	Louisiana
Maine	1,527	-	-	-	94	1,581	126	-	-	-	8	134	1,715	Maine
Maryland	1,379	250	9	1	11	1,650	194	34	-	92	14	334	1,984	Maryland
Massachusetts	1,168	-	125	-	98	1,391	441	-	69	213	35	758	2,149	Massachusetts
Michigan	5,969	-	-	-	-	5,969	624	-	-	-	-	624	6,593	Michigan
Minnesota	7,479	-	5	-	-	7,484	538	-	19	4	-	561	8,045	Minnesota
Mississippi	5,466	-	-	-	-	5,466	316	-	-	-	-	316	5,782	Mississippi
Missouri	7,840	164	-	15	2	8,021	294	5	-	86	-	385	8,406	Missouri
Montana	5,825	-	-	-	-	5,825	88	-	-	-	-	88	5,913	Montana
Nebraska	5,310	-	2	-	-	5,312	122	-	-	27	-	149	5,461	Nebraska
Nevada	2,146	18	-	-	-	2,164	30	5	-	-	-	35	2,199	Nevada
New Hampshire	1,003	72	-	-	26	1,101	92	2	-	6	18	118	1,219	New Hampshire
New Jersey	1,064	-	26	-	6	1,096	574	-	15	29	58	676	1,772	New Jersey
New Mexico	3,728	-	-	-	-	3,728	173	-	-	-	-	173	3,901	New Mexico
New York	8,022	-	299	-	451	8,772	1,166	-	-	368	408	1,942	10,714	New York
North Carolina	6,337	46	-	-	-	6,383	472	27	-	17	-	516	6,899	North Carolina
North Dakota	4,098	-	-	-	-	4,098	61	-	-	-	-	61	4,159	North Dakota
Ohio	6,669	-	-	-	170	6,839	1,077	-	-	-	4	1,081	7,920	Ohio
Oklahoma	6,859	-	138	-	176	7,173	372	-	22	-	-	394	7,567	Oklahoma
Oregon	3,702	19	6	-	1	3,728	179	24	-	4	-	207	3,935	Oregon
Pennsylvania	5,798	246	-	-	311	6,355	1,035	117	2	43	50	1,247	7,602	Pennsylvania
Rhode Island	253	-	1	-	-	254	153	-	-	54	-	207	461	Rhode Island
South Carolina	4,461	12	-	-	-	4,473	340	5	-	-	-	345	4,818	South Carolina
South Dakota	5,331	-	-	-	87	5,418	70	-	-	9	1	80	5,498	South Dakota
Tennessee	5,254	-	11	-	-	5,265	343	-	-	14	-	357	5,622	Tennessee
Texas	14,264	-	-	-	12	14,284	1,673	-	-	-	30	1,703	15,987	Texas
Utah	2,171	-	-	-	-	2,183	97	-	-	-	-	97	2,280	Utah
Vermont	1,195	-	-	1	1	1,197	65	-	-	1	-	66	1,263	Vermont
Virginia	4,288	-	-	-	25	4,313	408	-	-	1	45	454	4,767	Virginia
Washington	3,271	182	-	-	-	3,453	291	11	-	10	-	312	3,765	Washington
West Virginia	2,190	-	-	-	84	2,274	195	-	-	-	2	197	2,471	West Virginia
Wisconsin	5,536	-	-	-	1	5,537	440	-	1	6	-	447	5,984	Wisconsin
Wyoming	3,320	-	-	-	54	3,374	46	-	-	-	-	46	3,420	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	124	-	124	124	Dist. of Col.
Puerto Rico	414	-	-	-	-	414	125	-	-	-	-	125	539	Puerto Rico
Total	217,215	1,066	1,054	27	2,156	221,518	19,233	254	244	1,286	782	21,799	243,317	Total
Total, 48 States and Dist. of Col.	214,614	1,052	1,050	27	2,156	218,899	19,069	253	244	1,280	782	21,628	240,527	Total, 48 States and Dist. of Col.

Footnotes appear on sheet 3

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS - 1960

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

TABLE FM-21, 1960
SHEET 2 OF 3
ISSUED NOVEMBER 1961

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL 1/						FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN 1/						TOTAL FEDERAL-AID SECONDARY HIGHWAY SYSTEM 1/	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	IN PLACES UNDER 5,000 POPULATION (CITY STREETS)	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL EXISTING RURAL SYSTEM	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 2/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	TOTAL EXISTING URBAN SYSTEM		
Alabama	3,095	1,852	16,036	351	-	21,334	89	17	-	330	-	436	21,770	Alabama
Alaska	2,526	-	-	-	-	2,526	18	-	-	-	-	18	2,544	Alaska
Arizona	1,991	-	1,727	30	-	3,748	21	-	3	273	-	297	4,045	Arizona
Arkansas	7,460	-	6,594	85	138	14,277	121	-	-	88	-	209	14,486	Arkansas
California	3,969	-	6,984	189	6	10,748	228	-	140	487	-	855	11,603	California
Colorado	3,979	-	-	-	-	3,979	69	-	-	-	-	69	4,048	Colorado
Connecticut	940	-	36	-	-	976	117	-	-	35	-	152	1,128	Connecticut
Delaware	-	1,400	-	-	-	1,400	-	16	-	-	-	16	1,416	Delaware
Florida	5,530	3,859	2,827	50	-	12,266	295	-	1	35	-	397	12,663	Florida
Georgia	7,820	-	11,439	-	-	19,309	166	-	201	-	-	367	19,676	Georgia
Hawaii	-	570	-	-	-	570	-	-	-	-	-	9	579	Hawaii
Idaho	1,623	-	3,566	65	4	5,298	7	9	-	39	-	46	5,304	Idaho
Illinois	435	-	13,072	-	-	13,507	48	-	231	-	-	279	13,786	Illinois
Indiana	5,748	-	10,253	454	-	16,455	168	-	34	55	-	257	16,712	Indiana
Iowa	-	-	32,128	671	14	32,813	-	-	64	182	-	246	33,059	Iowa
Kansas	2,734	-	20,339	265	2	23,340	13	-	75	74	-	162	23,502	Kansas
Kentucky	11,291	-	3,577	55	-	14,923	106	-	9	48	-	163	15,086	Kentucky
Louisiana	1,581	5,864	64	-	-	7,509	60	106	-	-	-	166	7,675	Louisiana
Maine	1,423	815	1	1	-	2,240	33	26	-	-	-	59	2,299	Maine
Maryland	162	2,116	4,377	45	-	6,700	40	106	123	64	-	333	7,033	Maryland
Massachusetts	441	-	1,225	-	-	1,666	102	-	233	212	8	555	2,221	Massachusetts
Michigan	2,539	-	21,605	426	-	24,570	56	-	-	227	-	283	24,853	Michigan
Minnesota	3,724	-	26,336	10	-	30,070	37	-	185	4	-	226	30,296	Minnesota
Mississippi	4,491	-	8,803	133	-	13,427	60	-	37	69	-	166	13,593	Mississippi
Missouri	284	20,359	2,235	44	-	22,922	5	73	-	37	-	115	23,037	Missouri
Montana	-	5,210	-	-	-	5,210	-	22	-	-	-	22	5,232	Montana
Nebraska	3,839	-	12,952	160	157	17,108	11	-	2	30	-	43	17,151	Nebraska
Nevada	-	2,505	267	3	-	2,775	-	9	-	7	-	16	2,791	Nevada
New Hampshire	550	973	30	2	19	1,574	14	35	-	3	-	52	1,606	New Hampshire
New Jersey	26	-	1,549	7	4	1,586	9	-	507	23	1	540	2,126	New Jersey
New Mexico	5,883	-	152	1	-	5,436	56	-	-	1	-	57	5,493	New Mexico
New York	3,664	-	13,262	-	7	16,933	307	-	1,220	206	-	1,733	18,666	New York
North Carolina	5,548	19,637	-	4	-	25,189	94	257	-	78	-	429	25,618	North Carolina
North Dakota	2,099	-	11,088	-	-	13,187	3	-	16	-	-	19	13,206	North Dakota
Ohio	9,135	-	7,773	375	-	17,283	271	-	23	294	-	588	17,871	Ohio
Oklahoma	4,021	-	8,380	-	-	12,401	49	-	197	-	-	246	12,647	Oklahoma
Oregon	872	2,556	3,900	62	-	7,390	11	34	4	53	-	102	7,492	Oregon
Pennsylvania	5,949	6,184	124	-	-	12,257	615	510	-	35	-	1,160	13,417	Pennsylvania
Rhode Island	238	-	82	-	-	320	86	-	-	63	-	149	469	Rhode Island
South Carolina	4,180	11,131	1,367	6	-	16,684	99	86	-	4	-	189	16,873	South Carolina
South Dakota	1,609	-	10,682	112	1	12,404	6	-	-	16	-	22	12,426	South Dakota
Tennessee	2,879	-	7,973	-	-	10,852	58	-	-	-	-	58	10,910	Tennessee
Texas	30,186	-	-	-	-	30,186	636	-	-	-	-	636	30,822	Texas
Utah	2,674	-	854	106	-	3,634	48	-	3	15	-	66	3,700	Utah
Vermont	837	-	944	33	-	1,814	5	-	-	17	-	22	1,836	Vermont
Virginia	3,590	14,506	149	57	-	18,302	119	-	-	90	-	209	18,511	Virginia
Washington	536	2,042	7,272	144	-	9,994	16	57	55	126	-	254	10,248	Washington
West Virginia	2,574	8,012	3	34	-	10,623	45	24	3	26	-	98	10,721	West Virginia
Wisconsin	5,385	-	12,609	-	3	17,997	105	-	491	240	-	836	18,833	Wisconsin
Wyoming	1,828	-	538	-	-	2,366	8	-	-	3	-	11	2,377	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	90	-	90	90	Dist. of Col.
Puerto Rico	-	1,008	-	-	-	1,008	-	51	-	-	-	51	1,059	Puerto Rico
Total	170,888	110,599	295,224	3,980	355	581,046	4,530	1,504	3,857	3,679	9	13,579	594,625	Total
Total, 48 States and Dist. of Col.	168,362	109,021	295,224	3,980	355	576,942	4,512	1,444	3,857	3,679	9	13,501	590,443	Total, 48 States and Dist. of Col.

Footnotes appear on sheet 3

Federal Aid

MILEAGE CHANGES ON TRAVELED WAY OF FEDERAL-AID HIGHWAY SYSTEMS - 1960

Compiled in cooperation with
State highway departments

TABLE FM-101, 1960
ISSUED NOVEMBER 1961

TYPE OF ROAD EXISTING OR BUILT	EXISTING MILEAGE AT BEGINNING OF YEAR	NET CHANGES DUE TO REVISIONS OR TRANSFERS	ACCOUNTING TABLE OF CONSTRUCTION CHANGES													NET TOTAL CHANGE IN MILEAGE (2+15)	EXISTING MILEAGE AT END OF YEAR (1+16)	TYPE OF ROAD EXISTING OR BUILT
			BUILT ON NEW LOCATION	TYPE OF ROAD REPLACED OR ABANDONED 1/							SUMMARY OF CONSTRUCTION CHANGES							
				A	B	C	D	E	F G-1 H-1	G-2 H-2 I	J	MILEAGE BUILT DURING YEAR						
												ON EARTH ROADS OR NEW LOCATION	RESURFACING TO SAME TYPE	NEW TYPES REPLACING OLD SURFACE	TOTAL			
FEDERAL-AID PRIMARY - RURAL																		
Abandoned A, B C	** 124 255	** 87 2	** 29 29	- ** 26	2 ** 14	4 ** 9	46 ** -	89 ** 18	39 ** -	** ** 55	** ** 14	** ** 27	(180) ** 96	** 64 45	** -64 51	** 23 53	** 147 308	Abandoned A, B C
D, E F, G-1, H-1 G-2, H-2, I J	3,432 43,650 125,537 47,627	-41 -666 -26 -343	102 122 918 889	- 17 19 2	8 13 7 1	78 290 307 83	51 584 1,623 63	31 123 4,594 292	17 27 2,406 469	110 152 944 892	78 584 4,594 469	99 440 9,876 438	287 1,176 9,876 1,799	771 2,367 5,147 2,960	-484 -1,191 4,729 -1,161	-525 -1,857 4,703 -1,504	2,907 41,793 130,240 46,123	D, E F, G-1, H-1 G-2, H-2, I J
Total	220,625	-987	2,060	64	45	771	2,367	5,147	2,960	2,153	5,739	5,342	13,234	11,354	1,880	893	221,518	Total
FEDERAL-AID PRIMARY - URBAN																		
Abandoned A, B C	** 11 10	** -10 1	** ** 9	- ** -	2 ** -	- ** -	- ** -	17 ** -	7 ** -	** ** 9	** ** -	** ** -	(26) ** 9	** -8 -	** -1 -	** -10 2	** 1 12	Abandoned A, B C
D, E F, G-1, H-1 G-2, H-2, I J	27 667 12,239 7,994	-1 46 793 -331	1 2 159 206	- - - -	- - 2 4	- 1 1 1	- 3 25 10	- - 407 50	- - 271 125	1 2 161 210	- 3 407 125	- 1 297 61	1 6 865 396	3 38 474 403	-2 -32 391 -7	-3 16 1,184 -338	24 683 13,423 7,556	D, E F, G-1, H-1 G-2, H-2, I J
Total	20,948	500	377	-	8	3	38	474	403	383	535	359	1,277	926	351	851	21,799	Total
FEDERAL-AID SECONDARY - RURAL																		
Abandoned A, B C	** 4,541 14,376	** 1,039 1,005	** ** 27	16 ** 42	12 ** 246	151 ** 80	99 ** -	42 ** 4	2 ** -	** ** 69	** ** 246	** ** 84	(322) ** 399	** 555 1,730	** -555 -1,331	** 484 -326	** 5,025 14,050	Abandoned A, B C
D, E F, G-1, H-1 G-2, H-2, I J Unclassified	183,411 205,469 102,442 12,601 48,136	2,774 4,523 471 -114 -322	137 497 326 -27 -	44 439 14 - -	305 1,016 151 -	4,271 5,126 2,515 83 -	55 2,917 2,092 14 -	19 185 3,118 23 -	3 35 666 65 -	486 1,952 491 27 -	4,271 2,917 3,118 65 -	77 5,346 5,273 120 -	4,834 10,215 8,882 212 -	12,226 5,177 3,391 771 -	-7,392 5,038 5,491 -559 -322	-4,618 9,561 5,962 -673 -322	178,793 215,030 106,404 11,928 47,816	D, E F, G-1, H-1 G-2, H-2, I J Unclassified
Total	570,978	9,376	1,014	555	1,730	12,226	5,177	3,391	771	3,025	10,617	10,900	24,542	23,850	692	10,068	581,046	Total
FEDERAL-AID SECONDARY - URBAN																		
Abandoned A, B C	** 4 23	** 11 16	** ** -	- ** -	- ** -	- ** -	1 ** -	1 ** -	- ** -	** ** -	** ** -	** ** -	(2) ** -	** -3 -	** -3 -	** 11 13	** 15 36	Abandoned A, B C
D, E F, G-1, H-1 G-2, H-2, I J Unclassified	345 2,766 5,113 1,605 1,975	44 405 613 127 484	3 8 36 3 -	- - - - -	- 3 6 6 -	4 6 6 3 -	- 32 67 6 -	3 2 130 5 -	1 1 56 17 -	3 11 36 3 -	4 32 130 17 -	3 9 129 14 -	10 52 295 34 -	19 106 141 74 -	-9 -54 154 -40 -	35 351 767 87 484	380 3,117 5,880 1,692 2,459	D, E F, G-1, H-1 G-2, H-2, I J Unclassified
Total	11,831	1,700	50	-	3	19	106	141	74	53	183	155	391	343	48	1,748	13,579	Total

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without

portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM - SUMMARY - 1960 -

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with
State highway departments

TABLE FM-110, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	1,752	5,716	9,797	4,312	1,675	585	457	33	3	13	-	-	13	24,356
20-21	3,933	12,173	18,572	9,623	4,590	2,517	2,761	179	36	4	-	-	45	54,433
22-23	2,575	10,192	13,074	8,259	4,213	2,504	2,690	272	32	1	9	-	20	43,841
24-26	5,160	13,049	18,195	11,799	7,824	4,865	4,606	271	47	4	-	-	13	65,833
27-35	657	1,886	2,034	1,120	888	700	1,823	348	93	5	-	-	3	9,557
36-43	44	274	750	674	632	586	1,040	422	165	47	4	-	8	4,646
44-47	29	109	122	140	152	104	310	148	71	31	5	-	9	1,230
48 and over	83	141	27	291	244	221	629	212	59	24	1	2	24	1,958
Total Undivided <u>1/</u>	14,233	43,540	62,571	36,218	20,218	12,082	14,316	1,885	506	129	19	2	135	205,854
Divided:														
No access control:														
Less than 44	**	**	35	12	85	61	170	59	59	37	6	-	-	524
44-47	**	**	43	59	142	208	549	252	80	26	3	-	-	1,362
48 and over	**	**	187	270	491	440	1,530	513	185	119	24	6	-	3,765
Subtotal	**	**	265	341	718	709	2,249	824	324	182	33	6	-	5,651
Partial access control: <u>2/</u>														
Less than 44	**	**	2	6	2	17	51	16	7	8	-	-	-	109
44-47	**	**	14	45	32	76	283	106	80	13	-	-	-	649
48 and over	**	**	82	123	325	374	1,356	368	109	44	-	-	-	2,781
Subtotal	**	**	98	174	359	467	1,690	490	196	65	-	-	-	3,539
Full access control: <u>2/</u>														
Less than 44	**	**	-	3	-	1	17	3	-	-	-	-	-	24
44-47	**	**	3	-	-	3	20	23	2	1	-	-	-	52
48 and over	**	**	358	572	670	593	2,386	1,100	154	87	11	12	-	5,943
Subtotal	**	**	361	575	670	597	2,423	1,126	156	88	11	12	-	6,019
Total Divided	**	**	724	1,090	1,747	1,773	6,362	2,440	676	335	44	18	-	15,209
Total Surfaced Mileage	14,233	43,540	63,295	37,308	21,965	13,855	20,678	4,325	1,182	464	63	20	3/ 135	221,063

Footnotes appear on sheet 2

TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM - SUMMARY - 1960

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with
State highway departments

TABLE FM-110, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	9	8	46	77	80	85	192	30	7	1	-	1	33	569
20-21	3	19	75	180	217	169	468	130	23	9	-	-	98	1,391
22-23	6	40	44	97	123	118	350	113	34	9	1	3	112	1,050
24-26	7	21	120	224	238	272	807	258	75	25	5	3	156	2,211
27-35	3	3	34	76	136	164	816	410	170	71	12	6	158	2,059
36-43	2	4	28	60	131	295	974	939	536	359	55	19	157	3,559
44-47	-	1	23	49	91	50	286	313	202	131	49	10	53	1,258
48 and over	18	7	1	47	100	172	860	764	641	721	226	145	150	3,852
Total Undivided ^{4/}	48	103	371	810	1,116	1,325	4,753	2,957	1,688	1,326	348	187	917	15,949
Divided:														
No access control:														
Less than 44	**	**	2	2	7	10	41	49	23	56	9	1	4	204
44-47	**	**	2	4	4	13	84	86	54	55	20	1	12	335
48 and over	**	**	11	32	75	58	425	400	320	433	231	177	48	2,210
Subtotal	**	**	15	38	86	81	550	535	397	544	260	179	64	2,749
Partial access control: ^{2/}														
Less than 44	**	**	1	-	1	-	2	6	18	2	1	-	-	31
44-47	**	**	1	2	1	-	26	30	14	13	1	-	-	88
48 and over	**	**	6	12	33	36	259	192	116	117	18	16	9	814
Subtotal	**	**	8	14	35	36	287	228	148	132	20	16	9	933
Full access control: ^{2/}														
Less than 44	**	**	-	-	-	-	1	-	-	1	-	2	-	4
44-47	**	**	1	-	25	26	2	1	2	5	4	1	-	67
48 and over	**	**	37	27	33	47	400	386	223	330	195	369	37	2,084
Subtotal	**	**	38	27	58	73	403	387	225	336	199	372	37	2,155
Total Divided	**	**	61	79	179	190	1,240	1,150	770	1,012	479	567	110	5,837
Total Surfaced Mileage	48	103	432	889	1,295	1,515	5,993	4,107	2,458	2,338	827	754	3/ 1,027	21,786

1/ Includes 145 miles with partial control of access and 128 miles with full control of access. See footnotes 2, 3 and 5 on table FM-11.
 2/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.
 3/ States not reporting average daily traffic volume data are listed in table FM-15.
 4/ Includes 3 miles with partial control of access. See footnote 4 on table FM-11.

MILEAGE BUILT ON FEDERAL-AID SYSTEMS — 1960

CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

TABLE FB-2, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM-RURAL									FEDERAL-AID PRIMARY HIGHWAY SYSTEM-URBAN									STATE
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED OR SURFACED 3/	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED OR SURFACED 3/					
		D E	F G-1 G-2	G-2 H-2 I	J	SUBTOTALS			D E	F G-1 H-1	G-2 H-2 I	J	SUBTOTALS						
						SURFACING ON EARTH ROADS OR NEW LOCATION							RECON- STRUC- TION OR RESUR- FACING 2/		SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/			
Alabama	-	-	-	144	-	27	117	144	144	-	-	-	12	-	5	7	12	12	Alabama
Alaska	30	14	61	1	-	-	76	76	106	-	-	-	2	1	-	3	3	3	Alaska
Arizona	-	-	1	158	-	-	159	159	159	-	-	-	5	6	-	11	11	11	Arizona
Arkansas	-	-	4	69	32	17	88	105	105	-	-	-	7	29	10	26	36	36	Arkansas
California	-	-	26	282	106	6	408	414	414	-	-	-	36	48	7	77	84	84	California
Colorado	-	-	-	221	37	8	258	258	258	-	-	-	9	250	3	6	9	9	Colorado
Connecticut	-	-	-	13	10	11	12	23	23	-	-	-	2	4	3	3	6	6	Connecticut
Delaware	-	-	-	29	10	-	39	39	39	-	-	-	1	-	-	1	1	1	Delaware
Florida	-	-	7	190	5	32	170	202	202	-	-	1	20	12	20	13	33	33	Florida
Georgia	-	-	2	163	33	34	164	198	198	-	-	-	18	1	1	18	19	19	Georgia
Hawaii	-	-	-	5	-	-	5	5	5	-	-	-	-	-	-	-	-	-	Hawaii
Idaho	13	-	22	99	-	57	64	121	134	-	-	-	9	-	4	5	9	9	Idaho
Illinois	-	2	31	236	136	53	352	405	405	-	-	2	45	18	13	52	65	65	Illinois
Indiana	-	-	-	246	42	22	266	266	266	-	-	-	13	5	4	14	18	18	Indiana
Iowa	-	51	-	523	177	102	669	771	771	-	-	-	18	23	13	28	41	41	Iowa
Kansas	-	-	91	165	26	82	200	282	282	-	-	-	4	17	13	8	21	21	Kansas
Kentucky	-	-	-	297	15	45	267	312	312	-	-	-	18	1	5	14	19	19	Kentucky
Louisiana	-	-	-	209	30	29	210	239	239	-	-	-	16	6	5	17	22	22	Louisiana
Maine	-	-	-	54	-	30	24	54	54	-	-	-	10	-	5	5	10	10	Maine
Maryland	-	-	-	49	7	7	49	56	56	-	-	-	7	11	6	12	18	18	Maryland
Massachusetts	-	-	1	60	2	42	21	63	63	-	-	-	32	-	18	14	32	32	Massachusetts
Michigan	-	-	151	322	195	192	476	668	668	-	-	-	43	16	13	47	60	60	Michigan
Minnesota	-	21	-	181	61	58	205	263	263	-	1	-	6	15	10	12	22	22	Minnesota
Mississippi	-	-	80	12	13	46	59	105	105	-	-	-	1	-	-	1	1	1	Mississippi
Missouri	-	-	66	378	194	88	550	638	638	-	-	-	19	10	15	14	29	29	Missouri
Montana	30	8	44	314	9	35	340	375	405	-	-	-	3	-	-	3	3	3	Montana
Nebraska	-	11	159	55	70	69	226	295	295	-	-	-	4	1	-	5	5	5	Nebraska
Nevada	-	-	-	135	-	26	109	135	135	-	-	-	2	-	-	2	2	2	Nevada
New Hampshire	-	-	1	51	-	41	11	52	52	-	-	-	6	-	2	4	6	6	New Hampshire
New Jersey	-	-	-	14	-	1	13	14	14	-	-	-	34	2	6	30	36	36	New Jersey
New Mexico	-	-	-	45	4	-	49	49	49	-	-	-	2	1	2	1	3	3	New Mexico
New York	-	-	14	401	23	18	420	438	438	-	-	-	63	57	76	44	120	120	New York
North Carolina	-	-	20	165	73	104	154	258	258	-	-	-	12	9	6	15	21	21	North Carolina
North Dakota	-	-	95	101	37	40	193	233	233	-	-	-	5	1	1	5	6	6	North Dakota
Ohio	-	-	-	706	114	135	685	820	820	-	-	-	83	10	10	83	93	93	Ohio
Oklahoma	-	-	15	125	49	62	127	189	189	-	-	1	16	4	5	16	21	21	Oklahoma
Oregon	-	-	-	393	8	75	326	401	401	-	-	-	4	2	3	3	6	6	Oregon
Pennsylvania	-	-	2	415	112	105	424	529	529	-	-	-	52	16	18	50	68	68	Pennsylvania
Rhode Island	-	-	-	2	-	-	2	2	2	-	-	-	10	-	6	4	10	10	Rhode Island
South Carolina	-	-	51	170	10	45	186	231	231	-	-	-	9	-	6	3	9	9	South Carolina
South Dakota	-	125	1	211	35	152	220	372	372	-	-	-	1	9	3	7	10	10	South Dakota
Tennessee	-	14	38	342	3	-	397	397	397	-	-	-	9	-	-	9	9	9	Tennessee
Texas	6	-	144	893	64	44	1,057	1,101	1,107	9	-	1	115	35	34	117	151	160	Texas
Utah	-	-	-	165	-	52	113	165	165	-	-	-	9	-	2	7	9	9	Utah
Vermont	-	-	5	53	-	20	38	58	58	-	-	-	5	-	3	3	6	6	Vermont
Virginia	-	-	1	112	1	20	94	114	114	-	-	-	6	5	3	7	10	10	Virginia
Washington	-	-	39	97	4	44	96	140	140	-	-	-	6	11	9	8	17	17	Washington
West Virginia	-	-	-	281	-	4	277	281	281	-	-	-	22	1	-	23	23	23	West Virginia
Wisconsin	-	41	-	332	30	8	395	403	403	-	-	-	7	4	-	11	11	11	Wisconsin
Wyoming	17	-	4	131	2	4	133	137	154	-	-	-	10	2	4	8	12	12	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	9	1	1	9	10	10	Dist. of Col.
Puerto Rico	-	-	-	61	-	6	55	61	61	-	-	-	8	2	1	9	10	10	Puerto Rico
Total	96	287	1,176	9,876	1,799	2,098	11,040	13,138	13,234	9	1	6	865	396	374	894	1,268	1,277	Total

Footnotes appear on sheet 2

MILEAGE BUILT ON FEDERAL-AID SYSTEMS — 1960

CLASSIFIED BY TYPE OF SURFACE

TABLE FB-2, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM-RURAL										FEDERAL-AID SECONDARY HIGHWAY SYSTEM-URBAN										STATE	
	MILEAGE SURFACED 1/					MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED OR SURFACED 3/				
	D	F	G-2	J	SUBTOTALS		TOTAL MILEAGE SURFACED 3/	D	F	G-2	J		SUBTOTALS	TOTAL MILEAGE SURFACED 3/	D	F	G-2		J	SUBTOTALS		TOTAL MILEAGE GRADED OR SURFACED 3/
	E	G-1	H-1	I			E	G-1	H-1	I			E	G-1	H-1	I						
Alabama					75	716					791											
Alaska	82	11	664	127		25					107								6			
Arizona		1	28	41	3	22					70								5			
Arkansas		177	303	4	39	445					484								15			
California	17	46	290	313	7	144					696								5			
Colorado		40	3	255	8	290					298								12			
Connecticut				26	2	10					28								8			
Delaware			10	15	4	28					29								2			
Florida	42	4	230	352		234					582								9			
Georgia			435	62		353					521								6			
Hawaii						196					5								7			
Idaho	30	5	88	39	19	113					162								-			
Illinois	4	198	281	41	14	444					498								9			
Indiana				147	1	107					148								3			
Iowa	13	618	10	707	95	1,376					1,443								7			
Kansas	53	321	371	50		700					795								1			
Kentucky		202	117	661	12	987					992								3			
Louisiana			23	579	6	608					608								17			
Maine			7	33	34	40					40								2			
Maryland		2	119	81	8	182					210								2			
Massachusetts				2	12	33					34								11			
Michigan	22	74	576	52		624					725								3			
Minnesota	20	277	330	378		974					1,065								3			
Mississippi		56	238			365					394								2			
Missouri		1,106	734	22	2	1,832					1,864								6			
Montana	4	92	17	141	2	250					254								2			
Nebraska		185	284	2	1	364					472								2			
Nevada			8	48		54					56								2			
New Hampshire			26	14		34					40								5			
New Jersey				10		10					10								7			
New Mexico		2	134	24		84					160								1			
New York			6	173	1	165					180								1			
North Carolina	39	111	292	213	7	512					662								7			
North Dakota	48	390	121	44	79	646					973								31			
Ohio		4	407	1,351	11	1,773					1,773								51			
Oklahoma		123	309	50	13	305					495								22			
Oregon		23	38	457	4	461					518								2			
Pennsylvania			117	589	4	692					710								47			
Rhode Island			5	6	5	5					5								8			
South Carolina			587	6	1	426					594								7			
South Dakota		187	160	122		427					469								3			
Tennessee	5	287	328	186		801					806								1			
Texas	13	9	1,649	275	7	4,335					1,940								44			
Utah			5	122	11	116					127								2			
Vermont			27	50		37					37								1			
Virginia		55	319	30	14	436					437								1			
Washington		28	28	33	27	60					60								5			
West Virginia		165	274	587	2	988					1,028								3			
Wisconsin		37	106	248	1	391					392								10			
Wyoming		3	51	68		78					116								1			
Dist. of Col.																			2			
Puerto Rico				7	20	27					27								2			
Total	399	4,894	10,215	8,882	212	2,956					24,542								391			

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and/or base exceeding 1 1/2 inches and/or a load-bearing capacity of G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and/or base exceeding 1 1/2 inches and/or a load-bearing capacity of more than 1,000 lb. per sq. ft. with or without portland cement concrete base; I, bituminous concrete and other asphalt with or without portland cement concrete base; J, bituminous concrete with or without bituminous wearing surface less than one inch in compacted thickness; and K, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness.

2/ Does not include mileage built in some States where Federal-aid system routes overlap local roads and streets.

3/ Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1 to the same type.

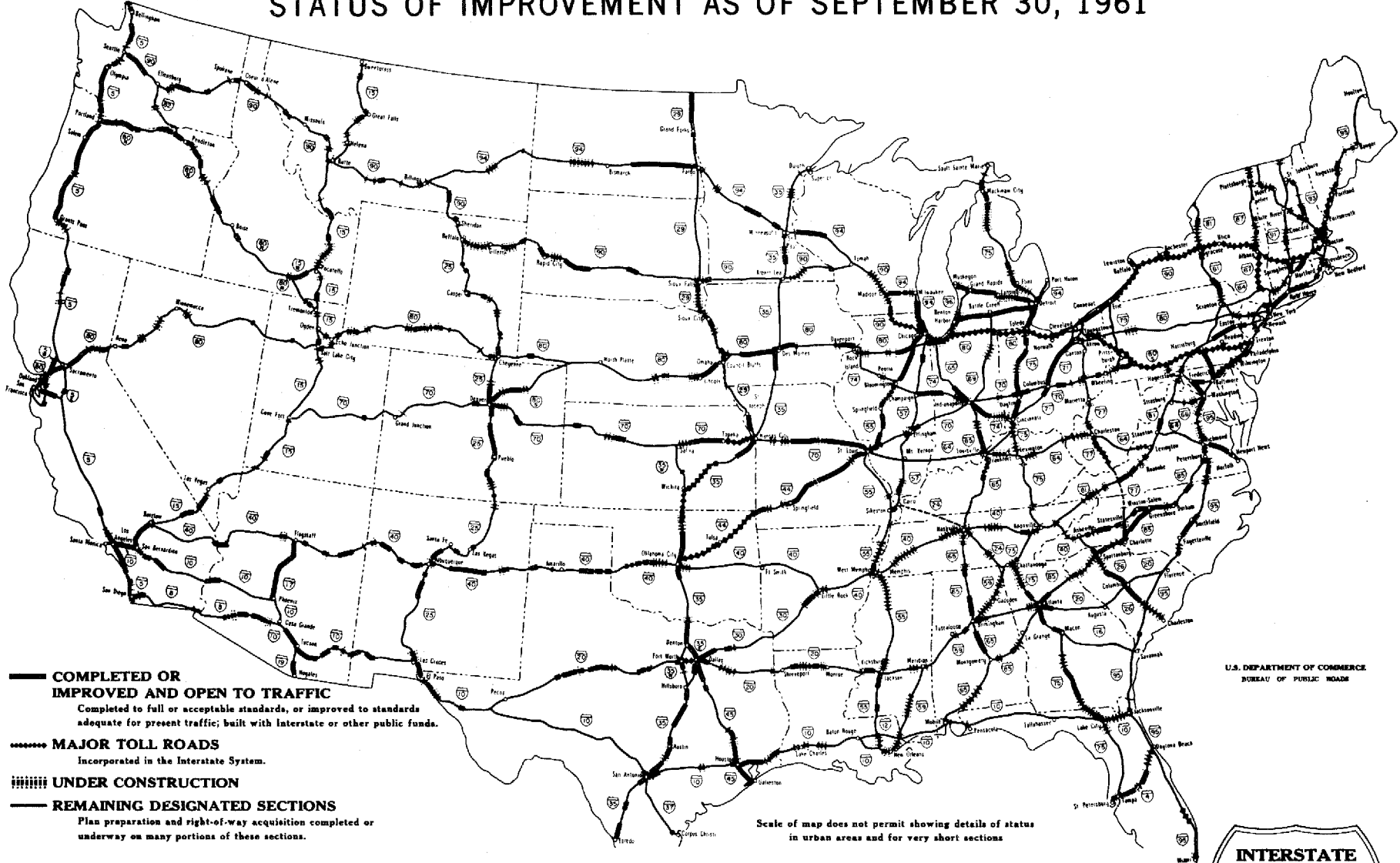
MILEAGE COMPLETED DURING CALENDAR YEAR 1960 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

TABLE FA-1, 1960

STATE OR TERRITORY	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED									STATE OR TERRITORY	
			TOTAL MILEAGE SURFACED	SOIL-SURFACED	GRAVEL OR STONE	BITUMINOUS SURFACE-TREATED	MIXED BITUMINOUS	BITUMINOUS PENETRATION	BITUMINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	COMBINATION		BRIDGES
Alabama	611.9	93.1	518.8	-	6.2	330.9	28.4	36.6	107.7	6.7	-	2.3	Alabama
Alaska	92.5	42.9	49.6	-	-	42.2	-	-	5.3	1.1	-	1.0	Alaska
Arizona	174.2	16.9	157.3	9.0	-	19.9	80.5	-	44.5	2.7	-	.7	Arizona
Arkansas	362.6	-	362.6	-	69.2	206.3	.3	-	75.3	9.3	-	2.2	Arkansas
California	327.0	13.5	313.5	-	18.1	20.0	162.5	-	4.2	99.5	3.8	5.4	California
Colorado	395.6	89.0	306.6	-	11.1	-	266.1	-	6.9	20.5	-	2.0	Colorado
Connecticut	31.5	.2	31.3	-	-	-	-	-	9.5	19.9	.8	1.1	Connecticut
Delaware	46.0	-	46.0	-	-	-	-	-	38.9	6.5	.4	.2	Delaware
Florida	330.6	2.6	328.0	-	-	129.2	20.8	-	159.6	10.8	-	7.6	Florida
Georgia	319.3	1.7	317.6	-	-	149.4	-	-	122.6	42.7	-	2.9	Georgia
Hawaii	7.5	-	7.5	-	-	-	-	-	7.2	-	-	.3	Hawaii
Idaho	211.9	-	211.9	-	38.2	77.0	95.9	-	-	-	-	.8	Idaho
Illinois	655.6	5.4	650.2	-	128.5	228.4	59.4	-	138.6	88.8	1.3	5.2	Illinois
Indiana	544.0	10.0	534.0	-	1.4	-	137.2	-	250.3	139.6	1.5	4.0	Indiana
Iowa	656.4	42.5	613.9	-	48.1	83.1	235.3	-	97.8	147.3	-	2.3	Iowa
Kansas	1,139.6	259.5	880.1	-	305.4	334.5	125.6	-	69.2	41.1	.8	3.5	Kansas
Kentucky	229.6	78.8	150.8	-	42.4	-	-	-	86.7	11.4	7.6	2.7	Kentucky
Louisiana	406.7	19.2	387.5	-	-	117.3	-	-	204.3	59.0	-	6.9	Louisiana
Maine	84.4	2.1	82.3	-	23.2	8.3	1.9	-	48.5	-	-	.4	Maine
Maryland	162.4	1.5	160.9	-	3.0	17.1	-	64.5	60.1	15.4	-	.8	Maryland
Massachusetts	60.0	-	60.0	-	-	-	-	-	56.2	2.2	-	1.6	Massachusetts
Michigan	698.2	11.5	686.7	-	40.7	115.1	239.8	-	147.4	133.3	8.1	2.3	Michigan
Minnesota	716.2	19.8	696.4	71.4	156.5	-	463.8	-	-	-	-	4.7	Minnesota
Mississippi	658.7	168.8	489.9	33.3	92.3	313.8	17.4	-	3.0	25.1	-	5.0	Mississippi
Missouri	977.1	57.7	919.4	-	744.1	15.2	13.0	-	33.0	106.3	1.8	6.0	Missouri
Montana	522.0	18.5	503.5	-	70.7	59.5	371.4	-	-	-	-	1.9	Montana
Nebraska	410.6	2.5	408.1	-	156.8	5.6	186.4	-	11.5	46.2	-	1.6	Nebraska
Nevada	102.6	-	102.6	-	-	-	102.5	-	-	-	-	.1	Nevada
New Hampshire	54.2	-	54.2	-	-	3.4	-	-	50.2	-	-	.6	New Hampshire
New Jersey	49.6	4.8	44.8	-	-	-	3.0	-	35.9	5.4	-	.5	New Jersey
New Mexico	214.3	2.8	211.5	-	9.4	134.9	59.4	-	-	3.5	-	2.4	New Mexico
New York	411.2	10.0	401.2	-	-	8.0	1.1	28.7	292.6	58.5	3.4	8.9	New York
North Carolina	588.0	95.2	492.8	4.1	5.0	280.0	57.8	-	91.7	51.4	-	2.8	North Carolina
North Dakota	1,366.0	352.3	1,013.7	-	579.7	221.2	156.0	-	-	56.0	-	.8	North Dakota
Ohio	188.6	.6	188.0	-	.4	.1	4.9	-	81.8	96.2	.8	3.8	Ohio
Oklahoma	565.2	226.6	338.6	-	31.4	212.9	-	-	43.7	47.7	-	2.9	Oklahoma
Oregon	255.2	44.5	210.7	-	-	29.9	-	66.5	105.0	7.0	-	2.3	Oregon
Pennsylvania	262.4	3.1	259.3	-	-	-	-	17.2	126.2	109.3	1.9	4.7	Pennsylvania
Rhode Island	14.4	-	14.4	-	-	-	-	-	14.1	-	-	.3	Rhode Island
South Carolina	702.2	1.6	700.6	1.3	-	578.9	-	-	106.8	9.8	-	3.8	South Carolina
South Dakota	798.2	39.5	758.7	-	293.9	125.9	306.3	-	-	30.8	-	1.8	South Dakota
Tennessee	772.8	94.4	678.4	3.5	277.1	322.1	39.4	-	28.2	3.4	.7	4.0	Tennessee
Texas	1,739.0	58.9	1,680.1	-	-	1,005.7	-	1.1	565.8	90.4	-	17.1	Texas
Utah	156.9	7.4	149.5	-	-	-	148.8	-	-	-	-	.7	Utah
Vermont	55.6	-	55.6	-	-	21.3	4.7	-	28.7	-	-	.9	Vermont
Virginia	348.0	.1	347.9	2.5	46.9	149.8	12.9	14.7	112.8	6.3	-	2.0	Virginia
Washington	200.1	20.3	179.8	-	11.4	39.4	4.8	23.6	93.7	5.6	-	1.3	Washington
West Virginia	321.0	16.7	304.3	-	4.1	-	7.5	12.7	276.2	3.5	-	.3	West Virginia
Wisconsin	631.3	87.2	544.1	-	248.7	-	215.1	-	92.8	35.9	-	1.6	Wisconsin
Wyoming	264.3	75.4	188.9	-	11.3	44.9	127.5	-	-	1.9	-	3.3	Wyoming
Dist. of Col.	10.6	2.4	8.2	-	-	-	-	-	5.4	2.5	-	.3	Dist. of Col.
Puerto Rico	15.6	-	15.6	-	-	-	7.2	-	8.4	-	-	-	Puerto Rico
TOTAL	20,969.4	2,101.5	18,867.9	127.0	3,475.2	5,458.4	3,757.4	265.6	3,948.3	1,660.5	32.9	142.6	TOTAL

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

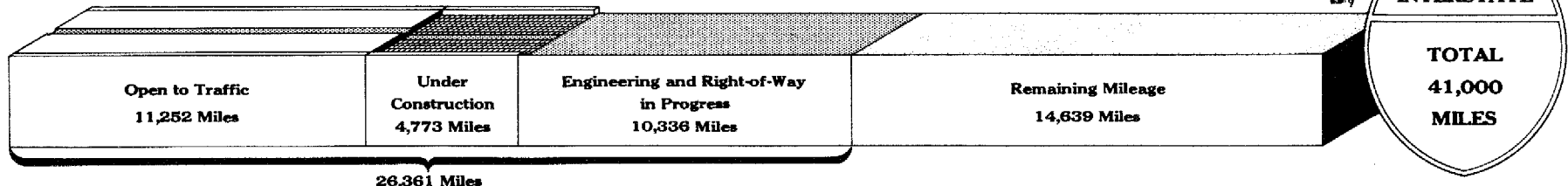
STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1961



- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**
Completed to full or acceptable standards, or improved to standards adequate for present traffic; built with interstate or other public funds.
- - - - - MAJOR TOLL ROADS**
Incorporated in the Interstate System.
- UNDER CONSTRUCTION**
- REMAINING DESIGNATED SECTIONS**
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

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



TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS — RURAL ¹

SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

TABLE INT-8, 1960
ISSUED NOVEMBER 1961

STATE	WIDTH IN FEET AND TYPE OF SURFACE																		TOTAL SURFACED MILEAGE	STATE
	INTERMEDIATE-TYPE SURFACE ^{2/}									HIGH-TYPE SURFACE ^{3/}										
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	TOTAL	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	TOTAL		
Alabama	-	-	-	3	-	-	-	3	6	13	106	153	292	14	17	37	122	754	760	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	12	-	15	27	116	-	11	181	-	58	87	67	87	390	-	231	920	1,101	Arizona
Arkansas	-	-	-	-	-	-	-	-	-	35	1	16	349	3	9	-	41	454	454	Arkansas
California	-	12	-	-	-	-	-	-	12	1	388	144	154	89	70	170	554	1,570	1,582	California
Colorado	-	-	-	-	-	-	-	-	-	27	132	154	318	23	40	7	180	881	881	Colorado
Connecticut	2	-	-	-	-	-	-	-	2	-	35	12	10	2	-	16	72	147	149	Connecticut
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6	25	32	32	Delaware
Florida	10	1	5	45	-	1	-	1	63	16	37	131	360	39	16	42	251	892	955	Florida
Georgia	3	1	1	-	-	-	-	-	5	40	299	199	260	4	10	4	133	949	954	Georgia
Hawaii	1	1	4	-	-	-	-	-	6	-	3	-	2	4	-	9	14	32	38	Hawaii
Idaho	11	9	-	22	33	15	9	9	108	39	47	40	180	36	75	15	70	502	610	Idaho
Illinois	-	1	-	5	-	-	-	-	6	178	53	210	386	13	47	28	420	1,335	1,341	Illinois
Indiana	-	-	-	-	-	-	-	-	-	-	9	246	188	40	48	134	232	897	897	Indiana
Iowa	-	-	-	-	-	-	-	-	-	132	16	305	4	4	2	3	165	627	627	Iowa
Kansas	-	-	48	40	22	-	-	-	110	-	71	99	122	2	10	8	271	583	693	Kansas
Kentucky	1	-	-	-	-	-	-	-	1	39	204	207	30	13	22	3	62	580	581	Kentucky
Louisiana	-	-	-	-	-	-	-	-	-	26	31	5	346	-	12	33	119	572	572	Louisiana
Maine	-	-	-	-	-	-	-	-	-	-	73	50	57	4	2	-	91	277	277	Maine
Maryland	-	-	-	-	-	-	-	-	-	-	4	6	38	2	2	16	137	205	205	Maryland
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	2	12	3	14	10	160	201	201	Massachusetts
Michigan	-	7	-	-	-	-	-	-	7	-	184	41	19	54	97	55	371	821	828	Michigan
Minnesota	-	-	-	63	-	-	-	-	63	-	308	30	243	17	2	6	78	684	747	Minnesota
Mississippi	-	1	-	-	-	-	-	-	1	1	448	13	76	4	2	1	12	557	558	Mississippi
Missouri	-	-	-	-	-	-	-	-	-	16	203	63	233	1	49	85	335	985	985	Missouri
Montana	21	85	-	34	28	8	-	-	238	17	96	168	613	20	10	6	39	969	1,207	Montana
Nebraska	-	-	-	56	-	-	-	-	107	-	85	11	226	2	5	-	32	361	468	Nebraska
Nevada	-	-	-	-	-	-	-	-	-	-	13	27	406	1	1	-	81	529	529	Nevada
New Hampshire	9	21	4	46	-	1	-	23	104	4	13	1	14	3	3	-	40	78	182	New Hampshire
New Jersey	1	-	-	-	-	-	-	-	1	4	24	-	1	4	20	16	58	127	128	New Jersey
New Mexico	-	12	-	-	-	18	-	21	51	-	164	23	365	16	8	21	300	897	948	New Mexico
New York	-	-	-	-	-	-	-	-	-	29	86	55	76	129	7	6	423	811	811	New York
North Carolina	37	16	1	24	-	1	8	-	87	26	45	134	96	21	9	27	248	606	693	North Carolina
North Dakota	-	-	24	-	-	-	-	-	24	-	9	236	175	3	1	15	103	542	566	North Dakota
Ohio	-	-	-	-	-	-	-	-	-	15	114	45	234	55	61	28	603	1,155	1,155	Ohio
Oklahoma	1	5	-	-	-	-	-	-	6	72	147	47	90	2	24	43	287	712	718	Oklahoma
Oregon	-	-	-	1	-	-	-	-	1	25	50	106	174	29	21	5	229	639	640	Oregon
Pennsylvania	-	1	-	-	-	-	-	-	1	101	85	208	119	144	41	44	523	1,265	1,266	Pennsylvania
Rhode Island	-	-	-	-	-	-	-	-	-	-	3	-	-	-	2	8	15	28	28	Rhode Island
South Carolina	-	46	46	102	2	3	-	1	200	17	42	24	263	27	29	2	486	686	686	South Carolina
South Dakota	-	-	7	12	-	-	-	-	19	-	119	46	455	-	3	-	62	685	704	South Dakota
Tennessee	-	-	-	-	-	-	-	-	-	17	16	319	377	15	46	44	150	984	984	Tennessee
Texas	4	104	28	121	2	30	-	38	327	1	95	151	892	44	70	38	802	2,093	2,420	Texas
Utah	2	8	1	2	-	-	-	-	13	28	24	62	453	69	62	23	120	841	854	Utah
Vermont	2	30	13	4	-	-	-	-	49	106	61	51	16	6	1	-	21	262	311	Vermont
Virginia	8	37	2	8	3	3	-	2	63	42	172	22	35	264	143	53	112	843	906	Virginia
Washington	7	48	51	6	-	-	-	-	112	-	57	34	28	2	5	98	194	428	540	Washington
West Virginia	-	-	-	-	-	-	-	-	-	48	60	62	92	26	26	6	15	335	335	West Virginia
Wisconsin	-	-	-	-	-	-	-	-	-	-	100	153	24	14	7	16	113	427	427	Wisconsin
Wyoming	3	26	8	1	23	-	-	5	66	-	129	62	266	305	15	4	96	877	943	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	123	484	356	610	140	196	17	114	2,040	1,115	4,529	3,955	9,537	1,659	1,557	1,191	8,894	32,437	34,477	Total

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

^{2/} Consists of bituminous treated and mixed bituminous surfaces (types F, G-1, and H-1).
^{3/} Consists of bituminous penetration, bituminous concrete, sheet asphalt and portland cement concrete surfaces (types G-2, H-2, I, and J).

TRAVELED WAY

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS — URBAN — 1960¹

SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

TABLE INT-9, 1960
ISSUED NOVEMBER 1961

STATE	WIDTH IN FEET								TOTAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	1	2	6	23	4	9	16	70	131	Alabama
Alaska	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	3	1	10	-	46	60	Arizona
Arkansas	1	1	1	20	10	14	1	25	73	Arkansas
California	-	10	5	9	7	45	60	443	579	California
Colorado	-	-	-	1	-	2	-	51	54	Colorado
Connecticut	2	14	3	6	6	5	1	87	124	Connecticut
Delaware	-	-	-	-	-	2	-	4	6	Delaware
Florida	1	1	18	29	21	22	8	128	228	Florida
Georgia	2	4	6	22	14	21	8	76	153	Georgia
Hawaii	-	2	-	-	-	-	3	7	12	Hawaii
Idaho	1	-	-	13	1	4	-	13	32	Idaho
Illinois	13	21	6	14	11	48	22	191	326	Illinois
Indiana	-	-	13	18	9	49	31	79	199	Indiana
Iowa	1	5	-	10	5	3	3	34	61	Iowa
Kansas	-	3	9	5	1	7	8	64	97	Kansas
Kentucky	2	3	7	2	6	41	5	30	96	Kentucky
Louisiana	2	1	6	30	8	41	5	30	123	Louisiana
Maine	-	1	1	1	1	4	-	15	23	Maine
Maryland	-	-	-	3	-	3	10	83	99	Maryland
Massachusetts	-	-	-	3	5	22	12	86	128	Massachusetts
Michigan	-	3	1	-	3	23	9	100	139	Michigan
Minnesota	1	8	3	26	7	19	14	96	174	Minnesota
Mississippi	-	28	11	10	2	13	-	64	128	Mississippi
Missouri	-	4	-	2	-	30	2	72	110	Missouri
Montana	-	2	4	8	3	3	-	9	29	Montana
Nebraska	-	3	-	4	1	5	-	11	24	Nebraska
Nevada	-	-	-	1	-	-	-	10	11	Nevada
New Hampshire	2	1	-	2	1	-	-	15	21	New Hampshire
New Jersey	-	2	1	-	-	19	7	137	166	New Jersey
New Mexico	-	3	-	13	-	8	2	30	56	New Mexico
New York	1	15	16	8	28	18	8	302	396	New York
North Carolina	-	-	2	14	2	8	1	46	73	North Carolina
North Dakota	-	1	1	3	3	1	2	10	21	North Dakota
Ohio	-	5	1	7	23	57	20	183	296	Ohio
Oklahoma	-	3	5	2	-	4	4	62	80	Oklahoma
Oregon	-	3	3	1	-	5	4	39	55	Oregon
Pennsylvania	6	6	10	25	63	41	17	177	345	Pennsylvania
Rhode Island	-	8	-	-	1	12	5	15	41	Rhode Island
South Carolina	3	1	2	3	3	14	5	29	60	South Carolina
South Dakota	-	6	-	-	1	1	-	6	14	South Dakota
Tennessee	-	-	7	7	9	21	11	57	112	Tennessee
Texas	-	4	1	39	12	56	44	429	585	Texas
Utah	1	-	-	1	1	5	6	36	50	Utah
Vermont	7	3	2	1	5	4	1	9	32	Vermont
Virginia	-	3	3	7	31	31	8	73	156	Virginia
Washington	-	5	6	14	2	10	17	78	132	Washington
West Virginia	-	3	3	6	12	16	9	14	63	West Virginia
Wisconsin	-	1	6	6	4	4	9	23	53	Wisconsin
Wyoming	-	4	-	1	6	2	2	14	29	Wyoming
Dist. of Col.	-	-	-	-	-	1	1	22	24	Dist. of Col.
Total	47	193	169	423	333	783	401	3,730	6,079	Total

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS - 1960¹

SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

TABLE INT-11, 1960
ISSUED NOVEMBER 1961

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL									INTERSTATE HIGHWAY SYSTEM - URBAN									TOTAL SURFACED MILEAGE
	2-LANES	3-LANES	ONE-WAY STREETS 2/	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS-4 OR MORE TRAFFIC LANES				TOTAL RURAL MILEAGE	2-LANES	3-LANES	ONE-WAY STREETS 2/	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS-4 OR MORE TRAFFIC LANES				TOTAL URBAN MILEAGE	
					DEGREE OF ACCESS CONTROL			TOTAL						DEGREE OF ACCESS CONTROL			TOTAL		
					NONE	PARTIAL	FULL							NONE	PARTIAL	FULL			
Alabama	599	-	-	8	145	8	-	153	760	44	-	5	36	46	-	-	46	131	891
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	848	-	-	36	83	3	131	217	1,101	7	-	-	32	11	3	7	21	60	1,161
Arkansas	414	-	-	-	-	6	34	40	454	37	-	1	16	-	7	12	19	73	527
California	832	-	-	25	64	421	240	725	1,582	41	3	3	158	126	24	224	374	579	2,161
Colorado	679	-	-	3	13	44	142	199	881	4	-	-	3	3	17	27	47	54	935
Connecticut	62	-	-	-	7	7	73	87	149	31	-	-	12	10	-	71	81	124	273
Delaware	-	-	-	8	20	4	-	24	32	2	-	1	1	2	-	-	2	6	38
Florida	653	2	-	9	211	-	80	291	955	81	1	2	47	70	7	20	97	228	1,183
Georgia	826	-	-	-	70	-	58	128	954	90	-	-	-	35	-	28	63	153	1,107
Hawaii	11	3	-	3	14	-	7	21	38	2	-	-	4	4	1	1	6	12	50
Idaho	538	-	-	10	1	11	50	62	610	18	-	-	5	2	3	4	9	32	642
Illinois	865	1	-	29	34	207	205	446	1,341	87	2	3	77	36	16	105	157	326	1,667
Indiana	482	-	-	78	214	-	123	337	897	32	-	6	81	44	-	34	78	199	1,096
Iowa	460	-	-	2	-	2	163	165	627	24	-	-	13	-	3	21	24	61	688
Kansas	408	-	-	-	15	2	268	285	693	33	-	-	11	2	-	51	53	97	790
Kentucky	499	7	-	9	16	-	50	66	581	41	-	-	30	8	-	17	25	96	677
Louisiana	408	-	-	10	119	2	33	154	572	47	-	-	33	36	2	5	43	123	695
Maine	186	-	-	2	2	-	89	91	277	8	-	-	1	-	-	14	14	23	300
Maryland	53	1	-	13	47	30	61	138	205	34	4	7	15	-	-	39	39	99	304
Massachusetts	14	3	-	20	9	7	148	164	201	4	8	-	36	24	4	52	80	128	329
Michigan	251	57	-	103	61	6	350	417	828	6	5	-	61	30	1	36	67	139	967
Minnesota	671	-	-	1	8	56	11	75	747	62	-	1	34	17	45	15	77	174	921
Mississippi	547	-	-	2	3	-	6	9	558	57	-	-	4	59	-	8	67	128	686
Missouri	515	1	-	32	54	198	185	437	985	21	-	-	29	4	5	51	60	110	1,095
Montana	1,172	-	-	-	35	-	35	35	1,207	26	-	1	-	2	-	-	2	29	1,236
Nebraska	438	-	-	1	-	-	28	29	468	15	-	2	5	2	-	-	2	24	492
Nevada	463	-	-	6	23	-	37	60	529	-	-	-	10	1	-	-	1	11	540
New Hampshire	119	-	-	3	-	-	60	60	182	6	-	-	-	-	-	15	15	21	203
New Jersey	36	-	-	-	65	-	27	92	128	5	-	-	-	87	-	67	154	166	294
New Mexico	607	-	-	2	114	72	153	339	948	20	-	-	9	27	-	-	27	56	1,004
New York	331	67	-	28	-	-	385	385	811	215	22	-	15	-	34	110	144	396	1,207
North Carolina	396	15	-	7	66	64	145	275	693	28	3	-	-	8	14	20	42	73	766
North Dakota	464	-	-	-	102	-	102	102	566	11	-	-	-	1	5	6	21	57	587
Ohio	458	19	2	47	69	123	441	629	1,155	44	5	12	118	49	4	64	117	296	1,451
Oklahoma	380	5	-	6	67	23	237	327	718	18	-	-	8	19	12	23	54	80	798
Oregon	408	-	1	31	3	4	193	200	640	9	-	7	14	10	3	12	25	55	695
Pennsylvania	535	157	-	37	68	5	464	537	1,266	123	48	-	42	25	27	80	132	345	1,611
Rhode Island	4	-	-	5	4	9	6	19	28	13	-	-	14	7	-	14	41	69	14
South Carolina	583	-	-	13	56	2	32	90	686	24	-	-	18	17	1	-	18	60	746
South Dakota	645	-	-	-	8	-	41	59	704	9	-	-	2	-	-	1	3	14	718
Tennessee	734	27	-	122	99	-	2	101	984	-	11	8	78	14	-	1	15	112	1,096
Texas	1,525	23	8	40	230	270	354	824	2,420	102	6	10	112	84	73	198	352	585	3,005
Utah	729	-	-	56	69	-	69	69	854	24	-	-	19	5	2	-	7	50	904
Vermont	291	-	-	-	-	-	20	20	311	26	-	-	3	-	-	3	3	32	343
Virginia	326	267	-	124	136	-	53	189	906	13	-	-	67	1	6	39	46	156	1,062
Washington	256	-	-	104	-	139	41	180	540	88	30	-	-	-	7	37	44	132	672
West Virginia	5/ 314	-	-	-	12	-	9	21	335	41	-	5	-	12	-	2	14	63	398
Wisconsin	287	9	-	8	15	4	104	123	427	19	4	-	9	11	8	2	21	53	480
Wyoming	494	342	-	16	12	4	75	91	943	5	8	-	1	2	5	5	12	29	972
Dist. of Col.	-	-	-	-	-	-	-	-	-	1	-	1	16	2	-	4	24	24	24
Total	22,816	1,006	11	1,057	2,292	1,744	5,551	9,587	34,477	1,698	160	77	1,316	954	344	1,530	2,828	6,079	40,556

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

2/ The mileage of one-way streets represents the average length of the two roadways serving a single route.

3/ Includes 51 miles with partial control of access and 22 miles with full control of access.

4/ Includes 31 miles with full control of access.

5/ Includes 75 miles with full control of access.

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS ¹

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

TABLE INT-15, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL													TOTAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	-	-	21	195	176	125	224	12	7	-	-	-	-	760	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	50	154	465	265	150	13	4	-	-	-	-	1,101	Arizona
Arkansas	-	-	-	50	55	186	156	7	-	-	-	-	-	454	Arkansas
California	1	-	-	286	172	228	312	350	157	68	2	6	-	1,582	California
Colorado	-	1	335	149	175	79	140	2	-	-	-	-	-	881	Colorado
Connecticut	-	-	-	-	11	7	76	32	17	1	5	-	-	149	Connecticut
Delaware	-	-	-	-	-	-	-	7	3	16	2	4	-	32	Delaware
Florida	-	-	19	175	210	115	380	41	9	6	-	-	-	955	Florida
Georgia	35	-	99	157	158	135	278	77	3	12	-	-	-	954	Georgia
Hawaii	-	-	-	-	-	-	12	16	1	6	3	-	-	38	Hawaii
Idaho	-	54	190	151	69	89	57	-	-	-	-	-	-	610	Idaho
Illinois	-	2	37	225	198	245	560	49	20	5	-	-	-	1,341	Illinois
Indiana	-	-	49	112	136	234	316	50	-	-	-	-	-	897	Indiana
Iowa	-	4	145	222	179	39	35	-	-	-	-	-	-	627	Iowa
Kansas	-	18	215	268	96	25	69	2	-	-	-	-	-	693	Kansas
Kentucky	-	1	15	36	129	99	279	17	3	2	-	-	-	581	Kentucky
Louisiana	-	-	17	61	92	118	242	32	9	1	-	-	-	572	Louisiana
Maine	-	-	47	43	69	42	69	7	-	-	-	-	-	277	Maine
Maryland	-	-	-	6	-	10	102	29	17	41	-	-	-	205	Maryland
Massachusetts	-	-	-	-	-	21	58	32	67	23	-	-	-	201	Massachusetts
Michigan	-	-	17	74	64	80	359	162	31	30	6	5	-	828	Michigan
Minnesota	-	-	191	260	146	86	60	4	-	-	-	-	-	747	Minnesota
Mississippi	-	-	8	98	232	135	85	-	-	-	-	-	-	558	Mississippi
Missouri	-	-	-	32	200	225	497	31	-	-	-	-	-	985	Missouri
Montana	-	236	768	112	42	5	24	-	-	-	-	-	-	1,207	Montana
Nebraska	-	12	35	170	154	76	18	2	1	-	-	-	-	468	Nebraska
Nevada	-	-	59	344	33	30	57	2	1	2	1	-	-	529	Nevada
New Hampshire	17	31	42	28	29	14	8	13	-	-	-	-	-	182	New Hampshire
New Jersey	-	-	-	3	1	7	30	38	22	17	9	1	-	128	New Jersey
New Mexico	-	59	257	77	195	253	105	2	-	-	-	-	-	948	New Mexico
New York	-	-	46	61	73	130	421	64	16	-	-	-	-	811	New York
North Carolina	-	-	47	69	164	140	224	38	11	-	-	-	-	693	North Carolina
North Dakota	53	64	226	181	35	5	2	-	-	-	-	-	-	566	North Dakota
Ohio	-	-	46	79	119	132	551	214	13	1	-	-	-	1,155	Ohio
Oklahoma	-	9	55	146	110	143	174	72	-	-	9	-	-	718	Oklahoma
Oregon	-	3	100	167	79	82	177	32	-	-	-	-	-	640	Oregon
Pennsylvania	5	11	190	140	114	73	376	349	8	-	-	-	-	1,266	Pennsylvania
Rhode Island	-	-	-	3	6	2	17	-	-	-	-	-	-	28	Rhode Island
South Carolina	8	35	59	114	175	88	195	4	4	4	-	-	-	686	South Carolina
South Dakota	-	64	390	182	60	-	2	6	-	-	-	-	-	704	South Dakota
Tennessee	-	-	25	134	211	174	351	57	28	4	-	-	-	984	Tennessee
Texas	11	215	273	397	624	349	499	48	4	-	-	-	-	2,420	Texas
Utah	52	9	338	263	66	38	39	29	16	4	-	-	-	854	Utah
Vermont	-	21	111	130	42	4	3	-	-	-	-	-	-	311	Vermont
Virginia	20	-	39	93	118	131	362	72	57	14	-	-	-	906	Virginia
Washington	-	-	4	66	103	36	218	49	19	22	5	-	18	540	Washington
West Virginia	-	-	12	97	102	32	78	10	4	-	-	-	-	335	West Virginia
Wisconsin	-	-	9	56	119	73	135	29	5	1	-	-	-	427	Wisconsin
Wyoming	-	238	304	344	52	2	3	-	-	-	-	-	-	943	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Total	205	1,087	4,861	6,147	5,834	4,509	8,503	2,368	607	280	42	16	18	34,477	Total

Federal Aid

Footnote appears on sheet 2

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS¹

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE INT-15, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961

Compiled in cooperation with
State highway departments

Data as of December 31, 1960

STATE	INTERSTATE HIGHWAY SYSTEM - URBAN													TOTAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	-	-	-	1	7	9	51	16	30	6	11	-	-	131	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	-	-	6	29	15	10	-	-	-	60	Arizona
Arkansas	-	-	-	-	1	2	33	13	13	10	1	-	-	73	Arkansas
California	-	-	-	1	-	2	19	46	81	225	127	78	-	579	California
Colorado	-	-	-	-	-	-	35	12	6	1	-	-	-	54	Colorado
Connecticut	-	1	-	3	-	-	26	20	26	32	13	3	-	124	Connecticut
Delaware	-	-	-	-	-	-	-	-	2	4	-	-	-	6	Delaware
Florida	-	-	-	-	6	4	52	81	34	37	12	2	-	228	Florida
Georgia	1	-	3	3	1	4	42	29	26	28	11	5	-	153	Georgia
Hawaii	-	-	-	-	-	-	1	3	-	-	2	6	-	12	Hawaii
Idaho	-	-	-	1	1	2	22	4	1	1	-	-	-	32	Idaho
Illinois	-	-	-	1	2	10	77	59	52	52	28	45	-	326	Illinois
Indiana	-	-	-	-	3	11	30	108	47	-	-	-	-	199	Indiana
Iowa	-	-	1	5	9	4	23	14	1	4	-	-	-	61	Iowa
Kansas	-	-	12	16	8	5	24	23	5	3	-	1	-	97	Kansas
Kentucky	-	-	-	1	-	-	25	19	25	13	13	-	-	96	Kentucky
Louisiana	-	-	1	-	3	13	43	16	9	22	13	3	-	123	Louisiana
Maine	-	-	2	1	2	2	14	2	-	-	-	-	-	23	Maine
Maryland	-	-	3	-	-	-	6	21	9	20	25	15	-	99	Maryland
Massachusetts	-	-	-	-	-	3	23	23	25	28	12	14	-	128	Massachusetts
Michigan	-	-	-	-	-	3	13	15	20	21	18	49	-	139	Michigan
Minnesota	-	-	1	5	11	8	46	31	40	25	5	2	-	174	Minnesota
Mississippi	-	-	-	-	5	9	71	21	12	10	-	-	-	128	Mississippi
Missouri	-	-	-	-	-	6	58	26	14	6	-	-	-	110	Missouri
Montana	-	-	1	2	-	7	16	3	-	-	-	-	-	29	Montana
Nebraska	-	-	-	-	2	2	11	2	3	3	1	-	-	24	Nebraska
Nevada	-	-	-	-	-	-	3	3	3	1	1	-	-	11	Nevada
New Hampshire	-	-	-	1	3	5	9	3	-	-	-	-	-	21	New Hampshire
New Jersey	-	-	5	-	3	-	1	10	21	25	38	63	-	166	New Jersey
New Mexico	-	-	3	3	4	3	26	9	2	5	1	-	-	56	New Mexico
New York	-	-	-	3	7	8	213	39	28	76	6	19	-	396	New York
North Carolina	-	-	1	-	-	2	17	10	3	1	-	-	39	73	North Carolina
North Dakota	-	-	4	3	6	2	5	1	-	-	-	-	-	21	North Dakota
Ohio	-	-	-	1	5	5	50	75	58	67	24	11	-	296	Ohio
Oklahoma	-	-	-	1	3	4	15	41	9	7	-	-	-	80	Oklahoma
Oregon	-	1	-	1	2	2	14	9	6	10	7	3	-	55	Oregon
Pennsylvania	-	-	-	4	10	8	66	122	43	65	19	6	-	345	Pennsylvania
Rhode Island	-	-	-	2	2	5	2	7	10	10	3	-	-	41	Rhode Island
South Carolina	-	-	-	1	6	3	14	19	6	11	-	-	-	60	South Carolina
South Dakota	-	-	-	3	2	3	4	1	1	-	-	-	-	14	South Dakota
Tennessee	-	-	-	-	1	2	33	22	14	37	3	-	-	112	Tennessee
Texas	-	-	1	3	6	11	142	182	104	89	35	12	-	585	Texas
Utah	-	-	-	-	2	2	8	12	9	14	3	-	-	50	Utah
Vermont	-	-	3	5	6	3	12	3	-	-	-	-	-	32	Vermont
Virginia	-	-	5	1	2	7	19	71	19	21	7	4	-	156	Virginia
Washington	-	-	-	-	-	-	-	-	-	-	-	-	132	132	Washington
West Virginia	-	-	-	8	2	-	15	25	6	7	-	-	-	63	West Virginia
Wisconsin	-	-	-	2	1	1	17	9	2	19	2	-	-	53	Wisconsin
Wyoming	-	-	2	3	6	2	15	1	-	-	-	-	-	29	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	2	3	8	5	6	-	24	Dist. of Col.
Total	1	2	50	82	140	184	1,467	1,312	843	1,034	446	347	171	6,079	Total

^{1/} These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.

TRAVELED WAY

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS – SUMMARY – 1960

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with
State highway departments

TABLE INT-110, 1960
SHEET 1 OF 2
ISSUED NOVEMBER 1961

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - RURAL													TOTAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	9	65	367	432	192	95	72	6	-	-	-	-	-	1,238
20-21	10	413	855	1,115	1,184	642	768	21	2	-	-	-	3	5,013
22-23	17	200	783	979	849	575	796	101	1	-	9	-	1	4,311
24-26	89	289	2,138	2,342	1,978	1,626	1,553	123	8	-	-	-	1	10,147
27-35	2	58	209	365	265	276	511	96	15	2	-	-	-	1,799
36-43	-	6	163	174	259	258	363	169	86	14	-	-	-	1,492
44-47	14	9	14	13	41	16	91	53	38	24	3	-	6	322
48 and over	64	47	-	46	49	78	141	107	19	8	-	2	7	568
Total Undivided <u>1/</u>	205	1,087	4,529	5,466	4,817	3,566	4,295	676	169	48	12	2	18	24,890
Divided:														
No access control:														
Less than 44	**	**	10	-	43	26	71	10	33	23	5	-	-	221
44-47	**	**	3	1	29	52	247	116	49	19	4	-	-	520
48 and over	**	**	35	60	170	187	651	244	94	86	19	5	-	1,551
Subtotal	**	**	48	61	242	265	969	370	176	128	28	5	-	2,292
Partial access control: <u>2/</u>														
Less than 44	**	**	-	1	-	-	13	7	6	1	-	-	-	28
44-47	**	**	-	25	1	10	144	74	65	7	-	-	-	326
48 and over	**	**	29	53	142	105	770	226	41	24	-	-	-	1,390
Subtotal	**	**	29	79	143	115	927	307	112	32	-	-	-	1,744
Full access control: <u>2/</u>														
Less than 44	**	**	-	-	-	-	12	-	-	-	-	-	-	12
44-47	**	**	1	-	-	3	14	20	1	1	-	-	-	40
48 and over	**	**	254	541	632	560	2,286	995	149	71	2	9	-	5,499
Subtotal	**	**	255	541	632	563	2,312	1,015	150	72	2	9	-	5,551
Total Divided	**	**	332	681	1,017	943	4,208	1,692	438	232	30	14	-	9,587
Total Surfaced Mileage	205	1,087	4,861	6,147	5,834	4,509	8,503	2,368	607	280	42	16	3/ 18	34,477

Federal Aid

Footnotes appear on sheet 2

TRAVELED WAY

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS - SUMMARY - 1960

SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE INT-110, 1960
SHEET 2 OF 2
ISSUED NOVEMBER 1961Compiled in cooperation with
State highway departments

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - URBAN													TOTAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	-	1	1	6	5	5	26	3	-	-	-	-	-	47
20-21	-	-	-	16	17	26	95	24	7	3	-	-	5	193
22-23	-	-	4	8	21	12	80	28	6	2	-	-	8	169
24-26	-	-	5	16	28	41	179	87	26	9	3	1	28	423
27-35	1	-	2	2	12	13	138	98	41	17	4	1	4	333
36-43	-	-	-	2	4	22	180	204	139	110	23	6	18	708
44-47	-	-	-	-	3	4	38	69	50	36	11	6	18	235
48 and over	16	1	-	4	8	19	184	195	183	324	115	56	38	1,143
Total Undivided	17	2	12	54	98	142	920	708	452	501	156	70	119	3,251
Divided:														
No access control:														
Less than 44	**	**	-	1	-	-	7	16	14	28	2	1	-	69
44-47	**	**	-	-	-	1	16	30	25	27	14	-	-	113
48 and over	**	**	1	3	9	7	126	146	109	174	109	80	8	772
Subtotal	**	**	1	4	9	8	149	192	148	229	125	81	8	954
Partial access control: <u>2/</u>														
Less than 44	**	**	-	-	-	-	-	1	2	-	-	-	-	3
44-47	**	**	-	-	-	-	5	12	13	11	1	-	-	42
48 and over	**	**	1	2	10	8	72	81	41	57	11	9	7	299
Subtotal	**	**	1	2	10	8	77	94	56	68	12	9	7	344
Full access control: <u>2/</u>														
Less than 44	**	**	-	-	-	-	1	-	-	1	-	1	-	3
44-47	**	**	-	-	-	-	1	2	1	2	4	1	-	11
48 and over	**	**	20	22	23	26	319	316	186	233	149	185	37	1,516
Subtotal	**	**	20	22	23	26	321	318	187	236	153	187	37	1,530
Total Divided	**	**	22	28	42	42	547	604	391	533	290	277	52	2,828
Total Surfaced Mileage	17	2	34	82	140	184	1,467	1,312	843	1,034	446	347	3/ 171	6,079

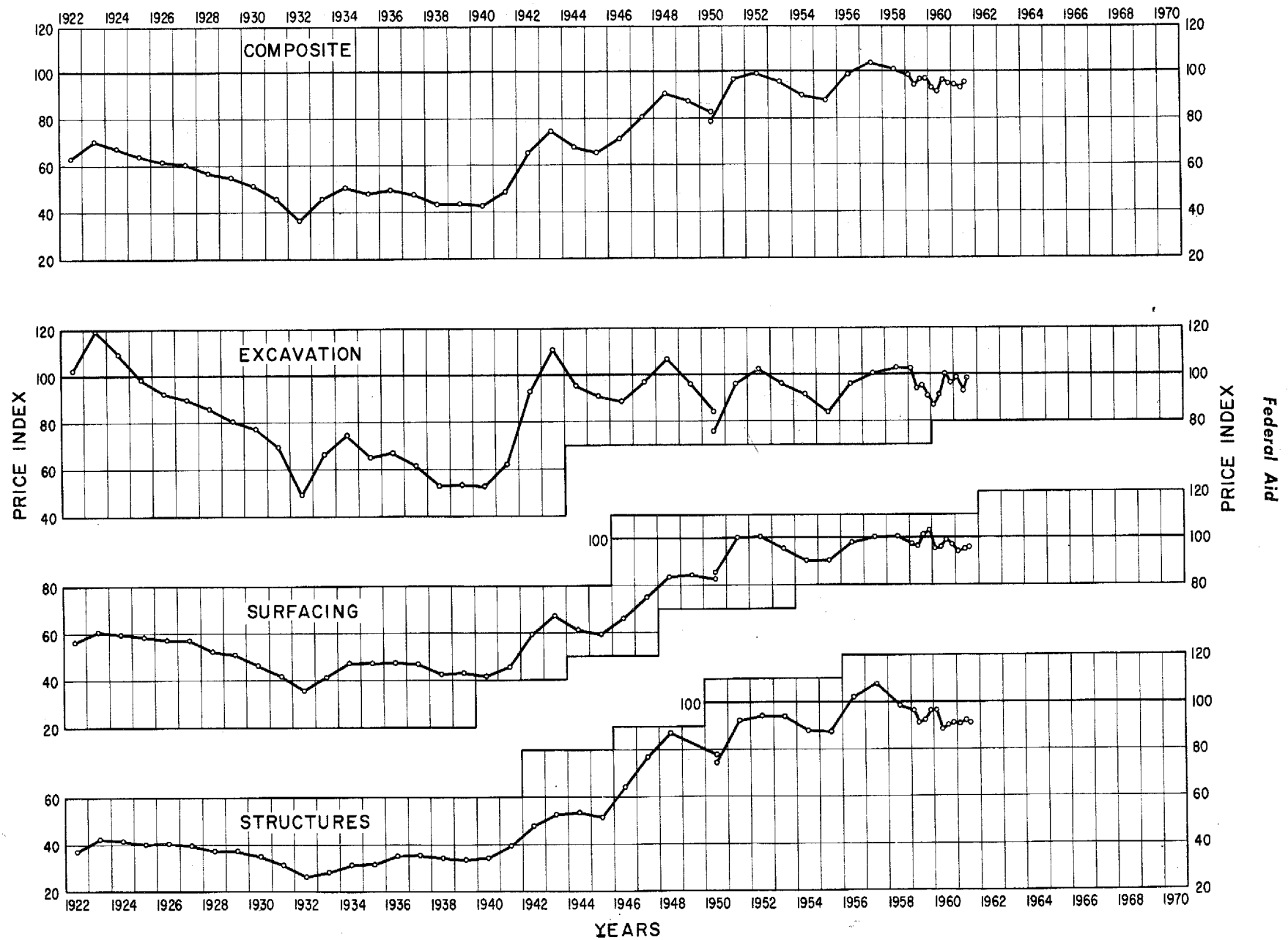
1/ Includes 51 miles with partial control of access and 128 miles with full control of access. See footnotes 3, 4 and 5 on table INT-11.

2/ Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and prohibiting crossings at grade or direct private driveway connections.

3/ States not reporting average daily traffic volume data are listed in table INT-15.

PRICE TRENDS FOR FEDERAL-AID HIGHWAY CONSTRUCTION¹

1957-1959=100



^{1/} For additional information concerning the revised base for the highway construction bid price index refer to table PT-1, 1961 and Public Roads, Vol. 31, No. 10, page 195.

PERCENTAGE DISTRIBUTION OF THE COSTS OF MAJOR
HIGHWAY CONSTRUCTION ITEMS
CONTRACTS FOR FEDERAL-AID PROJECTS AWARDED DURING CALENDAR YEAR 1960

TABLE PT-2, 1960
ISSUED 1961

MAJOR ITEMS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
GRADING AND DRAINAGE									
Roadway excavation:									
Borrow	7.0	8.9	7.8	4.8	5.7	5.2	6.1	7.7	6.8
Common	8.5	3.0	6.0	9.9	4.4	7.7	9.1	3.5	6.7
Unclassified	15.9	10.9	13.6	13.7	9.7	12.1	15.0	10.4	13.0
Solid rock	0.7	0.4	0.5	0.8	0.9	0.8	0.7	0.6	0.7
Culvert pipe:									
Clay - 6"	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Reinforced concrete - 24"	0.3	0.4	0.4	0.5	0.8	0.6	0.4	0.6	0.5
Corrugated metal - 24"	0.1	0.0	0.1	0.2	0.1	0.2	0.2	0.0	0.1
Subtotal	<u>32.6</u>	<u>23.7</u>	<u>28.5</u>	<u>30.0</u>	<u>21.8</u>	<u>26.7</u>	<u>31.6</u>	<u>22.9</u>	<u>27.9</u>
BASES AND SURFACES									
Bases:									
Stabilized soil	0.8	0.7	0.8	1.1	0.5	0.9	1.0	0.6	0.8
Gravel and clay gravel	5.6	1.9	3.9	7.6	4.7	6.4	6.4	2.9	4.9
Macadam or stone	4.1	1.4	2.8	5.2	4.0	4.7	4.6	2.4	3.6
Bituminous concrete	0.7	0.1	0.4	1.8	0.7	1.4	1.2	0.3	0.8
Portland cement concrete	0.3	0.9	0.6	1.5	3.7	2.4	0.8	2.0	1.3
Surfaces:									
Gravel and clay gravel	0.1	0.0	0.1	0.3	0.0	0.2	0.2	0.0	0.1
Macadam or stone	0.3	0.1	0.2	0.1	0.0	0.1	0.2	0.1	0.1
Bituminous surface treatment	0.4	0.1	0.2	0.8	0.4	0.6	0.6	0.2	0.4
Bituminous road-mix	0.1	0.0	0.0	0.5	0.1	0.3	0.2	0.0	0.1
Bituminous plant-mix - medium	2.2	0.7	1.5	4.9	1.3	3.4	3.3	0.9	2.3
Bituminous penetration	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0
Bituminous concrete	3.4	1.6	2.6	10.0	7.3	8.9	6.2	3.8	5.2
Portland cement concrete	18.3	11.5	15.2	13.8	15.9	14.7	16.4	13.2	15.0
Pavement reinforcement	2.2	1.9	2.1	2.0	2.4	2.1	2.1	2.1	2.1
Subtotal	<u>38.6</u>	<u>20.9</u>	<u>30.4</u>	<u>49.7</u>	<u>41.0</u>	<u>46.2</u>	<u>43.3</u>	<u>28.5</u>	<u>36.7</u>
STRUCTURES ^{1/}									
Structural concrete	14.3	24.1	18.8	10.8	17.1	13.3	12.7	21.5	16.6
Structural reinforcement	5.2	9.6	7.2	3.6	5.5	4.4	4.5	8.0	6.0
Structural steel	6.9	17.3	11.7	4.8	12.8	8.0	6.0	15.6	10.2
Steel H piling	0.9	2.1	1.5	0.5	1.2	0.8	0.8	1.8	1.2
Prestressed concrete ^{2/}	1.5	2.3	1.9	0.6	0.6	0.6	1.1	1.7	1.4
Subtotal	<u>28.8</u>	<u>55.4</u>	<u>41.1</u>	<u>20.3</u>	<u>37.2</u>	<u>27.1</u>	<u>25.1</u>	<u>48.6</u>	<u>35.4</u>
TOTAL	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	72.7	65.0	68.9	74.4	65.2	70.4	73.4	65.1	69.5
^{1/} Includes bridges and box culverts. ^{2/} Includes prestressing steel and steel reinforcement.									

Federal Aid

PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES,
LABOR, EQUIPMENT, MISCELLANEOUS AND OVERHEAD
FEDERAL-AID PRIMARY PROJECTS REPORTED AS COMPLETED DURING CALENDAR YEAR 1960

TABLE PT-2A
ISSUED 1961

ELEMENTS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Cement <u>1/</u>	5.7	2.9	4.6	4.2	4.4	4.3	5.2	3.5	4.5
Aggregates purchased <u>2/</u>	6.1	3.4	5.2	9.7	5.9	8.2	7.4	4.7	6.2
Bitumens <u>3/</u>	1.7	0.3	1.1	3.9	1.1	2.8	2.5	0.6	1.7
Lumber	0.9	1.1	1.0	0.7	1.0	0.8	0.9	1.0	0.9
Timber piling	0.2	0.7	0.4	0.2	0.2	0.2	0.3	0.5	0.4
Metal culvert pipe	1.1	0.3	0.8	1.3	1.1	1.2	1.2	0.7	1.0
Reinforcing steel <u>4/</u>	4.8	5.6	5.2	2.7	4.4	3.4	4.1	5.1	4.5
Structural steel	7.3	12.8	9.5	3.8	8.4	5.7	6.2	11.2	8.3
Ready-mix concrete	3.4	6.6	4.7	2.7	6.4	4.2	3.1	6.5	4.5
Pre-mix bituminous paving materials	2.3	1.8	2.1	6.7	4.2	5.7	3.6	2.7	3.2
Concrete culvert pipe	1.1	1.1	1.1	1.3	1.8	1.5	1.1	1.3	1.2
Clay pipe	0.3	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.2
Miscellaneous steel	2.5	2.9	2.6	1.6	2.5	2.0	2.1	2.8	2.4
Materials not reported	8.6	11.6	9.5	6.3	10.8	8.0	7.8	10.9	9.2
Petroleum products	3.6	1.8	2.9	4.5	2.1	3.5	4.0	1.9	3.1
Explosives	0.8	0.2	0.6	0.9	0.3	0.7	0.8	0.3	0.6
Total materials and supplies	50.0	53.2	51.5	50.6	54.8	52.3	50.5	53.8	51.9
Labor	24.8	24.8	24.8	25.1	24.3	24.8	24.9	24.6	24.8
Equipment, miscellaneous and overhead, including profit	24.8	22.0	23.7	24.3	20.9	22.9	24.6	21.6	23.3
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

1/ Does not include cement in ready-mix concrete or in concrete culvert pipe.

2/ Does not include aggregates in ready-mix concrete, pre-mixed bituminous paving materials or concrete culvert pipe. The cost of producing aggregates by contractors, in addition to "aggregates purchased" is distributed in "petroleum products," "labor" and "equipment, overhead and profit."

3/ Does not include bitumens in pre-mixed bituminous paving materials.

4/ Does not include reinforcing steel in concrete culvert pipe.

**AVERAGE BID PRICES
ON FEDERAL AID HIGHWAY CONSTRUCTION CONTRACTS
AWARDED DURING CALENDAR YEAR 1960 ¹**

TABLE FT-3
ISSUED 1961

ITEM	TOTAL BID QUANTITY REPORTED	WEIGHTED AVERAGE UNIT PRICE
Roadway excavation:	<u>CUBIC YARDS</u>	<u>DOLLARS</u>
Borrow	166,111,859	\$ 0.70
Common	288,974,774	0.40
Unclassified	455,690,046	0.49
Solid rock	8,960,234	1.32
Steel:	<u>POUNDS</u>	
Pavement reinforcement	147,501,385	0.110
Structural reinforcement	872,611,071	0.118
Structural steel	1,049,431,618	0.166
Steel H piling	184,061,489	0.113
Prestressing steel	16,722,413	0.695
Bases:	<u>WEIGHTED AVERAGE THICKNESS</u>	<u>SQUARE YARDS</u>
Gravel and clay gravel	9.02"	140,614,534
Macadam or stone	8.60"	66,007,078
Bituminous concrete	4.92"	11,738,350
Portland cement concrete	8.33"	4,618,795
		<u>2/</u> 4.82
Surfaces:	<u>WEIGHTED AVERAGE THICKNESS</u>	<u>SQUARE YARDS</u>
Gravel and clay gravel	3.50"	6,554,613
Macadam or stone	6.06"	3,938,118
Bituminous surface treatment	0.58"	29,033,312
Bituminous road-mix	3.15"	4,170,283
Bituminous plant-mix - medium	3.41"	45,063,536
Bituminous penetration	2.00"	1,510,708
Bituminous concrete	2.83"	79,287,291
Portland cement concrete	9.04"	59,232,630
		<u>2/</u> 4.31
Pipe:	<u>DIAMETER</u>	<u>LINEAR FEET</u>
Clay	6.00"	1,461,542
Reinforced concrete	24.00"	1,140,687
Corrugated metal	24.00"	318,517
Structural concrete:	<u>CUBIC YARDS</u>	
Superstructures	3,976,129	51.80
Substructures	1,350,099	51.19
Foundations and footings	177,164	45.90
Prestressed concrete	170,664	59.58
<p>^{1/} Not including Federal-aid secondary projects.</p> <p><u>2/</u> Does not include prices of reinforcing steel or joints.</p>		

USAGE FACTORS FOR MAJOR HIGHWAY CONSTRUCTION MATERIALS ¹(U. S. WEIGHTED AVERAGES FOR FEDERAL-AID PROJECTS REPORTED AS COMPLETED
DURING CALENDAR YEARS 1958, 1959, AND 1960)TABLE PT-4
ISSUED 1961

MATERIAL	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST <u>2/</u>
Cement (excludes cement in concrete pipe)	Barrels	12,600
Bituminous material	Tons	1,423
Aggregates <u>3/</u> Purchased (by contractors)	Tons	48,000
Produced (by contractors)	Tons	56,000
Steel		
Structural (shapes, plates, H and sheet piling)	Tons	185
Reinforcing (pavement and structural reinforcement)	Tons	190
Culvert pipe (corrugated metal and structural plate, pipe arches and arches)	Tons	38
Miscellaneous (guard rail, fences, tubular piling, etc.)	Tons	50
Concrete pipe (plain and reinforced)	Tons	534
Clay pipe and tile	Tons	16
Lumber (all lumber products except timber piling)	Board feet	69,000
Timber piling (reported in linear feet and converted)	Board feet	20,000
Petroleum products (all fuel and lubricants) <u>4/</u>	Gallons	145,000
Explosives (excludes weights of caps and fuses)	Pounds	24,000
<p><u>1/</u> For comparable standards of design, the usage of materials on Federal-aid work is not appreciably different from the usage of materials on nonfederal work. The data in this table obtained from form PR-47.</p> <p><u>2/</u> Right-of-way, preliminary engineering and construction engineering excluded.</p> <p><u>3/</u> 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.</p> <p><u>4/</u> Grease converted to gallons on basis of 8 pounds per gallon.</p>		

COST TRENDS

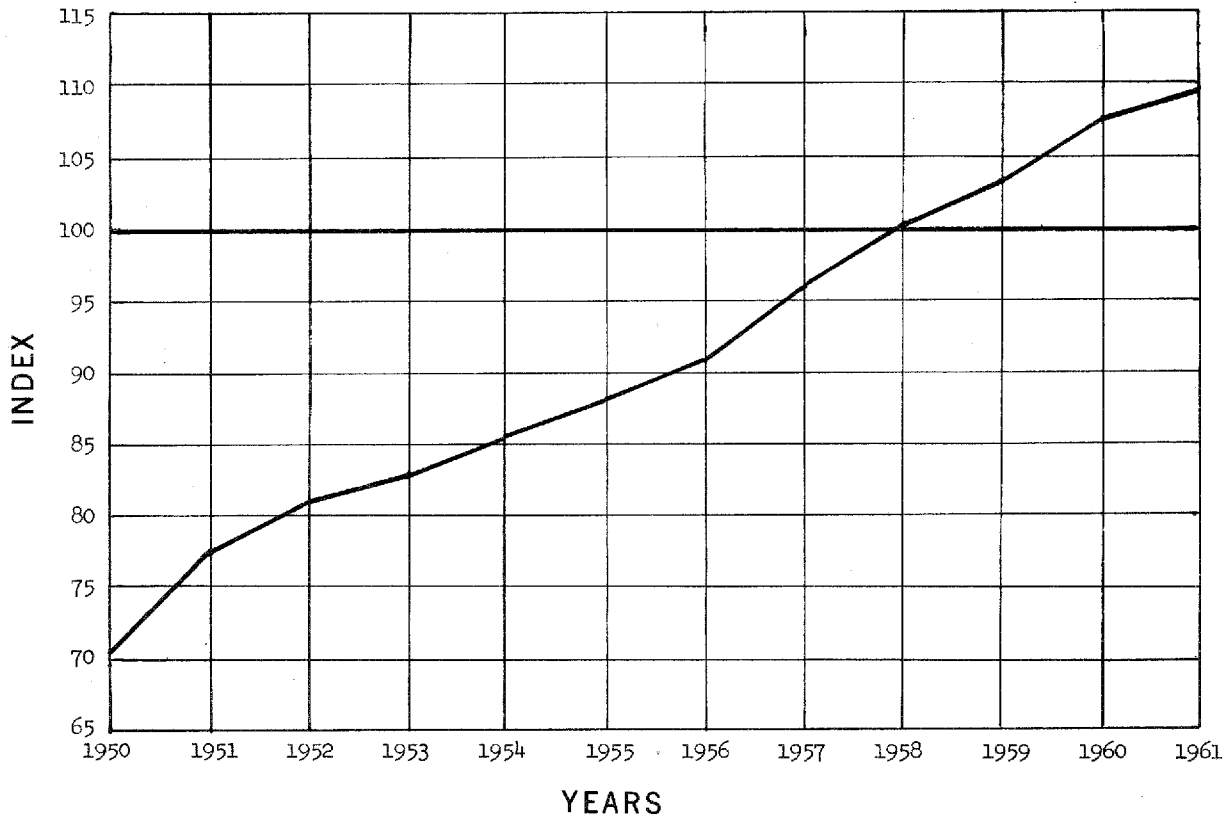
HIGHWAY MAINTENANCE AND OPERATIONS ¹

TABLE PT-5
JANUARY 1962

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1950	66.44	81.15	72.77	70.95	70.49
1951	72.82	88.27	81.20	77.36	77.50
1952	77.99	89.27	84.38	80.87	81.44
1953	79.28	89.87	86.78	81.72	82.89
1954	83.69	90.90	88.85	82.57	85.94
1955	85.30	90.15	93.69	84.18	88.05
1956	89.50	94.63	93.47	87.71	91.10
1957	96.36	98.93	95.48	97.25	96.56
1958	100.24	100.46	99.58	100.96	100.16
1959	103.40	100.61	104.94	101.79	103.28
1960	108.28	103.09	109.77	104.66	107.65
1961	111.68	103.63	110.03	105.77	109.66

^{1/} Mathematically adjusted from former 1935 base to 1957-59 base.

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

TABLE PT-6
ISSUED 1961

CLASSIFICATION	NEW ENGLAND	MIDDLE ATLANTIC	EAST NORTH CENTRAL	WEST NORTH CENTRAL	SOUTH ATLANTIC	EAST SOUTH CENTRAL	WEST SOUTH CENTRAL	MOUNTAIN	PACIFIC	UNITED STATES
	CALENDAR 1960									
Executive, Administrative, and Supervisory	\$3.39	\$3.43	\$3.57	\$2.93	\$2.66	\$3.04	\$2.54	\$3.52	\$4.08	\$3.14
Skilled	3.58	3.83	3.86	3.14	2.44	3.02	2.33	3.45	3.97	3.22
Intermediate Grade	2.84	3.04	3.26	2.37	1.77	2.12	1.58	2.80	3.59	2.45
Unskilled	2.51	2.63	2.85	2.11	1.41	1.64	1.30	2.35	3.10	2.09
	FIRST QUARTER 1961									
Executive, Administrative, and Supervisory	1.49	3.86	3.83	2.97	2.83	3.11	2.57	3.75	4.14	3.15
Skilled	3.58	4.06	3.86	3.15	2.50	3.34	2.65	3.44	4.03	3.35
Intermediate Grade	2.89	3.25	3.17	2.33	1.65	1.85	1.60	2.87	3.30	2.41
Unskilled	2.61	2.71	2.81	2.25	1.39	1.43	1.47	2.46	3.13	2.03
	SECOND QUARTER 1961									
Executive, Administrative, and Supervisory	3.60	3.76	3.83	2.86	2.89	3.27	2.69	3.67	4.54	3.31
Skilled	3.61	4.14	3.79	2.98	2.46	3.29	2.59	3.53	4.09	3.27
Intermediate Grade	3.02	3.17	3.24	2.25	1.63	1.78	1.62	2.92	3.74	2.41
Unskilled	2.59	2.71	2.95	2.02	1.36	1.38	1.45	2.44	3.15	1.96
	THIRD QUARTER 1961									
Executive, Administrative, and Supervisory	3.21	3.32	3.31	2.80	2.91	3.12	2.59	3.68	4.40	3.17
Skilled	3.56	4.08	3.95	3.16	2.58	3.34	2.44	3.58	4.16	3.44
Intermediate Grade	2.73	3.29	3.34	2.36	1.80	1.96	1.65	3.06	3.75	2.62
Unskilled	2.43	2.51	2.93	2.12	1.44	1.48	1.37	2.54	3.12	2.17

GUIDE TO THE CONTENTS OF HIGHWAY STATISTICS, 1960

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