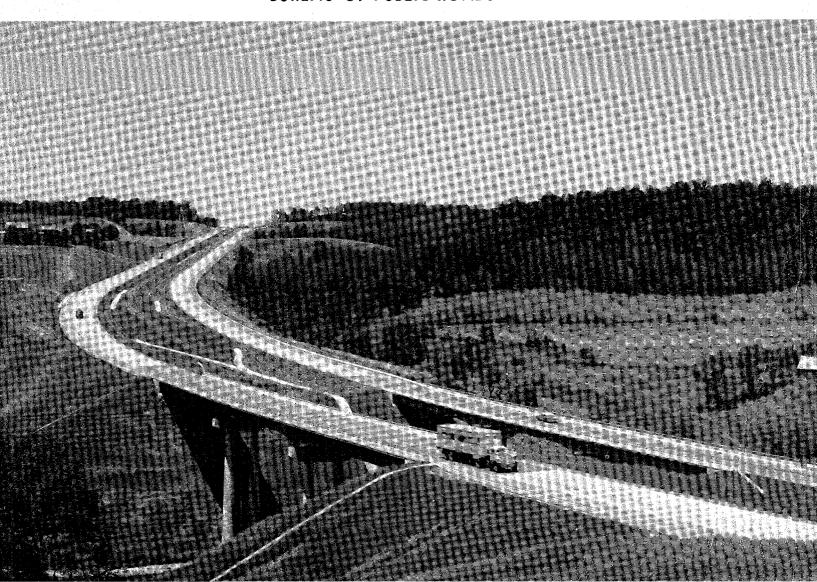


HIGHWAY STATISTICS 1960

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS



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HIGHWAY STATISTICS 1960

U.S. DEPARTMENT OF COMMERCE
LUTHER H. HODGES, Secretary

BUREAU OF PUBLIC ROADS
REX M. WHITTON, Administrator



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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 motorfuel 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-1960 1

Compiled for calendar year

(In thousands of gallons)

TABLE G-2, 1960 REVISED NOVEMBER 1961

from reports of State	authorities						(In thousand	is of gallons)	17.3					REVISED NOVEMBER 1
		TER GALLON		AMOUNT		ANACOTETT		1	NET AMOUNT TAXED			AMOUNT	CHANGE DU	RING 1960	
		SPECIAL	GROSS	EXEMPTED FROM	GROSS AMOUNT ASSESSED	AMOUNT SUBJECT TO REFUND		AT PREV	AILING RATES	AT OTHER	RATES 5/	TAXED AT PREVAILING			STATE
STATE	gasoline	FUELS (DIESEL, BUTANE, ETC.) 2/	reported	PAYMENT OF TAX 4/	FOR TAXATION	OF ENTIRE TAX	TOTAL	GASOLINE	SPECIAL FUELS (HIGHWAY USE ONLY)	RATE PER GALLON	AMOUNT	RATES DURING 1959	AMOUNT	PERCENTAGE	SIRIE
	(Cents)	(Cents)								(Cents)	· · · · · · · · · · · · · · · · · · ·				
Alabama Alaska Arizona Arkansas	6/ 7 5 6.5	6/ 7 5 6.5	1,053,668 99,956 574,409 636,629	15,493 5,330 13,012	1,038,175 99,956 569,079 623,617	- 43,605	1,038,175 99,956 525,474 623,617	987,377 47,188 480,358 550,067	35,274 287 45,116 28,908	l Various Various	15,524 52,481 44,642	994,461 48,055 488,110 562,883	28,190 -580 37,364 16,092	2.8 -1.2 7.7 2.9	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	6 6 6 5	* 6 & 7 6 6 5	6,046,471 768,446 807,596 182,963	105,536 61,267 8,434 2,233	5,940,935 707,179 799,162 180,730	249,641 71,013 10,152 11,335	5,691,294 636,166 789,010 169,395	5,395,578 597,293 767,461 164,193	295,716 38,873 17,389 5,202	3	4,160	7/5,440,103 614,855 761,909 167,608	251,191 21,311 22,941 1,787	4.6 3.5 3.0 1.1	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	7 6.5 8/ 5 8/ 6	6.5 8/ 5	1,960,729 1,394,534 226,684 304,243	161,402 23,162 2,551 2,900	1,799,327 1,371,372 224,133 301,343	- - 38,698	1,799,327 1,371,372 224,133 262,645	1,740,944 1,263,069 138,871 244,050	50,171 64,601 3,863 14,522	3 1 3.5 2.5	8,212 43,702 81,399 4,073	1,715,818 1,293,333 131,812 251,377	75,297 34,337 10,922 7,195	4.4 2.7 8.3 2.9	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	5 6 5	5 6 * 6 & 7 * 5 & 7	3,359,483 1,882,096 1,259,228 1,110,911	33,841 44,635 20,081 109,961	3,325,642 1,837,461 1,239,147 1,000,950	393,684 113,315 240,376 194,321	2,931,958 1,724,146 998,771 806,629	2,836,793 1,656,115 959,215 772,415	95,165 68,031 39,556 33,788	- - - 5	426	2,844,931 1,682,805 977,435 794,498	87,027 41,341 21,336 11,705	3.1 2.5 2.2 1.5	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	9/ 7 7 7 6	2/7 7 7 6	953,662 994,128 350,676 965,986	15,358 15,569 3,407 18,337	938,304 978,559 347,269 947,649	640 51,897 42,420	937,664 926,662 347,269 905,229	810,432 887,358 328,666 874,087	34,944 29,757 6,283 31,142	Various 2 Various	92,288 9,547 12,320	832,074 913,276 322,349 873,867	13,302 3,839 12,600 31,362	1.6 0.4 3.9 3.6	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	5.5 6 5 7	5.5 6 5 * 8	1,489,163 2,808,081 1,427,789 691,532	39,482 127,461 23,898 6,620	1,449,681 2,680,620 1,403,891 684,912	17,375 122,555 170,337	1,432,306 2,558,065 1,233,554 684,912	1,402,125 2,470,728 1,155,311 621,343	30,181 44,415 46,031 26,255	Various Various 1	42,922 32,212 37,314	1,383,626 2,428,423 1,108,685 640,107	48,680 86,720 92,657 7,491	3.5 3.6 8.4 1.2	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	3 6 7 6	* 6 % 9 7 6	1,797,866 342,772 660,897 175,675	63,536 3,152 9,609 8,020	1,734,330 339,620 651,288 167,655	146,698 39,965 108 6,197	1,587,632 299,655 651,180 161,458	1,523,027 241,050 520,465 142,633	64,605 27,216 32,162 18,825	l Various	31,389 98,553	1,553,567 270,202 541,302 153,374	34,065 -1,936 11,325 8,084	2.2 -0.7 2.1 5-3	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	7 5 6	7 5 6 *6&9	205,530 2,138,236 448,459 4,412,255	2,400 51,317 14,256 567,056	203,130 2,086,919 434,203 3,845,199	5,231 97,889 18,289 132,152	197,899 1,989,030 415,914 3,713,047	195,034 1,897,119 372,117 3,536,038	2,333 91,911 43,797 58,417	4 - 4 & 6	532 - 118,592	192,721 1,941,382 417,169 3,602,398	4,646 47,648 -1,255 -7,943	2.4 2.5 -0.3 -0.2	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	7 6 7 6.5	7 6 7 6.5	1,556,634 328,231 3,385,065 1,190,113	59,852 5,226 81,169 234,247	1,496,782 323,005 3,303,896 955,866	143 137,230 157,232	1,496,639 185,775 3,146,664 955,866	1,377,313 174,660 3,012,848 858,857	53,096 11,115 133,816 45,200	5 - 1	66,230 - 51,809	1,401,964 193,343 3,130,428 882,450	28,445 -7,568 16,236 21,607	2.0 -3.9 0.5 2.4	North Carolina North Dakota Chio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	6 5 6/ 7 7	6 5 6/ 7 7	733,397 3,452,932 253,335 780,105	15,951 2,914 19,354	733,397 3,436,981 250,421 760,751	51,873 59,089 1,481 7,898	681,524 3,377,892 248,940 752,853	612,518 3,189,411 241,867 699,896	48,559 130,446 7,073 27,882	1 & 1.5 1 & 1.5 1	20,447 58,035 25,075	651,449 3,246,915 246,551 714,912	9,628 72,942 2,389 12,866	1.5 2.2 1.0 1.8	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	6 7 5 6	*6&7 7 *5&6.5 6	368,241 1,201,618 4,734,695 368,573	6,424 43,233 728,639 8,762	361,817 1,158,385 4,006,056 359,811	88,845 32,272 283,604 4,570	272,972 1,126,113 3,722,452 355,241	242,853 1,050,138 3,536,174 310,799	12,318 50,411 172,311 27,465	Various 1 4 & 6 4	17,801 25,564 13,967 16,977	244,745 1,078,135 3,671,391 329,311	10,426 22,414 37,094 8,953	4.3 2.1 1.0 2.7	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	6/ 9/7 6.5 7	No Tex 6/ 9/7 6.5 7	135,906 1,389,269 1,054,214 505,641	261 28,178 70,552 5,752	135,645 1,361,091 983,662 499,889	57,871 45,716 14,910	135,645 1,303,220 937,946 484,979	135,645 1,210,467 898,549 460,041	87,428 39,397 24,938	Various -	5 ,3 25	130,898 1,284,302 916,517 494,259	4,747 13,593 21,429 -9,280	3.6 1.1 2.3 -1.9	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	6 5 6	6 * 5 & 7 6	1,407,464 204,963 220,965	21,360 2,194 25,658	1,386,104 202,769 195,307	133,373 13,000 2,155	1,252,731 189,769 193,152	1,218,250 165,729 188,177	34,481 19,922 4,975	2 & 4	4,118	1,195,501 177,148 191,718	57,230 8,503 1,434	4.8 4.8 0.7	Wisconsin Wyoming 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

^{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.

Export sales and other emounts are in lieu or gallonage taxes on special fuels.

3/ Export sales and other emounts or representing consumption in State have been excluded wherever possible.

4/ Includes allowances for expension of a consumption of a consumption in State have been excluded wherever possible. 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

^{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, July 1.

7/ Revised.

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

7/ 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

								thousands of								
	PRIVATE A	AND COMMERCIA	l use			FUBLIC USE				SUM	MARY OF TOTAL U	SAGE		LOSSES		·
				FEDERAL	STATE, C	COUNTY, AND M	MUNICIPAL			HIGHWAY				ALLOWED FOR	TOTAL QUANTITY	
STATE	HIGHWAY	NON- HIGHWAY 2/	TOTAL	(HICHWAY CIVILIAN USE ONLY) 3/	HIGHWAY	NON- HIGHWAY	TOTAL	Total Public USE	AMOUNT	PERCENT CHANGE 1960 1959	GALLONS PER REGISTERED MOTOR VEHICLE 4/	NON- HIGHWAY	TOTAL	EVAPO- RATION, HANDLING, ETC. 5/	CONSUMED IN STATE	STATE
Alabama	984,495	29,728	1,014,223	1,831	17,964	5,988	23,952	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	321,806	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	93,308	742,067	6,939	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	9,789	180,899	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
Hawali	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	9,661	257,435	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	Iova
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	13,407	911,502	4.0	789	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	67,977	329,211	2,421	5,991	1,997	7,988	10,409	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	550,504	2.1	750	102,064	652,568	6,326	658,894	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	3,810,608	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	75,3 ¹ +9	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	25,575	662,027	1.7	720	71,174	733,201	6,641	739,842	Oregon
Pennsylvania	3,169,611	179,831	3,349,442	3,498	65,654	21,885	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	56,692	1,359,639	13,404	1,373,043	Virginia
Washington	901,247	102,314	1,003,561	5,931	26,118	8,706	34,824	40,755	933,296	2.2	679	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	808	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	18,981	198,396	1,151	3,280	1,093	4,373	5,524	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	3,878	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

^{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

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

Public Roads. The resulting gallonages differ in many instances from the unadjusted data recorded in table G-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

purposes is actually used to the eigensys. To the extent that this occurs, the figures consumption on 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 reconcilization 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

gallons) thousands of (In

38,4 Total, 43 States and Dist. of Col. North Carolina North Dakota Ohio Oklahoma Oregon Pennsylvania Rhode Island South Carolina Massachusetts Michigan Minnesota Mississippi Hampshire Jersey Mexico York Vermont Virginia Washington West Virginia TABLE G-22, 1 ISSUED JUNE 1 South Dakota Tennessee Texas Utsh Wisconsin Wyoming Dist. of Col. STATE California Colorado Connecticut Delaware Total Kentucky Louisiana Maine Maryland Alaska Alaska Arizona Arkansas Illinois Indiana Iowa Kansas Missouri Montana Nebraska Nevada Florida Georgia Hawaii Idaho New New New New 205,202
2,124,590
141,847 6,054,749 749,006 814,063 181,938 1,950,650 1,376,223 226,684 304,243 3,444,774 1,874,149 1,259,113 1,011,511 938, t&1 980, to5 351, 200 961, 895 1,493,799 2,785,158 1,419,959 691,532 342,772 342,772 658,894 175,675 1,545,541 329,726 3,359,354 992,006 739,842 3,465,147 252,736 773,016 366,711 1,200,650 4,027,252 364,967 137,208 1,373,043 1,046,683 504,631 1,403,927 205,789 211,199 63,386,544 63,714,191 495,661 57,160 71,749 11,936 174,894 118,093 19,851 24,213 288,910 28,920 21,692 65,196 89,672 6,221 49,558 52,503 288,094 149,416 88,229 80,637 77,886 84,958 28,196 80,600 130,474 230,786 106,465 60,873 21,976 21,376 49,164 13,071 16,553 174,064 35,560 370,655 130,492 16,514 268,636 82,809 27,435 106,527 342,390 28,300 10,826 113,529 80,870 45,956 110, k24 13,871 18,524 5,232,815 5,206,743 24,972 24,972 54,148 13,612 160,863 112,649 19,739 22,632 286,801 1,72,246 104,520 83,306 81,775 81,775 21,655 79,741 123,094 229,066 113,826 54,022 16,996 176,394 36,135 368,301 132,948 28,932 28,932 26,636 289,125 289,125 20,679 63,283 30,721 97,433 336,012 29,600 10,820 115,399 82,228 41,448 507,809 60,365 67,898 15,035 113,155 14,815 17,495 5,241,589 5,214,969 18,031 177,787 35,336 36,771 132,810 27,598 282,766 81,151 63,816 295,107 21,045 63,470 32,299 92,771 327,693 31,767 11,548 119,288 88,307 42,009 298,898 158,017 113,113 82,117 45,673 428,629 128,9321 14,28 125,654 232,203 425,354 417,85 154,605 29,006 59,095 15,863 120,012 17,095 17,672 5,337,660 5,365,902 559,238 64,885 68,985 15,708 151,796 30,291 56,268 16,039 67,893 297,970 21,309 63,480 16,926 180,499 37,211 386,357 122,309 18,986 17,416 86,798 11,394 45,561 54,848 149,655 113,409 20,346 28,006 291,122 159,742 110,773 88,634 79,623 84,386 31,861 81,521 126,633 239,033 124,644 56,433 132,394 43,399 291,385 83,271 37,331 101,535 340,495 32,563 116,358 116,358 12,635 121,44 5,473,961 5,505,701 24,383 318,434 83,348 69,185 39,625 108,868 376,360 36,014 14,790 120,776 101,045 47,922 140,006 24,435 18,198 538,253 78,025 74,187 17,259 304,830 168,063 117,585 92,573 86,485 87,305 38,584 86,813 138,738 267,508 140,156 59,825 163,575 39,889 61,501 18,272 22,148 197,357 42,705 426,433 135,489 44,534 307,121 89,641 5,850,489 90,865 13,345 50,191 58,325 159,389 121,148 21,374 32,328 5,885,208 134,564 23,970 17,378 88,412 11,897 48,385 59,913 71,448 75,348 72,544 17,048 155,562 117,994 20,274 30,360 300,861 164,797 140,895 97,128 81,353 80,184 37,457 84,368 133,793 250,134 148,410 57,526 156,711 39,412 67,785 17,920 21,618 191,136 41,044 106,905 132,578 32,450 294,346 86,136 72,200 306,429 22,431 67,305 38,035 102,729 347,148 33,234 14,387 123,532 99,437 13,253 5,720,164 5,687,993 501,847 70,146 71,229 17,133 136,641 24,680 301,990 96,471 70,232 309,557 20,101 67,254 36,597 110,766 354,243 33,357 12,874 119,871 95,066 44,522 141,813 21,018 17,984 160,729 119,025 20,227 29,748 317,302 175,122 131,984 103,968 133,475 253,841 126,739 59,801 168,873 34,145 62,389 16,772 19,250 187,617 40,696 396,674 5,727,446 5,696,360 84,517 82,989 32,782 86,648 16,145 176,685 36,803 372,670 130,808 28,459 297,131 82,996 60,582 291,036 23,217 67,452 124,781 17,044 17,196 511,710 62,242 67,764 16,187 158,035 116,762 17,640 25,658 306,176 166,304 122,742 89,378 83,769 711,08 711,08 80,08 40,08 122,596 235,786 135,081 62,656 26,817 62,835 62,235 14,459 32,685 110,884 334,796 31,911 89,588 9,162 147,185 59,709 5,486,226 5,459,424 157,996 28,837 60,416 13,690 107,246 15,373 18,305 91,886 7,232 47,899 51,221 504,863 60,494 66,783 15,799 169,672 119,628 17,952 25,585 293,363 167,232 106,409 85,803 82,274 85,064 25,484 82,273 122,365 222,922 107,997 63,489 15,547 178,383 35,602 363,879 137,462 31,114 289,627 83,726 294,293 20,982 61,505 25,502 98,270 331,585 27,254 10,268 121,010 83,770 41,248 5,341,556 5,316,372 272,027 272,027 20,044 63,468 9,576 102,885 88,603 37,953 104,731 14,285 17,427 117,236 224,681 100,372 56,069 177,922 114,158 17,472 23,128 267,131 146,706 81,149 73,717 70,356 81,520 24,312 76,493 136,668 25,411 44,898 13,410 14,530 169,109 35,029 337,085 106,702 31,511 258,205 79,970 21,963 94,924 343,211 30,617 88,398 6,323 49,148 49,967 454,640 56,825 64,848 14,213 426,896,4 4,945,129 108,150 199,244 91,818 47,469 124,772 22,047 39,292 11,442 13,726 156,282 32,536 313,655 122,312 14,114 14,5,516 71,624 246,777 246,777 18,385 56,451 21,378 84,292 306,200 25,612 8,705 100,132 74,543 37,911 91,780 13,992 16,469 4,540,656 458,947 49,531 58,536 13,178 167,464 103,741 15,881 17,995 239,990 132,454 69,343 66,484 65,392 72,409 22,831 68,974 4,561,935 127,006 18,569 41,703 11,125 23,140 91,651 307,119 24,738 93,106 10,905 17,135 255,482 255,482 28,503 58,967 13,732 159,277 33,190 335,606 115,005 13,835 254,599 72,545 4,656,788 250,206 134,050 72,571 67,763 69,105 70,374 23,663 71,618 111,591 199,954 95,097 54,655 4,676,725 78,812 3,971 45,002 41,165 490,704 50,308 59,911 13,250 167,042 107,513 15,966 18,685 Total, 48 States and Dist. of Col. North Carolins North Dakota Ohló Oklahoma Oregon Pennsylvania Rhode Island South Carolina Vermont Virginia Washington West Virginia Massachusetts Michigan Minnesota Mississippi New Hampshire New Jersey New Mexico New York South Dakota Tennessee Texas Utah Wyoming Dist. of Col. California Colorado Connecticut Delaware Total. STATE Wisconsin Kentucky Louisiana Maine Maryland Montana Nebraska Nevada Illinois Indiana Iowa Kansas Alabama Alaska Arizoma Arkansas Missouri Florida Georgia Hawaii Idaho

1/ This table is one of a series (0-21 through 0-25) giving an analysis of motor-fuel consumption. Table 0-21 gives the segregation between highway and nonhighway use, table 6-23 gives highway use by months, table 6-24 gives highway use by purpose of use, and table 0-25 gives highway use of special

s of the total for evaporation,

fuels by months (see notes to table G-21). Table G-22 gives a segregation by months consumption reported in the final column of table G-21, and includes losses allowed handling, etc., as well as the highway and nonhighway uses.

Mofor Fuel

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 19601

(In thousands of gallons)

TABLE G-23, 1960 ISSUED JUNE 1961

						(111	housands of gr	at rous)						issued june 1961
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	1,442	2,737	3,034	3,553	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	46,135	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	56,071	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	12,285	13,605	14,956	14,953	15,839	16,045	16,428	14,717	14,345	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	12,221	11,936	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	61,001	64,419	69,314	68,677	81,695	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	22,860	22,149	23,601	24,545	27,683	31,330	35,557	36,949	29,591	27,267	26,452	27,237	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	52,127	44,220	51,351	57,772	58,153	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	15,548	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	45,450	43,900	550,504	Nebraska
Nevada	10,515	10,795	12,167	12,208	13,033	15,000	15,901	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	34,982	38,201	38,363	40,850	34,985	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	27,361	15,245	15,901	18,177	20,120	19,061	19,040	16,120	17,219	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	76,908	81,008	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	19,738	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	Termessee
Texas	287,804	283,419	318,320	301,025	299,425	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	36,352	36,308	39,634	44,969	42,966	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	17,550	16,895	17,814	16,884	17,284	17,206	18,167	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.

^{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.

and Dist. of Col.

Total, 48 States

9

ANALYSIS OF PRIVATE AND COMMERCIAL USE OF GASOLINE FOR NONHIGHWAY PURPOSES-1960*

35F¹222 955108015 T121.O.T. T00'60T't egesureores. egarneore: £2°τη 17.22 00,000 \delta Totals \delta \d 66,633 99L*TL **გენ** გენ 7,323,769 988'LT8'T 999"162"2 T00 60T 4 14T'19 PLY T 5,159 Dist. of Col. 5°1786 18°681 Dist. of Col. (4,118) (811'h) 669'61 (000°ET) 127,333 (17,118) 18,981 127,333 Myoming NACHITHE 3,704 896'4 η£9 LOΤ MISCOUSTE MISCOUSIN 170°21 105°31† 14°292 295,6 284,4 784,4 83,596 83,596 82,28 LTO*ZT MERC ATLETUTS West Virginia ητε'20τ 5η9'1η nothainsel 300 ή/≦°99 6τ≤°6 817,81 Mirginia 56,249 stargatV (895) 60T'≤ THOMES (89⊊) (299) (15,143) 137,210 25,461 105,076 (56,120) 27,416 57,416 109,463 9το 6ε * detU 2°58) 14°60 1°58) 1°58) 1°58) (116'9T) 9T0'6E Texas 210,0E1 32,955 267,252 TOVOR 73°050 05L 't rs'sr2 ааввашват Teuressee South Dakota South Dakota 960°T 10E'# £94 60T (56,035) 1,058 (727,0 4 36₅£ 365£ ₹ (6,250) (56,790) 233 (31°211) 1°381 **3**€***1**82 South Carolina (†SE) (123) Minode Island 28,035) 26,438 20,438 Pennsylvania Rhode Island OLT (680'65) (HET'LTT) TE8*6LT TE8 62T * Lenna Livente Oregon 045159 Oregon 1,263 78,529 045.59 969°06T 844,ET Октярова 405,77 40,631 2,066 387,12 32,786 95E*4 27,660 69,720 SHOUSTAN то≤°от TET.E **ኗ**69° ካ 10,556 2,131 NOTER DEKOTA Morth Dekota 26T'4 150°605 750'60S 092129 MOTTH CATOLLINA MOTED CATOLINA SIS T'LLS 69012 9€92 ST'050 37 15# 32,536 67,260 τετ'ε≤ 3`τ≥ε 205°37# TLZ°ZLT MAOI WON τ6τ**'**S 604,8SP στ6*τ £29°41 3,650 (887,53) 285,81 692°91 156°99 059°€ MEA MEXTCO New Mexico 286°L (38) 298 Mew Jersey 87E (412) 1≤6'99 Mew Jersey (S*553) (τe°552) (32'T20) (OST'tS) (8£9*8) Wew Hampshire Sev Hempshire *1*85 T60'T 73°265 (33,112) 658,68 3,828 REVEASE 855,8 153,11 191'6 τετ'ετ 73°265 87£ τ99 784 7,620 989°86 (105°49) 696°88T 8£9*86 Nepraska Montana (68E, 1E) 116,13 BERTEON (68E°TE) 696°28T TWOSSIM LINOSSTI 994 TTE'8 724,72 59η 9ττ 32,372 rddrestestW η46'τ 59°693 35,372 IddiesissiM 7,372 98T ŧĹ STO, 565 226'91 160'96 650'EE ££5'6 685,75 ST0'292 Michigan 369,081 45,634 Michigan 72,917 287,4 789 °08T Massachusetts essectives etce 58,644 TLS T 2,843 37,676 Maryland 919°1E 726°1T (986°05) (6T8°6E) puetAres #50°S 565 7°520 £†T°≤ 777.71 777.71 086'6T (55), (20,148) 809'T 194'15 * Putstana (50,148) (13°61) 194 15 eust stuol (8,520) Kentucky **≦ππ'8π ±** Kentucky **८भग** 8ग Капаза 755,451 225,451 202,355 061°161 8, 512 8, 512 20,862 η≤ 855'E 455'T 50,584 21,960 061 161 TTh'LtT 96E'TT ETT'#T 574, 411 130,817 T30 OET snalbal टॉर्ट'ट 3,320 794 85 744 108 TUTTEUF 302 235,898 300,088 900,085 ITTIDOTS T90°T 558,7 092 411 STOUTTIT £9T 288 **ካ**ሬፒ '61 T60°24 084°98 * 981°64 * (585,5) (585,45) 733,45 Igapo 3,218 ኒ`23ታ 75°001 543 084*****98 95**1***64 808*****55T (668'T8) (945'9) (8T4'TET) (801,18) (6,736) (132,235) (160,28) (063,444) (063,28) (60E) Georgia втВлоен (48t) (46E'I) Florida EDITOTA 9,279 Delaware Defensio 330 £61'£ 9,279 351,842 321,806 321,806 248, ET 248, EL connections 3,251 294 ° 21 608 ° 04 544 ° 062 Jubitoenno0 8£9 5,975 164'5 TOT COTOLEGO отрысто †95°τ 195°9τ 946'4E 954"E9T /S 22°#30 California California £9T'LT 321,806 7,829 * 56,172 * 52,142 Arkansas (LTS'S)(2,517) (564'LT) (ड३१०१इ) SLT'98 RESURBAT Artzona (6,923) (6,923) 996'04 (502'14) (55'448) SHOZITA TEE 153 149'T T££.₹ 029'61 भटा भा Alaska टक्र 'टर्ड (49T'ST) (35°053) TORKS (12,525) 29,728 BINGOSTA ameda.fA COMMERCIAL √₹ NOLL LAMEOUS 5 MARINE DOMESLIC MOITAIVA TOTAL. RE WISCET-UMA CONSTRUC-TORAL TOTAL CHAIS TALBUSTRIAL STATE HIGHWAY STATE -TODINOV IATOT CLASSIFIED 3 TREATED DAME THET (anoileg to shasmont al) TABLE G-24, 1960

1/ This toble gives the emporate to settless (G-22 lightly are the emporing to estimate the profile used for nonhighracy uses of separated to the profile as and are the emporing to the profile as and are the sentess (G-22 lightly are of separated to the profile G-25 gives total or estimated or the profile G-25 gives total or estimated gives total or estimated

textng channels.

Totals for 35 States for which complete classification of nonhighway use was reported.

in tables G-ZI, G-ZZ, and G-Z4. This use was not required to be reported and did not enter the State's

are considerable differences smoot the States in the definitions of finite coming within the purview of the tax, (2) some States allow examptions or raturds of reform the port did not report as classification of examptions or refunds according to use, (k) two States, Hawaii 3) some States fallow examptions or refunds according to use, (k) two States, Hawaii and Vermont, do not allow examptions or refunds for nonhighway use of gasoline. Asvertaks (*) indicate States for

T00'60T'#

782,983

186°T68°1

Total, 48 States

HIGHWAY USE OF SPECIAL FUELS BY MONTHS IN 19601

(In thousands of gallons)

TABLE G-25, 1960 ISSUED JUNE 1961

								In thousands	of gallons								ISSUED JUNE 196
	TAX RATE										<u> </u>				CHANGE DU	TRING 1960	
STATE	PER GALLON DECEMBER 31	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	YIUL	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	AMOUNT	PERCENT	STATE
llabama hlaska <u>3</u> krizona krkansas	Cents 7 7 5 6.5	2,905 9 3,441 1,990	2,725 17 2,898 2,433	3,077 18 4,230 2,077	2,899 21 3,815 2,119	2,893 27 3,773 2,836	3,072 30 4,158 2,402	2,779 31 3,811 2,399	2,946 31 3,739 2,591	2,901 33 3,784 2,553	3,020 26 3,623 2,640	3,033 24 4,105 2,500	3,024 20 3,739 2,368	35,274 287 45,116 28,908	4,347 3,468 2,204	14.1 - 8.3 8.3	Alabama Alaska <u>3</u> Arizona Arkansas
alifornia	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	4/ 300,075	-6,752	-2.2	California
olorado	6	2,825	3,032	3,097	2,982	3,273	3,276	3,301	3,420	3,397	3,556	3,623	3,091	38,873	2,201	6.0	Colorado
onnecticut	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
Torida	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
eorgia	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
(awaii	5	223	256	336	303	318	390	506	352	315	334	287	243	3,863	180	4.9	Hawaii
(daho	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
llinois	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
ndiana	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
owa	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
ansas	5 & 7	2,203	2,341	3,029	2,415	2,950	3,273	2,825	2,847	3,244	2,878	2,833	3,376	34,214	-1,551	-4.3	Kansas
entucky	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
ouisiana	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
laine	7	394	538	576	542	453	519	528	537	619	486	471	479	6,142	758	14.1	Maine
aryland	6	2,471	2,234	2,600	2,592	2,656	2,749	2,496	2,578	2,734	2,686	2,610	2,736	31,142	5,452	21.2	Maryland
assachusetts	5.5	2,387	1,960	2,643	2,336	2,377	2,752	2,298	2,721	2,701	2,404	2,829	2,773	30,181	6,310	26.4	Massachusetts
lichigan	6	3,739	3,650	4,071	3,303	3,689	3,930	3,824	4,269	4,219	4,333	3,943	4,251	4/ 47,221	8,223	21.1	Michigan
linnesota	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
lississippi	8	1,790	2,436	1,323	2,015	2,732	1,339	2,264	2,545	1,770	3,487	3,021	1,533	26,255	2,756	11.7	Mississippi
lissouri	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
kontana	6 & 9	1,396	2,256	1,713	1,804	2,120	2,324	2,697	2,638	2,571	3,040	2,291	2,366	27,216	903	3.4	Montana
kebraska	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
kevada	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	Nevadá
ew Hampshire	7	173	160	195	177	182	207	203	220	216	180	195	225	2,333	444	23.5	New Hampshire
lew 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
lew Mexico	6	3,557	3,663	3,808	3,725	3,752	3,660	3,582	3,679	3,728	3,517	3,534	3,592	43,797	141	0.3	New Mexico
lew 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
forth Carolina	7	4,206	4,359	4,496	4,372	4,366	4,487	4,356	4,608	4,415	4,436	4,428	4,567	53,096	4,985	10.4	North Carolina
forth Dakota	6	604	612	1,553	839	879	1,043	1,137	1,090	981	918	800	659	11,115	761	7.3	North Dakota
Thio	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
Wklahoma	6.5	3,348	3,316	3,705	3,829	3,788	4,098	3,863	4,058	3,762	3,727	3,792	3,895	45,181	3,282	7.8	Oklahoma
regon 5/	6	4,107	3,952	4,281	3,846	3,876	4,089	3,968	4,061	4,184	4,290	3,821	4,084	48,559	1,830	3.9	Oregon 5/
ennsylvania	5	10,729	9,985	11,084	10,537	10,626	10,776	10,251	11,280	11,134	11,717	10,997	11,330	130,446	24,835	23.5	Pennsylvania
hode Island	7	490	475	515	554	588	682	513	583	696	618	578	671	6,963	1,525	28.0	Rhode Island
outh 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
outh 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
ennessee	7	3,837	3,838	4,095	4,155	4,295	4,273	4,017	4,401	4,393	4,492	4,283	4,332	50,411	6,499	14.8	Tennessee
exas	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
tah	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
ermont irginia ashington est Virginia	No Tax 7 6.5 7	6,954 2,899 1,451	7,219 3,066 1,801	6,558 3,310 2,452	7,535 3,338 2,527	7,768 3,502 2,602	6,773 3,533 1,726	7,364 3,363 1,676	7,797 3,944 2,426	7,801 3,764 1,801	7,637 3,604 2,301	8,119 3,271 2,427	6,963 3,346 1,826	88,488 40,940 25,016	9,932 1,534 1,406	12.6 3.9 6.0	Vermont Virginia Washington West Virginia
isconsin	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
yoming	5 & 7	1,457	1,495	1,506	1,445	1,416	1,642	2,030	1,901	1,984	1,796	1,639	1,611	19,922	1,527	8.3	Wyoming
ist. 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
otal, 48 States nd 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 Stat and Dist. of C

^{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.

Comparable totals on G-25 for 1959 were revised.

Estimated by the Bureau of Public Roads.

To comparable totals on 6-27 for 1979 were revised.

7/ Vehicles consuming special fuels and paying mileage tax to Public Utilities Commission are not required to pay gallonage tax. Gallonages 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.

rate.

prevailing

the

than

lower

at a rate

exemption for alleged nonhighway use; and in some States, motor fuel used for certain nonhighway purposes is taxed which partial refunds or exemptions were allowed is classified as refunded or exempted.

 $\frac{1}{\lambda}$ Some States do not allow full refund or Gallonage that was taxed at lower rates or on

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE 1

N MEX N C PA P I S C VT VA W VA D C TABLE G-240 ISSUED JUNE 1961 OHIO OKLA OKEG TENN TENN TEXAS WIS WYO MO N Y WASH 1960 N DAK HAWAII ALASKA ALA
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N H ARIZ CALIF DEL FILA FILA IND LA MD DAK COLO LDAEO MINN DAK HILL MONTH CANT MO MEBR TEXAS WIS R I S C UTAH VY VY WYO D C N Y NEX N Y N Y N C OHIO OREG TENN VA 1952 ARIZ CALIF DEL FLA LA MAINE MD MISS NEV DAK IDABO ILL IND MICH DAK COLO ALA ARK CONN GA KY KY MASS N H IOWA KANS MONT NEBR NEV TEXAS WIS N WEX N Y N C OHIO OREG OREG TENN VA PA B I S C UTAH VI W VA W YO D C 1951 ALA
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MASS ARIZ CALIF DEL FLA FLA MD MESS MO N J KANS S DAK N DAK HE CHI COLO MILINIA MOINT OKTA IOWA NEV N J N Y N Y N C OHIO OREG TENN VA MICH TEXAS WIS R I S C UTAR VT W VA WYO D C 1950 ARIZ CALIF CONN DEL FLA MAINE ND MISS MCS NEBR DA ELL N DAK DAK IOWA MINN MONT ALA ARK GA KY ILA MASS N H COLO NONHIGHWAY
USE AS A
PERCENT OF
TOTAL MOTOR
FUEL CONSUMED
DURING YEAR 45.0 - 49.9 6.44 - 0.04 30.0 - 34.9 35.0 - 39.9 50.0 - 54.9 24.9 10.0 - 14.9 15.0 - 19.9 25.0 - 29.9 5.0 - 9.9

STATE MOTOR-FUEL TAX RECEIPTS-1960 *

Compiled for calendar year from reports of State authorities

TABLE G-1, 1960 REVISED NOVEMBER 1961

	DAX RATE ON DEC	TAX RATE PER GALLON ON DECEMBER 31		RECEIPTS FROM	I TAXATION OF MOTOR FUEL	MOTOR FUEL		OTHER R	ECEIPTS IN CO	MINECTION WITH	OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX	EAX 5/		DEDICATED		-
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.)	GROSS TAX COLLECTIONS 3/	DEDUCTIONS BY DISTRIB- UTORS FOR EXPENSES	GROSS RECEIPTS BY STATE	REFUNDS	NET RECEIPTS BY STATE	DISTRIB- UTORS AND DEALERS LICENSES	INSPECTION FRES	FINES AND PENALITIES	MISCEL- LANBOUS RECETPTS	TOTAL	NET TOTAL RECEIPTS	REVENUE FROM NONHIGHWAY FUEL	ADJUSTED RECEIPTS	STATE
	(Cents)	(Cents)														
	8/7 6.5	8/7 5 6.5	72,850 4,148 28,073 39,862	316	72,534 4,148 28,073 39,862	2,286 776	71,603 3,862 25,893 39,086	siči,	301			3, ² % (2, 6)	72,167 3,862 25,925 39,387	1,283 ×	71,682 2,579 25,867 39,387	Alabama Alaska Arizona Arkansas
	0000	* 6 8 7 6 6 5 5	360,532 41,803 47,874 8,991		360,532 41,803 47,874 8,991	18,746 4,184 827 536	341,786 37,619 47,047 8,455	02 - 61 61		1 1 50 1	L	27. 27.	341,813 37,619 47,099 8,457	350	341,463 37,619 47,099 8,457	California Colorado Comecticut Delaware
1	6.5 20/5	10/55	125,731 88,867 10,312 17,531	9/ 1,583 1,528	124,148 87,339 10,312 17,531	328 2,419 2,311	123,820 84,920 10,312 15,220	4 ²	2,173	1 1 1 1	104 - 26	2,247	126,067 85,025 10,312 15,246	69 2,777 103	126,067 84,956 7,535 15,143	Florida Georgia Hawaii Idaho
	NOON	**	167,036 109,497 72,984 49,458	3,341	163,695 109,497 72,984 49,458	19,850 7,186 14,818 9,716	143,845 108,311 88,166 39,7,88	1440	970 1,376 78	, 5 [±] ,	- a 75 88	970 1,388 116	144, 815 103, 699 58,236 39, 858		144,815 103,699 58,115 39,858	Illinois Indiana Iowa Kansas
	7 /II 7	<u>11</u> /7	66,282 67,133 24,183 56,782	867	65,484 67,133 24,183 56,782	2,669 3,729 708 2,493	62,815 63,404 23,475 54,289		273	- 14 109	- a - E	-289 186.39	62,815 63,693 23,478 54,475	- 95	62,815 63,693 23,383 54,475	Kentucky Louisiana Maine Maryland
	5.5	5.5 6 8 8	79,256 155,725 68,446 47,432	350	78,936 155,725 68,446 47,432	1,179 7,457 9,953 2,318	77,757 148,268 58,493 78,114	8861.	. , 8% ,	۱۰ ۴۰		293 -	77,839 146,283 58,786 45,114	1,787 1,28 1,8	77,839 146,496 58,358 45,066	Massachusetts Michigan Minnesota Mississippi 12/
	m91-9	* 6 % 6 % 8 % 9 %	51,011 19,566 44,355 10,032	' ' 88.88	10,17 10,72 4,072 5,044	4,857 2,617 5,324 378	16,949 38,748 9,564	- 11	138 - 72 53	۲ 3	14	230 75	16,299 16,949 38,978 9,639	- 218 394 7.7	46,299 16,637 38,482 9,562	Missouri Montana Rebraska Nevada
	r.v.00	* 6 8 0 9 9	14,227 104,673 25,833 225,275	2/ 98	14,129 104,673 25,833 223,593	348 4,399 1,075 9,834	13,781 100,274 24,758 213,759	- 648	1 1 1 1	. 8 ~ ,	- 701	- 841 841	13,781 100,352 24,906 213,807	X52	13,726 100,352 24,906 213,807	New Hampshire New Jersey New Wexico New York
	7 6.5	7 7 6.5	104,653 19,025 226,627 59,645	_198 _1,394	104,653 18,827 226,627 58,251	3,984 8,132 12,098	100,669 10,695 214,529 58,251	۱۳,۱	3,576 95 -	75	1115 	3,691	104,360 10,793 214,529 59,013	8 .	104,360 10,793 214,309 59,013	North Carolina North Dakota Ohio Oklahoma
	8/ 7 17	8/7 7	40,128 171,718 16,600 53,317	1,720	40,128 169,998 16,600 53,317	3,224 3,956 1,978	36,904 166,042 16,175 71,339	, , , ,	- - 1,843	1,8,1,1	%	26 1,940	36,905 166,068 16,176 53,279	160 87.	36,745 165,316 16,176 53,279	Oregon Pennsylvania Rhode Island South Carolina
	6 5 6	* * 6 & 7 * 5 & 6 . 5	21,547 83,700 202,035 21,318	762 2,980 201	20,785 83,700 199,055 21,117	5,764 7,536 13,923 332	15,021 76,164 185,132 20,785	108	6,69,4	26 16 16		6,714 0,00 16	15,089 82,878 185,172 20,801	821 . • 699	14,961 82,878 185,172 20,102	South Dakota Tennessee Texas Utah
801	8/ 11/7 7 7	8/ 11/ 7 6.5	8,696 86,745 63,966 35,021		8,696 86,745 63,966 35,021	3,981 2,897 1,124	8,696 82,764 61,069 33,897	, m , w		81	1 1818	. ជនន	8,696 82,785 61,091 33,990	36 241	8,660 82,544 61,091 33,990	Vermont Virginia Washington West Virginia
	9 15 9	* 5 & 7 6 4	82,433 10,460 12,119	811 /6	82,315 10,460 12,119	8,154 675 129	74,161 9,785 11,990	- st	397	27 - 76	1 1 1	454 89	74,585 9,787 12,079	76 136	74,509 9,651 12,079	Wisconsin Wyoming Dist. of Col.
	13/5.92	13/ 6.28	3,625,513	17,412	3,608,101	222,744	3,385,357	998	19,243	559	832	21,500	3,406,857	10,992	3,395,865	Total
	5.92	6.28	3,611,053	214,71	3,593,641	222,458	3.371.183	966	19.243	650	830	500	3 300 683	6 030	2 28e 7e1	Total, 48 States

If This table includes the revenue are from State taxes on all moder-which cluel. In nearly all States, bovery the few on special their (frais other than gasoline) is applicable only to the gallonge used on the highways. For the few States that apply the tax to all famil soid, the revenue and refunds covering the nonhighway portion of these openial have been excluded.

In States annexed with an asteristic the tax rate on highway use of some or all of the famil other than gasoline is different from the rate on gasoline. Some States inpose additional registration fees on whichse using special famils. Sum additional registration fees on whichse using special famils. Sum dainfand release in Verson's the form of accordance as distributions.

In Dialudes, in some States, receipts in the form of wax credits for refund calling special their bax other-rise the sea made in consideration of both separase of collection and gallonge losses in handling. In these States, we made in consideration of both expense of collection and gallonge losses in handling. In these States, the alloneance for expense only have been estimated as 1.1/4, 1, 5.1/2, and 2 percent, respectively. Arkmass, decrease, or or expense only have been estimated as 1.1/4, 1, 5.1/2, and 2 percent, respectively. Arkmass, decrease, and for expenses is not waitlable.

So in rounding to the nearest thousand, entries under five hundred dollars have been omitted.

So in rounding to the nearest thousand, entries under five hundred dollars have been omitted.

Highesys have been eliminated.

The amounts in this occlume are arisation-thell tax proceeds that were dedicated for arisation purposes, except that the entries for Alsaka, O-difformis, Hearlis, Mains, Michigan, New Bampehire, and Ohio also include marine-thel tax proceeds that were dedicated for marino purposes.

Mains, Michigan, Bord Tearlis, Out.

Michigan, Marine to Tearlis, Out.

Michigan, Mic

Highway Statistics, 1960

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS-1960

Countled for calendar year from reports of State suthorities

(In thousands of dollars)

TABLE G-3, 1960

	ate authoriti	.69	T	·				(In	thousands	of dollar	g)								issued at	UCUST 1961
		ADJUST-			LECTION AND STRATION OF			FOR STATE	HIGHWAY	PURPOSES	~~~~	FOR LO	CAL ROADS	and street	s <u>+</u> /		FOR NON	HIGHWAY PUR	POSES 5/	
	NET	MENTS DUE TO	RECEIPTS		TUEL TAXES O FEES	net	CAPITA MAINTEN	L OUFLAY, ANCE, AND		SERVICE				SERVICE		STATE GENE	RAL FUND			T
STATE	TOTAL RECEIPIS OF CALENDAR YEAR	UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	AVAILABLE FOR DISTRI- BUTION	FROM MOTOR- FUEL TAXES 1/	FROM INSPEC- TION FEES, DEALERS LICENSES, ETC.	FUNDS DISTRIB- UTED 2/	STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER STATE ROADS	STATE HIGHWAY POLICE AND SAFETY	OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	FROM INSPEC- TION FEES, DEALERS LICENSES, ETC.	FROM MOTOR- FUEL TAXES	COUNTY AND OTHER LOCAL GENERAL FUNDS	EDUCA- TION, NONHIGH- WAY DEBT, AND MISCEL- LANEOUS	TOTAL
Alabama Alaska Arizona Arkansas	71,682 2,579 25,867 39,387	106 -237 -7	71,682 2,685 25,630 39,380	336 (1/) 146 150	258 - - 9	71,088 2,685 25,184 39,221	20,992 2,542 16,070 21,559	148 127 -	16 1,367 475	8,441 - 6,323	29,581 2,685 17,437 28,357	3/ 40,707 5,167 6,584	495 - 2,580 2,942	:	41,202 7,747 9,526	152 - 292	1,046	153 - - -	:	305
California Colorado Connecticut Delaware 6/	341,463 37,619 47,099 8,457	-603 122	340,860 37,619 47,221 8,457	1,513 518 94 24		339,347 37,101 47,127 8,433	227,689 19,468 35,517 2,108	5/15 -	3,242 48 1,041	2,629 2,045 4,486	227,689 25,339 37,852 7,635	72,132 9,292 7,304 (3/)	39,526 2,470 1,883 798	- - -	111,658 11,762 9,187 798	- - 52	-	16	50	- 88
Florida Georgia Hawaii Idaho	126,067 84,956 7,535 15,143	74 - -76	126,141 84,956 7,535 15,067	360 478 (<u>1</u> /) 60	675 - - -	125,106 84,478 7,535 15,007	93,715 44,242 3,645 10,487	1,290 - 14 -	3,311	12,955 2,024 3,861	107,960 49,577 7,520 10,487	9,746 14,537 4,113	- 636 - 407	4,428 6,447 15	14,174 21,620 15 4,520	1,572 - - -	1,400	:	-	2,972 13,281
Illinois Indiana Iowa Kansas	144,815 103,944 58,115 39,858	273 -1,372 556 -84	145,088 102,572 58,671 39,774	348 142 510 <u>1</u> / 577	388 77 41	144,352 102,353 58,161 39,156	38,012 50,508 34,804 27,071	- 55 -	138 4,034 155 1,555	- - - -	38,150 54,597 34,959 28,630	35,248 30,993 19,114 6,921	60,014 15,463 4,088 3,132	10,358 - - -	105,620 46,456 23,202 10,053	582 1,300 61	412	=	-	582 1,300 473
Kentucky Louisiana Maine Maryland	62,815 63,693 23,383 54,475	-13 -109 -26 -	62,802 63,584 23,357 54,475	438 322 67 257	273 186	62,364 62,989 23,290 54,032	50,608 29,173 17,143 15,206	- 14 539 -	4,524 1,463 683	2,934 13,586 2,955 11,810	58,066 44,226 21,320 27,016	3,927 15,405 1,529 9,285	3,358 441 17,216	515	3,927 18,763 1,970 27,016	-	371	=	:	371
Massachusetts Michigan Minnesota Mississippi	77,839 146,496 58,358 45,066	-319 70 87 -	77,520 146,566 58,445 45,066	233 724 288 1/ 950	82 - 151 -	77,205 145,842 58,006 44,116	22,074 51,665 33,394 20,760	7/ 2,264 4 - 152	4,518 611 2,482	35,505 19,488 6,046	64,361 71,768 35,876 26,958	8,289 49,398 16,780 15,753	1,621 24,676 5,208 1,405	2,925	12,835 74,074 21,988 17,158	142	9	:	:	9 - 142
Missouri Montans Rebraska Revada	46,299 16,637 38,482 9,562	- 143 - 94	46,299 16,780 38,482 9,656	222 167 1/ 472 138	176 53	46,077 16,613 37,834 9,465	42,884 16,511 22,850 6,906	- 8 -	2,564 90 229 486	440 - -	45,888 16,609 23,079 7,392	51 4 13,079 1,355	1,676 718	= = =	51 4 14,755 2,073	138	:	-	:	138 - -
New Hempshire New Jersey 6/ New Mexico New York 6/	13,726 100,352 24,906 213,807	4,657	13,726 100,352 24,906 218,464	(1/) 598 385 407	-	13,726 99,754 24,521 218,057	8,172 73,513 20,295 142,743	- 680 <u>7</u> / 10,702	412 3,426 998 4,697	4,331 1,404 2,849 18,207	12,915 79,023 24,142 176,349	807 6 ,328 32,235	2,829 1,996	1,214	807 10,371 34,231	=	9,966 7,477	76	318 379	10,360 379 7,477
North Carolina North Dakota Ohio Oklahoma	104,360 10,793 214,309 59,005	- 22 638 - -76	104,338 11,431 214,309 58,929	1/ 2,186 100 379 474	235 95 175	101,917 11,236 213,930 58,280	71,521 8,947 129,712 33,153	- - 136 26	4,159 338 209	15,030 30,720	90,710 9,285 160,777 33,179	(3/) 1,896 30,373 23,428	7,018 55 22,780 1,673	- - -	7,018 1,951 53,153 25,101	3,341		1 1 1	848 - -	4,189 - - -
Oregon Pennsylvania Rhode Island 6/ South Carolina	36,745 165,316 16,176 53,279	-17 -1	36,728 165,316 16,175 53,279	126 576 35 103	- - 36	36,602 164,740 16,140 53,140	18,131 104,479 6,027 36,067	172 436 - -	1,881 7,607 855 2,335	4,010 4,895 1,527 6,022	24,194 117,417 8,409 44,424	7,947 30,920 290 7,001	3,620 16,403 78 -	-	11,567 47,323 368 7,001	- - - 1,715	7,363	- - -	841 - -	7,363 1,715
South Dakota Tennessee Texas Utah	14,961 82,878 185,132 20,102	-153 512 -79 -	14,808 83,390 185,053 20,102	116 85 934 133	9 180 - 16	14,683 83,125 184,119 19,953	12,309 24,207 126,506 18,269	1,025	495 - 3,609 1,565	- 661	12,804 25,232 130,776 19,834	1,829 31,184 6,234	50 10,772	159 1,066	1,879 42,115 7,300	3,665	1,112	- - -	11,001 46,043 119	15,778 46,043 119
Vermont Virginia Vashington West Virginia	8,660 82,544 61,091 34,315	-1,598 -77 744	8,660 80,946 61,014 35,059	7 218 265 113	- 21 -	8,653 80,707 60,749 34,946	1,886 67,111 25,210 29,881	35 - 24 -	145 6,365 122	793 7,944 4,943	2,859 73,476 33,178 34,946	5,516 3/ 960 19,965 (3/)	278 6,271 7,061	- 545	5,794 7,231 27,571	-	-	- - -	- - -	-
Wisconsin Wyoming Dist. of Col.	74,509 9,651 12,079	- 7	74,509 9,651 12,086	335 27 (<u>1</u> /)	356 - 13	73,818 9,624 12,073	37,900 5,164 -	- - 712	- 396 -	266 - -	38,878 5,560	19,739 3,419 -	10,671 645 12,073	-	30,410 4,064 12,073	4 <u>1</u> -	- - -	8/ 4,489	-	4,530 -
Total Total, 48 States	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
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 uppears, funds for administering the motor-fuel tax laws were allocated from motor-fuel inspection fees, motor-wehicle receipts, or general revenues. See tables SF-9 and 10 for details of collection costs. Amounts shown for Kansas, Mississippi, Rebraska, and North Carolina include \$251,000, \$436,000, \$167,000, and \$2,049,000 respectively for administration of motor-wehicle 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/} Allowments for one smoomes distributed from the common time.

3/ Allowments for construction and maintenance of country reads 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 \$33,029,000.

4/ Recludes direct expenditures by States on local roads and streets as well as find 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.

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 impden-Cartwright 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 \$772,000, Ia. \$1,033,000, Mich. \$5,000, N. Mex. \$926,000, Okla. \$1,138,000, S. Car. \$128,000, nem. \$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/ Allocations to towns, villages, and oities 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.

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

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

	TAX				ADMIN:	STRATIVE P	ERSONNEL EMPLO	YED
STATE	RATE IN CENTS	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	OFF:	ICE	FIEL	D
	PER GALLON				COLLECTION	REFUND	COLLECTION	REFUND
Alabama	7	Distributors, refiners, retailers or storers	Quantities sold and used	State Department of Revenue	12	5	8	4
Alaska	<u>1</u> /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
Arkensas	<u>2</u> / 6.5	Wholesale distributors (first sellers)	Inshipments or receipts	Department of Revenue, Motor Fuel Tax Division	13	- 5	20	(<u>3</u> /)
California	6	Distributors, manufacturers and importers	Quantities distributed	State Board of Equalization assesses and State Controller collects	<u>3</u> / 142	(3/)	<u>3</u> / 144	(<u>3</u> /)
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	(<u>3</u> /)	-	(<u>3</u> /)
Florida	7	Wholesale distributors	First sale or use in State	State Comptroller, Gasoline Tax Department	<u>4</u> /8	(<u>3</u> /)	5	(<u>3</u> /)
Georgia	6.5	First producer, refiner, receiver or user	Quantities distributed and used	Department of Revenue, Motor Fuel Tax Unit	28	14	27	8
Hawali	1/5	Manufacturers, producers, refiners, importers and distributors	Quantities manufactured, pro- duced, refined, imported and sold or used	Department of Taxation	1		-	-
Idaho	<u>1</u> /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	Quantitles 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	51	4
Kansas	5	Wholesale distributors	Quantities received	Department of Revenue, Motor Fuels Division	80	(<u>3</u> /)	(<u>5</u> /)	(<u>5</u> /)
Kentucky	7	Wholesalers and refiners	Quantities received and with- drawn 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	(<u>3</u> /)
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	(<u>5</u> /)	(<u>5</u> /)
Michigan	1/6	Wholesale distributors	Quantities received	Department of Revenue, Motor Fuel Tax Division	19	50	15	7
Minnesota	5	Licensed distributors	Inshipments	Department of Taxation, Petroleum Division	15	55	16	5
Mississippi	7	Wholesale distributors and producers	Quantities invoiced	Motor Vehicle Comptroller	22	8	27	8
Missouri	<u>6</u> / 5	Distributors	Quantities received	Department of Revenue, Motor Fuel Tax Unit	12	7	33	(<u>3</u> /)
Montana	6	Refiners and importers	Inshipments plus refinery distribution	State Board of Equalization, Gasoline Tax and Refund Department	8	7	2	1
Nebraska	<u>1</u> /7	Importers, producers, and refiners	Quantities imported or produced	Department of Agriculture and Inspection, Division of Motor Fuels	11	18	105	14
Nevada	·6	Licensed dealers (distributors)	Quantities distributed	Tax Commission, Motor Fuel Tax Division	2	1	1	(<u>3</u> /)

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

	TAX				ADMINISTRATIVE PERSONNEL EMPLOYED				
STATE	RATE IN CENTS PER	TAX PAID IN FIRST INSTANCE BY-	TAX COMPUTED ON BASIS OF-	TAX COLLECTED AND ADMINISTERED BY-	OFF	CE	FIEI	D D	
	GALLON				COLLECTION	REFUND	COLLECTION	REFUND	
New Hampshire	<u>1</u> / 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	(<u>3</u> /)	
New Mexico	6	Distributors	Imports plus production	Bureau of Revenue, Gasoline Tax Division	(<u>5</u> /)	(<u>5</u> /)	(<u>5</u> /)	(<u>5</u> /)	
New York	6	Distributors	Quantities sold and used	Department of Taxation and Finance, Miscellanous Tax Bureau	18	23	740	(<u>3</u> /)	
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	(<u>5</u> /)	(<u>5</u> /)	
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	ļ	6	14	4	
Pennsylvania	1/7	Wholesale distributors	Quantities used, or sold and delivered	Department of Revenue, Bureau of Liquid Fuels Tax	3 6	(<u>3</u> /)	55	(<u>3</u> /)	
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	Importors 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	(<u>5</u> /)	(<u>5</u> /)	
Utah	1/6	Distributors	Quantities distributed	State Tax Commission, Auditing Division	<u>7</u> / 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	(<u>3</u> /)	
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	(<u>8</u> /)	(8/)	(<u>8</u> /)	(8/)	
Wisconsin	6	Licensed wholesalers	Quantities received	Department of Taxation, Motor Fuel Tax Division	14	514	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	(<u>5</u> /)	(<u>5</u> /)	(<u>5</u> /)	(<u>5</u> /)	

^{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.

^{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.

Information was not available at the time this table was prepared.

User (dealer) Tax Commission, Schor Facil Blvision - Oklahoza City	Underhouse 6-5 User (dealer) Tax Commission, Morion Fuel Divisions City far is lavied on use. Dee is dealer on highway of free imported in te
Licensed deslers (wholesalers and retailers) State Auditor, Gasoline Tax Division - Elemenck Mobissaler, or user (Anolesaler, or user (Anolesaler, Division of Sales, Exulse, and Perantement of Taxation, Division of Sales, Exulse, and Mobissaler, Division of Sales, Exulse, and Division of Sales, and Division of Sales, Exulse, and Division of Sales, and Division of Sa	forth Decoration - Elemental contensed deglars (windsaglars and retailers) State and the manual manu
Tor Highway new Thomsed user Tanchon of Parenne, Department of Parenne, Miccellamous Fax Division of Parenne, Department of Parenne, Miccellamous Fax Scaller. Parenter of Parenne, Miccellamous Fax Scaller Fax Division of Parenne, Miccellamous Fax Division Fax Division of Parenter Fax Parenter Fax Division of Parenter	New Moratico 6 Licensed spacial fuel dealer or licensed user Bureau of Ruvenue, Gasoline Tax Division - Sante Fe Dealer reports and pays tax on fuel free licensed space and pays tax on fuel free licensed and pays tax on fuel free licensed and framework Miccellancous fax Bureau - Refail only means "any sale to a
Molessier or retailer who knowingly makes first saie bepartment of Tressury, Division of Taxation, Motor M	New Jersey 6 Wholesaler or retailer who knowingly makes first sale Department of Treasury, Bytisten of Taxation, Moror Fuels Te ultimate use is unknown at tim
Licensed user or dealer (wholesaler or retailer) Tex Commission, Fuels Tex Division - Carson City	
Retailer (dealer) Begartment of Agriculture and Inspection, Mytalon of Most - Innoln	
b Wholesaler, or user State Board of Equalization - Helena	
Retailer (dealer) Department of Revenue, Motor Fuel Tax Unit - Jefferso	
User User (dictributions) Tegariness of Taxafiou, Fetroleum Tax Division - St. Foul Molesalors, retailars (dictributions) Maken Vehicle Compiredies, retailars (dictributions)	Department of a controlled or a colorable or a colo
Deer Secretary of Revenue, Motor fast Tax Division - Lemen	Michigan d Daer Langing Michigan d Davier Fast Tax Mytelon - Langing Tax Mytelon - Langing Tax La collected at the time at a
Setallar or licensed and bonded user State Comptroller, Gasoline Tax Divisionie	Starte Comparison - Annapolio and bonded user State Comparoller, Gasoline Tax Division - Annapolio all fuel thus placed in wehicle to a state of the webit of the state of the
Betcaller or user Salva inque Barreton, Division of Gasoline Tax - August	Market on the earlier or weer Taxation of Gasoline Tax - Augusta (Retailer reports and pays the tax
"Supplier" (Wholesaler) Department of Revenue, Petroleum Products Tax Divisio	Louislans 7 "Supplier" (wholeseler) Department of Revenue, Petroleum Fromets Tax Division - "User-seller" (retailer) or user
Licensed special-frack dealer (importer, wholesaler) Section - Frankfort Section - Frankfort	
"User-Dealer" who places fuel in vehicle tanks Department of Revenue, Motor Fuel Tax Division - Tops	T& "User-Dealer" who places foot in vehicle tanks peparement of Revenue, Motor Fuel Tax Divisor Test rack is 5 centes out diseas from
	Jose 7 & 6 Minolescier Tresumer of State, Motor Vehicle Fuel fast Natision - Retailers and nears purchase tax.
Retailer (dealer) or user Tray or user (dealer) or user or user (dealer) o	
incembe distributor (wholesaler) Department of Revenue, Motor Fuel Tax Division - Spring	
Department of Research Boles Betailer or licensed user Department of Law Enforcement - Boise	
T&Llabassee	Georgia 6.5 Licensed distributov (Vanolessiar, retailer) Dapartment of Sevenne, Nebtor Nucl Tax Unit - Atlanta Users buy tax-paid fuel from dick
incensed user (dealer, retailer) State Comptroller's Office, Motor Fuel Tex Department	Mortida Tax Department - User (dealer, retailor) State Comptroller's Office, Motor Past Tax Department - User has the option of buying tax
State Tax Department, Notor Fuel Tax Section - Hartfo	Commerticut 6 1900: State Text Department, Motor Fred Text Section - Hartford 1900 East to the Settle, Williams See House East to the Settle, Williams See House East to the Settle Management of the Commerticut of the Commercial of the
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STATE TAXATION OF SPECIAL FUELS

is doubled for non-gasoline-fueled vehicles.

User purchases tax-free fuel from wholesaler or dealer.

bealer purchases tax-paid incl from wholesaler and user buys tax-paid fuel from rebailor. Spec . taxes: hegistration fee

Tax is collected by special-fuel dealer at the time of delivery to user. If fuel is acquired by user in any manner other channing the dealer, tax is reported and paid by user.

aid for dicect vehicles. The from wholesaler. User may buy tax-paid fuel from sither wholesaler or retailer.	Tex Commissioner's Office, Gecoline Tax Division - Charleston	Aporeserer	9	sent Virginia
ispenses apocial has into vehicle tanks) pays directly to the supplier a tax on field he purchases for reasts. Fortal taxes: Timoks propelled by special fucis pay 55 percent higher gross-weight fees than gesoling-upopilled fruchs, has a \$2 final group and for the first fee that is from 25 cents to think on the first fee that is from 25 cents to the form of the first fee that for general feet free for the form of the first feet first feet first free facts from 50 cents for first feet first feet first feet first feet first feet first feet first f	S alumnia of Licenses, Light Freis Tex Division - Olympia S	TasU	e.T	notentas
byty wehlole is one and three-quarter these by mosture, there will be using gasolihe. Propies relia fuel wholesake and retail, Peddier (parson without stationary storage facilities who sells fuel from a tamb applier sells fuel by the veri-sellar. Hest-seller (parson who matheans storage in excess of NON gallons and who	Department of Finance, Division of Motor Vehicles, Bureau of W	Supplier (distributor)	xas Toli	ataigut ataigut
uere is no gallonage that on spardal fuels. In lieu of the gallouage tax, the registration fee for any non-gasoline powered	11			
. Mear services one equipment from his own storage, he reports and pays the tax. If user buys his fuel from retailer, test services one equipment from forther, he reports and pays the tax.	I ytto salai ties - noisalmmoo xaT state	Receiver or user	. 9	. qwa
ser-dealer delivers thet into the vehicle tank. Special taxes: Vehicles using diesel fuel are required to pay Il percent		User-dealer (retailer, bulk-purchaser, wholesaler)	₹ 45.6	54%9
cense or not.	Department of Revenue, Gasoline Tax Inspection Division - M	χ≎ε <u>υ</u>	r	enge entte
social limits of the time of delivery to the tenk of a vehicle, suc required or the vehicle over hos a user's by direct delivery into the complete as user's license. All special-that desirer are required to collect the tax or throck delivery into the complete of the tenk of a vehicle, are required to pay the teak to the deliver at the	T .	Licensed resident and non-resident users	9 % 1	outh Dakota
I special-fuel users who do not maintain storage facilities, and who purchase fuel from a licensed special-fuel desist	A mineter mitatorial rate facility assessed to treatmental	Tables and but deliber frame's	7	1
er becomes litable for payment of tax. tellor end user buy tex-paid fuel.	Fax Section - Providence - Frounding and Highway Department - Frounding - Columbia	Incensed wholesale distributor	L	outh Carolina
or to the stret and where we to know to be for internal combustion engine. If use cannot be determined initially, it is the state and the state into the form the free state where we to know to be for internal combustion engine. If use cannot be determined initially, the state the state where we can be seen that the state of the	Department of Revenue, Bureau of Liquid Fuels Tax - Harrisburg T Department of Administration, Division of Taxation, McTor	Wholeseler, refeller, or user Wholeseler, retailer, or user	1 2	sinsylvanna bode laland
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STATE MOTOR-FUEL TAX LOSS AND EXPENSE ALLOWANCES $^{\mathcal{I}}$

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

TABLE G-103 Status as of January 1, 1962

		ALLOWANCES FOR	R ACTUAL LOSS	23			FLAT PERCENTAGE ALLOWANCE FOR ALLOWANCE FOR LOSSES IN FOR								
			TO WHOLESALER IN STORAGE AND HANDLING			FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING			. 1	ALLOWANCE FOR HANDLING AND COL		SE	EXPENSE	FOR OF COLLECTION CONSIDERATION)	
STATE		IN STOR		ING XIMUM	TO RETAILER	mo wa	OLESALER	TO DE	TAILER	TO LE	HOLESALER		TAILER	(2002) 110	
	BY DESTRUCTION	no specified percentage	PERC	ENTAGE CIFIED PERCENTAGE	2/	METHOD	PERCENTAGE	METHOD	PERCENTAGE	METHOD	PERCENTAGE	METHOD	PERCENTAGE	METHOD	PERCENTAGE OF QUANTITY TAXABLE
Alabama Alaska Arizona Arkansas	Ex - - Re	Ex - Ex	- - -	PERCENTAGE		- - -	- - - -	- - -	-	- - - - -	2 to 1 (R)	- - -	- - - -	Ex -	3/2 to 1
California Colorado Connecticut Delaware	Ex ½/Ex Ex or Re	Ex Ex or Re	 Ex	1 (R-I)	- Re	- - -	- - -	-	- - -	- Еж -	1	Ex	ī 1	- - -	= =
Florida Georgia Hawaii Idaho	Ex 7/Re Ex or Re	×	5/ Ex 7/ Re - -	1 (T) 1/2 (T) - -	-	- - Ex	1 (D)	6/ Re	2 (R) - - -	7∕Ex Ex	. 1 (D)	<u>7</u> ∕_Re Ex	7 (B)	Ex - -	<u>5</u> / 2 to 1 - -
Illinois Indiana Iowa Kansas	Re Ex or Re Ex or Re 4/Ex	Ex	Ex - - -	1-1/2 (D) - - -	Re Re Re-	Ex Ex	3 (T) 3-1/2 (R-S)	-	-	Ex -	2 /		- -	Ex -	2
Kentucky Louisiana Maine Maryland	4/Ex 4/Ex or Re Ex Ex or Re	- - Ex	- - Ex	- 9/ 1 (2)	- - Re	8/ Ex	3 (T) -		-	Ex	2-1/4 (T) Ø - - -	= =	-	1111	
Massachusetts Michigan Minnesota Mississippi	Ex or Re Re 4/ Re 4/ 10/ Ex or Re	Ex or Re	Ex - - -	1 (R) - -	- - - -	- Ex Ex Ex	2 (T) 2 (T) 2 (T)	Ex Ex	1 (T) 1 (T)	- - - -	-	- - - -	- - - -	Ex - - -	1
Missouri Montana Nebraska Ne vada	Exx or Re Re Re Exx or Re	1111	-	-	Re 	Ex Ex	2 (T) 3 (R)	-		Ex - - Ex	3 (R) V 2 (T) Ø		•	- Ex -	1 to 1,
New Hampshire New Jersey New Mexico New York	Ex Ex Re Ex or Re		11/ Ex Ex - Ex	1 (R) 1 (R) - 1 (T)	- Re -	11/Ex - Ex -	1 (R) 2 (T)	Re - -	1 (R) - - -	- -	-		-	- - Ebx	2/3 of
North Carolina North Dakota Ohio Oklahoma	Exx or Re Ex Re Exx	Ex - Ex	- - -	1 (R)	- - -	Ex Ex Ex	2 to 1 (R) 1 (R) 2 (R)	Re -	1 (R)	- - -	-	Ex	1 (R)	Ex Ex Ex	2-1/2
Oregon Pennsylvania Rhode Island South Carolina	½/Ex Ex or Re Ex Ex	Ex Ex Ex Ex	- - - -	- - - -	- - -	- (<u>12</u> /)		1 - 1		- - - -		- -		Ex -	2 to 1/
outh Dakota ennessee exas tah	Ex or Re Re 14/Ex or Re	- Ex or Re -	- - -	- - -	Re -	Ex	1-1/2 (T) - -		-	Ex Ex Ex	4-1/2 (R) Ø 13/ 1-1/2 (R) 1 (R) 2	- Ex Ex	1/2 (R) 1 (R)	- - -	- - -
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isconsin yoming ist, of Col.	<u>4</u> / Re 		- - Ex	2 (R)	- -	Ex -	1-1/2 (T)	Re -	1/2 (T)	-	=	-	-	-	-

^{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 dis-

For actual losses by destruction and in storage and handling.

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.

Tax may be refunded or tax credit given on losses of fuel on which the tax has been paid. Allowance is made on 6 cents of 7-cent tax.

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

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

Allowance is made on the 4-cent and the 1-cent taxes only. No allowance is made on the 2-cent tax. 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 monored for less 11/1/ Actual loss if tax is paid on sales, flat rate if paid on receipts.
11/ 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.

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

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

STATE	(CRIN	TAX RATE (CENTS PER GALLON)	TLOW)	VEHICLES APPECTED	NOLIVALIZATION OF COMPUTATION	HEFUNDS OR CREDITES	PAYMENT PERIOD	COLLECTION AGENCY
	GASOLLINE	DIESEL	L.P.G.					
Alabeme	Ŀ	7	<i>L</i>	Tw. explice to vehicles importing and using fuel on highests.	Interactive operators must purchone enfiltednet flust, text quels, to cover the miles treated at Malhonn, or pay the tax on the difference. In such cases, operator computes gallons on which the difference. In the Malhonn mileset by an eritherry miles-por-gallon flugure setablished by the Commissioner and besed on vehicle size.	Reciprocal agreements may be made by Department of Revenue with bordering States.	Monthly	Department of Revenue
Alaska Arizona Arkensas	6.5	6.5	. 5 2.	Tex applies to any vehicle in which fuel is in excess of manufecture-installed hall tank. Vehicles importing ever 30 gallons.	onlineage texed is obtained by dividing miles traveled in Arizons by the venicle's miles-regulton swares. Whiteage traveled in the State is divided by miles per gallon (8 m.p.g. If isser than 22,500 miles emmally, 5 m.p.g. if more) to obtain gallons texed.	Behuds are allowed for Arizons tax- paid fuel not consumed in the State. Credit is given for Arioness tax- paid purchases.	Monthly Monthly	Wehlele Superintendent Commissioner of Revenue
California	1.9	. 9	19	Motor tracks and buses importing over 20 gallons.	Texable gallonage is computed on the ratio of mileage traveled within	Credit is given for Colorado tax-paid	Monthly	Department of Revenue
Connecticut	9	•	9	Multiple State passenger carriers (except charter busse).	the State to total mileage. Tax is paid on the used in the State and is computed on the ratio of whence traveled within the State to total mileage.	purchases. Buses are credited for Connecticut tax-red fiel.	Quarterly	Commissioner of Motor Vehicles
Delaware	1		,		A CONTRACTOR OF THE PROPERTY O	· ·		1
Florida	Ŀ	-	1	All vehicles (except common carrier buses).	Tex is computed by applying tex rate against fuel in excess of 20 sellons.	Oredit is given for Florids tax-paid	Monthly	State Comptroller
Georgia	6.5	6.5	6.5	Buses, trucks over 2 exles, and tractor trucks in inter- state operation.	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	Credit is given for Georgia tax-paid purchases.	Quarterly	State Revenue Commissioner
Hawmii Idaho	1 90	1.00	1.00	All vehicles.	fex 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	2	2	All vehicles.	Tax is computed by applying tax rate against fuel in excess of 20 gailons.	No credit or refund is given for tax- paid purchases.	Monthly	Department of Revenue
Indiana	. 9	(, t-	. 9	Commercial vehicles importing over 20 gallons.	Tax is computed on the basis of miles traveled in Iowa divided by an	Tax-peld purchases are deductible.	Monthly	State Treasurer
Kansas	2	-	۲.	All carders except local carders, farmers, school buses, specialized operators.	surges miner-principal and insured to the crimine loading Salionege. Transite gallonge 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
Kentucky	789	7 & 9	7 & 9		Taxable gallonage is computed on the ratio of mileage traveled within	Credit is given for Kentucky tex-	Wonthly	Commissioner of Taxation
Louislana	۲-	-	←	9-cent moron-runt tax. All vehicles importing over 30 gallons.	has reduce to cotta minego; to listility by the ratio of total miles threathen operation compute tax listility by the ratio of total miles traveled in the deare to total miles traveled.	Lary protections from the stronged to emotion for the may be subject to refind or defaction upon presentation	Monthly	Collector of Revenue
Maine	-	۲-	t-	Common and contract carriers of persons or property, for which permit is required and tracks, tractors, and semi-	Taxable gallonage is computed on the ratio of mileage traveled within the State to total mileage.	or purchases receipts. Credit is given for Maine tax-paid purchases.	quarterly	State Tax Assessor
Merylend	10	9	vo	Trainers intermed for over co, too, too, gross waspronants and the with nove than 2 axies.	Texable gellonage 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
Massachusetts	ž.	5.5	7.	Importers of their except for transfents and vehicles importing less than 80 gallons.	Passible gallocage is compreed on the ratio of elleuge traveled within the State to folial mileage.	Measuchmette tumpike users urver the tex paid on the lused in operation on such parts thereof that see not yet part the table of the State inhighout payed part of the State inhighout payed.	Monthly	Commissioner of Texation
Michigan	۰,	VQ.	9	All vehicles importing over 25 gallons.	Tax is yetd by the purchase of fael within Michigan equivalent to that communed while operating in Michigan, or by direct remittance to the	purchases. Credit or refund is allowed on Michigan Gox-paid purchases.	Monthly	Secretary of State
Mnnesota	r.	IN.	<u></u>	All vehicles	Department of Newmoo. The state of the spirit of the state of the state of SO gallon. Gallon.	Credit or refind is allowed on Minnesota tax-paid fuel except that no refind or oredit is allowed to vehicles from States that do not allow a similar refund or credit to	Monthly	Commissioner of Perstion
Mississippi	1	ත	. 0	Common carriers, contract carriers, and private commercial carriers.	Callonege is computed by dividing Riesissippi mileage by an arbitrary m.p.g. figure established by the Comptroller, Mon may accept a m.p.g. figure computed by the user if based on artual gallons and mileage figures.	Minesona vehicles. Credit is given for Mesissippi tax-paid purchasse.	quarterly	Motor Vehicle Comptroller
Missouri Montana	1 1/0	16	10	Vehicine importing over 20 gallons, 6 cents for gasolins, 9 cents for other than gasoline.	The applies to imported gusoline unless gusoline in equal ascuris is purbased within the State. Special the lusers operating under permit pay either on gallons purbased in the State or may on the basis of miles arrested. Amenas miles per gallon is determined by the State on	Credit is given for Mortens tax- paid purchases.	Monthly	State Board of Squalleation
Nebraska	r- ·	<u>.</u>	* ·	All vehicles	The busins on type of this that maintaing involved. The first strong the companies of the companies of the continuous of the continuous continu	Credit is given for Mebrasks tax- paid purchases.	Monthly	Department of Agriculture and Inspection, Division of Notor Fuel
Nevsda	۵	·•	φ	Vehicles importing over 25 gellods of gasoline and special fuel users.	Special that users attache order integer by chest their properties of the content	Credit or retund is given for Nevada tax-paid purchases.	Monthly	Tex Counteston

charte appears on sheet

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

Based on information from State authorities and laws of the several States TABLE G-104 SHEET 2 OF 2 STATUS AS OF JANUARY 1, 1962

STATE		TAX RATE	ILLON)	VEHICLES AFFECTED	METHOD OF COMPUTATION	REFUNDS OR CREDITES	PAYMENT PERIOD	COLLECTION AGENCY
	GASOLINE	DIESEL	L.F.G.	THE VIEW PATE OF THE	METERS OF CONTROL ON	TEL GIBS SK GILBERS	111111111111111111111111111111111111111	
New Hampshire	7	7	7	Vehicles registered in States which impose tax additional to that imposed by New Hampshire.	Retaliatory tax is imposed in the same menner that the additional tax is imposed upon New Haumoshire carriers.	-	Monthly	Commissioner of Motor Vehicles
New Jersey	6	6	6	All vehicles.	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	Motor Fuels Tax Bureau, Division of
New Mexcio	6	6	6	All vehicles importing over 20 gallons.	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 overation to determine taxable gallonage.	Credit is allowed on New Mexico tax- paid purchases	Monthly	Bureau of Revenue
New York	-	-	-	-	Burrow in others observe on more and a garrows.	-	-	-
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	Commutssioner of Revenue
North Dakota Ohio	-	-	-	<u>:</u>	<u> </u>	Ī.	_	
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 tex- paid purchases.	Monthly	Tax Commission
Oregon Pennsylvania Ehode Taland	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 tex- paid purchases,	Monthly	Department of Revenue, Bureau of Liqui Fuels Tax
South Carolina	7	7	7	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 wileage.	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 com- putation of special fuel use and the Motor Fuel Administrator determines	Credit is given for South Dakots tax-paid purchases.	Monthly	Commissioner of Revenue
Теппевее	7	7	7	Interstate property-carriers with over 24,000 lbs. G.V.W. or with 3 or more axles.	whether the method of computation is reasonable. 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	or with 3 or save axies. Whiches importing over 30 gallons. Special fuel vehicles operated for hire, compensation, or commercial purposes are not granted the 30 gallon exemption.	The State, and is based on mileage traveled in the State. 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
Uteh	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	used by Vermone venicles. All vehicles. Vehicles with more than 2 axles pay the 9-cent motor-fuel tax.	required to pay. Faxable 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 auth- orized on tax-paid fuel purchased in Virginia, but used in a State having	Quarterly	State Corporation Communication
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.	similar fuel use tax. Credit is given on Washington tax- paid purchases.	Monthly	State Tressurer
West Virginia	7	7	7	Vehicles importing over 25 gallons. Buses with over 9 passengers, tractor-trucks, any truck having more than 2 exles.	galing to determine the galidos on which the tax is assessed. 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 gallowage is determined by dividing miles operated in Wisconsin by operator's overall average miles per gallon according to type of fuel.	Gredit 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 gallomage and on special fuel in excess of 20 gallons.	Credit is given for Hyoming Tax-paid purchases.	Monthly	Department of Taxation
Dist. of Col.	-	-	-		-	-	_	-

EXEMPTION AND REFUND PROVISIONS OF STATE GASOLINE TAXATION

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

Footnotes amear 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

TARLE G-105 STATUS AS OF JANUARY 1, 1962

					PRI	VATE AND COMMERCIA	LUSE 1/				PUBLIC USE 1	/	
100	PREVAILING				MOITAIVA	USE IN PUBLI	C CONTRACT WORK			s	TATE	COUNTY A	ID LOCAL
STATE	TAX RATE (CENTS PER GALLON)	GENERAL NONHIGHWAY (EXCEPT AGRICULTURE AND AVIATION) 2/	AGRICULTURE	TAX RATE (CENTS PER GALLON) 3/	PROVISIONS	MOTOR VERICLES (MONHIGHWAY USE	OPHER BOULPMENT (HIGHWAY AND NORMEDHWAY USE)	other specific uses	FEDERAL 5/	HIGHWAY USE	nonhighway USE	Highway USE	NONHIGHWAY USE
Cregon	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. dovernment in R.P.D. and Special Delivery sail are subject to refund. Use on any road other than a State highway, county road, or city street under parmit 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 Rhode Island South Carolina	7	Taxed Refunded Taxed	Refunded Refunded Refunded (6)	1.5	Taxed Refunded Exempted	Taxed Taxed Taxed	Taxed Taxed Taxed	over room is subject to return.	Exempted Exempted Exempted	Taxed Taxed Taxed	Taxed Taxed Taxed	Taxed Taxed Taxed	Taxed Taxed Taxed
South Dakota Tennessee Texas Utah	6 7 5 6	Refunded Taxed Refunded Taxed	Refunded Refunded (6) Refunded Refunded	4. - 4	Refunded (1,2) 16/ Exempted Refunded Taxed	Taxed Taxed Refunded Taxed	Refunded 14/ Taxed Refunded 14/ Taxed	- - -	Exempted Exempted 9/ Exempted Exempted 9/	Taxed Exempted 17/ Taxed Taxed	Refunded Exempted 17/ Refunded Taxed	Taxed Exempted 17/ Taxed Taxed	Refunded Exempted 17/ Refunded Taxed
Vermont Virginia	6.5 7	Taxed Refunded	Taxed Refunded (6)	-	Taxed Refunded 18/	Taxed Taxed	Taxed Refunded	Use in equipment of volunteer fire departments is subject to full refund. Use by urban and suburban bus lines is	Exempted 9/ Exempted 9/	Taxed Exempted 9/	Taxed Exempted 9/	Taxed Exempted 9/	Taxed Exempted 9/
Washington West Virginia	7.5	Refunded Refunded	Refunded Refunded	-	Exempted Exempted	Refunded Taxed	Refunded Refunded	subject to refund of 1 cent of 7-cent tex. Use by local buses is subject to refund of 3 cents of 7-cent tex.	Taxed <u>6/</u> Exempted	Taxed Taxed	Refunded Refunded	Taxed Taxed	Refunded Refunded
Wisconsin Wyoming Dist. of Col.	6 5 6	Refunded Taxed Refunded	Refunded Refunded (70%) Refunded	4 -	Refunded Refunded 19/ Exempted	Taxed Taxed Taxed	Refunded Taxed Refunded	:	Exempted 9/ Exempted 9/ Exempted	Taxed Taxed	Refunded Taxed	Taxed Refunded Exempted	Refunded Refunded 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 examptions listed, all States grant examptions 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.

A 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 parcent of fuel purchased in Kentucky; 5 cents of the 7 cent tax in Nebraska and South Carolina Continua Devides 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.

A Only the evision gasoline tax rates that differ from the prevailing tax rates are shown in this column.

The most States which exempt motor fuel purchased by the Federal Government, there is also a provision for refund of the fax if tax-paid fuel is purchased.

6/ In Artzons, California, Louisiana, Cregon, and Washington, quantities sold to the Armed Forces for use in sirreraft or ships or for use outside of the State are exempted. In Arkaness calce of 5,000 gallons or more to the Armed Forces are exempted. In Massissippi, and Neved, sales for use in vehicles of the Armed Forces are exempted.

Closed portions of roads under repair are not public highways.

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; 6,000 gallons or more in Louisiana; tank car lots in Termessee; 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: Pully refunded in Colorado, taxed in Nev Bampshire, and refunded 6 cents of the 7-cent tax in North Carolina.
11/ Table 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

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

15/ The tax is refunded on use by cittles and towns in New Emmyshire. North Carolina exempts final purchased by the State and used by countles and cities for school jurposes. Use in school buses operated by school districts is exempted in Oklahoms.

16/ Partial refunds by reduction in the 4-cent swittion gusoline tax are allowed as follows: Consumption over 50,000 gallons, and less than 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 swittion use is subject to full refund of 7 cents on fuel consumed outside the boundaries of the State as

Dy Interstate Strates on the 1st support to Thill return of 7 cents of the consumed outside the Soundaries of the States 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 country or municipal sirficids. 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.

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

	AMOUNT					
NAME OF FUND OR AGENCY	OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS			
LABAMA, Tax: 7 Cents, All Motor Fuel						
Department of Revenue Public Road and Bridge Fund Highway Sinking Fund	Amount Required 3 Cents Amount Required The Residue	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	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 populational 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 the State, less $$62,520$$ to the cities, of which the amount to each count is not to exceed in any event $1/67$ part thereof. Any funds not obligate 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. Construction and maintenance of county roads and bridges outside cities and	Distributed equally among the sixty-seven counties. Distributed equally among the sixty-seven counties. Constitutes the amount counties apply to the County-Aid Fund, which is			
County Road and Bridge Fund State Department of Aeronautics	The Residue Tax on Aviation Use	off the State highway system, subject to inspection by State Highway Department. Construction and maintenance of county roads and bridges. Promotion of aviation.	to be matched by State funds, and expended according to provision governing county aid expenditures.			
LASKA, 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	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, 196 Sixty percent of tax collected at a municipally-owned airport is refunde to that municipality.			
Water and Harbor Facilities Fund	Other Aviation Fuels 3 Cents On Fuels Sold For Marine Use	Construction and maintenance of water and harbor facilities.				
RIZONA, 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 State Highway Denarbment: construction and maintenance of State highways;	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues, and expenditures are made from combined revenues.			
Counties and Cities State Aviation Fund	30 Percent Eligible Refunds Not	support of Highway Patrol Division (State Highway Police). Construction, improvement, maintenance of county highways or bridges; retirement of and interest on county highway bonds. Improvement, construction, and maintenance of municipal streets and highways; administrative expenses connected therwith; 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 cilocated thereto shall revert to county. Tax on fuel used for aviation purposes is eligible for refund if claims			
	Claimed Within Statutory Period		within specified time limit.			
RKANSAS, 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.	Three percent of gross collections is deducted each month prior to distribution.			
State Police Fund, Highway Weight and Standards Division	Amount Required	Cost of operation of Weight and Standards Division.	Monthly requirements transferred on pro rata basis from motor-fuel tax, overweight permit fees, automobile division fees and registration fees.			
State Highway Fund	Remainder	Subject to expenditure or distribution as follows:	This is a common fund receiving motor-fuel and motor-vehicle revenues a 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 motor-vehicle license revenue basis, based on the amount received from			
County Aid Fund	1/4 Cent Per Gallon On Motor-Fuel Taxed	Construction, maintenance, and administration of county roads.	each county for the previous year from motor-vehicle license fees, and one-third based on area of the various counties of the State." Distributed to counties on the same basis as the 7.7 percent allocation			
Highway Bond and Interest Fund	(Quarterly) \$7,175,000	Debt service on 1951 issue of highway refunding bonds.				
	(Annually)	l				
Gasoline Tax Refund Fund	Amount Required (Quarterly)	Gasoline tax refunds.				

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

and on the laws of the several States			EFFECTIVE JANUARY 1, 1962
name of fund or agency	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
ARKANSAS (Continued)			
State Highway Fund (Continued) County Aid Fund	\$3,000,000 (Annually)	Construction, maintenance, and administration of county roads.	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.
	Amount Required	Construction of unimproved Federal-aid secondary highways on the county road system.	oasis, and 2) percent on rural population basis. Minimum of \$100,000 for each of the 75 counties for the biennium January 1, 1961 - December 31, 1962.
Municipal Aid Fund	The Residue 11.76 Percent	Construction, maintenance, reconstruction, and debt service on bonds issued for city streets which are not a continuation of State highways.	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
State Highway Department Fund	88.24 Percent	Construction, reconstruction, maintenance, and administration of State highway system.	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.	
Counties	Unrefunded Taxes On Aviation Fuel	\$15,000 for administrative costs of Aeronautics Commission; balance equally to all airports for construction.	Estimated amount stated by statute to be \$350,000.
Small Craft Harbor Revolving Fund	Unrefunded Taxes On Marine Fuel	Construction and maintenance of small craft harbors and facilities.	Estimated amount stated by statute to be \$750,000.
Highway-Users Tax Fund	Remainder	For distribution as follows:	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
Counties	\$13,432,824 Fiscal Year 1961-62	Work on local roads.	city. The base sum of \$5,400,000 to be increased or decreased in the ratio that the total State registration of preceeding calendar year bears to the registration in 1945. (\$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.
Counties	1 Cent	Work on local roads.	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.
Counties	3/8 Cent	The 3/8-cent apportsomment 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 apportsonment, to equal \$25 per mile per month.	Funds are distributed monthly, computed as follows: The number of miles of maintained county reads 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 \$13,42,625 plus the second and third subdivisions of the one cent apportionment, a total of \$50 per month per
Cities	5/8 Cent	Work on city streets not on State highway system; 3/5 for construction of	mile of maintained road. Funds transferred to State Highway Fund and distributed to the cities on
Cities	Appropriation Schedule	major streets. All State highways in cities are maintained by the Division of Highways. Engineering and administrative costs - city streets.	the basis of population. Amount ranging from \$1,000 to \$20,000 depending upon population bracket
State Highway Fund	The Residue	Acquisition of rights-of-way for, and the construction, reconstruction, improvement, and maintenance of State highways and streets.	specified by law. State highway moneys for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties.
COLORADO, Tax: 6 Cents, All Motor Fuel			
State Treasurer	Amount Required	Refund of motor-fuel tax.	Refunds made by State Treasurer on voucher certified by the Department of
Department of Revenue, Administration Fund	Amount Required	Collection and refund expense of Motor-Fuel Division and expense of oil inspector.	Revenue. Expenditures limited to 3 percent of the gross proceeds collected from the motor-fuel tax.
Highway-User Tax Fund	All Net Revenue	Inspector. For distribution as follows:	motor-ruel tax. This fund receives the net revenue from the following sources: Excise tax on motor fuel; annual registration fees on drivers, motor vehicles,
State Patrol Port of Entry Administration	Appropriation Appropriation Remainder	State police expense. Operation of border inspection stations.	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.
State Highway Fund (Continued)	65 Percent	Debt service on State highway bonds and notes; State highway construction, maintenance, and administration.	

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

and on the laws of the several States			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
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.	26 percent.) 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 Highway Debt Service Fund Town-Aid Fund (Improved Road Grant)	Amount Required \$100,000 Annually Remainder Amount Required \$8,500,000 Per Year-	Refunds of motor-fuel tax. Collection and administration. Interest and redemption of State highway system bonds. Construction, reconstruction, improvement, and meintenance of local	This is a common fund receiving motor-fuel and motor-vehicle revenues; distribution is from combined revenues. Fund is distributed on mileage basis: \$1,400 per mile for first 23 miles
	1961-62 Only \$8,900,000 Per Year- 1962-63 Annually Thereafter \$1,000,000 Per Year	roads and streets.	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) Motor Vehicle Department	1961-63 Biennium \$8,506,600	Construction, reconstruction, improvement, and maintenance of local roads and streets. Collection of motor vehicle revenues, administration of drivers licenses.	Fund is distributed prorate to the towns, on the basis of the total mileage of unimproved highways in each town.
State Police Department	\$7,855,350	title laws, etc. Salaries and expenses of State Police Department.	Represents highway fund share (75 percent) of
	The Residue	Right-of-way, construction, reconstruction, maintenance and administration of State highways; maintenance and operation of Commecticut Turnpike; expenses of Righway Safety Commission.	total budget.
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	1961-62 Appropriations \$592,595 \$23,360 \$1,453,000* \$27,150 \$4,802,050	Collection and administration. Promote highway safety. Enforcement of traffic laws, general policing duties. Collection and administration. State highway construction and maintenance, suburban community reads.	* Total for all purposes.
State Treasurer Municipal Street Aid Fund	\$7,287,558 \$1,200,000	Interest and redemption of State highway bonds, and county highway bonds. For local city street improvements, right-of-way, police equipment, debt service.	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.	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	State highway construction and maintenance.	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
	Amount Required	Payment of principal and interest and establishment of reserves for retirement of county road and bridge bonds issued prior to July 1931.	prior to July 1941.
(Continued)			

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

TABLE G-106 (Sheet 4 of 20 Sheets) EFFECTIVE JANUARY 1, 1962

and on the laws of the several States			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	Residue Of 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.	
State General Fund	1 Cent 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	97 Percent 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		The second secon	
State General Fund	<u>A11</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 Department of Public Safety Counties	Amount Required \$5,225,000 \$9,317,013	Refund of motor-fuel tax, collection and administration expenses. Drivers license administration and State police. 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: \$85,715,310	Construction, maintenance, and administration of highways, including Federal-aid matching funds.	
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.	Roads are leased to the highway department for a term not in excess of 50 years.
State Highway Authority	Amount Required	Rental payments for bridges constructed by authority.	Bridges are leased to the highway department for a term not in excess of
State Office Building Authority State General Fund	Amount Required 1 Cent Tax On Unrefunded Aviation And Marine Use Fuel	Rental payments on space occupied by highway department. Subject to appropriation for general State purposes.	50 years. Total of lease rentals shall not exceed \$2.5 million per year.
HAWAII, Tax: 5 Cents, All Motor Fuel			
State Highway Fund	<u>A11</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 Hawsii 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 Tex On	For construction and maintenance of airports.	San Man Countries.
Small Boat Harbor Maintenance Fund	Aviation Gasoline 5 Cents Tax On Small Boat Fuel	For maintenance and operation of small boat harbors.	
IDARO, 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 Mighway Fund.
State Highway Fund, Department of Highways	Remainder	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	27.3 Percent Amount Required	Debt service on county highway bonds.	Distributed to the counties on the following basis: 10 percent equal divi- sion, 45 percent in proportion to motor-vehicle registration revenue of previous year, and 45 percent in proportion that improved road mileage in
	The Residue	County and highway district road and bridge construction and maintenance;	each county bears to total in State. Where applicable, counties share with highway and good roads districts on
Department of Highways	70.0 Percent	debt service on district bonds. Construction, reconstruction, and maintenance of State highways, including	the above formula basis. Proceeds of one-cent fuel tax specifically allocated for matching Federal
State Aeronautics Fund	2.5 Cent Aviation Fuel Tax	State highways in cities; collection and administration of motor-fuel tax. Promotion of aviation.	aid.
ILLINOTS, Tax: 5 Cents, All Motor Fuel			
Motor-Fuel Tax Fund	All	For expenditure or distribution as shown below:	All receipts are placed in Motor-Fuel Tax Fund, from which allocations
Departments of Revenue and Finance Division of Highways	Amount Required Amount Required	Collection, administration, and refunds of motor-fuel tax. Administration of counties', cities', and townships' share of motor-fuel tax.	to other funds are made. Expenditures made by Department of Finance out of Motor-Fuel Tax Fund. Expenditures made by Division of Highways out of Motor-Fuel Tax Fund.
(Continued)			

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
LLINOIS (Continued)			
Motor-Fuel Tax Fund (Continued) Orade 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 munici-	Funds are expended by the Department of Public Works and Buildings upon order of the Illinois Commerce Commission.
Road Districts	Remainder 10 Percent	palities. 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	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	engineering, administration, and right-of-way in connection herewith. 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. Fayment 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 engi-	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	neering, administration, and right-of-way connected therewith. 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 allocant 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 construction of storm severs for drainage of arterial streets and State highways; and for building lighting systems on arterial streets or State highways; and for building lighting systems on arterial streets or State highways or a 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 proportion to their population as determined by the last Federal Census
MDIANA, 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-
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.	carrier revenues; expenditures are made from the combined revenues. 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
Counties	32 Percent	Construction and maintenance of County highways and bridges including extensions in incorporated towns.	last preceding U. S. Census. Distributed as follows: 5 percent equally among the 92 counties; 65 percent on the besis of the ratio of the actual miles, now traveled in use, of county highways in each county to the total milesge of all county highways in the State, which shall be determined annually by the
State Highway Commission	The Residue	State highway construction, maintenance, and administration.	State Highway Commission and the County Highway Department; and 30 per on basis of motor-vehicle registration to total State registration. If the remainder is less than \$22,659,000 then the cities portion for following year is reduced by 13 percent of such difference and the counties' portion for the following year is reduced by 54 percent of sudifference.
IOMA, 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-carrie 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.	and other revenues; distribution is from the combined revenues.
(Continued)			

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

TABLE G-106 (Sheet 6 of 20 Sheets)

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
IONA (Continued)			·
State Road Use Tax Fund (Continued) 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.))Unobligated funds revert to the Road Use Tax Fund for distribution.
Highway Grade Crossing Safety Fund Division of Motor Vehicle Registration	\$500,000 \$120,000 \$425,000 The Residue	For construction of the Stange Road Underpass. For crossing study and for installation of signals. To pay for license plates.	}
State Primary Road Fund, State Highway Commission Secondary Road Fund Farm to Market Road Fund, State Highway Commission	47 Percent 30 Percent 10 Percent	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.	Distributed 60 percent on need and 40 percent on area. Distributed 60 percent on need and 40 percent on area.
Street Construction Funds of Incorporated Cities and Towns State Aviation Fund	13 Percent Unrefunded Tax On	For construction, reconstruction or repair and maintenance of roads and streets in cities and towns. Promotion of aviation.	Distributed in proportion that the population of the municipality bears the total municipal population.
KANSAS, Tax: 5 Cents, Gasoline and LPG	Aviation Fuel		
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 ur
Motor Vehicle Fuel Tax Refund Fund	2 Percent Amount Required	Refunds of motor-fuel tax.	buses. Expense of Revenue Department paid from State General Fund.
Highway Fund, State Highway Commission	4/5 Of Remainder	For expenditure or redistribution as shown below;	This is a common fund receiving motor-fuel, motor-vehicle and other revenues; distribution is from combined revenues.
County and Township Road Fund	\$3,600,000 Per Year	Apportioned to counties for construction and maintenance of county and township roads and bridges.	Apportionment to counties: 40 percent equally and 60 percent on basis of relative assessed valuation of previous years; not less than 50 percent be used on township roads.
Highway Patrol Fund Highway Fund (Direct Expenditures)	\$2,381,926 Amount Required	Law enforcement, Forts of Entry and traffic safety promotion and education. \$500 per lane per mile annually to cities for maintenance of connecting links of the State highway system through cities.	Annual legislative appropriation. (Fiscal year 1962.) In lieu of allocation, State Highway Commission may maintain such street in any city with compact of governing body.
-	The Residue	Construction and maintenance of the State highway system and administration of Highway Commission and Department.	
Special County Road and City Street Fund City Streets and Alley Fund	1/5 Of Remainder \$2,500,000 Per Year	For redistribution as follows: Construction and maintenance of city streets.	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.
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.)	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.
City and County Funds (above)	The Residue	Same as above.	50 percent to cities and 50 percent to counties on same basis 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 mot vehicle and motor-carrier taxes. The indicated expenditures are made f combined revenues.
Bond Redemption Fund	Amount Required 1961-62 Appropriation	Interest and principal on General Obligation Highway Bonds.	
Department of Revenue Department of Motor Transportation Departments of Treasury, Finance, Personnel,	\$1,007,310 \$453,515 \$1,121,465	Refunds of motor-fuel tax, collection and administration of motor-fuel and motor-vehicle taxes, operators' licenses, usage tax. Motor-carrier tax collection, administration, and regulation. General administration, publicity, accounting, etc.	Revenue from five cents of the seven-cent tax on gasoline used in tumpion operations is allocated to tumpike authorities on a vehicle-sileage base
Public Relations; Board of Claims University of Kentucky Department of Public Safety	\$88,125 \$5,497,325	Water investigations, topographic mapping. State police, accident prevention, driver examinations.	
Department of Highways Division of Rural Highways	Remainder \$5,000,000 Per Year	Maintenance of county roads and bridges.	Allotted for expenditure within the several counties as follows: One-th 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.
		•	lation 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 smong the counties; any unexpended balances remaining to the er- of any county, carried forward to current year allocation of each county.
	2 Cents	Construction and reconstruction of rural and secondary roads.	Secondary or rural roads accepted by Department of Highways become a part of the State highway system.
	The Residue	Right-of-way, construction, maintenance, and administration of State highways.	Department required to pay \$9,725,000 annual rental to Kentucky Turnpik Authority. (Ch. 173, laws of 1960)
LOUISIANA, Tax: 7 Cents, All Motor Fuel			
Department of Revenue	Amount Regume	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 f which is approximately \$290,000 annually, \$10,000 allowed for collection and administration of use-fuel tax.
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TABLE G-106 (Sheet 7 of 20 Sheets)
EFFECTIVE JANUARY 1, 1962

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

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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

i	OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MARYLAND (Continued)	2201011200		
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.	
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	Share to each county determined by the proportion which the total mileage of county reads in that county bears to the total mileage of county roads in all counties, subject to minimum shere adjustment to Kent, St. Merry's
		bereafter lawfully issued for such construction, reconstruction, or maintenance.	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 succeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.
MASSACHUSETTS, Tax: 5.5 Cents, All Motor Fuel	1		
Highway Fund	All 1961 Appropriations:		The Highway Fund receives both motor-fuel and motor-vehicle revenues. Appropriations given below are from the combined revenues.
Department of Corporations and Taxation Registry of Motor Vehicles	\$232,918 Amount Required	Collection and administration of motor-fuel tax. Refunds of tax. Collection and administration of motor-vehicle fees.	Money for refunds furnished by State Treasurer on warrant.
Department of Public Safety State Treasurer	\$6,394,364 \$4,568,310* \$39,760,809	Salaries and expenses of State highway police. Interest and principal on highway debt.	* Includes general policing costs reimbursed from General Fund. 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 General Fund	\$3,180,231	Purchasing, auditing, personnel, retirement, etc. chargeable to Department of Public Works.	
Metropolitan District Commission Department of Public Works	\$10,747,777*	Construction and maintenance of boulevards in greater Boston.	* Includes nonhighway allocations to be reimbursed from General Fund.
Aid to Towns and Counties	\$7 ,000, 000	Construction and maintenance of town and country roads not on State highway system. (See MCLA, 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
Aid to Towns	\$2,600 ,000	Repair and improvement of public ways other than State highways. (See MGLA, Chapter 81.)	maintenance allotments. 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 numbe 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
Division of Highways	\$38,860,170	Construction, maintenance, and repair; administration and miscellaneous expenses of State highways.	per mile to a maximum of \$150 per mile, based on the road mileage ratio.
MICHIGAN, Tax: 6 Cents, All Motor Fuel			
Motor Vehicle Highway Fund	<u>A11</u>		The Motor Vehicle Highway Fund receives revenue from motor-vehicle and motor-cerrier taxes in addition to that from motor-fuel taxes. The disposition indicated herein applies to the total revenue from all sources.
Department of Revenue Secretary of State State Waterways Commission	Appropriation Appropriation 1/2 of 1 Percent of Gasoline Tax Collections	Collection, administration, and refunds of motor-fuel tax. Collection, administration, and refunds of motor-vehicle taxes. Development of harbors and channels; regulation and control of boating; State participation in certain Federal programs.	
State Highway Department	Remainder 47 Percent Appropriation Appropriation Appropriation The Residue	For State trunkline highways - for purposes in order of priority as follows: For debt service of highway dedicated tax bonds. Operating expenses of State Highway Department. Maintenance of State trunkline highways and bridges. Opening, widening, and improving interstate system, specified trunkline	Not less than 35 percent is to be used for widening, construction,
County Road Commissions	35 Percent	topening, whereing, and rest state trunkline highways, and other State trunkline highways. For county highways.	improvement, and betterment of interstate system and specified trunkline highways.
COMMON ACCUMENTATION	Allocation	sogineering.	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 regis-
	Allocation	For snow removal and purchase of equipment used therefore.	tered professional engineer. O.O percent of prior calendar year county share of Motor Vehicle Highway Fund divided among counties having in excess of 71 inches measured snow- fall.
			TRUE.

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
MICHIGAN (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 63 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
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.	road funds may, in case of emergency or, with the approval of the State Highway Commissioner, be used on the county primary system. Divided among the 33 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.	Bayled 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.	used additionally for local screen system in emergencies.
MINNESOTA, Tax: 5 Cents, All Motor Fuel			
Highway User Tax Distribution Fund	<u> 411</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
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.	User Tax Distribution Fund by legislative appropriation every two years. Intended to represent fuel used in motor boats.
Trunk Highway Fund	Remainder 62 Percent	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 Trumk Highway Sinking Fund.
County-State Aid Highway Fund	29 Percent	Construction and maintenance of county roads including roads in municipali- ties of less than 5,000 population.	One and one-half percent used to reimburse Trunk Highway Fund for adminis- trative costs. \$300,000 provided for Disaster Fund. Residue distributed as follows: 10 percent equally; 10 percent based on registrations; 30 per- cent based on mileage; 50 percent based on needs as determined by prior
Municipal-State Aid Fund	9 Percent	Construction and maintenance of roads in municipalities of 5,000 or more population.	apportionments. 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.	
MISSISSIPPI, Tax: 7 Cents, Gasoline 8 Cents, Diesel and LPC		,	
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 9/1 State share.
County Road Protection Fund, Coast Counties	2-1/4 Cents Per Gal. Taxed In The 3 Counties	Debt service on sea-wall bonds; sea-wall construction and maintenance (as road protection measure in cosat counties).	State share. Returned to Hancock, Harrison, and Jackson Counties. Surplus from Harriso and Jackson Counties to be returned to State Highway Commission for debt service on the Biloxi Bay Bridge bonds.
State Highway Department	The Residue Less \$1,000,000	State highway and bridge construction and maintenance.	served on one priori bal priose pougs.
County Road Funds	5/14 Of Remainder Less \$480,000	Service of county road and road district obligations; construction and maintenance of roads and bridges in counties.	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,
Municipal Aid Fund	\$1,480,000	Municipal streets and related usage.	1960 Laws) These funds are distributed on a per capita basis with a maximum of \$65,00
Aeronautics Fund .	1 Cent Of The Tax On Aviation Fuel	Construction and improvement of airports.	to any one municipality.

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

and on the laws of the several States			EFFECTIVE JANUARY 1, 1962	
NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	rigaares	
MISSOURI, Tax: 5 Cents, All Motor Fuel				
State Highway Department Fund	<u>All</u>	Allocated or paid out of this fund for the purposes indicated below:	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.	
Specific Administrative Expenses State Road Fund	Amount Required The Residue	(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. Allocated for the following purposes:	Expended under direction and supervision of Highway Commission.	
		 (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. 	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.	
		(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.		
MONTANA, Tax: 6 Cents, Gasoline and LPC 9 Cents, Diesel				
Casoline License Drawback Fund State Highway Fund	Amount Required Remainder	Refunds of motor-fuel tax. For expenditure or redistribution as follows:	25 percent of gross collections withheld. Amount not used is paid to State Highway Fund at end of fiscal year.	
State Board of Equalization State Highway Department	Appropriation The Residue	Collection and administration of motor-fuel tax. Construction, maintenance, and administration of Federal-aid and other roads suthorized by law.	This fund also receives motor-vehicle revenues.	
State Aviation Fund	l Cent Of Tax On Aviation Gasoline	Regulation of aeronautics and other matters pertaining to aircraft.	The remaining 5 cents of the tax collected on aviation gasoline is either exempt or refunded.	
NEBRASKA, Tax: 7 Cents, All Motor Fuel				
Gasoline Tax Fund Division of Motor Fuels, Department of Agriculture	All Amount Required	Refunds on exports, Federal use, errors, and losses paid out of this fund. The remainder is distributed as shown below:	Collection expenses paid out of inspection fees, fuel carrier permit fees, and other incidental fees.	
and Inspection Agricultural and Industrial Refunds, Division of Motor Fuels Game, Forestation and Parks Commission (Access Road Fund)	Amount Required \$10,000 Per Month	To help pay cost of administering and enforcing motor-fuel tax laws. 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.	Not to exceed one percent of total gasoline tax collected and not to exceed four percent of total special fuels tax collected. Pro-rate two percent deducted from amount of claims for the administration of agricultural and industrial refunds.	
County Treasurers	Remainder 15 Percent	For maintenance and improvement of rural free delivery and star mail routes.	Distributed among counties each month on a percentage basis set by statute. This percentage remains constant. (RSN, 66-422)	
Grade Crossing Protection Fund County Treasurers	24 Percent \$6,000 Per Month Remainder	For local grade crossing protection.	This percentage remains constant. (RSN, 00-422) Distributed emong counties each month in same manner as for mail route	
City and Village Street Funds	Amount Required	Improvements of streets in incorporated cities and villages.	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 20,000, 40 percent of the county's share; more than 200,000, 75 percent of the county's share;	
County Road and Bridge Funds Department of Roads (Highway Cash Fund) Department of Aeronautics (Aviation Fund)	The Residue 61 Percent All Collections From Tax On Aviation Fuel	Improvements of county roads and bridges. For construction, maintenance, administration, etc., of State highways. Development of aviation.	Net collections after administration expenses and refunds have been paid.	
NEVADA, Tax: 6 Cents, All Motor Fuel				
State Highway Fund	4-1/2 Cents	Collection, administration, and refunds of tax. Construction, maintenance, and administration of designated State highway systems and Federal-aid systems.	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 admin-	
			istration 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.	
(Continued)				

Based on information obtained from State authorities

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

and on the laws of the several States			EFFECTIVE JANUARY L, LUCK
MAME OF PUIND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPERUITURE	REMARKS
NEVADA. (Continued)			and the state of t
County Gasoline Tax Fund	1/2 Cent	Ocliection, administration, and refunds of tax. Construction, maintenance, and repair of county roads.	Costs or administration and contection or the 1-12-2-20 administrational text are made by legislative appropriation from the county gasoline text fund, administrated by Paul Text Division. Provide Tax Confinished to Tayloria Tayloria Commission. The 1-12-Cent text is repeared by Paul Text Division Tayloria T
			fund, and allocated monthly to the counties using the following formula: (a) 57 percent in proportion to total area; (b) 55 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
County Gasoline Tax Fund Cities	1 Cent Amount Required	Collection, administration, and re"nds of tax. Construction and maintenance of county roads. Construction and maintenance of city streets, alleys, and public highways.	Understand primary from 1. Understand primary from 1. Understand primary from 1. Understand professional gas are is allocated monthly to the counties in which tax payment originates. Each county's since of the 1 cent tax is apportioned between the county and incorporated cities within the county in the same ratio as the assessed
County Airport Funds	6 Cent Tex On Aviation Fuel	County sirport purposes.	valuation of property within incorporate of rites within the county Desire to the total nessessed 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.
NEW HAMPSHIRE, Tax: 7 Cents, All Motor Fuel			
State Treasurer State Highesy Fund	Amount Required Remainder	Refunde of tax.	This is a common fund receiving motor-fuel and motor-webtcle receipts, fancing all State above-webtcle fines. Allocations and expenditures are made from the Cambined revenues.
State Folice State Tresumer Motor Vehicle Department State Aid Construction	Allocation Amount Reguired Amount Reguired Allocation	State highway patrol. Literest and redemption of highway bonds. Expenses of collemptions and administering motor-funl and motor-vehicle taxes. Construction and reconstruction of class II highways (State secondary system).	Expended under direction of Department of Public Norks and Highways. Funds are allotted to, and amtobed by, ofties and forms on a sliding scale based
Town Ald Road	Allocation	Construction and reconstruction of class IV and V highways (city streets and town roads).	on assessed valuation of cities and towns (6n. 240; 5, 240; 7). Expended under direction of Department of Public Works and Highways. Funds are apportanced; (A) \$1,100,000 in the ratio that the mileage of class IV and V highways in seath city or from bear is the total mileage of class IV and V highways in social city or from bears to the total mileage of class IV and the Norman which are milean in the contrast of the contrast
	4	an annual part of the state of	and V highways and (V) Willyow Der mine or custs in ringemys where are extensions of highways in this parent of extensions of class I and II highways. Office and there satch I: parent of exportionment A; I/O percent of apportionment (O, 20), 20), 20. Mills.) which the forms on the basis of sassessed valuation and local road millsegs.
Town Road Ald	ATTOCRETION	Construction and reconstruction of bridges on class II and V highways.	(ch. 241:11). Funds are matched by cities and towns on a sliding scale based on assessed
DOOG CHILL LUNG AND CO.	The Residue	Construction, usintenance, and administration of State highways, forest	valuation. (Gh. 242:9, 242:10).
Avistion Fund Public Utilities Commission	4 Cent Tax On Aviation Fuel 7 Cent Tax On Motor Boat Fuel	roads, and State reservation roads; interest on temporary leans. 90 percent for air navigation facilities; 90 percent for payment of bonds issued for airport construction. Premotion of safety on water navigation facilities.	Use in motor boats is refundable. Fortion not claimed for refunds is paid to Pablic Utilities Commission.
NEW JERSEY, Tax: 6 Cents, All Motor Fuel			
State Tressurer State General Fund	Amount Required Remainder	Refunds of tax. Subject to sypropriation for highway or other purposes (see below).	Not revenues from meany other sources, and lose their identity. Appropriations for highest purposes (see below) are made from the State General. Fund and may be considered as defined from the State General.
Department of Conservation and Economic Development	1962 Appropriations \$100,000	Construction of reads and approaches in State parks.	פס ווקטואפא בינוניוניוני של בסט באסטיני מינונייטיים אינונייטיים אינונייטיים אינונייטיים אינונייטיים אינונייטיים
Department of Law and Public Safety Division of State Police	*186,284,7\$	Enforce traffic laws on State highways and turnpikes, and perform general policing duties.	*notal for all purposes.
Division of Motor Vehicles	\$8,919,950	Regulation and enforcement of State motor vehicle laws, driver licensing, etc.	Recoverable costs of Indancial responsibility and unshulsized Judgment finds are omitted.
Department of the Treasury Division of Texation	\$3,876,103*	Among other functions, collects and administers motor-fuel taxes through	*Notal for all purposes.
Department of Public Utilities	\$2,743,421*	Among other functions, regulates motor carriers and constructs rail-highway grade experience structures on other than Structures. The figure of the highways that the first of the construction structures of constructions.	fotal for all purposes.
State Highway Department Delaware River Joint Woll Bridge Commission State Aid to Conwites	\$285,500 \$9,155,000	capture locately maintenance are Optabling to prevent the control of the capture locately interpretate the capture locately maintenance and operate of the capture bridges. Oppurations and operate of the capture bridges.	Cost shared equally with Pennsylvania, \$4,155,000 distributed equally among the 21 counties (Cr. 207, FL 1946).
		debt service on local highway bonds issued prior to May 2 , 1936.	\$6,000,000 allowated one-third on the Faris of population, one-turn on county road inliggs, and one-third on area, \$5,000,000 allocated one-half on population, and one-half on county road mileage (Ch. 199, Fr. 1946).
(Continued)		The party of the control of the cont	Address .

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

TABLE G-106 (Sheet 12 of 20 Sheets)

and on the laws of the several States			effective January 1, 1962	
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, FL 1948). \$4,720,000 distributed to municipalities, one-half on population and one-half on the basis of municipal road mileage, with	
County and Municipal Aid for Lighting	\$392,000	Maintenance of highway safety lighting on the State highway system.	certain minimum and maximum adjustments (Ch. 62, FL 1947). This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting units at approved locations.	
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 Suspense Fund State General Fund	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 collection 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 collec-	
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.	tions made by them. \$350,000 for each of the 1962 and 1963 fiscal years.	
Highway Debentures Fund State Road Fund	Amount Required The Residue	Debt service on highway obligations. 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 Suspense 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. Debt service on State highway obligations.	1962 appropriation \$6,718,500.	
Local Assistance Fund Capital Construction Fund State General Fund State Purposes Fund (General Fund)	10 Percent The Residue Remainder 1962 Appropriations:	Rarmarked for appropriation to counties for county roads. Earnarked for appropriation for highway construction and right-of-way. Subject to appropriation for highway or other purposes (see below).	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.	
Executive Department, Division of State Police	\$14,927,393	Patrolling State highways, thruways, and parkways, and general policing duties.	Cost of policing the New York Thruway, and inspecting motor vehicle inspec- tion stations are reimbursed, respectively, by the Thruway Authority, and from vehicle inspection fees. General policing duties comprise 57 percent of costs.	
Conservation Department Department of Motor Vehicles	\$1,316,103 \$15,536,262	Maintenance and operation of State parkways. 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 Taxastion and Finance Miscellaneous Tax Bureau Truck Mileage Tax Section East Hudson Farkway Authority Highway Debt Sinking Fund Highway Serial Bonds Grade Crossing Elimination Debt Fund Local Assistance Fund (deneral Fund) Department of Fublic Works	Amount Required \$1,589,761 \$534,533 \$2,683,044 \$16,123,731 \$2,506,425 1962 Appropriations:	Collection and administration of motor-fuel taxes, refunds. Collection and administration of truck use tax. Operation, maintenance and repair of Taconic State parkway. Debt service on highway bonds. Debt service on highway and grade crossing elimination bonds. Debt service on grade crossing elimination bonds.	Reimburged 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 tex 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.	Annual town and welling welling	
(Continued)				
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Based on information obtained from State authorities and on the laws of several States

TABLE G-106 (Sheet 13 of 20 Sheets) EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
EW YORK (Continued)				
Department of Taxation and Finance Counties' Share of Motor Fuel Tax (Except New York City)	Motor Fuel Tax \$21,700,000 Construction, reconstruction, and maintenance of county roads, snow removal,		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	
New York City's Share of Motor Fuel Tax	\$2,500,000	Construction and maintenance of city streets, highways and parkways.	of gasoline and diesel fuel tax collections. (Sec. 112-A, Highway Lav.) 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 cit of New York, exclusive of mileage under jurisdiction of the State or public authorities. To be derived from gasoline and diesel fuel tax collection	
Counties' share of motor vehicle fees	\$32,900,000	Construction and maintenance of county roads and streets.	(Sec. 112-A, Highway Law.) Fayments to each county, including counties comprising the city of New York, in amounts equal to 25 percent of the motor vehicle and operators' license fees collected from residents of the county. (Sec. 112-A, Highway Law.)	
Capital Construction Fund (General Fund) Department of Public Service	1962 Appropriations: \$200,000	Installation of grade crossing protective devices, reconstruction of grade separation structures.	inguity 2007)	
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-sid highways, arterials, etc.	First instance appropriations, i.e., those that will be recovered by Federal fund reimbursement, or from other sources, are omitted. Include \$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.	poolysty with the magnet with the desire,	
HORTH CAROLINA, Tax: 7 Cents, All Motor Fuel				
State Highway Fund, State Treasurer	6 Cents	Distributed for expenditure as follows:	Highway fund receives 6 cents motor-fuel, motor-vehicle, and motor-carri taxes and other revenues. The appropriations shown are from the combine revenues, except as noted.	
Department of Revenue Department of Notor Vehicles	Amount Required Appropriation Appropriation	Refunds of gasoline tax. Collection and administration of motor-fuel tax. Collection of motor-vehicle registration fees and motor-carrier taxes; administration of motor-vehicle laws; State Highway Patrol and safety.	revenues, except as noted.	
Utilities Commission State Highway Commission	Appropriation 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.	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 Secondary Road Bond Fund, State Treasurer	1 Cent	Interest and redemption of State secondary road bonds.	State highway system. (Ch. 136-bl.2.)	
NORTH DAKOTA, 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	
Gas Tax Refunds Fund	Amount Required	Refunds of tax.	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.	
State Highway Fund	Remainder 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 count equal to that received during the fiscal year 1960; the residue allocate	
County Highway Aid Fund	1/6	Construction and maintenance of county roads and bridges.	equal to that received during the fiscal year 1960; the residue allocate equality to counties (om a registration basis) and to cities and villages (on a population basis). Distributed quarterly to the counties in proportion to the number of mot vehicle registrations credited to each county in the preceding year.	
OHIO, 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 t	
Department of Highway Safety	Amount Required	Collection and administration of motor vehicle registration, hospital claims,	at \$250,000 combined. Amount necessary taken from the fourth tax of 2 cents.	
Highway Construction Fund, Department of Highways	Remainder 47.8 Percent	and highway patrol. 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	
Maintenance and Repair Fund, Department of Highways	12.9 Percent	Maintenance of State highways.	of 2 cents). (45 percent of first 2 cent tax.)	
(Continued)				

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

TABLE G-106 (Sheet 14 of 20 Sheets) EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY AMOUNT OR PROPORTION		OBJECTS OF EXPENDITURE	RIMARKS	
OHIO (Continued)	PHOPORITOR			
Counties	9.3 Percent Construction and maintenance of roads. 5.0 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	
Counties (to be paid to Townships)	5.0 Percent	Construction and maintenance or roads.	expend funds at option of township. County engineer must approve plans and specifications; distributed equally among counties.	
Municipalities	10.7 Percent	Construction and maintenance of city streets, street cleaning, and traffic lights.	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); allowated 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.	
State Highway Bond Retirement Fund	14.3 Percent	Payments of interest, principal and charges for the issuance and retirement of major thoroughfare construction bonds.	All of third tax of one (1) cent.	
Waterways Safety Fund	Tax On Marine Fuel	on major unbrughtare construction obtains. Acquiring, constructing and maintaining harbors, channels and facilities for vessels in navigable waters.		
OKLAHOMA, Tax: 6.5 Cents, All Motor Fuel				
Okishoma 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.		
State Tax Commission Fund	3 Percent Remainder Of 4 Cents	Collection and administration of tax.		
State Tax Commission Fund State Highway Construction and Maintenance Fund	3 Percent 70 Percent	Collection and administration of tax. Construction and maintenance of State highways.	(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	
Incorporated Cities and Towns	5 Percent	Construction and maintenance of streets and alleys.	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.	
County Highway Funds	22 Percent	Construction and maintenance of county or township highways and debt service of county highway bonds.	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 Highway Construction and Maintenance Fund County Highway Funds	Remainder Of 2-1/2 Cents 1 Cent 1/2 Cent	For construction and maintenance of farm-to-market roads. Construction and maintenance of county and township highways and permanent	Apportioned in the same manner as county funds listed above.	
County Special Funds	1 Cent	bridges on mail routes and school district bus routes. Construction on bridges and culverts on school bus and mail routes and	Distributed to counties on following basis: One-third on area; one-third	
county Special rums	1 04110	resurfacing these routes.	on rural population (defined as including the population of all municipalities with a population of less than 5,000 according to the last Federal Decembal Census); ome-third on county road mileage, as certified by the State Highway Commission.	
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	
Highway Fund	Remainder	For various purposes given below.	gallon for gasoline and one-half cent per gallon for jet aircraft fuel. Highway Fund receives motor-fuel, motor-vehicle, and motor-carrier taxes	
Counties	19 Percent	Construction, maintenance, operation and policing of public highways, roads and streets, including debt service on highway obligations; also the acquistion, development, and maintenance of parks, recreational and historical places, and publicining of any of the foregoing uses.	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.	
Cities	10 Percent	Same as for counties.	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.	
General Fund State Righway Commission	Appropriation The Residue	Department of State Police. 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 mainte-	Prorate share of traffic operating costs.	
Aeronautics Fund	l Cent Of Tex On Gasoline Sold For Aircraft Use	nance of State parks. Repair and maintenance of city streets forming links to State primary and secondary road systems. Advancement of aviation.	Five cent refund made on aviation fuel when full six cents tax is paid.	

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

TABLE 0-105 (Smeet 15 of 20 sheets) EFFECTIVE JANUARY 1, 1962

pased on information obtained from Stave annual trees and on the laws of the several States			EFFECTIVE JANUARY 1, 1962
NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	ORUBOTS OF EXPERIDITURE	ROMARKS
PERMINYLYMAIA, Text: 7 Cents, All Motor Fuel Motor License Fund	6-1/2 Cents	For various purposes given below:	This is a common funk which receives motor-fuel and motor-vehicle revenues. Excevt as noted, the appropriations in this table are from the condined
Department of Highways	Appropriation	Administration, engineering, construction, right-of-way acquisition, mainte- nance, and operation of State highway system, and State park, forest, and	revenues. Fiscal 1962 appropriation; \$269,456,000.
Aid to Local Governments	20 Percent of 5-1/2 Cents (Not Less Than \$30,000 Fer Calcudar Year) Fiscal 1962	institutional roads. Rental paymonts to State Highmay and Bridge Authority. For construction, maintenance and repair of local roads and streets. Not less than 25 percent to be used for construction, reconstruction or videnting.	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 semiamusly. 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.
Department of the Treasury	Appropriations: \$4,551,500	Agricultural refunds and refunds of overpayments of motor-fuel tax, motor-license fees, and highest construction and maintenance contributions.	
Department of Labor and Industry Department of Property and Supplies Department of Public Instruction Department of Revenue	\$2,073,600 \$140,558 \$677,500 \$12,281,604	Federal Social Security for Department of Highways employees. Cost incurred as purchasing agent for Department of Highways. Highway safety, and driver education programs. Collecting motor-that and motor-vehicle taxes and fees, accident prevention	
Department of State Pennsylvanta State Police	\$5,861,855 \$14,805,802	ann vertice implement. Rettrement benefits for employees of Department of Highways. Salaries and expenses of highway and traffic control program, drivers	
Liquid Fuels Tax Fund for Counties		Constructions and maintenance of county roads and interest on county road Constructions and maintenance of county roads bonds, and county and to cities, broughs, towns, and townships for roads and streets.	Distributed to counties in proportion to the mount received by the counties in the three preceding verse, is a county. Philadelphia receives a size of these funds. During the two years 1992-1993, the counties (other than Philadelphia) made grants to municipalities totaling 25 percent of these funds.
Motor License Fund Pennsylvania Aeronautics Commission	1-1/2 Cents On Aviation Fuel Appropriation	Airport facility improvements.	One and one-half cents on every gallon of eviation fuel purchased in Pennsylvanta is set saide for this purpose.
RHODE ISLAND, Tex: 7 Cents, All Motor Fuel			
Department of Administration State General Fund	Amount Required Remainder	Refunds of tax. Subject to appropriation for highway or other purposes (see below).	Met revenues from mong-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 aberlyed from road-user taxes insofar as
State Police	1962 Appropriations: \$1,061,938*	Enforcement of traffic laws; general policing duties.	*Total for all purposes. (65 percent is considered applicable to highway law emforcement.)
Registry of Motor Vehicles Department of Administration, Division of Texation	\$892,312 \$668,403*	Collection and administration, licensing operators, safety promotion. Collection and administration of motor-fuel taxes, and other State taxes.	Wittel for all purposes,
Department of Folda Works Office of Director Division of Roads and Bridges Town Aid	\$170,382 \$6,384,900 \$388,000	Administration. Gaptan outlay, maintenance, and engineering for State highways, maintenance of Yount Hope Bridge (toll). Payments to towns for maintenance of "unconstructed" State highways.	Alloceted to cities and towns on the busis of \$1,000 per mile of "unecu- structed" State highways with a maximum payment of \$30,000 to any city or
Jamestown Perry Daviaton Treasurer	\$658,297 \$2,220,000	Operation of toll ferry. Interest and retirement of highway bonds.	town
SOUTH CAROLINA, Tax: 7 Cents, All Motor Fuel			
State Tax Commission	Amount Required	Refunds of tax.	Refunds of 6 cents for gasoline used in agricultural and motor-boat use; all other refunds or the full its. Collection expenses paid by summoristions from State Highnay Fund.
State Highwey Fund, State Highway Department	5/7 Of Remainder	Construction, maintenance, and administration of State highways; construction and maintenance chadle in State paries; surfacing of reads and streets in State institutions; interest and redemption, State highway certificates and bonds, and county highway reinhorement obligations. Righway police for the maintenance of	This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.
State Budget and Control Board	1/2 Of Annual Income In Excess Of 5 Percent		Provides funds for retirement of certificates of indebtedness.
Farm-to-Market Program	Over Prior Year 1/7 of Remainder	Expended under State supervision for improvement of highways in the State secondary system.	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 States and one-third in the ratio which the alloane of all
Counties	1/7 Of Remainder	Construction and maintenance of county highways.	rural public roads in the county bears to total rural public mileage in the State. 1)Sistributed to counties on the besis of the ratio their motor-rehisle registration fees bear to the total registration fees of the State with maximum and minimum share adjustments. (1992 Code. 65-1074.)
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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

AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
		·	
All Amount Required Appropriation	Distributed for purposes shown below. Refunds of tax. Collection and administration of tax.	Appropriation from State General Fund, reimbursed out of motor-fuel receipts.	
7/8 Of Remainder	Construction, maintenance, and aûministration of State highways; State Highway Police.	This is a common fund receiving a portion of motor-vehicle and motor- carrier revenues in addition to motor-fuel revenues.	
, , , , , , , , , , , , , , , , , , , ,	, , ,	Apportioned monthly to counties on the basis of assessed valuation of each county.	
Aviation Gasoline	Support of the Aeronautics Commission; marking and maintaining airports.	Refunds on graduated basis for 50,000 gallons or over.	
7.70			
Amount Required 1.57 Percent	Refunds of tax. Collection and administration of tax.	Two percent of 4-cent State chare, one percent of 2-cent county share, and one percent of 1-cent municipal share.	
2 Cents	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.	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.	
<u>5 Cents</u> Amount Required	Interest and redemption, all State debt.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.	
l Cent The Residue	Construction and maintenance of city streets. Construction, maintenance, and administration of State highways.	dect. Distributed among municipalities on basis of population.	
Amount Required	Refunds of tex.	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.	
One-Fourth One-Half	Aid to public schools. Construction, maintenance, and administration of State highways; State Highway Folice.	This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues and expenditures are made from combined revenues.	
OMB-FOUTER Amount Required \$7,300,000	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	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.	
The Residue	Construction and improvement of farm-to-market roads on the State highway system.		
All \$295,300 \$214,600 \$75,000 \$26,100 \$61,523 \$3,423,900 \$286,850 Remainder 4-Cent Tax On Aviation Gasoline	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 Givil Service Commission. Administration and advertising. Construction, maintenance, and administration of State highways. Promotion, supervision and regulation of seronautics. Construction and maintenance of airports.	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 seronautics.	
	All Amount Required Appropriation 7/8 Of Remainder 1/8 Of	All Acount Required Appropriation 7/8 of Remainder 1/8 of	

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

AMOUNT OR OF FUND OR AGENCY OR PROPORTION		OBJECTS OF EXPENDITURE	REMARKS	
VERMONT, Tax: 6.5 Cents, Gasoline		200 At		
Highway Fund, State Treasury	<u>A11</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 Motor Vehicle Department Department of Public Safety	1962 Appropriations: \$3,802,063 \$377,858 \$522,135	Payment of principal and interest on outstanding highway and bridge bonds. Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees. 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	
Town Highways	\$2,846,154	Aid to towns for construction and maintenance of town highways.	expended under the direction of the State. (19-V.S.A17.) 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 no	
\$7,651,987		Supervision, engineering, and office expenses; construction and maintenance of State highways; matching Federal-aid highway funds; construction of forest and park reads.	less than \$50 per mile. (19-V.S.A18.)	
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 t 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	
State Highway Maintenance and Construction Fund	Remainder	For distribution as follows.	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	
Corporation Commission, Division of Motor Carrier Taxation and Motor Transportation Division Department of Agriculture and Dumigration Division of Motor Vehicles 1962 Appropriations: \$500,000 \$48,900 \$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 penitentiary.	
Department of State Police \$5,308,397 Department of Highways State Secondary Highway \$38,323,799 System		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 impose on July 1, 1950), exclusive of interstate Federal-sid 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 pa annually to towns (population less than 3,500) that elect to maintain town streets that meet the minimum requirements as to type and width at 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	
Aid to Cities and Towns \$8,401,753		Maintenance, construction, and reconstruction of streets, roads and bridges in cities and towns.	fiscal year ended June 30, 1956. 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 primar 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 purpo	
Access Road Fund	\$1,000,000	Access roads to industrial sites.	increase over the fiscal year ended June 30, 1946. This is a fund that constitutes a statutory maximum of 1 percent of tot revenues after costs of administration, engineering and overhead, or \$1.000.000 total constitutions.	
Administration	\$6,795,500	Administration, supervision, engineering and general expenses of the State Highway Department.	\$1,000,000, whichever is less.	
Urban Interstate State Primary Highway System	\$2,173,771 \$10,195,281 \$34,618,894	Matching Federal-aid urban construction. Matching Federal-aid interstate construction. 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.	

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	2102 0112 01			
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 State Treasurer, Auditor, and Director of Licenses	Amount Required Amount Required Net 6-1/2-Cent Tax	Refund of tax for nonhighway use. Collection and administration of the tax.	-	
Cities and Towns	11.2 Percent	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 W7.06.090.)	
State Department of Highways	0.75 Percent Of Above Amount	State supervision of work and expenditures on city streets.	Unexpended balance at end of biennium to be credited to cities in proportion to deductions made herein.	
Counties	35.0 Percent	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 retunded 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 provated 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 saide any portion of their funds required to match Federal aid on county road projects when work is performed by the State. (RCW 47.08.0%0.)	
State Department of Highways	0.75 Percent Of	State supervision of work and expenditures on county roads.	Unexpended balance at end of biennium to be credited to counties in proportion to deductions made herein.	
State Department of Highways	Above Amount 53.8 Percent	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 moveable-span bridges on the State system within incorporated cities;	nis-	
Highway Bond Retirement Fund	Amount Required Net 1 Cent Tax	traffic control; limited operation of ferries. Payment of interest and redemption of State highway bonds.		
State Department of Highways Puget Sound Revenue Account	1/4-Cent 1/4-Cent	Same as State share of 6-1/2-cent tax. Principal and interest on ferry system and Hood Canal Bridge revenue bonds	Excess over \$1,000,000 in account shall be expended for State highway	
Cities and Towns	1/2-Cent	issued by Washington Toll Bridge Authority. Construction, improvement and repairs of arterial highways as defined in RCW 46.04.030.	purposes. 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	Road Fund, State Road Commission Remainder For redistribution as shown belong 1/7 To match Federal funds allocated		Any unexpended and uncolligated revenue derived from the one cent-tax shall be used for other road purposes. These funds are combined with the other	
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.	primary road funds to make a total of 5/7.	
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 smong 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	Amounts as budgeted by legislature.	
State Highway Fund	Remainder	surety bonds; refunds of tax. For redistribution as shown below;	The appropriations listed are from the State Highway Fund, rether 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 Towns, Villages, and Cities*	4 Cents \$200,000 Allocation On Mileage Basis	Distributed as follows: 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.	*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.	

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

TABLE G-106 (Sheet 19 of 20 Sheets) EFFECTIVE JANUARY 1, 1962

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
WISCONSIN (Continued)	PROPORTION			
Towns, Villages, and Cities (Continued)	Amount Equal To 11 Percent Of Registration Fees From Commercial Vehicles And 20 Percent Of Regis-	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.	
	tration Fees From Other Vehicles Allocation On		\$500 per mile (cities and villages having population over 2,500).	
Cities and Villages Cities	Mileage Basis \$130,000	part of, State trunk highway system. Maintenance and operation of swing and lift bridges on connecting streets in	Prorated to various cities on basis of actual expenditures.	
Counties**	(Not To Exceed) \$3,500,000 Plus	cities of 1st, 2nd, and 3rd classes. Construction and maintenance of county trunk highways, including snow removal.	**\$3,500,000 is allocated to counties, 40 percent on basis of motor-vehicle	
Towns, Villages, Cities, and Counties	\$65 Per Mile \$500,000	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. Flood damage aid.	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-sid secondary funds; amounts so used are to be retained by or paid to and expended by Commission. Aid for repair or replacement and 50 percent of improvement of facilities	
State Highway Commission	(Not To Exceed) \$8,000,000	Apportioned on county basis for construction of State trunk highways;	damaged by flood, less 25 percent of road aid, up to \$500,000 in any year. Apportioned to counties; 40 percent on basis of motor-vehicle registra-	
		retirement of county bonds issued for construction of State trunk highways.	tions; 60 percent on basis of rural highway mileage. Amount allocated to each county not less than \$40,000 or amount necessary to meet bond requirements. In counties where 60 percent of State trunk system is satisfacturily 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.	
	\$3,800,000	Improvement of connecting streets and urban State trunk highways. Construction and maintenance of State park, forest, and institutional roads,	To be used for matching Federal-sid 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	
	(Not To Exceed) \$200,000 (Not To Exceed) \$750,000	and public access roads to navigable water. State's portion of cost of interstate and intrastate bridges not on State trunk highway system or connecting streets. Railroad grade crossing protection \$250,000; roadside improvements \$200,000;	access roads to navigable waters \$100,000. Improvements financed one-third State, one-third county, and one-third local unit with exceptions based on valuation of local unit.	
	(Not To Exceed) \$280,000 \$4,361,000 \$10,700,000	topographic mapping \$105,000; maintenance and operation of special bridges not on State trunk highway system \$175,000. Minor specific allouments. Administration and supervision. Meintenance and snow removal on State highways, marking and signing, con-	As budgeted by legislature.	
	(Not To Exceed)	struction of State trunk highways, matching and supplementing Federal-aid, material surveys, and topographic mapping.		
State Highway Commission Towns, Villages, and Cities	The Residue 40 Percent 42 Percent	Same as for \$10,700,000 above. 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	
Counties	18 Percent	Same as above item for counties marked with two asterisks.	computed. Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.	
State Highway Commission	2 Cents 50 Percent	Distributed as follows: Same as for \$10,700,000 above.	,	
Towns, Villages, and Cities	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.		

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 LRG 7 Cents, Diesel			
State Board of Equalization County Gas Tax Funds	4-Cent Gas Tax Amount Required Remainder Of 4 Cents 23 Percent	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.
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	1 Cent Gas Tax 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 sirports.	A 2-cent refund is made to consumers purchasing more than 10,000 galions 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 Vahicles.	This is a common fund receiving revenues from both motor- fuel and motor-vehicle taxes. Appropriations and expenditures are made from combined revenues.

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

	of the several States					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 Alaska	License Filing Fee License of brands sold	Continuous Oct. 1-Sept. 30	\$5 per license \$1 for each brand of fuel sold	State Department of Revenue Department of Agriculture and Industries	State Public Road and Bridge Fund Agriculture and Industries Fund	Bond of \$1,000 minimum is required Paid by distributors No license required
Arizona	Operating License	Continuous	\$25 per license	Highway Department	Highway Fund	Bond of \$1,000 minimum, \$50,000 maximum is required
Arkanses	Operating License	Continuous	\$1 per filing	Commissioner of Revenue	General Fund	Bond of \$5,000 minimum is required
California	Distributors License	Continuous	No fee but minimum bond of \$1,000 is required	-	-	-
Colorado	Brokers or Producers License Operating License	Calendar Year Continuous	\$10 per license No fee but minimum bond of \$3,000 is required	Board of Equalization Department of Revenue	Motor-Vehicle Fuel Tax Fund	Assessed by Board of Equalization
Connecticut	Operating License	0ct. 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
Hawali Idaho	Operating License	Calendar Year	\$6 per license	State Tax Collector, Miscellaneous Tax Division	Department of Commerce and Development	No license required
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 meximum 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 Importers License Liquid-Fuel Carrier Permit	Continuous Continuous Calendar Year	\$25 per license \$15 per license \$1 per truck per calendar year	Motor Fuel Tax Division Motor Fuel Tax Division Motor Fuel Tax Division	General Fund General Fund General Fund	Surety bond of \$5,000 minimum is required Surety bond of \$5,000 minimum is required Paid by liquid-fuel carriers. Bond of
3	Ports of Entry Fees	_	50 cents per truck load of gasoline	Motor Fuel Tex Division	Highway Fund	\$1,000 minimum is required Paid by liquid-fuel carriers
Kentucky	Operating License	Continuous	No fee but minimum bond of \$5,000	Department of Revenue	Road Fund	-
Louisiana	-	-	is required	-	-	Bond of \$20,000 maximum for new gasoline dealers. Old dealers, bond not to exceed total of tar repulsir, and deats for last
	Special Fuel Suppliers License	Continuous	No fee but bond of \$500 minimum,	<u>_</u>	_	total of tax, penalty, and costs for last
Maine	Operating Certificate	Continuous	\$10,000 maximum is required 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	If fuel purchased is entirely for export bond requirement is \$2,000
Michigan	Operating License	Calendar Year	\$5 per license	Sectrtary of State	General Fund	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
Minnesota	Operating License	Calendar Year	\$1 per license	Department of Taxation, Petroleum	General Fund	refunded by Department of Revenue An initial applicant must furnish minimum
Mississippi	Operating License	Continuous	No fee but minimum bond of \$1,000 is	Division	149	bond of \$3,000
	Storage License	Calendar Year	required 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	is required 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
Nebraska	Operating License	Continuous	No fee but bond is required	_	_	levied on any and all firms using measur- ing devises. Therefore, it is not con- sidered to be a highway user tax Bond based on quantity of gesoline handled;
Nevada	Liquid-Fuel Carrier Permit Dealres License	Celendar Year Continuous	\$10 per transport permit \$5 per license	Department of Agriculture and Inspection State Tax Commission	Administrative expenses Highway Fund	minimum required is \$1,000 No fee if under 1,800 gallons per vehicle Bond of \$1,000 minimum, \$10,000 maximum is
Menerra	Petroleum Products Carriers	Continuous	\$5 per license and 50 cents per plate	Motor Vehicle Department, Carrier Division	Highway Fund	required -
L	License	<u> </u>		DIAISTOIL		

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

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

																VI O	tor													4
TOTAL STREET, SAN THE STREET	CHARLES	Bond to equal twice monthly tax payments up to a maximum of \$10,000	Importers or producers who handle fuel in first instance. Bond of \$5,000 minimum is recuired. This also amiles to sneedal	itenses	Land or water conveyances	License issued after filing of bond, minimum \$2,000, maximum \$50,000	Paid by all motor-fuel carriers No lionese but distributor must be regis- tered. Bond may be 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 Bond of \$1,000 minimum may be required of dealers at the discretion of State	Auditor	Bond of \$5,000 required, but amount may be	insteased by Department of Paration Administered by Oklahoma Tax Commission	4	Expires May 31 regardless of the issuance	date Financial statement showing net worth of \$\footnote{7}(7),000, with real assets located within	State may be accepted in lieu of bond		License continuous. Bond renewal Agril 1 cech year	Minimum bond requirement is \$1,000	State license only. Each county and incorporated place may lavy similar license		Bond of \$2,000 minimum is required	Issued by Department of Motor Vehicles	Bond required in the sum of 3 times the articitysted everage morthly tax due during the most succeeding three calendar months, I with a maximum of \$\$\frac{2}{8}\$\text{colored}\$\$.	motor fuels Bond of \$5,000 minimum is required Paid by carriers of motor fuel	One fee covers all bulk storage plants for each distributor	Tex Commissioner may require surety bond.	Amount of required bond as fixed by the State shall not exceed amount of highest monthly tax. Minimum \$1,000; maximum \$1,00,000	Don't required to equal, to persent or presting year's tax remittance but not less than \$500 or more than \$10,000 Bond or \$5,000 minimum, \$60,000 maximum is required	Chain store and general merchandising taxes imposed on general
dimende av normindend		•	•	General Fund	General Fund	Gasoline Tex Suspense Fund	Bureau of Revenue Administrative Fund	.1	General Fund	Highway Fund	General Revenue Fund	•		Motor License Fund 13/14, Liquid-	fuels lax fund 1/14 General Fund	•	ı		,	General Fund	,	Highway Maintenance and Construction Fund	3	Highway Pund Highway Pund Highway Pund Highway Pund	Motor-Vehicle Fund Motor-Vehicle Fund	Motor-Vehicle Fund	Primary Road Fund		Highway Fund	ŀ
COLLECTION AGENCY		t	1	Department of the Treasury, Motor-Fuels	Tax Sureau Department of the Treasury, Motor-Fuels Tay Buneau	Bureau of Revenue, Gasoline Tex Division	Bureau of Revenue, Gasoline Tax Division	1	State Auditor, Gasoline Tax Division	State Auditor, Gasoline Tax Division	Department of Taxation	,		Department of Revenue, Bureau of Liquid- Fuels Tay	Department of Administration, Division of Taxation		•		•	County Court Clerk	,	State Tax Commission		Division of Notor Vehicles	Department of Licenses Department of Licenses	Department of Licenses	State Tax Commission	Department of Texation	District of Columbia Treasurer	of regulating the distribution of motor fact and allied products.
BASIS AND RATE OF FEE		יים יים מחות דם ופלמדופת	No fee but bond is required	\$2 per license	\$2 per registration	\$25 per license and \$25 per each dis- tributing station in excess of one within the State	No fee except cost of forms	No fee but bond is required	\$2 per license	\$10 per license	\$5 per license	.No fee but minimum bond of \$250 is required	No Fee but minimum bond of \$1,000 is required	No fee but minimum bond of \$2,500 is required	No fee but bond of \$25,000 is required	No fee but bond is required in amount	No fee but bond is required in amount determined by Tax Commissioner	No fee but annimum bond or \$4,000 is required for now applications, unless somewhing a literated dealor, in which meas bond ray be in pame amount as predecessor. Reneral bonds figured at one starth of preceding years tax liability with a	minimum of \$1,000 No fee but bond must accompany appli-	\$2.50 to \$700 according to distri- bution or storage	No fee but minimum bond of \$1,000 is	tequired.	No fee but bond not to exceed \$25,000	\$5 per original license; no fee for remayal \$2 per license. No fee for par license.	\$10 per license \$1 per set of 2 plates, 75 cents per single replacement	\$10 fee		No fee but bond must be furnished.	\$5 per license	1/ The 14censes and fees given in this table are in most cases for the purpose of defraying the costs obusiness are not included.
TEFR	Continuous		Apr. 1-Mar. 31	Apr. 1-Mar. 31	Apr. 1-Mar. 31	July 1-June 30	, ;	Continuous	July 1-June 30 (odd years)	Permanent	Continuous	Continuous	Continuous	June 1-May 31	Calendar Year	Continuous	Continuous	Continuous	Continuous	Fiscal Year (As of date beginning	business) Calendar Year	Quarterly	Continuous	Fiscal Year Fiscal Year Fiscal Year Fiscal Year Calendar Year	Continuous Calendar Year	July 1-June 30	real rentration	Continuous Colendar Year	July 1-June 30	are in most cases
KIND OF LICENSE OR FEE	Distributors License		Distributors License, Special	Wholesalers License	Motor-Puel Carrier Regis- tration	Operating License	Motor-Fuel Carrier Mandfest	Operating License	Operating License (Gasoline)	Operating License (Special	Operating License	Distributors License	Operating License	Distributors Permit	Operating License	Operating License	Special-Fuel Suppliers License	Operating License	Operating License	Oil Depot Privilege License	Operating License	Operating License	Distributors License	Dealers License Linited Dealers License Johners License Linited Jobbers License Transport License	Distributors License Motor-Vehicle Fuel Conveyors License	Bulk Storage Flant License Distributors License		wnoresolers illense	Importers License	nases and fees given in this table; included.
STATE	New Hampshire	a de la companya de l	New Jersey			New Mexico	New York	North Carolina	Worth Dakota		Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	South Carolina		South Dakota	Tennessee		Tenns	Utah	Vermont	Virginia	Washington	West Virginia	17-10-12	Wyoming	Dist. of Col.	1/ The lice

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

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

TABLE G-108 SHERT 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	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 Arizona Arkansas	- - -	- - -		<u>.</u> <u>.</u> .	= -	No license is required No license is required 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 Connecticut	Special-Fuel Dealers License Pump License	Continuous Oct. 1-Sept. 30	No fee \$7 for first pump and \$2 for each additional pump at any one station	Department of Revenue 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 Special-Fuel User-Dealer License	Oct. 1-Sept. 30 Continuous	\$5 per license \$1 per license	State Comptroller State Comptroller	General Fund General Fund	-
Georgia	Vendees Refund Permit and Pump Registration	Calendar Year	No fee	-	-	-
Hawaii Idaho	Retail Dealers Permit Vehicle Tark, Pump, and Meter Inspection Fee	l Year Fiscal Year	\$5 per calendar year 75 cents for each retailing device; tanks less than 500 gallons capacity \$7.50, and if more, 1.5	Department of Taxation Department of Agriculture, Bureau of Weights and Measures	General Fund General Fund	-
	Special-Fuel Dealers License	Continuous	cents per gallon capacity No fee but bond is required	: . •	-	Bond equal to twice estimated monthly tax* payment (minimum \$500)
Illinois Indiana	-	-	-	Ξ	-	No license is required No license is required
Iowa Kansas	Operating License Special-Fuel Supplier-Dealer- User License	Continuous Continuous	No fee \$1 per license	Department of Revenue, Motor Fuel Tax	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 Louisiana	Distributors or Suppliers Special-Fuel User-Seller License	Continuous Continuous	Minimum bond of \$500 is required No fee. Bond is required for inter- state users only	Department of Revenue	=	-
Maine Maryland	Special-Fuel Dealers License Diesel-Fuel Sellers License	Continuous Continuous	No fee but bond is required	State Comptroller	Ξ.	New bond is required each year; minimum \$1,000, meximum \$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	Rétail Dealer Certificate Diesel-Fuel Dealer and Dealer- User License	Continuous Calendar Year	No fee \$1 per license. Bond is required if applicant cannot satisfy Department of Revenue as to his financial	Department of Revenue	General Fund	Bond premium expense refunded by Department of Revenue
	Liquefied Petroleum Dealer License	Calendar Year	responsibility \$1 per license. Bond is required if applicant cannot satisfy . Trument of Revenue as to his finan tal	Department of Revenue	General Fund	Bond premium expense refunded by Department of Revenue
	Liquefied Petroleum Dealer Registration	Continuous	responsibility No fee	-	-	_
Minnesota	Registration of Dealer Special-Fuel Dealers License	Continuous Calendar Year	No fee \$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 Pump License	Calendar Year Calendar Year	No fee 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

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

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

TABLE C-108 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
Missouri	Special-Puel Dealers License	Continuous	No fee but bond of at least \$100 is required	Department of Revenue, Oil Inspection Department	Highway Fund	-
ontana	Operating License	Çalendar 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 \$1.5 per meter) is levied on each location and number of pumps in the same manner as other types of businesses and measuring devices. Therefore it is not consider
Nebraska	Refund Dealers License Special-Fuel Dealers License	Mar. 1-Feb. 28 Continuous	No fee \$1 for each place of business	Department of Agriculture and Inspection	Administration	a highway-user tax. License to sell "Refund Tax Gasoline" License to sell special fuels. Bond is required; minimum \$1,000, maximum \$15,000
Wevada	Special-Fuel Dealers License	Continuous	No fee	Motor Vehicle Department, Carrier Division	<u>-</u>	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	Gesoline Tex 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 les 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	<u> </u>		<u>-</u>
Oregon	See remarks	-		<u>-</u>	-	Pump or meter license fees are levied in some manner and for same purpose as those on any business using any measur- ing device. Therefore they are not co sidered as being highway-user taxes
Pennsylvania Rhodo Island	Special Fuel Dealer-User License Filling Station or Feddler	Continuous	No fee but minimum bond of \$500 is required \$1 per license	Department of Revenue Department of Administration,	Motor License Fund 13/14, Liquid Fuels Tax Fund 1/14 General Fund	No license is required of gasoline deale
	License		' -	Division of Taxation	Genera: rund	
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
Fennessee .	Operating Privilego License	Fiscal Year (As of date beginning	\$15 to \$60 according to number of employees	County court clerk	General Fund	Each county and incorporated place may levy similar license
fexas	Refund Dealers License	business) Calendar Year	No fee	-	-	Obtained by dealers selling refund
	Special-Fuel User-Dealer Permit	Calendar Year	No fee but minimum bond of \$500 is required	Comptroller of Public Accounts	-	gasoline -
Jtah	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 Pedler License	Fiscal Year	\$5 per original license; no fee for renewal	Division of Motor Vehicles	Eighway Fund	No license is required
Jashington Vest Virginia	Retail Dealers License	Calendar Year	\$1 per place of business	State Tax Commission	Primary Road Fund	No license is required
/isconsin	Operating License	Continuous	\$5 per station or store		<u> </u>	No license is required
Jyoming				Wyoming Revenue Department	Wyoming Revenue Department	•

STATE LICENSES AND FEES IMPOSED ON USERS OF MOTOR FUEL 1

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

and on the laws	and on the laws of the several States					
STATE	KIND OF LICENSE OR FEE	TERM	BASIS AND RATE OF FEE	COLLECTION AGENCY	MOLLISOGEIG	KEMPING
АІвреше	Special-Fuel Users License	Continuous	\$5 filing fee. Bond is required in an amount fixed 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	4	,	•	1	1	No license is required,
Artzona	Special-Fuel Users Permit	Continuous	No fee but bond must be filled for each vehicle.	•	•	Minimum bond \$50; maximum \$5,000.
Arkansas	L.P.G. Users Fermit	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	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	SpecialFuel Users License Special-Fuel Users Permit	Continuous Calendar Year	No fee but bond is required.	Department of Revenue Department of Revenue	_ Department of Revenue Administration Fund	Minimum bond \$100; meximum \$5,000. Permit may not be transferred from one vehicle to another.
Connecticut	Special-Fuel Users License	Continuous	No fee.	•	ı	Also required of retail sellers of special fuel.
Delaware	•	í	•	,		No littense 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 axles.	Department of Revenue	General Fund	Decal must be displayed on windshield of vehicle.
Nevel		,	ı	ı	ı	No license is required.
Idaho	Special-Fuel Users License	Continuous	No fee but bond is required.	Department of Law Enforcement, Motor Carrier Division	1	Bond equal to twice estimated tax due but not less than \$500.
Illinois	ı		-	•	ı	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 liquefled petroleum gas	Calendar Year	No fee.	,	ı	,
Keneas	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.
	Importer-For-Use License	Continuous	No fee.	•	,	Minimum bond of \$1,000 required for out- of-State license. Bond may be required for in-State license.
Kentucky	Users Litense	Continuous	No fee but minimum bond of \$500 is required.	Department of Revenue	,	
Louisiana	Special-Fuel Users License	Continuous	No fee.	1	ı	•
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 dissel-fuel user gives sfrideath that he does not fuel his vehicles from his own storage tenks he is not required to furnish bond.
Massachusetts	Permit for vehicles using special fuel	Calendar Year	\$1 per vehicle.	Department of Corporations or Taxation, Bureau of Excises	Highway Fund	
	Special Fuel Supplier's License	Calendar Year	\$1 per license.	Department of Corporations or Taxation, Bureau of Excises	Highway Fund	,
	Special Fuel User-Seller's License	Calendar Year	\$1 per license.	Department of Corporations or Taxation, Bureau of Excises	Hghway Fund	1
Michigan	Diesel-Fuel User License	Calendar Year	\$1 per license.	Department of Revenue	General Fund	ı
Minnesota	Special-Fuel Bulk Purchasers License	Calendar Year	\$1 per license.	Department of Taxation, Petroleum Division	General Fund	Obtained by bulk purchasers of special fuel.
Mestssippi	Motor-Vehicle Registration Fermit for vehicles con- suming 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.
			(Footnote	(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	DERIA DET
	†					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	<u>-</u>
	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-Mer. 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 Tex 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	-		-	_	<u>.</u>	No license is required.
Oklahoma	Special-Fuel Users License	Continuous	No fee but must file bond.	•	-	Maximum bond, \$10,000 gasoline, \$25,000 apecial fuel.
	Motor-Fuel Importer-For-Use License	Continuous	No fee but must file bond.	-	-	-
Oregon	Special-Fuel Users License Special Use Fuel Vendors Permit	Continuous Continuous	No fee, but bond or deposit may be required.	-	<u>-</u>	-
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; \$50 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	We fee but minimum bond of not less than twice estimated monthly tax is	-	-	-
	Refund Permit	2 Year ending Mar. 31 (even years)	required. \$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	<u>-</u>
	Special-Fuel Dealers or Users	Continuous	No fee but bond is required.	Department of Taxation	-	Minimum bond \$500, maximum \$25,000.
Wisconsin	License					
Wisconsin Wyoming	License -	-	· <u>-</u>	<u>-</u> ·	-	No license 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. 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.

Highway Statistics, 1960

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

nd on the laws o	of the several States				Status as of January 1, 196
	AMOUNT FOR I	INSPECTION OF-			
STATE	MOTOR FUEL ONLY	OTHER PETROLEUM PRODUCTS	INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
Alabama	1/40 cent per gallon of gaoline, ben- zine, 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 gallom in bulk or quan- tities larger than a barrel	10 cents per barrel or smaller package; 1/20 cent per gallon in bulk or quan- tities 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. Lubri- cating 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 illu- minating oil	State Chemist	Department of Agriculture	General Revenue Fund 2/
Kansas	1/2 cent per 50-gallon barrel of gaso- line	1/2 cent per 50-gallon barrel of kero- sene	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 maxi- mum 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 discretion- ary with Collector of Revenue	011 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

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 II	NSPECTION OF-	INSPECTION AGENCY	COLLECTION AGENCY	DISPOSITION
STATE	MOTOR FUEL ONLY	CTHER PETROLEUM PRODUCTS	INSPECTION AGENCI	COMMETTON MORNET	DISPOSITION
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	•	<u>-</u>
New York	No fee	-	Miscellaneous Tax Bureau	-	-
North Carolina	1/4 cent per gallon	1/4 cent per gallon of kerosens	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 deter- mine 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 Fusl 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	_	<u>.</u> .
Dist. of Col.	-	-	-	_	- 1

In the States for which no entry appears petroleum products are not inspected. Costs of inspection are paid by appropriation from State General Fund. Voluntary, but Department of Agriculture can make inspection whenever it desires. Fees for analysis are paid from annual appropriation of the Excise Tax Division.

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.

STATE AND FEDERAL MOTOR-FUEL TAX RATES BY YEARS1

(Canta man m11am)

TABLE G-205 TSSUED AUGUST 1961

							(1	Cents per gall	Lona)							SSUED AUGUST 1961
STATE	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	2/ 1958	2/ 1959	2/ 1960	2/ 1961	STATE
Alabama Alaska Arizona Arkansas	6 - 5 6.5	6.5	6 5 6.5	6 - 5 6.5	6	6 - 5 6.5	6 - 5 6.5	6 5 6.5	6-7 - 5 6-5	7 - 5 6, 5	7 - 5 6.5	7 - 5 6.5	7 5 5 6.5	7 5-7 5 6.5	7 7-8 5 6.5	Alabema Alaska Arizona Arkansas
California Colorado Connecticut Delaware	3-4.5 4-6 3-4	4.5 6 4	4.5 6 4 4-5	4.5 6 4 5	4.5 6 4 5	4.5 6 4 5	4.5-6 6 4 5	6 6 4 5	6 6 4-6 5	. 6 6 6 5	6 6 6 5	6(7) 6 6 5	6(7) 6 6 5	6(7) 6 6 5	6(7) 6 6 5	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	7 6	7 6 •	7 6-7 6	7 7 6	7 7-6 6	76	7 6 -	7 6	6-6.5 -6	7 6.5 -	7 6.5 -6	7 6.5 -6	7 6.5 3/5	7 6.5 3/ 5 6	7 6.5 3/ 5	Florida Georgia Havaii Idaho
Illinois Indiana Iowa Kansas	3	3 4 4	# # #	3 4 4 5	3-4 4 4	4 4 5	5 14 14–5 5	5 4 5 5	5 4 5-6 5	5 4 6 5	5 4-6 6 5	5 6 6(7) 5(7)	5 6 6(7) 5(7)	5 6 6(7) 5(7)	5 6 6(7) 5(7)	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	5 7 4-6 4-5	5-7 7-9 6 5	7 9 6 5	7 9 6 5	7 9 6 5	7 9-7 6 5	7 7 6 5-6	7 7 6 6	7 7 6-7 6	⅓/ 7 7 7 6	½ / 7 7 7 6	¾ 7 7 7 6	½ / 7 7 7 6	½ /.7 7 7 6	¥ 7 7 7 6	Kantucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	3 3 4 6	3 3 4 6	3 3 4-5 6	3 3 5 6-7	3-4-3 3-4-5, 5 7	4.3 4.5 5 7	5. 4.5 5	5 4.5 5 7	5 4.5-6 5 7	5 6 5 7	5-5-5 6 5 7	5.5 6 5 7(8)	5-5 6 5 7(8)	5-5 6 5 7(8)	5-5 6 5 7(8)	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Kevada	2 5 5	2 5 5	2 5-6 5-6 4-4-5	2 6 6-5 4-5	2 6 5 5/ 5.5	2-3 6 5 5-5	3 6 5-6 5-5	3 6 6 5.5	3 6-7 6 5-5-6	3 7 6 6	3 7 6-7 6	7(9)-6(9) 7 6	3 6(9) 7 6	3 6(9) 7 6	3+5 6(9) 7 6	Missouri Montana Rebraska Revada
New Hampshire New Jersey New Mexico New York	4 3 5 4	ц 3 5 ц	4 3 5-7 4	4 3 7 4	4-5 3 7-6	5 36 4	5 36 4	5 3-4 6 4	5 4 6 4	5 4 6 4	5-6 4 6 4	6 4-5 6 4(6)	6-7 5 6 4(6)-6(9)	7 5 6 6(9)	7 5-6 6 6(9)	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Chio Cklahoma	6 4 4 5-5	6 4 4 5.5	6 4 4 5,5-6.5	7 4 4 6.5	7 4-5 4 6-5	7 5 4 6.5	7 5 4-5 6-5	7 5 5 6.5	7 5-6 5 6.5	7 6 5 6.5	7 6 5 6.5-7.5	7 6 5 6.5	7 6 5-7 6.5	7 6 7 6.5	7 6 7 6.5	North Carolina North Dakota Chio Cklahoma
Oregon Pennsylvania Rhode Island South Carolina	5 4-3-4 3-4 6	5 4 4 6	5-6 4-5 4	6 5 4 6-7	6 5 4 7	6 5 4 7	6 5 4 7	6 5 4 7	6 5-6 4 7	6 6 4 7	6 6-5 4 7	6 5 4-6 7	6 5 6 7	6 5 6-7 7	6 5-7 7	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	14 7 14	ե 7 և	4 7 4 4	ц 7 4 4	4-5 7 4 4-5	5 7 4 5	5 7 4 5	5 7 4 5	5 7 4-5 5	5 7 5 5	5-6 T 5 5-6	6(7) 7 5(6-5) 6	6(7) 7 5(6.5) 6	6(7) 7 5(6.5) 6	6(7) 7 5(6.5) 6	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	4-4-5 6 5	4.5 6 5	4.5-5 6 5-6.5 5	5 6 6.5 5	5 6 6-5 5	5 6 6.5 5	5 6 6.5 5	5 6 6.5 5	5-5-5 6 6-5 5-6	4/ 6 6.5 6	5.5-6.5 4/ 6 6.5 6	6.5(0) 4/6 6.5 6	6.5(0) 4/ 6 6.5 6-7	6.5(0) 4/ 6- 7 6.5 7	6.5(0) 4/ 7 6.5-7.5 7	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	4 4 3-4). 	14 14 14	† †	4 4-5 4	14 5 14–5	14 5 5	4 5 5-6	4-6 5 6	6 5 6	6 5 6	6 5(7) 6	6 5(7) 6	6 5(7) 6	6 5(7) 6	Wisconsin Wyoming 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	5	2	2	2-3	3	3	3-4	14	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 fagust 1, except in Missouri where the new rate becomes effective on October 13. For tax rates in earlier years, see page 13 of "Mighray Statistics, Summary to 1955," Some local governments in Alabana, Florida, Eswait, Mississippi, New Mexico, and Wyoning levy motorfuel 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 commits.
4/ Trucks or combinations with more than two axles pays motor-fuel tax rate of 9 cents per gallon in Kentucky and Virginia.

num virgumes.

5/ The 5.5-cent tax rate in Newada 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 motorvehicle 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 yehicles, 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.

		- 					1	OTOR VEHICI	es							MOTORCY	CLES
		AUTOMOBILE	3		BUSES			TRUCKS		AL	L MOTOR VEHI	CLES		OF TOTAL MOTO		PRIVATE	PUBLICLY-
STATE	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY- OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL L	PUBLICLY- OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL 5/	PUBLICLY- OWNED 3/	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY- OWNED 3/	TOTAL	TOTAL 1959 REGISTRA- TIONS	INCREASE OR DECREASE 1960	PER- CENTAGE CHANGE	AND COMMERCIAL	OWNED 3/
Alabama	1,038,852	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	485,412	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	197,485	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	4,829	714,821	1,793	774	2,567	196,757	10,314	207,071	908,542	15,917	924,459	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	29,888	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	3,983	231,058	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	343,748	11,082	354,830	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	2,800	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	367,070	7,248	2.0	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 Michigan Minnesota Mississippi	1,559,075 2,883,498 1,301,929 527,190	7,519 9,921 3,949 877	1,566,594 2,893,419 1,305,878 528,067	4,798 4,984 4,865 1,708	115 6,029 3,973 4,862	4,913 11,013 8,838 6,570	175,961 382,591 266,074 180,867	15,845 19,302 10,589 7,672	191,806 401,893 276,663 188,539	1,739,834 3,271,073 1,572,868 709,765	23,479 35,252 18,511 13,411	1,763,313 3,306,325 1,591,379 723,176	1,737,546 3,201,406 1,525,012 691,580	25,767 104,919 66,367 31,596	1.5 3.3 4.4 4.6	10,034 30,611 12,251 3,441	542 75 5
Missouri Montana Nebraska Nevada	1,414,750 260,313 553,196 133,075	3,537 1,019 2,181 1,113	261,332 555,377 134,188	4,893 790 675 256	2,781 385 1,021 234	7,674 1,175 1,696 490	326,684 112,913 170,478 37,037	10,567 5,716 5,987 2,814	337,251 118,629 176,465 39,851	1,746,327 374,016 724,349 170,368	16,885 7,120 9,189 4,161	1,763,212 381,136 733,538 174,529	1,744,530 375,592 706,224 162,506	18,682 5,544 27,314 12,023	1.1 1.5 3.9 7.4	9,963 2,566 5,352 3,089	43 - 62 45
New Hampshire	208,091	1,717	209,808	678	98	776	40,655	5,104	45,759	249,424	6,919	256,343	251,716	4,627	1.8	1,972	-
New Jersey	2,115,195	7,819	2,123,014	7,026	726	7,752	254,445	15,851	270,296	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	5,001,335	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	255	313	568	108,817	3,438	112,255	340,106	4,990	345,096	338,854	6,242	1.8	1,413	41
Ohio	3,624,592	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	878,259	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	28,360	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	254,891	830	255,721	138	618	756	93,621	4,246	97,867	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	1,264,255	42,755	3.4	10,354	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	401,555	15,664	3.9	3,365	62
Vermont Virginia Washington West Virginia	121,525 1,190,270 1,104,077 475,210	598 7,773 8,036 3,096	122,123 1,198,043 1,112,113 478,306	286 2,248 2,856 638	177 4,266 3,848 2,201	463 6,514 6,704 2,839	27,823 211,281 242,112 113,735	1,567 10,333 15,813 5,669	29,390 221,614 257,925 119,404	149,634 1,403,799 1,349,045 589,583	2,3 ¹ 2 22,372 27,697 10,966	151,976 1,426,171 1,376,742 600,549	149,336 1,387,100 1,329,355 589,683	2,640 39,071 47,387 10,866	1.8 2.8 3.6 1.8	1,241 6,364 6,442 3,075	247 363 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	62,308	3,231	65,539	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	656	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, registrations 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 5/ The following farm trucks, registered at a nominal fee and restricted to use in the vacuum, or owner's farm, are not included in this table: Connecticut, 5,852; New Jersey, 6,704; New York, 12,069; and

Rhode Island, 1,992.
6/ Includes an u
7/ Includes 2,26 Includes 2,268 automobiles of the Diplomatic Corps.

PUBLICLY OWNED VEHICLES IN THE UNITED STATES-1960

	E V		Alabama Alaska Arizona Arkansas	California Colorado Connecticut Delaware	Florida Georgia Hawaii Idaho	Illinois Indiana Iowa Kansas	Kentucky Louisiana Maine Maryland	Massachusetts Michigan Minnesota Mississippi	Missouri Montana Nebraska Nevada	New Hampshire New Jersey New Mexico New York	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wyoming Dist. of Col.	Total	37 495,943 853,206 45,480 13,682 912,368 964,209 1,024,933 and Dist. of Col.
LES CANED	TOTAL,	TRAILERS AND MOTOR- CYCLES	18,712 2,852 12,307 9,783	117,649 16,828 11,937 2,343	32,879 20,565 4,247 9,516	36,497 18,562 17,407 19,859	14,937 16,050 5,575 10,370	23,572 38,150 19,759 13,609	17,242 7,535 10,085 5,128	7,464 24,968 9,003 68,803	41,910 5,082 43,820 17,761	19,039 15,650 3,469 18,034	6,355 19,258 57,904 7,770	23,406 23,480 29,075 11,219	22,732 5,112 6,763	1,032,032	1,024,933
ALL PUBLICLY-OWNED VEHICLES		TOTAL MOTOR VEHICLES	18, 185 2,778 11,513 9,284	105,158 15,917 11,006 2,180	29,888 19,407 3,983 8,590	34,354 17,3397 16,227 18,564	14,882 15,086 4,976 9,930	23,479 35,252 18,511 13,411	16,885 7,120 9,189 4,161	6,919 24,396 8,481 65,677	38,875 4,990 40,582 17,318	17,969 43,960 3,177 17,706	5,694 19,110 55,167 7,517	2,342 22,372 27,697 10,966	21,763 4,705 6,274	970,970	964,209
		TOTAL	16,871 1,676 9,246 8,673	106,449 13,566 11,040 2,165	30,270 18,393 3,907 7,277	32,764 17,181 16,121 18,774	13,610 14,318 5,116 8,672	21,640 35,775 18,008 12,161	15,129 5,045 8,716 3,527	7,181 23,146 5,314 62,960	39,888 4,081 40,453 15,731	15,974 43,122 3,214 16,280	5,040 14,940 51,521 5,924	2,186 21,337 23,339 10,456	21,331 3,905 4,538	156,719	912,368
		MOTOR- CYCLES	241 8 196 25	3,840 169 139 24	807 345 65 37	925 312 125 648	- 173 17 60	542 75	62 45	- 502 70 700	251 t ₄ 1 t ₃₇	159 609 171	22 27 28 57 62 62	23.7 361 61	381 28 139	13,755	13,682
CIPAL 2/	TRATT RRS	AND SEMI- TRAILERS	247 56 551 471	8,330 711 792 134	2,161 806 199 860	1,161 843 1,049 641	37.88 37.88 17.88	2,350 1,164 190	302 1402 827 887	545 50 393 2,373	2,768 36 2,770 419	875 2,063 121 255	616 49 2,106 157	60 851 891 191	578 365 215	45,735	084,54
STATE, COUNTY, AND MUNICIPAL		TOTAL	16,383 1,612 8,499 8,177	94,279 12,686 10,109 2,007	27,302 17,242 3,643 6,380	30,678 16,026 14,947 17,485	13,578 13,363 4,519 8,241	21,551 32,883 16,769 11,966	14,786 4,643 7,827 2,595	6,636 22,594 4,851 59,887	36,869 4,004 37,246 15,312	14,940 40,450 2,922 16,025	14,402 14,871 48,837 5,705	2,126 20,249 22,087 10,204	20,372 3,512 4,184	858,461	853,206
STATE, COU	HICLES	TRUCKS AND TRACTOR TRUCKS	9,131 1,269 4,563 4,189	59,159 7,783 5,956 1,109	16,043 10,266 1,530 4,308	16,321 9,978 8,023 11,168	8,537 7,269 2,875 4,293	14,327 17,408 9,276 6,525	9,034 3,743 4,972 1,598	4,866 14,120 2,141 32,924	18,716 2,745 17,263 17,263 8,670	8,073 26,771 1,533 7,566	3,295 8,059 31,601 3,707	1,411 8,668 11,626 5,095	15,360 2,226 1,353	247,864	1,95,943
	MOTOR VEHICLES	BUSES	4,490 29 994 3,160	6,359 758 259 34	4,238 4,727 32 914	5,276 1,728 4,327 1,600	2,797 1,378 513 791	6,023 3,967 4,849	2,777 375 1,020 205	98 127 24 6,743	11,209 274 10,461 3,883	2,319 1,769 123 5,648	4,114 8,824 519	177 4,254 3,677 2,200	1,732	133,598	133,537
		AUTO- MOBILES	2,762 314 2,942 828	28,761 4,145 3,894 864	7,021 2,249 2,081 1,158	9,081 4,320 2,597 4,717	2,244 4,716 1,131 3,157	7,113 9,452 3,526 592	2,975 525 1,835 792	1,672 7,453 2,668 20,220	6,944 985 9,522 2,759	4,548 11,910 1,266 2,811	548 2,698 8,412 1,479	538 7,327 6,784 2,909	3,280 765 3/ 2,831	226,121	223,726
		TOTAL	1,841 1,176 3,061 1,110	11,200 3,262 3,897 178	2,609 2,172 340 2,239	3,733 1,381 1,286 1,085	1,327	1,932 2,375 1,751 1,448	2,113 2,490 1,369 1,369	283 1,822 3,689 5,843	2,022 1,001 3,367 2,030	3,065 3,528 255 1,754	1,315 4,318 6,383 1,846	220 2,143 5,736 763	1,401	180,411	112,565
		MOTOR- CYCLES	1111	& a					0	1141	۱ ، ۳ ،	oπ,,		. 20 .		132	132
	PBS TT AGM	AND SEMI- TRAILERS	39 10 14 3	283 29 - 5	23 - 7 29	57 10 6	87 ev a e	4966	12 13 35	. 8 52 EX	24. 24.	82, 12	3523	10 124 124	27.48 27.48	1,440	1,430
FEDERAL $1/$		TOTAL	1,802 1,166 3,014 1,107	10,879 3,231 897 173	2,586 2,165 340 2,210	3,676 1,371 1,280 1,079	1,304	1,928 2,369 1,742 1,445	2,099	283 1,802 3,630 5,790	2,006 986 3,336 2,006	3,029 3,510 255 1,681	1,292	2,123 5,610 762	1,391 1,193 2,090	112,509	111,003
	MOTOR VEHICLES	TRUCKS AND TRACTOR TRUCKS	1,313 1,008 2,293 849	8,231 2,531 755 141	1,988 1,614 251 1,746	2,884 1,104 1,124 20,00	947 1,233 375 1,215	1,518	1,533 1,973 1,015 1,216	238 1,431 2,790 4,363	1,619 693 2,685 1,449	2,563 2,724 206 1,294	3,056 4,657 1,344	156 1,665 4,187 574	1,127	86,229	84,970
	MOTOR	BUSES	4 6 8 1 1	37 16 1	4 8 -	ღ. 4 ოდ	15	499 EI	4 01 1 62	- 78 27	15 14 18	e8 'r	85.4 EZ.2	- 51 171	E 6 4	656	950
		AUTO- MOBILES	485 149 634 257	19,2 489 141 15	36.89.34 36.89.34	95 863 153 168	374 1775 160 160	106 1469 1423 1423 1423	33.45%	366 762 1,400	372 254 637 539	457 778 49 380	282 1,179 1,620	60 h46 1,252 187	261 186 744	25,321	25,083
		STATE	Alabama Alaska Arizona Arkansas	California Colorado Connecticut Delaware	Florida Georgia Hawaii Idaho	Illinois Indiana Iowa Kansas	Kentucky Louislana Maine Maryland	Massachusetts Michigan Minnesota Mississippi	Missouri Montana Nebraska Nevada	New Hampshire New Jersey New Mexico New York	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wyoming Dist. of Col.	Total	Total, 46 States 25,083 950 84,970 111,003 1,430 132 112,565 22 and Dist. of Col.

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

from reports of State			STATE,	TOTAL		ISON OF TOTA TRATIONS, 19		PRI	AL CLASSIFIC VATE AND COM REGISTERED I	MERCIAL
STATE	PRIVATE AND COMMERCIAL	FEDERAL	COUNTY, AND MUNICIPAL	TRUCKS REGIS- TERED 1960	TOTAL 1959 TRUCK REGIS- TRATIONS	INCREASE OR DECREASE, 1960	PERCENT - AGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS 3/
Alabama Alaska Arizona Arkansas	223,229 19,279 126,154 197,485	1,313 1,008 2,293 849	9,131 1,269 4,563 4,189	233,673 21,556 133,010 202,523	226,155 19,639 123,723 198,815	7,518 1,917 9,287 3,708	3.3 9.8 7.5 1.9	19,466 (4/) 12,224 7,734	4,422 (4/) 7,986 3,013	95,721
California Colorado Connecticut Delaware	1,062,202 196,757 117,589 47,164	8,231 2,531 755 141	59,159 7,783 5,956 1,109	1,129,592 207,071 124,300 48,414	1,119,777 197,139 122,706 46,167	9,815 9,932 1,594 2,247	0.9 5.0 1.3 4.9	46,130 7,061 5,768 3,486	24,052 3,243 947 1,775	56,930 4,132
Florida Georgia Hawaii Idaho	294,261 271,386 28,713 111,308	1,988 1,614 251 1,746	16,043 10,266 1,530 4,308	312,292 283,266 30,494 117,362	305,396 274,216 29,316 112,390	6,896 9,050 1,178 4,972	2.3 3.3 4.0 4.4	24,041 14,004 1,063 10,411	14,274 2,707 615 5,467	46,009
Illinois Indiana Iowa Kansas	432,046 343,748 238,377 274, 349	2,884 1,104 1,124 909	16,321 9,978 8,023 11,168	451,251 354,830 247,524 286,426	445,565 344,793 241,117 272,450	5,686 10,037 6,407 13,976	1.3 2.9 2.7 5.1	28,838 26,256 11,156 10,534	3,629 4,702 1,899 4,642	143,977
Kentucky Louisiana Maine Maryland	232,106 219,693 68,950 137,522	947 1,233 375 1,215	8,537 7,269 2,875 4,293	241,590 228,195 72,200 143,030	235,240 223,492 74,146 140,615	6,350 4,703 -1,946 2,415	2.7 2.1 -2.6 1.7	10,069 10,015 1,649 8,458	1,705 3,638 522 1,451	99,093 74,541 5,042 9,189
Massachusetts Michigan Minnesota Mississippi	175,961 382,591 266,074 180,867	1,518 1,894 1,313 1,147	14,327 17,408 9,276 6,525	191,806 401,893 276,663 188,539	186,106 394,285 267,297 180,943	5,700 7,608 9,366 7,596	3.1 1.9 3.5 4.2	10,752 36,360 9,602 6,937	2,566 5,360 3,077 3,648	2,548 37,615 94,616 131,669
Missouri Montana Nebraska Nevada	326,684 112,913 170,478 37,037	1,533 1,973 1,015 1,216	9,034 3,743 4,972 1,598	337,251 118,629 176,465 39,851	322,016 117,450 168,264 37,267	15,235 1,179 8,201 2,584	4.7 1.0 4.9 6.9	19,176 3,007 6,719 1,000	2,014 1,009 2,327 1,514	58,738 96,645
New Hampshire New Jersey New Mexico New York	40,655 254,445 113,078 496,076	238 1,431 2,790 4,363	4,866 14,420 2,141 32,924	45,759 270,296 118,009 533,363	45,407 269,196 115,857 498,093	352 1,100 2,152 35,270	0.8 0.4 1.9 7.1	1,166 13,714 2,827 28,264	402 3,523 3,547 13,261	6,256 15,932 2,305 48,863
North Carolina North Dakota Ohio Oklahoma	305,022 108,817 416,890 286,747	1,619 693 2,685 1,449	18,716 2,745 17,263 8,670	325,357 112,255 436,838 296,866	313,629 110,315 436,699 283,419	11,728 1,940 139 13,447	3.7 1.8 0.0 4.7	17,675 1,556 35,416 16,562	7,540 717 3,636 7,588	41,604 77,024 125,166
Oregon Pennsylvania Rhode Island South Carolina	162,788 518,667 35,278 141,448	2,563 2,724 206 1,294	8,073 26,771 1,533 7,566	173,424 548,162 37,017 150,308	169,712 564,400 36,941 153,949	3,712 -16,238 76 -3,641	2.2 -2.9 0.2 -2.4	7,838 25,415 2,187 6,199	7,433 5,133 819 2,208	25,039 - 6,308
South Dakota Tennessee Texas Utah	93,621 219,926 873,334 79,526	951 3,056 4,657 1,344	3,295 8,059 31,601 3,707	97,867 231,041 909,592 84,577	95,122 226,713 893,826 83,021	2,745 4,328 15,766 1,556	2.9 1.9 1.8 1.9	1,376 9,440 49,204 2,561	891 4,748 20,978 2,493	102,372 193,102
Vermont Virginia Washington West Virginia	27,823 211,281 242,112 113,735	156 1,665 4,187 574	1,411 8,668 11,626 5,095	29,390 221,614 257,925 119,404	28,800 217,026 245,813 116,400	590 4,588 12,112 3,004	2.0 2.1 4.9 2.6	1,030 9,071 9,182 4,007	205 2,354 4,750 1,028	4,841 - 67,211 1,794
Wisconsin Wyoming Dist. of Col.	245,036 62,308 16,970	1,127 1,005 1,332	15,360 2,226 1,353	261,523 65,539 19,655	257,471 62,664 19,601	4,052 2,875 54	1.6 4.6 0.3	19 , 278 2,727 558	3,636 1,706 49	95,480 - -
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

		PRIVAT	ELY-OWNED			PUBLICLY-OW	NED		TOTAL BUS	ES	
STATE	COMMERCI GASOLINE	DIESEL, BUTANE, AND OTHER	school buses 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL)	TOTAL	TOTAL SCHOOL 2/	TOTAL COMMER- CIAL AND OTHER	GRAND TOTAL	STATE
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 Colorado Connecticut Delaware	1,432 254 363 44	3,297 385 836 149	1,828 1,154 2,451 400	6,557 1,793 3,650 593	37 16 1	6,359 758 259 34	6,396 774 260 35	8,187 1,912 2,710 434	4,766 655 1,200 194	12,953 2,567 3,910 628	California Colorado Connecticut Delaware
Florida Georgia Hawaii 4/ Idaho	188 334 265 186	1,461 711 153 111	331 1,534 189	1,980 2,579 607 297	4 8 - 103	4,238 4,727 32 914	4,242 4,735 32 1,017	4,569 6,261 221 914	1,653 1,053 418 400	6,222 7,314 639 1,314	Florida Georgia Hawaii <u>4</u> / 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	14	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	463	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	163	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	648	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 Wyoming Dist. of Col.	591 93 885	725 166 871	3,101 187	4,417 446 1,756	3 2 14	1,732 521 -	1,735 523 14	4,833 708 -	1,319 261 1,770	6,152 969 1,770	Wisconsin Wyoming 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 Stat and Dist. of C

^{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 Eureau 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

		PRIVA	TE AND COMME	RCIAL			PUBLICLY-OW	NED		
STATE	COMMERCIAL FULL TRAILERS	TRAILERS <u>2</u> / SEMI- TRAILERS	LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	TOTAL	BY FEDERAL GOVERN- MENT	BY STATE, COUNTY, AND MUNICIPAL GOVERN- MENTS	TOTAL	GRAND TOTAL	STATE
Alabama Alaska Arizona Arkansas	- 1,137 -	20,948 - 13,097 12,931	1,638 - 57,735 37,549	1111	22,586 (<u>5</u> /) 71, <u>9</u> 69 50,480	39 10 47 3	247 56 551 471	286 66 598 474	22,872 66 72,567 50,954	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	67,891 4,648 - 8	65,966 11,592 10,555 6,797	342,926 35,608 31,964 5,699	236,001 20,497 -	712,784 72,345 42,519 12,504	283 29 - 5	8,330 711 792 134	8,613 740 792 139	721,397 73,085 43,311 12,643	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	- 232 5,721	29,047 17,362 368 12,915	147,828 50,065 6,344 35,953	89,008 1,771 - 8,782	265,883 69,198 6,944 63,371	23 7 - 29	2,161 806 199 860	2,184 813 199 889	268,067 70,011 7,143 64,260	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	2,943 2,873 2,908 3,583	60,819 42,622 14,151 17,146	116,593 115,293 113,791 6,204	5,417 6,784 - -	185,772 167,572 130,850 26,933	57 10 6 6	1,161 843 1,049 641	1,218 853 1,055 647	186,990 168,425 131,905 27,580	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	- - - 22	17,557 14,060 3,966 10,220	57,877 38,068 29,552	2,919 - -	20,476 71,937 42,034 39,794	23 9 2 9	32 782 580 371	55 791 582 380	20,531 72,728 42,616 40,174	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	5,159 3,200 -	21,504 55,529 19,300 12,209	88,217 260,805 146,370 20,633	25,558 20,032 -	109,721 347,051 188,902 32,842	4 6 9 3	89 2,350 1,164 190	93 2,356 1,173 193	109,814 349,407 190,075 33,035	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	1,593 695 32,450 447	36,363 3,669 13,650 1,177	77,600 29,628 28,328 11,018	- - 13,871	115,556 33,992 74,428 26,513	12 13 7 35	302 402 827 887	314 415 834 922	115,870 34,407 75,262 27,435	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	65 2,172	2,269 26,057 8,037 37,026	18,729 37,073 31,395 129,751	- - -	20,998 63,195 41,604 166,777	- 20 55 53	545 50 393 2,373	545 70 448 2,426	21,543 63,265 42,052 169,203	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	54 6,302 1,480	25,099 1,961 41,437 17,029	99,107 2,299 209,585	2,345 11,762	124,206 6,659 257,324 30,271	16 15 28 24	2,768 36 2,770 419	2,784 51 2,798 443	126,990 6,710 260,122 30,714	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	5,209 1,578 -	10,664 50,111 5,531 8,443	8,817 73,864 12,839 6,849	33,540 - - -	58,230 125,553 18,370 15,292	30 15 - 73	875 2,063 121 255	905 2,078 121 328	59,135 127,631 18,491 15,620	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	187 - - 359	3,655 11,800 76,758 2,663	30,284 9,601 245,336 28,164	5,709 26,596	39,835 21,401 348,690 31,186	23 79 42 34	616 49 2,106 1.57	639 128 2,148 191	40,474 21,529 350,838 31,377	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	60 3,308	1,576 25,245 11,604 7,194	11,590 43,473 92,141 14,744	- 32,306 -	13,226 68,718 139,359 21,938	4 10 124 1	60 851 891 191	64 861 1,015 192	13,290 69,579 140,374 22,130	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	4,640 6,959 -	18,226 3,572 889	10,350 7,378 710	10,703	33,216 28,612 1,599	10 14 84	578 365 215	588 379 299	33,804 28,991 1,898	Wisconsin Wyoming 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 Stat

^{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 semitrailers 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-1960 1

Compiled for calendar year from reports of State authorities

TABLE MV-12, 1960 REVISED NOVEMBER 1961

		LICENS	SES ISSUED DUR	TMG 1800		ESTIMATED	PRIVATE	LICENSED	
STATE	LEARNERS PERMITS	OPERATORS PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1960	CHAUFFEURS PERIOD FOR WHICH ISSUED	NUMBER ISSUED DURING 1960	TOTAL LICENSES IN FORCE DURING 1960 3/	AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1960	OPERATORS PER REGISTERED MOTOR VEHICLE	STATE
Alabama Alaska Arizona Arkansas	57,196 3,543 15,557	2 Years 2 Years 3 Years 1 Year	675,139 36,872 251,684 780,079	Not Required Not Required 2 Years 1 Year	- 39, <i>5</i> 23 30,746	1,320,922 109,060 777,899 810,825	1,264,044 78,117 612,044 698,267	1.04 1.40 1.27 1.16	Alebama Aleska Arizona Arkansas
California Colorado Connecticut Delaware	343,170 - - -	3 & 5 Years 3 Years 2 Years (<u>4</u> /)	2,542,309 365,641 747,123 93,995	3 & 5 Years 3 Years 1 Year (4/)	112,572 32,360 8,604 19,733	6,694,099 1,092,354 * 1,449,444 231,288	7,693,893 908,542 1,096,347 190,054	1.13 1.20 1.32 1.22	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	172,473 68,411 27,498 5,517	1 Year 1 or 5 Years Indefinite 2 Years	2,356,491 946,302 40,376 172,349	l Year l or 5 Years l Year 2 Years	302,392 88,641 3,546 21,068	2,658,883 1,791,253 * 383,954 420,045	2,337,290 1,492,711 227,075 366,339	1.14 1.20 1.69 1.15	Florida Georgia Hawali Idaho
Illinois Indiana Iowa Kansas	161,673 122,454 37,173 29,300	3 Years 2 Years 2 Years 2 Years	1,693,759 1,325,051 647,054 593,761	1 Year 1 Year 1 Year 2 Years	299,497 233,562 155,720 58,219	4,564,904 2,298,352 1,458,038 1,406,670	3,741,725 2,028,905 1,309,165 1,141,316	1.22 1.13 1.11 1.23	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	- 40,593 162,962	2 Years 2 Years 1 Year Indefinite	607,229 549,473 445,731 511,573	l Year l Year Not Required 2 Years	5,385 136,965 - 143,256	* 1,253,649 1,308,427 445,731 * 1,480,034	1,182,688 1,161,424 369,342 1,145,121	1.06 1.13 1.21 1.29	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	- 175,904 8,581	2 Years 3 Years 4 Years 1 or 2 Years	1,120,919 1,378,420 628,930 427,477	l Year l Year l Year l or 2 Years	(5/) 241,104 6/ 202,824 47,026	* 2,609,751 4,077,758 * 1,792,984 747,442	1,739,834 3,271,073 1,572,868 709,765	1.50 1.25 1.14 1.05	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	147,591 3,584 27,998 2,411	3 Years 2 Years 2 Years 2 Years	373,827 177,169 124,918 56,055	l Year 2 Years Not Required 1 Year	167,519 19,685 - 15,227	2,084,782 356,097 895,933 166,535	1,746,327 374,016 724,349 170,368	1.19 0.95 1.24 0.98	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	344,863 13,497 271,171	2 Years 1 or 3 Years 2 Years 3 Years	176,821 1,890,966 180,725 1,520,806	2 Years Indefinite 1 Year 3 Years	60,751 (5/) 77,922 410,1 75	311,780 * 2,756,932 497,784 7,062,287	249,424 2,376,666 449,683 5,001,335	1.25 1.16 1.11 1.41	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	- 498,789 10,736	4 Years 2 Years 3 Years 2 Years	490,186 23,494 2,498,893 520,698	1 Year Not Required 3 Years 2 Years	65,757 224,338 73,213	2,000,284 353,259 4,694,374 1,223,151	1,681,411 340,106 4,046,190 1,166,232	1.19 1.04 1.16 1.05	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	49,101 432,619 17,577 35,984	2 Years 1 Year 2 Years 4 Years	483,285 5,770,396 203,969 44,305	l Year Not Required 2 Years 1 Year	58,697 11,746 (<u>7</u> /)	* 948,806 5,770,396 415,792 * 1,097,016	901,184 4,242,938 337,421 861,247	1.05 1.36 1.23 1.27	Oregon Pemmsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- 16,634 86,728 -	4 Years 2 Years 2 Years 5 Years	35,584 103,558 1,828,503 63,076	Not Required 2 Years 1 Year 5 Years	8,290 940,896 6,866	425,112 1,604,237 4,352,168 482,331	348,650 1,287,900 4,401,495 409,702	1.22 1.25 1.00 1.18	South Dakota Tennessee Texas Utah
Vermont Virginia Vashington Vest Virginia	- 87,360 42,253	1 Year 3 Years 2 Years 4 Years	179,196 754,591 699,648 284,315	Not Required 1 Year Not Required 1 Year	79,583 46,786	179,196 1,827,232 1,422,149 832,974	149,634 1,403,799 1,346,344 589,583	1.20 1.30 1.06 1.41	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	104,707 5,700 34,112	2 Years 3 Years 3 Years	849,032 50,582 108,859	l Year l Year Not Required	66,060 15,538	1,862,512 211,536 342,346	1,578,400 202,264 199,687	1.18 1.05 1.71	Wisconsin Wyoming 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 State and Dist. of Co

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
Special bus operators' licenses are required. Operators Chauffeurs

The numbers issued are not available.

Complete data for all States were not available. Includes public service and other special licenses that are

^{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 (*).

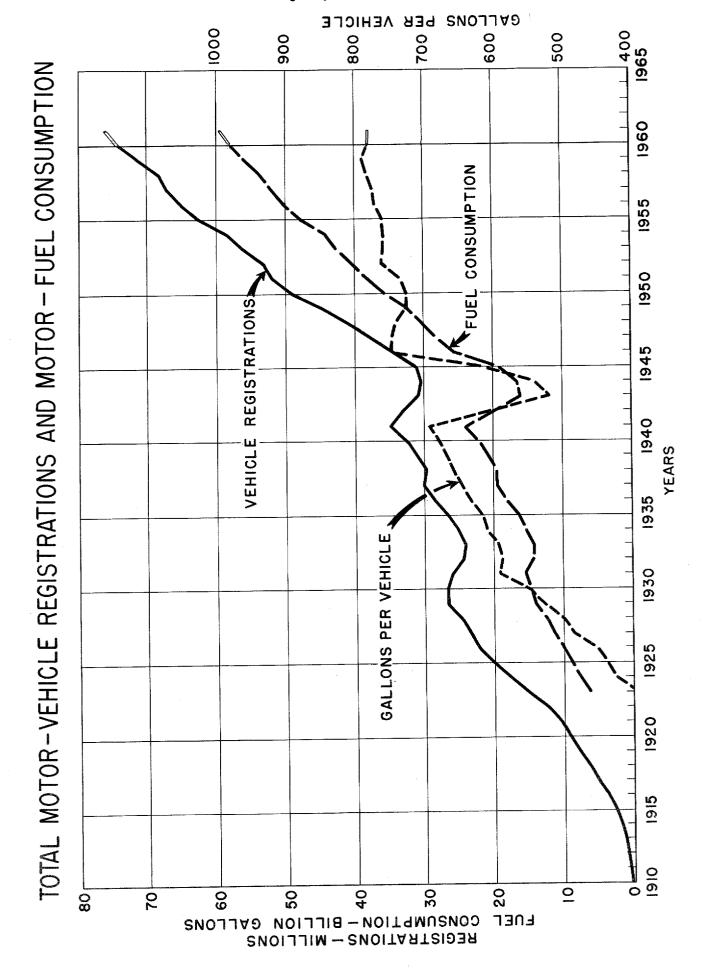
4/ Licenses are issued for a two-year period but drivers meeting certain requirements and having a motor-vehicle operation record

^{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.

MOTOR VEHICLES OWNED BY THE FEDERAL GOVERNMENT -1960

CLASSIFIED BY TYPES

TABLE MV-24, 1960		TOTAL	VEHICLES	1,802 1,166 3,014 1,107	3,231 897 173	2,586 2,165 340 2,210	3,676 1,371 1,280 1,079	1,304	2,369	2,099 1,362 1,366	1, 883 1, 983 1,790 1,790	2,006 3,336 8,006	3,029 3,510 255 1,681	1,833	2,123 5,610 7,610	1,391	112,509	111,003	100.0	
TABLE MV.		TOTAL	AND COMBI-	1,313 1,008 2,893 849	8,831 2,531 1755	1,988 1,6,1 42,1 47,1	401,1 401,1 401,1 401,1	1,233 1,233 1,215	1,518 1,894 1,333 741,1	1,533	238 1,431 4,363	2,633 1,449 1,499	2,2,2,457,457,452,453,452,453,453,453,453,453,453,453,453,453,453	3,055	136 1,665 4,187	1,127	86,229	07.6*48	76.6	
		VEHICLE	COMBI- NATIONS 2/	71.88	æg	8. 8	Бооч	8 8	01 t-00 at	○ 검→ 및	· 533	~34°8	₹31.3	ಬಳಜ್ಞ	- 427	ដងឱ	97.6	859	9.0	
			TOTAL	2,298 2,266 849 849	81.6 57.1 14.1	296,1 519,1 42,1 75,1	2,831 1,098 1,18 908	1,225 1,374 1,214	1,516	48,44,4 10,44,4	8534.24 145.44	19,1 19,8 17,9,1 14,1	2,5,539 217,9 2,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,000 4,00	3,005 1,626 1,335	25. 1.56. 1.063 57. 7.	1,116	85,350	ж,ш	75.8	
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			20,000-	ងងដ.	Жочч	'작나성	ळ्लनन	ον≄ ∺∞	ี่ สส∿ '	0,030	"ខសីធ	'48E	워타	~##~	'정답.	౿႘ၛ	#ZZ	됬	5.0	+
	IONS	8) 2/	18,000-	50 88 °	8544	S P S S	£-4-40	다 요 4 4	8559	7148	- 51 St. 52	9189	8 E ~ 4	65 P 31	14gEw	ት ଶ ጽ	1,113	1,085	1.0	11 Posds
	THUCKS AND COMBINATIONS	SINGLE-UNIT TRUCKS (GROSS VEHICLE WEIGHTS) 2	17,000-	448,	찬으여니	0 m H 0	8 and	שממיע	芯弓 <i>∞</i> -4	७७५७	- h 보용	4 K/2 L	コネット	ఒక్టినెన	40ದ್ಗ	r-01	684	11.4	0.5	ow of Park
-	TRUCKS AN	GROSS VEH	16,000-	25 27 27 27 27	84 K 21 K	₩±4	ដូខឧត្ត	3 8 3 5	8848	39 17 28	39 77 117	84 84 84	장다~8	897.88	18150	888	2,033	1,981	1.8	the Mary
		r Trucks (14,000- 15,999	7588	8824	& £ £ ८	ዸ፟ጜ፠ጜ	8849	3422	67 103 27 47	47. 97. 203	29.65 29.65 29.65	ស្ត្រី _ន ាង	86. 64.1 7	# 8 8 9 P	ጽቋ፠	3,521	3,429	3.1	at-fmeted
		SINGLE-UNI	12,000-	27 201 201 34	_በ ተያ የ	99 100 121 123	3488	관용성 ³	5,55 E 8	160 412 61	### ###	18 94 64 61	₽8°14	73 267 762 77	158 207 24	288 24 24 25 36 36 36 36 36 36 36 36 36 36 36 36 36	6,383	6,268	5.7	or ear Ution
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			-000't 66	188 468 118 298 326 850 135 335	3,011 17 18 18 293 293 24	308 771 245 619 38 96 243 609	324 819 163 408 172 433 137 340	138 348 182 458 56 139 166 420	212 236 236 592 1183 164 1421	206 521 270 681 155 391 172 433	39 96 188 470 410 1,030 536 1,349	246 620 102 254 385 974 222 560	384 967 369 930 32 77 191 174	134 335 1,060 1778 196 1,94	25 64 225 56 609 1,530 86 219		707,06 20	9 30,313	8 27.3	d Governme
			0-3,999		1,199 371 118 22												12,205	12,049	10.8	the Federa
		U- Dufferbe	LANCES	5 4 6 87 1 1	17 37 5 16 3 1	3 8 # # 103	11 23 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	. £ 4 8 1,7 1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,4	- 3 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	9 L D #	13 78	10 13 39 15 16 18 18 18 18 18 18 18 18 18 18 18 18 18	20.00	5 7 5 5 4 EZ	1 12 12 6 12 6 12 13 13 13 13 13 13 13 13 13 13 13 13 13		236 959	234 . 950	0.2 0.9	anches of
-			WAGONS	유민국	327 86 18 6	25 15 45	42 12 Et	138 148 64	71 24 36	ያታችያ	22 111 193	882E	59 73 13	85 105 105	149 137 15	20 3.4 20 3.4 20 3.4	2,937	2,367	2.6	(vilian br
		AUTO- STA		14.5 23.7 23.9	2,267 593 120 24	375 ± 52 375 ± 52	204 240 134 146	333 123 388 388	350 125 377 247	487 417 309 259	341 638 1,192	£2655 £7605	397 360 360 360	1,510 1,510 414	1,104 1,104 156		22,148 2,9	21,982 2,8	19.7	Only vehicles of the civilian branches of the Federal Government are given in this table. The Setresation of webicle combinations from standard the press weight dashelbation sham were assistant by the branch of Sabita Danda
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		Sman	OIAIR	Alabama Alaska Arigona Ariwansas	California Colorado Connecticut Delaware	Florida Georgia Hawaii Idaho	Illinois Indiana Iowa Kansas	Kentucky Louisians Maine Maryland	Massachusetts Michigan Minnesota Mississippi	Missouri Montana Nebraska Nevada	New Hampshire New Jersey New Mexico New York	North Carolina North Dakota Ohlo Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wyoming Dist. of Col.	Total	Total, 48 States and Dist. of Col	Percent	(A)(-)



0

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE MV-2, 1960 REVISED NOVEMBER 1961

		3	GGISTRATI	ON FEES 2/							,	OTHER PEES						
	MOTO	R VEHICLES		OTHER V	ENICLES		OPERATORS		SPECIAL		estimated Service	GROSS	MILEAGE,	SPECIAL LIC		CERTIFICATE	MISCEL- LANEOUS	TOTAL
STATE	AUTOMOBILES (INCLUDING TAXICABS)	BUSES	TRUCKS AND TRACTOR TRUCKS	TRAILERS	MOTOR- CYCLES	TOTAL	AND CHAUFFEURS PERMITS	CERTIFICATE OF TIPLE FEES	TITLING TAXES 3/	FINES AND PENALTIES	CHARGES, LOCAL COLLECTIONS	RECEIPTS TAXES 5/	TON MILE AND PASSENGER MILE TAXES	WEIGHT OR CAPACITY	Flat Rate	OR PERMIT FEES 6/	RECEIPTS LESS UNCLAS- SIFIED REFUNDS	RECEIPTS
Alabama Alaska Arizona Arkansas	3,160 1,186 1,930 7,248	142 9 110 97	3,427 600 4,045 5,444	381 739 209	32 9 32 7	7,142 1,804 6,856 13,005	1,356 113 582 1,714	637 214		1,229 93 42	1,109 - -	3,050	1,395	2,577	1 - - -	35 - - 194	76 3 259 396	12,342 1,920 14,054 15,565
California 7/ Colorado Connacticut Delaware	155,363 5,180 7,694 1,576	1,247 72 204 48	61,104 2,457 4,266 1,606	20,441 297 187 456	1,007 34 19 4	239,162 8,040 12,370 3,690	8,679 905 4,398 472	716 952 107	-	797 470 525	- - - -	15,167	7,758	-	- 544	671 36 1	8,925 806 934 184	272,604 19,058 19,669 4,978
Florida Georgia Hawaii Idaho	32,698 10,188 3,206 3,091	385 314 40 2	12,158 2,900 1,539 2,143	3,977 3,110 201 166	143 41 8 18	49,361 16,553 4,994 5,420	3,842 1,273 147 225	1,773 - 216	- - -	609 57 29 205	974 - -	- - -	913 - - 3,940	-	13 ¹ 4 238 -	45 3 • 19	1,466 299 137 126	59,117 18,423 5,307 10,151
Illinois Indiana Iowa Kansas	46,728 18,269 27,500 9,572	316 223 225 104	46,157 13,329 17,630 9,686	1,424 1,604 948 340	146 51 39 47	94,771 33,476 46,342 19,749	6,522 2,472 2,678 1,119	1,659 859 689 478	-	550 158 20 33	2,176	-	-	- - - -	- 595 147 897	730 25 105 15	2,750 2,332 -174 946	106,982 42,093 49,807 23,237
Kentucky Louisiana Maine Maryland	3,568 2,962 4,396 10,898	83 196 17 501	5,489 5,157 3,685 4,928	8/ 119 2,410 120 353	12 26 9 16	9,271 10,751 8,227 16,696	1,195 1,677 958 857		7,787	55 212 2,536	909 - -	- - -	1111 - -	1,451	147	549 34 32 -	496 413 475 1,121	21,769 13,796 10,051 33,263
Massachusetts Michigan Minnesota Mississippi	9,549 35,081 27,971 5,300	80 460 219 281	6,872 20,753 12,440 5,250	678 9,260 1,532 173	52 110 32 20	17,231 65,664 42,194 11,024	5,932 4,143 2,507 1,452	1,779 -	-	- - 527 69	-	-	1,337	-	177 - - 276	4 80 191 2	1,169 2,249 1,156 335	24,513 75,252 46,575 13,158
Missouri Montana Nebraska Nevada	22,841 2,512 4,352 728	195 26 104 2	13,160 3,315 6,585 647	676 647 188 148	44 5 15 10	36,916 6,505 11,244 1,535	913 595 216 173	788 55 381 -		259 413 268 26	-	- 278 - -	- - - - 996	346	533 97 66 50	- 2 6 635	1,121 1,174 1,089 323	40,530 9,119 13,270 4,084
New Hampshire New Jersey New Mexico New York	3,629 33,359 4,896 81,165	80 397 164 737	2,121 16,371 2,907 25,903	175 4,267 972 7,343	8 24 19 59	6,013 54,418 8,958 115,207	973 8,943 502 8,467	- 2,457 263 -		218 2,463 32 3,479	- - 346	- - - -	179 1,069 15,291	- - -	1,056	- 24 53	319 4,831 828 6,307	7,535 73,291 11,676 150,206
North Carolina North Dakota Ohio Oklahoma	13,299 5,430 34,714 22,739	230 17 496 77	13,665 3,487 31,714 6,907	5,280 38 9,587 4,751	25 7 178 78	32,499 8,979 76,689 34,552	1,357 55 2,404 2,672	490 43 3,507 518		652 29 1,261	- 2,624 794	- - -	- 361 18,233 156	1,129	21 - 123	- 36 132 21	390 264 2,452 271	35,388 9,788 108,431 39,107
Oregon Pennsylvania Rhode Island South Carolina	7,375 36,710 4,333 3,058	43 924 61 102	. 4,053 28,302 1,657 4,150	1,175 6,526 43 133	26 109 7 5	12,672 72,571 6,101 7,448	1,291 18,541 1,689 34	948 3,393 230	-	379 39 - 59	-	-	13,039 - - 737	2,106 91	102	- - - 3	1,855 4,889 448 1,305	32,290 99,433 8,343 9,904
South Dakota Tennessee Texas Utah	5,613 10,975 54,576 1,593	21 251 474 25	2,577 11,741 36,884 2,710	332 46 11,516 156	4 60 220 8	8,547 23,073 103,670 4,492	36 219 6,807 177	125 913 1,371 188	27,469	36 1,020 336 20	769 -	-	864 - 212	1,957 55 75	115 366	26 2 38 -	331 495 5,276 1,079	11,270 26,661 145,408 6,820
Vermont Virginis Washington 7/ West Virginīa	3,575 11,749 25,608 11,257	26 157 109 76	2,782 8,835 14,303 5,626	114 448 3,892 208	12 18 89 18	6,509 21,207 44,001 17,185	471 914 2,967 1,711	- 737 251 285	- - 4,148	652 1,060 194	1,149	345 31	- - 36 -	- - 535 191	- 57 -	105 204 45	1,115 944 968 820	8,200 25,003 51,100 24,534
Wisconsin Wyoming Dist. of Col.	21,206 981 4,725	117 9 87	19,7 7 1 843 1,107	337 190 79	54 4 8	41,485 2,027 6,006	1,184 132 361	280 - 75	-	2,391	-	-	3,084 33	- - -	516 361 253	- - 59	810 1,037 367	44,275 6,641 9,545
Total	867,312	10,382	525,188	108,392	3,028	1,514,302	119,022	28,737	50,963	23,502	10,850	18,871	69,744	10,513	6,883	4,162	67,987	1,925,536
Total, 48 States and Dist. of Col.	862,920	10,333	523,049	108,191	3,011	1,507,504	118,762	28,737	50,963	23,473	10,850	18,871	69,744	10,513	6,883	4,162	67,847.	1,918,309

^{1/} Road-user revenues consist primarily of motor-fuel taxes, shown in table G-1, and motor-vehicle and motorcarrier taxes shown in this table.

^{2/} Where the registration year is not more than one month removed from the calendar year, registration-year

receipts are given. Where the registration year is more than one month removed room to catendar year, registration-year receipts are given.

3/ Special titling taxes imposed under general sales tex levies are not included.

4/ County or local officers in many States are allowed service charges for issuing registrations, operators' licenses, or for related services. Some of these charges are included with registration and other fees. The amounts shown in this column are estimates of service charges that are collected and retained by local officials

and not reported elsewhere in this table.

5/ Numerous States impose taxes on the gross receipts of motor carriers in connection with general State sales taxes or taxes on all transportation companies or public utilities. This column includes only the proceeds of gross receipts taxes reported by the States as special taxes on motor carriers.

^{6/} In general, the proceeds of special weight or capacity taxes and taxes imposed at a flat rate per vehicle are included under special license fees and franchise taxes. Application or filing fees required for the issuance of certificates of convenience and necessity to common carriers, and corresponding permits to contract and other motor carriers, are included under certificate or permit fees.

^{7/} Property taxes formerly levide on motor vehicles have been replaced by "vehicle license fees" in California, and by "motor-vehicle excise taxes" in Washington. Because of the origin of these taxes, the administrative officers of the two States do not consider them to be road-use taxes. The amounts included with registration fees in this table are as follows: California, automobiles \$100,788,343, buses \$110,880, trucks \$15,117,506, trailers \$6,571,440, motorcycles \$291,776; Washington, automobiles \$18,355,420, buses \$63,777, trucks \$44,670,540, trailers \$963,779, toolers \$15,237, dealers \$46,3779, twicks \$4,671,540, trucks \$4,670,540, trucks \$4,671,540, trucks \$4,671,

registered.

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1960

Compiled for calendar year reports of State authorities

(In thousands of dollars)

TABLE MV-3, 1960 ISSUED AUGUST 1961

from reports of Sta				FOR			FOR STAT	E HIGHWAY	FURPOSES		FOR	LOCAL ROADS	AND STREETS	<u>4</u> /		FOR NOWHIGH	WAY PURPOS	88 5/	······································
STATE	RET TOTAL RECEIPTS	ADJUST- MENTS DUE TO UNDIS- TRIBUTED	RECEIPTS AVAILABLE FOR	COLLEC- TING MOTOR- VEHICLE	NET FUNDS DISTRIB-	MAINTE	AL OUTLAY, NANCE, AND ISTRATION	STATE HIGHWAY	SERVICE OF OBLIGA-		County And Other	CITY	SERVICE OF OBLIGA- TIONS	TOTAL	STATE GENE FROM OPERATORS	FROM MOTOR-	COUNTY AND OTHER LOCAL	EDUCA- TION, NONHIGH- WAY DEBT.	TOTAL
	CALENDAR YEAR	BALANCES, FUNDS IN TRANSIT, ETC.	DISTRI- BUTION	AMD MOTOR- CARRIER TAXES	oursd §∕	STATE HIGHWAY SYSTEMS 3/	PARK, FOREST, AND OTHER STATE ROADS	POLICE AND SAFETY	TIONS FOR STATE HIGHWAYS	TOTAL	LOCAL ROADS 3/	STREETS	FOR LOCAL ROADS	1012	FEES, FINES, ETC., AND CARRIER TAXES 6/	VEHICLE REGIS- TRATION PEES	GENERAL FUNDS 1/	AND MISCEL- LANBOUS	TOTAL
Alabama Alaska Arizona Arkansas	12,3 ⁴² 1,920 14,05 ⁴ 15,565	241 - 35 1	12,583 1,920 14,089 15,566	1,975 22 2,276 471	10,608 1,898 11,813 15,095	2,074 1,898 10,883 8,513	15 - -	2,504 926 1,457	782 - 2,496	5,375 1,898 11,809 12,466	3/ 2,804 - 4 849	2,215	-	5,019 - 4 2,011	104 - 618	-	110 - -	- - - -	214 - 618
California Colorado Connecticut Delmware 9/	272,604 19,058 19,669 4,978	-5,311 -74	267,293 18,984 19,669 4,978	34,594 2,667 4,425 552	232,699 16,317 15,244 4,426	71,038 7,241 1,106	er cor	32,370 1,206 3,890 546	2,135 978 - 2,355	105,543 9,425 3,890 4,007	24,275 3,912 138 (<u>3</u> /)	5,379 1,884 419	-	29,654 5,796 138 419	36 4,055	7,161	97,502 1,060	-	8/ 97,502 1,096 11,216
Florida Georgia Hawaii Idaho	59,344 18,423 5,307 10,151	-225 -1 -53	59,119 18,422 5,307 10,098	4,770 2,096 - 497	54,349 16,326 5,307 9,601	8,620 413 5,560	-	6,188 634 1,158	388 -	6,629 9,642 413 6,718	75 2,784 4,894 2,623	122 260	288 1,234	363 4,140 4,894 2,883	140 - - -	31,854 2,544 - -	21	15,342 - - -	47,357 2,544
Illinois Indiana Iowa Kansas	106,982 42,093 49,807 23,237	-1,556 36 8 303	105,426 42,129 49,815 23,540	12,709 5,465 2,381 2,622	92,717 36,664 47,434 20,918	55,088 18,325 18,613 17,461	20 3	15,474 1,464 2,412 1,376	-	70,562 19,809 21,025 18,840	3,144 11,244 21,757 2,056	8,970 5,611 4,652 7	8,723	20,837 16,855 26,409 2,063	1,318 - 15	-		: : :	1,318
Kentucky Louisiana Maine Maryland	21,769 13,781 10,051 33,263	-11 109 16 -1	21,758 13,890 10,067 33,262	2,680 2,532 969 3,495	19,078 11,358 9,098 29,767	13,835 5,775 6,696 13,594	- 1 210 -	1,237 717 267 6,868	803 1,740 1,155 3,643	15,875 8,233 8,328 24,105	3,102 1,658 597 1,619	414 173 3,582	1,053 461	3,102 3,125 770 5,662	9 - - -	92 - - -		-	101 - -
Massachusetts Michigan Minnesota Mississippi	24,513 75,149 45,929 13,158	-249 111 -228 -195	24,264 75,260 45,701 12,963	7,166 5,072 4,502 1,270	17,098 70,188 41,199 11,693	8,973 22,956 20,404	10/ 920 - - -	1,836 5,658 1,516 2,195	1,298 8,660 3,367	13,027 37,276 25,287 2,195	3,370 21,948 11,377 8,970	659 10,964 3,531	-	4,029 32,912 14,908 8,970	39 1,004	3 - 2488	- - 140	-	1,004 528
Missouri Montana Nebraska Nevada	40,527 9,119 13,270 4,084	-48 1,507 -1,120	40,479 9,119 14,777 2,964	2,516 881 874 814	37,963 8,238 13,903 2,150	35,441 3,246 5,347 1,857	- 1 -	2,118 1,273 1,901 130	363 - -	37,922 4,520 7,248 1,987	41 3,655 4,567 163	63 2,088	-	3,718 6,655 163	- - -	-	- - -		-
New Hampshire New Jersey 9/ New Mexico New York 9/	7,535 73,171 11,676 150,206	-50 -342 273 -615	7,485 72,829 11,949 149,591	472 10,249 975 15,460	7,013 62,580 10,974 134,131	5,567 46,166 4,411 78,638	1425 10/ 5,895	538 2,143 669 2,588	356 879 6,133	6,461 49,613 5,080 93,254	550 3,958 3,378 27,158	1,769 901 9,600	760 -	550 6,487 4,279 36,758	1,596 52 1,058	4,638 3,061	1,563	199 - -	6,480 1,615 4,119
North Carolina North Dakota Chio Oklahoma	35,388 9,788 107,887 39,107	6 28 -1,273 15	35,394 9,816 106,614 39,122	2,318 365 11,152 1,673	33,076 9,451 95,462 37,449	30,918 5,291 22,376 6,714	- - 24 1	1,793 200 9,095 2,625	- 66	32,711 5,491 31,561 9,340	(3/) 3,841 48,038 5,675	32 15,863 2,514	-	3,873 63,901 8,189	- 27 -	ີ 60 -	1 - 1	365 - 19,920	365 87 19,920
Oregon Pennsylvania Rhode Island 9/ South Carolina	32,290 99,433 8,343 9,904	-779 - - -20	31,511 99,433 8,343 9,884	3,936 6,485 282 1,694	27,575 92,948 8,061 8,190	13,536 82,550 3,010 6,107	122 345 - -	1,839 6,010 427 396	2,876 3,868 763 1,020	18,373 92,773 4,200 7,523	5,700 175 145	2,597 38	-	8,297 175 183	16	3,662	303 - 667	602 - -	905 3,678 667
South Dakota Tennessee Texas Utah	11,270 26,661 145,408 6,820	21 154 -572 -500	11,291 26,815 144,836 6,320	399 1,543 7,705 796	10,892 25,272 137,131 5,524	5,743 13,600 88,661 2,218	- 576 -	231 3,751 2,100 571	- - -	5,974 17,927 90,761 2,789	4,305 5,417 27,323 1,578	613 - 1,157	- - -	4,918 5,417 27,323 2,735	- 87 12,180 -	1,841	•	- 6 <u>,</u> 867	1,928 19,047 -
Vermont Virginia Washington West Virginia	8,200 25,003 51,100 24,534	28 91 -576 72	8,228 25,094 50,524 24,606	431 2,739 3,963 1,382	7,797 22,355 46,561 23,224	4,875 18,971 15,600 19,597	89 178	373 1,800 5,047 385	2,051 - 3,242	7,388 20,771 20,825 23,224	409 (3//)	1,584	- - -	409 1,584 57	- - 284 -	1,184	- 4,024	20,187	<u>B</u> / 25,679
Wisconsin Wyoming Dist. of Col.	44,275 6,641 9,545	-23 -64 -7	44,252 6,577 9,538	4,706 578 1,103	39,546 5,999 8,435	18,878 5,543	355 - -	2,796 456 -	133 - -	22,162 5,999	9,832 - -	5,316 1,663	-	15,148 1,663	- 2,731	- 4,041	`2,236	-	<u>8</u> / 2,236 6,772
Total	1,924,332	-10,638	1,913,494	190,699	1,722,795	864,368	9,182	143,154	51,550	1,068,254	289,165	95,802	12,519	397,486	25,369	60,629	1.07,573	63,484	257,055
Total, 48 States and Dist. of Col.	1,917,105	-10,838	1,906,267	190,677	1,715,590	862,057	9,182	143,154	51,550	1,065,943	284,271	95,802	12,519	392,592	25,369	60,629	107,573	63,484	257,055

^{1/} Collection expenses in many States include service charges deducted by county and local collectors. See tables SF-9 and 10 for details of amounts included in this column. Amounts shown for New Hampshire and North

Carolina include \$33,000 and \$59,000 respectively for administration of motor-fuel tax laws.

2/ Motor-wehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro rets motor-vehicle revenue portion of the smounts 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 \$381,000, Delaware (amount not segregated), North Carolina \$15,408,000, West Virginia \$8,580,000.

h) 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 urean extensions of

State highway systems are included in allotments for State highway purposes.

5/ The smounts shown do not necessarily constitute diversions from highway use requiring a penalty under the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table MV-3, gross monhighway allocations of motor-vehicle and motor-carrier revenues were

offset, in the following amounts, against appropriations for highways out of State general funds: Alaska \$1,920,000, Calif. \$9,743,000, Conn. \$138,000, Bawaii \$413,000, III. \$582,000, Iowa \$3,373,000, Mich. \$9,816,000, Minn. \$985,000, Miss. \$105,000, Mont. \$1,256,000, Mebr. \$2,281,000, N. Mex. \$657,000, Okla. \$7,347,000, Tenn. \$3,751,000, Tex. \$15,000,000, Wash. \$193,000, W. Va. \$306,000.
6/ Includes motor-carrier revenues in the following States: Ark. \$191,000, Colo. \$36,000, Conn. \$131,000,

^{5/} Includes motor-carrier revenues in the following States: Ark. \$191,000, Colo. \$30,000, conn. \$131,000, Fls. \$140,000, Kans. \$15,000, Ky. \$9,000, Mass. \$39,000, N. Mex. \$52,000, N.Y. \$559,000, N.Dak. \$27,000, R. I. \$16,000, Temn. \$87,000, Tex. \$243,000, D.C. \$340,000.

^{8/} The nonhighway allocations of "wehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see table MV-2, footnote 7), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

A phone of the state general devices. New York, and Rhods Island, motor-vehicle revenues were placed in the State general devices they were made available for highest and other purposes as indicated herein.

10/ Includes \$674,000 and \$3,773,000 for parkways and boulevards in Massachetts and New York respectively.

Notor Vehicles

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

Based on reports of State authorities

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

	1. AUTOMOBILES					2. SINGLE-UNI	T TRUCKS		
STATE	PEE BASIS		OXIMATE NGE 3/	FEE FOR TYPICAL VEHICLE	FEE BASIS	APPROXIMATE FE	e rance 5/	FEE FOR VEHIC	TYPICAL
		FROM	TO	4/		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 adver- tised 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	\$1.00 plus weight fee of \$2.00 for vehicles under 2,900 pounds and from 35 cents per cvt. for 2-exle trucks weighting 2,900 pounds to \$1.60 per cvt. for 3-exle 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 (Sta- tion 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 cvt. 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 \$5 cents per cvt. of weight over \$1,000 pounds; more than 10,500 pounds \$36.25 plus \$1.05 per cvt. 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	3175
Florida	Empty weight groups: \$10.00 for 2,500 pounds of less to \$25.00 for h ,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 \$5.90 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 ower 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
IOWR	Empty weight and value: 40 cents per cwt. plus one percent of value fixed by Department of Public Sefety. 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 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 \$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

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

Based on reports	of State authorities						2/ STATUS AS	AS OF JANUARY 1, 1962	1X 1, 196
	1. AUTOMOBILISS					2. SINGLE-UNIT TRUCKS	TRUCKS		
STATE	PPRE BASTS	APPROS	APPROXIMATE RANGE 3/	FEE FOR	FER BASIS	APPROXIMATIS PEE	FEE RANGE 5/	FEE FOR TYPICAL VEHICLE $J/$	TYPICAL
-	Action Str. 5	FROM	ខ្ន	VEHICLE		REGULAR REGISTRATION	SPECIAL RAITS FOR FARM TRUCKS 6/	NON-FARM	FARM
Kentucky	Flat fee	05·4\$	\$.50	\$4.50	Gross weight groups	\$10.00 for 5,000 pounds or less to \$25.00 for 73,280 pounds. Trucks over 18,000 pounds \$67.00 to \$500.00 additional.	\$4,50 for 24,000 pounds or less. Trucks over 24,000 must pay regular fee.	\$36.00	\$p.50
Louisiana	Flat fee	3.00	3.00	3.00	Gross weight groups per load-carrying axle	\$10.00 for less than 3,500 pounds on load-carrying exte to \$140.00 for up to 18,000 pounds per load-carrying axle.	\$3.00 for exte loads up to 6,000 pounds to \$10.00 for exte loads from 6,001 to 18,000 pounds.	80.00	10.00
Matne	Flat fee	15.00	15.00	15.00	Gross weight groups	\$15.00 for 6,000 pounds or less to \$545.00 for 70,550 pounds.	\$21.00 for 9,001 pounds to \$64.00 for 18,000 pounds.	90.00	143.00
Maryland	Empty weight groups: \$10.00 for 3,700 pounds or less to \$15.00 over 3,700 pounds	10.00	15.00	10,00	Chassis weight groups, with gross weight Limits, or memiscturers rated capacity	\$12.00 for three-quarter ton or less manufacturers rated equatity. Ofter \$45.00 pounds chassis weight (maximum gross weight lo,000 pounds) to \$200.00 over 9,000 pounds chassis weight (maximum gross weight 55,000 pounds.)	\$12.00 for over three-quarter ton and not over *5.00 pounds thasis; 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	00.9	6.00	6.00	Gross weight	\$3.00 per 1,000 pounds. Minimum \$12.00.	\$6.00 for registration certificate and \$6.00 for each pair of number places which can be used interchangeable by omer's vehicles. Restricted to 20-mile redius of owner's farm.	l ₁ 5.00	12.00
Michigan	Empty weight: 35 cents per cwt.	5.60	16.45	12.25	Empty weight	50 cents per cvt. for pickups under 4,000 pounds, all others, 70 cents per cvt. under 2,500 pounds to \$2.25 per cvt. over 15,000 pounds.	50 cents per cut.	63.80	8.8
Mmesota	Shipping weight and age groups: \$5.00 for less than 800 pounds to \$75.00 for over 5,000 pounds. Fer reduced with age, with minimal fer for each weight and age group. 10/	10.75	69.35	S.30	Gross weight and age groups 10/	\$25.00 for 7,000 pounds or less to \$1,036.50 for 75,000 pounds plus \$34.50 per ton, over 75,000 pounds. Pee reduced with age, with minimum fee for each weight and age group 10/	60 cents per cut. of empty weight, minimum fee \$20.00. Fee reduced with age, with minimum fee for each weight and age group. 19/	50.65	29.50
Masissippi	Empty weight groups: \$10.00 for 1,800 pounds or less to \$50.00 for over \$4.00 pounds, less ten geneent for yalor registrations not to exceed five; plus \$2.00 tag fee.	7.00	80.08	11.00	Fist 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.	\$2.00 tag fee plus \$6.00 for 5,000 pounds or less to \$664.00 for 64,650 pounds.	65.00	35.00
Mesouri	Horsepower groups: \$5.00 for less than 12 horsepower to \$37.50 for 72 horsepower and over.	8.50	25.00	11.00	Gross weight groups	\$20.00 for 6,000 pounds or less to \$300.00 over 65,010 pounds. Operation within 25 miles of residence, \$15.00 for 6,000 pounds or less to \$235.00 over 60,010 pounds.	\$15.00 for 6,000 pounds or less to \$235.00 over 60,010 pounds.	8.8	80.00
Montena	Supry weight groups: \$5.00 for 2,850 pounds and over.	5.00	10.00	00.01	Flat fee plus gross weight fee	\$10.00 plus gross weight fee warying from \$6.00 on 6,000 mounts to \$455.00 for 4c,000 pounds, gross weight. \$50.00 increase per ton for each ton over 42,000 pounds.	\$10.00 plus 20 percent of gross vehicle weight fee schedule with minimum fee of \$4.00.	32.00	04 . 40
Nebraska	Flat fee	8.00	8.00	8.00	Load to be hauled	\$12.50 for one-balf ton to \$895.00 for 25 tons.	\$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	os•s	Empty weight	\$5.50 for 3,500 pounds or less, 50 cents per cwt. for vehicles over 3,500 pounds.	•	28.80	28.30
New Hampshire	Gross weight groups: \$12.00 for 3,500 pounds or fless; \$45,50 for 3,501 to 4,200 pounds; \$49,50 for 4,501 for 5,000 pounds; \$55,00 for 5,001 to 6,000 pounds; \$67,00 for 5,001 to 6,000 pounds; \$67,001 to 6,000 pounds; \$60 outst par cet. for 6,001 to 6,000 pounds; \$60 outst par cet. for 6,001 pounds and over.	12.00	25.00	03.61	Gross weight	35 cents per cvt. for 4,000 pounds or lass to 60 cents per cvt. over 8,000 pounds. Minimm \$15.00.	\$25.00 for 16,000 pounds or less. Regular fee over 16,000 pounds.	8 8	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	15.00	Gross weight groups	\$10.00 for 1,000 pounds or less to \$240.00 for 40,000 pounds.	Ome-half regular fee	75.00	37.50
New Mexico	Empty weight and age: \$5.00 for 2,400 lbs. & 50¢ pt vet, over 2,400 if registered 4 or more yrs. \$18.00 for 2,400 lbs. \$2,00 per cyt, over 2,400 if registered 1 yr. or less.	8,00	05.64	30.50	Chassis weight and age	When registered for past 4 years: \$5.00 for less than 1,600 punds, plus 90 cents per evt. over 1,500 pounds, than registered less than 2 years: \$90.00 for over 4,400 pounds plus \$2.60 per cet. over 4,400 pounds.	Two-thirds of regular registration fee for webicles over 3,000 pounds.	78.30	52.20
New York	Shipping weight: 50 cents per cut, for 3,500 pounds or less glins 75 cents per cut, over 3,500 pounds. Miniman \$8,00. 6 or more cylinders anniman \$10.00.	8.00	26.50	17.50	Gross weight 11/	\$2.50 per 500 pounds.	\$1.75 per 500 pounds.	75.00	52.50
Worth Carolina	Numbty 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	13.00	Gross weight	30 cents per cet. for 4,500 pounds or less to 80 cents per cet. over 16,500 pounds. Minimum \$12.00, plus \$1.00 safety education fee.	One-half regular fee. Minimin \$10.00, plus \$1.00 safety education fee.	106.00	
North Dakots	Empty weight groups and age: \$56.00 for 1,999 pounds or less to \$214.00 for 9,000 pounds and over (schedule also applies to buses) plus \$,50 for reflectorized plates. Fee reduced with age.	16.00	6.30	83.83	Gross weight groups and age	\$18.00 for 4,000 pounds or less to \$995.00 for 73,280 pounds plus 5,50 for reflectorized pistes. Fee reduced with age of vehicle.	One-half of regular fee for trucks weighing. 24,001 to 40,000 pounds.	10,00	φ.ο. -
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SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

Based on reports of State authorities

Table NV-103 Sheet 3 of 6 Status as of January 1, 1962

	1					1			
	I. AUTOMOBILES					S. SINGLE-UNIT TRUCKS			
STATE	FEE BASIS	RAI	APPROXIMATE RANGE 3/	TYPICAL	FGE BASIS	APPROXIMATE FEE	range 5/	VEHICLS	E IJ
		FROM	TO	7-		REGULARISTRATION	SPECIAL RATES FOR FARM TRUCKS 6/	NON-FARM	FARM
Ohto	Flat fee	\$10.00	\$10.00	\$10.00	Empty weight 12/	85 cents per cwt. for 2,000 pounds to \$3.25 per cwt. over 12,000 pounds. Minimum \$9.00.	90 cents per cut. for 3,000 pounds to \$2.25 per cut. for over 10,000 pounds. Minimum \$10.00.	\$91.20	\$38.20
Oklahome Oklahome	Value and age: \$19.50 for factory delivered price of \$600.00 or less, plus \$1.50 per \$10.00 over \$500.00. Rea for second through tenth year, \$0 percent of previous year's fee. Over ten years, \$5.50 for factory delivered price of \$649.99 or less to \$24.73 for \$53.549.99 plus \$60 cents per \$100.00 over \$3,549.99.	11.35	72.95	34.03	Gross weight groups and age	\$20.00 for 5,500 pounds or less to \$945.50 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 memufacturers rated capacity to \$50.50 for two tons. Fee reduced with age of wehicle. 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 p light (ampty) weight basis. 13	\$10.00 for vehicles 6,000 pounds or less combried Gross weight. Weithless over 5,000 combined (gross) weight \$30.00, plus \$5.00 per ton or portion thereof over 8,000 pounds.	\$10.00 for vehicles 3,000 pounds or less light (emrly) weight. Vehicles ever 3,000 pounds but not over 4,500 pounds light (emrly) velight 40 cents per 100 pounds or portion thereof. Vehicles per 1,500 pounds or portion thereof. Vehicles per 1,000 pounds 11ght (emrly) velight 90 cents per 1,000 pounds or portion thereof.	50.00	29.00
Fennsylvenia	Flat fee	10.00	10.00 (12.00 for sta. tion wagons)	10.00	Maximum gross weight $\underline{14}/$	\$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	\$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.	Special plates issued for farm vehicles. Travel on public highway permissible within 5 miles of farm where vehicle is used.	00*09	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	9.00	Declared maximum load	\$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 \$500.00 for Zi tons.	\$1.00 "safety fee" plus weight fee of \$10.00 for wehicles under 7,500 pounds empty weight or 6 ton load especity.	76,00	11.00
South Dekota	Empty weight groups and age: \$13.00 for 2,000 pounds or less to \$75.00 over 6,000 pounds. For 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 certs for reflectorising plates.	12.00	8.8	33-50.	Chassis veight groups and age	\$1.50 for 1,500 pounds or less to \$112.50 for 7,000 pounds just \$50.00 for each additional, 1.000 pounds. Fee reduced 50 percent affer 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 \$5 cents for reflectorating plates.		78.00	78.00
Tennessee	Empty weight groups: 89.50 for 3,600 pounds or less and \$13.00 over 3,600 pounds.	9.50	13.00	9.50	Gross waight groups	\$25.00 for 8,000 pounds or less to \$625.00 for 61,530 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; \$70.00 for 22,000 pounds.	125.00	0° 0.
vexas	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	44 cents per cwt. for 6,000 pounds or less to 99 cents per cwt. over 31,000 pounds. Dissel pay 11 percent saddtional.	One-half of regular fee.	107.25	53.63
Uteh	Flat fee	5.00	5.00	2.00	Gross laden weights	\$7.50 for 6,000 pounds or less to $$520.00$ for 75,001 pounds and over	•	35.00	35.00
Vermont	Plat fee	32.00	32.00	32.00	Gross weight	\$8.60 per thousand pounds for 8,000 pounds or less to \$13.05 per thousand pounds for 60,000 pounds or over. (Light trucks of less than 1,500 pounds capacity may be registered for passenger ear fee.) Non-gasoline, one and three quarters times regular fee.	\$32.00 for 15,000 pounds or less. \$40.00 if over 15,000 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	\$12.00 for 10,000 pounds or less to \$427.50 for 56,800 pounds.	ı	25.50	25.50
Washington	Flat fee	6.90	6.9	œ . 9	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.	%6.90 plus half of weight fee for vehicles veighing less than 13 tons. Regular fee 13 tons and over.	50.40	28.65
West Virginia	Dampty weight: \$20.00 first 3,000 pounds; \$24.00 for 3,001 to 4,000 pounds; \$30.00 for 4,001 pounds and over.	8.0	30.00	24.00	Gross weight groups	\$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 8,001 - 16,000 pounds and \$30.00 for 16,001 - 22,000 pounds.	好.00	30.00
Wisconsin	Flat fee	16.00	16.00	16.00	Gross weight groups	\$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	œ·1	05*2	Empty weight groups $1\overline{2}/$	\$1.00 for 1,000 pounds or less to \$30.00 for 6,000 pounds or over.		8.8	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	\$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
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sofnotes appear on sheet 6

Highway Statistics, 1960

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES $^{\mathrm{I}}$

TREES. MY-103 SHEET 4 OF 6 S STATUS AS OF JANUARY 1, 1962 S Based on reports of State suthorities

Waryland	Gross welght of combination	OO.2124 of seel to falsew secret showon OOC.(A) tol OO.2014 fightw secret proposed of the OCC.(2) of qu tol	Observe weight groups with	Aglew asorg mumiwam) inighew viques abmosq CCE of qu noi CC.5\$ CCO.1 Tevo relievitmes eixe-S noi CO.5L\$ of (abmosq CCO.5 (abmosq CCO.0Linglew secra mumicam) inglew viques abmosq	00°≤0T	00 OT	00.211
Maine	Gross weight of combination	\$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	00.7	326.00
Snelsiwol	Gross weight groups per losd-	of size garrying-bead no showed 00% (E mad best rol 00.014) sxle garrying sale for 10,001 for up to 18,000 pounds per los-de-carrying sxle	Gross weight groups per losd-	swort wotoert not as slubends ease	T#0*00	720,00	00.09S
Кеприску	Gross weight of combination	\$10.00 for 5,000 pounds or less to \$50.00 for 59,600 pounds. Combination over 18,000 pounds \$67.00 to \$300.00 additional	~	Registered with tractor, plus \$19.50 flat fee	00°52 1	o≤•6τ	o≤•†6†
Kenses	Gross weight of combination	\$45.00 for 8,000 pounds or less to \$1,025,00 for over \$6,000 pounds or less to \$1,025,00 for loo pounds or less pounds (rosel operation vertical so \$450.00 for over \$6,000 pounds (lossel operation vibita S5 mile radius of place of ownership, or if driven less than \$6,000 miles per yest)	<u>:</u>	sel laft 00.05\$ sult tracent title beretaigen	300,00	00.0S	320,00
Iore	nothenidmos To inglew asort	\$40.00 for eix tone or less to \$235.00 for twelve tons, plus \$55.00 for each additional ton	<u>-</u>	Registered with tractor, plus \$30.00 if gross weight of combination is twelve tons or less and \$60.00 over twelve tons	00°\$£†	00.09	00°56 1
ensibnī	Gross weight of combination	\$65.00 for 10,000 pounds or less to \$300.00 for 52,000 pounds or more	-	00.5% religrifimes landitible. Actory dir \$25.00	S72.00	_	00'STZ
siontili	Flat fee plus: fee based on gross weight, or lower fee based on gross weight with milesge tax	spunot 100,01 to figher sects rol 60.93\$;suid eet that 00.5\$ to the part at the first or 50.25\$ to 50.45\$, to 40.45\$ for 100,02 to 50.95\$ for 100,02 to 50.95\$ for 100,01 to 50.	-	Jail 00.01% relientimes Lancitibha .notosit dilu berstatses esi	00°0 1 /9	-	00 , 046
. odebī	Gross weight groups of gombination and age groups	dea blo sussey F selelifor To To.016: selelifor To work of 000,00 and to to To.016: \$17.50 for other rehicles of \$100,00 and to) Paf 1se 9/	ment realter for notheridumon of vehicles other them ereliety thilltu	00°00T	2,00	oo.soi
Tevell	figiew den sulg eel figig kat	\$45.65 to \$220.65. License plates issued for and during fixed five-year periods. Fee for plates and whidshield sticker emblem \$1.85 first year and \$1.01 tor emblem only for each of next five years; plus I cent por pound net weight.	Flat fee plus net weight tax	\$3.55 to \$20.5-85. Semes as for tractor trucks	86 . 47	59*98	19•191
Georgia	Gross weight	\$5.00 for 6,000 pounds or less to \$275.00 for 52,001 pounds and over	LTSP 166	Registered with tractor, plus \$10.00 flat fee	00°00T	00,01	00.011
Florida	Emply velght	So cents per cut. for 2,050 pounds or less to \$1.10 per cut.	empty welght	\$2.50 for vehicles weighing 500 pounds or less; \$1.50 per cwt. for vehicles weighing 501 to 4,050 pounds; \$1.50 per cwt. for over 4,050 pounds	O4.18	00·62T	STO*#C
Delaware	friglew asort	for 500 pounds for first 5,000 pounds and \$2.30 for the cach additional 500 pounds	figlew seord	Same schedule as for tractor trucks	o7.26	08.77	οο•ελτ
Connecticut	noitenidmos lo idgiew esoriO	40 cents per cwt, up to 20,000 pounds; 50 cents per cwt, from 30,001 from 20,001 pounds; 65 cents per cwt, from 30,001 pounds and up. Minimum \$13.00	·	Registered with tractor, Additional semitraliar \$7.00 flat flee, for each for no more than 5 additional \$65.00 tracks of tracks of the flow of the trackor is \$40,000 each if gross weight in combination with tractor is \$40,000 each if gross weight of combination may be a seen if gross weight of combination exceeds \$40,000 pounds. Additional tracitors must not flow exceeds \$40,000 pounds. Additional tracitors must not flow exceeds \$40,000 pounds.	00.0 0 5	-	260,00
Colorado	Justov Cidus	μ_1 000 pounds or lees \$8.75; over μ_1 000 pounds and lees than μ_2 000 pounds μ_3 70 pounds μ_3 70 pounds for the μ_3 70 pounds at lat fee of \$17.50. (Intra-city and Metropolitan Vehicles are entered on separate schedules $\frac{1}{8}$).	embel meskut	OO-2\$ ravo bas abanoq OOS,1 .OO.S\$ abanoq OOS,1 rabaU	00.6τ	05*9	5 ≥° ≥
California	and axle groups	aelxe S rot abmood 000.40-000.6 tot 00.04 \$24.00 flat fee plus \$10.00.04 salxe s rot abmood 000.153 ware of	Flat fee plus empty weight groups	\$6.00 flat fee, plus \$11.00 for 2,000-3,000 pounds to \$867.00 over 15,000 pounds	00.₹7	728.00	503.00
Arkansas	Gross weight of combination	\$12.00 for less than 5,000 pounds to \$518.00 for 74,000 punds	-	Registered with tractor, plus \$5.00 flat fee	00.00s	00°S	502°00
Anozitā	First fee plus empty weight and number of axles	abund 00.93 plus weight fee of \$2.00 for vehicles under C.900 OO.92 or cente par cwt. for S-axle trucks weighing S.000, SI gairfules value trucks weighing S.000, SI gairfules weight of the content of t	Fire Lee Ding empty weight	Same schedule as for tractor trucks	\$5,10	08-89	750.6c
Alaska	Menufacturers advertised unladen weight	\$55.00 for 2,800 pounds or less to \$160.00 for 18,001	Menufacturera advertised unladen weight	Same schedule as for tractor trucks	00.09	00.09	1 50. 0
ытвараты	Manufacturers rated capacity	\$15.00 for less than 1 ton to \$400.00 for 5 to 6 ton to 100 than 2 ton to 100.52\$ ten gas from 10 ton for 5.505.00 for 7 tons and over	_	50 percent of fee of drawing vehicle	\$T20°00	oo•o≤¢	0.0€1\$
e e e e e e e e e e e e e e e e e e e	LEE BYZIS	SONAR EES RANGE	FEE BASIS	APPROXIMATE FEE RANGE	TRACTOR TRUCK 18/	-IMES ABILIARI	COMBI-

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES $^{\scriptscriptstyle \mathrm{I}}$

TABLE MV-103 0 TO 7 TEEHS 1961, 1 YHAUN

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222,00	00.11	00°TT8	CO.OL\$ To sel imit "sel visime" CO.I\$	Flat fee	\$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 \$600.00 for 27 tons.	Declared meximum load	South Carolina
502.00	2.00	500,00	Registered with tractor, plus \$2.00 flat fee. If no tractor, 15 cents per 100 pounds gross weight	•	\$12.50 for 3,000 pounds or less to \$20.00 for \$6,000 pounds plus \$10.00 per 2,000 pounds over \$6,000 pounds	notianidmos to ingler secto	pusisI ebodī
S45.00	125.00	TS0*00	\$50.00 for \$7,000 for tess, of tess or 100.00 for \$1,000 for \$7.00 for \$7 axiss	jdgi⊕w seorg mumixeM	\$16.50 for 5,000 pounds or less for S axles, to \$360.00 for \$0.000 pounds for h exles	Juglaw seorg mumikaM	Pennsylvania
00°50ï	00*0 1	00.59	\$10.00 for tratlers 6,000 pounds or less combined (gross) eagler. For farm trailers, sofedule is same at for single unit farm trailers, we feel for frailers not-for-hire, weighting less than 750 pounds and carrying less than 1,000 pounds.	Combined weight groups except for ferm brucks which are registered on a light weight basis 13/	\$10.00 for vehicles 6,000 pounds or less combined (gross) weight veight, Vehicles over 6,000 pounds combined (gross) weight \$30.00 plus \$5.00 per ten or portion thereof over 6,000 pounds. Farm fractor fruck fees are the same as those pro- yided for single unit farm frucks.	Ombined (gross) valght groups region form trucks the tracks track at the form trucks are tracks track at the form trucks track at the form trucks are tracks LSI at the form trucks are trucks ar	Oregon
371.00	350*20	20*20	.ebmuoq 083,87 ro1 08,846 ot abmuoq 008,8 ro1 08,08\$	\ <u>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</u>	\$20.50 for 5,500 pounds or less to \$545.50 for 73,280 pounds. Fee reduced after fifth year on vehicles of 15,000 pounds or less. Minimum \$10.50	Empty veight groups and age	Oklahoma
00°40£	08.83£	02.75£	Same schedule as for tractor trucks. Minimum \$5.00	SI Jogety weight 12/	85 cents per cut. for 2,000 pounds to \$3.25 per cut. over l2.000 pounds. Minimum \$9.00	Empty velent le	orno
o≷.os£	-	320-50	nother this benefits a		\$155.00 for 20,001 pounds to \$995.00 for 73,280 pounds, plus \$.50 for reflectorized plates. Fee reduced with age of vehicle.	nolleafanos to tales asord	Morth Dakota
354.00	3.00	321.00	rallerdimae usq 00.5\$. eet talī	30 cents per out, for 4,500 pounds or less to 80 cents per cwt. over 16,500 pounds. Minimum \$12.00, plus \$1.00 safety education fee.	noitsuidmos to idaies sacro	North Carolina
539.00	00*\$9T	00°47	00.52 mumminiM .abnund 000 req 02.52	Gross weight 11/ 19/	\$1.00 per cut.	Empty weight !!!	New York
200°00	00,48	00.411	\$1.00 per cvt. Minimum \$5.00	rmpty weight	When registered for past & years: \$5.00 for less than 1,600 pounds. When registered for past & years: \$90.00 for over \$4,400 pounds plus \$2.60 per cut, over \$4,400 pounds.	ogs bns thglow slacad)	Hew Mexico
S00,00	00*06	00.011	Same schedule as for tractor trucks	Gross weight groups	\$10.00 for 10,000 pounds or less to \$240.00 for 10,000 pounds	Gross weight groups	New Jersey
∞°0ηZ	-	00.04s	Weight and fee included with tractor truck. Additional semitralier \$25.00 flat fee.	-	60 cents per cut. over 8,000 pounds	Gross Weight of combination	Mew Hampshire
00,08	00*ξη	3.7.5	\$2.50 for vehicles weighing 1,000 pounds on less; \$5.90 for vehicles weighing 1,001-3,500 pounds, 90 cents per cwt. for vehicles over 3,500 pounds	Tagety velght	\$5.50 for 3,500 pounds or less; 50 cents per cvt. for vehicles over 3,500 pounds	Jugier Vjum	Mevada
OΟ*Τηη	00°Т	00°0 1/1	Seglatered with tractor, plus \$1.00 flat fee	-	\$12.50 for one-half ton to \$895.00 for S5 tons	Load to be hanled by combination	Д ер т вака
00.001	00.04	00*09	\$2.00 to \$15.00 Tlat fee plus gross weight fee warying from \$2.00 to \$45.00 yearsh gross on \$2.50 yearsh \$2.00 yearsh to \$15.50 yearsh \$2.00 yearsh	these plus grows veight for	000.6 no 00.8¢ mori garity set set state asona supply 00.00\$ 00.00\$ "Angier asona memory 000.54" rot 00.25H\$ of abmood 100.54" rot on the set of not reasonable for the set of t	figiew agong aniq eel falf fee	BrastroM
00.70£	00.7	00,008	eel tall 00.7% sulq tractor, the state of the leaf	-	spunds of the 6,000 rounds or seet to sent of 00.03 for 00.05\$ of seet of pounds of 000,00 rounds or set in \$23.00 to 0.00 pounds or less to \$23.00 over 500,000 pounds or less to \$23.00 over 500,000 pounds	nolianidmos to inglew asorb	TrucastM
00,48s	12.00	272.00	Hegistered with tractor, plus \$2.00 teg fee and \$10.00 full fer fer with tractor, plus \$2.00 teg ferm products to the fee. No fee for tracing the ferm products to the first parameter with less than \$1000 pounds gross weight	· •	00.888\$ of seel to abmood 000.5 tol 00.8\$ and see less 00.8\$ 023,48 tol	Flat fee plus gross weight of combination	iqqisələsiM
59 * 454	51.01	06 Etyt	Megistered with tractor, plus \$10.00 flat fee	-	\$5.00 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, other son weight and age group 10/	Gross weight of combination and age	Minnesota
375-00	of.791	o€°+փТ	55 cents per cut, under 1,000 pounds to \$2.25 per cut, over 10,000 pounds	Empty weight	TO cente per cwt. under 2,500 pounds to \$2.25 per cwt. over	Емрсу челерс	Michigan
00°5£T\$	oo•≤ T \$	\$150.00	Hegistered with tractor, plus \$15.00.	-	.00.081# mrantram. \$20,000 per 1,000	noitanidmos to inglew asord	Mesaechusetts
COMBI-	SEMI-	TRACTOR TRUCK 18/	HUMAN EE'S STAMIXORTIA	KEE BVEIS	APAGE TEE BEIGE	FEE BASIS	STATS
/Στ	T AEHICITE	TYPICA	h. semitarimes 16/		3. ТВАСТОК ТИИСКЭ		
Z96T 'T	YAAUMAU, 40	BA SUTATE	/ē		1	f State suthorities	Based on reports o

SUMMARY OF STATE MOTOR-VEHICLE REGISTRATION FEE SCHEDULES 1

TABLE MV-103 SHEET 6 OF 6

	3. TRACTOR TRUCKS 4. SEMITRAILERS 16/				TYPI	CAL VEHICLE	: <u>17</u> /
STATE	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 cvt. for 6,000 pounds or less to 99 cents per cvt. 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 \$66.50 for 16,001 pounds plus 90 cents per cvt. over 16,000 pounds combined gross weight, less \$17.50 semitraller 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 achedule 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

empty weight of tractor.

- 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.
- This summary includes the provisions of laws enacted through September 1961. To illustrate 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 winimum 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"

- 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 mule 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, wehicles 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
- ps. to permit ree and a mineage tax grammated upward from o mile 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 of more axles for tractor-semitrailers; and 2-1/2 cents per mile for truck-full 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 sead and gravel trucks used exclusively in construction projects and log trucks may elect to 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, 1977, 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 of the wights and ande 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 legal to per year of \$.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, ner mann, over 1,000 pounds, 1-1/2 miles per ton-mile. Passenger carrying vehicles pay \$0.02 per whicle mile, non-gasoline propelled passenger carrying vehicles pay 1-1/2 miles per ton-mile of unladen weight.

 LO 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
- "tractor" column. 19/ In Maryland, New York, and Oklahoma gross weight of semitrailer is gross weight of combination less

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE MV-104 SHEET 1 OF 3 $1 J / \mbox{ streve}$ as of january 1, 1962 TERM FOR WAICH ISSUED Birth Month Birth Month Birth Month January 1 RENEWAL DATE Birth Month Sirth Month Birth Month Birth Month Issuance Issuance Birthday Birthday Birthday Issuance Birthday January 1 Birthday Birthday Birthday Birthday Birthday Birthday Hrthday Birthday January J Birthday Birthday Aperil 1 Aperil 1 Birthday Birthday Issuance 33 88 57 1 or 5 Indef. NUMBER OF YEARS N 20 നയ ADDED TO TREGULAR FRE Yes Yes SERVICE CHARGE BY LOCAL OR COUNTY AGENTS DEDUCTED FROM REGULAR FEE Yes Yes Yes r - Yes Yes Yes Yes 题 ຮຮ Ŗ AMOUNT 2.5 Ŗ છ 5.53 \$.25 ម់ម PEES DUPLI-CAITE 88. 1.25 8 88 25. 85. 88 55 88 1.50 1.50 1.50 8.8 8 8 88 88 rr r 1.50 Ŗ 7.00 88 88 3.0 \$.25 REDIEWAL 2.5 8.8 8.3 8.8 8.8 3.00 8. 8 88 2.8 3.00 8.9 8 44 88 88 .8.38 88 3.5 2.50 \$2.25 3.5 8.8 2.00 88 88 8 3.8 8.8 7.0 8 88 88 3.00 8 88 8.8 8.8 3.5 1.50 8,8 3.00 88 \$2.25 9 MEV 999 প্রা ∞.2 /4 *1.00 *1.00 A 2.50 INSTRUC-TION OR LEARNERS PERMITS 3/ 8. 8.. *1.00 0.4 3. 3.8 8. *1.00 8 8.8 8.8 8. 3.00 Fee क्रका का ≩ਾ 의 Department of Motor Vehicles Secretary of State,
Drivers License Department Registrar of Motor Vehicles Department of Public Safety) Motor Vehicle Department Drivers' License Division County Circuit Court Clerks County Police Departments Drivers License Division Drivers License Division Drivers License Division) Bureau of Motor Vehicles Motor Vehicle Department Motor Vehicle Division Drivers License Bureau Motor Vehicle Division Motor Vehicle Division Motor Vehicle Division Department of Public Utilities Motor Vehicle Bureau LICENSE ISSUED
BY:) Division of Registry Division of Drivers Licenses County Judges AND FEES) Secretary of State,) Drivers License Department Department of Motor Vehicles Registrar of Motor Vehicles Department of Public Safety) County Clerk or Representative of Motor Vehicle Division EXAMINATION CONDUCTED BY:) Drivers License Division) or Highway Patrol Drivers License Division) Motor Vehicle Department County Sheriffs or Other Appointed Examiners) Bureau of Motor Vehicles Division of Field Office Operation) Division of Inspection Drivers License Bureau Examiner of Chauffeurs Motor Vehicle Division Highway Petrol Highway Patrol) Highway Patrol State Police State Police Department of Public Utilities) Department of Motor Vehicles Secretary of State, Drivers License Department Department of Motor Vehicles Department of Public Safety County Circuit Court Clerks Registry of Motor Vehicles County Clerk or Representative of Motor Vehicle Division | Highway Patrol - Original | Motor Vehicle Department -| Renewal County Police Departments Division of Field Office Motor Vehicle Department Drivers License Division Drivers License Division Drivers License Division APPLICATION MADE TO: Motor Vehicle Division Drivers License Bureau Motor Vehicle Division Motor Vehicle Division County Probate Judge County Sheriffs Branch Offices Department of Public Utilities Department of Motor Vehicles, Division of Drivers Licenses Department of Motor Vehicles, Division of Registry Department of Law Enforcement Motor Vehicle Bureau Secretary of State, Drivers License Department Department of Public Safety, Drivers License Division Department of Public Safety, Drivers License Eureau Department of Public Safety, Drivers License Division Department of Public Safety, Drivers License Division Department of Motor Vehicles Department of Public Safety, Drivers License Division Department of Public Safety) Highway Commission, Motor Vehicle Department) Drivers' License Division Department of Public Safety Highway Commission, Motor Vehicle Department Registry of Motor Vehicles Highway Department, Motor Vehicle Division Revenue Department, Motor Vehicle Division Department of State, Motor Vehicle Division Revenue Department, Motor Vehicle Division Bureau of Motor Vehicles STATE AGENCY
DMINISTERING LAW Based on reports of State authorities Operator Registered Chauffeur Public Passenger Chauffeur Operator Operator Chauffeur Operator Operator Operator Operator Chauffeur Operator Chauffeur Operator Chauffeur Operator Chauffeur Operator Chauffeur Operator Public Service Operator Operator Operator Operator Operator Chauffeur hauffeur CLASS OF ICENSE Operator Public Service Operator Derator Operator Deretor Connecticut STATE California Louisiana Colorado Kentucky Maryland Arkenses Illinois Alabama Arizona Delaware Florida Georgia Indiana Alaska Hawa11 Kansas Idaho Maine IOWB

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES

TABLE NV-104 SHEET 2 OF 3 1/ STATUS AS OF JAMUARY 1, 1962 Birth Month Birth Month TERM FOR WHICH ISSUED Birth Worth Birth Worth Birth Month Quarter of Issuance Quarter of Issuance October 1 October 1 Jenuary 1 RENEWAL DATE September Odd Year July 1 Odd Year February 1 Pebruary 1 Birthday Odd Year Birthday Birthday Birthday Birthday Birthday Birthday Birthday Ismance Ismance Birthday Isanance July 1 Birthday Issuence 1 or 2 1 or 2 1 or 3 Indef. NUMBER OF YEARS 0 0 ADDED TO REGULAR FEE Yes res Fes **6** 1 χes ι Yes Yes 1 2 . . SERVICE CHARGE BY LOCAL OR COURTY AGENTS PROM REGULAR FEE Yes Yes Yes Zes. Yes Ð .25 .25 3 97 ซ่ ซ่ 25 છું છું ଛିଛି ଛି AMOUNT 39 FEES Ŗ 8.8 1.00 8.8 8R છું છું 88. 7.00 Ŗ 88 Ŗ No Fee 1.00 ፠፠ 7.00 3.0 જ્જ 8 88 88 8 DUPLI -Ŗ 53 .25 \$1.8 1.8 প্র 8 8 RENEWAL 15/ 2.00 15/ 2.00 16/ 2.00 16/ 3.50 88 3.25 8.8 88 8 88 8 1.25 1.25 1.25 8.00 0.01 2.00 88 8.8 8.4 88 8 8.8 3.8 8.8 8.5 8.5 Ħ 16/ 2.00 3.50 88. 8. 8 3.25 88 9.93 88 1.85 8.8 (ਨੂੰ 8.8 8.8 23.00 8.00 8.8 8.5 3.0 00.01 00.4 3.00 3.00 3.00 3.8 2.00 MEN 泊 ল্লাল প্র ल्राह्म oo•+ /1* 4.4 8.4 No Fee β, No Fee INSTRUC-TION OR LEARNERS PERMITS **4**.4 88 1.00 8 8 ż 8,0 *2.00 8, ķ. ۱ No Fee No Fee No Fee <u>چ</u> . No Fee No Fee No Fee Fee. E E Secretary of State, Chauffeurs License Division Secretary of State, Chauffeurs License Division Department of Motor Vehicles Department of Public Safety Minnesota Highway Department Registry of Motor Vehicles Division of Motor Vehicles Public Service Commission Drivers Services Division State Highway Department, Safety Responsibility Division Drivers License Division of the Highway Patrol Bureau of Motor Vehicles or County Clerks Bureau of Motor Vehicles Drivers License Division Bureau of Motor Vehicles Drivers License Division Drivers License Division Motor Vehicle Department Motor Vehicle Division Division of Driver and Vehicle Services LICENSE ISSUED BY: Highway Patrol ADMINISTRATION AND PERS Ideense Examiners of the Department of Public Safety Department of Motor Vehicles Department of Motor Vehicles) By Law enforcement officers) and Drivers Services Division License Examining Division Public Service Commission Division of Motor Vehicles Drivers License Division Bureau of Motor Vehicles Drivers License Division Motor Vehicle Department County Sheriffs and City Police Drivers License Division Drivers License Division Drivers License Division EXAMINATION CONDUCTED BY: Highway Patrol Highway Patrol Highway Petrol Highway Patrol Highway Patrol Highway Petrol State Police Drivers Licence Division or District Court Clerks or Agents Secretary of State, Chariffens License Division Secretary of State, Chariffens License Division Notery Public or Agent or Brench of Motor Vehicle Unit Drivers Services Division, Ports of Entry or Municipal Clerks Department of Motor Vehicles Department of Motor Vehicles Department of Motor Vehicles ģ Registry of Motor Vehicles Drivers License Division of the Highway Patrol Division of Motor Vehicles Public Service Commission Bureau of Motor Vehicles County Clerks Bureau of Motor Vehicles Bureau of Motor Vehicles County Sheriffs and City Police Drivers License Division Motor Vehicle Department Motor Vehicle Division APPLICATION MADE TO: Selected Notaries County Treasurer Tex Commission Department of Motor Vehicles, Drivers Incense Division Secretary of State, Chauffeurs License Division Secretary of State, Chauffeurs License Division Department of Motor Vehicles, Distyers Services Division Commissioner of Public Safety Department of Motor Vehicles, Drivers License Division Department of Law and Public Safety, Division of Motor Vehicles Department of Motor Vehicles Department of Motor Vehicles Secretary of State, Division of Driver and Vehicle Services Registry of Motor Vehicles Department of Texation and Finance, Bureau of Motor Vehicles Department of Revenue, Bureau of Motor Vehicles Tex Commission, Department of Public Safety Department of Highways, Drivers License Division Department of Revenue, Drivers License Division Highery Department, Motor Vehicle Division Public Service Commission State Highway Department, Safety Responsibility Division Bureau of Motor Vehicles Motor Vehicle Department STATE AGENCY
ADMINISTERING LAW Highway Patrol Based on reports of State authorities Operator Chauffeur Commercial Chauffeur Operator School Bus Operator Operator Chauffeur Operator Operator Chauffeur Operator Chauffeur Operator Bus Operator Operator Chauffeur Operator Chauffeur Operator Operator Chauffeur Chauffeur Chauffeur Chauffeur Operator Operator Operator Operator Chauffeur perator perator Operator CLASS OF LICENSE Operator. North Carolina South Carolina New Exampshire Pennsylvania hode Island forth Dekota Mississippi New Jersey Sev Mexico New York Minnesota Oklahome STATE Missouri Montana Webraska Oregon Michigan Revada oHo

STATE MOTOR-VEHICLE OPERATORS AND CHAUFFFURS LICENSES

Based on reports of State authorities

ADMINISTRATION AND FERS

SHREET 3 OF 3 1/ STATUS AS OF JANUARY 1, 1962

														
									FE	es .				
STATE	CLASS OF	STATE AGENCY	APPLICATION WADE EXAMINATION CONDUCTED TO: EY:		LICENSE ISSUED	INSTRUC- TION OR LEARNERS		LICENSES			TCE CHARGE OR COUNTY A		TERM FO	R WHICH ISSUED
21.20	LICENSE 2/	ADMINISTRRING LAW	, TO:	BY:	BY:	PERMITS 3/	NEW	RENEWAL	DUPLI- CATE	AMOUNT	DEDUCTED FROM REGULAR FRE	ADDED TO REGULAR FEE	NUMBER OF YEARS	RENEWAL DATE
South Dakota	Operator) Department of Motor Vehicles,	County Treasurer of) Department of Motor Vehicles	Department of Motor Vehicles	No Fee	\$2.00	\$2.00	\$2.00	-	-	-	4	Birthday
	School Bus Operator	State Motor Patrol	Applicant's Residence County Superintendent of Schools	State Motor Patrol	County Superintendent of Schools	No Fee	No Fee	No Fee	No Fee	-	-	-	3	Issuance
Tennessee	Operator) Department of Safety) Department of Safety) Department of Safety) County Court Clerks	¥/ 2.∞	2.00	2.00	1.00	.25	Yes	-	2	July 1
	Chauffeur))))	-	3,00	3.00	1.00	.25	Yes	-	2	Odd Year 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	*3.00	3.00	3.00	.25	-	-	-	2	Issuance
	Commercial Operator Chauffeur	Drivers License Division)	}	}	}	-	4.50 6.00	4,50 6.00	.25 .25	-	=	-	1	Issuance Issuance
Utah	Operator Chauffeur) 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	4/ 3.∞ ⊈/ 3.∞	3.00 3.00	2.00 2.00	1.00	=	=	-	3 & 5 3 & 5	Birthday Birthday
Vermont	Operator	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	Motor Vehicle Department	-	12/4.50	2.50	.50	- "	-	-	1	Birthday
Virginia	Operator) Department of Finance,) Division of Motor Vehicles) Division of Motor Vehicles) Division of Motor Vehicles	No Fee	1.00	1.00	.25	-	-	-	3	Eirth Month
	Chauffeur	Division of Motor Vehicles)))	-	2,00	2.00	.25	-	-	-	ı	Issuance
Washington	Operator	Department of Licenses, Motor Vehicle Division	State Patrol or Motor Vehicle Division	State Patrol	State Fetrol or Motor Vehicle Division	.50	12/ 6.∞	4.00	.50	-	-	00	2	Birthday
West Virginia	Operator Chauffeur) Department of Motor Vehicles) Department of Motor Vehicles) Department of Public Safety) Department of Motor Vehicles	4.00	5.00 3.00	5.00 3.00	1.00	-	-	-	14 1	Issuance Issuance
Wisconsin	Cperator Chauffeur School Bus) Motor Vehicle Department,) Driver Control Division)) Motor Vehicle Department) Motor Vehicle Department) Motor Vehicle Department	1.50	12/ 2.50 12/ 3.00 12/ 2.50	2.00 2.00 1.00	1.00 1.00 1.00	-	:	-	2 1 2	Birthday Birthday Birthday
Wyoming	Operator Chauffeur) Department of Revenue,) Motor Vehicle Division) Motor Vehicle Division) Motor Vehicle Division) Motor Vehicle Division	No Fee	2.00 2.00	2.00	1.00 1.00	=	-	-	3 1	Birthday 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

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

This summary includes the provisions of laws enacted through September 1961.

Includes regular and special operators' and chauffeurs' licenses. Junior operators' permits, which are issued in

MINISTREES, are not included.

MINISTREES, are not included.

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. Fermit fee is credited to operator license fee; in Femnsylvania \$2.00 of permit fee is credited to operator license

When representative of Motor Vehicle Division conducts examination the entire license fee is remitted to the

MEM representative to a local variable of the permanent of the permanent of the permanent of the permanent license may be obtained for \$10.00 if applicant meets certain requirements.

Fifty cents each for first 10,000 operator and chauffeur licenses issued and 20 cents for each additional license. The permanent of the permanent Operator's fee is \$5.00 for five years and chariffeur's fee is \$10.00 for five years. Effective January 1, 1963, 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 reneval 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 nade to District Court Clerks or its agent, he retains 10 cents for instruction permit or duplicate

^{12/} The dillerence between new an renewal incense needs is the charge 10 reasonated 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.

license and 25 cents for new or renewal license.

15 Abauffeure Hieness 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 \$5.00.

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 \$5,000 population, and feather a under the counties of t

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

TABLE NV-106 (Sheet 1 of 9 Sheets)
EFFICITIES JAMMAN 1, 1962 Temporary fee effective from January 1, 1960 until January 1, 1965. Distribution to counties or either based on the place of residence of registrants paying such fees. The 75-cent and 50-cent fees are service fees charged by local officials. Balance in fund at end of year to Highway Users fax Fund for exportionment. Unexpended balance at end of fiscal year goes to State Ekgnay Fund. g Substantial amounts are expended for road purposes deposited in road funds by local option. Shared equally with school districts and cities. REMARKS Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective constitues. Bustributed on basis of collections in respective constitues. Bustributed on public solutions of the control Redistributed as follows:

Collection and administration.

Set the Highway Folice.

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Collection and administration.

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Collection and definitions.

Showless and retirement of State Mighway bonds.

Showless and other local general purposes. Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respec-Collection, administration, and local road purposes. See table G-106 for authorized distribution and expenditures. upport of State Police authorized distribution and expenditures. Support of Department of Revenue. 1898 1-1/2 parcent collection cost to General Revenue Fund. See table G-106 for authorized distribution and expenditures. Collection and administration. Collection and administration, and general State administra-tion. Cost of operating Weight and Standards Division of State Police. OF EXPERIDITURE Collection and administration. Administration. County roads and bridges. Maintenance and repair of city streets. Collection and administration. local general purposes. Local general purposes. Collection and administration. Collection and administration Redistributed as follows: County general purposes. State general purposes. Nematinder.
All not revenue

25 percent of operators and 60 CC
percent of chantleurs free.
(All of fees from operators
and chantleurs licenses issued
by the State)
(7) percent of operators and 40 CC
percent of chantleurs frees. All
Appropriation
Appropriation
Control of 75 cente per registration for autos, watorcycles, and pick-up trucks registered at auto-rates; 50 cents per registra-tion for all other vehicles; and 2-1/2 percent of gross collections. 30 cents per registration Appropriation Additional \$1.50 registration fee per vehicle. Remainder 53 percent of net urban fees. 63 percent of net rural fees. 37 percent of net urban and rural fees. Amount required. OR PROPORTION \$1.00 per registration The residue All The residue Amount required \$50,000 appropriation 10 cents per license 15 cents per license Amount required MOUNT The residue 97 percent 97 percent 97 percent All 3 percent T. ₹ 41 Highway Patrol
Highway Destr Tax Pund
Motor Vehicle Transportetion Tax Fund
State Controller and Board of Equalization
Highway Users Tax Pace Fund
Notor Vehicle Licenses Pee Fund
State General Pund
Counties Department of Public Safety Wotor Carrier Fund (Department of Revenue) Public Service Commission State Police Fund Weight and Standards Thriston State Police Fund State Righmsy Fund General Browne Fund Arkansas Comerce Commission OR AGENCY Counties . Cities Public Utilities Commission County Clerks
Department of Revenue Fund
County Road and Bridge Fund
Cities Department of Public Safety State Highway Department Motor Vehicle Fund Motor Vehicle Department Highway User Tax Fund Department of Revenue Fund State Revenue Department State Highway Department State Apportionment Fund TAME OF PURD Elgheny Sinking Fund General Revenue Fund County Probate Judges County General Fund County General Funds County Probate Judge County Assessors State Highway Fund State Highway Fund State General Fund Municipalities Countles 2.1, 12 1,2.2,5,8,9,10 1,13 2,3,5.1,7,8,12.1 CLASSIFICATION 1,2,5,7,8, 9,10,12,13 1,2,5.1,7,11 1,2,9,10,12 FEE 1/ 1,10 # 1,4 œ (Continued) STATE California Colorado Arkansas Arizona Alaska Alabeme

Footnotes appear on page 9

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

	CLASSIFICATION							
STATE	OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS			
Colorado (Continued)	Ħ	Department of Revenue Fund Public Utilities Commission Highway Users Tax Fund	Appropriation Appropriation The residue	Administration and enforcement. Regulation of motor vehicle carriers. See table G-106 for authorized distribution and expenditures.				
	7	Department of Revenue Fund County General Funds	33-1/3 percent (All of fees when issued by State) 66-2/3 percent	Collection and administration. County general purposes.				
	8	State Highway Fund County General Funds	50 percent 50 percent	Construction, maintenance, and administration of State highways. County general purposes.				
	9	Motor Vehicle Administrator's Fund	All	Collection and administration.	Any excess over \$10,000 remaining at end of any biennial fiscal period shall be transferred to the State General Fund.			
	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.				
	5.2 8	State Highway Fund State General Fund State General Fund	The residue All All	See table G-106 for authorized distribution and expenditures. For general State purposes. For general State purposes.	Public Utilities Commission plate charge. State share is $1/3$ of total fines and forfeitures collected by local officials.			
		W-1-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-						
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	25 cents per application Appropriation	Collection. Collection and administration.	Service fee charged by local officials.			
		Minimum Foundation Fund State General Fund	\$400 per teacher unit The residue	Construction of new school buildings. State general purposes.	Includes fees for special tag markers. General Fund sup-			
	(Overweight	State Road License Fund	All, less collection expenses	Construction and maintenance of State roads.	ports Department of Public Safety - Highway Patrol.			
	(Overweight State Road License Fund Fees) 2 County Judges		50 cents per license for first 10,000 licenses, 20 cents	Collection and administration.				
	Driver Education Fund Department of Public Safety		thereafter \$1.00 per license Appropriation	Driver training instruction for high school students. Collection and administration and support of the Division of Highway Patrol.	,			
	4	State General Fund State General Fund Railroad and Public Utilities Commission Cities and Towns Funds	The residue 25 percent of gross Appropriation \$25.00 per certificate holder	State general purposes. State general purposes. Collection and administration. General purposes.	Only to cities and towns having stations and agents.			
	5.2,11	State Board of Administration State Railroad and Public Utilities Commission State General Fund	The residue Appropriation The residue	For payment of county road and bridge bonds. Collection and administration. State general purposes.				
Georgia	1,2	County Tressurer	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.				
Havaii	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				
	2,10 5.1,11,13 9	County General Fund State General Fund Motor Vehicle Dealers Licensing Board Fund	All All	street construction and improvements. County general purposes. 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.				
Tdaho	1,4,8,9,12,12.1 2,7,11	State Highway Fund Motor Vehicle Fund	Al1 Al1	See table G-106 for authorized distribution and expenditures. Collection, administration, and State Police.	Approximately 70 percent of total.			
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	Redistributed as follows: Collection and administration. Debt service on State highway bonds. State Highway Police. Driver education programs of Illinois secondary schools.				
-	7	Division of Highways State General Fund	license fee. Remainder All	See table G-106 for authorized distribution and expenditures. State general purposes; collection expenses paid from General Fund.	Fund also receives used-car dealers' license fees and titl search fees.			
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 Motor Vehicle Highway Account	All 50 cents per license The residue	See table G-106 for authorized distribution and expenditures. Collection and administration.				
	5.2,11	Motor Vehicle Highway Account	All	See table G-106 for authorized distribution and expenditures.				

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
Iows	1	County Treasurer	50 cents per registration, 40 cents per certificate of title and 65 cents per lien,	Collection and administration.	
		Motor Vehicle Registration Division	1 percent	Refunds.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Tax Fund.
		State General Fund Reciprocity Board (Office Collections)	3 percent Amount required	Collection and administration. Collections and administration for decals, backing plates, etc.)
	2 5.2	State Road Use Tax Fund State General Fund Iowa State Commerce Commission State General Fund	The residue All Amount required The residue	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.	
	2	Highway Fund, State Highway Commission State Safety Fund	The residue 50 percent of operators license fees, and 25 percent	See table G-106 for authorized distribution and expenditures. Student driver training program.	
	5-2	Highway Fund, State Highway Commission State Corporation Commission Special Motor Carrier County Road Fund	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-10/Afor authorized distribution and expenditures. Collection and administration. Construction of county Federal-aid secondary roads.	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.
Kentucky	1	County Clerks County Road Fund	50 cents per registration 50 percent of truck registra- tion fees.	Collection and administration. Construction and maintenance of county roads.	Service fees charged by local officials. Divided equally among the 120 counties.
	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 suthorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	. 2 percent of use tax retained by county clerks,
Louisiana	1,8,10	Department of Revenue State Highway Fund No. 2	\$250,000 All receipts from six parishes bordering Lake Fontchartrain.	Collection and administration Debt service highway bonds and other highway purposes includ- ing 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 Bartist 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 Rerge 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 in municipalities of over 300,000	See table 6-106 for authorized distribution and expenditures. Operation of State Folice and State Folice retirement purposes.	
		Board of Trustees-Police Pension Fund (city of New Orleans)	population. \$1.00 of \$2.50 drivers license fee collected within munici- palities over 300,000 popula- tion.	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	This additional fee is considered to be a locally imposed tax which is collected by the State for a municipality.
		Department of Public Safety	The residue	pensions. Collection and administration, futherance of Highway Safety Education. Surplus in funds to State General Fund at end of each biennium.	
	7	Department of Revenue	ALL	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.	
Maryland	1,2,7,8	Department of Motor Vehicles	Amount required	Collection, administration and refunds.	
•		County Trial Magistrates and Baltimore Traffic Court State Police	Amount required Amount required	Administration and enforcement of traffic laws. To pay operating cost of State Police, including retirement	
		Truck Weighing	Amount required	system. To pay cost of enforcement of truck weight size law by	
		Motor Vehicle Revenue Fund State Roads Commission City of Beltimore	The residue 50 percent 30 percent	special truck weighing crews. Redistributed as follows: State Roads Maintenance Fund. Construction and maintenance of city streets in Baltimore and	
		Counties and Municipalities other than Baltimore	20 percent	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
(Continued)					county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets

TABLE NV-106 (Sheet 4 of 9 Sheets)
KRECTIVE JANUARY 1, 1962

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

O SHOT OTTO TO TOTAL					
STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF KKERKDITURE	RBMARKS
Maryland (Continued)					in the municipality bears to the total milege of county roads is used county. Milege proportions are computed by the State Roads Commission as of December 1 of each year for the next succeeding fiscal year. State Roads Commission by the funds and constructs and maintains counts are six counties.
	1,1	Gasoline Tax Division,	A11		ביינים בי
	۰,0	State Comptroller State Roads Commitssion	LIA	Amount required for debt service on State highway construction bonds and the residue to the construction fund for the State Roads Commission.	
Massachusetts	1,2.1,2.2,10	Highway Fund		See table G-106 for authorized distribution and expenditures. Collection and administration.	
	2.3,5.2,11	Department of Corporation and incarroad Highway Fund State General Fund	The residue	See table G-106 for authorized distribution and expenditures. Expenses of Division of Commercial Notor Vehicles paid from General Fund.	
Mehigan	7,1	Motor Vehicle Highway Fund Counties and Municipalities	All \$2.00 original application, (See table G-106 for authorized distribution and expenditures. Collection expenses.	
		Driver Education and Training Fund		Administration and cost of driver education.	
		State General Fund		Collection and administration of Operators and Charifeurs Division of the Senvetary of State; support of State Highway Joine.	
	п'4	State General Fund State Motor Vehicle Highway Fund	Amount appropriated by legislature The residue	Collection and administration. See table G-106 for authorized distribution and expenditures.	
Minnesots	1	The Highway User Tex Distribution Fund,		See table G-105 for authorized distribution and expenditures.	
	2.1	State Auditor Clerk of Court	10 cents per instruction permit or duplicate license	Collection.	
			and 25 cents for new or renewal.		
		Trunk Highway Fund	The residue	See table G-100 for authorized expenditures from frum.	
	8.8	State General Fund Highway Patrol Fund	All, less collection expense. Amount required	General State Jurposes. Payment of prisoners' costs and incidental expense.	
	ដ	Trunk Eighway Fund General Revenue Fund		Appropriations are made from this fund for operation of Motor Bus and Truck Division.	
Masissippi	1	County Sheriff and Tex Collector Municipalities	Commission allowed by law. Fees on passenger coaches.	Collection. No specific purpose of expenditure.	Allocated on basis that miles traveled on city streets bears to total milesge traveled.
		County Road Funds	The residue	Service on county road and road district obligations; construction and maintenance of roads and bridges in counties.	Funds are retained in the county of collection.
	Tag Fee	County Sheriff and Tax Collector Highesy Patrol Operating Fund	5 percent 95 percent	Collection. Purchase of license plates and administration and operation of Brincay Patricl.	
	5.2,11 13	Highway Fatrol Operating Fund Fublic Serrice Commission Highway Fatrol Operating Fund	All. 25 cents per certificate of inswection.	Support of State Highway Patrol. Collection and administration. Administration of Motor Vehicle Selety Inspection Act.	
Masouri	1,5.2,7,8,9,	State Highway Fund	TIV TIV	See table 0-106 for authorized distribution and expenditures.	
	10,12	State Revenue Fund	All	Collection and administration.	
Montana	e	County Motor Vehicle License Pund	All revenue from flat fees on	Redistributed as follows:	
		City Read Funds	SAL Valletes. 50 percent of fees collected in	Construction of permanent city streets.	
			manicipations over 55000 population or incorporated city within one adde of city over 95.000 (1030 Cammas) 25 resent		
			of fees collected in cities over 10,000 population (1950 Census), within a county of		
		County Road Funds	less than 750 square miles. The residue	To county of collection for road and bridge construction and	
		County Treasurers	5 percent of all revenue from	maintenance. Collection and administration.	
		State Highway Fund	the gross venture weight tax. the gross vehicle weight tax.		
	2,8 3,5.2,11,13 7,9,10	State General Fund State General Fund State Motor Vehicle Recording Fund	All, less collection expense.		General Fund supports nighted Feature
	27	State Motor Vehicle Recording Fund State Highway Fund	5 percent of trip fees. 95 percent of trip fees.	replaces on the Administration of expenditures. See table G-106 for suthorized distribution and expenditures.	
			Potmotes a	Formotes appear on page 9	

Based on information obtained from State suthorities

TABLE MV-106 (Sheet 5 of 9 Sheets)

in each county in the proportion that the motor vehicle registration of each lears to the total motor vehicle. The registration of all cities and villages in that county.	readised with the following percentage of the total fees puid by the residents of the cities and willages in each country in any country where is 500,000, 50 percent; is between 10,000 and 500,000, 30 percent, in all other counties SO percent.	(CO percent	City or Village Street Funds		
	and SO,000, 30 percent, in all other counties SD percent and analytenes of Palance to counties for construction and maintenance of collection.) () ho cents per certificate of	County Rosd Fund	L .	
	yd at mediniatrafun yn Nepartment of Motor Vehicles as yd affariai faroned affar aff	title, 35 cents per notation of lien, and \$2.00 for dupil- othe copies. 60 cents per certificate of title, 15 cents per notation	State General Fund		
	Administration of Department of Motor Vehicles and operation	The residue	County General Fund State General Fund	2	
	or Highway Safety Fatrol by General Fund appropriation. Construction and maintenance of State highways.	TTA	Highway Cesh Fund	ετ'ετ 'ε'ε'τ'ε'η	
Share of each county based on collection by such county. All permit receipts collected by ports of entry are credited to the Highway Ceah Pund.	Collection and maintenance of State highways.	S cents per permit and 25 percent of fines Residue	County General Fund Highway Cash Fund	τ·ετ·β	
Funds are retained in the county of collection.	County road purposes.	fin in notherfriger req 00.1\$ bis fraid juests seltumos	County Road Funds	τ	abav.
	State road purposes.	atect (secopt processes of a secopt of	durf yandy fund feete Hghasy fund	51,4,5,7,8,9,10,	
	The appropriations for 1962 are from the combined revenues in the State Mighway Fund.	2891 Tang Lunery 108,221.8 108,221.8 108,221.8 108,221.8 109,042.8 109,042.8 109,042.8	noisivit gniithin pa saidh mosampa an	F= (= f = -	
		100,938 577,494 277,494 27,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494 20,494	Motor Cerrier Division Measds Highway Petrol		-
	See table G-106 for authorized distribution and expenditures.	£1.4	bud thensy lind	οτ'8 '7'5'2'5'6'6'	erinegmell w
	Collection of the Manage appropriations from State General	Fee determined by Motor Vehicle Commissioner Remeinder	Registration and Licensing Agents And Fund	τ's	w Jersey
	Subject to appropriation for highway or other purposes,	LIA IJA	seltileqinimM buni Stete General Fund	th (Intrestate) -inter-	
Fee retained by license distributors.	no trevis to mak	Administrative service fees,	License Distributors	8,7 (8,5,10, 1,7,8,9,10,	ew Mexico
Administration allocation for the Department of Moror Vehicles is made by legislative appropriation, provided 6 percent of the vehicle of the objections of directs in these as easy, motor vahicle plus all decollaments free facts of the Department are covered into the State General Pund, Department of Courtespand of the State General Pund, Department of Courtespand of the State General Pund, Department of Courtespand of State State General Pund, Department of Courtespand of Cou	Administration of Department of Motor Vehicles by General Fund appropriation,	6 Percent	State General Fund	ετ'ετ'ττ	
by them. Opercant distributed to such county in the proportion that the total county and the sech county to be for the forth source of registration fees paid in the case. So percent distributed to experient for the contraction that the property of the p	Matributed as follows: See table G-106 for suthorized distribution and expenditures. Improvement and maintenance of public roads within the counties.	robnismov odl Jusovsej 2.75 Jusovsej 2.77	State Road Fund County Road Fund		
State, O percent distributed to each county in the pro- portion that he total mileage or roads mainteained by each county bears to the total mileage mainteained by all counties of the State. Instributed to each county tresenurs in the proportion that the total smount of registration sees and in each county, bears to the cotal smount of registration less paid in the	County general purposes.	Lf Percent	County Lavy	ı	

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

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

			AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New Mexico (Continued)		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 essessed valuation of all municipalities within
	2	State General Fund	6 percent	Administration of Department of Motor Vehicles by General	the counties. See remarks above for administrative allocation.
		Department of Motor Vehicles	25 cents on each license issued.	Fund appropriation. Finance the photographing and processing of operators' and chauffeurs' photographs.	
		State General Fund	\$1.00 of each operators' license and 50 cents of each chanffeurs' license issued.	State general purposes.	
		Municipalities and H Class Counties	The remainder 50 percent of remainder, except duplicates, collected by muni- cipalities and H class counties.	Distributed as follows: Municipal and H class county general purposes.	
	4	State Ceneral Fund Department of Courtesy and Information Administration Fund	The residue Appropriation from collections.	State general purposes. Administration and collection.	Mileage tax levied on commercial vehicles not licensed in the State or operating under an existing proportional registration agreement with this State.
7,5		State Road Fund State General Fund	The residue	Construction, improvements and maintenance of State highways. Administration of Department of Motor Vehicles by General	See remarks above for administrative allocation.
	11,13	State General Fund	All	Fund appropriation. Administration of State Corporation Commission by General Fund appropriation.	Fees of State Corporation Commission, (motor transportation fees).
New York	1,2	County Clerks	35 cents registration and transfer, 20 cents operator and chauffeur license, 50 cents learners permit	Collection.	County clerks in Albany County and the five counties com- prising New York City do not receive this fee.
		State General Fund State Comptroller	Remainder Amount required	See table G-106 for highway appropriations. Refunds.	
	8	State General Fund Local Enforcement Agents State General Fund	Remainder Amount required Remainder	See table G-106 for highway appropriations. Collection. See table G-106 for highway appropriations.	
North Carolina 1,3,	5	State Highway Fund Operators and Chauffeurs License Fund State General Fund	A11 A11 A11	See table G-106 for authorized distribution and expenditures. Collection and administration. Credited to Utilities Commission Account.	
North Dakota	1,7,8,9,	Motor Vehicle Registration Department	<u>A11</u>	Distributed as follows:	
	10,12	State Highway Fund	First 9 percent of all passenger vehicle fees. First 14-1/2 percent of all truck fees, 1961 - 1963 Biennium \$857,220	Construction of roads on the secondary State highway system.	
	-	Motor Vehicle Operating Fund State Highway Fund (Operating)	\$250,000 Remainder	Collection and administration Administration \$200,000; safety \$50,000.	
		State Highway Fund County Road Funds	50 percent An amount equal to that	Construction, maintenance, and administration of roads on State highway system. Construction and maintenance of county roads and bridges.	Distributed quarterly in proportion to the number of motor
		councy near runes	received during fiscal year ended June 30, 1960. No county to annually receive more.	Construction and maintenance of county roads and bridges.	nestricuted quarterly in proportion to the number of motor weblicle registrations credited to each county the preceeding 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 preceeding year.
		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.
		Local Agents State General Fund	25 cents per liceuse All	Optional notary service charge in addition to driver's license fee.	
	4,5.2	State Highway Fund Public Service Commission	A11 A11	Construction and maintenance of roads on State highway system. All motor-carrier certificates and permits are credited to State General Fund.	
Ohio	1,10	Deputy Registrars	35 cents per registration Remainder	Collection. Distributed as follows: May be used, as required, for retirement and interest on debt incurred by State for	Service fees charged by local officials.
	}	Counties and Municipalities	34 percent	highway improvements Construction and maintenance of roads and streets.	Distributed to the counties and manicipalities in which the vehicle is registered.
		Counties	61 percent	Construction and maintenance of county roads.	venicle is registered. 5 percent is divided equally among the counties, h7 percent distributed to county in which the vehicle is registered; 9 percent distributed to each county in the ratio that the total mileage of county roads under the jurisdiction of the county commissioners bears to the total mileage of county roads in the State.
	[Townships	5 percent	Construction and maintenance of township roads.	Distributed to the several townships in the ratio that the total number of miles of township roads under the jurisdiction of the board of trustees in each township bears to
(Continued)		·	D	ppear on page 9	the total number of miles of township roads in the State.

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

TABLE MV-106 (Sheet 7 of 9 Sheeta) EFFECTIVE JANUARY 1, 1962

STATE	CLASSIFICATION OF	name of fund or agency	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	remarks
	Pers 1/		·		
Ohio	2	Deputy Registrars	25 cents per license	Collection. Collection and administration.	Service fees charged by local officials.
(Continued)	4	Department of Highway Safety Department of Taxation	Amount required	Collection and administration.	
	1 *	State Highway Construction and Bond	Remainder	Expenses of Highway Council. Construction on main thorough-	
		Retirement Fund		fares of State highway system. Retirement of and interest	
	F 0	Department of Highway Safety	All	on debt incurred by State for highway improvements. Collection and administration, hospital claims, and highway	
	5,2 (Private Carrier	behardenc of migness parety	ALL	patrol.	
	and Irregular			*	
	Route)		AAAA	Collection and administration.	
	(Regular route)	Motor Transportation Department, Public Utilities Commission	Amount required	Collection and Southistration.	
	(Megarar route)	Department of Highway Safety	Remainder	Administration. May be used, as required, for retirement and	
		-		interest on debt incurred by State for highway improvements.	
	7	County Clerks	75 cents per title; 30 cents per notation of lien	Collection and administration.	
	1	Department of Highway Safety	Remainder	Collection and administration	State share - 25 cents per title; 30 cents per notation of
	8	State Highway Maintenance and Repair Fund	A11	Maintenance and repair of State highways.	lien. State's share is 45 percent of total fines and forfeitures
		Department of Highway Safety	All	Collection and administration.	collected.
	9,12	Department of highway safety			
Oklahoma	. 1	Motor License Agents Tex Commission Fund	50 cents per registration 5 percent of auto and farm	Collection Collection and administration.	Notary fees retained by local officials.
		County School Fund	truck fees. 95 percent of auto and farm	County common schools,	
			truck fees.	Highway Patrol.	
		Department of Public Safety	First \$112,500 of commercial vehicle fees.		
		Counties	52.25 percent of remainder of commercial vehicle fees.	Local roads.	40 percent distributed to the various counties in the pro- portion which the county road mileage of each county bears
			COMMERCIAL VENICLE 1088.		to the entire State road mileage. 60 percent distributed
					to the various counties on the basis which the population
	1				area of each county bears to total population and area of the State.
	İ	Cities and towns	23.75 percent of remainder of	City streets	Allocated to cities and incorporated towns of each county
		Cities and towns	commercial vehicle fees.	orty autes to	that proportion which the population of the cities and
					incorporated towns bears to the total city and incorporate
		Farm-to-Market and Secondary Road Fund	19 percent of remainder of	Matching Federal funds for the construction of farm-to-market	town population of the county.
		Farm-to-market and Secondary Road Fund	commercial vehicle fees.	and secondary roads.	
		Tax Commission Fund	5 percent of remainder of	Collection expenses.	
			commercial vehicle fees.	Collection.	10 cents is retained by agent.
	2	Motor License Agents Highway Patrol Pension Fund	10 cents per application 5 percent of net	Highway Patrol pension and retirement.	To cente is recontinue by agents.
		State General Fund	The residue	State general purposes.	State Highway Patrol is supported from these revenues.
	i,	Tax Commission Fund	5 percent of net	Collection and administration.	Distributed to counties as indicated above.
		Counties	52.25 percent 23.75 percent	Local road purposes. City streets.	Distributed to counties as indicated above. Distributed to cities as indicated above.
		Cities and towns State Highway Commission	19 percent	Secondary roads.	
	7	Motor License Agents	25 cents per title	Collection.	Notary fees retained by local officials.
		Department of Public Safety	The residue	Highway Patrol. Collection and administration.	
	(Oversize fees)	State Treasurer State General Fund	Amount required The residue	State general purposes.	
	(Overweight	Department of Public Safety	First \$112,500	Highway Patrol.	
	fees)				
		State Highway Construction and Maintenance Fund	The residue	Construction and maintenance of State highways.	
Oregon	1,7,9,12.1	Motor Vehicle Department Account	Amount required	Collection and administration.	
	.,,,,,,	General Fund	Appropriation	Enforcement of financial responsibility law by the Department	
	1	<u></u>	The second flow	of State Police. See table G-106 for authorized distribution and expenditures.	
	2	Highway Fund Motor Vehicle Department Account	The residue Amount required	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	-	Motor Vehicle Accident Fund	75 cents per operators' license	Defray hospitalization costs of indigents involved in motor	
				vehicle accidents.	
		Student Driver Training Fund	\$1.00 per license	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.	
	1. 5 2 22 32	Righway Fund Public Utilities Commission	The residue Amount required	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	4,5.1,11,13	General Fund	Appropriation	Department of State Police.	'
		Highway Fund	The residue	See table G-106 for authorized distribution and expendi-	
	8	Eighway Pund	1/2 of receipts when prosecu-	tures. See table G-106 for authorized distribution and expenditures.	
		urknas tana	tion initiated by State high-	Dee and A-Too Lot orderestrate attachment of a deferrence.	
			way department weighmaster.		
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	
	, ~, -, /	1	1	Fund.	4

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	Motor Vehicle Fund County Motor Vehicle Fund Special Highway Fund Municipalities State Highway Fund	2 percent 45 percent 28 percent 10 percent 15 percent plus all additional	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.	Any unexpended balances on July 1 of each year are trans- ferred to the State Highway Fund. Retained by the county in which it was collected. Same as above. Bach county shall distribute its retainage among the municipalities on the basis of street mileage.
	2,7,9,10 5.1	Motor Vehicle Fund	fees.	See table G-106 for authorized distribution and expenditures. Administration. Any residue is transferred annually to State Highway Fund.	
	8 8	State Eighway Fund State School Fund (Fines)	5 percent 95 percent All	Collection and administration. See table G-106 for authorized distribution and expenditures. School purposes.	Unexpended balances to State Highway Fund.
	11	Motor Vehicle Fund (Penalties on late appli- cation for new certificates of title after transfer) State General Fund	All	Collection and administration. Collection and administration paid from an appropriation	Unexpended balances to State Highway Fund.
				by the State Legislature from the State General Fund.	
Tennessee	1,9,10	County Court Clerks State General Fund Tax Administration Fund General Highway Fund	50 cents per registration 7 percent 10 percent 83 percent	Collection. Collection and administration. State Highway Police. Construction, maintenance, and administration of State highways.	Service fees charged by local officials.
	2 5,11 7 8	County Court Clerks State General Fund State General Fund County Court Clerks State General Fund Department of Safety	25 cents per license The residue All 50 cents per title The residue All	Collection. State general purposes. Collection and administration. Collection. Collection and edministration. Highway Fatrol and Safety Education.	Service fees charged by local officials.
	12.1	State General Fund	All tow bar permits	General purposes.	
Texas	1	County Assessor - Collector County Road and Bridge Funds	Sliding scale 100 percent of first \$50,000; 50 percent of next \$250,000 of fees collected in each county. The residue	Collection and administration. Local road construction and maintenance. See table G-106 for authorized distribution and expenditures.	Retained by county of collection.
	2	State General Fund Operators and Chauffeurs License Fund	1/3 of operators' and chauf- feurs fees collected. Amount required The residue	State general purposes. Collection and administration for Drivers License Division. Support of Department of Public Safety.	
	5	State Motor Carrier Fund and State Motor Transportation Fund State General Fund Available Free School Fund	Amount required The residue 25 percent	Collection and administration. General State purposes. Education.	
	ш	State General Fund State Highway Fund	75 percent All	Ceneral State purposes. See table G-106 for authorized distribution and expenditures.	
Uteh	ı	Motor Vehicle Registration Fund State Tax Commission	<u>A1.1</u> \$680,900	For distribution as follows: Collection and administration.	The amounts are appropriated for the period July 1, 1961 to June 30, 1963.
		State Treasurer, Auditor, Finance Department and Department of Business Regulations General Fund	\$252,400 \$16,100	Administration	
		Department of Public Safety Class B and C Road Fund	\$476,000 \$2,000,000	Building and grounds maintenance. Operation of checking stations and law enforcement. County and city road purposes.	Distributed to the counties, cities, and towns by the fol- lowing 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
		Class B and C Road Fund Highway Construction and Maintenance Reserve Fund	Remainder 75 percent 25 percent	County and city road purposes. See table C-106 for authorized distribution and expenditures.	
	2,7 4,11	Motor Vehicle Control Fund State Tax Commission Department of Public Safety General Fund Employees Retirement Fund	A11 \$500,000 \$610,000 \$14,800 \$15,546 A11	For distribution as follows: Collection and administration. Drivers license examinations. Building and grounds maintenance. Set up Employees Retirement Fund.	•
	13	Highway Construction and Maintenance Fund Automobile Drivers Education Fund	All	See table G-106 for authorized distribution and expenditures. To teach high school students to drive.	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.	

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

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

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

RM 46.68.040 provides collection costs not to exceed \$50,000 bismally aball be paid from park and parkways account as a sympoptistion provided. 1961-63 provides \$50,000 appropriations. Unexpended belance at end of blennium credited to State bestramt of Highway.

All of the fees from San Juan County and 50 percent of the fees from San Juan County, setured to respective county, the fees from San 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. A portion is silotted to the University of Mashington for studies and research in municipal government. General Fund supports State Highway Patrol. Collection expenses paid from General Fund remit fees Service fees by local officials. County tressurers collect and General State purpose. Police and fire protection and preservation of public health. Cost of collection.

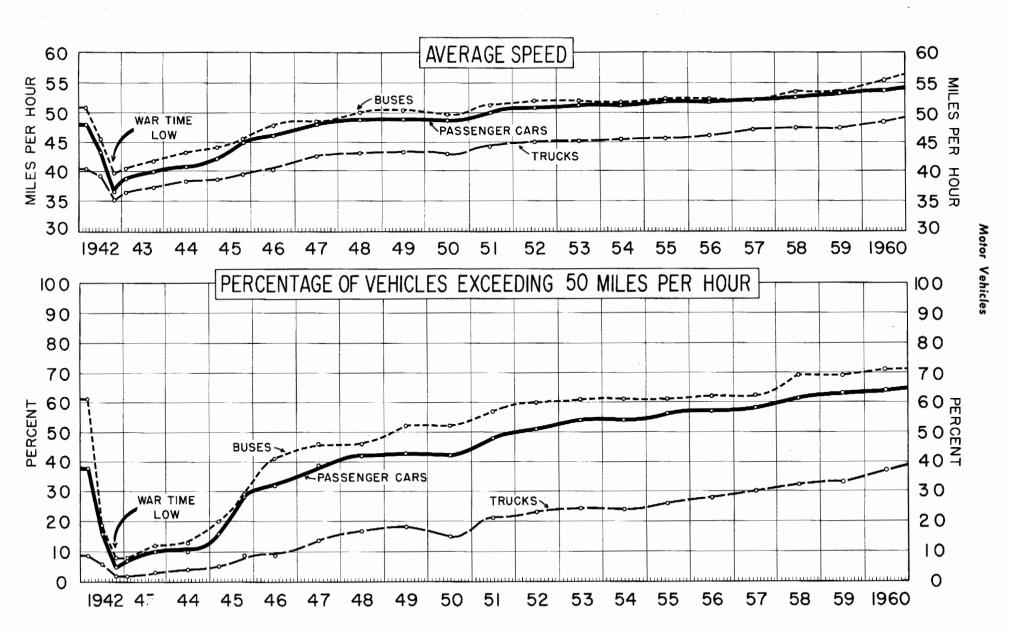
See table 6-106 for authorized distribution and expenditures.
Collection, administration, and eafety education.
Collection and administration. Collection and administration.
Administration expenses of the commission; construction, reconstruction and maintenance of primary and secondary State reconstruction and instituenance of primary and secondary State General State purposes. See table G-106 for authorized distribution and expenditures. Collection, administration, and State Highway Patrol. Set Eable d-106 for authorized distribution and expanditures. Drivers training in high schools and schools of vocational and solult education. See table G-106 for suthorized distribution and expenditures. Expenditure in State parks. See table G-106 for authorized distribution and expenditures See table 6-106 for authorized distribution and expenditures. Collection expense and regulation of carriers. See table 6-106 for authorized distribution and expenditures. General purposes. See table G-106 for authorized distribution and expenditures size and weight Collection, administration, and State Highway Police. of vehicle DBJECTS OF EXPENDITURE Collection and administration. Cost of collecting motor vehicle excise To counties for common school support. Expenditure in State parks. Expenditures for State Highway Police. Righway policing and enforcement restrictions.
Road and street purposes. Administration and enforcement. Administration. Collection and administration Support of free schools. Amount required
The position
50 cents on new and \$1.00 on
renewal of operators itemses;
net chauffears fees.
The residue
Amount required
The residue \$5.00 of \$1.00 drivers-learners permit fee
All
All
Annual required
The residue \$1.80 of original or renewal fee. All fees for duplicates or instruction permits. All Remainder \$2.20 of original or renewal fee of \$\psi\.00 50 cents per registration All (exclusive of local service fee) \$3.50 per license AMOUNT OR PROPORTION All, less court costs Amount required
The residue
All
Amount required
The residue Amount required The residue 66 percent All 2 percent Remainder 5 percent 17 percent 34 percent percent percent percent Ŧ ይያያ Motor Vehicle Department State Road Fund, Primary and Secondary Road Funds State Road Fund, Frimary Road Fund State Road Fund, Federal Matching Fund Fullis Service Commission Department of Poblic Safety State Road Fund, Frimary and Secondary Road Funds Highway Fund, Department of Highways such fraction fraction of District of Columbia Highway Fund, Department of Highways and fractic fractic of Columbia General Fund, District of Columbia Department of Revenue State Highray Fund Department of Revenue Motor Carrier Administration Fund State Highway Fund Motor Vehicle Department State Highway Fund Department of Public Instruction AGENCY State School Equalization Fund Parks and Parkway Account Highway Safety Fund State Department of Highways Parks and Parkway Account State Patrol Highway Account Public Service Revolving Fund Motor Vehicle Fund State Highway Fund Public Service Commission State Highway Fund NAME OF FUND OR Department of Education General Revenue Fund Highway Safety Fund State General Fund Cities and Towns County Auditors Motor Vehicle Fund Island Counties 2 4,5.2,12.1,13 CLASSIFICATION 3,5.1,11,13 1,7,9,10,13 1,7,9,10 2,1,7,13 FEE 1 6 11,5,11 1,10 ထ œ Ħ 1,7 N Motor West Virginia 3 STATE Wisconsin Dist. of 'n Washington Myoming

reficie and motor-extrem revenues have been grouped, insofar as possible, in accordance with the following classifications:

1. Registration fees. Includes "plate fees," "tog. fees," "tog

In meny

SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



ESTIMATED MOTOR VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA

CALENDAR YEAR 1960

TABLE VM-1, 1960 ISSUED DECEMBER 1961

		100 40	STINITE CELM	r			
		FASSI	PASSENGER VERICLES				
			BUSES		- - -	TRUCKS	ALL
METI	PASSENGER CARS $\frac{2}{}$	COMMERCIAL	SCHOOL AND NONREVENUE	ALL BUSES	PASSENGER VEHICLES	COMBINATIONS	VEHICLES
Motor-vehicle travel: (million vehicle-miles)							
Main rural roads	225,755	869	597	1,466	227,221	61,262	288,483
Local rural roads All rural roads	303,283	1,023	1,232	2,255	305,538	81,722	387,260
Urban streets	284,800	1,849	642	2,098	286,898	∠89 ° ππ	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	92	196	272	62,530	11,945	74,475
Average miles traveled per vehicle	944,6	37,789	7,556	16,004	474,6	10,583	9,652
Fuel consumed (million gallons)	41,169	618	209	827	966,14	15,882	57,878
Average fuel consumption per vehicle (gallons)	199	8,132	1,066	3,040	672	1,330	1777
Average miles traveled per gallon of fuel consumed	14.28	4.65	60°2	5.26	14.11	7.96	12.42
1/ For the 50 States and District of Columbia.		-					

1/ For the 50 States and District of Columbia. $\overline{2}/$ Includes taxicabs and motorcycles (575,497 registered).

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

TABLE HT-1, 1960

		EA	STERN REGIO	NS <u>2</u> /				CENTRAL	REGIONS 2	2/			WESTERN	REGIONS 2/		AVERAGE	TOTAL
CLASSIFICATION	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	ALL REGIONS	ALL REGIONS
.*					FRE	QUENCY	OF HE	AVY AX	LE LOAI	DS ⁴							
18,000 pounds or more 20,000 pounds or more 22,000 pounds or more	121 76 34	82 30 6	108 45 16	105 46 17		74 19 5	55 16 8	41 6 2	42 8 4	55 13 5		93 44 19	20 5 1	54 24 10		72 26 10	
				٠		FREQUE	NCY OF	HEAVY	LOADS	4		-					
30,000 pounds or more 40,000 pounds or more 50,000 pounds or more	188 111 64	204 147 62	224 116 , 76	207 129 74	:	·271 187 130	144 101 56	213 155 115	179 133 82	210 150 99		271 196 164	223 175 143	246 185 153		215 149 100	
				T F	RAVELIN	I VEHIC	LE-MILE	S - LOA	DED A	ND EMPT	Y 5						
All trucks and combinations Single-unit trucks Truck combinations	1,977 1,425 552	7,242 4,515 2,727	11,840 8,939 2,901		21,059 14,879 6,180	9,794 5,588 4,206	5,512 4,236 1,276	5,908 4,092 1,816	8,415 5,896 2,519		29 , 629 19,812 9,817	4,863 3,315 1,548	5,446 3,844 1,602		10,309 7,159 3,150		60,997 41,850 19,147
						PERCE	NT CAR	RYING	LOADS								
All trucks and combinations Single-unit trucks Truck combinations	53.7 48.5 67.3	58.3 54.6 64.5	55.3 52.7 63.6	56.2 52.8 64.3		63.0 60.9 65.8	55.6 51.9 67.7	60.7 57.2 68.7	54.7 50.3 64.9	58.8 55.0 66.4		60.1 55.0 71.0	67.1 63.0 76.8	63.8 59.3 73.9		58.7 55.0 67.0	
					A	VERAGE	CARRIE	D LOAD	IN TO	NS							
All trucks and combinations Single-unit trucks Truck combinations	5.23 2.57 10.18	5.63 2.07 10.61	5.21 2.74 11.51	5.36 2.51 10.99		7.15 2.67 12.66	5.43 2.73 12.28	5.96 2.55 12.34	6.47 3.65 11.58	6.42 2.92 12.28		6.56 2 .2 1 13.80	6.47 2.45 14.39	6.51 2.35 14.11		6.09 2.68 12.23	
					C	ARRIED	LOAD	N TON-	-MILES	6							
All trucks and combinations Single-unit trucks Truck combinations	5,552 1,773 3,779	23,784 5,109 18,675	34,119 12,883 21,236		63,455 19,765 43,690	44,131 9,074 35,057	16,620 6,008 10,612	21,366 5,974 15,392	29,744 10,815 18,929		111,861 31,871 79,990	19,185 4,024 15,161	23,629 5,942 17,687		42,814 9,966 32,848		218,130 61,602 156,528

^{1/} Main rural roads consist of approximately 525,609 miles of roads of primary importance in the State highway system.

| Regions are those established by the U. S. Bureau of the Census.
| Excludes Alaska and Havaii. Data for these States will be included for 1961.
| Number per 1,000 loaded and empty trucks and combinations.
| Data given are in millions of vehicle-miles.
| 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. 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

·	N	ET AMOUNT CO	OLLECTED BY U.	s. INTERNAL REV	ENUE SERVICE	2/	T .	ESTIMAT	ES OF PORTIONS	PAID BY HIGHWAY	USERS 3/	
CALENDAR YEAR	GASOLINE	MOTOR FUEL HIGHWAY SPECIAL	TOTAL	LUBRICATING OIL	MOTOR- VEHICLE USE TAX	TOTAL	GASOLINE	MOTOR FUEL HIGHWAY SPECIAL	TOTAL	LUBRICATING OIL	MOTOR - VEHICLE USE TAX	TOTAL
1919 1920 1921 1922	- - -	FUEL	- - -	- -	2,066 1,807 1,796 1,845	2,066 1,807 1,796 1,845	-	FUEL	- - - -	- - -	2,066 1,807 1,796 1,845	2,066 1,807 1,796 1,845
1923 1924 1925 1926	-	-		-	2,088 1,894 1,871 176	2,088 1,894 1,871 176	-	-	-		2,088 1,894 1,871 176	2,088 1,894 1,871 176
1932 1933 1934 1935	62,840 181,126 170,109 172,262	-	62,840 181,126 170,109 172,262	7,067 22,290 24,844 28,819	- - -	69,907 203,416 194,953 201,081	56,870 163,919 153,949 155,898	-	56,870 163,919 153,949 155,898	4,099 12,928 14,409 16,715	- - - -	60,969 176,847 168,358 172,613
1936 1937 1938 1939	186,542 203,025 200,881 215,217	- - - -	186,542 203,025 200,881 215,217	28,986 33,681 30,495 29,837	- - - -	215,528 236,706 231,376 245,054	168,820 183,738 181,797 198,410	- - - -	168,820 183,738 181,797 198,410	16,812 19,535 17,687 17,306	- - -	185,632 203,273 199,484 215,716
1940 1941 1942 1943	281,654 371,136 336,685 265,303	- - - -	281,654 371,136 336,685 265,303	34,420 43,852 41,176 49,211	210,158 134,619	316,074 414,988 588,019 449,133	258,632 341,187 300,317 228,453	- - - -	258,632 341,187 300,317 228,453	19,965 25,434 23,882 22,845	_ 210,158 134,619	278,597 366,621 534,357 385,917
1944 1945 1946 1947	328,598 424,585 413,953 455,350	- - -	328,598 424,585 413,953 455,350	66,283 96,998 73,442 78,649	128,054 124,501 849 2	522,935 646,084 488,244 534,001	236,587 275,745 369,346 400,031	- - - -	236,587 275,745 369,346 400,031	24,645 26,719 34,199 35,090	128,054 124,501 849 2	389,286 426,965 404,394 435,123
1948 1949 1950 1951	498,363 506,916 568,339 618,016	- - - 180	498,363 506,916 568,339 618,196	81,884 77,464 7 4,859 75,841	- - -	580,247 584,380 643,198 694,037	431,778 459,856 509,466 552,136	- - - - 180	431,778 459,856 509,466 552,316	35,982 38,321 42,163 45,108	- - -	467,760 498,177 551,629 597,424
1952 1953 <u>4</u> / 1954 1955	870,214 821,511 928,955 998,657	14,683 15,733 23,299 24,523	884,897 837,244 952,254 1,023,180	73,613 68,748 67,530 71,804	- - -	958,510 905,992 1,019,784 1,094,984	786,072 760,411 850,117 917,798	14,683 15,733 23,299 24,523	800,755 776,144 873,416 942,321	48,045 45,625 43,671 47,116	- - -	848,800 821,769 917,087 989,437
1956 1957 1958 1959	1,184,324 1,586,754 1,549,033 1,646,738	28,889 44,050 46,633 59,407	1,213,213 1,630,804 1,595,666 1,706,145	81,004 65,834 70,481 77,538	- 55,276 33,102 35,967	1,294,217 1,751,914 1,699,249 1,819,650	'1,110,395 1,484,052 1,518,025 1,611,631	28,889 44,050 46,633 59,407	1,139,284 1,528,102 1,564,658 1,671,038	49,556 47,185 48,085 45,590	54,999 32,820 35,240	1,188,840 1,630,286 1,645,563 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

^{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 Reads.
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

	net	. VWOONL COFFE	CTED BY U. S. II	VIERNAL REVEN	NUE SERVICE	<u>2</u> /	estimates of portions paid by Highway users 3/						
CALENDAR YEAR	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 1918 1919 1920	- - -	- - -	-	1 - 1	-	5,276 45,564 89,592 149,194	-	-	- - -	- - -	- - -	5,276 45,564 89,592 149,194	
1921 1922 1923 1924	-	-	- - -	- - -	111	99,967 114,793 155,797 139,201	-	- - -	- - -		- - -	99,967 114,793 155,797 139,201	
1925 1926 1927 1928	-					143,431 96,256 60,504 28,222	-	-		<u>:</u>		143,431 96,256 60,504 28,222	
1932 1933 1934 1935	4,222 22,476 31,534 42,263	720 3,047 5,261 6,674	1,900 4,443 5,886 7,019	7,545 23,836 24,704 28,102	- - -	14,387 53,802 67,385 84,058	4,222 22,476 31,534 42,263	720 3,047 5,261 6,674	1,900 4,443 5,886 7,019	7,545 23,836 24,704 28, 1 02	- - -	14,387 53,802 67,385 84,058	
1936 1937 1938 1939	56,476 64,722 29,405 51,063	8,044 8,812 5,230 7,145	8,748 9,620 7,068 8,957	38,242 40,088 26,772 41,131		111,510 123,242 68,475 108,296	56,476 64,722 29,405 51,063	8,044 8,812 5,230 7,145	8,748 9,620 7,068 8,957	38,242 40,088 26,772 41,131	-	111,510 123,242 68,475 108,296	
1940 1941 1942 1943	71,275 101,464 26,890 1,087	9,285 14,253 13,329 1,798	12,147 18,562 26,121 25,064	45,091 71,858 25,357 31,948	- - -	137,798 206,137 91,697 59,897	71,275 101,464 26,890 1,087	9,285 14,253 13,329 1,798	12,147 18,562 26,121 25,064	45,091 71,858 25,357 31,948	-	137,798 206,137 91,697 59,897	
1944 1945 1946 1947	1,560 4,665 111,921 244,914	10,120 32,874 42,719 75,506	38,776 61,055 81,245 117,103	54,250 88,185 159,128 171,156	- - -	104,706 186,779 395,013 608,679	1,560 4,665 111,659 244,332	10,120 11,807 42,518 74,969	37,400 48,700 81,111 114,888	47,731 64,825 158,724 170,061	- - -	96,811 129,997 394,012 604,250	
1948 1949 1950 1951	275,456 448,875 562,752 579,203	135,608 114,532 117,200 126,335	129,028 98,323 101,128 127,585	158,944 146,308 183,676 172,614	- - - -	699,036 808,038 964,756 1,005,737	274,728 448,193 562,029 577,884	132,764 110,238 113,237 105,967	1.23,936 94,064 88,226 1.20,364	155,182 129,991 164,350 146,136	- - -	686,610 782,486 927,842 950,351	
1952 1953 4/ 1954 1955	601,852 905,602 881,497 1,293,828	187,837 187,773 138,733 158,846	187,357 150,711 142,309 141,964	164,510 169,993 155,750 177,286		1,141,556 1,414,079 1,318,289 1,771,924	601,092 905,250 881,140 1,293,227	108,400 163,295 123,609 151,353	174,251 144,954 138,619 137,831	134,429 148,218 143,163 163,788	- - -	1,018,172 1,361,717 1,286,531 1,746,199	
1956 1957 1958 1959	1,151,676 1,274,403 923,516 1,305,020	197,823 212,321 183,480 264,640	146,021 164,531 164,696 180,861	200,192 259,102 238,033 288,248	4,650 12,202 13,535 14,610	1,700,362 1,922,559 1,523,260 2,053,379	1,150,165 1,272,830 922,078 1,303,769	187,898 200,320 172,325 253,482	139,868 159,647 161,970 175,520	186,842 237,743 216,417 260,802	4,622 12,115 13,437 14,512	1,669,395 1,882,655 1,486,227 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	

^{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	2/ 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.

PRODUCTS TAXES PAID BY HIGHWAY USERS-1960 1

(In thousands of dollars)

TABLE E-8, 1960 ISSUED MARCH 1961

		,	tu chompanda or	'			1990FD MAYOR TAOT
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
i							

^{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

	Γ	**************											SHEET 1 OF 2
EFFECTIVE DATE			т			MANUFAC	TURERS EXCISE TAXES						
OF NEW TAX OR		SPECIAL	LUBRICATING				MOTOR	VEHICLES AND PARTS			i		MOTOR-VEHICLE
REVISION OF EXISTING TAX	GASOLINE 1/	FUELS 2/	OTL 3/	AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES 4/	Tubes	TREAD RUBBER (CAMELBACK)	USE TAXES
	(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER' 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	-	-	_	-	-	-
Januery 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	l 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	-						-	Į.	,		-	-
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		-			ų.				+				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			1				-	-
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 6/
October 1, 1959	4 cents	4 cents			-	•	.	1		1			.
Existing rates, January 1, 1961	4 cents	4 cents	6 cents	10 percent	-	lO percent	10 percent	House trailers, exempted; others, 10 percent	8 percent	8 cents a pound	9 cents a pound	3 cents	Motor vehicles over 26,000 pounds gross weight - \$1.50 per 1,000 pounds annual tex 6/

Footnotes appear on sheet 2

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE E-101 SHEET 2 OF 2

, n.m.						М	ANUFACTUE	ERS EXCIS	E TAXES								
OF NEW TAX OR									MOTOR V	ERICLES AN	D PARTS						MOTOR VEHICLE USE TAXES
REVISION OF EXISTING TAX UNLESS OTHERWISE SPECIFIED	GASOLINE 1/	special Fuels 2/	OIL 3/	AUTOMOBILES	MOTORCYCLES	BUS	19 5	TRUC	KS	TRA	ILERS		S AND SORIES	Tires 4/	TUBES 4/	TREAD RUEBER (CAMELBACK) 5/	
	(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCE MANUFAC SALES	Turer's	(PERCEN MANUFACT SALES I	URER'S	MANUFA	ENT OF CTURER'S PRICE)	(PERCE MANUFAC SALES	TURER'S			(CENTS PER POUND)	
Rates in effect November 1, 1951 6/	2 cents	2 cents	6 cents	10 percent	10 percent	8 perc	ent	8 perce	ent	exen	railers, mpted; 8 percent	8 perc	ent	5 cents a pound	9 cents a pound	-	-
September 1, 1955					Repealed	ļ .	L							•		-	
July 1, 1956	3 cents	3 cents			-	10 perc	ent	10 perce	ent	House to exemp others,				8 cents a pound		3 cents	Motor vehicles over 26,000 pounds gross weight - \$1.50 per 1,0 pounds annual tax 7/
	4 cents	4 cents				-											ļ _
October 1, 1959	4 cents	4 cents			<u>.</u>									10 cents a pound	10 cents a pound	5 cents a pound	Motor vehicles over 26,000 pounds gross weight - \$3.00 per 1,0 pounds annual tex 6/
(Scheduled Change or Reversion Under Lew Existing	1-1/2 cents Oct. 1, 1972	1-1/2 cents Oct. 1, 1972	No Change	7 percent July 1, 1962	-	5 pe: Oct. 1		5 per Oct. 1,	cent 1972	5 p Oct.	ercent 1, 1972	5 perc July 1, 9/	ent 1962	5 cents a pound Oct. 1, 1972	9 cents a pound Oct. 1, 1972	Termination Sept. 30, 1972	Termination Sept. 30, 1972

1/ The 4-cent gasoline tax applies to all gallonage 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.

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 to extend the parts and structure.

in motor boats and airplanes.

in motor boats and sirplanes.

3/ The tax applies to all lubricating oil, regardless of use.

3/ The tax applies to all lubricating oil, regardless of use.

4/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a

4/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a

5/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1931. The additional 3 cents a pound, effective July 1, 1961, apply to tires for highway vehicles only.

Applies to use for tires "of the type used on highway vehicles."
The dates that these rates became effective are given in table 3-101, page 1. 5/ Applies to use for tires "of the type used on about 1 the dates that these rates became effective are given in table 3-101, page 1.

The dates that these rates became effective are given can table 3-101, page 1.

The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds.

The tax applies to use for tires "of the tax applies to the entire gross weight exceeds to the tax applies to the combination of the tax applies to the tax applies to the combination of the tax applies to the combination of the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies the tax applies to the entire gross weight exceeds the tax applies to the entire gross weight exceeds the tax applies th

(/ The tax applies to the entire gross weight of a venture of comminator if we gross weight except, 000 pounds. Buses used in local transit service are exampt.

3/ 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

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.

Federal Taxes

STATUS OF THE FEDERAL HIGHWAY TRUST FUND FISCAL YEAR ENDED JUNE 30, 1961

TF-10

1 (Openi	ng Balance:	\$ 119,220,816.43
II I	Recei	pts:	
	Α.	Excise Taxes (Transferred general receipts)	
		1. Gasoline (including floor taxes)	2,401,458,264.92 84,904,510.13 168,068,014.56
		3. Tires - highway vehicles	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 46,768,007.38
		8. Truck use tax	2,923,240,921.94
	в.	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	27,455,914.27
		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
		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	60,000,000.00
	F.	Total Receipts	2,859,555,499.27
III	Expen	ditures: (Checks issued basis)	
	Α.	Bureau of Public Roads	
		1. Payment from General Fund reimbursed	60,000,000.00 2,619,170,183.37 2,679,170,183.37
	В.	Administration and Enforcement of Labor standards - Labor Department	0.00
	c.	Interest on Advances from General Fund	543,457.20
	D.	Total Expenditures	2,679,713,640.57
IV	Balan	ces in Trust Fund:	
	A.	Investments	
		U. S. Treasury Special Certificates of Indebtedness 2/	234,034,000.00
	в.	Undisbursed Balances:	
		1. Highway Trust Fund	5,300,655.17 59,728,019.96 65,028,675.13
	c.	Total Balance	299,062,675.13
		und created June 29, 1956 with enactment of Highway Revenue Act of 1956. ertificates held June 30, 1961 bore interest at the rate of 3 percent, maturing Jun	ne 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/		F	ISCAL YEA	R	
		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

All amounts are net, after refunds have been paid.
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." 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 locar 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.

from reports of S		.ев		,					(In	thousands of	dollars)								AUGUST 1960
		1					FOR STAT	E HIGHWAY	PURPOSES		POR	LOCAL ROADS	AND STREET	rs <u>3</u> /		FOR NOMEL	GHWAY PURPO	ers ½/	
STATE	NET TOTAL RECEIPTS	ADJUST- MENTS DUE TO UNDIS-	RECEIPTS AVAILABLE	FOR COLLEC- TION AND ADMINIS-	NET	CAPITAL MAINTENA ADMINIS	NCE, AND	STATE	SERVICE OF OBLIGA-		COUNTY		SERVICE OF OBLIGA-		STATE GENE FROM INSPECTION.	RAL FUND	COUNTY AND	EDUCA- TION, NONHIGH-	
	CE CALENDAR YEAR 1/	TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	FOR DISTRI- BUTION	TRATION OF HIGHNAY- USER REVENUES	FUNDS DISTRIB- UTED	STATE HIGHWAY SYSTEMS 2/	PARK, FOREST, AND OTHER STATE ROADS	POLICE AND SAFETY	TIONS FOR STATE HIGHWAYS	TOTAL	OTHER LOCAL ROADS 2/	STREETS	TIONS FOR LOCAL ROADS	TOTAL	OPERATORS, AND MISCEL- LANEOUS FESS AND CARRIER TAXES 5/	MOTOR- FUEL TAXES AND REGISTRA- TION FEES	DENERAL FUNDS 6/	WAY DEST, AND MISCEL- LAMEOUS	TOTAL
Alabama Alaska Arizona Arkansas	84,024 4,499 39,921 54,952	241 106 -202 -6	84,265 4,605 39,719 54,946	2,569 22 2,722 630	81,696 4,583 36,997 54,316	23,066 4,440 26,953 30,072	163 127 -	2,504 16 2,293 1,932	9,223 - 8,819	34,956 4,583 29,246 40,823	2/ 43,511 5,171 7,433	2,710 2,580 4,104		46,221 7,751 11,537	256 - 910	1,046	263 - -	-	519 - 1,956
California Colorado Connecticut Delaware 8/	614,067 56,677 66,768 13,435	-5,914 -74 122 -	608,153 56,603 66,890 13,435	36,107 3,185 4,519 576	572,046 53,418 62,371 12,859	298,727 26,709 35,517 3,214	- 242	32,370 4,448 3,938 1,587	2,135 3,607 2,045 6,841	333,232 34,764 41,742 11,642	96,407 13,204 7,442 (<u>2</u> /)	44,905 4,354 1,883 1,217		141,312 17,558 9,325 1,217	36 4,107	7,161	97,502 1,060 16	20	7/ 97,502 1,096 11,304
Florida Georgia Hawaii Idaho	185,411 103,379 12,842 25,294	-151 -1 - -129	185,260 103,378 12,842 25,165	5,805 2,574 557	179,455 100,804 12,842 24,608	94,156 52,862 4,058 16,047	1,290	6,188 3,945 1,158	12,955 2,412 3,861	114,589 59,219 7,933 17,205	9,821 17,321 4,894 6,736	758 667	4,716 7,681 15	14,537 25,760 4,909 7,403	1,712	33,254 15,825	21 - -	15,342	50,329 15,825
Tilinois Indiana Iowa Kansas	251,797 146,037 107,922 63,095	-1,283 -1,336 564 219	250,514 144,701 108,486 63,314	13,445 5,684 2,891 3,240	237,069 139,017 105,595 60,074	93,100 68,833 53,417 44,532	- 75 -	15,612 5,498 2,567 2,931	-	108,712 74,406 55,984 47,470	38,392 42,237 40,871 8,977	68,984 21,074 8,740 3,139	19,081 - -	126,457 63,311 49,611 12,116	1,900 1,300 76	- - - 412	:	=	1,900 1,300 488
Kentucky Louisiana Maine Maryland	84,584 77,474 33,434 87,738	-24 -10 -1	84,560 77,474 33,424 87,737	3,118 3,127 1,036 3,938	81,442 74,347 32,388 83,799	64,443 34,948 23,839 28,800	- 749 -	5,761 2,180 950 6,868	3,737 15,326 4,110 15,453	73,941 52,459 29,648 51,121	7,029 17,063 2,126 10,904	3,772 614 20,798	1,053 976	7,029 21,888 2,740 32,678	9 -	463 - - -	-	- - -	472 - -
Massachusetts Michigan Minnesota Mississippi	102,352 221,645 104,287 58,224	-568 181 -141 -195	101,784 221,826 104,146 58,029	7,481 5,796 4,941 2,220	94,303 216,030 99,205 55,809	31,047 74,621 53,798 20,760	9/ 3,184 6 152	6,354 6,269 3,998 2,195	36,803 28,148 3,367 6,046	77,388 109,044 61,163 29,153	11,659 71,346 28,157 24,723	2,280 35,640 8,739 1,405	2,925	16,864 106,986 36,896 26,128	39 1,146	12 - - 488	- - 140	:	51 1,146 528
Missouri Montana Nebraska Nevada	86,826 25,756 51,752 13,646	-48 143 1,507 -1,026	86,778 25,899 53,259 12,620	2,738 1,048 1,522 1,005	84,040 24,851 51,737 11,615	78,325 19,757 28,197 8,763	- 9 -	4,682 1,363 2,130 616	803 - -	83,810 21,129 30,327 9,379	92 3,659 17,646 1,518	- 63 3,764 718	-	92 3,722 21,410 2,236	138 - -	-	-	-' -	138
New Hampshire New Jersey 8/ New Mexico New York 8/	21,261 173,523 36,582 364,013	-50 -342 273 4,042	21,211 173,181 36,855 368,055	172 10,847 1,360 15,867	20,739 162,334 35,495 352,188	13,739 119,679 24,706 221,381	1,105 9/ 16,597	950 5,569 1,667 7,285	4,687 2,283 2,849 24,340	19,376 128,636 29,222 269,603	1,357 10,286 3,378 59,393	4,598 901 11,596	1,974	1,357 16,858 4,279 10/ 70,989	1,596 52 1,058	14,604 10,538	123 1,563	6 517 379	16,840 1,994 11,596
North Carolina North Dakota Ohio Oklahoma	139,748 20,581 322,196 98,112	-16 666 -1,273 -61	139,732 21,247 320,923 98,051	4,739 560 11,531 2,322	134,993 20,687 309,392 95,729	102,439 14,238 152,088 39,867	- 160 27	5,952 538 9,304 2,625	15,030 30,786	123,421 14,776 192,338 42,519	(2/) 5,737 78,411 29,103	7,018 87 38,643 4,187	- -	7,018 5,824 117,054 33,290	3,341 27 -	- 60 -	=	1,213	4,554 87 19,920
Oregon Pennsylvania Rhode Island 8/ South Carolina	69,035 264,749 24,519 63,183	-796 - -1 -20	68,239 264,749 24,518 63,163	4,062 7,061 317 1,833	64,177 257,688 24,201 61,330	31,667 187,029 9,037 42,174	294 781	3,720 13,617 1,282 2,731	6,886 8,763 2,290 7,042	42,567 210,195 12,609 51,947	13,647 31,635 435 7,001	6,217 16,403 116	- - -	19,864 47,498 551 7,001	16 1,715	11,025	303 - 667	1,443	1,746 11,041 2,382
South Dakota Tennessee Texas Utah	26,231 109,539 330,540 26,922	-132 666 -651 -500	26,099 110,205 329,889 26,422	524 1, 808 8,639 945	25,575 108,397 321,250 25,477	18,052 37,807 215,167 20,487	1,601	726 3,75 5,709 2,136	661	18,778 43,159 221,537 22,623	6,134 36,601 33,557 1,578	663 10,778 1,157	159 1,066	6,797 47,532 34,623 2,735	3,752 12,180	2,953 -	- - -	11,001 52,910 119	17,706 65,090 119
Vermont Firginia Washington West Virginia	16, 560 107,547 112,191 58,849	28 -1,507 -653 816	16,888 106,040 111,538 59,665	438 2,978 4,228 1,495	16,450 103,062 107,310 58,170	6,761 86,082 40,810 49,478	- 202	518 8,165 5,047 507	2,844 7,944 8,185	10,247 94,247 54,003 58,170	5,925 2/ 960 20,022 (<u>2</u> /)	278 7,855 7,061 -	- 545 -	6,203 8,815 27,628	284 -	1,184	- 4,024	20,187	<u>-</u> <u>1</u> / 25,679
Wisconsin Wyoming Dist. of Col.	118,764 16,292 21,624	-23 -64 -	118,761 16,228 21,624	5,397 605 1,116	113,364 15,623 20,508	56,778 10,707 -	1,067	2,796 852 -	399 - -	61,040 11,559	29,571 3,419	15,987 645 13,736	-	45,558 4,064 13,736	41 2,731	- - 4,041	6,725	-	7/ 6,766 6,772
Total Total, 48 States	5,320,719	-7,624	5,313,095	211,640	5,101,455	2,843,174	27,981	215,800	290,680	3,377,635	915,949	390,828	40,191	1,346,968	38,422	103,066	112,307	123,057	376,852
and Dist. of Col.	5,303,378	-7,730	5,295,648	211,618	5,084,030	2,834,676	27,840	215,784	286,819	3,365,119	911,055	390,828	40,176	1,342,059	38,422	103,066	112,307	123,057	376,852

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY LISERS-1960

2/ Allotments for construction and maintenance of county roads under State control are included with those for State highways as follows: Alabama \$5,370,000, Delaware (amount not segregated), North Carolina \$51,148,000, Virginia \$31,029,000, and West Virginia \$21,662,000.

3/ 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 rocals rocals allotted for city streets forming urban extensions of State highway systems are included in allotments for State highway purposes.

4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934. For table PF, gross nonhighway allocations of highway-user revenues were offset, in the following amounts, against appropriations for highways out of State general funds: Aleska 25,692,000, Calif. \$9,743,000, Com. \$136,000, Hawati \$413,000, Ill. \$582,000, Iowa, \$3,373,000, I.D. \$1,053,000, Mich. \$9,824,000, Min. \$985,000, Miss. \$105,000, Mont. \$1,256,000, Nebr. \$2,281,000, N. Mex. \$1,583,000, Okle. \$0,485,000,

^{1/} This table summarizes the receipts from motor-fuel taxes, and from motor-vehicle fees and special imposts on motor carriers, which are recorded separately in tables G-3 and MV-3, respectively. (See tables G-1 and MV-2 for details of receipts.)

S. Car. \$128,000, Tenn. \$4,016,000, Tex. \$15,000,000, Wash. \$193,000, W. Va. \$306,000.

5/ Includes motor-carrier revenues in the following States: Ark. \$191,000, Colo. \$36,000, Comm. \$131,000, Fine. \$140,000, Kans. \$15,000, Ky. \$9,000, Mass. \$39,000, N. Max. \$72,000, N. Y. \$959,000, N. Dak. \$27,000, Fine. \$145,000, Tenn. \$57,000, Tex. \$243,000, D.C. \$340,000.

6/ Allocations to county or other local general funds may have been used in part for highways, but such smoother than the state of the

amounts were not reported.

assumed were not reported.

7/ The nonhighway allocations of "vehicle license fees" in California and "motor-vehicle excise taxes" in Washington (see table MV-2, footnote 7), and registration fees in Wisconsin were in lieu of personal property taxes formerly imposed on motor vehicles.

^{8/} In Delaware, New Yorsey, New York, and Rhode Island, highway-user revenues were placed in the State general fund, where they were made available for highways and other purposes as indicated herein.
9/ Includes \$3,025,000 and \$11,185,000 for parkways and boulevards in Massachusetts and New York, respectively.

^{10/} Does not include the per capita State-aid to cities, towns, and villages, a portion of which may have been used for highway purposes. Amounts are not segregated.

PROVISIONS GOVERNING THE ALLOCATION FOR HIGHWAY PURPOSES OF CERTAIN STATE TAXES, FEES, AND APPROPRIATIONS

(OTHER THAN HIGHWAY-USER REVENUES)

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

STATE SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Arkansas				
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.
Colorado				
Specific ownership tax on motor vehicles				
Class A & C - For Hire	County Highway Fund	All	Construction, maintenance, and administration of the county highway system.	Collected by Department of Revenue and apportioned to countles in proportion to the distance traveled across each
Vehicles			magaway system.	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 clarks and distri- buted in the same manner as ad valorem tax proceeds. (Not for highway purposes)
owa				
2 percent gross receipts tax 2 percent tax on purchase price of motor vehicles	Road Use Tax Fund Road Use Tax Fund	10 percent	(Distributed as follows:	Collected by State Tax Commission. Collected by County Treasurers.
	State Primary Road Fund,	47 percent	State highway construction, maintenance, and administration.	
	State Highway Commission Secondary Road Fund	30 percent	County road construction and maintenance.	Distributed 60 percent on need and 40 percent on area.
	Farm to Market Road Fund, State Highway Commission	10 percent	Construction of Farm to Market roads. Distributed by the Highway Commission to the counties.	Distributed 60 percent on need and 40 percent on area. Distributed in proportion that the population of the
	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.	minicipality bears to the total municipal population.
entucky				
3 percent sales and use fax on motor vehicles	State Road Fund	All	For expenditure, see distribution shown on table G-106.	Collected by Department of Revenue.
ouisiana				
General Fund	Parishes	\$1,920,000	Construction and maintenance of parish roads.	Distributed equally among the parishes, including the city of New Orleans, (Orleans parish).
Mineral leases on State owned lands	Parish Road Fund	10 percent	Construction of roads and operation and maintenance of automobile ferries.	Collected by Register of State Land Office. Credited to parish where production occured, and subject to expendi- ture by the State highway department
Lubricating oil tax	Department of Revenue	Amount required	Collection and administration expenses.	Not to exceed \$50,000 annually.
8 cents per gallon	Long Range Highway Fund	Remainder	Construction and maintenance of State highways and bridges.	_
jasissippi				
General sales tax	Division of State-Aid Road Construction	6.6 percent plus amount equivalent to 1/2 cent of motor fuel tax receipts	For expenditure as follows:	Amount "equivalent to 1/2 cent of motor fuel tax receipts" is derived entirely from sales tax proceeds.
		Amount required	Administrative expenses of the division.	Not to exceed \$300,000 per year.
		Remainder	Construction and reconstruction of State-aid road systems.	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.
Missouri	Country said Daniel	\$5,301,000 (1961-63 Biennium)	Construction and maintenance of county roads.	The sid is distributed as follows; 50 percent based on the
General, Fund	County Aid Fund	475 3015000 (1301-02 Pienuim)	TOTAL VALUE SEEM SECTIONS AND SECTION OF COURSES ASSESSED.	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.
2 percent use tax on pur- chase price of motor	State Highway Department Fund	All	Construction and reconstruction of State highways.	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
North Dakota				
2 percent use tax on purchase price of motor vehicles	Motor Vehicle Registration Fund	All	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 amually 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 preceed- ing 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 preceed- ing year.
	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.
2 percent excise (sales) tax on special fuels	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 rurul 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.
Oklahoma				
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.
South Dekota				
Petroleum Inspection Fees (Nonhighway use)	Petroleum Products Inspection Fund	Amount required	Collection and administration.	
	State Highway Fund	Remainder	Construction and maintenance of State highways.	
Game and Fish Licenses	County Highway Funds	10 percent	Construction and maintenance of county highways.	Distributed to county of origin.
2 percent sales tax on pur- chase price of motor véhicles	State Highway Fund	WIT .	Construction and maintenance of State highways.	Collected by county treasurers at time of registration.
Texas				
Gross receipts tax	Farm-to-Market Road Fund	\$15,000,000	Construction of ferm-to-market roads.	Collected by State Treasurer and deposited in Clearance Fund from which annual appropriation is made.
West Virginia				
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

WALES OF PEREZ OF ACTIVE	Y AMOUNT OR PROPORTION	OF TROME OF THE PROPERTY OF	EFFECTIVE JANUARY 1, 1962 REMARKS
NAME OF FUND OR AGENO	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.
Bureau of Public Ros	ds Amount required	Reimbursement for survey, plans, and supervision of construction at request of Forest	(23 U.S.C. 202 G)
Forest Access Roads	\$1,000,000	service. For acquiring by condemnation or otherwise additional roads to provide access to	To remain available until expended.
Submarginal Lands	25 percent of receipts	national-forest areas. (16 U.S.C. 471-2, 475-6, 551) Paid to counties in which such land is situated for school and road purposes.	Derived chiefly from grazing fees and mineral leases.
Forest Reserve Fund	10 percent 25 percent	(U.S.C. 1012) 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)	Expended within the State from which such proceeds are derived. Receipts are derived from timber sales, grazing fees, and other landuse fees. Allocated under authority of act of May 23, 1908. Share of fiscal 1960 receipts: \$57,263,887.
Alabama	50 percent	States re-allocate the following shares to counties for roads, unless otherwise specified: For roads.	
Alaska	75 percent	For roads.	
	All	For schools and roads. Segregation not specified.	
Arizona Arkansas	25 percent	For roads.	
Arkansas California	50 percent	For roads.	•
	All	For schools and roads. Segregation not specified.	
Colorado Florida	All	For schools and roads. Segregation not specified.	
1	50 percent	For roads.	
Georgia Idaho	70 percent	For roads.	
-		For roads.	
Illinois	50 percent	For roads.	
Kentucky	50 percent	To towns for schools and roads. Segregation not specified.	
Maine	All	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			
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 reads.	
Utah	All	For schools and roads. Segregation not specified.	
Vermont	All	To towns for schools and roads. Segregation not specified.	·
Washington	A11	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

SHEET 2 OF 3

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Special care receipts Special care to receipt the same or public care between the care to the care care care care care care care car	NAME OF FOND OR ADERCY	AMOUNT ON PROPORTION	OS/GCTS OF EXPENDITURE	RFMAFKS
process of venering and other improvements on the recented (Press and California Ballond group index in a continuous cont	U.S. Department of the Interior Bureau of Land Management Access roads	Appropriation	Right-of-way and construction of timber secess reads, and service reads to recreational	work is performed by Burean of Public Roads on a reimbursable basis.
Percent of receipts 29 percent of the day of supplied for an expanded access are not constructed program. Been approached as the day of the minimum of the day of the day of the day of the minimum of the day	Oregon and California Land Grant Fund	25 percent of receipts	ares on public domain and Coos Bay Wagon Noad grant lands. For construction, operation, and maintenance of timber access roads, reforestation, and other improvements on the revested Oregon and Chalifornia Railroad grant lands in Oregon.	1962 appropriation: \$350,000. Punds derived chiefly from taiher sales. Appropriation for construction (1965: \$7,850,000) transferred to Bureau of Public Roads. Total 1962 appropriation: \$9,200,000. Timber purchasers and hanlers may
17-1/2 present (18 stat. 18-1)		50 percent of receipts	Paid to the 18 Oregon and California land-grant counties in Oregon. Under agreement, one-third is applied for an expanded access road construction program. Remainder may	construct some roads, and pay a usage fee for maintenance. 1962 appropriation: \$18,400,000.
Amount required Amount required Amount required Amount required Amount required Amount and problem of the purpose. Where a partied is applied for read purpose,, the amounts from the purpose of the purpose. Where a partied is applied for read purpose, the amounts from public purpose. Where a partied is applied for read purpose, the amounts of which purpose is a partied and reads. 3. 17-12 parent of receipts By percent of receipts Do counties of origin for schools and reads. 3. parent of receipts Do counties of origin for schools and reads. 3. parent of receipts Do counties of origin for schools and reads. 3. parent of receipts Do counties of origin for schools and reads. 3. parent of receipts Do counties of origin for schools and reads. 3. parent of receipts Do counties of origin for reads and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) \$15,00,000 Do counties of origin for read and school use. (1 u.S.c. 1012) And the counties of origin for read and school use. (1 u.S.c. 1012) De percent of receipts De percent of receipts De percent of receipts De counties of origin for read and school use origin for reads. De percent of receipts De percent of rec	Red River Oil and Gas Royalties	37-1/2 percent	oe usen for maintenance of other county purposes. (39 Stat. 226) Paid to Oklahom for construction and maintenance of public roads and schools. (Le etc. 1448) (M. etc. 200)	
main table of the countries of critic for election and screen. The percent of receipts The percent of receipts The countries of critic for election and screen. The countries of critic for colour and receipts The countries of critic for election and receipt. The countries of critic for colour and receipt. The countries of critic for receipt and critic for colour and receipt. The countries of critic for receipt and critic for colour and receipt and the colour and receipt and	Coos Bay Wagon Road Grent Funds	Amount required	(we been like to Cost and Douglast (Hu)) Paid to Cost and Douglast (Douglast Oregon, in lieu of taxes, for schools, roads, Herbrane Hardage and now Attached (62 ctot 752.751)	
and within grating districts 17-/2 prevent of receipts 10-counts of origin for schools and roads. 17-/2 prevent of receipts 10-counts of origin for schools and roads. 19- 2 prevent 10-counts of origin for schools and roads. 10-counts of origin for schools and roads. 10-counts of origin for roads and streets. 10-counts of origin for roads and schools use (10-s.c. / 71) 10-counts of origin for roads and schools use (10-s.c. / 71) 10-counts of origin for roads and schools use (10-s.c. / 71) 10-counts of origin for roads and schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts of origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools use (10-s.c. / 71) 10-counts origin for roads schools or counts or roads schools and roads 10-counts origin for roads 10-co	Grazing Receipts Paid to States	50 and 12-1/2 percent of receipts, respectively, from public lands outside	negary, unger, an par district. (2) sett. 12-174). For general State purposes, the amounts are shown below:	Neturned to States of origin (43 U.S.C. 3150, 3151, 315n)
67 percent 70 counties of origin for schools and roads. 81 percent 82 percent 83 percent 84 To counties of origin for roads. 84 To counties of origin for schools and roads. 85 percent 86 Counties of origin for schools and roads. 86 Appropriations: 87 Appropriations: 88 Appropriations: 88 Appropriations: 89 Appropriations: 80 Appropria	Arizona Mineral Leasing Punds Paid to States	and within grazing districts All 37-1/2 percent of receipts	To counties of origin for schools and roads. 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 M.S.C. 191, 285)
9 percent 70 percent 71 counties and cities for roads and streets. 12 percent 72 counties of origin for roads. 13 percent 74 counties of origin for roads. 14 percent 75 counties of origin for roads and school use, (7 U.S.C. 1012) 75 percent of receipts 76 counties of origin for roads and school use, (7 U.S.C. 1012) 76 percent of receipts 77 counties of origin for roads and school use, (7 U.S.C. 1012) 78 percent of receipts 78 percent of receipts 78 percent of receipts 79 percent of receipts 70 percent of receipts 71 percent of receipts 71 percent of receipts 72 percent of receipts 73 percent of receipts 74 percent of receipts 75 percent of receipts 75 percent of receipts 76 percent 76 percent 77 percent of receipts 76 percent 77 percent 77 percent 78 percent 79 percent 70 counties in which projects are located, for roads. 71 percent 70 counties in which projects are located, for roads. 71 percent 71 percent 71 percent 72 percent 73 percent 74 percent 75 percent 76 counties in which projects are located, for roads. 77 percent 78 percent 79 percent 70 counties in which projects are located, for roads. 70 percent 71 percent projects are located, for roads. 71 percent projects are located, for r	Colorado	67 percent	To counties of origin for schools and roads.	
10 percent 10 percent 11 posterior for counties of origin for schools and roads. 12 prevent 13 prevent 14 prevent 15 counties of origin for schools and roads. 15 percent 16 counties of origin for roads. 16 percent of receipts 17 counties of origin for road and school use. (7 U.S.C. 711) 18 percent of receipts 18 percent of receipts 19 percent of receipts 10 percent of receipts 11 percent of receipts 12 percent of receipts 13 percent of receipts 14 percent of receipts 15 percent of receipts 16 percent of receipts of the projects are located, for roads. 16 percent 17 percent of receipts of the projects are located, for roads. 18 percent of receipts of the projects are located, for roads. 19 percent of receipts of the projects are located, for roads. 10 percent of receipts of the projects are located, for roads. 10 percent of receipts of the projects are located, for roads. 10 percent of receipts of the projects are located, for roads. 10 percent of recenties in which projects are located, for roads. 16 percent of recenties in which projects are located, for roads. 17 percent of recenties in which projects are located, for roads. 18 percent of recenties in which projects are located, for roads. 19 percent of recenties in which projects are located	Kansas	50 percent	To counties and cities for roads and streets.	
10 percent To counties of origin for schools and roads. Dereset Description To counties of origin for roads. Description To counties of origin for roads. Description To counties of origin for roads and school use, (13.05.C, 711) Special for reseive to description to counties of origin for road and school use, (13.05.C, 711) Special for reseive to description or counties of origin for roads and trails eithin matical parts. ### Month road for the counties of origin for roads and trails origin matical parts. ### Month road for the counties of origin for roads and trails or order. ### Another roads and relocation of roads and bridges where affected by reclamation projects. ### Month road for roads and roads within incline reservations. ### Another reservation ### Another reservation ### Another and improvement of Incline rose-roads and road purposes. ### Another and improvement of roads and bridges wad roads and road purposes. ### Another reservation and relocation of roads and bridges wad roads and road purposes. ### Another reservation and relocation of roads and bridges wad roads and road purposes. ### Another reservation and relocation of roads and bridges wad roads and road purposes. ### Another reservation and relocation of roads and bridges wad roads. ### Another reservation and relocation of roads and roads and roads. ### Professor of receipts ###	Montana	50 percent	To State Highway Pund for roads.	
Descent To counties of origin for roads. 5 percent To counties of origin for roads and account roads. 5 percent of receipts To counties of origin for road and school use, (TU 15.0, TU12) Spercent of receipts To counties of origin for road and school use, (TU 15.0, TU12) Minimum required Construction and relocation of roads and trails eithin addend to content and counties of partways, nodes, and trails eithin addend to content and counties of partways, nodes, and trails eithin addend to content and relocation of roads and trails (SU 15.0, GEC.) parts \$1,000,000 \$1,224,000 Construction and relocation of roads and bridges whore affected by reclamation projects. \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000 \$	Oregon	All		
apprenent of receipts Special of receipts To counties of origin for read and entol use. (31 U.S.C. 711) To counties of origin for read and entols. (31 U.S.C. 711) To counties of origin for read and entols within taking parts \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.000 \$15,000.0	Utah	10 percent	To counties of origin for reads.	
Spercent of receipts 19.5 percent of receipts 19.6 Appropriations: 19.6	Myoming Pederal Lands Materials	3 percent and 38 percent 5 percent of receipts	To counties of origin for rosds. To State Righway Countsion for State and county rosds. To counties of origin for rosd and school use. (31 U.S.C. 711)	Receipts from sale of timber and other materials on Federally-owned
### (PAGE 2002) ### (PAGE 2003) ### (PAGE 2003	Submarginal Lands	25 percent of receipts	To counties of origin for road and school use. (7 U.S.C. 1012)	land. Derived chiefly from grazing fees and mineral lesses.
#2.874,000 #2.874,000 #2.874,000 #2.874,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000,000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2.000 #2	Burean of Public Roads	\$7,403,000 \$34,000,000 \$3,234,000	Meintenance and operation of roads and trails within national parks. Construction of arthogor, roads, and trails. (23 U.S., 26-7) Fermittenant for engineer; roads and plans and supervision costs.	Parkways, \$16,000,000; roads and trails, \$18,000,000. Burean of Public Reads receives 12-3/4 percent of excunts authorized
\$2,874,000 \$25 percent of receipts (70.50.00) \$26 percent of receipts (70.50.00) \$27 percent of receipts (70.50.00) \$28 percent of receipts (70.50.00) \$28 percent of receipts (70.50.00) \$29 percent of receipts (70.50.00) \$20 p	Bureau of Reclamation	Amount required	Construction and relocation of roads and bridges where affected by reclamation projects;	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
25 percent of receipts (16, 15.c. 10.1 and 10.12) Paid to counties in which such land is situated for school and road purposes. (16, 16.c. 10.1 and 10.12) Paid to counties in which refuges are located for school and road purposes. (16, 16.c. 17.5 a) For public schools, roads, or other expense of county government (33 U.S.C. 701c-3). Where a portion is applied for road uproses, the amounts are shown below: 20 percent To counties in which projects are located, for roads. 50 percent To counties in which projects are located, for roads. All To counties in which projects are located, for roads. All To counties in which projects are located, for roads. Anount required To counties in which projects are located, for roads. Anount required Amount required Amount required Amount required Amount required Ocets of relocating and reconstructing roads and bridges as a result of flood control, Appropriation Construction of military and defense screes roads. Appropriation Construction of secess roads to military installations of the Mir Porce	Bureau of Indian Affairs	\$2,874,000 \$12,000,000	Maintenance of roads within Indian reservations. Construction and improvement of Indian reservation bridges and roads. (23 U.S.C. 208)	governments for the cost of projects.
75 percent of receipts (16 U.S.C. 1012) 76 percent of receipts (16 U.S.C. 1015s) 77 percent of receipts for counties in which refuges are located for school and road purposes. 28 percent for counties in which projects are located, for roads. 29 percent for counties in which projects are located, for roads. 30 percent for counties in which projects are located, for roads. 40 percent for counties in which projects are located, for roads. 41	Fish and Wildlife Service Submarginal Lands	25 percent of receipts	Paid to counties in which such land is situated for school and road gurposes.	Derived chiefly from grazing fees and mineral leases,
75 percent of receipts For public schools, roads, or other expense of county government (33 U.S.C. 701c-3). **Dercent To counties in which projects are located, for roads. **S percent To counties in which projects are located, for roads. **S percent To counties in which projects are located, for roads. **All To counties in which projects are located, for roads. **All To counties in which projects are located, for roads. **S percent To counties in which projects are located, for roads. **S percent To counties in which projects are located, for roads. **S percent To counties in which projects are located, for roads. **All To counties in which projects are located, for roads. **Amount required To counties in which projects are located, for roads. **Amount required To counties in which projects are located, for roads. **Amount required To counties in which projects are located, for roads. **Appropriation Counties of military and defense access roads. **Appropriation Construction of access roads, naval installation roads, etc. **Appropriation Construction of access roads, naval installations of the Air Force	Migratory Bird Conservation Act	25 percent of receipts	(f 0.5.c. 1011 and 1012) Paid to countiles in which refuges are located for school and road purposes. (16 G.S.C. 713s)	Net proceeds from sales of refuge products.
25 percent To counties in which projects are located, for roads. 25 percent To counties in which projects are located, for roads. All To counties in which projects are located, for roads. All To counties in which projects are located, for roads. All To counties in which projects are located, for roads. To counties in which projects are located, for roads. Do percent To counties in which projects are located, for roads. To counties in which projects are located, for roads. Do percent To counties in which projects are located, for roads. All To counties in which projects are located, for roads. To counties in which projects are located, for roads. Anount required To counties in which projects are located, for roads. Anount required To counties in which projects are located, for roads. Anount required To counties in which projects are located, for roads. Anount required To counties in which projects are located, for roads. Appropriation Ocosts of relocating and recountructing roads and roads. Appropriation Ocosts of relocating and recountructing roads and roads. Appropriation Ocosts of access roads, mayed listalization roads, etc.	U.S. Department of Defence Corps of Engineers Fayments to States, Flood Control Act of 1994	75 percent of receipts	For public schools, roads, or other expense of county government (33 U.S.C. 701c-3). Where a portion is applied for road purposes, the amounts are shown below:	Funds received from lesse 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.
25 percent to counties in which projects are located, for roads. 40 percent To counties in which projects are located, for roads. All To counties in which projects are located, for schools and roads. All To counties in which projects are located, for schools and roads. So percent To counties in which projects are located, for roads. To counties in which projects are located, for roads. So percent To counties in which projects are located, for roads. All To counties in which projects are located, for roads. Anount required To counties in which projects are located, for roads. Amount required To counties in which projects are located, for roads. Amount required To counties in which projects are located, for roads. Amount required To counties in which projects are located, for roads. Amount required To counties in which projects are located, for roads. Amount required To counties in which projects are located, for roads. Appropriation Costs of relocating and recommended access roads and extens are result of flood control, and active access roads, nevel installation roads, etc.	Arkansas	20 percent	To counties in which projects are located, for reads.	80 percent for schools.
90 percent To counties in which projects are located, for roads. All To counties in which projects are located, for schools and roads. All To counties in which projects are located, for schools and roads. So percent To counties in which projects are located, for roads. So percent To counties in which projects are located, for roads. O percent To counties in which projects are located, for roads. All To counties in which projects are located, for roads. Amount required To counties in which projects are located, for roads. Amount required To counties in which projects are located, for schools and roads. Amount required To counties in which projects are located, for schools and roads. Amount required To counties in which projects are located, for schools and roads. Appropriation Costs or relocating and recountracting roads and bridges as a result of flood control, analysistion of all lists and defense access roads. Appropriation Construction of access roads, navel listallation roads, etc.	Colorado	25 percent	To counties in which projects are located, for roads.	75 percent for schools.
40 percent All To counties in which projects are located, for schools and roads. All To counties in which projects are located, for schools and roads. So percent To counties in which projects are located, for roads. So percent To counties in which projects are located, for roads. And To counties in which projects are located, for roads. To counties in which projects are located, for roads. Amount required Amount required Appropriation Appropriation Costs of relocating and recountracting roads and bridges as a result of flood control, analysistion of military and defense access roads. Appropriation Construction of access roads, navel installation roads, etc.	Georgia	50 percent	To counties in which projects are located, for reads.	No percent for schools.
All To counties in which projects are located, for schools and roads. 20 percent To counties in which projects are located, for roads. 50 percent To counties in which projects are located, for roads. 51 All To counties in which projects are located, for roads. 52 Annual required To counties in which projects are located, for schools and roads. 53 Annual required To counties in which projects are located, for schools and roads. 54 Appropriation Counties in which projects are located, for schools and roads. 55 Appropriation Counties in which projects are located, for schools and roads. 56 Appropriation Counties in which projects are located, for schools and roads. 57 Appropriation Counties of access roads, navel installation roads, etc.	Kansas	40 percent		percent for
All To counties in which projects are located, for schools and roads. So percent "to counties in which projects are located, for roads. All To counties in which projects are located, for roads. All To counties in which projects are located, for roads. Amount required Costs of relocating and recountracting roads and bridges as a result of flood control, navigation of military and defense access roads. Appropriation Construction of access roads, naval installation roads, etc. Appropriation Construction of access roads to military installations of the Air Force	Mississippi	All	for schools	
20 percent to counties in which projects are located, for roads. All to counties in which projects are located, for roads. All to counties in which projects are located, for schools and roads. Amount required to continue and recommentating roads and bridges as a result of flood control, languages, and allifery and defense access roads. Appropriation construction of success roads, navel installation roads, etc. Appropriation construction of success roads, navel installation roads, etc. Appropriation construction of secess roads to military installations of the Air Force	Missouri	All		
All To counties in which projects are located, for roads. All To counties in which projects are located, for schools and roads. Amount required Costs of relocating and recountracting roads and bridges as a result of flood control, navigation, and allied projects. Appropriation Construction of military and defense access roads. Appropriation Construction of access roads, naval installation roads, etc. Appropriation Construction of access roads to military installations of the Air Force	Мергавка	20 percent		80 percent for schools.
All To counties in which projects are located, for schools and roads. Amount required Costs of relocating and recomstructing roads and bridges as a result of flood control, navigation, and allifety and defense access roads. Appropriation Construction of access roads, navel installation roads, etc. Appropriation Construction of access roads, navel installation roads, etc.	North Dakota	50 percent	To counties in which projects are located, for roads.	50 percent for schools.
Amount required Costs of relocating and recomstructing roads and bridges as a result of flood control, any partial construction of military and defense access roads. Appropriation Construction of access roads, navel installation roads, etc. Appropriation Construction of access roads to military mustallations of the Air Force	South Dakota	All	To counties in which projects are loosted, for schools and roads.	
Appropriation Construction of military and defense access roads. Appropriation Construction of access roads installation roads, etc. Appropriation Approp	Civil Works Projects	Amount required		Paid to State highway departments in reimbursement for work performed under someownit.
Appropriation Construction of access roads to military installations of the Air Force Appropriation access roads to military installations of the Air Force Bursen of Public Roads. 1962 appropriation 841,500,000. All Roads access roads to military installations of the Air Force Bursen of Public Roads. 2000,000.	Military Construction, Army	Appropriation		1962 approximation: \$4,500,000. All transferred for expenditure by Bureau of Publisher Boads
Appropriation Construction of access roads to military installations of the Air Force 1962 appropriation: \$25,000,000. Bureau of Public Roads.	Military Construction, Mavy	Appropriation	etc.	transferred for
_	Military Construction, Air Force	Appropriation		1962 appropriation: \$23,000,000. All transferred for expenditure by Burreau of Public Roads.

PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES

TABLE F-106 SHEET 3 OF 3

Defunds for nonhighway use of gasoline. Subject to appropriation for purposes given below: Pederal-sid Primary and Secondary System Defunds for nonhighway use of gasoline. Subject to appropriation for purposes given below: To resimure the States, the District of Columbia, and Puerto Ricc for the Pederal makes of the cout of right-way and construction on referral-aid projects. Funds any percent or more of public land areas where a greater Pederal participation is allowed. (2) U.S.C. (10) Not more long percent may be expended on projects to eliminate realizable projects on the Pederal make of the country funds (2) U.S.C. (1) Not.	effective january 1, 1962			
Period Highery Trade 130,00,000 200 catherprinting, remonstruction, registering aggregating, and administration of the continuence of the con	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Finds Lands uptime. Machinetics is grantly un illustration of the lands or com- the hashing plates by the little being appropriate. Supplemental to the process of the lands or com- lands are plated by the lands of the lands of the lands or com- lands are plated by the lands of the lands of the lands or com- lands are plated by the lands of t	Bureau of Public Roads	1962 Authorizations;		
Foliani, Highery Fruit Food All Segretable Production for conditional process with the control of the Foliani incidence on an interpretation of possible process of the p	Forest Highway Funds	\$33,000,000	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 Federak-aid primary or secondary system, with Federal-aid highway funds. (23 U.S.C. 202,	are located according to the area and value of Federally-owned land
Against required passatisher of Politic Bonds (Secondary Dystan and Politic Bonds) Personal and Primary and Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Primary and Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Primary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Primary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Primary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Seco	Public Lands Highway Funds	\$3,500,000	unreserved public lands, nontaxable Indian lands, or other Federal reservations.	Preference is given to projects which are located on a Federal-aid
Against required passatisher of Politic Bonds (Secondary Dystan and Politic Bonds) Personal and Primary and Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Primary and Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Primary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Primary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Primary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Secondary Dystan (Secondary Dystan)) Preferral-and Secondary Pands (Secondary Dystan (Seco				
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Described to appropriation for purpose given below: Posterni-aid Prinary and Recordary 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.00.000 25 1975.0000 25 1975.0000 25 1975.0000 25 197	Federal Highway Trust Fund		Refunds for nonhighway use of gasoline.	fuel, tires, tubes, and tread rubber; on new trucks, buses, and trailers; and the gross weight tax on heavy vehicles. (See table TF-301).
Pederal-aid Frimary and Secondary System 1	Pour of Police Posis			Amounts shown are fiscal 1962 suthorizations.
inited 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) Federal-sid Secondary Funds 4277, 500,000 (30 percent) For projects on the Pederal-sid secondary system. This system may comprise State and local reads, school bus and rural small routes, etc., so long as they are not on the Federal-sid princary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system. The secondary system may comprise State and local reads, school bus and rural scale secondary system may comprise State and local reads, school bus and rural scale secondary system may comprise State and local reads, school bus and rural scale secondary system may comprise State and local reads, school bus and rural scale secondary system may comprise State and local reads of the scale secondary system may comprise State and local reads of the scale secondary system may comprise the scale secondary system may comprise the scale secondary system may comprise State and local reads of the scale secondary system scale secondary system may comprise the scale secondary system scale scale secondary system scale scale scale secondary system scale scal	Federal-aid Primary and Secondary	\$925,000,000	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	
send local reads, school bus and rursal mail routes, etc., so long as they are not on the Federal aid primary system. The secondary systems hall be confined to rursal areas except that in States having a population density of more than 200 per square miles, milesge in urban areas may'be included (23 U.S.C. 103c). Federal-aid Urban Funds \$231,250,000 (25 percent) For projects on extensions of the Federal-aid primary and secondary systems within urban marea 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 upproval of the Secretary." (23 U.S.C. 101) Federal-aid Interstate System \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200,000,000 \$2,200	Federal-aid Primary Funds	\$\16,250,000 (\(\begin{align*} 45 \text{ percent} \)	limited to 7 percent, plus 1 percent increments under certain circumstances, of	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
urban areas defined as areas "including and adjacent to a municipality or other urban place having a population of sive thousand or more, as determined by the latest available Pederal census, with boundaries to be fixed by a State highway department subject to the approval of the Secretary." (25 U.S.C., 101) 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 \$1,000 miles in length (including milesge in Hewshi, out 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 estimated cost of completing the Interstate system in each State bears to the sum of the cost of improvements, except in the public lands States where a greater Federal participation is allowed, but not to exceed 59 percent. Not more than 10 percent may be expended on projects to eliminate railway-highway grade crossings (23 U.S.C. 104a). Resergency 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. Resergency 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.	Federal-aid Secondary Funds		and local roads, school bus and rural mail routes, etc., so long at 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	
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 \$1,000 miles in length (including mileage in faveii, but not in Alaeska). 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. 1034). 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 any be expended on projects to eliminate railway-highway grade crossings (23 U.S.C. 1204): 1-1/2 percent for research and planning (23 U.S.C. 307); and administration (23 U.S.C. 104a). Remergency 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)	Federal-aid Urban Funds		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	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
secondary systems damaged as a result of floods, hurricanes, or other catastrophes. (23 U.S.C. 125)	Federal-aid Interstate System	\$2,200,000,000	share of the cost of right-of-way and construction on Federal-aid Interasts System projects in rural and urbun areas. The system shall not exceed hi,000 miles in length (including milesuge in Hawdi, 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 milesuge limitation (23 U.S.C. 1034). 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. 1204); 1-1/2 percent for research and planning (23 U.S.C. 307); and	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
Bridges over Dams Amount required Design and construction of highway bridges upon and across dams. (23 U.S.C. 320)	Emergency Relief	\$30,000,000	secondary systems damaged as a result of floods, hurricanes, or other catastrophes.	of the cost of disaster projects in public domain areas. (23 U.S.C.
	Bridges over Dams	Amount required	Design and construction of highway bridges upon and across dams. (23 U.S.C. 320)	

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-1, 1960 ISSUED SEPTEMBER 1961

	BALANCES	on January	1, 1960 2/	<u> </u>	RECE	IPTS FROM CU	RRENT STAT	E IMPOSTS	3/					OTHER	RECEIPTS				
	RESERVES			HIGHW	AY-USER REVE	Nue 4/	ROAD,	APPRO-			FEDERAL	FUNDS	TRANSFE LOCAL GOV		ISSUE O				
STATE	FOR CURRENT HIGHWAY WORK	RESERVÉS FOR DEBT SERVICE	TOTAL	MOTOR- FUEL TAXES	MOTOR- VEHICLE AND CARRIER TAXES	TOTAL	BRIDGE, AND FERRY TOLLS	PRI- ATIONS FROM GENERAL FUNDS	OTEER STATE IMPOSTS 5/	TOTAL	BUREAU OF PUBLIC HOADS	OTHER AGENCIES	FROM COUNTIES AND TOWNSHIPS	FROM MUNICI- PALITIES	FOR CONSTRUC- TION, ETC.	FOR DEET SERVICE, INCLUDING REFUNDING	MISCEL- LANEOUS RECEIPTS	TOTAL	TOTAL RECEIPTS
Alabama Alaska Arizona Arkansas	32,239 1,201 14,209 13,578	1,987 - 15,641	34,226 1,201 14,209 29,219	71,682 2,685 25,630 39,380	12,583 1,920 14,089 15,566	84,265 4,605 39,719 54,946	- 4 -	7,099	463 - -	84,728 11,708 39,724 54,946	56,412 13,537 31,212 31,931	7 1,604	1,276 433	386	25,134 - -	32	2,328 5 5 571	83,906 13,549 32,879 34,539	168,634 25,257 72,603 89,485
California Colorado Connecticut Delaware	216,390 9,485 33,643 8,167	3,049 4,025 29,794 2,608	219,439 13,510 63,437 10,775	340,860 37,619 47,221 8,457	267,293 18,984 19,669 4,978	608,153 56,603 66,890 13,435	21,458 643 20,837 4,030	1,135	-	629,611 57,246 87,727 18,600	146,640 28,918 25,947 7,415	5,832	6,004 200	1,255 - -	35,440 9,379	102	11,026 240 4,742 603	170,757 29,358 66,231 17,403	800,368 86,604 153,958 36,003
Florida Georgia Hawali Idaho	84,099 75,753 22,568 3,605	32,840 10,159 3,330	116,939 85,912 25,898 3,605	126,141 84,956 7,535 15,067	59,119 18,422 5,307 10,098	185,260 103,378 12,842 25,165	10,963 844 -	- 551 -	281	196,223 104,222 13,674 25,165	74,140 55,009 5,312 17,232	513 672 673	85 201 - 646	1,013 - 7	38,853 - -	3,388	4,685 1,461 911 90	122,677 57,343 6,223 17,981	318,900 161,565 19,897 43,146
Illinois Indiana Iowa Kansas	134,156 61,471 29,286 9,763	17,337 10,012 9,883	151,493 71,483 29,286 19,646	145,088 102,572 58,671 39,774	105,426 42,129 49,815 23,540	250,514 144,701 108,486 63,314	20,084 11,971 6,061	- 658 -	13,293	270,598 156,672 122,437 69,375	186,893 70,840 44,080 39,062	- 5 3,472	11,997 2,875 - 2	3,535 197 149	-	-	2,482 4,472 1,237 1,510	204,907 78,389 45,317 44,195	475,505 235,061 167,754 113,570
Kentucky Louisiana Maine Maryland	27,632 29,908 20,694 14,669	2,878 21,724 4,104 32,299	30,510 51,632 24,798 46,968	62,802 63,584 23,357 54,475	21,758 13,890 10,067 33,262	84,560 77,474 33,424 87,737	2,365 3,079 5,259 15,402	25,767 268	904 19,496	87,829 125,816 38,951 103,139	46,374 66,874 17,126 27,862	486 51 - -	12 5,870 1,275 1,976	- 86 573 5,474	30,000 30,000 21,651	129 236 61	2,159 1,115 1,316 1,703	79,160 104,232 20,290 58,727	166,989 230,048 59,241 161,866
Massachusetts Michigan Minnesota Mississippi	107,862 166,630 71,246 25,691	17,608 22,703 2,713 3,632	125,470 189,333 73,959 29,323	77,520 146,566 58,445 45,066	24,264 75,260 45,701 12,963	101,784 221,826 104,146 58,029	18,389 5,075 1,335	5,535	7,625	120,173 232,436 104,146 66,989	52,684 94,736 64,169 36,892	245 508 - 585	2,766 136	1,277 25	15,033 82,136 7,114	1,965	5,696 9,093 2,155 92	73,658 192,481 66,324 44,844	193,831 424,917 170,470 111,833
Misaouri Montana Nebraska Nevada	52,858 8,012 4,627 2,774	2,067 - - -	54,925 8,012 4,627 2,774	46,299 16,780 38,482 9,656	40,479 9,119 14,777 2,964	86,778 25,899 53,259 12,620	760 - - -	143 104	793 - -	88,331 26,042 53,363 12,620	47,623 27,537 33,294 9,179	353 860 -	87 182 1,881 20	378 203 337 6	144 - - -		105 96 28	48,693 28,878 35,540 9,205	137,024 54,920 88,903 21,825
New Hampshire New Jersey New Mexico New York	-57 226,545 6,199 403,290	-1,215 50,365 1,630 97,303	-1,272 276,910 7,829 500,593	13,726 100,352 24,906 218,464	7,485 72,829 11,949 149,591	21,211 173,181 36,855 368,055	3,077 58,899 108,764		•	24,288 232,080 36,855 476,819	16,660 41,562 23,248 160,437	709 30	1,012 1,609 49 88	375 7,965	79,961	-	133 6,512 305 13,132	18,889 49,683 23,632 261,583	43,177 281,763 60,487 738,402
North Carolina North Dakots Ohio Oklahoma	41,200 5,495 125,480 14,728	20,833 68,294 11,337	62,033 5,495 193,774 26,065	104,338 11,431 214,309 58,929	35,394 9,816 106,614 39,122	139,732 21,247 320,923 98,051	- 21,029 5,975		990 3,259	139,732 22,237 341,952 107,285	44,156 24,585 119,915 28,644	176	2,110 1,910 490	2,216 111 5,836		-	379 13 6,073 1,071	46,751 26,819 133,734 30,381	186,483 49,056 475,686 137,666
Oregon Pennsylvania Rhode Island South Carolina	19,404 114,173 8,214 25,130	6,524 42,246 2,435 10,807	25,928 156,419 10,649 35,937	36,728 165,316 16,175 53,279	31,511 99,433 8,343 9,884	68,239 264,749 24,518 63,163	223 53,052 1,103	• • • • • • • • • • • • • • • • • • • •	- - -	68,462 317,801 25,621 63,163	33,945 78,813 11,847 38,508	15 - 1,306	774 52 -	175 5,114 116 187	9,858	-	469 9,246 210 573	35,378 103,083 12,173 40,574	103,840 420,884 37,794 103,737
South Dakota Tennessee Texas Utah	5,609 6,508 49,556 9,189	3,508 5,754	5,609 10,016 55,310 9,189	14,808 83,390 185,053 20,102	11,291 26,815 144,836 6,320	26,099 110,205 329,889 26,422	- 2,802 -	-	2,746	28,845 110,205 332,691 26,422	26,008 77,889 163,070 24,080	594 21 957 45	2,187 - 644 57	1,626 48	10,000	- 19 -	159 - 1,506 179	28,948 87,929 167,803 24,409	57,793 198,134 500,494 50,831
Vermont Virginia Washington West Virginia	-1,777 19,174 20,907 9,356	655 11,359 9,351 3,607	-1,122 30,533 30,258 12,963	8,660 80,946 61,014 35,059	8,228 25,094 50,524 24,606	16,888 106,040 111,538 59,665	- 15,036 12,151 3,884	- - 783	- - 215	16,888 121,076 123,689 64,547	19,030 55,714 32,751 33,312	- 63 -	837 204 117	619 129	8,067 154,072 49,158 7,218	79,714 6,063 329	3,356 1,252 355	27,934 293,679 89,533 41,214	44,822 414,755 213,222 105,761
Wisconsin Wyoming Dist. of Col.	26,128 11,236 3,720	:	26,128 11,236 3,720	74,509 9,651 12,086	44,252 6,577 9,538	118,761 16,228 21,624	=	=	900	118,761 16,228 22,524	41,085 24,049 19,211	174 4,743 -	4,383 136 -	6,177 131 -	2,000	-	965 427 464	52,784 29,486 21,675	171,545 45,714 44,199
Total Total, 48 States	2,431,623	595,186	3,026,809	3,399,601	1,913,494	5,313,095	434,554	42,048	50,965	5,840,662	2,497,449	24,032	<u>54,583</u>	45,726	615,218	92,047	106,705	3,435,760	9,276,422
and Dist. of Col.	2,407,854	591,856	2,999,710	3,389,381	1,906,267	5,295,648	434,550	34,398	50,684	5,815,280	2,478,600	24,025	54,583	45,726	615,218	92,047	105,789	3,415,988	9,231,268

^{1/} This table is one of a series on State highway finance. Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenue, including amounts allocated for nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Data in greater detail are given in tables SF-3, 3A, 3B, 4A, 4B, 4C, 5, 5A, 6, and 11 Sea these tables for decorptions of extent of the state
Other receipts and discurrenemes by the States for nightays. Data in greater deteat are given in values or 3, 33 k, 4, 4k, 4k, 50, 5, 5, 6, 6, and 1L. See these tables for description of contents.

2/ Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, including not funde not previously reported att.

^{2/} Any differences between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for highways out of State general funds: Alaska \$2,692,000, Calif. \$9,783,000, Con. \$13,600, Barrii \$413,000, Tll \$582,000, News \$3,373,000, La \$1,053,000, Mich. \$9,824,000, Minn. \$985,000, Miss. \$105,000, Mont. \$1,256,000, Nebr. \$2,281,000, N. Mex. \$1,583,000, Okla. \$8,495,000, S. Car. \$128,000, Tem. \$4,016,000, Tex. \$15,000,000, Wash. \$193,000, W. Va. \$306,000.

b/ The entries in these columns are identical with the net receipts available for disposition on tables G-3, MV-3, and DF, respectively. As noted in those tables, Delaware, New Jersey, New York, and Rhode Island, place highway-user revenues in the State general fund, and amounts indicate herein are general fund distributions considered to have been derived from highway-user revenue.

^{5/} Ala., lubricating oil tax; Hawaii, tax on butane gas not used in motor vehicles; Iowa, sales and use tax, Ky., sales and use tax, Ia., oil royalties \$4,836,000, lubricating oil tax \$2,160,000, mineral lease royalties \$12,500,000; Miss., tax on butane gas not used in motor vehicles \$75,000, sales tax \$7,550,000; Mo., use (sales) tax on motor vehicles purchased out of State; N. Dak., use (sales) tax on motor vehicles purchased out of State; N. Dak., use (sales) tax on motor vehicles \$766,000; Okla., severance tax: S. Dak., petroleum inspection fees (nomhighway use) \$60,000, use (sales) tax on motor vehicles \$2,686,000: W. Va., capitation tax: D.C., parking motor fees.

Highway Statistics, 1960

DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS-SUMMARY-1960¹

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-2, 1960 TSSUED SEPTEMBER 1961

from reports of Sta	ate authoritie	28						(In thousand	is of goils	rsj							ISSUED SEP	TEMBER 1961
	EXPENSE OF COLLECTING	DI	SBURSEMENTS	FOR STATE	-ADMINISTERE	HIGHWAYS				D FUND TRANS			ES AND FUND TO HIGHWAY PURPO			BALANCES	ON DECEMBER	31, 1960
STATE	AND ADMIN- ISTERING HIGHWAY- USER REVENUES	CAPITAL OUTLAY, MAINTENANCE AND ADMINIS- TRATION 2/	STATE HIGHWAY POLICE AND SAFETY	BOND INTEREST	SUBTOTAL, CURRENT EXPENDI- TURES	BOND RETIRE- MENT 3/	TOTAL	COUNTY AND TOWN- SHIP ROADS 2/	MUNI - CIPAL STREETS	SERVICE OF OBLIGA- TIONS FOR LOCAL ROADS	TOTAL	TO STATE AND LOCAL GENERAL FUNDS	EDUCATION, SERVICE OF NON- HIGHWAY DEBT, ETC,	TOTAL	TOTAL DISBURSE- MENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL
Alabema Alaska Arizona Arkansas	2,569 22 2,722 630	105,427 18,925 54,383 64,843	3,200 16 2,293 1,775	3,321 2,806	111,948 18,941 56,676 69,424	7,397 - 9,796	119,345 18,941 56,676 79,220	47,832 8,854 9,056	3,382 3,376 4,019	- - -	51,214 12,230 13,075	519 - - 1,956	- - -	519 - 1,956	173,647 18,963 71,628 94,881	28,628 7,495 15,184 11,694	585 - - 12,129	29,213 7,495 15,184 23,823
California Colorado Connecticut Delaware	36,107 3,185 4,519 578	455,547 61,503 109,412 22,317	32,370 4,568 4,145 1,566	6,074 1,122 17,912 2,676	493,991 67,193 131,469 26,559	4,437 2,363 755 7,188	498,428 69,556 132,224 33,747	106,677 13,057 7,425	47,050 4,472 1,883 1,217		153,727 17,529 9,308 1,217	97,502 1,096 6/ 14,945	- - 20	97,502 1,096 14,965	785,764 91,366 161,016 35,542	230,766 4,043 25,307 9,023	3,277 4,705 31,072 2,213	234,043 8,748 56,379 11,236
Florida Georgia Hawaii Idaho	5,805 2,574 557	212,269 100,659 14,319 33,010	6,437 3,914 1,160	12,610 863 2,335	231,316 105,436 16,654 3 ⁴ ,170	13,748 2,338 1,309	245,064 107,774 17,963 34,170	9,821 31,893 4,894 8,128	758 675	4,716 8,067 15	14,537 40,718 4,909 8,803	34,987 15,825	15,342 - - -	50,329 15,825	315,735 166,891 22,872 43,530	87,793 70,340 18,661 3,221	32,311 10,246 4,262	120,104 80,586 22,923 3,221
Illinois Indiana Iowa Kansas	13,445 5,684 2,905 3,304	291,425 149,576 98,197 78,770	13,927 5,873 3,225 3,072	17,193 9,860 6,135	322,545 165,309 101,422 87,977	17 - -	322,562 165,309 101,422 87,977	48,736 47,215 54,677 13,951	69,408 21,074 10,278 3,299	19,081	137,225 68,289 64,955 17,250	1,900 1,300 488	6/ 100	1,900 1,400 488	475,132 240,682 169,282 109,019	136,470 54,909 27,758 15,354	15,396 10,953 8,843	151,866 65,862 27,758 24,197
Kentucky Louisiana Maine Maryland	3,118 3,127 1,007 3,938	115,469 152,877 49,231 72,809	5,802 4,487 1,100 6,868	3,990 6,141 4,151 9,966	125,261 163,505 54,482 89,643	2,748 12,217 3,447 21,029	128,009 175,722 57,929 110,672	6,281 18,459 2,249 16,241	4,090 614 34,264	2,466 763	6,281 25,015 2,863 51,268	472 - -		472 - - -	137,880 203,864 61,799 165,878	56,920 55,637 17,676 12,404	2,699 22,179 4,564 30,552	59,619 77,816 22,240 42,956
Massachusetts Michigan Minnesota Mississippi	7,481 5,796 5,002 2,220	154,832 257,853 112,528 62,456	6,748 11,804 3,998 2,548	22,212 17,155 1,213 2,896	183,792 286,812 117,739 67,900	26,061 12,743 1,500 4,388	209,853 299,555 119,239 72,288	12,271 77,437 33,684 33,907	2,311 35,563 8,376 1,405	2,925 - - -	17,507 113,000 42,060 35,312	51 1,146 528	6/ 1,619 - -	1,670 - 1,146 528	236,511 418,351 167,447 110,348	64,335 167,606 73,615 27,076	18,455 28,293 3,367 3,732	82,790 195,899 76,982 30,808
Missouri Montana Nebraska Nevada	2,724 978 1,399 1,005	153,719 47,756 64,610 17,832	4,682 1,328 2,234 616	505 - - -	158,906 49,084 66,844 18,448	1,104 - - -	160,010 49,084 66,844 18,448	2,494 3,659 21,635 1,518	- 63 4,752 718	- - - -	2,494 3,722 26,387 2,236	138 - -		138	165,366 53,784 94,630 21,689	24,650 9,148 -1,100 2,910	1,933	26,583 9,148 -1,100 2,910
New Hampshire New Jersey New Mexico New York	472 10,847 1,360 15,867	40,156 117,171 51,896 466,481	1,051 7,608 1,667 8,210	1,496 24,260 261 39,861	42,703 149,039 53,824 514,552	4,445 22,682 2,648 34,154	47,148 171,721 56,472 548,706	2,213 11,661 3,378 61,239	179 7,662 901 11,596	1,971	2,392 21,294 4,279 72,835	16,323 1,615 11,596	6 517 3 7 9 <u>6</u> / 2,646	6 16,840 1,994 14,242	50,018 220,702 64,105 651,650	-7,648 288,564 2,641 484,653	-465 49,407 1,570 102,692	-8,113 337,971 4,211 587,345
North Carolina North Dakota Ohio Oklahoma	4,759 613 11,249 2,322	142,006 37,977 326,574 66,038	5,952 1,206 10,571 2,814	2,306 21,767 3,612	150,264 39,183 358,912 72,464	12,500 30,424 1,528	162,764 39,183 389,336 73,992	10,259 83,962 33,580	7,252 87 38,306 4,187	- - -	7,252 10,346 122,268 37,767	3,341 87 -	1,213 - 19,920	4,554 87 19,920	179,329 50,229 522,853 134,001	47,751 4,322 79,210 18,750	21,436 - 67,397 10,980	69,187 4,322 146,607 29,730
Oregon Pennsylvania Rhode Island South Carolina	4,062 7,061 317 1,833	73,286 311,261 26,240 87,771	3,711 15,448 1,282 2,731	1,454 17,149 1,020 774	78,451 343,858 28,542 91,276	5,075 24,296 1,623 6,268	83,526 368,154 30,165 97,544	16,891 31,182 435 7,001	6,436 16,403 232	- - -	23,327 47,585 667 7,001	303 - 11,041 2,382	6/ 1,443 6/ 469 -	1,746 469 11,041 2,382	112,661 423,269 42,190 108,760	9,758 102,502 3,517 19,608	7,3½9 51,532 2,736 11,306	17,107 154,034 6,253 30,914
South Dakota Tennessee Texas Utah	524 1,808 8,639 945	44,049 109,640 376,268 42,628	726 3,751 5,799 2,148	992 1,899	44,775 114,383 383,966 44,776	- 200 -	44,775 114,583 384,690 44,776	10,741 41,734 33,557 2,267	663 10,772 1,211	159 1,066	11,404 52,665 34,623 3,478	6,705 12,180 -	11,001 52,910 119	17,706 65,090 119	56,703 186,762 493,042 49,318	6,699 19,053 56,901 10,702	2,335 5,861	6,699 21,388 62,762 10,702
Vermont Virginia Washington West Virginia	400 3,555 4,228 1,495	31,756 139,353 91,957 95,256	504 8,497 5,583 1,436	785 12,688 6,541 4,284	33,045 160,538 104,081 100,976	2,280 35,369 5,342 7,063	35,325 195,907 109,423 108,039	7,142 2,219 24,091 -	261 9,590 6,830	- 545 -	7,403 11,809 31,466	- 5,492 -	- 20,187	25,679	43,128 211,271 170,796 109,534	138 178,996 55,859 4,978	434 55,021 16,825 4,212	572 234,017 72,684 9,190
Wisconsin Wyoming Dist. of Col.	5,394 693 1,116	96,233 38,266	2,796 852	-	99,029 39,118	399	99,428 39,118	38,199 3,306 -	20,898 794 40,413	-	59,097 4,100 40,413	6,766 6,772	- - -	6,766 6,772	170,685 43,911 48,301	26,988 13,039 -382	-	26,988 13,039 -382
Total Total, 48 States	211,960	5,944,817	234,099	292,285	6,471,201	331,605	6,802,806	1,067,108	447,720	41,774	1,556,602	257,456	127,891	385,347	8,956,715	2,684,122	662,394	3,346,516
and Dist. of Col.	211,938	5,911,573	234,083	289,950	6,435,606	330,296	6,765,902	1,062,214	447,720	41,759	1,551,693	257,456	127,891	385,347	8,914,850	2,657,966	658,132	3,316,098

1/ This table is one of a series on State highway finance. Tables SF-1 and 2 summarize the receipts and disbursements of (1) State highway-user revenue, including amounts allocated for nonhighway purposes, and (2) all
other receipts and disbursements by the States for highways. Data in greater detail are given in tables SF-5,
3A, 3B, 4, 4A, 4B, 4C, 5, 5A, 6, and 11. See these tables for description of contents.
2/ Expenditures for county roads under State control in Alacams (eight counties), Delaware, Morth Carolina,
Virginia (all but two counties), and West Virginia are included with expenditures for State-administered highways.

2) Expenditures for county roads under state control in Alacama (eight counties), Delaware, North Carolina, Virginia (all but two counties), and West Virginia are included with expenditures for State-administered highways.

3/ Obligations for State highways include State highway bonds and notes, State and quasi-State toll authority bonds, and obligations to reimburse county and other local governments for their contribution to the cost of roads and bridges now on State systems. Interest column also includes small charges for debt administration. For additional information on State debt for highways see SB tables.

4/ In many States, the fund transfers under "county and township roads" may ultimately have been used in part for municipal streets or service of obligations for local roads. Expenditures on streets forming municipal extensions of the State systems have been included under "disbursements for State-administered highways."

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5/ For additional details of allotments for nonhighway purposes see table DF.

6/ Expenditures from toll revenues of the Greater Hartford Bridge Authority (Conn.) \$3,661,000,
the Indiana Toll Bridge Commission, the Massachusetts Fort Authority, the Port of New York Authority,
\$2,246,000, the Buffalo and Fort Eric Public Bridge Authority (N.Y.), \$400,000, and the Delaware River
Fort Authority (Pa.) for other than highway and closely related purposes. These amounts do not appear
on table DF.

Committed for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-3, 1960

	BALANCES	ON JANUARY	1, 1960 2/		RECE	IPTS FROM CU	RRENT STAT	E IMPOSTS	3/					OTHER I	RECEIPTS				
	RESERVES			HIGHW	AY-USER REVE	NUE 4/		APPRO-			FEDERAL	FUNDS	TRANSFE LOCAL GOV	RS FROM	ISSUE O	F BONDS,			1
STATE	FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	MOTOR- FUEL TAXES	MOTOR- VEHICLE AND CARRIER TAXES	TOTAL	ROAD, ERIDGE, AND FERRY TOLLS	PRI- ATIONS FROM GENTLL FUNDS	other State Imposts <u>5</u> /	TOTAL	BUREAU OF PUBLIC ROADS	OTHER AGENCIES	FROM COUNTIES, AND TOWNSHIPS	FROM MUNICI- PALITIES	FOR CONSTRUC- TION, ETC.	FOR DEBT SERVICE, INCLUDING REFUNDING	MISCEL- LANEOUS RECEIPTS	TOTAL	TOTAL RECEIPTS
Alabama Alaska Arizona Arkansas	21,234 1,201 13,070 11,490	1,987 - 15,641	23,221 1,201 13,070 27,131	29,581 2,685 17,437 28,357	5,375 1,898 11,809 12,466	34,956 4,583 29,246 40,823	- 4	7,099 5	463 - -	35,419 11,686 29,251 40,823	50,609 13,537 28,283 31,181	- 7 1,604	- - -	- -	25,134 - -	32 - -	2,328 5 5 571	78,103 13,549 28,288 33,356	113,522 25,235 57,539 74,179
California Colorado Connecticut Delaware	197,495 8,430 22,499 7,839	3,049 4,025 29,794 2,608	200,544 12,455 52,293 10,447	227,689 25,339 37,852 7,635	105,543 9,425 3,890 4,007	333,232 34,764 41,742 11,642	21,458 643 20,837 4,030	- - - 1,135	- - -	354,690 35,407 62,579 16,807	136,611 28,918 25,947 7,415	5,832 - -	5,763 200 -	1,215	35,140 9,379	- 102 6	11,026 240 4,742 603	160,447 29,358 66,231 17,403	515,137 64,765 128,810 34,210
Florida Georgia Havaii Idaho	84,099 47,106 22,568 1,083	32,840 1,343 3,330	116,939 48,449 25,898 1,083	107,960 49,577 7,520 10,487	6,629 9,642 413 6,718	114,589 59,219 7,933 17,205	10,963 844 -	- - 551 -	- 281 -	125,552 60,063 8,765 17,205	74,140 50,695 5,312 16,631	513 672 -	85 201 -	1,013	38,853	3,388	4,685 259 911 90	122,677 51,827 6,223 16,734	248,229 111,890 14,988 33,939
Illinois Indiana Iowa Kansas	50,872 61,471 15,924 7,139	17,337 10,012 - 9,883	68,209 71,483 15,924 17,022	38,150 54,597 34,959 28,630	70,562 19,809 21,025 18,840	108,712 74,406 55,984 47,470	20,084 11,871 6,061	- - 658 -	5,510	128,796 86,277 62,152 53,531	176,264 68,737 38,856 32,418	5 3,411	9,613	3,535 197 - 149		- - - -	2,482 4,472 685 1,510	191,894 73,411 39,541 37,490	320,690 159,688 101,693 91,021
Kentucky Louisiana Maine Maryland	25,013 27,069 20,020 12,664	2,878 21,724 4,104 31,353	27,891 48,793 24,124 44,017	58,066 44,226 21,320 27,016	15,875 8,233 8,328 24,105	73,941 52,459 29,648 51,121	2,365 3,079 5,259 15,402	23,817 268 -	904 18,083 - -	77,210 97,438 35,175 66,523	46,374 66,874 17,126 18,628	486 51 -	12 5,492 1,275	- 86 573	30,000 30,000 19,977	129 236 - 50	2,159 1,115 1,316 1,659	79,160 103,854 20,290 40,314	156,370 201,292 55,465 106,837
Massachusetts Michigan Minnesota Mississippi	107,862 152,397 43,975 16,475	17,608 22,703 2,713 3,632	125,470 175,100 46,688 20,107	64,361 71,768 35,876 26,958	13,027 37,276 25,287 2,195	77,388 109,044 61,163 29,153	16,770 5,075 - 1,335	5,535	- - - 75	94,158 119,654 61,163 30,563	52,684 90,040 57,040 34,475	245 508 585	- 50	1,277	14,390 82,136 - 7,114	1,965	5,696 9,093 1,640 92	73,015 185,019 58,680 42,341	167,173 304,673 119,843 72,904
Missouri Montana Nebraska Nevada	48,208 7,801 4,583 2,774	2,067 - - -	50,275 7,801 4,583 2,774	45,888 16,609 23,079 7,392	37,922 4,520 7,248 1,987	83,810 21,129 30,327 9,379	760 - -	143 104	793 - -	85,363 21,272 30,431 9,379	47,623 27,537 30,410 9,179	353 860 -	87 182 10 20	378 203 117 6	144 - -	3 - -	105 96 26	48,693 28,878 30,563 9,205	134,056 50,150 60,994 18,584
New Hampshire New Jersey New Mexico New York	-57 211,663 6,199 401,895	-1,215 50,103 1,630 97,303	-1,272 261,766 7,829 499,198	12,915 79,023 24,142 176,349	6,461 49,613 5,080 93,254	19,376 128,636 29,222 269,603	3,077 58,899 106,118	-	-	22,453 187,535 29,222 375,721	16,660 39,701 23,248 158,597	709 - 30 -	156 - 49 88	196 - 7,965	- - - 79,961	- - - -	133 6,269 305 13,132	17,854 45,970 23,632 259, 743	40,307 233,505 52,854 635,464
North Carolina North Dakota Ohio Oklahoma	40,386 4,604 118,560 11,504	20,833 68,294 11,337	61,219 4,604 186,854 22,841	90,710 9,285 160,777 33,179	32,711 5,491 31,561 9,340	123,421 14,776 192,338 42,519	- 21,029 5,975	-	- 105	123,421 14,878 213,367 48,494	44,156 22,697 115,558 27,202	- - 176	- 139 1,048 397	1,982 111 5,836 -	- - -	- - - -	379 7 6,073 1,071	46,517 22,954 128,515 28,846	169,938 37,832 341,882 77,340
Oregon Pennsylvania Rhode Island South Carolina	12,859 104,148 8,214 25,130	6,524 42,246 2,435 10,807	19,383 146,394 10,649 35,937	24,194 117,417 8,409 44,424	18,373 92,773 4,200 7,523	42,567 210,190 12,609 51,947	223 52,583 1,103		- - -	42,790 262,773 13,712 51,947	31,449 78,813 11,847 38,508	15 1,306	34 52 -	111 5,114 - 187	9,858 -	- - - -	469 9,246 210 573	32,078 103,083 12,057 40,574	74,868 365,856 25,769 92,521
South Dakota Tennessee Texas Utah	5,609 6,508 49,556 8,253	- 3,508 5,754 -	5,609 10,016 55,310 8,253	12,804 25,232 130,776 19,834	5,974 17,927 90,761 2,789	18,778 43,159 221,537 22,623	- 2,802 -		2,746 - - -	21,524 43,159 224,339 22,623	22,677 72,756 163,070 23,652	594 21 957 45	- 644 - 811	- 1,626 30	10,000	- 19 -	159 - 1,506 179	24,341 82,796 167,803 23,906	45,865 125,955 392,142 46,529
Vermont Virginia Washington West Virginia	-1,622 17,981 13,627 9,356	628 11,359 9,351 3,607	-994 29,340 22,978 12,963	2,859 73,476 33,178 34,946	7,388 20,771 20,825 23,224	10,247 94,247 54,003 58,170	- 15,036 12,151 3,884	- - - 783	- - - 215	10,247 109,283 66,154 63,052	18,083 55,696 30,151 33,312	- 63	329 87 - -	- 564 89 -	8,067 151,287 49,158 7,218	79,714 6,063 329	3,356 1,252 355	26,479 290,704 86,776 41,214	36,726 399,987 152,930 104,266
Wisconsin Wyoming	25,823 9,744	-	25,823 9,744	38,878 5,560	22,162 5,999	61,040 11,559	-	-	-	61,040 11,559	33,968 24,031	174 4,743	<u>.</u>	4,138 -	-	-	965 427	39,245 29,201	100,285 40,760
Total	2,132,301	585,135	2,717,436	2,309,381	1,068,254	3,377,635	429,720	40,098	29,172	3,876,625	2,369,376	23,971	26,926	36,730	608,116	92,036	103,677	3,260,832	7,137,457
Total, 48 States	2,108,532	581,805	2,690,337	2,299,176	1,065,943	3,365,119	429,716	32,448	28,891	3,856,174	2,350,527	23,964	26,926	36,730	608,116	92,036	102,761	3,241,060	7,097,234

^{1/} See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and distursements for State-administered roads and bridges. In addition to the receipts and distursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway dets service transactions and (so far as reported) the receipts and distursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities.

^{2/} Any differences between January 1 balances and previous year's closing balances are the result of accountadjustments, inclusion of funds not previously reported, etc.

For this analysis, gross nonhighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Alaska \$2,670,000,

Calif. \$9,743,000, Hawaii \$413,000, Ill. \$582,000, Iowa \$2,330,000, Is. \$1,953,000, Mich. \$5,399,000, Mont. \$1,256,000, Nebr. \$1,847,000, N. Mex. \$1,583,000, Okla. \$8,485,000, Tenn. \$3,751,000, Texas \$15,000,000, Wash. \$164,000, W. Va. \$306,000.

4/ The entries in these columns are identical with the totals for State highway purposes on tables

^{4/} The entries in these columns are identical with the totals for scale inglway purpose on scales (C-3, W-3, and DF, respectively.

5/ Ala., lubricating oil tax; Iowa, sales and use tax; Ky., sales tax on motor vehicles; La., lubricating oil tax \$2,160,000, oil royalties \$3,423,000, mineral lease royalties \$12,500,000; Hawaii and Miss., tax on buttene gas not used in motor vehicles; Mo. and N. Dak., use (sales) tax on motor vehicles purchased out of State; S. Dak., petroleum inspection fees (nonhighway use) \$60,000, use (sales) tax on motor vehicles \$2,636,000; W. Va., capitation tax.

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-1960 1

Commiled for calendar year from reports of State authorities

(In thousands of dollars)

TARLE SE-4. 1960

	I				,						ı								
	CAP	ITAL OUTLAY F	OR ROADS AND	BRIDGES 2	2/		М.	AINTENANCE 2/	·		ADMINIS- TRATION	STATE		SUPTOTAL.	BOND			ON DECEMBER	31, 1960
STATE	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS 4/	TOTAL <u>5</u> /	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS 4/	TOTAL 2/	AND MISCEL- LANEOUS 5/	Highway Police And Safety	BOND INTEREST	CURRENT EXPENDI- TURES	RETIRE- MENT 6/	TOTAL DISBURSE- MENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL
Alabama Alaska Arizona Arkansas	64,328 10,962 30,473 36,033	3/ 3,233	18,474 187 13,145 13,422	163 127 -	86,198 11,276 43,618 49,455	8,125 6,044 6,363 12,347	3/ 3,512	3,864 431	- -	15,501 6,044 6,794 12,347	3,728 1,605 3,971 3,041	3,200 16 2,293 1,775	3,321 2,806	111,948 18,941 56,676 69,424	7,397 9,796	119,345 18,941 56,676 79,220	16,813 7,495 13,933 9,961	585 - 12,129	17,398 7,495 13,933 22,090
California Colorado Connecticut Delaware	237,311 40,881 36,396 8,824	3/ 5,000	153,985 7,411 46,120 2,100	- 644 86 -	391,296 48,936 82,602 15,924	31,025 8,885 13,786 4,883	- (<u>3</u> /)	9,859 392 5,410	156 -	40,884 9,277 19,352 4,883	23,367 3,290 7,458 1,510	32,370 4,568 4,145 1,566	6,074 1,122 17,912 2,676	493,991 67,193 131,469 26,559	4,437 2,363 755 7,188	498,428 69,556 132,224 33,747	213,976 2,959 17,807 8,697	3,277 4,705 31,072 2,213	217,253 7,664 48,879 10,910
Florida Georgia Hawaii Idaho	80,819 68,470 4,597 23,931	22,800 3,680	83,233 16,775 2,136 43	1,767 - 14	188,619 85,245 10,427 23,974	14,803 10,226 2,841 5,599	3,007 - - -	487 905 -	1,007 - - -	19,304 11,131 2,841 5,599	4,346 4,283 1,051 3,437	6,437 3,914 1,160	12,610 863 2,335	231,316 105,436 16,654 34,170	13,748 2,338 1,309	245,064 107,774 17,963 34,170	87,793 51,315 18,661 852	32,311 1,250 4,262	120,104 52,565 22,923 852
Illinois Indiana Iowa Kansas	152,151 108,370 61,995 45,325	- - - -	96,686 9,392 16,208 8,536	820 1,008	248,837 118,582 78,203 54,869	29,368 18,075 13,877 16,630	, , ,	4,479 2,383 1,494 565	3,001 1,391	33,847 23,459 15,371 18,586	8,741 7,535 4,623 5,315	13,927 5,873 3,225 3,072	17,193 9,860 6,135	322,545 165,309 101,422 87,977	17 - -	322,562 165,309 101,422 87,977	50,941 54,909 16,195 11,223	15,396 10,953 8,843	66,337 65,862 16,195 20,066
Kentucky Louisiana Maine Maryland	72,842 55,516 20,821 40,365	26,407 5,896	9,823 39,810 5,552 15,116	- 5 80 -	82,665 121,738 32,349 55,481	25,889 9,829 8,213 11,441	8,837 5,085	1,829 883 325 1,197	1,040	27,718 19,549 14,663 12,638	5,086 11,590 2,219 4,690	5,802 4,487 1,100 6,868	3,990 6,141 4,151 9,966	125,261 163,505 54,482 89,643	2,748 12,217 3,447 21,029	128,009 175,722 57,929 110,672	53,553 52,184 17,096 10,844	2,699 22,179 4,564 29,338	56,252 74,363 21,660 40,182
Massachusetts Michigan Minnesota Mississippi	50,014 158,111 45,249 48,899	- - -	64,123 61,824 46,985 630	6,665 6 - 152	120,802 219,941 92,234 49,681	18,359 22,033 13,295 10,163	-	1,048 3,522 3,667	5,151 - -	24,558 25,555 16,962 10,163	9,472 12,357 3,332 2,612	6,748 11,804 3,998 2,548	22,212 17,155 1,213 2,896	183,792 286,812 117,739 67,900	26,061 12,743 1,500 4,388	209,853 299,555 119,239 72,288	64,335 151,925 43,925 16,991	18,455 28,293 3,367 3,732	82,790 180,218 47,292 20,723
Missouri Montana Nebraska Nevada	65,282 28,776 45,330 9,857	20,479 9,389 2,392	33,051 819 7,904 -	- 9 -	118,812 38,993 53,234 12,249	10,415 5,889 9,109 2,421	16,648 12 1,493	1,236 61 106	-	28,299 5,962 9,109 4,020	6,608 2,801 2,267 1,563	4,682 1,328 2,234 616	505 - - -	158,906 49,084 66,844 18,448	1,104	160,010 49,084 66,844 18,448	22,388 8,867 -1,267 2,910	1,933 - - - -	24,321 8,867 -1,267 2,910
New Hampshire New Jersey New Mexico New York	24,696 26,556 23,323 220,256	3,810 - -	920 49,418 14,649 122,411	8 6,056 - 35,099	27,434 82,030 37,972 377,766	3,830 11,738 12,093 34,265	3,501 - - -	6,770 23,495	928 10,119 - 14,919	8,259 28,627 12,093 72,679	2,463 6,514 1,831 16,036	1,051 7,608 1,667 8,210	1,496 24,260 261 39,861	42,703 149,039 53,824 514,552	4,445 22,682 2,648 34,154	47,148 171,721 56,472 548,706	-7,648 274,408 2,641 483,264	-465 49,142 1,570 102,692	-8,113 323,550 4,211 585,956
North Carolina North Dakota Chio Cklahoma	55,782 29,021 163,441 39,385	<u>3</u> / 21,520	6,062 1,668 108,719 8,541	- - 413 27	83,364 30,689 272,573 47,953	17,074 4,996 37,347 14,551	3/ 34,071	2,858 - 148 -	- 4,004 -	54,003 4,996 41,490 14,551	4,639 2,292 12,502 3,534	5,952 1,206 10,571 2,814	2,306 21,767 3,612	150,264 39,183 358,912 72-464	12,500 30,424 1,528	162,764 39,183 389,336 73,992	46,957 3,253 72,003 15,209	21,436 67,397 10,980	68,393 3,253 139,400 26,189
Oregon Pennsylvania Rhode Island South Carolina	36,974 65,507 4,493 43,385	5,825 70,526 16,692	11,075 67,055 15,266 7,491	245 7,584 - -	54,119 210,672 19,759 67,568	9,315 11,933 3,368 5,657	2,868 43,634 9,216	874 8,210 1,395 1,809	49 8,303 888 20	13,106 72,080 5,651 16,702	6,061 28,509 830 3,501	3,711 15,448 1,282 2,731	1,454 17,149 1,020 774	78,451 343,858 28,542 91,276	5,075 24,296 1,623 6,268	83,526 368,154 30,165 97,544	3,376 92,564 3,517 19,608	7,349 51,532 2,736 11,306	10,725 144,096 6,253 30,914
South Dakota Tennessee Texas Utah	29,821 56,543 225,473 32,933		5,850 35,595 76,538 735	1,601 301	35,671 93,739 302,011 33,969	5,761 9,383 51,449 5,543	-	761 7,449	- -	5,761 10,144 58,898 5,543	2,617 5,757 15,359 3,116	726 3,751 5,799 2,148	- 992 1,899	44,775 114,383 383,966 44,776	- 200 724 -	44,775 114,583 384,690 44,776	6,699 19,053 56,901 10,006	2,335 5,861	6,699 21,388 62,762 10,006
Vermont Virginia Washington West Virginia	24,344 64,989 30,408 53,971	3/ 15,077 9,343 3/ 3,481	324 11,440 29,249 4,383	124 - 208 49 7	24,792 91,506 69,208 62,332	5,866 18,681 14,270 8,519	3/ 20,457 2,823 3/ 21,068	- 831 1,366 941	- - 165 488	5,866 39,969 18,624 31,016	1,098 7,878 4,125 1,908	504 8,497 5,583 1,436	785 12,688 6,541 4,284	33,045 160,538 104,081 100,976	2,280 35,369 5,342 7,063	35,325 195,907 109,423 108,039	178,399 49,660 4,978	407 55,021 16,825 4,212	407 233,420 66,485 9,190
Wisconsin Wyoming	49,567 31,791	-	23,417 505	7 02	73,686 32,296	17,171 3,506	- -	359	129 -	17,659 3,576	4,888 2,464	2,796 852	-	99 ,02 9 39 , 118	3 99	99,428 39,118	26,680 11,386	-	26,680 11,386
Total	2,984,587	245,550	1,374,801	64,411	4,669,349	656,249	176,232	101,409	51,758	985,648	289,820	234,099	292,285	6,471,201	331,605	6,802,806	2,400,195	651,892	3,052,087
Total, 48 States	2,969,028	241,870	1,372,478	64,270	4,647,646	647,364	176,232	101,409	51,758	976,763	287,164	234,083	289,950	6,435,606	330,296	6,765,902	2,374,039	647,630	3,021,669

^{1/} See tables SF-1 and 2 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for State-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and tables also include State inglusy used as State park boards and are released and unbornements in loads and special State and quasi-State toll authorities prides of other State agencies, such as State park boards and special State and quasi-State toll authorities 2/ Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not segregated, the total is given under the heading "primary State highways (rural)".

3/ County roads are under State control in Alabama (eight counties), Delaware, North Carolina, Virginia (all)

equipment expenditures are inclined with construction and maintenance expenditures on a pro rata basis. Freii inary and construction engineering expenditures are included with capital outlay.

6/ Includes \$5,610,000 redemption by refunding in Florida (Jacksonville Expressvey Authority), \$107,000 in Pennsylvania (Delaware River Port Authority) and \$33,352,000 in Virginia (\$15,643,000 for Elizabeth River Tunnel District and \$17,509,000 for Chesapeake Bay Bridge and Tunnel District.

but two counties), and West Virginia. Maintenance expenditures by Delaware are not segregated from primary State

highway expenditures.
4/ Includes toll
5/ The classific Includes toll facilities, parkways, and roads in forests. institutions, parks and reservations. The classification of administration and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis. Prelim-

Highway Finance

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-19601

(CLASSIFIED BY FUNCTION)

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-4C, 1960 ISSUED SEPTEMBER 1961

			Capres	L OUTLAY					MAINTENA	NCE			CENERDAY		ON AND MICOS	TT ANDONE		77447871	201 102 112	
			CAPITAI	LOUTLAI			MAINTENANCE OF	CONDITION	OPER	TING MAINT	enance		GENERAL	administrati	ON AND MISCE	ELLANEOUS	STATE	HIGHWAY 1	POLICE AND	SAFETY
STATE	ACQUIST- TION OF RIGHT- OF-WAY	PRELIMI- NARY AND CONSTRUC- TION ENGI- NEERING	CONSTRUC- TION OF ROADS	CONSTRUC- TION OF MAJOR STRUCTURES	INSTALLA- TION OF TRAFFIC SERVICE FACILITIES	TOTAL	ROADS	STRUC- TURES	SNOW REMOVAL, SANDING, ETC.	TRAFFIC SERVICES	OPERATION OF ROADS, BRIDGES, ETC.	TOTAL	GENERAL ADMINIS- TRATION AND ENGI- NEERING	RESEARCH INVESTI- GATION, AND PLANNING	LAND AND BUILDINGS AND MISCEL- LANEOUS	TOTAL	STATE BIGHWAY POLICE	SAFETY EDUCA- TION	VEHICLE SIZE AND WEIGHT ENFORCE- MENT	TOTAL
Alabama Alaska Arizona Arkansas	6,785 358 2,7 9 9 5,770	2,406 4,359 5,000 4,456	74,753 6,559 30,518 19,786	2,254 4,734 19,441	- - 567 2	86,198 11,276 43,618 49,455	13,588 5,902 5,664 10,109	154 - 52 878	98 - 187	1,583 - 891 1,253	78 142 -	15,501 6,044 6,794 12,347	1,855 1,236 1,778 2,481	1,188 369 906 486	685 1,287 74	3,728 1,605 3,971 3,041	2,307 2,191 1,004	393 - 102 234	- 16	3,200 16 2,293 1,775
California Colorado Connecticut Delaware	118,385 - 4,196 22,056 2,801	58,589 3,650 7,777 1,247	170,968 41,090 52,026 11,296	41,774 - 517 385	1,580 - 226 195	391,296 48,936 82,602 15,924	24,906 5,804 11,101 3,242	3,033 83 282 61	3,183 1,872 4,319 549	7,514 1,439 197 186	2,248 79 3,453 845	40,884 9,277 19,352 4,883	10,497 2,192 5,486 949	3,940 826 852 455	8,930 272 1,120 106	23.367 3,290 7,458 1,510	30,460 3,966 4,145 1,544	647 17 -	1,263 585 -	32,370 4,568 4,145 1,566
Plorida Georgia Hawaii Idaho	52,328 12,187 1,635 2,279	13,082 6,093 1,568 3,984	83,557 64,875 5,104 17,711	35,353 2,090 1,993	4,299 127	188,619 85,245 10,427 23,974	13,851 10,092 2,331 4,516	1,613 166 37	462	1,368 779 344 584	2,472 260	19,304 11,131 2,841 5,599	3,425 2,426 683 1,295	844 1,438 368 503	77 419 1,639	4,346 4,283 1,051 3,437	5,346 3,345 - 1,158	712	379 569 -	6,437 3,914 1,160
Illinois Indiana Iowa Kansas	23,585 18,225 6,517 3,777	15,915 6,082 3,550 4,037	122,226 62,019 59,105 33,528	87,111 31,654 9,031 13,527		248,837 118,582 78,203 54,869	22,907 14,591 9,118 14,444	674 1,954 151 64	5,135 3,072 4,265 1,827	3,633 2,761 1,837 1,749	1,498 1,081 502	33,847 23,459 15,371 18,586	4,652 5,774 2,044 2,314	2,389 1,472 1,375 1,337	1,700 289 1,204 1,664	8,741 7,535 4,623 5,315	11,864 5.786 2,999 2,251	2,063 78 631	- 9 236 190	13,927 5,873 3,225 3,072
Kentucky Louisiana Maine Maryland	7,712 17,823 2,148 13,202	6,570 8,987 2,494 6,196	55,184 70,555 24,088 30,308	13,199 23,570 3,403 5,690	- 803 216 85	82,665 121,738 32,349 55,481	23,030 12,668 8,910 7,811	724 3,249 767 560	710 4,192 1,823	2,846 1,799 375 904	408 1,833 419 1,540	27,718 19,549 14,663 12,638	3,666 9,571 1,777 3,490	1,039 1,524 408 579	381 495 34 621	5,086 11,590 2,219 4,690	5,802 4,151 2,170 6,366	- - 94	336 408	5,802 4,487 2,170 6,868
Massachusetts Michigan Minnesota Mississippi	17,003 41,203 18,446 4,138	15,509 17,973 14,211 1,474	74,174 122,961 42,496 43,158	13,411 36,552 17,081 911	705 1,252 - -	120,802 219,941 92,234 49,681	10,227 12,820 11,614 9,153	1,284 1,112 291 197	7,890 9,590 3,267 67	3,080 1,789 1,790 664	2,077 2 11 - 82	24,558 25,555 16,962 10,163	8,486 4,764 1,818 1,791	636 5,131 1,422 617	350 2,462 92 204	9,472 12,357 3,332 2,612	6,748 8,484 3,780 2,478	2,451 218 70	- 869 -	6,748 11,804 3,998 2,548
Missouri Montana Nebraska Nevada	23,259 3,770 10,533 1,119	10,622 4,873 3,508 1,364	63,257 24,832 34,618 9,256	19,747 5,518 4,265 477	1,927 310 33	118,812 38,993 53,234 12,249	22,204 4,261 6,563 2,699	855 69 60 9	3,342 1,205 1,796 544	1,802 427 690 768	96 - -	28,299 5,962 9,109 4,020	5,139 1,766 1,025 641	1, 285 325 531 545	184 710 711 377	6,608 2,801 2,267 1,563	4,062 1,221 1,951 616	122	498 107 263	4,682 1,328 2,234 616
New Hampshire New Jersey New Mexico New York	2,537 16,886 5,710 43,572	2,260 9, 392 3,321 5,134	24,500 37,327 28,941 275,618	137 17,654 - 53,442	- 7771 - -	29,434 82,030 37,972 377,766	3,016 7,994 10,197 28,750	620 1,325 320 2,658	3,025 4,293 744 12,399	519 2,834 832 2,569	1,079 12,181 26,303	8,259 28,627 12,093 72,679	1,649 4,614 808 8,461	372 1,900 581 4,708	442 442 2,867	2,463 6,514 1,831 16,036	793 7,508 1,584 8,024	123 - 186	135 100 83	1, 0 51 7,608 1,667 8,210
North Carolina North Dakota Ohio Oklahoma	10,556 1,197 66,040 3,688	- 2,076 25,229 5,644	72,808 24,578 134,978 29,389	2,063 46,326 8,055		83,364 30,689 272,573 47,953	46,987 4,108 24,879 12,033	4,453 53 2,130 396	1,857 479 7,979 264	388 356 4,237 1,320	318 2,274 538	54,003 4,996 41,499 14,551	3,571 1,133 8,267 2,883	735 401 1,138 543	333 758 3,097 108	4,639 2,292 12,502 3,534	5,553 667 9,869 2,559	399 24 457	515 245 255	5,958 1,206 10,571 2,814
Oregon Pennsylvania Rhode Island South Carolina	7,817 31,015 7,699 3 ,9 56	4,716 22,050 3,734 4,354	27,921 108,446 7,429 48,337	11,305 48,671 867 10,921	2,360 490 30	54,119 210,672 19,759 67,568	8,027 37,743 3,152 14,298	846 1,969 429 717	1,118 23,570 684 227	2,563 4,080 459 1,285	552 4,718 927 175	13,106 72,080 5,651 16,702	3,583 22,383 321 2,830	1,138 3,129 234 211	1,340 2,997 275 460	6,061 28,509 830 3,501	2,704 11,831 631 2,638	. 2/12 3,617 651 93	765 - -	3,711 15,448 1,282 2,731
South Dakota Tennessee Texas Utah	1,679 17,175 42,912 6,343	2,238 1,653 33,681 2,267	31,754 51,258 203,058 21,737	23,567 22,360 3,622	- 86 -	35,671 93,739 302,011 33,969	4,822 9,652 45,681 3,753	48 - 842 26	664 492 2,168 982	227 - 9,732 782	475	5,761 10,144 58,898 5,543	1,990 4,880 8,284 1,011	355 642 1,593 942	272 235 5,482 1,163	2,617 5,757 15,359 3,116	697 3,751 5,118 1,488	29 - 151 428	- - 530 232	726 3,751 5,799 2,146
Vermont Virginia Washington West Virginia	585 16,522 10,171 9,370	1,688 7,492 7,615 2,086	22,519 45,226 27,796 37,805	21,927 21,752 11,921	339 1,874 1,150	24,792 91,506 69,208 62,332	3,201 27,101 6,102 26,934	54 820 638	2,364 4,504 2,602 3,872	244 1,046 .1,331	3 6,498 7,951 210	5,866 39,969 18,624 31,016	737 6,206 2,655 1,558	361 1,211 1,387 263	461 83 87	1,098 7,878 4,125 1,908	504 7,331 4,643 1,235	- 863 202	303 738 201	504 8,497 5,583 1,436
Wisconsin Wyoming	8,305 502	6,810 3 ,59 5	58,571 23,118	4,470	611	73,686 32,296	10,73h 2,200	130 88	5,223 738	1,5 7 2 480	-	17,650 3,506	3,740 1,707	1,164 439	-16 318	4,888 2,464	2,738 793	58 59	-	2,7 9 6 852
Total	758,276	392,611	2,793,122	702,748	22,592	4,669,349	645,490	36,941	139,643	79,908	83,666	985,648	186,292	56,237	47,291	289,820	208,844	15,936	10,389	235,169
Total, 48 States	756,283	386,684	2,781,459	700,755	22,465	4,647,646	637,257	36,775	139,643	79,564	83,524	976,763	184,373	55,500	47,291	287,164	208,844	15,936	10,373	235,153

^{1/} This table gives a further segregation of expenditures shown on table SF-4, exclusive of expenditures for interest and retirement of obligations for State highways. Data for toll facilities included. Where entries do not appear, complete classification of expenditures was not available.

RECEIPTS FOR STATE-ADMINISTERED HIGHWAYS-19601

(EXCLUSIVE OF TOLL FACILITIES)

Committed for calendar year from reports of State authorities

(In thousands of dollars)

TARLE SE-34. 1960 ISSUED SEPTEMBER 1961

	BALANCES	ON JANUAR	r 1, 196 0		RECEIPTS	FROM CURRENT	STATE IMP	osts 2/					OTHER RE	CEIPIS		,		-		
	RESERVES			нісв	ay-user reve	NOE	APPRO-			PEDERAL	FUNDS	TRANSFI LOCAL GOV	RS FROM ERNMENTS	issue of Notes				SUB-	FUNDS TRANS- FERRED	
STATE	FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	Total	MOTOR- FUEL TAXES	MOTOR- VEHICLE AND CARRIER TAXES	TOTAL	PRI- ATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 3/	TOTAL	BUREAU OF PUBLIC ROADS	OTHER AGENCIES	FROM COUNTIES, AND TOWNSHIPS	FROM MUNICI- PALITIES	FOR CONSTRUC- TION, ETC.	FOR DEBT SERVICE INCLUDING REFUNDING	MISCEL- LANEOUS RECEIPTS	TOTAL	TOTAL, CURRENT RECEIPTS	FROM TOLL FACIL- TTIES	TOTAL RECEIPTS
Alabama Alaska Arizona Arkansas	21,234 1,201 13,070 6,687	1,987	23,221 1,201 13,070 21,103	29,581 2,478 17,437 28,357	5,375 1,898 11,809 12,466	34,956 4,376 29,246 40,823	- 7,099 5	463 - - -	35,419 11,475 29,251 40,823	50,609 13,537 28,283 28,767	- 7 1,604			25,134 - - -	32 - -	2,328 5 5 436	78,103 13,549 28,288 30,807	113,522 25,024 57,539 71,630	-	113,522 25,024 57,539 71,630
California Colorado Connecticut Delaware	119,380 8,430 -63 6,629	2,687	119,380 11,117 -63 6,629	215,447 25,339 33,962 7,635	101,953 9,425 3,890 4,007	317,400 34,764 37,852 11,642	1,135		317,400 34,764 37,852 12,777	136,611 28,918 25,871 7,415	5,832 - -	5,763 200 - -	1,215 - -	- 35,440 7,300	- 102 6	7,800 193 1,370 507	157,221 29,311 62,783 15,228	474,621 64,075 100,635 28,005	- 4,256	474,621 64,075 104,891 28,005
Florida Georgia Hawaii Idaho	38,790 46,138 22,568 1,083	8,506 1,343 3,330	47,296 47,481 25,898 1,083	103,407 49,577 7,520 10,487	6,629 9,642 413 6,718	110,036 59,219 7,933 17,205	- 551	- 281	110,036 59,219 8,765 17,205	68,692 50,695 5,312 16,631	513 672 - 6	85 201 - -	961 - - 7	38,853 - -	3,388 - -	1,594 235 911 90	114,086 51,803 6,223 16,734	224,122 111,022 14,988 33,939	-	224,122 111,022 14,988 33,939
Illinois Indiana Iowa Kansas	36,314 30,886 15,924 4,731	- 89 - - -	36,403 30,886 15,924 4,731	38,150 54,597 34,959 28,630	70,562 19,809 21,025 18,840	108,712 74,406 55,984 47,470	- - 658 -	- 5,510 -	108,712 74,406 62,152 47,470	176,264 68,737 38,856 32,418	- 5 - 3,411	.9,613 - 2	3,535 197 149	- - -	- - -	172 779 685 110	189,584 69,718 39,541 36,090	298,296 144,124 101,693 83,560	-	298,296 144,124 101,693 83,560
Kentucky Louisiana Maine Maryland	22,983 25,806 16,857 1,474	536 12,626 846 16,051	23,519 38,432 17,703 17,525	57,965 44,226 20,699 27,016	15,848 7,180 8,085 24,105	73,813 51,406 28,784 51,121	23,817	904. 18,083 -	74,717 93,306 28,784 51,121	46,374 66,874 17,126 18,628	486 51 -	12 5,492 1,275	86 573	30,000 30,000 19,977	129 236 - 50	1,770 588 814 907	78,771 103,327 19,788 39,562	153,488 196,633 48,572 90,683	- - 9	153,488 196,633 48,581 90,683
Massachusetts Michigan Minnesota Mississippi	71,646 151,010 43,975 16,375	18,955 2,713 2,260	71,646 169,965 46,688 18,635	64,361 71,474 35,876 26,876	13,027 37,145 25,287 2,195	77,388 108,619 61,163 29,071	5,535	- - - 75	77,388 114,154 61,163 29,146	52,684 90,040 57,040 34,475	245 508 - 585	- - - 50	1,277 25	14,390 68,000 7,114	257 - -	2,607 8,783 1,640 80	69,926 168,865 58,680 42,329	147,314 283,019 119,843 71,475	-	147,314 283,019 119,843 71,475
Missouri Montana Nebraska Nevada	48,014 7,801 4,583 2,774	- - -	48,021 7,801 4,583 2,774	45,450 16,609 23,079 7,392	37,560 4,520 7,248 1,987	83,010 21,129 30,327 9,379	- 143 104 -	793 - - -	83,803 21,272 30,431 9.379	47,623 27,537 30,410 9,179	353 860 - -	87 182 10 20	378 203 117 6	- - -	-	55 96 26 -	48,496 28,878 30,563 9,205	132,299 50,150 60,994 18,584	-	132,299 50,150 60,994 18,584
New Hampshire New Jersey New Mexico New York	-1,198 179,425 6,199 463,177	356 1,630 65,054	-1,198 179,781 7,829 528,231	12,392 79,023 24,142 176,254	6,105 49,613 5,080 93,202	18,497 128,636 29,222 269,456	-	- - -	18,497 128,636 29,222 269,456	16,660 39,701 23,248 154,125	709 - 30 -	156 - 49 88	196 7,965	-		83 - 305 4,876	17,804 39,701 23,632 167,054	36,301 168,337 52,854 436,510	-	36,301 168,337 52,854 436,510
North Carolina North Dakota Chio Oklahoma	40,386 4,604 114,436 10,559	20,833 50,816	61,219 4,604 165,252 10,559	90,710 9,285 160,777 31,916	32,711 5,491 31,561 9,340	123,421 14,776 192,338 41,256	- - - -	- 102 -	123,421 14,878 192,338 41,256	44,156 22,697 115,558 27,202	- - 176	- 139 1,048 397	1,982 111 5,836 -	- - -	- - -	379 7 1,483 328	46,517 22,954 123,925 28,103	169,938 37,832 316,263 69,359	- 26	169,938 37,832 316,289 69,359
Oregon Pennsylvania Rhode Island South Carolina	12,859 30,720 7,935 25,130	6,524 1,043 2,072 10,807	19,383 31,763 10,007 35,937	24,100 117,417 8,131 44,424	18,305 92,773 4,061 7,523	42,405 210,190 12,192 51,947	-	-	42,405 210,190 12,192 51,947	31,449 78,813 11,847 38,508	15 - 1,306	34 52 -	111 5,114 - 187	9,858 - -	-	468 2,901 200 573	32,077 96,738 12,047 40,574	74,482 306,928 24,239 92,521	- - -	74,482 306,928 24,239 92,521
South Dakota Tennessee Texas Utah	5,609 6,508 47,787 8,253	3,508 3,330	5,609 10,016 51,117 8,253	12,804 25,232 130,776 19,834	5,974 17,927 90,761 2,789	18,778 43,159 221,537 22,623	-	2,746 - - -	21,524 43,159 221,537 22,623	22,677 72,756 163,070 23,652	594 21 957 45	911 - 644 -	- 1,626 30	10,000	- 19 -	159 - 1,223 179	24,341 82,796 167,520 23,906	45,865 125,955 389,057 46,529	-	45,865 125,955 389,057 46,529
Vermont Virginia Washington West Virginia	-1,622 10,331 6,761 9,839	628 4,823 2,395	-994 10,331 11,584 12,234	2,859 73,307 32,720 34,946	7,388 20,723 20,542 23,224	10,247 94,030 53,262 58,170	- - - 783	- - 215	10,247 94,030 53,262 59,168	18,083 55,696 30,151 31,180	- - 63 -	329 87 -	564 89	8,067 18,000 4,000	- - 30 7	- 838 613 75	26,479 57,185 48,946 35,262	36,726 151,215 102,208 94,430	- - -	36,726 151,215 102,208 94,430
Wisconsin Wyoming	25,823 9,744	-	25,823 9,744	38,878 5,560	22,162 5,999	61,040 11,559	-	-	61,040 11,559	33,968 24,031	174 4,743	-	4,138	-	-	965 427	39,245 29,201	100,285 40,760	-	100,285 40,760
Total	1,809,565	260,171	2;069,736	2,284,073	1,061,902	3,345,975	39,830	29,172	3,414,977	2,354,834	23,971	26,926	36,678	326,133	4,256	50,668	2,823,466	6,238,443	4,291	6,242,734
Total, 48 States	1,785,796	256,841	2,042,637	2,274,075	1,059,591	3,333,666	32,180	28,891	3,394,737	2,335,985	23,964	26,926	36,678	326,133	4,256	49,752	3,803,694	6,198,431	4,291	6,202,722

^{1/} See tables SF-1 and 2 for general note on SF series Tables SF-3a and 4a supplement tables SF-3 and 4 and are concerned solely with receipts and disbursements for State-administered roads and bridges exclusive of toll facilities. concerned solely With receipts and disbursements for State-saministered reads and origing acclusive or toll facilities. In addition to the receipts and disbursements of the State highway departments or primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other State sequencies, such as State park boards. Transactions of special State and quasi-State toll authorities are given in tables SF-3B and &B.

2/ For this analysis, gross condighway allocations of highway-user revenues are offset, in the following amounts, against appropriations for State-administered highways out of State general funds: Alaska \$2,670,000, Calif. \$9,743,000,

Hawaii \$413,000, Ill. \$582,000, Iowa \$2,330,000, La. \$1,053,000, Mich. \$5,399,000, Mont. \$1,256,000, Nebr. \$1,847,000, N. Mex. \$1,583,000, Okla. \$8,485,000, Tenn. \$3,751,000, Texas \$15,000,000, Wash. \$164,000,

^{\$1,647,000,} N. Mex. \$1,563,000, Okla. \$5,465,000, Tenn. \$3,771,000, Texas \$15,000,000, Wash. \$164,000,

W. Va. \$306,000.

3/ Als., lubricating oil tax; Iows, sales and use tax; Ky., sales tax on motor vehicles; La., lubricating
oil tax \$2,160,000, oil royalties \$3,423,000, mineral lesse royalties \$12,500,000; Hawaii and Miss., tax on
butane gas not used in motor vehicles; Mo. and N. Dak., use (sales) tax on motor vehicles purchased out of
State; S. Dak., petroleum inspection fees (nonhighway use) \$60,000, use (sales) tax on motor vehicles \$2,686,000;
W. Va., capitation tax.

FOR STATE-ADMINISTERED HIGHWAYS-19601 DISBURSEMENTS

(EXCLUSIVE OF TOLL FACILITIES)

Compiled for calendar year

from reports of State authorities		-								.								TSS OED SEL	ISSUED SEPTEMBER 1951	- 1
	CA	CAPITAL CUTLAY FOR ROADS	FOR ROADS AND	ID BRIDGES	2/		MA	MAINTERANCE 2/	,		ADMINIS-	BE ATE					BALANCES (ON DECEMBER 31, 1960	31, 1960	Γ
STATE	PRIMARY STATE HIGHWAYS (RURAL)	SECONDART ROADS UNDER STATE CONTROL 3/	MUNICIPAL EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS	TOTAL 5/	PRIMARY STATE HIGHWAYS (RURAL)	SECONDARY ROADS UNDER STATE CONTROL 3/	MUNICIPAL EXTEN- SIONS OF STATE SYSTEMS	OTHER STATE ROADS	TOTAL 5/	TRATION AND MESCEL LANEOUS 5/	SIALE HIGHWAY POLICE AND SAFETY	BORD	SUBTOTAL, CURRENT EXPENDI- TURES	BOND RETTRE- MENT	TOTAL DISBURSE- MENTS	HESPERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	T
Alabama Alaska Arizona Arkansas	64,328 10,962 30,473 31,028	3/ 3,233	18,474 18 187 13,145 13,422	163 127 -	86,198 11,276 43,618 44,450	8,125 5,833 6,363 12,347	3/ 3,512	3,864	1111	15,501 5,833 6,794 12,347	3,728 1,605 3,971 3,041	3,200 16 2,293 1,775	3,321	111,948 18,730 56,676 64,112	7,397	119, 345 18, 730 56, 676 73, 908	16,813 7,495 13,933 7,646	585	17,398 7,495 13,933 18,825	1
California Colorado Comecticut Delaware	223,073 40,881 36,396 6,376	3/ 5,000	153,736 7,411 43,134 2,100	. 188 - 189 - 189	376,809 48,936 79,616 15,476	27,169 8,766 12,742 3,579	(%)	8,842 392 382 -	951	35,011 9,158 13,780 3,579	22,750 3,277 7,297 1,132	32,370 4,568 4,145 1,566	360 965 732 2,064	468,300 66,904 105,570 23,817	1,775 2,208 4,783	470,075 69,112 105,570 28,600	123,926 2,959 -742 6,034	3,121	123,926 6,030 -742 6,034	T
Florida Georgia Hawaii Idaho	79,495 68,470 4,597 23,931	22,800 3,680	61,196 16,775 2,136 13	1,278	164,769 85,285 10,427 23,974	14, 374 9, 966 2, 841 5, 599	3,007	- 905	21	17,093 10,871 2,841 5,599	3,732 4,283 1,051 3,437	6,188 3,914 1,160	3,725 698 2,335	195,507 105,011 16,654 34,170	3,360	198,867 106,367 17,963 34,110	77,879 70,386 18,661 852	14,672	72,551 51,636 22,923 352	T
Illinois Indiana Iowa Kansaa	142,230 108,339 61,995 45,385	1 + 1 1	96,686 9,392 16,208 8,536	1) +	238,916 117,731 78,203 53,868	25,504 18,020 13,877 16,630	1 1 P t	2,383 1,494 1,565	52	29,983 20,478 15,371 17,195	7,601 6,556 4,623 4,845	13,464 5,498 3,225 2,779	1.1.	289,969 150,263 101,422 78,687	71	289,986 150,263 101,422 78,687	16,195 16,195 9,604	- 67	44,713 24,747 16,195 9,694	T
Kentucky Joutelana Matha Maryland	72,709 55,516 20,125 10,256	26, ko? 5, 896	9,823 39,363 5,552 13,908		82,532 121,291 31,577 54,164	25,481 9,829 8,147 10,767	8,837 5,066 -	1,829 607 179	1, 1, 2, 2, 1, 2, 2, 1, 2, 2, 1, 2, 2, 1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,	27,310 19,273 13,404 10,767	5,017 614,11 1,920 1,920	5,761 4,441 1,100 6,868	2,451 3,988 838 5,783	123,071 160,411 48,839 81,613	2,000 9,341 3,185 9,301	125,071 169,72 52,024 90,914	51,942 51,130 13,382 331	14,183 878 16,963	51,936 65,313 14,260 17,294	
Massachusetts Hichigan Minesota Mississippi	50,014 155,435 45,249 48,899		49,118 61,824 46,985 630	4,786 6	103,918 217,315 92,234 49,681	18,359 21,275 13,295 10,081	1 ()	3,522	2,335	20,694 24,797 16,962 10,081	8,489 11,894 3,332 2,581	6,354 11,804 3,998 2,548	10,742 12,670 1,213 2,438	150, 197 278, 480 117, 739 67, 329	26,061 12,710 1,500 3,514	176,258 291,190 119,239 70,843	42,702 139,081 43,925 16,913	22,713 3,367 2,354	161,794 17,292 17,292 19,267	1.
Missouri Montena Rebraska Revada	65,282 28,776 15,330 9,857	20,479 9,389 2,392	32,905 819 7,904	6 1 1	118,666 38,993 53,234 12,249	10,415 5,889 9,109 2,421	16,648 12 1,493	041.1 126 136		28,203 5,962 9,109 4,020	6,574 2,801 2,267 1,563	1,682 1,328 2,234 616	* 1 1,1	158, 125 49, 084 66, 844 18, 448	m 1 + 1	158,128 49,084 66,844 18,448	22,185 8,867 -1,267 2,910	111	22,192 8,867 -1,267 2,910	T
New Hampshire New Jerscy New York	24, 696 23, 323 216, 048	3,810 - -	920 49,418 14,649 89,154	- - - 20,351	29,426 76,377 37,972 325,553	32,438 32,933 84,933	3,501	5,527	, To2	7,116 17,967 12,093 36,439	2,430 3,615 1,831 13,908	5,569 1,667 1,667 6,999	658 650 261 8,887	104,178 104,178 53,824 391,786	3,150 1,666 1,1,666 1,048 1,048	43,754 105,844 56,472 415,250	241,951 2,641 487,792	- 323 61,570 61,699	-8,651 242,274 4,211 549,491	1
North Carolina North Dekota Chio Oklahoma	55,782 29,021 163,441 39,232	3/ 21,520	6,062 1,668 105,719 8,541	- 99 27	83,364 30,639 272,259 47,800	17,074 1,996 37,347 13,199	3/ 34,071	2,858	19 -	24,003 4,996 37,408 13,199	4,639 2,292 11,549 3,216	5,952 1,205 9,597 2,625	2,306 IC,890	150,264 39,183 341,703 66,840	30,340	162,764 39,183 372,043 66,840	46,957 3,253 67,981 13,078	21,436	68,393 3,253 109,498 13,078	1
Oregon Pennsylvania Thode Island South Carolina	36,974 65,507 4,493 43,385	5,825 70,526 16,692	11,075 66,747 15,266 7,491	245 781	54,119 203,561 19,759 67,568	8,978 11,877 3,368 5,657	2,868 43,634 9,216	874 5,765 1,395 1,809	<u>3</u> 8	12,769 61,276 4,763 16,702	6,012 25,514 750 3,501	3,711 13,617 1,282 2,731	1,1,1,2,2,2,1,1,2,2,2,2,2,2,2,2,2,2,2,2	78,065 305,690 27,514 91,276	5,075 7,161 1,300 6,268	83,140 312,851 28,814 97,544	3,376 24,833 3,247 19,608	7,349 1,007 2,185 11,306	10,725 25,840 5,432 30,914	T
South Dakota Ternessee Teras Utsh	29, 821 56, 543 225, 459 32, 933		5,850 35,595 76,538 735	1,601	35,671 93,739 301,997 33,969	5,761 9,383 70,681 5,743	1	761, 761, 7,0449	1111	25, 20 44, 01 85, 25, 25, 25, 25, 25, 25, 25, 25, 25, 2	2,617 5,757 15,232 3,116	726 3,751 5,709 5,109	7177. 266	44,775 114,383 381,312 44,776	- 200 724	44,775 114,583 382,036 44,776	6,699 19,053 55,058 10,006	2,335 3,080	6,699 21,388 58,138 10,006	T
Vermont Virginia Washington West Virginia	24,344 59,190 26,305 50,552	3/ 15,077 9,343 3/ 3,481	324 6,437 28,312 4,383	12t - 208 -	24, 792 80, 704 64, 168 58, 116	5,866 13,158 7,378 8,491	3/ 20,457 2,823 3/ 21,068	, 253 247 247		5,866 33,730 11,164 30,500	1,098 7,209 3,896 1,745	8,296 5,583 1,290	785 2,817 1,399	33,045 129,939 87,688 93,350	2,280 3,544 7,053	35,325 129,939 91,172 100,403	31,607	407 6,572 2,210	31,607 22,620 6,261	T
Wisconsin Wyoming	49,567 31,791		23,417 505	702	73,686	17,171 3,506	2 1	355	129	17,659	2,464	2,796 852		99,029	366	99,428	26,680 11,386		26,680 11,386	
Total	2,932,360	245,550	1,293,218	32,123	4,503,251	626,217	176,213	67,327	4,023	873,780	272,095	225,450	91,626	5,966,202	207,888	6,174,090	1,879,789	258,591	2,138,380	
Total, 48 States	2,916,801	241,870	1,290,895	31,982	4,181,548	617, 543	176,213	67,327	4.003	865,106	260.430	मध्य ५००	70 201	8 000 P	07.5 706	705 751 3	1 853 633	200	030 701 0	т

and are concerned solely with receiples and disbursements for State-administered roads and bridges exclusive of the Colfectivities. In addition to the receiples and disbursements of the State highway departments for prisary and secondary State highway and county roads under State control, these tables also include State highway and county roads under State control, these tables also include State highway and county roads and disbursements for roads and bridges of other State agencies, such as State part boards. Transactions and disbursements for roads and bridges of other State agencies, such as State and past State of State country in tables SF-3B and by.

2. Segregation of expenditures by system on which expended is incomplete in a few States. Where expenditures are not esgregated, the total is given under the heading "primary State highways ("tural)",

2) County roads are under State centrol in Ala. (e.ght counties). M.C., 10. (1) but two counties of M.V. M. Maintenance expenditures by Del. are not segregated from primary State highway expenditures and W.V. Maintenance expenditures by Del. are not segregated from primary State highway expenditures.

4) Includes park, forest, institutional, and reservation roads. Expenditures in Mass. were for Metro-politary District commission parkays and bouldwards. In New Pork, for State parkays.

5) The classification of administration and aiscellaneous expenditures is not uniform for all States because of independance natures construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rate basis.

Preliminary and construction engineering expenditures are included with capital outlay.

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS-1960 1

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-5, 1960 ISSUED SEPTEMBER 1961

	BALANCES	ON JAMUARY 1,	1960 2/		RECEI	PTS FROM CURRE	or state impo	ers 3/				OTHER REC	CEIPTS			
				RIGE	WAY-USER REVEN	UE 4/					TRANSFEF					
STATE	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	Total.	MOTOR- FUEL TAXES	MOTOR- VEHICLE AND CARRIER TAXES	TOTAL	AFFRO- PRI- ATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS 5/	TOTAL	FEDERAL FUNDS, EUREAU OF PUBLIC ROADS	FROM COUNTIES AND TOWNSHIPS	FROM MUNICI- PALITIES	ISSUE OF BONDS, NOTES, ETC.	MISCEL- LANEOUS RECEIPTS	TOTAL	Total Receipts
Alabama 6/ Alaska	10,955		10,955	41,202	5,019	46,221	-	-	46,221	5,803	-	-	-	-	5,803	52,024
Arizona Arkansas	1,139 2,088	-	1,139 2,088	7,747 9,526	2,011	7,751 11,537	-	-	7,751 11,537	2,929 750	1,276 433	386	-	-	4,591 1,183	12,342 12,720
California Colorado Connecticut Delaware 6/	18,895 1,055 7,483		18,895 1,055 7,483	111,658 11,762 9,187 798	29,654 5,796 138 419	141,312 17,558 9,325 1,217	• • -	- - - -	141,312 17,558 9,325 1,217	10,029	241 - - -	40 - - -	-	- - -	10,310	151,622 17,558 9,325 1,217
Florida Georgia Hawaii Idaho	28,647 2,522	8,816	37,463 2,522	14,174 21,620 15 4,520	363 4,140 4,894 2,883	14,537 25,760 4,909 7,403			14,537 25,760 4,909 7,403	4,314 601	- 646	-	- - - -	1,202	5,516 1,247	14,537 31,276 4,909 8,650
Illinois Indiana Iowa Kansas	83,284 13,296 2,454	-	83,284 13,296 2,454	105,620 46,456 23,202 10,053	20,837 16,855 26,409 2,063	126,457 63,311 49,611 12,116	-	7,783	126,457 63,311 57,394 12,116	10,629 2,103 5,224 6,705	2,384 2,875 -	-		- - 552 -	13,013 4,978 5,776 6,705	139,470 68,289 63,170 18,821
Kentucky Louisiana Maine Maryland	2,619 2,839 399 2,005	- - - 946	2,619 2,839 399 2,951	3,927 18,763 1,970 27,016	3,102 3,125 770 5,662	7,029 21,888 2,740 32,678	1,950	1,413	7,029 25,251 2,740 32,678	- - 9,234	378 1,976	- - 5,474	- - - 1,685	- - 44	378 18,413	7,029 25,629 2,740 51,091
Massachusetts Michigan Minnesota Mississippi	14,233 26,208 9,169	-	14,233 26,208 9,169	12,835 74,074 21,988 17,158	4,029 32,912 14,908 8,970	16,864 106,986 36,896 26,128	-	7,550	16,864 106,986 36,896 33,678	4,696 7,129 2,417	2,766 86		643 - -	515 -	643 7,462 7,644 2,503	17,507 114,448 44,540 36,181
Missouri Montana Nebraska Nevada	2,500 - - -		2,500	51 4 14,755 2,073	41 3,718 6,655 163	92 3,722 21,410 2,236	-	-	92 3,722 21,410 2,236	2,884	1,871	- 220	-	. 2	4,977	92 3,722 26,387 2,236
New Hampshire New Jersey New Mexico New York	14,882 1,395	- 262	15,144 - 1,395	-807 10,371 34,231	550 6,487 4,279 36,758	1,357 16,858 4,279 70,989	-	-	1,357 16,858 4,279 70,989	1,861 1,840	856 1,609	179 - - -	-	. 243 	1,035 3,713 1,840	2,392 20,571 4,279 72,829
North Caroline 6/ North Dekota Ohio Oklahoma	- 470 3,623 3,224	-	470 3,623 3,224	7,018 1,951 53,153 25,101	3,873 63,901 8,189	7,018 5,824 117,054 33,290	. n-	- 888 3,259	7,018 6,712 117,054 36,549	1,888 4,357 1,442	1,971 862 93	23 ¹ 4 - -	-	- 6 -	234 3,865 5,219 1,535	7,252 10,577 122,273 38,084
Oregon Pennsylvania Rhode Tsland Scuth Carolina	6,545 10,025 - -	- - -	6,545 10,025 - -	11,567 47,323 368 7,001	8,297 175 183	19,864 47,498 551 7,001	- - -	-	19,864 47,498 551 7,001	2,496 - -	740	64 - 116	-	-	3,300	23,164 47,498 667 7,001
South Dakota Tennessee Texas Utab	- - - 936	-	- - - 936	1,879 42,115 7,300	4,918 5,417 27,323 2,735	6,797 47,532 34,623 2,735	-	- - -	6,797 47,532 34,623 2,735	3,331 5,133 428	1,276 - - 57	- - 18	-	-	4,607 5,133 503	11,404 52,665 34,623 3,238
Vermont Virginia 6/ Weshington West Virginia 6/	-386 195 7,280	27	-359 195 7,280	5,794 7,231 27,571	409 1,584 57	6,203 8,815 27,628	-	-	6,203 8,815 27,628	947 18 2,600	508 117 117.	- 55 40 -	2,785	- - - -	1,455 2,975 2,757	7,658 11,790 30,385
Wisconsin Wyoming Dist. of Col.	1,316 3,720	-	1,316 3,720	30,410 4,064 12,073	15,148 1,663	45,558 4,064 13,736	-	- - 900	45,558 4,064 14,636	7,117 18 19,211	4,383 136	2,039 131	2,000	- 464	13,539 285 21,675	59,097 4,349 36,311
Total	285,015	10,051	295,066	949,482	397,486	1,346,968	1,950	21,793	1,370,711	128,134	27,656	8,996	7,113	3,028	174,928	1,545,639
Total, 48 States and Dist. of Col.	285,015	10,051	295,066	949,467	392,592	1,342,059	1,950	21,793	1,365,802	128,134	27,656	8,996	7,113	3,028	174,928	1,540,730

^{1/} See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

2/ Any difference between January 1 balances and previous year's closing balances are the result of accounting adjustments, inclusion of funds not previously reported, etc.

3/ For this analysis, gross nomingheap allocations of highway-user revenues are offset, in the following

amounts, against appropriations for local roads and streets out of State general funds: Conn. \$138,000.

i/ The entries in these columns are identical with the totals for local roads and streets on tables G-3, NW-3, and DF, respectively.

5/ Tows, sales and use tax; La., oil royalties: Miss., sales tax; N. Dak., use (sales) tax on vehicles purchased out of State \$102,000, excise tax on special fuels \$786,000; Okla., severance tax; D.C., parking meter fees 6/ County roads are under State control in Ala. (eight counties), Del., N. C., Va. (all but two counties), and W. Va.

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

The control of the	Compiled for calendar year from reports of State suthorities	lendar year State suthorf	ties				,			<u>.</u>	֝֟֝֝֟֝֝֟֝֝֟֝֟֝ ֓֞֓֞֞֞֓	(In thousands	۶ ۱ ه		į	5	0 1 1 C L 1 0 1 9 0 C	200						TABLE SF-5A,	54, 1960 mm 1961
The control of the		l e	ALANCE ON							300	8	TE GRAMIS-	IN-AID 2/						-			-	1		
		JAMU	ARY 1, 196	.9	FOR COUR	TIES, TOWN	SHIPS, AND C	THER RURAL	CINTIES	FOR	CITTIES AND	OTHER MUNT	CIPALITY	20		TOTA	L RECEIPTS			PAYMENT	B	<u>سَ</u>	DECIEN	MER 31, 19	8
	STATE	FOR	FOR		RICHMA	Y-USER REV	ENUE 14/			HTGHWAY.	USER REVENU	- A			HIGHWAY-U	ASER REVERO	<i>∱</i> 2				Q.		FOR	FOR	
		TOWNSHIPS, AND OTHER RURAL UNITES	AND OTHER MUNICI-	TOTAL		MOTOR VEHICLE AND CARRIER TAXES	TOTAL	OTHER INCOME 5/			MOTOR VEHICLE AND CARRTER TAXES					MOTOR AND AND AXES			·		CITTES AND OTHER MUNICI-	- 1	COUNTIES, TOWNSHIPS, AND OTHER RURAL UNITES	CITIES AND OTHER MUNICI-	TOTAL
	Alabama. Alaska Arizona Arkansas	1,081	31 - - 648	2,360	28,672 5,161 6,584		6/-30,181 5,161 7,433	1111	30,181 5,161 7,433	63 2,580 2,942	2,168	2,231	* * 1 1			3,697	32,412	1111	32,412	30,033 5,161 7,383	2,231	32,264	2,492	36	2,508
	California Colorado Connecticut Delaware	, 903 7,463	18,895	18,895	69,368 9,292 6,809	3,912	89,346 13,204 6,809	1 , , ,		39,435 2,470 1,883 798	5,351 1,884 419	11,217	1111	+		<u> </u>	134,132 17,558 8,692 1,217		134,132 17,558 8,692 1,217	89,346 13,057 6,792	46,891 4,472 1,883 1,217	136,237 17,529 8,675 1,217	1,050	16,730 #	16,790
1 1 1 1 1 1 1 1 1 1	Florida Georgia Hawali Idaho	- - - - - - - - - - - - - - - - - - -	. 143	1,584	14,173 7,819 - 1,113	263 489 489 489 589	14,536 9,317 4,894 6,736	F 1, 1 1	24,536 9,337 4,894 6,736	, , ,	, , , %	, , , , , , , , , , , , , , , , , , ,				363 1,498 2,894 883	14,536 9,317 4,894 7,403		14,536 9,317 4,894 7,403	14,536 9,317 4,894 6,847	675	14,536 9,317 1,894 7,522	1,330	135	1,465
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	Illinois Indiana Iowa Kansas	41,265	39,840	81,105 - 900			6/ 31,752 54,237 27,052 6/ 3,788	t45,4		674,55 388,53 132	8,723 5,278 4,433								103,954 62,061 10,932 6,721	29,355 42,237 31,296 3,782	72,626 19,824 9,636 3,139	101,981 62,061 40,932 6,721	43,662	39,416	83,078
1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,100 1,10	Kentucky Louisians Maine Maryland		1111	(7,518	2,029 1,170 597 1,441	9,8,9,9, 8,5,4,4,	3,333		1,266 141 17,216		1,266 614 20,798				2,029 1,170 5,023	-		2,029 13,417 2,740 30,439	2,029 12,121 2,126 1,9,641	1,296 614 20,798	2,029 13,417 2,740 30,439	1		
8. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	Massachusetts Michigan Minnesota Mississipi	9,990	5,138	15,128	4,200 49,355 9,891 15,753		5,908 6/71,285 6/21,268 6/24,723	, , 100		1,205 24,676 5,208 1,405		1,695 35,640 8,739 1,405							7,734 :06,925 30,149 26,128	6,008 71,134 19,765 24,723	1,726 35,563 8,305 1,405	7,734 106,697 28,070 26,128	10,141	5,215	15,356
1,155	Missouri Montana Nebraska Nevada	2,500	,,,,	2,500	13,079	3,654 4,567 163	3,654 17,646 1,518		3,654	1,676 71.	880°2	, 63 ,764 817					3,717 21,410 2,236		3,717 21,410 2,236	2,402 17,646 17,646 17,646	3,764	2,402 3,717 21,410 2,236		1 7 1 1	
** ***********************************	New Hampshire New Jersey New Mexico New York	7,525		7,525		83 1,370 3,378 26,457	204 11,357 3,378 57,419		20t 11,357 3,378 57,419	2,766		11,596 11,596		(*)			204 15,853 4,279 69,015		204 15,853 4,279 69,015	204 11,327 3,378 57,425	4, 496 901, 11, 596	204 15,823 4,279 69,021	1,389		7,555
13,100 3,146 6,574 6,546 4,582 130,598 15,473 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,773 15,77	North Carolina North Dakota Ohio Oklahoma	3,617	• • •	3,623	1,854 30,373 21,534	3,816 48,038 5,530	5,670 78,411 27,064	3,259			15,863 2,514	7,018 38,643 4,187	1111						7,018 6,558 17,054 34,510	6,327 78,743 30,323	7,018 38,306 4,187	7,018 6,327 117,049 34,510	3,285	1,845	3,628
1.5	Oregon Pennsylvania Rhode Island South Carolina	3,109	3,166	6,275	6,946 30,698 1,59 7,001	586°, 1	11,928 30,698 238 7,001			3,509	2,518 _34	6,027			ļ 		17,955 . 47,101 340 7,001	1111	17,955 47,101 340 7,001	11,936 30,785 238 7,001	6,075	18,011 47,188 340 7,001	3,101.	3,118	6,219
120 -20 -140 5,357 -15 (4.5) 13, 15 (4.5) 13, 15 (4.5) 13, 15 (4.5) 13, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14, 15 (4.5) 14	South Dakota Tennessee Texas Utah	1 1 4)	121	, . ISI	1,829 21,543 7,300	4,305 27,323 1,578	6,134 21,543 34,623 1,578	, , , ,		10,772	ļ	7772 10,772 1,157			ļ		6,724 32,315 34,683 2,735		6,724 32,315 34,623 2,735	6,134 21,543 34,623 1,578	590 10,772 1,193	6,724 32,315 34,623 2,771	1 (1)		&
114-57 (6.320 196/77) 26.320 (196/77) 26.320 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (196/77) 26.321 (Vermont Virginia Washington West Virginia	3,313	8 . E.		5,357 960 18,640		6/ 5,357 960 6/ 18,697	1,106	5,357 2,066 18,697	278 6,271 6,722	1,584								5,635 11,600 25,419	5,273 2,066 18,096	261 9,534 6,451	5,534 11,600 24,547	-36 -3914 -	330,	-39 41,544
14,577 76,320 190,877 86,489 260,488 814,181 12,531 827,112 820,401 921,884 3,188 376,472 834,994 3,22,511 12,207,465 15,112 12,207,994 884,698 377,849 15,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 1,207,993 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849 17,849	Wisconsin		, ,	٠, ا		9,832													45,558 2,056		15,987 532	45,558 2,056			
	Tota1	114,557	76,320	190,877	554,053	821,095	814,181	12,931	827,112 3		\dashv				$\boldsymbol{\vdash}$			-	484,50	-		1,202,547	116,911	74,943	416,191

This stable deferifies determine the local governments for read and street purposes. These are also itself as attacked in table 3F-5, where they are confined with funds expended directly by the States on Local roads and etteries. The statement by sais for the allocation of highest-energy countries, to mobile, ever, and to eithest is given in tables e-1.05 and William 1.06.

2/ For purposes of this table, the following countries have been classed as anneignalities: Calif., San Francisco; Golo. Pervers; La., or Greats Earlish, Mr., Parcui, Mings, New York, Queeni, and Mindmoni; Par., Philadelphin; Ve., Arlington. In addition, Gook County, Ill., is treated as approximately To percent manicipal. Tyons or tomoships in the six New England States, M.J., M.Y., M.Y., and Pa., are classed as rural or ampiripal on the bests of population density.

1) Transfers to local governments for service of local road louds are combined with payments for current road purposes. See 14 in those States that distribute industry-user revenues from a comon final, the allocation of mator-final and mitor-vehicle revenues are the provents almars so the hotel amounts placed in the final.

If includes general than appropriations often State locates hond, received an aircritageous more materials of the committee that proving of the property and the state of the state in the state of material thanks, or other purposes.

If Registration fees to island counties.

Highway Statistics, 1960

STATE EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS-1960 ³

Commiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-6, 1960 ISSUED SEPTEMBER 1961

from reports of Sta	oc autinori	0100							(In t	and an extended	of do.Llars)										AMBER 190
		cc	OUNTY AND TO	WINSHIP ROA	ns 2/				MUNICIPAL	STREETS 2	<u>'</u>			FOR LOCAL RO			DF STATE DIST CAL ROADS AND			BALANCES ON EMBER 31, 19	960
STATE	CAPITAL OUTLAY	EXPENDITO MAINTE- NANCE	ADMINIS- TRATION AND OTHER	TOTAL	FUND TRANSFERS TO COUNTIES AND TOWNSHIPS 2/	TOTAL	DIRECT CAPITAL OUTLAY	MAINTE- NANCE	ADMINIS- TRATION AND OTHER	E 3/ TOTAL	FUND TRANS- FERS TO MUNICI- PALITIES 5/	TOTAL	STATE ISSUES FOR LOCAL ROADS	FUND TRANSPERS FOR PAYMENTS ON LOCAL BONDS 5/	TOTAL	DIRECT EXPEND- ITURES BY STATE	Fund Transfers	TOTAL	RESERVES FOR CURFINI HIGHWAY WORK	RESERVES FOR DEST SERVICE	TOTAL
Alabama Alaska Arizona Arkansas	17,799 3,683 1,673	- - -	10	17,799 3,693 1,673	30,033 5,161 7,383	47,832 8,854 9,056	1,151 796	-	-	1,151 - 796	2,231 2,580 4,019	3,382 3,376 4,019	-	-	-	18,950 4,489 1,673	32,264 7,741 11,402	51,214 12,230 13,075	11,765 1,251 1,733	: - -	11,765 1,251 1,733
California Colorado Connecticut Delaware	17,284 633	47 - -	-	17,331	89,346 13,057 6,792	106,677 13,057 7,425	153	6 - -	-	159	46,891 4,472 1,883 1,217	47,050 4,472 1,883 1,217	-			17,490 633	136,237 17,529 8,675 1,217	153,727 17,529 9,308 1,217	16,793 1,084 7,500	- - -	16,790 1,084 7,500
Florida Georgia Hawaii Idaho	22,576 1,281	- - -	-	22,576 1,281	9,820 9,317 4,894 6,847	9,821 31,893 4,894 8,128	- 758 - -	- - -	-	- 758 -	- - - 675	- 758 - 675	8,067 15	4,716 - -	4,716 8,067 15	1 31,401 15 1,281	14,536 9,317 4,894 7,522	14,537 40,718 4,909 8,803	19,025 2,369	8,996	28,021
Illinois Indiana Iowa Kansas	13,809 4,978 23,381 10,218	4,846 - -	726 - 151	19,381 4,978 23,381 10,369	29,355 42,237 31,296 3,582	48,736 47,215 54,677 13,951	13,663 642 160	1,496 1,250 -	704 - -	15,863 1,250 642 160	53,545 19,824 9,636 3,139	69,408 21,074 10,278 3,299	-	19,081 - -	19,081	35,244 6,228 24,023 10,529	101,981 62,061 40,932 6,721	137,225 68,289 64,955 17,250	85,529 - 11,511 4,025		85,529 11,511 4,025
Kentucky Louisiana Maine Maryland	7,567 74 4,890	3,944 1,237 49 1,710	308 - - -	4,252 8,804 123 6,600	2,029 9,655 2,126 9,641	6,281 18,459 2,249 16,241	2,624 13,466	170	-	2,794 13,466	1,296 614 20,798	- 4,090 614 34,264	- - 763	2,466	2,466 763	4,252 11,598 123 20,829	2,029 13,417 2,740 30,439	6,231 25,015 2,863 51,268	3,367 3,453 276 1,560	1,214	3,367 3,453 276 2,774
Massachusetts Michigan Minnesota Mississippi	5,967 6,303 13,617 9,055	230 - - -	66 302 129	6,263 6,303 13,919 9,184	6,008 71,134 19,765 24,723	12,271 77,437 33,684 33,907	568 - - -	-	17 - 71 -	585 - 71 -	1,726 35,563 8,305 1,405	2,311 35,563 8,376 1,405	2,925 - - -	-	2,925	9,773 6,303 13,990 9,184	7,734 106,697 28,070 26,128	17,507 113,000 42,060 35,312	15,681 28,686 10,038	:	15,685 28,686 10,036
Missouri Montana Nebraska Nevada	- 3,960 -	- - 29	92 - -	92 5 3,989	2,402 3,654 17,646 1,518	2,494 3,659 21,635 1,518	- - 988 -	-	-	- - 988 -	63 3,764 718	- 63 4,752 718		-	-	92 5 4,977	2,402 3,717 21,410 2,236	2,494 3,722 26,387 2,236	98 - - -		- 98
New Hampshire New Jersey New Mexico New York	2,009 1,383 3,679	-	362 135	2,009 1,745 - 3,814	204 9,916 3,378 6/ 57,425	2,213 11,661 3,378 61,239	179 2,819 -	-	- 347 -	179 3,166	4,496 901 11,596	179 7,662 901 <u>6</u> / 11,596	- 560 -	1,411	1,971	2,188 5,471 3,814	204 15,823 4,279 69,021	2,392 21,294 4,279 72,835	14,156 1,389	- 265 -	14,421
North Carolina North Dakota Ohio Oklahoma	3,932 5,219 3,232	-	- - 25	3,932 5,219 3,257	6,327 78,743 30,323	10,259 83,962 33,580	23 ¹ 4 87 -	-	-	234 87 -	7,018 38,306 4,187	7,252 87 38,306 4,187	-	-	-	234 4,019 5,219 3,257	7,018 6,327 117,049 34,510	7,252 10,346 122,268 37,767	701 3,628 3,541	- - - -	701 3,626 3,543
Oregon Pennsylvania Rhode Island South Carolina	4,854 79 197 -	50 202 -	51 116	4,955 397 197	11,936 30,785 238 7,001	16,891 31,182 435 7,001	357 - 130 -	-	- - -	361 130	6,075 16,403 102	6,436 16,403 232	- - -	-	- - -	5,316 397 327 -	18,011 47,188 340 7,001	23,327 47,585 667 7,001	6,382 9,938 -	-	6,382 9,938
South Dakota Tennessee Texas Utah	4,607 20,044 - 689	-	147	4,607 20,191 - 689	6,134 21,543 33,557 1,578	10,741 41,734 33,557 2,267	73 - 18	-	-	73	590 10,772 - 1,193	663 10,772 - 1,211	159 -	1,066	159 1,066	4,680 20,350 707	6,724 32,315 34,623 2,771	11,404 52,665 34,623 3,478	- - - 696		698
Vermont Virginia Washington West Virginia	1,672 37 5,871	197 116 7	117	1,869 153 5,995	5,273 2,066 18,096	7,142 2,219 24,091	- 331 -	- 56 11	37	- 56 379	261 9,534 6,451	261. 9,590 6,830 -	- 545	-	- 545 -	1,869 209 6,919 -	5,534 11,600 24,547	7,403 11,809 31,466	-131 176 6,199	27 - - -	-10 ¹ 17 6,19
Wisconsin Wyoming Dist. of Col.	8,608 1,782	20	-	8,628 1,782	29,571 1,524	38,199 3,306	4,911 262 32,836	4,079	_ 	4,911 262 40,413	15,987 532	20,898 794 40,413	-	-	-	13,539 2,044 40,413	45,558 2,056 -	59,097 4,100 40,413	1,565 -382	-	1,56 -382
Total	236,647	12,685	2,737	252,069	815,039	1,067,108	77,206	7,068	4,678	88,952	358,768	447,720	13,034	28,740	41,774	354,055	1,202,547	1,556,602	273,601	10,502	284,100
Total 48 States and Dist. of Col.	236,647	12,685	2,737	252,069	810,145	1,062,214	77,206	7,068	4,678	88,952	358,768	447,720	13,019	28,740	41,759	354,040	1,197,653	1,551,693	273,601	10,502	284,10

^{1/} See tables SF-1 and 2 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.
2/ For purpose of this table the following counties are classed as municipalities: Calif., San Francisco;
Colo. Denver; La., Orleans Parish; N. Y., Bronx, Kings, New York, Queens, and Richmond; Fa., Philadelphia; Va., Arlington. In addition, Cook County, Ill., is treated as approximately 70 percent manicipal. Certain towns or townships in the six New England States, N.J., N.J., and Fa., are classed as municipalities on the besis of

population density.

y County roads are under State control in Ala. (eight counties), Del., N. C., Va., (all but two counties), and W. Va. For expenditures on roads under State control see table SF-4.

^{1/} Includes expenditures on Federal-aid secondary and urban projects that are located off the State systems.

5/ In many States, the funds transferred to counties and townships may ultimately have been used in part for manicipal streets or service of local road bonds. Expenditures on streets forming municipal extensions of the State systems are included under "disbursements for State-administered highways", table SF-4.

6/ Does not include any part of the per capita State aid to cities, towns, and villages, which may be used for highway and other purposes. Amounts cannot be segregated.

7/ Highway denotations tellifications are including and wiscall present to 678.000 tungfor rolling and assets of the state of

^{7/} Highway department administration, engineering and miscellaneous \$1,678,000, traffic police and safety education \$1,624,000, and Motor Vehicle Parking Agency \$196,000.

Highway Finance

CAPITAL OUTLAY BY STATE HIGHWAY DEPARTMENTS - 1960 1

(CLASSIFIED BY FEDERAL-AID SYSTEMS)

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-11, 1960 ISSUED SEPTEMBER 1961

Thom tebotes or star	C GGOHOTIDICS						(in thousands	or dollars				_			TODOLD C	ELLEWREH 130
	IN	ierstate sysi	PEM	OTHER FEDER	RAL-AID FRIM	ARY SYSTEM	PEDERAL-A	AID SECONDAR	SYSTEM		ROAL	s and streets n	OT ON FEDER	RAL-AID SYSTE	:MS	
								CN		TOTAL	STATE-ADMINIST	ERED HIGHWAYS				an
STATE	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	on State Highway Systems	LOCAL ROADS AND STREETS	TOTAL.	FEDERAL - AID SYSTEMS	ON STATE HIGHWAY SYSTEMS	on other state roads	ON LOCAL RURAL ROADS	ON LOCAL CITY STREETS	TOTAL	GRAND TOTAL
Alabama Alaska Arizona Arkansas	33,910 20,461 11,529	4,430 7,830 12,358	38,340 28,291 23,887	30,045 4,881 8,547 8,1 7 1	14,488 187 1,904 864	44,533 5,068 10,451 9,035	1,395 6,081 4,876 11,456	14,788 - 4,479 1,673	16,183 6,081 9,355 13,129	99,056 11,149 48,097 46,051	2,001	163 127	2,988 - -	940 - -	6,092 127 - 72	105,148 11,276 48,097 46,123
California Colorado Connecticut Delaware	29,669 14,860 16,653 1,000	150,210 1,595 24,242 1,200	179,879 16,455 40,895 2,200	100,230 14,655 11,779 7,376	68,192 5,254 13,681 900	168,422 19,909 25,460 8,276	10,873 11,858 5,661 3,500	17,437	28,310 11,858 5,661 3,500	376,611 48,222 72,016 13,976	17,635 70 7,514 1,500	- 644 86 -	- - 633 -	- - -	17,635 714 8,233 1,500	394,246 48,936 80,249 15,476
Florida Georgia Hawali Idaho	28,218 31,000 - 13,201	39,687 10,446	67,905 41,446 - 13,201	33,332 27,014 4,598 8,182	7,884 5,299 2,135 43	41,216 32,313 6,733 8,225	30,750 8,791 3,680 2,548	8,628 1,281	30,750 17,419 3,680 3,829	139,871 91,178 10,413 25,255	23,620 2,695 - -	1,278 14	- 13,948 - -	758 -	24,898 17,401 14	164,769 108,579 10,427 25, 2 55
Illinois Indiana Iowa Kansas	77,697 35,778 25,240 7,869	79,147 9,054 6,078 13,101	156,844 44,832 31,318 20,970	44,127 36,732 34,890 24,715	25,546 15,894 10,154 1,846	69,673 52,626 45,044 26,561	18,013 6,330	19,881 4,978 24,023 10,378	19,881 22,991 24,023 16,708	246,398 120,449 100,385 64,239	12,399 2,260 1,841 -	- - 7	4,591 - -	3,000 - - -	19,990 2,260 1,841 7	266,388 122,709 102,226 64,246
Kentucky Louisiana Maine Maryland	22,962 18,761 11,203 3,570	8,201 27,001 3,877 17,693	31,163 45,762 15,080 21,263	16,401 34,241 5,314 25,115	6,560 12,364 1,351 9,709	22,961 46,605 6,665 34,824	9,841 20,185 5,219 11,175	- - 14,890	9,841 20,185 5,219 16,065	63,965 112,552 26,964 72,152	18,567 8,734 4,609 368	- 5 4	7,567 74	2,624	18,567 18,930 4,687 368	82,532 131,48 2 31,651 72,520
Massachusetts Michigan Minnesota Mississippi	29,187 76,642 11,941 22,198	26,115 24,034 34,256 4,490	55,302 100,676 46,197 26,688	19,984 62,317 26,654 11,817	23,250 37,683 12,729 2,060	43,234 100,000 39,383 13,877	15,949 6,509 8,964	4,760 6,303 13,617 7,703	4,760 22,252 20,126 16,667	103,296 222,928 105,706 57,232	596 684 145 -	4,786 6 - 152	1,215 - 1,352	560 - -	7,157 690 145 1,504	110,453 223,618 105,851 58,736
Missouri Montana Nebraska Nevada	31,938 18,576 19,326 3,908	22,098 217 7,213	54,036 18,793 26,539 3,908	32,356 10,200 15,959 5,800	10,329 602 1,253 150	42,685 10,802 17,212 5,950	18,896 9,389 9,976 2,391	3,988	18,896 9,389 13,964 2,391	115,617 38,984 57,715 12,249	3,049 - 58 -	- 9 -	- 409 -	-	3,049 14 467 -	118,666 38,998 58,182 12,249
New Hampshire New Jersey New Mexico New York	15,015 13,475 7,027 38,150	1,070 25,133 8,643 63,376	16,085 38,608 15,670 101,526	6,772 11,161 8,947 111,287	1,126 24,680 1,686 82,002	7,898 35,841 10,633 193,289	4,232 90 10,854 15,098	17 4,202 - 3,679	4,249 4,292 10,854 18,777	28,232 78,741 37,157 313,592	1,337 1,435 815	403 15,640	2,009 - - -	. 36 -	3,382 1,838 815 15,640	31,614 80,579 37,972 329,232
North Carolina North Dakota Ohio Oklahoma	24,665 12,414 64,640 17,359	266 320 46,827 4,454	24,931 12,734 111,467 21,813	21,834 9,175 68,101 13,397	4,568 1,281 56,016 4,087	26,402 10,456 124,117 17,484	21,154 7,499 32,649 8,476	4,007 5,219 3,232	21,154 11,506 37,868 11,708	72,487 34,696 273,452 51,005	10,877 3,927	- - 99 27	- 12 -	234 - - -	11,111 12 4,026 27	83,598 34,708 277,478 51,032
Oregon Pennsylvania Rhode Island South Carolina	22,051 27,970 412 28,338	8,984 40,592 9,529 891	31,035 68,562 9,941 29,229	14,406 35,014 2,927 10,349	2,893 27,764 2,693 2,331	17,299 62,778 5,620 12,680	5,540 31,988 3,754 15,259	4,587 79 - -	10,127 32,067 3,754 15,259	58,461 163,407 19,315 57,168	39,452 716 10,400	245 781 -	267 - 55 -	357 - - -	869 40,233 771 10,400	59,330 203,640 20,086 67,568
South Dakota Tennessee Texas Utah	12,313 34,248 67,764 19,183	2,823 28,097 51,018	15,136 62,345 118,782 19,183	12,555 18,128 65,042 6,141	3,027 8,006 30,096 735	15,582 26,134 95,138 6,876	4,930 3,659 39,550 2,765	4,468 13,285 - 707	9,398 16,944 39,550 3,472	40,116 105,423 253,470 29,531	23 48,527 4,844	1,601 301	142 6,759 -	70 - - -	235 8,360 48,527 5,145	40,351 113,783 301,997 34,676
Vermont Virginia Washington West Virginia	16,757 38,478 11,876 29,569	2,594 24,698 3,289	16,757 41,072 36,574 32,858	6,448 20,723 14,416 12,550	324 3,844 3,522 1,344	6,772 24,567 17,938 13,894	1,139 12,712 7,927 11,664	1,672 37 5,875 -	2,811 12,749 13,802 11,664	26,340 78,388 68,314 58,416	2,353 1,524	1 24 - 205 -	228	- - 99 -	124 2,353 2,056 -	26,464 80,741 70,370 58,416
Wisconsin Wyoming Dist. of Col.	18,977 16,959	12,305 20,611	31,282 16,959 20,611	23,863 11,390	12,848 506 4,370	36,711 11,896 4,370	9,334 3,703	9,065 4,011	18,399 3,703 4,011	86,392 32,558 28,992	- - -	702 - -	111 1,782	3,844	813 1,782 3,844	87,205 34,340 32,836
Total	1,154,937	890,093	2,045,030	1,170,058	572,060	1,742,118	498,282	212,949	711,231	4,498,379	234,647	27,409	44,147	12,522	318,725	4,817,104
Total, 48 States and Dist. of Col.	1,154,937	890,093	2,045,030	1,160,579	569,738	1,730,317	488,521	212,949	701,470	4,476,817	234,647	27,268	44,147	12,522	318,584	4,795,401

^{1/} This table combines capital expenditures given in table SF-4A for State-administered highways and in table SF-6 for local roads and streets, and classifies them according to Federal-aid systems. Data for toll facilities are not included.

STATE OBLIGATIONS FOR HIGHWAYS-1960

OBLIGATIONS ISSUED OR ASSUMED DURING YEAR¹

Compiled for calendar year from reports of State authorities TABLE SB-1, 1960 SHEET 1 OF 2 ISSUED SEPTEMBER 1961

CHADIC	NOMINAL DATE		GROSS PROCES	EDS OF SALE	8		INTERES	sr <u>5</u> /		REDEMPTION PROVISIONS		SOURCE OF
STATE AND OBLIGATIONS	OF ISSUE 2/	PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS	application of proceeds 4/	POSTED RATE	net interest cost	SERIAL OR TERM	MATURETY DATES AND AMOUNTS	CALL FEATURES 6/	FUNDS FOR DEET SERVICE 1/
	-	1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars							
Alabama Mighway Authority Bonds: Series F Series G Reimbursement Obligations Assumed Total	1-1-60 9-1-60	10,000 15,000 160 25,160	-	} _ 6)) 25,006 160 25,166) Obligations assumed for roads in Winston County)	3.0~6.0 3.25-6.0	3,83 3.61	5 5	1961-1980, \$500,000 1961-1980, \$500,000 - \$1,300,000) 1965 €) 103) Gasoline tax
Commeticut Highway System Bonda: 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 1963-1980, \$1,055,000-\$1,060,000	None) Motor-fuel) tex
Delsware Belaware Memorial Bridge Revenue Bonds Delsware Memorial Bridge Revenue Bonds Highway Improvement Bonds-1999, 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: 8/ St. Lucie County Road Revenue Bonds Saranota County Road Revenue Bonds Rrevard County Road Revenue Bonds Crange County Road Revenue Bonds Alachus County Road Revenue Bonds Pasco County Road Revenue Bonds Gulf County Road Revenue Bonds Gulf County Road Revenue Bonds Hardes County Road Revenue Bonds Hardes County Road Revenue Bonds Fighlands County Road Revenue Bonds Fighlands County Road Revenue Bonds Finelias County Road Bridge Revenue Bonds	7-1-59 10-1-59 11-1-99 2-1-60 2-1-60 10-1-59 10-1-99 6-1-60 8-1-60	1,200 2,600 3,560 2,725 2,220 4,000 850 1,800 2,000 16,800	- 4 10 1 1 1 - 2	7 47 70 30 20 31 6 26 122	1,207 2,651 3,640 2,756 2,241 4,032 856 1,826 2,014 16,922	Construction of St. Lucie County road project Construction of Saranota County road project Construction of Saranota County road project Construction of Orunge County road project Construction of Pasco County road project Construction of Pasco County road project Construction of Gulf County road project Construction of Buffel County road project Construction of Buffel Buffel County road project Construction of Fighlands County road project Construction of Fighlands County road project Construction of Fighlands County road and bridge project, including Sayuny Toll facility	3.50-6.0 4.20-6.0 4.75 4.20-6.0 3.50 4.0-6.0 3.50-5.50 3.35 4.80-5.0	3.92 4.36 4.73 4.25 3.49 4.09 3.69 4.03 4.84	© 6 មិខ ១ ១ ១ ១ ១ ១ ១	1961-1974, \$50,000-\$125,000 1964-1989, \$15,000-\$175,000 1969, \$15,000-\$175,000 1962-1970, \$160,000-\$120,000 1962-1989, \$15,000-\$275,000 1961-1974, \$5,000-\$150,000 1965-1965, \$10,000-\$180,000 1962-1975, \$10,000-\$180,000 1965-1990, \$55,000-\$5,140,000	1969 @ 102.5 1969 @ 102.5 1969 @ 104 1970 @ 102.5 Mone 1964 @ 102.5 1970 @ 102.5 1965 @ 102.5 1970 @ 104	Gasoline tax Tollo and gasoline tax
Lake County Road and Revenue Bonds Volusta County Road and Revenue Bonds Manatee County Road and Revenue Bonds Total	5-1-60 7-1-59 12-1-59	1,000 2,000 1,100 41,855	1 -21 -1	8 - 7 - 387	1,008 2,002 1,086 42,241	Construction of Lake County road project Construction of Volumia County road project Construction of Manatee County Road project	3.1 4.0-5.0 3.75-4.125	4,13	8 8 5	1961-1964, \$250,000 1961-1972, \$50,000-\$270,000 1963-1984, \$10,000-\$90,000	1969 @ 102.5 1969 @ 104	Gasoline tax
Kentucky General Obligation Bonds	1-1-60	30,000	114	15	30,129	Construction of State highways, bridges, and tunnels	3.0	2.94	8	1962-1971, \$2,500,000-\$3,500,000	1968 @ 103	Road-user taxes*
Louisiana Mighway 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	5	1961-1984, \$397,000-\$924,000) 1969 @ 102)	} Road-user taxes*
Maryland State Highway Construction Bonds, Second Issue, Series N County Highway Construction Ronds, 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	8 5	1961-1975, \$400,000-\$12,800,000 1961-1975, \$10,000-\$159,000	1968 @ 100.5 1968 @ 100.5) 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 \$644,000 Metropolitan District Commission \$3,936,000	3.1	3,1	5	1961-1980, \$750,000	None	Motor-fuel taxes*
Michigan Trunk Line Highway Bonds, Series III Trunk Line Highway Bonds, Series IV	7-1-60 10-1-60	25,000 25,000	} -) 250	50,250) Construction of trunkline highways	3.50-5.0	3.9k 3.78	s s) 1961-1985, \$600,000-\$1,5k0,000) 1974 @ 103)) Road-user taxes
International Raidge Authority Revenue Bonds Series A (Primary pledge) Series B (Secondary pledge)	9-1-60 9-1-60	8,400 7,850) -420) 14	15,844) Construction of Tall Bridge across St. Mary's River) between Sault Ste. Marie, Michigan and Sault Ste. Marie,	5.0 6.0	5.0 6.0	T	2000) 1980 € 105) Bridge tolls
Grand Rapids Expressway Bonds (1960 Issue) Total	4-1-60	18,000 84,250	7-413	- 264	18,007 84,101	Ontario Construction of Grand Rapids Expressway	3,75-5.0	h.12	5	1961-1985, \$640,000-\$1,020,000	None	Road-user taxes
Mississippi Bridge Revenue Bonds	10-1-59	7,000		114	7,11h	Construction of Biloxi Bay Bridge	4.875-5.0	4.98	s	1961-1999, \$75,000-\$595,000	1969 @ 103	Gasoline taxes
Missouri Paseo Eridge Revenue Bonds	1-1-60	150	-6	3	147	Repair and improvements of Passo Bridge	5.0	5.0	т	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

	NOMENAL.		GROSS PROCES	EDS OF SALES	APPLICATION OF PROCEEDS Ly POSTED	INTER	est 5/		REDEMPTION PROVISIONS		SOURCE OF	
STATE AND OBLIGATIONS	DATE OF ISSUE 2	PAR VALUE	PREMITUM OR DISCOUNT	ACCURED INTERSST 3/	GROSS PROCEEDS	APPLICATION OF PROCEEDS	POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES 6/	FUNDS FOR DEBT SERVICE 3/
		1,000 Dollars	1,000 Dollars	1,000 Dollars	1,000 Dollars							
New York New York Thruway: State Guarenteed Thruway Bonds, Seventh Series Miagara Falls Bridge Commission Revenue Bonds Port of New York Authority: 9/ Comsolidated Bonds, Fourteenth Series Totel.	10-1-60 9-1-60 2-1-59	50,000 20,000 11,000 01,000	- -800 -239 -1,039	-	50,000 19,200 10,761 79,961	Construction of New York Thruway Construction of a new Lewiston-Queenston Bridge Toll bridge improvements	3,40-3,50 5,75 3,625	3.46 5.75 3.81	S T	1985-1995, \$1,950,000-\$5,100,000 2000 1989	1967 @ 105 1970 @ 105 1968 @ 103	Road tolls* Bridge tolls Eridge tolls
Pennsylvania State <u>Highway</u> and Bridge Authority: Series of 1960 Bonds	10-15-60	10,000	-145	3	9,858	Bighway construction and improvements	2.25-3.25	3.14	s	1961-1980, \$350,000-\$635,000	1968 @ 103	Highway depart- ment rentals
Tennessee Highway Bonds	5-1-60	10,000	1	18	10,019	9 Construction of State highways 3.		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 \$15,843,000; remain-) der for construction of second vehicular tunnel.	4.50	-	т	2000) 1963 @) 103-1/2	Tolls
Chesapeake Bay Bridge and Tunnel District Revenue Bonds, Series A, B, and C Total	7-1-60	197,500 239,200	-6,700 -7,575	1,885 2,161	192,685 233,786	Refunding ferry bonds \$17,509,000; remainder for con-) struction of Chesapeake Bridge and Tunnel	4.875-5.75	5.61	Ŧ	2000	1973 6 104	Tolls
Washington Starte of Washington: Motor Vehicle Fuel Tax Revenue Bonds - 1957 Series 2	3-1-60	18,000	14	16	18,030	Construction of State highways	3,60-4,20	3.93	S	1967-1977, \$1,000,000-\$1,700,000	None) Motor-fuel) texes
Washington Toll Bridge Authority: Second Lake Washington Toll Bridge Bonds Biggs Papids Toll Bridge Revenue Bonds Perry and Bood Canal Bridge Revenue Bonds Total	1-1-60 5-1-60 7-1-60	30,000 3,500 4,400 55,900	-600 -201 -432 -919	155 69 - 240	29,555 3,368 4,268 55,221	Construction of Evergreen Foint - Union Bay Bridge Construction of Edggs Rapids Toll Bridge Repair Hood Canal Bridge	4.90 5.50 4.75	4.95 -	T T	2000 2009 1997	1965 @ 105 1975 @ 108 1967 @ 105	Bridge tolls Bridge tolls Bridge and ferry tolls
West Virginis New Martinsville Bridge Rovenne Bonds	1-1-60	3,600	-72	12	3,540) Construction of bridge across Chio River between New Martinsville, W.Va. and a point between Duffy and	4.25-4.5	4.59	s	1963-1985, \$25,000-\$265,000	1970 € 104	Bridge tolls
State Road Bonds, Thirteenth Reissue Total	5-1-60 12-1-60	2,000 2,000 7,600	- -72	- 19	2,007 2,000 7,547	Hannibal, Ohio Construction of State highways	3.25-4.0 3.0-4.0	3.39 3.19	s s) 1961-1985, \$80,000)) None) Road-user) taxes*
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		713,589	-9,843	3,519	707,265							

If 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 thring year; table SB-2B, obligations outstanding at end of year; table SB-3, receipts and discursements for dett service; table SB-5, further debt service requirements. (Table SB-51 is published for odd-number year only.) When bonds were issued partly for highway and partly for other purposes, such issues been charged to State highways, to county or other local reads and structs, and to nonhighway purposes, respectively, in proportion to the assumed for the original issues used for these purposes, with the nonhighway portate being outted 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 Controlles with date bonds began to bear interest, unless noted otherwise.

3 Fayment 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 tall facility construction bonds are usually paid out of bond proceeds during the period of construction.

^{5/ &}quot;Fosted Rate" is declared rate printed on bonds; "Net Interest Cost" is bid price to horrover for combined bond issue, and reflects the premium or discount on sale.
6/ Entries in this column reflect first date bond issue may be redeced in its entirety. If called subsequent to the dates shown, the call premium will manually be scaled downward accordingly.
7/ Where an asterijet 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 is authorized to acquire or construct bridges 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.

Highway Statistics, 1960

STATE OBLIGATIONS FOR HIGHWAYS-1960

CHANGE IN INDEBTEDNESS DURING YEAR¹

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SE-2, 1960 SHFET 1 OF 3 ISSUED SEPTEMBER 1961

from reports of	State authorities	(In	thousands of	dollars)							ISSUE	ed september 1961
	OBLIGATIONS	,		OBLI	GATIONS ISSU	ED 3/	OBLIG	JATIONS REDE	EMEED		SINKING FUND AND OTHER	
STATE	ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1960	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL	OBLIGATIONS OUTSTANDING DECEMBER 31, 1960	REDEMPTION RESERVES DECEMBER 31, 1960 14/	NET INDEPTEDNESS DECEMBER 31, 1960
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
Arkensas	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 	46,564 22,966 7,000 76,530	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	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 78,813 148,013	719 - 70 - 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*	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	347,500 112,000 47,135 506,635	35,440 - - - 35,440	-	35,440	- - - - - - 395	-	- - - 395 395	35,440 347,500 112,000 46,740 541,680	-	35,440 347,500 112,500 46,740 541,680
Delaware	State Highway Refunding and Improvement Bonds Delaware Memorial Bridge Revenue Bonds State Assumed County Bonds Total	1 4* 6*	77,601 15,375 885 93,861	7,300 2,050 		7,300 2,050 - 9,350	4,677 2,305 106 7,088	- - -	4,677 2,305 106 7,088	80,224 15,120 779 96,123	- - -	80,224 15,120 779 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* 6* 4*	43,868 48,278 5,722 25,253 67,225 75,380 265,726	41,855 - - - - 41,855	- - - - - -	41,855	2,286 1,871 163 935 1,960 944 8,159	- - - 5,610 5,610	2,286 1,871 163 935 1,960 6,554 13,769	83,437 46,407 5,559 24,318 65,265 68,826 293,812	- - 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 Rosal Authority Bonds Total	2* 4* 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*	4,486 49,225 <u>71</u> 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*	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	ł+*	175,468	-	-	-	-	-	-	175,468	- '	175,468
Kentucky	Highway, Bridge, and Tunnel Bonds State Toll Bridge Revenue Bonds Turnpike Revenue Bonds Total	1 4* 4*	68,000 7,274 38,245 113,519	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*	106,723 60,380 167,103	30,000	- - -	30,000	9,912 2,920 12,832	-	9,912 2,920 12,832	126,811 57,460 184,271	13,134	113,677 57,460 171,137

Footnotes appear on sheet 3

STATE OBLIGATIONS FOR HIGHWAYS-1960

CHANGE IN INDEBTEDNESS DURING YEAR¹

Compiled for calendar year from reports of State authorities

TABLS SE-2, 1900 SHEET 2 OF 3 ISSUED SEPTEMBER 1961		NET INDEPTEDNESS DECEMBER 31, 1960	27,215 7,000 3,733 2,400 177 78,600	197,872 132,377 11,063 341,312	10,4064 23,434 67,757 6,820 28,000 52,000 52,001 22,601 777,474	1,25,940 15,250 99,800 541,990	4,200 37,300 41,500	71,872 6,918 11,835 1,276 91,901	13,785	16,600 5,200 13,300 17,850 720 74,030	19,164 8,386 27,555 18,046 264,000 14,855 398,221 717,777	8,527	91,698 133,928 16,299 16,299 16,299 18,189 1,392 93,939 1,392 1,392 1,392 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,00
ISSUE		REDEMPTION RESERVES DECEMBER 31, 1960	187	9,701 8,363 600 18,664	11111111	1 1 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	600 1,600 2,200		: 1)) ,	. , ,	,	60,402 - 275 275 495 14,856 3,000 3,000
		OBLIGATIONS OUTSTANDING DECEMBER 31, 1960	27,215 7,000 3,920 2,400 177 78,600	207,573 1140,7140 11,663 359,976	23, 434 23, 434 427, 498 6, 755 8, 880 239, 800 52, 601 757, 476	425,940 16,250 37 99,800 542,027	14,800 38,900 13,700	71,972 6,918 11,835 1,276	13,785	16,600 5,200 13,300 17,850 360 74,630	19,164 8,386 18,445 18,445 284,100 44,855 398,221 773,171	8,527	133,922 133,922 16,774 20,000 36,887 488 10,488 10,488 10,488 10,488 10,488 10,488 10,488 10,500 10,500 10,372,476
	SMED	TOTAL	3,185 180 60 22 - 3,447	9,301 12,126 440 21,867	25,627 1,499 27,126 27,126 134 566 -	12,710 33 12,743	1,500	2,396 1,000 852 116 116	1,145	3,150 240 240 390 45 4,138	1,670 351 2,021 2,041 900 17,877 22,984	2,648	9,900 13,011 1,334 1,431 1,431 1,43 1,43 1,43 1,43
	OBLIGATIONS REDSEMED	BY REFUNDING	+ 3 () + , (1111		1 1 1 1 1	1 1 1	1 1 1 1 1	111		11111111	,	
	OBLIG	WITH CURRENT INCOME AND DEET RESERVES	3,185 180 66 22 22 3,447	9,301 12,126 140 21,867	25,627 1,126 27,126 1,34 566 - 28,126	12,710 - 33 - 33 - 743	900	2,396 1,000 116 116 4,364	1,145	3,150 240 240 390 45 45 45 473	1,670 351 8,021 2,041 900 11,877 22,934	2,648	9,900 13,011 1,334 1,131 1,431 1,431 1,431 1,43 1,43
	æ 3/	TOTAL		20,000 1,684 21,684	14,356 644 15,000 - - - 15,000	68,000	F + 1	7,000	021 - 021	7111431	1 1 1 1 1 1 1 1	,	20,000 11,000 50,000
3	OBLICATIONS ISSUED	REFUNDING ISSUES		1 1 1 1	,,,,,,,,,	F 1 (1)	1 1 3	1111	1	1 4 4 1 5 1 3		,	, , , , , , , , , , , , , , , , , , , ,
llars)	OBLICA	ORIGINAL		20,000 1,684 21,684	14,356 644 15,000 - - - - - - - - - - - - - - - - - -	68,000 16,250 - - 84,250	1 1 1	7,000	150	111111	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		20,000 11,000 50,000
(In thousands of dollars)			30,400 7,000 4,100 2,460 199 78,600	196,874 152,866 10,419 360,159	1,15,335 24,289 1,39,624 7,39,624 9,386 239,000 52,601 770,600	370,650 - 70 99,800 470,520	5,400 39,800 45,200	67,268 7,918 12,687 1,392 89,265	14,780 82 14,862	19,750 5,440 13,540 18,240 105 1,093 78,468	20,834 8,737 20,571 20,486 285,000 45,000 416,098 796,155	11,175	162,000 1,112 17,918 17,918 37,718 37,718 531 1,475 103,577 141,7500 103,577 141,500 1,355,698
1		CLASSIFI- CAFION 2/	- CU # # *	***	****	* * * * t t t t l l	നവ	* * * *	**9 6*	H4444	*** * * * * * * * * * * * * * * * * * *	*:	* * * * * * * * * * * * * * * * * * *
andar year. Nete authorities	OBLICATIONS		State Highway Bonds Fore North Bridge Bonds State Trol. Dringe Bonds Maine Port Authority Bonds (Island Ferry Service) Der Tale - Sedgwick Bridge Bonds Maine Turnplae Authority Bonds	State Highway Construction Bonds Bridge and Tunnel Revenue and Refunding Bonds County Construction Bonds Total	Highway Inprovement Loan - State Share Highway Improvement Loan - Local Share Subtockal Highway Flood Bonds - State Share Highway Flood Bonds - Local Share Turnylke Revenue Bonds - Local Share Turnylke Revenue Bonds - Highway Share Port Albertly Bonds - Highway Share	Limited Access Highway Revenue Bonds International Bridge Authority Bonds State Bridge Commission Revenue Refunding Bonds Machinac Bridge Authority Revenue Bonds Total	State Highway and Central Office Building Bonds State Bridge and Right-Of-Way Bonds Total	State Highway Bonds State Highway Perlunding Bonds State Foll Bridge Revenue Bonds State Highway Revenue Refunding Bonds	Bridge Revenue Bonds Reinbursement Ohligations Assumed Total	State Highway Bonds New Hampslire Winter Bonds Spanding Thurplus Bonds Central (Kwerstt) Yunnpike Bonds State Toll Bridge Bonds Nature - New Hampshire Interstate Bridge Authority Refunding Bonds Total	Highway Improvement Bonds - State Share Highway Improvement Bonds - Local Share Shutchal Delaware River Joint Tell Bridge Commission Revenue Bonds Garden State Parkway Gurarnteed Bonds Garden State Parkway Revenue Bonds New Jersey Turnyike Authority Revenue Bonds Total	Highway Pebentures	State Highway Improvement Bonds - Serial and Term State Highway Improvement Bonds - Serial and Term State Highway Grade Crossing Elimination Bonds General State Improvement Bonds - State Highway Share New York State Eridge Authority Bonds and Serial Bonds Nisquar Falls Bridge Commission Refunding Bonds Jones Beach Parkway Authority Berwene and Refunding Bonds Adirondack Mountain Authority Perhading Bonds - Highway Share Thousand Islands Bridge Authority Refunding Bonds Buffalo and Pork Authority Bonds - Highway Share Tourism On New York Authority Bonds - Highway Share New York Thruway Guaranteed Bonds New York Thruway Havenue Bonds New York Thruway Revenue Bonds
Compiled for calendar year from reports of State authorities		STATE	Maine	Maryland	Masachusetts	Michigan	Minnesota	Mississippi	Missouri	Кеч Бапрећіге	New Jersey	New Mexico	New York

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

STATE OBLIGATIONS FOR HIGHWAYS-1960

CHANGE IN INDEBTEDNESS DURING YEAR¹

(In thousands of dollars)

Compiled for calendar year from reports of State authorities

	CHY SAME OF THE PARTY OF THE PA											
	SENTENTEN		OBLIGATIONS		OBLIGATIONS ISSUED	.a 3/	OBLICA	OBLICATIONS REDEEMED		SECTIONS	SINKING FUND AND OTHER	
STATE	ISSA	CLASSIFI- CATION 2/	OUTSTANDING JANUARY 1, 1960	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	VITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL	OUTSTANDING DECEMBER 31, 1960	REDEMPTION RESERVES DECEMBER 31, 1960	NET INDEPTEDNESS DECEMBER 31, 1960
Morth Carolina	State Rightsy Bonds State Secondary Roads Bonds Total	1	10,334 117,350 127,684	,,,	111	, , ,	2,000		2,000	8,334 106,850 115,184	8,334 13,102 21,436	93,748
Ohio	State Hignway Bonds Ohlo Turnple Revenne Bonds Bridge Revenne Bonds Total	* * *	367,715 326,000 3,435 697,150	1 1 1 1			30,340		30,340	337,375 326,000 3,355 606,730	30,430	307,045 326,000 3,278 636,323
Oklahoms	Oklahoms Turnpike Authority Revenue Bonds	*1	100,426	,	,		1,560		1,560	98,866		98,866
Oregon	State Righway Bonds	1	66,425	,	r		5,075	,	5,075	61,350	7,349	54,001
Pennsylvania	State Highway and Bridge Authority Bonds State Toll Bridge Bonds Delaware River Port Authority Bonds Pennsylvania Turnpike Revenue and Refunding Bonds Total	****	75,958 1,350 93,552 412,065 582,925	10,000	,,,,,	10,000	7,161 2,457 13,665 24,033	107	7,161 750 2,564 13,665	78,797 600 90,988 398,400 568,785	. 80 31,12 12,124 12,124	78,797 90,455 368,406 537,658
Rhode Island	State Highway Improvement Bonds Special State Bridge Bonds Jameston Bridge Commission Bonds Wount Bope Bridge Authority Revenue Bonds Total	たい ***	27,450 4,574 532 1,818 34,374	11773		1111	2,300		1,300 298 1,674	26,150 4,574 476 1,520 32,720	2,185	26,150 2,389 476 1,520 30,535
South Carolina	State Highway Bonds and Certificates of Indebtedness State Assumed County Bonds Total	r*9	36,550 992 37,542		111	, , ,	6,050	111	6,050	30,500	11,306	19,194 177 19,968
Temessee	State Righmay Ronds State Issues for Local Roads Total	1.5	35,013 7,000 42,013	10,000	. , ,	10,000	002	111	82 , 82	44,813 7,000 51,813	13	44,800 7,000 51,800
Техаз	Turnpike Authority Revenue Bonds Reimbursement Obligations Assumed Total	**9	58,500 4,024 62,524	,,,	. , ,	111	724 427	1	125	58,500 3,300 61,800	3,080	58,500 220 58,720
Vermont	State Righway Bonds Bridge Bonds Flood Bonds of 1927-Local Roads Potal	421	26,200 280 24,24 24,304	8,000		8,000	2,000		2,000	32,200 - 24 32,224	101 101 101 101	31,793
Virginia	State Toll Bridge and Tunnel Revenue and Refunding Bonds Richmond - Petersburg Turnpike Authority Revenue Bonds Elizabeth River Tunnel District Revenue Bonds Total	***	113,811 75,150 15,843 204,804	179,991 25,857 205,848	17,509 15,843 33,352	197,500 41,700 239,200	745	17,509	18,254 15,843 34,097	293,057 75,150 41,700 409,907	651	292,406 75,150 41,700 409,256
Washington	Eighway Construction Revenue Bonds - State Share Eightway Construction Revenue Bonds - Local Share Subtotal Bridge Authority Revenue Bonds Total	t* **	76, 492 6, 563 69, 368 69, 423	18,000 18,000 37,900 55,900	11111	18,000 18,000 37,900 55,900	3,544 3,900 1,774 5,674	11111	3,544	90,948 6,227 97,155 105,494 202,649	4 2 4 3	90,948 6,207 97,155 105,494 202,649
West Virginia	State Righesy Ronds State Secondary Road Bonds Foll Bridges Revenue Ronds Turnpike Revenue Bonds Total	* * * * † †	49,324 23,200 1,400 133,000 206,924	3,600	11111	4,000 3,600 7,600	3,720 3,333 7,058		3,720	19,604 19,867 1,995 133,000		19,604 19,867 1,995 133,000 207,466
Wisconsin	Reimbursement Obligations Assumed	*9	3,221	•		-	339	,	399	2,822		2,822
Dist, of Col.	Righway Construction Obligations	*1	٠,	2,000	-	2,000	'	,	-	2,000		2,000
Summary	General Highway Bond issue Special State Issues for Findays and Grade Crossings Special Construction Issues - State Highway Share Issues for Painburnement State Issues for Painburnement Religious for Painburnement for State-Administered Highways Mubofall, State Issues for State-Administered Highways Find Dollgations are State-Administered Highways Find Dollgations for State-Administered Highways State Issues for Local Roads and Bridges Total Highway Ohligations of State	Hamativ vo F	2,753,959 223,793 15,780,396 25,945 8,809,334 1,809,334 1,809,334 1,62,388 9,008,229	330,951 346,798 677,749 677,909 2,328 680,237	33,372	330,951 380,150 711,101 160 1,11,261 2,328 713,589	186,057 16,050 16,050 1,736 83,483 1,703 2,782 29,782 7,952 7,952	39,069	1.06,055 16,050 1,736 1,733 328,552 338,595 330,878 7,952 7,952 338,830	2,896,855 201,743 13,525 6,041,994 21,192,339 9,192,339 9,285,284 136,764 9,386,908	160, 537 3,785 60,621 1,989 22,998 3,080 230,526 231,150	2,738,318 123,958 123,9521 5,987,373 52,343 52,343 52,543 30,785 1395,598 156,140 9,131,40
1/ See table	See table SB-1 for general note on SB series. The following States reported no indebtedness during 1960:	bess during	1960:	understo	tood to be sur	upported by	the full fai	faith and cred	it of the	State as well s	as by specific r	otomies.

1/ See table SB-1 for general note on SB series. The following States reported no indettedness during 1960: Alaska, Arizona, Howksaa, Revala, Fevala, forth hacketa, Houch hacket, United, and Wydning.
2/ For purpose of this enalysts, band issues have been classified in secondance with the types of issue summarized on sheet 3. See table SB-28 for additional details. Issues marked with an severals are understood to be limited State obligations or quest-State obligations supported by specific revenues only. All other issues are

understood to be supported by the full faith and credit of the Statess well as by specific revenues.

3/ See table SE-1 for additional information.

1/ Balances in this column accided exemute known to be reserved solely for interest payments, and differ in some instances from balances above 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

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

^{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 \$5,320,000; N. H., Turnpike System Bonds \$36,330,000, Toll Bridge Bonds \$360,000; N. J., Gerden State Parkway Bonds \$264,100,000; N. Y., Thruway Bonds \$495,500,000; Pa., Toll Bridge Bonds \$63,330,000. LIMITED BONDS: Colo., Turnpike Bonds \$4,145,000; Conn., Turnpike Bonds \$4,145,000; Conn., Turnpike Bonds \$3,130,000; Fla., Dade County (Miami) Expressway Bonds \$25,000,000, Jacksonville Expressway Bonds \$68,326,000, 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.

12,281 17,639

32,391 1,250 8,996 10,245 4,262

4,262

67 15,329 15,396

10,953

8,843

1,183 7,996 22,179

31,072

3,121 1,584 1,765

3,277

2,813

11,179 950 12,129

585

33

STATE OBLIGATIONS FOR HIGHWAYS-1960

FOR DEBT SERVICE¹ RECEIPTS AND DISBURSEMENTS

Compiled for calendar year from reports of State authorities

IN SINKING FUND OR DEST RESERVE DECEMBER 31, 1960 TABLE SB-3, 1960 SHEET 1 OF 3 ISSUED SEPTEMBER 1961 TOTAL DISBURSE-MENTS 10,249 469 10,718 12,295 307 12,602 2,135 8,376 10,511 3,173 312 3,485 3,644 22 17,188 17,210 4,451 2,287 6,738 732 17,935 18,667 6,720 3,017 127 9,864 5,232 19,273 1,853 2,554 647 8,067 11,268 9,860 6,135 13,329 5,029 18,358 4,023 3,575 7,598 15,084 15,911 763 31,758 11 7,000 397 7,397 9,796 9,796 2,662 2,308 2,363 755 2,4677 2,405 106 7,188 2,350 1,010 1,856 4,82 7,025 1,309 2,000 748 2,748 9,301 11,728 140 21,469 9,341 2,876 12,817 3,185 TOTAL REDEMPTIONS PREMIUM OR DISCOUNT 100 444 7 1997 . 319 -398 -398 -161 .## DISBURSEMENTS 9,796 2,209 1,55 2,364 4,677 2,305 106 7,088 2,351 10,548 1,859 481 4,728 7,068 1,309 12 1,321 2,000 2,788 2,788 7,000 7,397 2,632 1,010 9,341 2,930 18,361 9,301 12,126 140 21,367 3,185 PAR VALUE 3/ TOTAL
INTERRET
AND
ADMINISTRATION 3,249 72 3,321 2,499 732 17,180 17,912 2,043 612 21 21 21 2,676 698 165 3,380 4,243 2,335 2,338 17,188 838 3,313 4,151 360 965 151,128 2,882 8,885 943 12,610 9,860 6,135 2,451 3,988 3.6 85 48 85 48 ADMINIS-TRATION, PAYING AGENT FEES, ETC. 8 K 25 91 25 88 75.7 의際 8 3,217 307 360 5,668 6,022 732 17,118 17,850 2,043 612 2,696 8,855 2,338 $\frac{17,188}{17,193}$ 965 1,122 3,348 1,218 1,218 2,335 9,800 6,135 2,451 3,984 838 3,295 4,133 9,058 3,607 558 4,165 11,433 2,461 647 8,247 11,355 2,135 8,604 10,739 732 19,213 19,945 6,720 2,622 127 9,469 1,818 TOTAL 8,84 9,356 4,576 15 1,591 15,269 15,269 10,801 5,095 3,909 3,927 3,927 18,813 4,055 4,003 8,058 15,996 12,984 1,031 30,011 MISCEL-LANEOUS INCOME 186 ±3 197 14 2±0 (In thousands of dollars) APPLICABLE TO DEET SERVICE 1 1 NET EARNINGS FROM INVEST-MENTS 239 Ç 1,605 985 8 #*27* 1,027 \$ -566 615 715 湖. 417 422 £8/4 191 ងទាន 8432 PROCEEDS OF SALE OF BONDS 102 32, 38 8 16 32 32 3,368 3,388 81,18 RECEIPTS 6,999 $\frac{15,874}{15,874}$ 2,554 2,554 7,960 647 112 7,960 2,359 2,473 2,473 12,605 14,715 10,384 4,673 TOLLS HIGHWAY-USER REVENUES 8,819 8,819 2,135 2,135 9.54 9.54 9.54 3,607 630 1,415 2,045 6,714 5,841 7,638 2,412 7,681 3,737 3,979 3,861 14,273 1,053 15,386 15,453 976 BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1960 1,987 1,225 2,687 2,608 32,840 1,343 8,816 10,159 3,049 6,080 24,334 3,330 89 17,248 17,337 9,883 2,342 2,342 2,878 12,626 9,098 21,724 16,051 15,302 946 32,299 210,01 CLASSIPI-CATION 2/ α U < m ⊲ A ×β 4 8 4 A D AB O K M A A Q ∢ m æ m 4 A ⊲ ¤ < m ∩ State Highway Bonds FOLI Rood and Bridge Bonds Special Rood and Bridge Obligations Assumed Potal State Highway Bonds Reimbursement Obligations Assumed Total State Highway Bonds Toll Bridge Bonds Reimbursement Obligations Assumed Total Highway and Office Building Bonds Turnpike Revenue Bonds Total OBLIGATIONS Bonds Bridge Building Authority Bonds Toll Bridge Bonds Rural Roads Authority Bonds Total Bonds State Highway Bonds State Toll Bridge Bonds State Issues for Local Roads Total State Highway Bonds State lasues for Local Roads Total State Highway Bonds Foll Bridge Authority Bonds Total State Highway Bonds furnpike and Toll Bridge Total State Highway Bonds Tumpike and Toll Bridge Total State Highway Bonds Turnpike and Toll Bridge Total ISSUE State Highway Bonds Turnpike Revenue Bonds Total Turnpike Revenue Bonds Turnpike Revenue Bonds State Highway Bonds Toll Bridge Bonds Total State Righway Bonds Toll Bridge Bonds Total Connecticut STATE California Louisiana Colorado Illinois Arkansas Delaware Kentucky Meryland Alabama Georgia Indiana Florida Kansas Ravaii Maine

Footnotes appear on sheet

16,963 12,375 1,214 30,552

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE1

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

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

	OBLIGATIONS		BALANCE		RECEIP	IS APPLICAB	LE TO DEBT :	SERVICE			*****	DI	BURSEMENT	S			BALANCE
			IN SINKING			PROCEEDS	NET				ADMINIS- TRATION,	TOTAL		REDEMPTIONS	3		IN SINKING
STATE	ISSUE	CLASSIFT- CATION 2/	FUND OR DEBT RESERVE JAN. 1, 1960	HIGHWAY- USER REVENUES	TOLIS	OF SALE OF BONDS	EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	PAYING AGENT FEES, ETC.	INTEREST AND ADMINIS- TRATION	PAR VALUE 3/	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSE- MENTS	FUND OR DEST RESERVE DECEMBER 31, 1960
Massachusetts	State Highway Bonds Turnpike and Toll Bridge Bonds State Issues for Local Roads Total	A B D	17,608 17,608	36,803 2,925 39,728	11,747 11,747		- 570 - 570	- - -	36,803 12,317 2,925 52,045	10,742 11,468 860 23,070	- 2 - 2	10,742 11,470 860 23,072	26,061 2,065 28,126	-	26,061 2,065 28,126	36,803 11,470 2,925 51,198	18,455 18,455
Michigan	State Highway Bonds Toll Bridge Bonds Total	A B	18,955 3,748 22,703	28,148 28,148	4,469 4,469	257 1,708 1,965	733 173 906	-	29,138 6,350 35,488	12,565 4,453 17,018	105 32 137	12,670 4,485 17,155	12,710 33 12,743	-	12,710 33 12,743	25,380 4,518 29,898	22,713 5,580 28,293
Minnesota	Highway and Office Building Bonds	A	2,713	3,367		-	-	-	3,367	1,213	-	1,213	1,500	-	1,500	2,713	3,367
Mississippi	State Highway Bonds Toll Bridge Bonds Total	A B	2,260 1,372 3,632	6,046 6,046	1,326 1,326	-	- 12 12	-	6,046 1,338 7,384	2,438 458 2,896	-	2,438 458 2,896	3,512 852 4,364	2 22 24	3,514 874 4,388	5,952 1,332 7,284	2,354 1,378 3,732
Missouri	Toll Bridge Bonds Reimbursement Obligations Assumed Total	B C	2,060 7 2,067	800 3 803	623 	3 3	46 - 46	-	1,472 3 1,475	503 - 503	- 2	505 - 505	1,145 3 1,148	-144 144	1,101 3 1,104	1,606 3 1,609	1,926 7 1,933
New Hampshire	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	-1,215 -1,215	3,808 879 4,687	- 1,996 1,996	-	- - 8 8	-	3,808 2,883 6,691	652 838 1,490	- 6 - 6	658 838 1,496	3,150 1,288 4,438	7	3,150 1,295 4,445	3,808 2,133 5,941	-465 -465
New Jersey	State Highway Bonds Turnpike and Toll Bridge Bonds State Issues for Local Roads Total	A B D	356 49,747 262 50,365	2,283 -563 2,846	43,151 - 43,151	- - -	- 547 - 547	-	2,283 43,698 563 46,544	650 23,610 209 24,469	-	650 23,610 209 24,469	1,666 21,543 351 23,560	- -527 -527	1,666 21,016 351 23,033	2,316 44,626 560 47,502	323 48,819 265 49,407
New Mexico	State Highway Bonds	A	1,630	2,849	-	-	-	-	2,849	258	3	261	2,648	-	2,648	2,909	1,570
New York	State Highway Bonds Thruway and Toll Bridge Bonds Total	A B	65,054 32,249 97,303	24,340 24,340	49,616 49,616	-	2,059 792 2,851	2,597 4/ 2,597	28,996 50,408 79,404	8,887 30,920 39,807	- 54 54	8,887 30,974 39,861	23,464 10,783 34,247	- -93 -93	23,464 10,690 34,154	32,351 41,664 74,015	61,699 40,993 102,692
North Carolina	State Highway Bonds	A	20,833	15,030	-	-	379	-	15,409	2,306	-	2,306	12,500	-	12,500	14,806	21,436
Ohio	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	50,816 17,478 68,294	30,786 30,786	18,486 18,486	-	1,145 877 2,022	=	31,931 19,363 51,294	10,881 10,755 21,636	9 122 131	10,890 10,877 21,767	30,340 80 30,420	- 14 	30,340 84 30,424	41,230 10,961 52,191	41,517 25,680 67,397
Oklahoma	Turnpike System Bonds	В	11,337	-	4,610	-	173	-	4,783	3,612	-	3,612	1,560	-32	1,528	5,140	10,980
Oregon	State Highway Bonds	A	6,524	6,886	-	-	468	-	7,354	1,449	5	1,454	5,075	-	5,075	6,529	7,349
Pennsylvania	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	1,043 41,203 42,246	8,763 8,763	40,468 40,468	-	84 1,412 1,496	- 4	8,847 41,884 50,731	1,722 15,352 17,074	- 75 - 75	1,722 15,427 17,149	7,161 16,979 24,140	156 156	7,161 17,135 24,296	8,883 32,562 41,445	1,007 50,525 51,532
Khode Island	State Highway Bonds Toll Bridge Bonds Total	A B	2,072 363 2,435	2,290 - 2,290	- 561 561	-	83 10 93	-	2,373 571 2,944	960 60 1,020	-	960 60 1,020	1,300 324 1,624	- - <u>-1</u>	1,300 323 1,623	2,260 383 2,643	2,185 551 2,736
South Carolina	State Highway Bonds Reimbursement Obligations Assumed Total	A C	10,807 - 10,807	6,824 218 7,042	<u>-</u>	-	499 199	-	7,323 218 7,541	769 - 769	5 - 5	774 -774	6,050 218 6,268	-	6,050 218 6,268	6,824 218 7,042	11,306 11,306
Tennessee	State Highway Bonds State Issues for Local Roads Total	A D	3,508 - 3,508	- 159 159	-	19 	-	-	19 159 178	975 159 1,134	17 - 17	992 159 1,151	200 - 200	-	200 - 200	1,192 159 1,351	2,335 - 2,335
Texas	Turnpike Bonds Reimbursement Obligations Assumed Total	B C	2,424 3,330 5,754	- 661 661	1,913 1,913	-	99 57 156	-	2,012 <u>718</u> 2,730	1,655 179 1,834	- 65 65	1,655 շևկ 1,899	- 724 724	-	724 724	1,655 968 2,623	2,781 3,080 5,861
Vermont	State Highway Bonds State Issues for Local Roads Total	A D	628 27 655	2,844 - 2,844	-	-	-	-	2,844 - 2,844	785 - 785	-	785 - 785	2,280 - 2,280	-	2,280 - 2,280	3,065 3,065	407 27 434

STATE OBLIGATIONS FOR HIGHWAYS-1960

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE¹

0,401 2 and 4	SHEET 3 OF 3	BALANCE	SINKING	FUND OR DEBT RESERVE DECEMBER 31, 1960	55,021	6,572 10,253	16,825	2,210 2,002 4,212	1	253,113	5,478 651,892 10,502 662,394	
THAM	ISONED SE		_	TOTAL DISBURSE- MENTS	148,057	6,361 5,522	12,428	8,452 2,895 11,347	339	295,477 324,376	4,037 623,890 13,034 636,924	
				TOTAL	35,369	3, 75 4, 798	356	7,053 10 7,063	336	205,031	2,857 331,605 7,911 339,516	
			REDEMPTIONS	PREMIUM OR DISCOUNT	1,272	, र हें ,	- 24 -	1 1	ı	-3 277	274 -41 233	
		DISBURSEMENTS		PAR VALUE 3/	34,097	3,74	356 5,674	7,053 10 7,063	399	205,034	2, 857 331,331 7,952 339,283	
		DIES	TOTAL	INTEREST AND ADMINIS- TRATION	12,688	2,817 3,724	189 6,730	1,399 2,885 1,284	1	90,446 200,659	1,130 292,285 5,123 297,408	
7			ADMINIS- TRATION.	PAYING AGENT FEES, ETC.	-		ı	ಪ ಬ	ı	44	1,088 1,080 1,080	
				INTEREST	12,688	2,817	189 6,730	1,397 2,885 4,282	-	90,032 200,144	1,091 291,267 5,081 296,348	
טרט טרט				TOTAL	91,719	8,110	19,902	8, 267 3,685 11,952	399	294 , 182 392, 713	3,752 690,647 13,485 704,132	
5	llars)	SERVICE		MISCRI- LANEOUS INCOME	-	1 1	ì	1 1	,	2,826	1,158 1,158	
	(In thousands of dollars)	TO DEBT	NET	EARNINGS FROM INVEST- MENTS	1,555	136 172	308	75 28 185	1	7,912	129 20,662 610 21,272	
SITO DISCONDENIENTO I DE DEDI	(In thou	S APPLICABLE	PROCEEDS	SALE OF BONDS	4,17,62	30	5,063	322		4,236 87,780	92,036 11 92,047	
ָ ׆	:	RECEIPTS		TOITS	10,450	5,042	5,042	3,313	,	гвз,пп	283,111 283,111	:
_				HIGHWAY- USER REVENUES	-	7,944	8,489	8,185 8,185	399	279, 208 7, 869	3,603 290,680 12,864 303,544	
, , , , , ,		BALANCE	SINKING		11,359	4,823 4,528	9,351	2,395 1,212 3,607		25, 408 32, 964	5, 763 585, 135 10,051 795, 186	
1				CLASSIFI- CATION	В	4 A	Δ	ΑÐ	υ	A B	Б	
	ndar year tate authorities	OBLICATIONS		ISSUR	Turnpike and Toll Bridge Bonds	State Highway Bonds Toll Bridge Bonds	State Issues for Local Roads Total	State Highway Bonds Turnpike and Toll Bridge Bonds Total	Reimbursement Obligations Assumed	State Highway and Bridge Bonds Toll Facility Bonds	Reimbursement Obligations Assumed Total for State Roads and Bridges State Issues for Local Roads Grand Total	
	Compiled for calendar year from reports of State authorities			STATE	Virginia	Weshington		West Virginia	Wisconsin	Stummery		

See table SB-1 for general note on SB series. The following States reported no indebtedness during 1960: Alaska, Idaho, Iowa, Montana, Nebraska, Morth Dakota, South Dakota, Utch, and Franting.

For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized is.

J. The series between redemptions reported in this column and on table SB-2 are caused by January I maturities paid Arizona, I

In December. Table 3B-2 reports such redemptions in the year due, while SB-3 reports them in the year paid. $\frac{1}{h}$ Income from concessions and rentals in Connecticut, Kentucky, Louisians, Maine (\$112,000), and New York (\$2,573,000); from general fund appropriation in Maine (\$128,000); from counties in New York (\$2b,000).

Highway Finance

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1960 1

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

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

			BALANC JANUARY 1,			ROAD,		NET			
STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE	Highway- User Revenues	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	INCOME FROM INVEST- MENTS	CONCES- SIONS AND RENTALS	MISCEL- LANEOUS RECEIPTS	TOTAL RECEIPTS
Alaska	Chilkat Ferry	Alaska Department of Public Works	-	-	207	14	-	-	-	-	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 Richmond-San Rafael Bridge San Francisco Bay-South Crossing San Matco-Alameda Bridges Carquinez Straits Bridges San Pedro-Terminal Island Bridge Martinez-Benicia Ferry Total	California Toll Bridge Authority Department of Public Works	37,941 -1,134 138 584 40,415 171 -78,115	908 822 1,319 -	1,354 450 149 928 12,785 166 15,832	11,831 2,817 2,298 4,412 100 21,458		1,314 153 5 16 1,452 53 2,993	224 - - - - - - - - - - - - - - - - - -	- 4 - - 1 - - 5	14,723 3,424 5 2,463 6,797 12,838 266 40,516
Colorado	Denver-Boulder Turnpike	Colorado State Highway Department	-	1,338	-	643	-	47	-		690
Connecticut	Charter Cak, Putnam, and Wolcott Bridges Grotom-New London Bridge Old Lyme-Old Saybrook Bridge Merritt and Wilbur Cross Parkways Connecticut Turnpike (Greenwich-Killingly) Rockyhill-Glastonbury, Chester-Hadlyme Ferries Total	Connecticut State Highway Department	2,815 400 182 19,940	5,621 1,500 701 24,858 32,680	3,843 47 3,890	2,628 669 569 3,884 13,069 18 20,837		68 52 30 1,700 	558 939 1,497	12 - 5/ 89 - 101	2,708 721 599 4,442 19,640 65 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 Tamps Bay Bridge) Manatee County Bridges Martin County Bridges Santa Rosa (Navarre) Bridge 6/ Miami 36th Street Expressway Pensacola Beach Bridge Jacksonville Expressway System [/ Buccancer Trail Road Sunshine State Parkway Franklin County Ferries Total	Florida State Road Department Santa Rosa Island Authority Jacksouville Expressway Authority Ceean Righway and Port Authority Florida State Turnpike Authority Florida State Road Department	293 20 5 1,485 21,125 1 20,510 11 1,859 45,309	1,314 456 339 147 1,270 131 14,099 84 6,494 -24,334	37 453 173 143 2,125 17 1,309 250 - 46 4,553	1,902 252 65 1 - 145 3,194 200 5,190 14 10,963	-	20 10 6 17 751 3 1,632 1 293	331	8/ 5,500 - 18 9 5,527	1,959 715 244 161 2,876 165 11,635 451 5,832 69 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 Indians Turnpike Total	Indiana Toll Bridge Commission Indiana State Toll Road Commission	189 30,396 30,585	10,012 10,012	- - -	128 11,843 11,971	-	1,514 1,514	2,033 2,033		128 15,536 15,664
Kansas	Kansas Turnpike	Kansas Turnpike Authority	2,408	9,883	-	6,061	-	478	620	302	7,461
Kentucky	Shawneetown and Suspension Bridges Kentucky Turnpike Total	Kentucky Department of Highways Kentucky Department of Highways	2,030 2,030	884 1,458 2,342	128 - 128	590 1,775 2,365	-	15 182 197	8 184 192	-	741 2,141 2,882
Louisiana	Mississippi River Bridge (New Orleans) Canal Street Ferry 2/ Total	Mississippi River Bridge Authority Mississippi River Bridge Authority	1,263 - 1,263	9,098 9,098	1,053	2,579 500 3,079	- - -	445 	52 - 57 57	25 - 25	4,154 505 4,659
Maine	Augusta Bridge Carlton Bridge Deer Isla-Sedgwick Bridge Bangor-Brewer Bridge Jonesport Reach Bridge Maine Tumpike Island Ferry Service Total	Maine State Highway Commission Maine Turnpike Authority Maine Port Authority	2,562 585 3,163	215 67 141 91 2,744 3,258	- - - - - - - - - - - - - - - - - - -	186 58 123 33 4,666 193 5,259	-	- 6 1 4 3 137 17 168	69 - - - 228 12 309	- - - 23 10/ 270 293	186 75 79 165 129 5,787 492 6,893

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

1960 OF 3 1961		TOTAL	16,154	3,821 13,856 3,801 21,478	5,210 15,905 21,654	High	1,757	122 638 3,246 4,006	3,834 10,153 11,181 12,181 65,168	2, 934 13, 938 13,	6,707 1,274 7,981	386	13,877 141 245 245 45,134 59,397
TABLE SF-3B, 1960 SHEET 2 OF 3 ISSUED OCTOBER 1961		MISCEL- TO LANEOUS RECEIPES	10 16	102 111	119	1 5 1	1	- -1	2 3 5 E	23 22 23 751 751 751 751 751 751 751 751 751 751	15		355
		CONCES- R SIONS I AND REPAIS	ą	1,062 1,082	8 6 3 8		1		2,655 939 3,594	116 116 116 116 116 116 116 116 116 116	276 	-1	1,833 1,841
	 	INCOME C FROM INVEST- B MENTS B	247	518 1,378 1,696	194 61 61 255	घघ	50	e E	140 1,860 577 2,577	264 133 1660 660 67 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15300 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15300 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15330 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 15300 1530	144	-	1,253 141 18 2,737 4,149
		RECEIPTS FROM ISSUE OF BONDS		1 1 1 1	15,844 15,844		241	1 1 1 1	1111	19,200 19,200 19,761 7,000 79,000	p 1 1	b	
	6,00	BRIDGE, BRIDGE, AND FERRY TOLLS	15,402	3,812 12,154 2,423 18,389	532 4,543 -5,075	683 652 1,335	760	122 589 2,366 3,077	3,694 35,586 19,619 58,899	2,647 180 1,584 1,584 1,784 1,784 1,767 1,19 1,6,378 105,784 105,784 105,784 105,784	5,975	223	12,616 10,209 73,030 73,030
		HIGHWAY- USER REVENUES	,		1 ₄₂₅	공개路	900	879 879	11:1	741.	1,263	162	1111
	ON 1960 3/	RESERVES FOR DEST SERVICE	15,302	1,043 8,413 8,152 17,608	28 3,720 3,748	71.5 657 1,372	2,060	105 575 -1,895 -1,215	1,726 29,240 18,781 19,747	1,463 593 593 669 13,696 15,745 32,249 17,244	11,337 11,337	-	18,337 1,378 21,488 41,203
	BALANCE ON JANUARY 1, 1960 3/	RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	01,11	7,042 29,174 36,216	390 997 <u>1,</u> 387	26 74 100	194	54 57 1,030 1,141	1,960 24,250 6,028 32,238	2,701 1,101 1,101 1,101 1,101 1,101 1,567 1,637 1,637 1,637 1,370 1,134 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137 1,137	945	ı	24,195 1,111 18,122 73,428
(In thousands of dollars)		OPERATING AUTHORITY 2/	Maryland State Roads Commission	Massechusetts Fort Authority Massechusetts Turmplae Authority Massachusetts Turmpläe Authority	Michigan State Bridge Commission * Mackingn Bridge Authority International Bridge Authority of Michigan *	Mississippi State Highway Commission Mississippi State Highway Commission	Missouri State Highway Commission	New Hampshire Department of Public Works and Highways Mains-New Hampshire Interstate Bridge Authority * New Hampshire Department of Public Works and Highways	Delaware River Joint Toll Bridge Commission * New Jersey Furnglies Authority New Jersey Highway Authority	New York State Bridge Authority Lake Champlain Bridge Commission * Thousand Islands bridge Commission * Duffelt and Pt. Erie Public Bridge Authority * Nisgara Falls Bridge Commission * Port of New York Authority * Once Beach State Parkary Authority * Jones Beach State Parkary Authority Mew York Thraway Authority St. Lawrence Seaway Development Corporation * State Bridge Commission of Ohio Ohio Thrupike Commission of Ohio	Oklahoms Turmpike Authority Oklahoms Turmpike Authority	Oregon State Highway Commission	Delaware River Port Authority * Pennsylvania Department of Highways Pennsylvania Department of Highways Pennsylvania Turmplke Commission
Compiled for calendar year from reports of State authorities		HAME OF PACILLITY	Susqueixanna, Potomac, and Chesepeake Bay Bridges, end Petapsco Tunnel	Mystic Hivar Bridge Masashusetts Turmpike East Boston Tunnel	Blue Water International Bridge Macking: Straits Bridge Sault Ste. Marie Bridge	Pascagoula Bridge Bay St. Louis Bridge Total	Paseo Bridge (Kansas City)	Hampton Harbor Bridge Maine-Wew Hampshire Interstate Bridge Mew Hempshire Turnpike System Total	Various Toll Bridges New Jersey Turpike System Garden State Parkway Total	Kingston, Hip Van Winkle, Mid-Budson, and Beer Woutstan Bridges; Bewburgh-Beecon Ferry Rouses Point and Grown Point Bridges Thousand Islands Bridge Rainbow, Lewitton-Queenston and Whit-Pool Bridge Bridges Anishow, Lewitton-Queenston and Whit-Pool Bridge Bridges Galawayer, reward Bridges And Staten Island Bridges Galawayer, and Southern State Parkway Veterans Memorial Highway New York Thruwey and Southern State Parkway Total Bridges Cornwall-Bassers Bridge Obtombul-Bassers Bridge Obtombul-Bassers Bridge Obtombul-Bassers Bridge	Oklahoms Turmpike System Proposed Eastern and Southern Turmpikes Total	Astoria-Megler Ferry	Delaware River Eridges (Gemden and Gloucester) Various State Toll Bridges Tarentum Bridge Funsylvania Turnpike System Total
Compiled for ca.		STATE	Marylanā	Massachusetts	Michigan	Mississippi	Missouri	New Hampshire	New Jersey	New York Ohio	Oklahoma	Oregon	Pennsylvania

Footnotes appear on sheet 3.

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

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

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

			BALANC JANUARY 1,			ROAD,		NET			
STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE	HIGHWAY- USER REVENUES	BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	INCOME FROM INVEST- MENTS	CONCES- SIONS AND RENTALS	MISCEL- LANEOUS RECEIPTS	TOTAL RECEIPTS
Rhode Island	Jamestovn Bridge Mt. Hope Bridge Jamestovn Ferry Total	Jamestown Bridge Commission Mt. Hope Bridge Authority Rhode Island Department of Public Works	31 248 - 279	110 253 363	128 289 417	252 466 385 1,103	- - -	1 9 	-	- - -	253 603 674 1,530
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, Rappelannock 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 - 1,171 7,650	6,236 1,863 1,203 - 2,057 11,359	217	4,151 2,668 3,379 155 4,683 15,036	41,100 192,686 233,786	168 467 70 1,402 2,107	1 - - - 190 191	1 14/218 - - 1 220	4,321 44,453 3,449 372 198,962 251,557
Washington	Fox Island Bridge Tacoma Marrows Bridge Longview Bridge Vancouver-Portland Bridge 15/ Spokane River Bridge Port Washington Narrows Bridge Proposed Bridge and Road Projects Hood Canal Bridge and Puget Sound Ferry System (Washington State Ferries) Birgs Randas Bridge	Washington Toll Bridge Authority	15 89 33 3,668 320 361 129	1485 68 295 114 16	173 - - - 568	56 1,420 375 2,268 166 390	179	- 7 - 67 7 6 4 239	-	- 1 1 - 4 143	56 1,600 376 2,336 173 396 755
	Second Lake Washington Bridge Total	Washington Toll Bridge Authority Washington Toll Bridge Authority	6,866	4,528	- 741	12,151	3,367 29,393 37,191	152 490	-	149	3,375 29,545 50,722
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 -24 -483	1,146 1,212	- - 	54 3,830 3,884	3,540	2 1 ¹ 4 64 80	- - 196 196	16/ 2,132 4 2,136	56 5,686 4,094 9,836
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities GRAND TOTAL		185,906 137,020 585 323,511	113,204 214,646 327,850	19,977 10,549 1,134 31,660	163,964 268,998 1,592 434,554	322,548 50,000 372,548	11,455 18,123 17 29,595	736 20,453 18 21,207	7,574 9,216 279 17,069	526,254 377,339 3,040 906,633

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.

Interstate or international authorities are marked with an asterisk.

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-sid funds.

Includes \$76,000 Federal funds expended on toll-free sections.

Navarre Bridge opened to traffic on December 10, 1960. Trout River Bridge opened to traffic on December 21, 1959.

Includes \$5,1463,000 Federal funds and \$52,000 from the city of Jacksonville. Canal Street Ferry purchased from private owners on July 1, 1960.

caused Street Ferry purchased from Pitvate owners on Ju Includes \$265,000 advance from State general fund. Ogdensburg Bridge opened to traffic in September 1960.

Federal funds.

Includes \$2,014,000 of Federal funds expended on toll-free sections. Includes \$215,000 paid by city of Norfolk.

Vancouver-Portland Bridge opened to traffic in January 1960.

Federal-aid funds.

Highway Statistics, 1960

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

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-4B, 1960 SHEET 1 OF 3 ISSUED SEPTEMBER 1961

from reports	of State authorities (I	n thousands	of dollars)								ISSUED SEP	PTEMBER 1961
									FUND		BALANCE DECEMBER 31	
STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTE- NANCE AND OPERATION 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY POLICE	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alaska	Chilkat Ferry	-	211	-	-	-	-	211	-	211	-	-
Arkansas	Mississippi River Bridge - (Helena-Friers Point)	5,005	-	-	-	307	-	5,312	-	5,312	2,315	950
California	San Francisco - Oakland Bay Bridge Richmond - San Rafael Bridge San Francisco Bay - South Crossing San Matoe - Alameda Bridges Carquinez Straits Bridges San Pedro - Terminal Island Bridge Martinez - Benicia Ferry Total	5,953 4 249 7,553 728 14,487	2,445 687 751 724 - 266 4,873	588 5 - 17 2 5 - 617		2,423 61 3,230 	1,476 1,186 	8,986 3,115 4 2,554 12,695 733 266 28,353		8,986 3,115 4 2,554 12,695 733 266 28,353	43,678 -840 139 220 34,577 12,276 - 90,050	923 1,095 1,259 - 3,277
Colorado	Denver - Boulder Turapike	-	119	13	-	157	155	հիր	-	եկե	-	1,584
Connecticut	Charter Cak, Putnam, and Wolcott Bridges Groton - New London Bridge Old Lyme - Old Saybrook Bridge Merritt and Wilbur Cross Parkways Connecticut Turnpike (Greenwich - Killingly) Rockyhill - Glastonbury, Chester - Hadlyme Ferries Total	2,335 2,986	746 233 162 584 3,782 65 5,572	14 64 3 - 80 - 161	-	1,513 38 56 15,573 17,180	360 220 175 - - 755	3,284 555 396 584 21,770 65 26,654	4/ 4,059 4/ 3,858 7,917	7,343 555 396 4,442 21,770 65 34,571	1,217 139 71 17,122 18,549	2,584 1,927 1,015 25,546
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) Manatee County Bridges Martin County Bridges Santa Roaa (Navarre) Bridge Miani 36th Street Expressway Pensacola Beach Bridge Jacksonville Expressway System Buccaneer Trail Road Sunshine State Farkway Franklin County Perries Total	1,267 9,606 12,431 489	177 123 60 3 - 57 487 240 995 69 2,211	227 -387	- - - - - - - 249	500 197 81 92 1,082 38 4,565 136 2,194 8,885	.1,333 306 251 - 60 6,583 79 1,776	2,010 683 392 1,362 10,688 155 24,293 455 6,090 69		2,010 683 392 1,362 10,688 155 24,293 455 6,090 69	300 36 5 227 12,170 7 15,372 9 1,788	1,256 472 191 294 2,413 135 6,579 89 6,307
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	<u> </u>	32,576	6,295	15,329
Indiana	Wabash Memorial Bridge Indiana Turnpike Total	820 851	2,926 2,981	- 979 979	- 375 375	9,860 9,860	-	14,960 15,046	100	186 14,960 15,146	131 30,031 30,162	10,953 10,953
Kansas	Kansas Turnpike	1,001	1,391	470	293	6,135	-	9,290	-	9,290	1,619	8,843
Kentuck y	Shawneetown and Suspension Bridges Kentucky Turnpike Total	133 133	128 280 408	- 69 69	- 41 41	245 1,294 1,539	208 540 748	581 2,357 2,938	- - -	581 2,357 2,938	1,611 1,611	1,044 1,661 2,705
Louisiana	Mississippi River Bridge (New Orleans) Canal Street Ferry Total	129 318 447	160 116 276	160 12 172	46 - 46	2,153 - 2,153	2,876 -2,876	5,524 446 5,970	- - -	5,524 446 5,970	995 59 1,054	7,996
Maine	Augusta Bridge Carlton Bridge Deer Isle - Sedgwick Bridge Bangor - Brewer Bridge Jonesport Resch Bridge Maine Turmpike Island Ferry Service Total	- - - - - 76 696 -	92 - 19 54 20 1,028 46 -	- - - - - - 288 11 - 299	-	13 7 38 25 3,162 68 3,313	90 22 50 40 60 262	92 103 48 142 85 4,554 881 5,905	9 - - - - - - 9	101 103 48 142 85 4,554 881	101 - - - 3,417 196 3,714	187 78 164 135 3,122

1,926

8,631 12,631

10,980

1,444

12,375

1,478 5,580 5,580

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

Compiled for calendar year from reports of State suthorities

(In thousands of dollars)

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

707 671 1,378 1,834 21,737 19,248 48,819 40,993 275 25,605 25,880 10,980 RESERVES FOR DEBT SERVICE BALANCE ON DECEMBER 31, 1960 $\frac{3}{2}$ FOR CONSTRUC-TION, OPERATION, RESERVES 10,513 31% B 83 57 91 855 1,003 1,827 23,051 7,579 32,457 1, 283 15, 700 15, 700 29, 476 29, 476 29, 476 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 20, 521 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THANSFERS
TO
STATE
OR FOR
OTHER . 69# 5/ 1,619 5/ 2,246 ş 691 /9 2,646 8 SUBTOTAL, DIRECT EXPENDI-TURES 13,633 13,633 18,208 19,758 9,418 766 75,063 55,303 5,347 8,365 15. 14. 1. 1,882 3,859 12,855 19,163 65,877 7,082 1,071 1,081 1,084 1,284 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 1,094 392 16,901 17,293 38 380 380 1,293 11,728 RETIRE-MENT OF OBLIGA-TIONS 2,000 1,528 . 1875 13,804 382 1,101 1,931 17,451 1,634 50,016 1,301 1,528 1,073 7,887 2,510 3,612 4,183 4,245 4,485 1,055 17 26,468 3,612 3,134 16 12,277 505 30,974 10,717 10,877 INTEREST ON OBLIGA-TIONS 218 B 13,88± 23,965 23,965 HIGHWAY 1,221 918 2,039 39. 1,211 ±<u>77</u>6 1,211 8 1,831 601 ADMINIS-TRATION AND MISCEL-LANEOUS 639 92,57,58 1,417 2,045 춦 33 . 634. 42. 2,128 žug £88£ ~8\E 105 \$ 8 953 MAINTE-NANCE AND OPERATION 1,043 172 195 899 472 18,850 19 2,273 12,134 10,134 10,134 10,134 10,134 2,816 5,816 3,884 137 137 1,113 1,871 336 738 अध् 8 1,2,5,0 1,5,8% 1,58% 3.9.5 1.09.1 1,352 1,352 2,445 8,303 10,804 10,804 337 1,879 15,005 16,884 2,0453 5,045 68,045 1,317 14,746 212 52,213 CAPITAL 3,592 2,061 5,653 32,003 2,866 38,003 6,803 7,111 31 1,168 譙 855 38 Kingston, Rip Van Winkle, MKd-Bindson, and Bear Muntain Bridges; Mewburgh - Beacon Ferry
Mouses Point and Crown Point Bridges

Feace Bridge
Feace Bridge
Rainbow, Lewiston - Queenston, and Whiripool Rapida Bridges
Bolland and Lincoln Funnels, George Washington and Staten Island Bridges
Meshabory, Persecote Bridge
Meshaborok, Loop, Mantagh, and Captree Causewaye: and Southern State Farkway
Mew York Thruway
Commell Highway
Commell Highway Chesapeake Bay Bridges; and Patapaco Tunnel NAME OF PACILITY Delaware River Bridges (camien and Gloucester) Various State Toll Bridges Tarentum Fridge Fennsylvania Turnpike System Total Hampton Barbor Bridge.
Maine - New Hampshire Interstate Bridge New Earsphire Turnpike System Fotsl. Oklahoms furnpike System Proposed Eastern and Southern furnpikes Fotal Blue Water International Bridge Mackinac Straits Bridge Sault Ste, Marie Bridge Total Portsmouth - Fullerton Bridge Ohio Turnpike Susquehama, Potomsc, and Various foll Bridges New Jersey Turnpike System Garden State Parkway Total Paseo Bridge (Kansas City) Mystic River Bridge Massachusetts Turnpike East Boston Tunnel Total Astoria - Megler Perry Pascagoula Bridge Bay St. Louis Bridge Total STATE Massachusetts New Hampshire Pennsylvania Mestssippi New Jersey Maryland Michigan Missourf New York Oklahome Oregon Opto

3/ Includes funds of special toll authorities as well as State highway department funds decideded for toll facility construction, maintenance, operation and elect sarrich.

1/ To State Highway Fund \$399,000 and \$3,599,000; State General Fund \$3,66,000.

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

6/ Fort development expense.

1/ See tables SF-1 and 2 for general note on SF series. Tables SF-3B and 4B are concerned with receipts and disturcements for State and quast-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 foll 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 quest-public facilities operated by or for counties.

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

year	State authorities	
	of State	
Compiled for	from reports	

Compiled for calendar year from reports of State auth	orities	(In thousands of dollars)	dollers)								TABLE	TABLE SF-4B, 1960 SHEST 3 OF 3 ISSUED SEPTEMBER 1961	
			MATINTE-	ADMINIS-					FUND		BALANCE ON DECEMBER 31, 1960	ow , 1960 <u>3</u> /	
STATE	NAME OF PACTLITY	CAPITAL OUTLAY C	NANCE AND OPERATION 2/	TRATION AND MISCEL- LANEOUS	HIGHWAY POLICE	ON OBLIGA-	MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPENDI- TURES	TO STATE OR FOR CTHER PURPOSES	TOTAL DISBURSE- MENTS	RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT STRVICE	
Rhode Island	Jamestown Bridge Mt. Hope Bridge Jamestown Ferry		130 130 674 888	35	1111	E174 .	75 ESE	198 479 674 674		198 479 674 674 1,351	246 246 246	379	
Texas	Dallas - Fort Worth Turmpike	17	468	121	8.	1,655		2,654		2,654	1,843	2,781	
Virginia	Yorktown Bridge, James River Bridges, Rappahannock Bridge, and Rampton Roads Tunnel Elizabeth River Bridge and Twnnel Richmond - Petersburg Turnpike Jamestown and Hopevell Ferries Chesapeake Bay Bridge and Tunnel System	297 5,003 206 5,296 10,802	709 716 751 3,691 6,239	198 310 161 -	26 175 -	2,849 1,264 2,657 5,918 12,688	83 16,752 - 18,534 35,369	1,162 24,045 3,950 33,439 65,968	7/ 2,785	4, 162 26, 830 3, 950 372 33, 439 68, 753	3,031 18,206 2,576 122,979 146,792	6,072 2,256 921 45,772 55,021	
Washington	Fox Island Bridge Thoose Rarrows Bridge Longrisw Bridge Longrisw Bridge Vancouver - Fortland Bridge Spokane River Bridge Port Washington Warrows Bridge Proposed Bridge and Road Projects Road Ganal Bridge and Road Projects Road Ganal Bridge and Puget Sound Werry System (Washington State Ferrics) Briggs Maydid Bridge Second Lake Washington Bridge	710 710 16 3,653 3,653 116 211 5,040	54 173 101 255 43 115 6,714	622		274 50 435 210 235 1,657 128 735 3,724	1,148 241 - - - - - - - - - - - - - - - - - - -	54 1,595 1,595 1,595 1,595 1,68 1,23 1,433 1,5,251	1111111111	54 1, 595 1, 400 1, 400 253 368 12, 433 244 13, 234 14, 244	3, 23, 28, 3, 23, 28, 3, 28, 3, 28, 3, 28, 3, 28, 3, 28, 3, 28, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,	1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900 1,900	
West Virginia	Winfield Bridge New Martinsville Bridge West Virginia Turnpike	3,419 497 3,916	28 188 516	11. 11.7 163	- 146 145	62 161 2,662 2,885	10	3,623 3,910 7,636	1 3 1 1	3,623 3,910 7,636	-51 717 461 927	46 163 1,793 2,002	
Summery	Total Bridge and Tunnel Facilities Total Road Facilities Total Pary Facilities GRAND TOTAL	97,997 67,087 1,014 166,098	50,760 58,952 2,156 111,868	5,265 12,388 72 17,72	8,577 8,549	46,276 154,315 68 200,659	75,798 47,859 60 123,717	276,168 349,178 3,370 628,716	11,713 3,858 15,571	287,881 353,036 3,370 644,287	377,685 142,466 255 520,406	159,798 233,503 393,301	

RECEIPTS OF LOCAL RURAL 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 LF-1, 1959 TSSUED OCTOBER 1961

			LOCA	l revenue					TRANS	EFERS FROM	OTHER GOVE	RNMENTS			BORROWING	S		
	PROPERTY	APPROPRI-	LOCAL	OTHER.	ROAD				FROM S	TATE GOVERN	ments	FROM					TOTAL	
STATE	TAXES AND SPECIAL ASSESSMENTS	ATIONS FROM GENERAL FUNDS	HIGHWAY USER IMPOSTS 2/	LOCAL IMPOSTS 3/	AND CROSSING TOLLS	MISCEL- LANEOUS 14/	TOTAL	FROM MUNICI- PALITIES	HIGHWAY- USER IMPOSTS	offher 5/	TOTAL	FEDERAL GOVERNMENT 6/	TOTAL	LONG TERM	SHORT TERM	TOTAL	RECEIPTS	STATE
Alabems 7/ Alaska 8/ Arizona Arkansas	6,769 3,182 2,316	2,509 2,626	1,977 - -	-	217	144 2,476 1,227	9,107 8,167 6,169	-	29,590 4,798 6,200	- 387 549	29,590 5,185 6,749	41 - 290 237	29,631 5,475 6,986	10,427 2,711	1,140 - - -	11,567 2,711	50,305 16,353 13,155	Alabama 7/ Alaska 8/ Arizona Arkansas
California Colorado Connecticut Delaware 7/10/	10,129 5,848 22 87	9/ 23,468 2,443 6,810	- 448 - -	63 - -	4,510 - -	16,460 521 35	54,630 9,260 6,867 87	138 · 2 - -	86,630 13,721 6,865	3,197 84 12	89,827 13,805 6,877	2,536 1,027 - -	92,501 14,834 6,877	4,624 - 491 -	-	4,624 491	151,755 24,094 14,235 87	California Colorado Connecticut Delaware 7/10/
Florida Georgia Hawaii 11/ Idaho	12,199 14,860 4,964	2,744 1,875 318	- 4,722	504 10 -	1,536 1,026	2,706 404 104 15	19,689 18,175 5,144 4,979	1 1 1 1	14,738 9,316 4,571 6,462	2,973 125 7	17,711 9,316 4,696 6,469	73 255 - 844	17,784 9,571 4,696 7,313	4,001 -	- - 40	4,001	37,473 31,747 9,840 12,332	Florida Georgia Hawaii <u>ll</u> / Idaho
Illinois Indiana Iova Kansas	47,702 5,745 31,160 33,579	4,095 1,575 928 -	- - 3	18 36	132 60 -	723 314 37 439	52,670 7,730 32,128 34,018	-	27,434 40,413 27,343 3,583	9 4,651 1,713	27,443 40,413 31,994 5,296	81 - 102	27,524 40,413 32,096 5,296	52,368 713 150 2,867	8,216 - 45	60,584 713 150 2,912	140,778 48,856 64,374 42,226	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	3,846 6,501 4,523 4,962	2,888 2,345 5,376	- 40 -	492 140	1,605 109 295	290 267 21 298	7,024 11,250 4,653 11,071	- 1 - 1	1,992 8,530 2,118 8,379	101 5,321 1,684	2,093 13,851 2,118 10,063	47 220 - -	2,140 14,071 2,118 10,063	4,923 1,093 7,987	609 809 37	609 5,732 1,130 7,987	9,773 31,053 7,901 29,121	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Miasissippi	5,412 2,150 32,762 7,495	2,944 8,945 2,065 615	1,003	- - - 5	68 709	46 159 33 342	8,402 11,322 34,860 10,169	1,255 952 -	6,408 69,568 16,828 24,824	875 188 2,484	7,283 69,568 17,016 27,308	129 - 591	7,283 70,952 17,968 27,899	186 - 964 1,968	- 140 7 57	186 140 971 2,025	15,871 82,414 53,799 40,093	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	20,061 5,635 7,118 807	1,434 - - 28	-	9 1,127 145	673 13 270	215 143 112 44	22,392 5,791 8,627 1,024	32 - 3	- 3,624 17,206 1,469	2,226 - 1	2,226 3,624 17,206 1,470	46 366 76 27	2,304 3,990 17,282 1,500	2,168 172 142	4,176 - 144 -	6,344 316 142	31,040 9,781 26,225 2,666	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico Yew York	- 35 429 78,047	3,622 24,788 47 5,405	100	- 55 -	2,011 5,403	2,504 31 2,036	3,622 29,493 507 90,891	-	88 11,765 3,245 53,903	-	88 11,765 3,245 53,903	- 134 30	88 11,765 3,379 53,933	213 4,615 11,532	2,498 - 4,894	213 7,113 16,426	3,923 48,371 3,886 161,250	New Hampshire New Jersey New Mexico New York
North Carolina 7/ North Dakota Ohio Oklahoma	2,474 9,448 16,021 3,835	250 3,407 108	- - -	-		- 46 3,005 2,062	2,474 9,744 22,433 6,005	- 32 42	5,893 77,570 25,420	39 ¹ 4 3,382	6,287 77,570 28,802	- 153 -	6,472 77,612 28,802	222 9,044 100	299 2,107	222 299 11,151 100	2,696 16,515 111,196 34,907	North Carolina 7/ North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island 12/ South Carolina	5,141 19,886 930	699 48 1,190 675	- - -	-	597 -	839 416 16 357	7,276 20,350 1,206 1,962	:	11,522 22,369 127 6,825	-	11,522 22,369 127 6,825	9,615 - - -	21,137 22,369 127 6,825	50 5,838 -	- 1,981 -	50 7,819 - -	28,463 50,538 1,333 8,787	Oregon Pennsylvania Rhode Island 12/ South Carolina
South Dakota Tennessee Texas Utah	10,179 9,659 97,928 3,081	39 348 108	- 50 -	- 47 -	- - - - - -	26 142 3,709 118	10,244 10,246 62,247 3,307	- - 89 81	5,888 20,533 34,222 1,606	201 18 - -	6,089 20,551 34,222 1,606	61: 118 542 305	6,150 20,669 34,853 1,992	40 3,079 22,657 -	6 294 657 -	46 3,373 23,314	16,440 34,288 120,414 5,299	South Dakota Tennessee Texas Utah
Vermont Virginia 7/ Washington West Virginia 7/	- 91 13,832 236	4,029 398 95	- 445 -	-	- - 43	46 91 1,015	4,075 1,025 14,985 236	- 81 -	4,856 902 20,271	- 2 266 -	4,856 904 20,537	2,347	4,856 904 22,965 -	- - 62 -	-	- - 62 -	8,931 1,929 38,012 236	Vermont Virginia 7/ Washington West Virginia 7/
Wisconsin Wyoming	693	31,162 695	-	-	=	1,653	33,508 695	221 -	30,355 1,420	-	30,355 1,420	- - 500	30,576 1,920	500	-	200	64,284 2,615	Wisconsin Wyoming
Total	511,779	153,144	8,788	2,651	19,887	45,687	741,936	2,928	781,390	30,850	812,240	20,793	835,961	155,607	28,156	183,763	1,761,660	Total

^{1/} This table is the first of a series of tables providing local road and street finance data. LF-1 and 2, companion tables, summarize the receipts and distursements by counties and other local rural units, including toll facilicompanion teachers, summarize the receipts and discursements by counties and other local rural united and the risk itself or highway and include amounts allocated for nonlighway purposes. Tables [F-21, 32, 42, and IB-2, continue the rural series and tables UF-1, 2, 21, 32, 42, and UB-2 provide highway finance data for incorporated and other municipal governments. To obtain a more realistic municipal-rural classification, the following counties (which are not considered as independently organized by the Eureau of the Census) are treated as urban and included in UF-1: San Francisco, as independently organized by the Eurean of the Census) are treated as broad and included in Ur-1: San Francisco, California; Denver, Colorado; Ordeans (New Ordeans), Louisiana; Nantucket and Suffolk (Boston), Massachusetts; Bronx, Kinga, New York, Queens, and Richmond (all treated as city of New York), New York; Philadelphia, Pannaylvania; and Arlington, Virginia. In addition, Cook County, Illinois is considered partly urban and as such is included with

municipalities.

2/ Includes motor-fuel, bus, and wheel taxes; vehicle brake tags; licenses for automobiles and trucks. Traffic fines and allied fees are included in the miscellaneous column.

3/ Includes parking receipts of \$63,000 in California, \$140,000 in Maryland, \$55,000 in New Jersey.

4/ Includes traffic fines of \$14,434,679 in California, \$23,000 in Connecticut, \$203,218 in Georgia, \$2,442,437 in New Jersey, \$594,280 in Ohio, \$621,823 in Oregon, \$53,936 in Pennsylvania, \$84,159 in Utah, and over \$1,000 in Illinois

and Tennessee.

Includes appropriations from the State general fund and miscellaneous State taxes. 5/ Includes payments in lieu of taxes, flood relief and other miscellaneous payments. Federal-aid secondary funds are excluded and shown in the State highway finance series.

J/ All rural roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabams, and all but two counties in Virginia.

8/ All highway finance activities are included with the municipal summary because Alaska has no organized county or township government. Local governments in Alaska include municipalities, special districts, and school districts.

9/ Includes \$14,758,621 from county flood control districts.
10/ Includes transactions under provisions of the 1945 Surburban Community Road Act.
11/ Bawaii has 21 local governments consisting of counties, special districts and one municipality.
Honolulu may be considered a municipality but since it has a combined city and county government, all highway finence activities in Hawaii are included in the rural summaries.

12/ Partially estimated.

DISBURSEMENTS BY LOCAL RURAL 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 LF-2, 1959 ISSUED OCTOBER 1961

as obtained from re																		
			LOCAL RUR	AL ROADS 2/				STA	ATE HIGHWAYS	2/		MUN	ICIPAL STREET	8 <u>2</u> /				
STATE	CURRENT CAPITAL OUTLAY, MAINTE- NANCE AND MISCEL- LANEOUS	DIRECT EXPE	nditures Total	TRANSFERS TO STATE	DEBT RETIRE – MENT	TOTAL		DIRECT DITURES INTEREST	TRANSPERS TO STATE	DEET RETIRE- MENT	TOTAL	CAPITAL OUTLAY AND MAINTE- NANCE	TRANSFERS TO MUNICI - PALITIES	TOTAL	TOTAL HIGHWAY DISBURSE- MENTS	non- highway furposes 3/	TOTAL	STATE
Alabama 4/ Alaska 57 Arizona Arkansas	39,071 - 13,654 12,165	1,623 355	40,694 14,009 12,165	1,255 831	740و7 296و <mark>17</mark> م	47,741 16,560 12,996	-		- - - - 59	-	- - - 59	- - -	1111		47,741 16,560 13,055	1111	47,741 16,560 13,055	Alabama 4/ Alaska <u>5</u> / Arizona Arkansas
California Colorado Connecticut Delaware 4/6/	111,491 21,707 13, 49 4 48	1,809 20 41	113,300 21,707 13,724 89	1,588 - - -	2,668 - 130 104	117,556 21,707 13,854 193	-	- - -	2,003 359 - -	- - -	2,003 359 - -	-	24,124 2,124 154	24,124 2,124 154	143,683 24,190 14,008 193	1111	143,683 24,190 14,008 193	California Colorado Connecticut Delaware 4/6/
Florida Georgia Hawaii <u>5</u> / Idaho	28,103 25,735 8,098 10,602	1,821 1,311 406 16	29,924 27,046 8,504 10,618	- - - 390	4,978 2,399 446 26	34,902 29,445 8,950 11,034	- 721 -		42 50 286 -	- - -	42 771 286 -	3,099	1,306 - - 288	1,306 3,099 - 477	36,250 33,315 9,236 11,511	213 - - 15	36,463 33,315 9,236 11,526	Florida Georgia Hawaii 5/ Idaho
Illinois Indiana Iowa Kansas	76,176 46,152 60,731 38,027	821 293 67 295	76,997 46,445 60,798 38,322	2,131 1,890 -	11,126 1,121 564 2,474	90,254 49,456 61,362 40,796	3,925 - - -	- - -	18,334 - 10	- - -	22,259 - 10	20,315	18	20,315	132,828 49,456 61,362 40,824	-	132,828 49,456 61,362 40,824	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	8,056 18,802 4,513 25,936	140 3,257 28 1,746	8,196 22,059 4,541 27,682	120 2,787	1,158 3,979 310 4,309	9,354 26,158 4,851 34,778	520 1,173	-	9 2,064 1,687 -		529 2,064 2,860 -	1,798 -	125	1,798 125	9,883 30,020 7,711 34,903	1 -	9,883 30,020 7,711 34,903	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	12,362 70,744 47,109 33,477	6 140 152 683	12,368 70,884 47,261 34,160	3,533 294	57 1,942 814 4,504	12,425 76,359 48,075 38,958	- - -	- - - -	- - - 1,244		1,244 - -	1,255 350	- 188 2,086 755	1,443 2,436 755	12,425 77,802 50,511 40,957	- - -	12,425 77,802 50,511 40,957	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	23,166 10,442 23,166 2,297	920 53 166 4	24,086 10,495 23,332 2,301	1,345	5,450 95 294 12	29,536 10,590 24,971 2,313	192		5 - 81 9	- - - -	197 - 81 9	14014 - - -	1,162 - 3 149	1,566 - 3 149	31,299 10,590 25,055 2,471	- 60 -	31,299 10,590 25,115 2,471	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	3,046 39,978 4,122 137,272	10 1,111 2,180	3,056 41,089 4,122 139,452	742 1,682 -	114 5,421 14,846	3,912 48,192 4,122 154,298	11 - -	- - -	32 1,311	-	11 - 32 1,311	-	- - -	- - -	3,923 48,192 4,154 155,609	- - -	3,923 48,192 4,154 155,609	New Hampshire New Jersey New Mexico New York
North Carolina 4/ North Dakota Chio Cklahoma	13,466 102,814 37,206	617 30 1,293 621	617 13,496 104,107 37,827	1,830 124 1,065	2,079 289 10,580 1,190	2,696 15,615 114,811 40,082	- - - 228	- - - -	- 85 160 -	- - - -	85 160 228	8 -	228 123	- 236 123 -	2,696 15,936 115,094 40,310	- - -	2,696 15,936 115,094 40,310	North Carolina 4/ North Dakota Chio Cklahoma
Oregon Pennsylvania Rhode Island 7/ South Carolina	27,581 49,432 1,252 7,553	659 1,697 1 126	28,240 51,129 1,253 7,679	-	1,309 7,336 36 647	30,469 58,465 1,289 8,326	1 2 1	- - -	12 20 - 169		12 20 - 169	- - - 122	2,210 -	2,210 122	30,481 60,695 1,289 8,617	-	30,481 60,695 1,289 8,617	Oregon Pennsylvania Rhode Island 7/ South Carolina
Scuth Dakota Tennessee Texas Utah	13,060 29,094 69,809 5,160	7 889 6,481	13,067 29,983 76,290 5,160	-	79 3,039 19,899 -	15,001 33,022 96,189 5,498	1,258 15,160 3	:	295 59 671 9		295 1,317 15,831 12	- - 743 95	318 183 427 15	318 183 1,170 110	15,614 34,522 113,190 5,620	- 521 -	15,614 34,522 113,711 5,620	South Dakota Tennessee Texas Utah
Vermont Virginia 4/ Washington West Virginia 4/	8,130 1,046 3 ⁴ ,332	- 21 91 31	8,130 1,067 34,423 31	492 143 2,514 -	377 565 205	8,622 1,587 37,502 236	-	- 27 -	309 2 - •	- 67 -	309 2 94 -	- 81 -		- 81 -	8,931 1,589 37,677 236	- - -	8,931 1,589 37,677 236	Vermont Virginia 4/ Washington West Virginia 4/
Wisconsin Wyoming	61,899 2,440	147	62,046 2,440	5,056 144	996 -	68,098 2,584	550 31	47 -	=	-	597 31	-	712 -	712	69,407 2,615	-	69,407 2,615	Wisconsin Wyoming
Total	1,434,226	32,185	1,466,411	33,069	126,310	1,625,790	23,772	74	29,376	67	53,289	28,459	36 , 698	65,157	1,744,236	809	1,745,045	Total

^{1/} Table LF-2, part of the local highway finance series, records disbursements for highway purposes by I make LF-2, part of the local might higher limites series, records abstractions for dights, purposes by counties and other local might units, including local toll authorities. Data included in this table are presented in greater detail in table LF-21. Allocations for nonhighway purposes are also shown. In some States, nonhighway allocations were offset against general fund appropriations for roads or streets. For additional information refer to table LF-1, note 1.

^{2/} In some instances, classification of disbursements by system and purpose is not exact. Therefore, current direct expenditures on local rural roads 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/} Includes transfers to general funds, other miscellaneous payments and in Florida \$213,000 was

^{3/} Includes transfers to general theas, owner manufactures payments and an invalue scale of transferred to Dade County Port Authority.

4/ All rural roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia.

5/ Refer to table IF-1, notes 8 and 11, for information concerning government classification in Alaska and Hawait, respectively.

^{6/} Includes transactions under provisions of the 1945 Suburban Community Road Act. 7/ Partially estimated.

CURRENT DIRECT EXPENDITURES FOR HIGHWAYS BY LOCAL RURAL GOVERNMENTS 1959 1

CLASSIFIED BY OBJECT OF EXPENDITURE

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-21, 1959 ISSUED OCTOBER 1961

			LOCAL RUB,	al roads 2/				STA	TE HIGHWAY	3 2/			MUNICIPAL :	streets 2/				ALL ROADS	AND STREET	!S	
STATE	RIGHT OF WAY 3/	CONSTRUC- TION	MAINTE- NANCE	INTEREST	MISCEL- LANEOUS	TOTAL	RIGHT OF WAY	CONSTRUC- TION	MAINTE- NANCE	interest	TOTAL	RIGHT OF WAY 3/	CONSTRUC- TION	MAINTE- NANCE	TOTAL	RIGHT OF WAY	CONSTRUC- TION	MAINTE- NANCE	interest	MISCEL- LANEOUS	TOTAL.
Alebema 5/ Alaska 5/ Arizona Arbansas	221 - 24	14,777 9,170 335	21,948 3,664 11,806	1,623 355	2,125 820	40,694 14,009 12,165	-		-	-	-		- - - -			221 - - 24	14,777 9,170 335	21,948 3,664 11,806	1,623 355	2,125 - 820 -	40,694 14,009 12,165
California Colorado Connecticut Delaware 5/7/	5,794 354 - -	52,363 8,029 2,648 48	40,490 12,487 10,911	1,809 20 41	12,844 837 145	113,300 21,707 13,724 89	- - -	1.1.1.1	-	- - -	- - -	-	- - -	-		5,794 354 -	52,363 8,029 2,648 48	40,490 12,487 10,911	1,809 20 41	12,844 837 145	113,300 21,707 13,724 89
Florida Georgia Hawaii 6/ Idaho	1,116 342 - 15	3,981 7,910 2,228 2,865	22,363 16,206 4,522 7,410	1,821 1,311 406 16	643 1,277 1,348 312	29,924 27,046 8,504 10,618	721 - -	1 1 1	-	-	- 721 -	- 223 -	2,876	178	3,099 189	1,116 1,286 -	3,981 10,786 2,228 2,876	22,363 16,206 4,522 7,588	1,821 1,311 406 16	643 1,277 1,348 312	29,924 30,866 8,504 10,807
Tllinois Indiana Iowa Kansas	907 112 121	26,769 14,831 22,664 6,699	36,887 29,019 30,602 29,463	821 293 67 295	11,613 2,190 7,465 1,7 ⁴⁴	76,997 46,445 60,798 38,322	432 - -	3,493 - -		-	3,925	3,427 - - -	15 , 859 - - -	1,029	20,315 - - - -	4,766 112 121	46,121 14,831 22,664 6,699	37,916 29,019 30,602 29,463	821 293 67 295	11,613 2,190 7,465 1,744	101,237 46,445 60,798 38,322
Kentucky Louisiana Maine Maryland	- 39 - 368	1,003 1,086 1,104 13,955	6,827 16,350 3,298 10,498	140 3,257 28 1,746	226 1,327 111 1,115	8,196 22,059 4,541 27,682	- 520 - -	-	1,173	- - -	520 1,173		1,798	-	1,798	520 39 - 368	1,003 2,884 1,104 13,955	6,827 16,350 4,471 10,498	140 3,257 28 1,746	226 1,327 111 1,115	8,716 23,857 5,714 27,682
Massachusetts Michigan Minnesota Mississippi	- 534 50	4,439 28,898 16,877 4,262	7,096 38,114 29,698 29,073	6 140 152 683	827 3,732 - 92	12,368 70,884 47,261 34,160	-	-	:		- - -	1111	- 555 46 -	700 304	- 1,255 350	- 53 ¹ 4 50	4,439 29,453 16,923 4,262	7,096 38,814 30,002 29,073	6 140 152 683	827 3,732 - 92	12,368 72,139 47,611 34,160
Missouri Montana Nebraska Nevada	672 - 27	5,710 1,603 6,969 563	14,137 8,310 15,765 1,589	920 53 166 4	2,647 529 405 145	24,086 10,495 23,332 2,301	191 - -		1 	-	192 - - -		30 - -	374	404 - - -	863 - 27 -	5,740 1,603 6,969 563	14,512 8,310 15,765 1,589	920 53 166 4	2,647 529 405 145	24,682 10,495 23,332 2,301
New Hampshire New Jersey New Mexico New York	58 82 3,329	116 11,725 674 35,886	2,930 27,826 3,186 90,060	10 1,111 2,180	- 369 180 7,997	3,056 41,089 4,122 139,452	- - -	-	. 11	- - - -	11. - -	• • •	1111	-	- - -	- 58 82 3,329	116 11,725 674 35,886	2,941 27,826 3,186 90,060	10 1,111 2,180	- 369 180 7,997	3,067 41,089 4,122 139,452
North Carolina 5/ North Dakota Ohio Oklahoma	86 381 357	7,268 20,511 14,725	5,891 73,808 21,221	61.7 30 1,293 621	221 8,114 903	617 13,496 104,107 37,827	- - - 228	= = = = = = = = = = = = = = = = = = = =	-	-	- - - 228		- 8 -	-	- 8 -	- 86 381 585	- 7,276 20,511 14,725	- 5,891 73,808 21,221	617 30 1,293 621	- 221 8,114 903	617 13,504 104,107 38,055
Oregon Pennsylvania Rhode Island 8/ South Carolina	1,014 1,135	14,026 20,383 74 1,333	10,827 27,574 1,072 5,810	659 1,697 1 126	1,714 340 106 409	28,240 51,129 1,253 7,679	- - -	-	= = = = = = = = = = = = = = = = = = = =	-		1 1 1	- - - 56	- - - - 66	122	1,014 1,135	14,026 20,383 74 1,389	10,827 27,574 1,072 5,876	659 1,697 1 126	1,714 340 106 409	28,240 51,129 1,253 7,801
Scuth Dakota Tennessee Texas Utah	3 96 2,023 32	6,223 6,223 16,662 1,540	6,294 21,463 43,083 3,213	7 889 6,481	540 1,312 8,041 375	13,067 29,983 76,290 5,160	1,258 15,151	- - 5 3	- lt	- - -	1,258 15,160 3	- 96 -	- - 360 83	- 287 12	- - 743 95	1,354 17,270 32	6,223 6,223 17,027 1,626	6,294 21,463 43,374 3,225	7 889 6,481	540 1,312 8,041 375	13,067 31,241 92,193 5,258
Vermont Virginia 5/ Washington West Virginia 5/	15 - - -	3,624 470 12,872	4,491 470 21,460	- 21 91 31	106	8,130 1,067 34,423 31	-	-	-	- 27 -	- - 21	1111	- - 81	-	- 81 -	15 - - -	3,624 470 12,953	4,491 470 21,460 -	21 118 31	106 - -	8,130 1,067 34,531 31
Wisconsin Wyoming	- 6	17,858 570	38,229 1,864	147	5,812	62,046 2,440	31	-	550 -	¥7 -	597 31	-	-	-	-	- 37	17,858 570	38,779 1,864	194	5,812	62,643 2,471
Total	19,374	454,549	869,305	32,185	91,058	1,466,411	18,532	3,501	1,739	74	23,846	3,746	21,763	2,950	28,459	41,592	479,813	873,994	32,259	91,058	1,518,716

^{1/} Table LF-21, part of the local highway finance series, gives a further segregation of direct expenditures shown on table LF-2, exclusive of retirement of obligations, transfers to other governmental agencies and expenditures for nonhighway purposes. Refer to table LF-1 for general information on the local highway finance series.

^{2/} In some cases, classification of direct expenditures by system and purpose is not exact. As a result, there may be instances in which transfers to the State or municipalities for local rural roads, expenditures and transfers for State highways and municipal streets, or transfers to the State for matching Federal aid may be included in current direct expenditures on local rural roads or State highways.

3/ Identifiable expenditures for right-of-way. In some cases, these expenditures may be included with construc-

tion costs.

4/ Includes administration, preliminary engineering, traffic police and other payments. The following States

provided police data: \$10,000 in Connecticut; \$925,000 in Georgia; \$807,000 in Maryland; \$28,000 in Mississippi; \$23,000 in Missouri; \$715,000 in Texas; \$35,000 in Utah; \$2,213,000 in Misconsin. Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be

included with maintenance.

5/ All rural roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia.

6/ For information concerning local governments in Alaska and Hawaii, refer to table LF-1, notes 6 and 11,

^{7/} Includes transactions 8/ Partially estimated. Includes transactions under provisions of the 1945 Suburban Community Road Act.

LOCAL RURAL GOVERNMENT OBLIGATIONS FOR HIGHWAYS-1959 3

CHANGE IN INDEBTEDNESS DURING YEAR

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

(In thousands of dollars)

TABLE 1.B-2 1959 ISSUED OCTOBER 1961

as obtained from reco	una of prace en	id focal auchor	Littea				(In thousands	or dorrars)							ISSUED OCTOBER 1961
	mon AT			LONG TERM	DEBT					SHORT TE	RM DEBT				
	TOTAL DEBT	AMOUNT	ISS	UED	REDE	EEMED		AMOUNT	IS	SUED	REI	DEEMED		TOTAL DEBT	
STATE	OUTSTAND- ING AT BEGINNING OF YEAR 2/	OUTSTAND- ING AT BEGINNING OF YEAR 2/	ORIGINAL	REFUNDING	FROM CURRENT OR SINKING FUNDS	BY REFUND- ING	AMOUNT OUTSTANDING AT END OF YEAR	OUTSTAND- ING AT BEGINNING OF YEAR 2/	ORIGINAL	EXTENSIONS	FROM CURRENT CR SINKING FUNDS	BY EXTENSIONS OR FUNDING	AMOUNT OUTSTAND- ING AT END OF YEAR	OUTSTAND- ING AT END OF YEAR	STATE
Alabama 3/ Alaska 4/ Arizona Arkansas 5/	47,169 6,564	46,312 - 6,564 -	9,283 - 2,711	1,039 - - -	5,224 1,296	1,039 . - -	50,371 7,979	857 - - -	1,140 - -	- - - -	784 - - -	-	1,213	51,584 7,979	Alabama 3/ Alaska 47 Arizona Arkansas 5/
California Colorado 5/ Connecticut Delaware 3/6/	49,686 - 867 1,339	49,686 - 694 1,339	4,617 489	1 1 1	2,668 - 130 104		51,635 1,053 1,235	173	- - - -	- - -	- - - -	- - -	- 173	51,635 1,226 1,235	California Colorado 5/ Connecticut Delaware 3/6/
Florida Georgia Hawaii 4/ Idaho	47,241 42,960 12,035 412	47,195 42,960 12,035 403	- 4,210 - -		4,953 2,399 446 22	1 2 1 1	42,242 44,771 11,589 381	46 - - 9	- - - 40	-	25 - - 4	-	21 - - 45	42,263 44,771 11,589 426	Florida Georgia Hawaii 4/ Idaho
Illinois Indiana Iowa Kansas	141,284 14,530 3,033 10,597	134,470 14,530 3,033 7,518	52,229 713 150 1,545	20 - - 1,322	3,124 1,121 564 936	20 - -	2,619 9,449	6,814 - - 3,079	8,216 - - 45	-	7,982 - 216	1,322	7,048 - 1,586	190,623 14,122 2,619 11,035	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	4,606 84,871 1,029 54,246	4,549 84,046 937 54,246	4,910 1,093 6,937	1,050	546 3,261 228 3,259	- - 1,050	4,003 85,695 1,802 57,924	57 825 92 -	609 809 37 -	- - -	612 718 82	-	54 916 47 -	4,057 86,611 1,849 57,924	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	235 5,954 4,393 22,758	235 5,954 4,258 22,413	186 - 964 1,950	- - - 10	57 1,916 699 4,157	- - - 10	364 4,038 4,523 20,206	- - 135 345	- 140 7 57	- - -	26 115 337		- 114 27 65	364 4,152 4,550 20,271	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	31,043 1,649 6,256 146	27,248 1,649 6,195 146	2,168 - 172 142	- 1 1 - 1	1,702 95 147 12	1 - 1	27,714 1,554 6,220 276	3,795 -61	4,176 144		3,748 - 142 -	-	4,223 - 63 	31,937 1,554 6,283 276	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York 7/	372 43,901 70,680	372 42,577 70,680	213 4,615 - 11,512	-	114 4,101 - 10,204		471 43,091 - 71,988	1,324 -	2,498 (4,894)	-	1,323 (4,642)	1111	2,499	471 45,590 - 71,988	New Hampshire New Jersey New Mexico New York 7/
North Carolina 3/ North Dakota Ohio Oklahoma	19,598 540 47,184 24,027	19,598 251 40,111 24,027	- 2,889 100	222 - 6,155 -	1,857 46 3,695 1,190	222 - - -	17,741 205 45,460 22,937	- 289 7,073 -	- 299 2,107 -		- 243 731 -	6,155	- 345 2,294 -	17,741 550 47,754 22,937	North Carolina 3/ North Dakota Chio Oklahoma
Oregon Pennsylvania Rhode Island 5/ South Carolina	23,451 71,919 36 8,060	23,379 68,826 3,060	50 5,838 - -	1111	1,313 5,901 - 647	- - -	22,116 68,763 7, 413	72 3,093 36 -	- 1,981 -	1111	3 1,435 36 -		69 3,639 - -	22,185 72,402 7,413	Oregon Pennsylvania Rhode Island 5/ South Carolina
South Dakota Tennessee Texas Utah 5/	328 27,017 208,766	273 26,619 208,094 -	40 3,069 22,311	- 299 -	65 2,794 18,997 -	- - 299	248 26,894 211,408	55 398 672 -	6 294 548	- - 109 -	14 245 494 -	- 109 -	47 447 726	295 27,341 212,134 -	South Dakota Tennessee Texas Utah 5/
Vermont 5/ Virginia 3/ Washington West Virginia 3/	- 508 4,277 342	508 4,084 342	- - 62 -	- - -	- 377 516 205	-	131 3,630 137	- 193 -	- - -		- 116 -	- - - -	_ 	- 131 3,707 137	Vermont 5/ Virginia 3/ Washington West Virginia 3/
Wisconsin Wyoming 5/	8,937 -	8,937 -	200 -	-	996 ~	-	8,141 -	-	-	-		-	-	8,141	Wisconsin Wyoming <u>5</u> /
Total	1,154,846	1,125,353	145,368	10,117	92,084	2,640	1,186,114	29,493	23,153	109	19,431	7,586	25,738	1,211,852	Total

^{1/} Table LB-2, part of the local highway finance series, shows the change in status of the highway obligations of the local rural governments including tell facilities. Refer to note 1 of table LF-1 for additional information concerning the local finance series, particularly exceptions to the general rural-municipal

^{2/} Any differences between amount outstanding at the beginning of the year and the amount outstanding at the end of the previous year may be attributed to the following: Changes in rural-municipal classification, accounting adjustments, inclusion of obligations not reported in previous years, etc.

^{3/} All rural roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia. Debt service retained by counties.

^{4/} Refer to table IF-1, notes 8 and 11 for information concerning status of local govern-

ments in Alaska and Rawaii, respectively.

5/ Counties in Arkansas prohibited from incurring debt; data for road improvement districts not available. Colorado, Rhode Island (long-term), Utah, Vermont, and Wyoming counties reported

not highway debt activities during 1959.

6 Includes transactions under provision of the 1945 Suburban Community Road Act.

7 Information on cutstanding short-term debt not available. Therefore, borrowing and retirements shown in parentheses are not included in column totals.

RECEIPTS OF 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-1, 1959 ISSUED NOVEMBER 1961

			3	LOCAL REVE	WE					TRANS	FERS FROM	OTHER GOV	ERNMENTS		1	BORROWINGS			
STATE	PROPERTY TAXES AND SPECIAL ASSESSMENTS	APPROPRI- ATIONS FROM GENERAL FUNDS	LOCAL HIGHWAY- USER IMPOSTS 2/	OTHER LOCAL IMPOSTS	ROAD AND CROS- SING TOLLS	PARKING METER FEES 3/	MISCEL- LANEOUS	TOTAL	FROM LOCAL RURAL GOVERNMENTS	FROM STA HIGHWAY- USER IMPOSTS	OTHER	MENTS TOTAL	FROM FEDERAL GOVERN- MENT 5/	TOTAL	LONG TERM	SHORT TERM	TOTAL	TOTAL RECEIPTS	STATE
Alaska Alaska Arizona Arkansas	5,260 200 2,676 1,343	718 1,795 4,025 1,289	6,131	169 -	1,069 - - -	1,184 - 485 844	301 29 690 520	14,663 2,193 7,876 3,996	- - -	2,074 - 2,229 3,436	- - - 58	2,074 2,229 3,494	- - -	2,074 - 2,229 3,494	2,928 1,300 1,727 3,479	1,168 - -	4,096 1,300 1,727 3,479	20,833 3,493 11,832 10,969	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	20,281 3,010 252 403	31,561 2,520 14,772 -	-	- 6 -	299 121 -	3,302 167 127	6/20,629 6/215 6/645	76,072 6,039 15,669 530	7/ 24,124 2,124 154	39,780 2,841 2,127	539 359 -	40,319 3,200 2,127	115 - - -	64,558 5,324 2,281	22,652 226 1,192 1,502	-	22,652 226 1,192 1,502	163,282 11,589 19,142 2,032	California Colorado Connecticut Delaware
Florida Georgia Hawaii <u>8</u> / Idaho	17,676 2,195 4,460	6,918 7,872 - -	690 121 - -	32 - - -	700	1,643 1,535 420	6,790 88 - -	34,449 11,811 - 4,880	- 1,306 - - - 288	121 - - 659	2,666 - -	2,787 659	-	4,093 - - 947	6,525 1,309 - 925	84 - -	6,609 1,309 925	45,151 13,120 - 6,752	Florida Georgia Hawaii 8/ Idaho
Illinois 9/ Indiana Iowa Kansas	13,520 4,155 16,346 13,862	5,537 2,176 3,468	30,429 - - -	1,214 - - -	6,309 - 2,334 191	1,951 2,895 494 824	6/3,067 402 164 64	62,027 9,628 19,338 18,409	18	57,996 18,944 6,608 3,311	- 1,387 39	57,996 18,944 7,995 3,350	7	58,003 18,944 7,995 3,368	33,781 5,099 12,097 12,841	622 19 2 3,257	34,403 5,118 12,099 16,098	154,433 33,690 39,432 37,875	Illinois 9/ Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	931 10,518 7,213 1,319	6,386 7,082 - 123	- 184 - 2,280	- 61 -	1 1 1	1,638 775 92 978	6/739 3	9,109 19,359 7,305 4,703	- - - 125	1,325 582 20,326	- 70 - 200	- 1,395 582 20,526	- - -	- 1,395 582 20,651	30 9,453 444 2,765	- 240 -	30 9,693 կկկ 2,765	9,139 30,447 8,331 28,119	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	49,065 8,934 21, 8 25 4,269	1,231 13,964 - 3,350	- - - -	8	367 - - -	- 716 1,161 14	331 205 3,714 252	50,994 23,819 26,700 7,893	- 188 2,086 755	2,004 34,435 6,778 1,405	13,635 98 965	15,639 34,533 7,743 1,405	- <u>-</u> -	15,639 34,721 9,829 2,160	10,590 12,279 9,652 2,754	- - 539 984	10,590 12,279 10,191 3,738	77,223 70,819 46,720 13,791	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	9,534 4,515 7,622 781	3,527 161 678 725	12,224 568	42 - 370 -	2,226 21	949 492 685 136	573 243 235 13	29,075 5,411 10,179 1,655	1,162 - 3 149	- 52 3,752 642	- - -	- 52 3,752 642		1,162 52 3,755 791	5,535 899 4,083 292	2,586	5,546 899 6,669 292	35,783 6,362 20,603 2,738	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	1,340 4,791 16,302	7,274 29,584 33 84,033	2,112 1,742		39,260	2,275 386 4,780	- 276 5,876	7,274 35,311 7,228 150,251	- - - -	- 4,014 865 9,624	-	4,014 865 9,624	=	- 4,014 865 9,624	738 7,222 4,194 42,770	8,299 124,270	738 15,521 4,194 167,040	8,012 54,846 12,287 326,915	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	2,833 2,929 21,254 409	12,971 1,918 10,729 1,223	380 2 - -	- 4,643		1,373 2,564 1,673	517 18 6/3,265	18,074 4,867 42,455 3,305	- 228 123 -	6,738 - 38,906 3,518	- 1	6,738 38,907 3,518	-	6,738 228 39,030 3,518	3,679 3,976 16,121 1,875	389 19,756	4,068 3,976 35,877 1,875	28,880 9,071 117,362 8,698	North Carolina North Dakota Chio Cklahoma
Oregon Pennsylvania Rhode Island South Carolina	3,316 51,524 294	291 7,970 3,675	- - -	102 - -	198 - - -	1,237 7,452 476 807	301 6/5,481 221	5,445 64,457 8,667 4,776	2,210 -	5,815 16,751 74	-	5,815 16,751 74 -		5,815 18,961 74 -	2,221 16,134 3,146	776 570 1,411	2,997 16,704 4,557	14,257 100,122 13,298 4,776	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	2,304 294 32,105 1,915	2,406 5,378 30,612 625	2,348 803	- 17 -	- 997 -	40 462 4,540	3 6/457 13,997 12	4,753 8,956 83,054 2,552	318 183 427 15	570 10,305 1,182	- - -	570 10,305 - 1,182	-	888 10,488 427 1,197	310 6,534 39,722 392	126 138	310 6,660 39,860 392	5,951 26,104 123,341 4,141	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- 879 3,945 1,863	2,377 2,877 7,000 2,193	- 4,955 103	-	- - - 344	165 422 2,062 1,342	100 35 561 22	2,642 9,168 13,568 5,867	- - -	196 7,094 6,579	- 68 173	196 7,162 6,752 -	 8.	196 7,162 6,760 -	460 6,286 5,276 470	- 170 221 76	460 6,456 5,497 546	3,298 22,786 25,825 6,413	Vermont Virginia Washington West Virginia
Wisconsin Wyoming 10/	7,595 650	12,175 700	- 659	-	-	- 250	7 7	19,777 2,266	712	19,682 510	-	19,682 510	-	20,394 510	9,307	-	9,307	49,478 2,776	Wisconsin Wyoming 10/
Total	388,707	345,922	65,731	6,664	54,436	55,813	71,222	988,495	36,698	343,850	20,258	364,108	130	400,936	337,192	165,714	502,906	1,892,337	Total

^{1/} Table UF-1, part of the local highway finance series, summarizes the receipts for local street finance data by municipal governments including toll authorities. Tables UF-2, 21, 32, 42, and UB-2 complete the street finance series for municipalities. See table LF-1, note 1 for information concerning a more realistic municipal-rural classification.

Includes proceeds from motor-fuel, bus and wheel taxes; vehicle brake tags; and licenses for automobiles and Traffic fines and allied fees are included in the miscellaneous column. Represents share of parking receipts (including lot rentals) used for highway purposes. trucks.

Includes appropriations from the State general fund and miscellaneous taxes.

Includes payments in lieu of taxes, flood relief and other miscellaneous payments. Federal-aid urban funds

are excluded and shown in the State highway finance series.

^{6/} Includes traffic fines of \$18,375,000 in California; \$8,000 in Colorado; \$996,000 in Illinois; \$395,000 in Louisiana; \$353,000 in Ohio; \$2,865,000 in Pennsylvania; \$453,000 in Tennessee; \$622,000 of

fines and permits in Connecticut.

7 Includes \$14,653,464 appropriations from county flood districts and \$90,524 transfers from other special districts.

Refer to LF-1, note 11 for information concerning government classification in Hawaii. Partially estimated.

Estimated.

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

as obtained from re	cords or sease an	w Tocal gamoitic	TEP			(11 01000	nas or dorrars)						1330SD 0010B3R 1901
			MUN	ICIPAL STREETS	2/			S	STATE HIGHWAYS	2/	CURRENT		
	CURRE	NT DIRECT EXPEND	DITURES								DIRECT EXPENDI-		
STATE	CAPITAL CUTLAY, MAINTENANCE AND MISCEL- LANEOUS	interest	TOTAL	Transfers To State	TRANSFERS TO LOCAL RURAL GOVERNMENTS	DEET RETIRE- MENT	TOTAL	CURRENT DIRECT EXPENDITURES	TRANSFERS TO STATE	TOTAL	TURES FOR LOCAL RURAL ROADS 2/	TOTAL HIGHWAY DISBURSEMENTS	STATE
Alabama Alaska <u>3</u> / Arizona Arkansas	15,989 2,450 9,641 7,838	1,363 263 317 182	17,352 2,713 9,958 8,020	-	- - - -	4,250 647 1,551 204	21,602 3,360 11,509 8,224	- 21 -	- - -	21	- - -	21,602 3,381 11,509 8,224	Alabama Alaska <u>3</u> / Arizona Arkansas
California Colorado Connecticut Delaware	150,553 11,132 18,152 1,832	3,880 21 202 46	154,433 11,153 18,354 1,878	-	138 2 - -	8,569 300 863 154	163,140 11,455 19,217 2,032	3 - - -	1,255 - - -	1,258 - - -	-	164,398 11,455 19,217 2,032	California Colorado Connecticut Delaware
Florida Georgia Hawali 3/ Idaho	37,265 11,313 - 5,728	4,136 627 - 142	41,401 11,940 5,870	- - -	-	6,596 852 - 544	47,997 12,792 6,414	- - -	1,079 - - 14	1,079 - - 14	- - -	49,076 12,792 6,428	Florida Georgia Hawaii 3/ Idaho
Illinois Indiana Iowa Kansas	4/ 115,907 30,491 36,247 22,756	5/ 12,178 97 1,053 2,155	128,085 30,588 37,300 24,911		- - -	5/ 21,802 819 5,163 13,483	149,887 31,407 42,463 38,394	8,574 - - -	4,139	12,713	30 - -	162,630 31,407 42,463 38,495	Illinois Indiana Iowa Kensas
Kentucky Louisiana Maine Maryland	9,808 22,709 6,409 19,700	489 2,173 35 835	10,297 24,882 6,444 20,535	11 2,524	-	479 6,104 231 3,159	10,776 30,997 6,675 26,218	- 724 -	- 233 932 -	- 233 1,656	- - -	10,776 31,230 8,331 26,218	Kentucky Louisiana Meine Maryland
Massachusetts Michigan Minnesota Mississippi	52,832 62,396 37,365 10,055	1,721 1,481 1,408 726	54,553 63,877 38,773 10,781	-	1,255 952	8,200 5,849 5,783 4,539	62,753 70,981 45,508 15,320	- 185 -	- 193 - -	- 378 -	188	62,753 71,547 45,508 15,320	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Rebraska Nevada	25,059 5,033 14,496 2,188	1,550 480 642 101	26,609 5,513 15,138 2,289	- 248 -	32 - 3	6,811 1,836 4,168 493	33,452 7,349 19,554 2,785	- - -	3,872 24 507 43	3,872 24 507 43	- - -	37,324 7,373 20,061 2,828	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York 5/	6,742 39,452 7,864 187,077	69 1,919 492 8,558	6,811 41,371 8,356 195,635	142	- - - -	463 13,450 3,158 58,964	7,416 54,821 11,514 254,599	4 - - -	592 25 13,575	596 25 - 13,575	-	8,012 54,846 11,514 268,174	New Hampshire New Jersey New Mexico New York 5/
North Carolina North Dakota Chio Oklahoma	24,206 5,701 77,003 7,868	973 741 5,104 412	25,179 6,442 82,107 8,280	94 - -	- 32 42 -	3,388 1,539 21,461 961	28,661 8,013 103,610 9,241	- - - 1	219 227 7,707	219 227 7,707 1	- - -	28,880 8,240 111,317 9,242	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island 5/ South Carolina	9,692 80,632 10,761 3,776	415 4,597 395 109	10,107 85,229 11,156 3,885	20 160	- - - -	2,864 12,755 1,582 380	12,991 97,984 12,898 4,265	-	247 1,975 400 368	247 1,975 400 368	- - - -	13,238 99,959 13,298 4,633	Oregon Pennsylvania Rhode Island 5/ South Carolina
South Dakota Tennessee Texas Utah	5,549 20,633 85,793 3,697	53 1,338 7,597 33	5,602 21,971 93,390 3,730	- - 15	- - 89 81	238 2,577 15,114 174	5,840 24,548 108,593 4,000	973 4,735	- 3,745	973 8,480	- - -	5,840 25,521 117,073 4,000	South Dakota Tennessee Texas Utah
Vermont Virginia 6/ Washington West Virginia	2,929 16,735 20,165 4,981	48 1,257 442 528	2,977 17,992 20,607 5,509	- 54 236 -	81	321 2,728 1,021 812	3,298 20,774 21,945 6,321	(<u>6</u> /) -	2,012 122 -	2,012 122 -	-	3,298 22,786 22,067 6,321	Vermont Virginia <u>6</u> / Weshington West Virginia
Wisconsin Wyoming 7/	39,282 2,254	1,313 21	40,595 2,275	1,283 201	221 -	4,927 300	47,026 2,776		2,452	2,452	-	49,478 2,776	Wisconsin Wyoming 7/
Total	1,408,136	74,717	1,482,853	4,988	2,928	262,626	1,753,395	15,220	46,058	61,278	218	1,814,891	Total

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.
5/ Urban extensions of State primary and secondary contacts 2/ Partially estimated.

5/ 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.

1/ Estimated.

Highway Finance

CURRENT DIRECT EXPENDITURES FOR HIGHWAYS BY LOCAL MUNICIPAL GOVERNMENTS-19591

CLASSIFIED BY OBJECT OF EXPENDITURE

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-21, 1959 ISSUED OCTOBER 1961

			МЛ	TCIPAL STR	eers 2/				STATE HI	GHWAYS 2/					ALL	ROADS AND :	STREETS			
·			-		MISCELI	LANEOUS						LOCAL					MISCELI	ANEOUS		
STATE	RIGHT OF WAY 3/	con- struc- tion	MAINTE- NANCE	Interest	TRAFFIC POLICE 4/	ADMINISTRATION AND OTHER 5/	TOTAL	RIGHEP OF WAY	CON- STRUC- TION	MAINTE- NANCE	TOTAL	ROADS, MAINTE- NANCE	RIGHT OF WAY	CON- STRUC- TION	Mainte- Nance	INTEREST	TRAFFIC POLICE	ADMINIS- TRATION AND OTHER	total	STATE
Alabama Alaska 6/ Arizona Arkansas	70 - 258 254	5,964 1,296 5,787 2,015	8,477 984 3,098 5,569	1,363 263 317 182	1,032 119 -	446 51 498	17,352 2,713 9,958 8, 020	- 12 -	- 9 -	- - -	- 21 -	- - -	70 12 258 254	5,964 1,305 5,787 2,015	8,477 984 3,098 5,569	1,363 263 317 182	1,032 119 - -	446 51 498 -	17,352 2,734 9,958 8,020	Alabama Alaska 6/ Arizona Arkansas
California Colorado Connecticut Delaware	9,847 203 - 85	71,051 3,235 3,474 819	58,008 6,488 12,822 548	3,880 21 202 46	- 521 325	11,647 1,206 1,335 55	154,433 11,153 18,354 1,878		3 -		3 - -	- - -	9,847 203 - 85	71,054 3,235 3,474 819	58,008 6,488 12,822 548	3,880 21 202 46	- 521 325	11,647 1,206 1,335 55	154,436 11,153 18,354 1,878	California Colorado Connecticut Delaware
Florida Georgia Hawaii 6/ Idaho	1,388 340 -	16,781 3,417 1,856	16,780 7,357 2,281	4,136 627 142	842 135 - 1,591	1,474 64 - -	41,401 11,940 5,870	- - -	- - -	1) 1	1	- - -	1,388 340 -	16,781 3,417 1,856	16,780 7,357 2,281	4,136 627 - 142	842 135 - 1,591	1,474 64 -	41,401 11,940 5,870	Florida Georgia Hawaii 6/ Idaho
Illinois Indiana Iowa Kansas	3,438 438 - 120	55,589 12,269 22,780 15,042	38,987 15,832 13,201 6,949	12,178 97 1,053 2,155	9,316	7/ 8,577 1,952 266 630	128,085 30,588 37,300 24,911	7,394 - - -	1,109	71 - -	8,574 - -	30 - - -	10,832 438 - 120	56,698 12,269 22,780 15,042	39,088 15,832 13,201 6,949	12,178 97 1,053 2,155	9,316 - 15	8,577 1,952 266 630	136,689 30,588 37,300 24,911	Illinois Indiana Iova Kansas
Kentucky Louisiana Maine Maryland	2 429	1,309 12,181 582 9,494	8,497 8,035 5,827 9,569	489 2,173 35 835	- 759 -	1,305 - 637	10,297 24,882 6,444 20,535	- - -	-	- 724	724		2 429 -	1,309 12,181 582 9,494	8,497 8,035 6,551 9,569	489 2,173 35 835	759 -	1,305 637	10,297 24,882 7,168 20,535	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	2,378 723	19,766 27,777 16,551 4,452	29,755 28,681 20,074 5,570	1,721 1,481 1,408 726	- - - -	3,311 3,560 17 33	54,553 63,877 38,773 10,781	- - -	- - -	185 - -	185 -	188	2,378 723	19,766 27,777 16,551 4,452	29,755 29,054 20,074 5,570	1,721 1,481 1,408 726	-	3,311 3,560 17 33	54,553 64,250 38,773 10,781	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	768 - - - 76	8,126 2,541 8,271 864	14,326 2,444 5,999 1,040	1,550 480 642 101	330 - - -	1,509 48 226 208	26,609 5,513 15,138 2,289	- - -	- - -	- - -	-	-	768 - - 76	8,126 2,541 8,271 864	14,326 2,444 5,999 1,040	1,550 480 642 101	330 - - -	1,509 48 226 208	26,609 5,513 15,138 2,289	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York 8/	3,527	691 1 ¹ 4,319 5,510 69,152	5,807 25,133 2,289 95,497	69 1,919 492 8,558	- - - 14,866	244 - 65 4,035	6,811 41,371 8,356 195,635	-	-	- - -	- - -	1111	3,527	691 14,319 5,510 69,152	5,811 25,133 2,289 95,497	69 1,919 492 8,558	14,866	244 - 65 4,035	6,815 41,371 8,356 195,635	New Hampshire New Jersey New Mexico New York 8/
North Carolina North Dakota Ohio Oklahoma	2,008 62 154	8,063 3,694 32,758 1,394	9,103 1,883 38,258 5,998	973 741 5,104 412	3,535 - -	1,497 124 5,925 322	25,179 6,442 82,107 8,280	- - - 1	:	-	- - - 1	- - -	2,008 - 62 155	8,063 3,694 32,758 1,394	9,103 1,885 38,258 5,998	973 741 5,104 412	3,535 - -	1,497 124 5,925 322	25,179 6,442 82,107 8,281	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Taland South Carolina	17 1,288 - 183	5,416 23,468 4,581 608	3,458 41,336 5,151 1,750	415 4,597 395 109	10,608	801 3,932 1,029 298	10,107 85,229 11,156 3,885	-	- - -	- - - -	- - -	-	17 1,288 - 183	5,416 23,468 4,581 608	3,458 41,336 5,151 1,750	415 4,597 395 109	10,608	801 3,932 1,029 298	10,107 85,229 11,156 3,885	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	138 3,972 1	3,113 10,802 34,566 1,733	2,115 8,023 25,394 1,483	53 1,338 7,597 33	- 914 20,529 279	321 756 1,332 201	5,602 21,971 93,390 3,730	- 973 2,212	- 2,213	- - 310 -	- 973 4,735		1,111 6,184 1	3,113 10,802 36,779 1,733	2,115 8,023 25,704 1,483	53 1,338 7,597 33	- 914 20,529 279	321 756 1,332 201	5,602 22,944 98,125 3,730	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- 364 -	665 6,295 5,520 829	2,159 10,076 9,500 4,103	48 1,257 442 528	105 5,145	- - - 49	2,977 17,992 20,607 5,509	-	-	-	-	- - -	364 -	665 6,295 5,520 829	2,159 10,076 9,500 4,103	48 1,257 442 528	105 - 5,145	- - - 49	2,977 17,992 20,607 5,509	Vermont Virginia Washington West Virginia
Wisconsin Wyoming 8/	1	17,295 850	20,396 1,250	1,313 21	-	1,591 153	40,595 2,275	-	-	-	-	-	1	17,295 850	20,396 1,250	1,313 21	-	1,591 153	40,595 2,275	Wisconsin Wyoming <u>8</u> /
Total	32,532	584,611	657,360	174,717	71,903	61,730	1,482,853	10,592	3,334	1,294	15,220	218	43,124	587,945	658,872	74,717	71,903	61,730	1,498,291	Total

^{1/} Table UF-21, part of the local finance series, gives further segregation of direct expenditures shown on table UF-2, exclusive of retirement of obligations, transfers to other governmental agencies and expenditures for nonhighway purposes. (For 1959 all non-highway allocations were offset against general fund appropriations for roads or streets.) See table LF-1, note 1, for additional information on local municipal government highway finance series. 2/ In some cases, classification of direct expenditures by system and purpose is not exact. As a result,

construction costs.

there may be instances in which transfers to the State or local rural governments for municipal streets; expenditures and transfers for State highways and municipal streets or transfers to the State for matching Federal aid may be included in current direct expenditures on municipal streets or State highways.

3/ Identifiable expenditures for right-of-way. In some cases, these expenditures may be included with

^{4/} Traffic police costs when commingled with general police activities are usually not reported. In some instances these costs may be included with maintenance.

5/ Includes administration, preliminary engineering and miscellaneous payments. Construction engineering included with capital outlay.

^{6/} For information concerning local governments in Alaska and Hawaii, refer to table LF-1, notes 8 and 11, respectively.

Includes \$284,000 interest and \$2,604,000 principal on public benefit debt.

New York partially estimated. Wyoming estimated.

Highway Statistics, 1960

LOCAL MUNICIPAL OBLIGATIONS FOR HIGHWAYS-1959 1

CHANGE IN INDEBTEDNESS DURING YEAR

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

(In thousands of dollars)

TABLE UB-2, 1959

	more i.e.			LONG TE	RM DEBT					SHORT	TERM DEBT				
	TOTAL DEBT	AMOUNT	133	ÆD	REDI	SEMED		AMOUNT	ISSU	JED	RED	EEMED	····	TOTAL DEBT	
STATE	OUISTAND- ING AT BEGINNING OF YEAR 2/	OUTSTAND- ING AT BEGINNING OF YEAR 2/	CRIGINAL	REFUND- ING	FROM CURRENT OR SINKING FUNDS	BY REFUND - ING	AMOUNT OUTSTAND- ING AT END OF YEAR	OUTSTAND- ING AT BEGINNING OF YEAR 2/	ORIGINAL	EXTEN- SIONS	FROM CURRENT OR SINKING FUNDS	BY EXTENSIONS OR FUNDING	AMOUNT OUTSTAND- ING AT END OF YEAR	OUTSTAND- ING AT END OF YEAR	STATE
Alabama Alaska 3/ Arizona Arkansas	40,442 7,766 8,482 1,883	39,310 7,766 8,482 1,883	2,866 1,300 1,687 3,453	60 - -	3,249 647 1,551 204	60 - - -	38,927 8,419 8,618 5,132	1,132 - - -	1,168 - - -	-	941 - -	-	1,359 - - -	40,286 8,419 8,618 5,132	Alabama Alaska <u>3</u> / Arizona Arkansas
California Colorado Commecticut Delaware	103,995 16,376 8,229 1,612	103,995 16,376 8,229 1,612	22,642 224 1,185 1,502	1 - 1	8,569 300 863 154	-	118,068 16,300 8,551 2,960	- - -	- - -	-	-	1 1 1	- - -	118,068 16,300 8,551 2,960	California Colorado Connecticut Delaware
Florida Georgia Hawaii <u>3</u> / Idaho	95,325 23,876 3,382	95,325 23,876 - 3,382	6,577 1,285 925	- - -	6,632 852 544	- - -	95,270 24,309 - 3,763	- - -	84 - -	-	-	1 - 1	84 - - -	95,354 24,309 3,763	Florida Georgia Hawaii <u>3</u> / Idaho
Illinois 4/ Indiana Iowa Kansas	224,625 5,337 27,277 76,539	224,189 5,337 26,923 74,084	33,687 5,099 12,057 10,660	- 2,180	21,249 809 4,981 11,268	-	236,627 9,627 33,999 75,656	436 - 354 2,455	622 19 2 3,257	-	562 10 164 35	2,180	1196 9 192 3,497	237,123 9,636 34,191 79,153	Illinois 4/ Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	21,705 70,166 1,436 18,768	21,686 69,381 1,420 18,762	30 8,988 444 2,765	- 440 -	475 5,466 215 3,153	- 7- 7- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-	21,241 72,903 1,649 18,374	19 785 16 6	- 240 -	=	14 198 16 6	1 1 1	15 827 - -	21,256 73,730 1,649 18,374	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	56,223 17,923 51,661 25,560	56,223 17,923 51,289 23,959	10,590 12,279 9,651 2,644	- - 100	8,200 5,849 5,411 3,576	- - -	58,613 24,353 55,529 23,127	- 372 1,601	- - 539 982	-	- 372 863	100	- 539 1,620	58,613 24,353 56,068 24,747	Massachusetta Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	63,916 10,940 27,607 2,789	63,914 10,940 23,091 2,789	5,534 899 4,020 292	- - 58	6,838 1,836 2,709 493	-	62,610 10,003 24,460 2,588	2 4,516	11 2,580	- - 6 -	1,395	- - 64 -	11 5,643	62,621 10,003 30,103 2,588	Missouri Montana Nebraska Kevada
New Hampshire New Jersey New Mexico New York 5/	3,019 59,085 9,771 331,533	3,019 51,125 9,771 331,533	738 7,222 4,205 42,695	- - -	463 5,720 3,158 31,068	- - - -	3,294 52,627 10,818 343,160	7 , 960 (<u>6</u> /)	8,162 (124,270)	137 -	7,593 (27,896)	137	8 , 529	3,294 61,156 10,818 343,160	New Hampshire New Jersey New Mexico New York 5/
North Carolina North Dakota Chio Cklahoma	33,900 17,915 181,528 15,526	32,862 17,913 176,482 15,526	3,659 3,968 12,085 1,875	- 4,036	2,375 1,539 15,056 961	- - -	34,146 20,342 177,547 16,440	1,038 2 5,046	389 19,756	- - -	1,013 - 2,369 -	- 4,036	414 2 18,397	34,560 20,344 195,944 16,440	North Carolin North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island 5/ South Carolina	10,925 161,889 15,048 4,224	10,375 161,648 14,048 4,224	2,217 16,110 3,146	-	2,197 12,514 966 380	- - - -	10,395 165,244 16,228 3,844	550 241 1,000	776 570 1,186	- 225 -	667 241 391	- - 225 -	659 570 1,795	11,054 165,814 18,023 3,844	Oregon Pennsylvania Rhode Island South Carolin
South Dakota Tennessee Texas Utah	1,398 44,820 251,484 1,151	1,398 44,648 251,438 1,151	310 6,528 39,600 392	- 94 -	238 2,478 14,980 174	- 94 -	1,470 48,698 276,058 1,369	172 46	126 138 -	-	+ 99 40 -	-	199 144	1,470 48,897 276,202 1,369	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	1,636 42,357 15,182 18,982	1,636 42,357 14,834 18,311	460 6,283 5,275 470	-	321 2,728 917 761	-	1,775 45,912 19,192 18,020	- 348 671	- 170 221 76	- - - -	- - 104 51	- - - -	- 170 465 696	1,775 46,082 19,657 18,716	Vermont Virginia Washington West Virginia
Wisconsin Wyoming 7/	53,173 688	53,173 688	9,307	-	4,927 300	-	57 , 553 388	-	-	-	-	-	-	57 , 553 388	Wisconsin Wyoming 7/
Total	2,289,074	2,260,306	329,830	6,968	210,314	594	2,386,196	28,768	41,074	368	17,136	6,742	46,332	2,432,528	Total

^{1/} Table UB-2, part of the local highway finance series, shows the change during the year in indebtedness of local municipal governments including local toll authorities. For exception to rural-municipal classifi-

cation, see note lof table IF-1.

2/ Any difference between amount outstanding at the beginning of the year and the amount outstanding at the end of the previous year may have resulted from one of the following: Changes in rural-municipal classifications, accounting adjustments, inclusion of obligations previously omitted, segregation of allied street function data, etc.

^{3/} For information concerning local governments in Alaska and Hawaii, refer to table LF-1, notes 8 and 11, respectively.

b/ Public benefit debt not included.

5/ Partially estimated.

6/ Data not available. Borrowings and retirements shown in parenthesis are not included in column

totals. Includes \$100,000,000 of Triborough Bridge Authority notes to be retired in 1960.

7/ Estimated.

RECEIPTS FOR ALLIED STREET FUNCTIONS-1959 1

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

(In thousands of dollars)

TABLE UF-11, 1959 ISSUED OCTOBER 1961

व्रा North Carolina North Dakota Ohio New Hampshire I New Jersey New Mexico New York Oregon Pennsylvania Rhode Island South Carolina Massachusetts Michigan Mimesota Mississippi Wisconsin Wyoming 10/ Dist. of Col. Virginia Washington West Virginia STATE Colorado Connecticut Delaware South Dakota Total | Transfer of parking meter fees,
| State motor-left tax.
| State motor-left tax.
| Includes retruit from lots.
| Includes serving from state from serving from state and damages in louisisions, \$50,000 parking fines in Newda.
| Includes \$47,000 parking receipts of the Priborough Bridge and Tunnel Authority.
| Includes \$47,000 parking receipts of the Priborough Bridge and Tunnel Authority.
| Parking facilities data included with State highway finance reports; other allied street function information not available. California Kentucky Louisiana Maine Tennessee Texas Utah Illinois Indiana Iowa Montana Nebraska Nevada Maryland Florida 7,614 7,614 474 14,024 2,855 746 737 1,495 1,163 1,163 45,020 7,351 7,251 2,856 2,050 7,970 55 6,011 17,635 13,440 17,409 995 4, 1, 85,44 1,06,44 4,750 4,750 50,311 22,23 3,180 3,878 3,971 4,007 15,762 1,178 2,174 2,432 2,464 31,337 641 16,324 150 3,991 5,863 5,863 1,214 403,447 TOTAL , F MISCEL-LANEOUS -737 385 2 2/ 75 - 51 3⁴7, 36 324 2,493 8 100 15 5,518 α 3,642 SHORT 8 162 3,8 ALLIED STREET FUNCTIONS 3/ BOFFROMINGS 2,871 1,455 300 2,674 33 22,750 139 1,819 1,18 71.8 166 3,237 45 3,391 1,661 1,418 2,035 218 4,612 63,221 LONG 325 . 139 . . 255 8,818 3,946 TRANSFERS FROM OTHER FONDS 3,04 到計 2,855 APPROPRIA-TIONS FROM GENERAL FUNDS 5,522 3,788 3,788 11,049 1,450 1,178 1,178 2,174 3,348 39,532 8,488 7,207 1,374 16,887 10,655 -995 **寸**전달8 13,972 399 34,589 5,099 4,356 4,356 692 1,906 1,357 10,711 7.57 1.68.5 98.69.1 9,99 1,50 222,892 PROPERTY
TAXES
AND
SPECIAL
ASSESSMENTS . ₀₀ . 8 . . 733 6 13,579 3,491 2,74 3,064 637 174 5,813 2,317 13,435 288 1,334 7,49 9,865 865 866 -853 6,757 1,188 84 '82'8 -460,68 1,713 16,276 590 3,281 1,58 8,185 2,214 192 15,296 3,668 3,952 1,892 7,593 11,881 2,712 1,074 6,495 809 23,810 2,063 1,021 345 4,159 5,165 763 1,025 457 1,957 10,816 1,816 1,863 10,645 634 1,045 1,736 1,06 1,223 1,228 1,782 5,672 1,782 1,572 1,572 1,572 2,697 2,697 2,697 2,697 4,649 350 179,201 TOTAL . . 91 134 , , শ্ব . . 8 138 OF EER 848 96 8 . 4 R 133 ∄ **3** ∞1 8 BORROWINGS 10/ 5 . 3,274 , ₇₈ 3,800 1,236 1336 130 130 101 101 1,772 3,465 ಜ 2,475 100 1,610 17.4 2,949 28,712 3.3. 1,722 162 , % PARKING FACTLITIES 2/ 23 TIONS FROM GENERAL FUNDS 64 5,378 388 ₹ 11,377 1,009 PROPERTY TAXES AND SPECIAL ASSESSMENTS . . 8,9X . 11 1,250 동성적 8 2,906 . 1388 -로 - 85 858 8 £ 4 4 164,4 7,012 725 6 265 ģ SIG 1,736 1,212 1,212 3,241 614 614,918 Z/ 1492 3,507 3,507 2,675 1,683 10,01 246 1,978 158 7/ 4,451 7/ 2,212 1,962 956 204 2,387 2,468 6,442 1,997 1,024 2,957 639 1,004 313 1,957 132 1/ 7,298 1,801 1,830 10,645 192 953 337 2,458 2,276 3,282 130,891 METERS \leq 7 \geq ন্ম New Hampshire I New Jersey New Mexico New York Oregon Pennsylvania Rhode Island South Carolina North Carolina North Dakota Ohio Oklahoma Washington West Virginia South Dakota Tennessee Texas Utah Wyoming 10/ Dist. of Col. Massachusetts California Colorado Connecticut Minnesota Mississippi STATE Total Kentucky Louisiana Maine Maryland Alabama Alaska Arizona Arkansas Missouri Montana Illinois Indiana Iowa Kansas Nebraska Nevada Wisconstn Delaware Florida Georgia Hawaii Michigan

1/ Table UP-11, part of the local highway finance series, gives the receipts of municipalities for allied functions (Parking, street cleaning, street lighting, sidewalks, and storm severs). These data are not included in any other table. For additional information refer to table IF-1, note 1. Information for New Hampshire not available.

2/ Includes parking data reported for certain rural units as follows: Unincorporated areas in California, rural towas in Connections and Massachusetts; the Biron-Clinton Mortopolitan Authority in Michigan; rural municipalities and counties in New Jersey; rural areas in Maryland, New York, fewsa, and visconsin.

2/ Includes allied street function data for certain rural units as follows: Rural special lighting districts and rural and Mer York; rural tomachies in Connecticut, Massachusetts, and Vermont; rural municipalities and counties in New Jersey; rural tomachies in Omicial sress in Hawaii, Louisians (parlishes), Maryland, Novada, Texas, Utah, Virginia, and Wisconsin (towas-estimated).

Highway Statistics, 1960

LOCAL GOVERNMENTS

DISBURSEMENTS FOR ALLIED STREET FUNCTIONS-1959 1

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

(In thousands of dollars)

TABLE UF-12, 1959 ISSUED OCTOBER 1961

	1			PARKING FACIL	LITTES 2/								*	LIA	JED STREET	FUNCTION	IS <u>3</u> /					
		MAINTE-	DEBT :	SERVICE	TRANS	FERS	<u> </u>			CAP	ITAL OUTL	Y			M	AINTENAN	E		DEBT	SERVICE		
STATE	CAPITAL OUTLAY	NANCE AND OPERATION	INTEREST	PRINCIPAL	TO STREET FUND	TO CENERAL FUND	OTHER	TOTAL	STREET LIGHTING	STREET CLEANING	SIDE- WALKS	STORM SEWERS	TOTAL	STREET LIGHTING	STREET CLEANING	SIDE- WALKS	STORM SEWERS	TOTAL	INTEREST	PRINCIPAL	OTHER	TOTAL
Alabama Alaska Arizona Arkansas	122 18 - 86	104 33 38 152	- - - 3	- 6	1,184 - 485 844	<u>4</u> / 325 - -	- - - 69	1,735 51 523 1,160	26 -	-	- 5 -	32	- 63 -	5/ 1,461 186 5/ 874 726	- 5/ 486 -	5/ 34 26	- 75 <u>5</u> / 63	1,495 287 1,423 726	- - -	- - -	- 53 -	1,495 403 1,423 726
California Colorado 7/ Connecticut Delaware	10,352 738 8	3,346 207 717 23	1,077 127 153	1,181 89 539 -	6/ 3,365 167 - 127	- - - -	- 46 -	19,321 590 2,193 158	1,554	-	- 613 -	22,844 1,629	24,398 2,242	17,970 5/ 1,958 3,891 5/ 294	_ 5/ 1,106 659 5/ 180	155	- 209 -	17,970 3,064 4,914 474	- - 115 -	- 249 -	- - - -	42,368 3,064 7,520 474
Florida Georgia Hawaii Idaho	3,880 140 - 5	759 389 - 67	529 17 -	743 14 - -	1,643 1,535 420	- - -	38 86 	7,592 2,181 - 492	215 83 1	3 30 -	1,840 20 -	3,841 380 -	5,899 513 - 1	4,172 2,093 <u>5</u> / 746 599	1,597 229 -	407 11 - 66	1,081 137 16	7,257 2,470 746 681	550 69 - 8	1,364 25 - 22	103 - - -	15,173 3,077 746 712
Illinois Indiana Iowa Kansas	4,187 1,901 322	5,057 <u>5</u> / 793 1,027 477	3,062 33 178 89	2,256 63 352 150	1,951 2,895 494 824	-	67 - - 99	16,580 3,784 3,952 1,961	19,308 147 112	226 1	481 - 262 222	3,563 1,505 350	23,352 2,140 685	6,270 5/ 4,514 2,282 978	3,964 5/ 754 1,376 239	236 79	1,979 5/ 1,456 71 107	12,449 6,724 3,808 1,324	2,285 134 240 117	4,122 493 1,063 727	25 - - 5	42,233 7,351 7,251 2,858
Kentucky Louisiana Maine Maryland	- 97 112 1,661	489 114 92 251	. 5 - 6 299	6 2 22 559	1,638 775 92 <u>6</u> / 1,118	-	- 4 16	2,138 992 340 3,888	- 44 - 94	- 40 - 57	- 30 - 18	- 553 - 18	667 187	5/ 1,234 2,218 4,722	5/ 767 1,415 - 765	3 [‡]	5/ 49 507 - 303	2,050 4,142 - 5,824	291 23	- 1409 -	309 -	2,050 5,818 55 6,011
Massachusetts Michigan Minnesota Mississippi	4,844 4,537 502	1,541 2,202 534 351	487 590 56 -	721 750 48 -	716 1,161 14	- 46 332 709	129	7,593 8,970 2,633 1,074	10 874 1,050	- 135	1,813 1,312 1,321	- 6,483	1,823 2,186 8,989	10,121 8,345 3,324 <u>5</u> / 995	4,041 - 1,586	775 434 167	- - 789 -	14,937 8,779 5,866 995	49 153 719	826 2,281 2,242 -	29	17,635 13,428 17,816 995
Missouri Montana Nebraska Nevada	1,225 34 42 72	1,009 231 284 191	277 - - -	163 - 15 2	949 492 685 136	111	189 1 - 30	3,812 758 1,026 431	966 2 81 66	- - -	- 37 4	- 14 551 -	966 53 636 66	4,173 691 1,394 273	1111	- 5 - 8	- 5 - 54	4,173 701 1,394 335	- 14 1214 1214	37 137 - 39	111	5,300 919 2,030 444
New Hampshire 1/ New Jersey New Mexico New York	- 638 8,585	4,165 43 8/ 6,663	- - - - - 281	- - 21 695	6/ 2,330 386 6/ 4,780	1 1 1 1	- 108 -	6,495 1,260 21,004	7,302	- - - -	- - 4,013	1,470 214	- 1,473 11,529	5/ 9,467 653 15,545	5/ 4,553 17,340	- 6 859	- 78 17 26	14,104 670 33,770	- - 185 661	458 4,564	- 8	14,104 2,794 50,524
North Carolina North Dakota Ohio Oklahoma	345 2,786 60	584 86 2,636 134	- 99 685 -	- 76 828 -	1,373 2,564 1,673	1111	- 521 I	1,957 606 10,020 1,868	- 160 1,404 7	- 350 261	498 1,751	- 935 552 165	1,593 4,057 433	5/ 2,324 663 10,671 432	5/ 1,618 5,684 55	308 4	5/ 1,157 145 467	5,099 663 17,108 958	- 176 267 398	- 545 2,825 781	- 19 -	5,099 2,977 24,276 2,570
Oregon Pennsylvania Rhode Island South Carolina	136 2,513 49	504 680 118 182	-	=	1,237 7,452 476 807		- 40 7	1,877 10,645 634 1,045	70 - - -	77 - -	137 - -	303 3,799 - 120	587 3,799 - 120	2,010 9,446 734 . <u>5</u> / 915	1,219 2,517 422 931	75 22 <u>5</u> / 64	153 - 144	3,457 11,963 1,178 2,054	4 - - -	38 - -	-	4,086 15,762 1,178 2,174
South Dakota Termessee Texas Utah	169 49 260 26	94 164 749 114	- 12 -	5 - 45 -	40 462 4,540	4/ 1,107 305	105 - 2 -	413 1,782 5,608 445	16 1,088	- 124 -	22 - I ₄ O	265 13,106 8	303 14,318 48	1,410 5/ 2,262 5,506 510	5/ 185 3,649 83		247 5/ 17 1,284	1,681 2,464 10,439 593	6 1,974	49 3,874	- 47 -	2,039 2,464 30,652 641
Vermont Virginia Washington West Virginia	226 1,410 18 173	60 185 378 464	27 - 183	77 - 148	165 422 2,062 1,342	-	17 65	555 2,017 2,475 2,375	20 271 9	-	- 838 166 111	- 992 181 16	1,850 618 136	5/ 436 1,754 1,798 762	- 1,535 129	5/ 93 219 50 6	5/ 228 168 959 1	757 2,141 4,342 898	- 132 6	- - 316 34	- 104 15	757 3,991 5,512 1,089
Wisconsin Wyoming 9/ Dist. of Col.	2,247	2,051 100 -	97 - -	254 - -	- 250 -	-	-	4,649 350 -	1,222	1:70 - -	637 - -	3,945	5,974 -	5,5կ4 150 -	2,559 - -	271	562 - -	8,936 150 -	340	1,074 - -		16,324 150 -
Total	54,575	40,632	8,436	9,830	56,071	2,824	1,640	174,008	36,205	1,474	16,191	67,834	121,704	159,496	61,643	. 4,440	12,854	238,433	9,058	28,626	717	398,538

^{1/} Table UF-12, part of the local highway finance series, gives the disbursements by municipalities for allied street functions (parking, street cleaning, street lighting, sidewalks, and storm severs). These data are not included in any other table. For additional information refer to note 1 of table LF-1. Information for New Hampshire

^{2/} Includes parking data reported for certain rural units as follows: Unincorporated areas in California; rural towns in Commecticut and Massachusetts; the Euron-Clinton Metropolitan Authority in Michigan; rural municipalities and counties in New Jersey; rural areas in Naryland, New York, Texas, and Wisconsin.

^{3/} Includes allied street function data for certain rural units as follows: Rural special lighting districts and rural areas in California and New York; rural towns in Connecticut, Massachusetts and Vermont; rural municipalities

and counties in New Jersey; rural townships in Ohio; rural areas in Hawaii, Louisiana (parishes), Maryland, Nevada, Texas, Utah, Virginia, and Wisconain (towns-estimated).

4/ Transfer to allied street functions.

5/ Cepital outlay and maintenance not segregated.

6/ Includes transfers to rural read funds as follows: \$63,000 in California; \$140,000 in Maryland; \$55,000 in New Jersey; and \$475,000 to the New York City Triborough Bridge and Tunnel Authority.

7/ Partially estimated.

8/ Cepital outlay and maintenance for New York City not segregated.

Estimated.

TABLE LF-32, 1959

RECEIPTS OF LOCAL RURAL GOVERNMENT TOLL FACILITIES-19591

Based upon reports for various fiscal years ended in 1959

(In thousands of dollars)

obtained from	om records of State and local authorities	(In thousands of	of dollars)						10000	OCTOBER 198
			BALANCES BEGINNING OF							
STATE	name of facility	OPERATING AUTHORITY	RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEST SERVICE	ROAD AND CROSSING TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
Alabama	Dauphin Island Bridge	Mobile County	52	1	217	<u>3</u> / 164	-		48	1429
California	Golden Gate Bridge	Golden Gate Bridge and Highway District	7,759	8,901	4,510	-	750	-	-	5,260
Florida	Belleair Toll Causeway Miscayne Key and Venetian Causeways Port Orange Toll Bridge Total	Pinellas County Daße 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 	115 1,347 96 1,558
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Sugene Talmadge Memorial Toll Bridge) Total	Glynn County Coastal Highway District	- 82 	84 95 ———————————————————————————————————	333 693 1,026	-	- -	- - -	<u>\$</u> 5	333 695 1,028
Illinois	New Harmony Bridge	White County Bridge Commission	110	-	132	-	-	-	<u>4</u> / 13	145
Indiana	Hutsonville, Illinois-Graysville, Indiana Toll Bridge	Sullivan County Bridge Commission	12	-	60	-	-	-	.	60
Louisiana	Lutcher-Vacherie Ferry Grester 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 Vinelhaven Port District	- 16 <u>17</u> 33	- - -	27 27 55 109			- 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		-	-	- <u>5</u> 5	60 13 73
Mississippi	Vicksburg Bridge	Warren County	531	1,171	709	-	-	288	11	1,008
Missouri	Brownville Bridge Jefferson Barrasks Bridge (Lindbergh Bridge) McBantel Nemorial (Miemi) 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 1	- 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	- <u>17</u>	-	11 13		- - -	-	= =	11 13
Nebraska	Burt County Missouri River Bridge (Decatur) Mormon Pioneer Memorial Bridge, Douglas County Rulo Bridge Total	Burt County Bridge Commission North Cmaha Bridge Commission Richardson County Parkway Authority	24 53 8 85	124 60 30 214	56 157 	-	2	8 2 6 16	-	66 159 63 288
New Jersey	Burlington-Bristol Bridge	Burlington County Bridge Commission	2,450	-	1,531	-	56	-	14	1,591
	Tacony-Pelmyra Bridge Cape May County Bridges Total	Cape May County Bridge Commission	98 2,548	218 218	480 2,011	-	<u>2</u> 58	-	<u>-</u>	482 2,073
New York	Atlantic Beach Bridge Bemus Point-Stow Ferry Parkway Toll Stations Total	Nassau County Bridge Authority Chautauqua County Westchester County	618 6 1,680 2,304	89 - - 89	834 26 4,543 5,403		29 - 42 71	- 170 170	16 - 8 24	879 26 <u>4,763</u> 5,668
Oregon	The Dalles Bridge Umatilla Bridge Total	Wasco County Umstills County	212 50 262	222 462 684	289 308 597	-	6 17 23		1 	296 325 621
Texas	Padre Island Toll Causeway Pedre 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 9/ 47 73	169 270 256 695
Washington	Harstene Island Ferry Lummi Island-Gooseberry Point Ferry Tacome-McNeil Island-Anderson Island Ferry Total	Mason County Whatcom County Pierce County	. - -	- - -	5 22 16 43	- - - - - -	- - -	<u>.</u>	21 29 21 71	26 51 37 114
	GRAND TOTAL		22,642	15,762	19,887	164	1,004	505	1,845	23,405

^{1/} Table LF-32, part of the local highway finance series, gives the receipts for publicly-owned and quasi-1/ Table 18-32, part of the local nignesy thance series, gives the receipts for publicly-council and quasi-publicly-council activities operated by of for rural governments, local road and bridge districts, and specially created authorities. 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 18-1.
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.

Proceeds from short-term notes. Transfer from general fund. Includes \$876,158 from State Eigineay Fund #2. Operated by Maine Port Authority since September 11, 1959.

Transfer from Baltimore County General Fund.

Property taxes. 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 TSSUED OCTOBER 1961

as obtained iro	m records of State and foral authorities			(In one	deande of dollar	υ,							TODAN 1901
		CAPITAL	MAINTENANCE			INTEREST	FINANCE	RETIRE- MENT OF	SUBTOTAL,	FUND	TOTAL	BALANCES AT OF THE Y RESERVES	TEAR
STATE	NAME OF FACILITY .	OUTLAY	AND OPERATION	ADMINISTRATION	MISCELLANEOUS	OBLIGA- TIONS	ADMINISTRATION	OBLIGA- TIONS	DIRECT EXPENDITURES	TRANSFERS		FOR CONSTRUCTION, OPERATION ETC.	RESERVES FOR DEET SERVICE
Alabama	Deuphin Island Bridge	-	117	56	-	78	-	2 / 135	386	-	386	95	-
California	Golden Gate Bridge	52	1,398	460	-	1,109	-	1,200	4,219	-	4,219	8,180	9,521
Florida	Belleair Toll Causeway Biscayme Key and Venetlan Causeway Port Orange Toll Bridge Total	1111	26 344 24 394	- 41 - 1 42	- - - -	47 486 20 553	3 - 3	15 321 25 361	88 1,195 70 1,353	3/213 213	88 1,408 70 1,566	193 161 2 356	211 279 92 582
Georgia	Brunswick-St. Simon Bridge and Causeway Savannah River Toll Bridge and Causeway (Sugene Talmadge Memorial Toll Bridge) Total	-	62 55 ——————————————————————————————————	7 21 — <u>28</u>	17 16	69 469 538	8 7 15	174 - 174	337 568 <u>905</u>	- - -	337 568 905	95 95	80 209
Illinois	New Harmony Bridge	-	128	56	4		-	-	188	-	188	67	-
Indiana	Hutsonville, Illinois-Graysville, Indiana Toll Bridge	-	40	-	-	2	-	50	62	-	62	10	
Louisiana	Lutcher-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	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 ¼/ North Haven Ferry Vinalhaven Ferry Total	1 1 1	3 2 4 9	19 32 56 107	-	-	-	3 - 6	25 37 60 122	5/ 2 - - 2	27 37 60 - 124	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	47 13 60	- t ₄	- - -	- -	- - -	-	53 13 66		53 13 66	41 - 41	-
Mississippi	Vicksburg Bridge	-	235	64	-	63	-	150	512	<u>6</u> / 276	788	517	1,405
Missouri	Brownville Bridge Jefferson Barracks Bridge (Lindbergh Bridge) McDantel Memorial (Miami) Bridge Platte Furchase Bridge St. Francisville Bridge Total	- 4 - 4	9 87 13 51 4 164	6 60 3 8 - 77	-	12 12 11 201 - 1 - 237	- - 1 - 1	15 375 31 - 1 422	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	1 1 -1	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 	-	8 129 15 152	-	101 - 15 116	146 182 <u>55</u> 383	- - -	146 182 <u>55</u> 383	13 18 2 33	55 72 44 171
New Jersey	Bırlington-Bristol Bridge Tacony-Palmyra Bridge Cape May County Hridges Total) 584 7 591	628 115 743	269 60 329	26 14 40	- 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 Bemma 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	1429 - 1429	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	203 84 287	214 486 700
Texas	Padre Island Toll Causeway-Cameron County Padre Island Toll Causeway-Mucces County Port Arensas Toll Causeway Total	21 6 31	45 104 155 304	5 55 33 93	- -	95 66 <u>10</u> 171	- - -	21 - 35 - 56	170 246 239 655	- - -	170 246 239 655	157 12 31 200	14 370 168 552
Washington	Harstene Island Ferry Lummi Island-Gooseberry Point Ferry Tacoma-McMeil Island-Anderson Island Ferry Total	- - -	26 51 37 114	- - -	- - - -	- - -	- - -	-	26 51 <u>37</u> 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 IF-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 IF-1 and IF-32.

2/ Includes \$70,000 for short-term notes.

^{3/} Transferred to Dade County Fort Authority for general purposes.
4/ Operated by Maine Fort Authority since September 11, 1959.
5/ Transferred to general fund. (Texm of Islesboro)
5/ 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

			BALANCES BEGINNING OF							
STATE	NAME OF FACILITY	OPERATING AUTHORITY	RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE	ROAD AND CROSSING TOLLS	RECEIPIS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
Alabama	Bankhead Tunnel	City of Mobile	3,621	-	1,069	-	_	14	<u>3</u> / 642	1,715
California	San Pedro-Terminal Island Ferry 4/	Los Angeles Harbor Department	-	-	299	-	-		<u>5</u> / 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 (Mississippl River Bridge) Greater Rockford Bridge McKinley Bridge McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	City of Chicago City of Madison City of Chester City of Lowes 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	2,032 819 252 186 860 545 1,615 6,309	23,053 - 23,053	176 - 3 30 134 - 343	250 - 250 - 250	-	2,208 819 252 189 24,193 679 1,615 29,955
Iowa	Burlington Bridge Iowa-Illinois Memorial Bridge Keokuk Municipal Bridge Iyons-Pulton Bridge New South Bridge (The Gateway Bridge) Muscatine Bridge Total	City of Burlington Davenport Bridge Commission City of Keckuk)Clinton Bridge Commission Muscatine Bridge Commission	217 4,556 7 147 17 4,944	2 40 307 	368 569 209 983 205 2,334	4,200 - - - - 4,200	1 75 - 2 - -	81 - - 81	- 3 - - - -	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°	38,917 38,917	1,960 37,300 39,260	10/ 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
Тежая	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 	- - -	-	- - 1	5/ 201 	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 IF-1 and IF-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 \$558,500 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 Turmpike Authority for debt service.

Estimated.

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

Includes general fund engage action 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 -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-42, 1959 ISSUED OCTOBER 1961

												BALANCES AT OF THE YE	
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	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	194 <u>28</u> 222	9 22 31	- 31 31	71 48 119	- 1 - 1	202 18 220	477 153 630	<u>-</u> 2/. 75 75	477 228 705	51 144 195	303 157 460
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/ 890 202 24,644	518 118 71 2 73 87 167 1,036	196 106 39 31 147 60 127	- 23 10 - 3 64 4/ 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 1,246 33,335	2/ 88 2/ 30 - - 2/ 202 - 320	7,557 956 363 167 21,887 1,277 1,448 33,655	3,800 1,992 362 38 1,643 3,641 2,793 14,269	1,770 51 184 145 663 486 1,641
Iowa	Burlington Bridge Iowa-Illinois Memorial Bridge Keokuk 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	22 150 6 231 1 410	-	53 49 6/ 143 7/ 567 6/ 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
Kansas	Leavenworth Centennial Bridge	-	35	1	_	104	1	93	234	-	234	115	56
Massachusetts	Summer Vehicular Traffic Tunnel	-	209	11	-	235	-	51.5	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	Broedway Bridge MacArthur Bridge Total	- 1,389 1,389	79 <u>431</u> 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
Nebraska	Bellevue Bridge	-	18	6	-	-	-	-	24	-	24	-	17
New York	Battery-Staten Island Ferry 8/ 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-Fledras Negras International Bridge Laredo-Nuevo Laredo International Bridge Total	- - - 9	23 48 112 183	11 26 1 38	-	21 3 15 39	-	10 24 60 94	65 101 197 363	5/ 103 5/ 176 5/ 320 599	1.68 277 517 962	102 112 291 505	53 43 176 - 272
West Virginia	Dunbar City Bridge Parkersburg Sridge 8/ Pairmont Bridge 9/ Total	-	33 87 - 120	17 - - 17	10 - 10	95 270 - 365		-	145 367 - 512	- - -	145 367 	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.

Includes \$13,351 for traffic police. Transfer to city street fund. Redemption of short-term obligations. Includes premium payment of \$18,023. Retinated data.

See footnote 12 on table UF-32.

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

(In thousands of dollars)

TABLE F-1, 1959 ISSUED NOVEMBER 1961

					RECEIPTS	S FROM CURREN		housands of d				O.	THER RECEIPTS	3		SSUED NOVEMBER 1961
	·	ROAD-U	SER TAX REV	enue 1/												11
STATE	FEDERAL AGENCIES	STATE AGENCIES	LOCAL RURAL GOVERN- MENTS	MUNICI- PALITIES AND OTHER URBAN PLACES	TOTAL	ROAD, BRIDGE, AND FERRY TOLLS	APPROPRI- ATION FROM GENERAL FUNDS	PROPERTY TAXES	parking meder fees 2/	OTHER IMPOSTS	TOTAL	BOND PROCEEDS (PAR VALUE) 3/	MISCEL- LANEOUS RECEIPTS	TOTAL	TOTAL RECEIPTS	STATE
Alabama, Alaska Arizona Arkansas	40,884 16,075 29,571 26,671	78,457 2,375 34,362 50,581	1,977 - -	6,131	127,449 18,450 63,933 77,252	1,286 52 -	4,430 13,579 5,302	12,029 200 5,858 3,659	1,184 - 485 844	467 169 -	142,415 23,301 83,855 87,057	32,149 1,300 4,398 10,453	2,900 170 3,503 2,988	35,049 1,470 7,901 13,441	177,464 24,771 91,756 100,498	Alabama Alaska Arizona Arkonses
California Colorado Connecticut Delaware	191,311 37,117 30,705 11,810	444,903 49,809 58,644 11,298	- 448 -		636,214 87,374 89,349 23,108	25,662 739 20,203 5,999	71,627 8,742 21,624	30 ,410 8,858 274 490	3,365 167 127	- 556 -	767,278 106,436 131,450 29,724	61,259 6,224 72,574 12,202	45,041 1,451 6,811 330	106,300 7,675 79,385 12,532	873,578 114,111 210,835 42,256	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	62,997 58,285 5,504 23,876	123,496 70,893 11,954 24,507	- 4,722	690 121 -	187,183 129,299 22,180 48,383	11,493 1,821 -	16,211 10,542 898 4,611	29,875 17,055 9,424	1,643 1,535 - 420	536 27 262	246,941 160,279 23,340 62,838	55,449 5,495 12,500 925	14,096 2,140 478 949	69,545 7,635 12,978 1,874	316,486 167,914 36,318 64,712	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	182,964 69,859 64,744 55,770	226,401 131,854 103,252 57,475	- - 3	30,429 - -	439,794 201,713 167,999 113,245	20,930 11,680 2,334 5,821	9,811 4,023 1,552 6,594	61,222 9,900 47,506 47,441	1,951 2,895 494 824	1,232 36 14,084 43	534,940 230,247 233,969 173,968	85,916 5,812 12,207 15,707	6,684 5,999 998 2,227	92,600 11,811 13,205 17,934	627,540 242,058 247,174 191,902	Illinois Indiana Iowa Kansas
Kentucky Louisiana Msine Maryland	69,338 75,962 21,153 34,883	78,541 73,833 30,726 80,239	140 -	184 2,280	147,879 150,019 51,879 117,402	2,288 3,955 4,933 14,492	10,669 35,487 574 14,370	4,777 17,019 11,736 6,281	1,638 775 92 1,118	- 7,230 -	167,251 214,485 69,214 153,663	30 43,898 11,037 36,688	2,715 2,752 1,052 3,158	2,745 46,650 12,089 39,846	169,996 261,135 81,303 193,509	Kentucky Louisiana Maine Maryland
Massachnsetts Michigan Minnesota Mississippi	70,153 93,852 66,375 40,471	95,663 204,765 91,626 54,914	1,003		165,816 298,617 158,001 96,388	13,873 5,428 2,167	7,179 32,030 3,893 7,558	54,477 11,084 54,587 11,764	716 1,161 14	- - 7,501	241,345 347,875 217,642 125,392	80,557 87,279 22,615 15,694	3,024 2,733 5,741 1,253	83,581 90,012 28,356 16,947	324,926 437,887 245,998 142,339	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	88,195 28,742 28,641 14,514	80,256 24,051 49,281 12,286	- - - -	12,224 568	180,675 52,793 78,490 26,800	3,666 13 291	8,289 2,598 1,877 2,014	29,595 10,150 14,740 1,588	949 492 685 136	951 880 1,497 145	224,125 66,926 97,580 30,683	7,702 899 4,250 434	1,246 785 444 57	8,948 1,684 4,694 491	233,073 68,610 102,274 31,174	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	18,902 52,251 36,981 220,992	18,329 110,011 32,001 254,875	100	2,112 1,742	37,231 164,474 70, 724 4 7 5,867	2,807 57,000 139,017	11,764 54,372 2,723 89,849	1,375 5,220 94,349	2,330 386 4,780	- - -	51,802 279,551 79,053 803,862	5,951 11,837 4,205 186,007	110 8,455 901 19,436	6,061 20,292 5,106 205,443	57,863 299,843 84,159 1,009,305	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	65,106 31,030 194,902 48,363	127,397 21,371 281,443 79,222	- - -	- 380 2	192,883 52,403 476,345 127,585	- 20,005 5,737	13,571 4,911 15,414 1,731	5,307 12,377 37,275 4,244	1,373 - 2,564 1,673	- 210 4,643 3,429	213,134 69,901 556,246 144,399	3,659 3,968 56,165 1,975	1,165 231 13,101 2,941	4,824 4,199 69,266 4,916	217,958 74,100 625,512 149,315	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	50,808 143,419 9,940 45,982	61,227 240,271 15,121 54,048	-	# · ·	112,035 383,690 25,061 100,030	1,021 49,578 1,108 - 131	11,793 92 9,160 7,504	8,457 71,410 1,224	1,237 7,452 476 807	129 162 - -	134,672 512,384 35,805 109,696	2,267 31,948 3,146 6,500	11,050 13,266 539 858	13,317 45,214 3,685 7,358	1 ⁴ 7,989 557,598 39,490 117,054	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	23,976 56,852 175,523 34,595	24,696 99,983 245,238 24,898	- 50 -	2,348 803	48,672 159,233 421,564 59,493	- 4,168 -	8,385 5,176 32,574 2,106	12,483 9,953 90,033 4,996	40 462 4,540	2,307 64 - 242	71,887 17 4, 888 552,879 66,837	350 19,597 61,911 392	102 641 21,095 219	452 20,238 83,006 611	72,339 195,126 635,885 67,448	South Dakota Termessee Texas Utah
Vermont Virginia Washington West Virginia	14,634 57,049 49,085 44,502	15,114 96,147 79,266 53,830	- 445 - -	- 4,955 103	29,748 158,596 128,351 98,435	16,476 10,109 4,111	6,590 6,141 12,343 4,363	- 970 17,777 2,099	165 422 2,062 1,342	- - 345	36,503 182,605 170,642 110,695	10,460 6,283 20,787 5,470	168 1,642 5,600 391	10,628 7,925 26,387 5,861	47,131 190,530 197,029 116,556	Vermont Virginia Washington West Virginia
Wisconsin Wyoming District of Columbia	60,127 27,457 14,881	109,372 15,003 12,224	-	- 659 -	169,499 43,119 27,105	-	50,182 3,308 112	8,288 650 -	- 250 976	4,913	227,969 52,240 28,193	9,507 - -	2,313 545 518	11,820 545 518	239,789 52,785 26,711	Wisconsin Wyoming District of Columbia
Not Distributed by States	32,082	-	-	-	32,082	-	56,326	<u>-</u>	-	-	88,408	-	-	-	88,408	Not Distributed by States
Total	3,049,861	4,427,529	8,788	65,731	7,551,909	470,394	716,574	900,486	57,047	52,060	9,748,470	1,158,038	227,012	1,385,050	11,133,520	Total

^{1/} Excludes amounts allocated for collection expenses and nonhighway purposes. Revenues are segregated according to the governmental units that levy and collect the taxes.
2/ Total fees collected during 1959 amounted to \$136,358,000; amount shown represents surplus available

for roads after deducting all expenses for parking facilities.

3/ Excludes short term notes and refunding bond issues.

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

(In thousands of dollars)

TABLE F-2, 1959 ISSUED NOVEMBER 1961

				CA	PITAL OUT	YA						MAINTENAN	215							
STATE	STATE-ADM HIGH	WAYS	LOCAL- ROA		LOCAL		FEDERAL ROADS AND	SUN RIGHT-	MARY TOTAL	STATE ADMIN- ISTERED	LOCAL RURAL	LOCAL	FEDERAL ROADS AND	TOTAL	ADMINIS- TRATION AND MISCEL-	HIGHWAY POLICE AND SAFETY	BOND INTEREST	TOTAL DIRECT EXPENDI- TURES	BOND REDEMP- TIONS (PAR VALUE)	TOTAL DISBURSE- MENTS
	REGET- OF-WAY ONLY	TOTAL CAPITAL OUTLAY	RIGHT- OF-WAY ONLY	CAPITAL	RICHT- OF-WAY ONLY	CAPITAL OUTLAY	UNCLASS- IFIED	OF-WAY ONLY	CAPITAL OUTLAY	HIGHWAYS	ROADS	STREETS	UNCLAS- SIFIED		LAMEOUS	DATE OF THE PARTY		2000	(1121 11202)	
Alabama Alaska Arizona Arkansas	3,522 94 1,669 8,481	65,550 14,307 38,733 41,462	221 - - 24	26,546 12,573 2,157	70 - 258 254	6,591 1,296 6,045 2,269	270 340 5,946 162	3,813 94 1,927 8,759	98,957 15,943 63,297 46,050	13,253 6,075 6,305 12,492	21,948 3,664 11,806	8,477 984 3,098 5,569	- - 632 -	43,678 7,059 13,699 29,867	4,635 1,089 4,428 3,152	3,891 164 2,293 1,984	5,731 263 672 2,991	156,892 24,518 84,389 84,044	13,752 647 2,847 6,551	170,644 25,165 87,236 90,595
California Colorado Connecticut Delaware	121,858 6,009 9,607 2,972	386,731 55,061 83,617 21,699	5,79 ⁴ 35 ⁴ -	79,294 8,431 3,292 48	9,847 203 - 85	80,898 3,438 3,474 904	6,511 2,458 30	137,499 6,566 9,607 3,057	553,434 69,388 90,413 22,651	37,406 8,145 17,843 4,679	40,490 12,487 10,911	58,008 6,488 12,822 548	211 22 -	136,115 27,142 41,576 5,227	46,145 5,069 10,158 1,475	31,296 3,757 4,488 1,782	11,175 1,014 19,101 2,549	778,165 106,370 165,736 33,684	14,562 2,519 1,948 9,184	792,727 108,889 167,684 42,868
Florida Georgia Hawaii Idaho	36,034 11,572 5,572 1,135	169,138 79,062 15,423 28,405	1,116 342 - 15	5,097 40,052 2,228 5,208	1,388 563 -	18,169 8,650 1,867	265 284 107 4, 513	38,538 12,477 5,572 1,150	192,669 128,048 17,758 39,993	17,246 9,969 1,480 6,748	22,368 16,206 4,522 7,410	16,780 7,357 2,459	191	56,398 33,532 6,002 16,808	8,607 5,461 2,470 3,041	7,772 3,441 8 2,727	15,471 6,396 2,203 158	280,917 176,878 28,441 62,727	19,296 9,992 1,492 566	300,213 186,870 29,933 63,293
Illinois Indiana Iowa Kansas	48,999 16,705 10,344 9,473	278,799 107,604 92,663 76,816	907 112 - 121	58,646 19,228 46,636 22,917	6,865 438 - 120	80,641 12,707 23,475 15,162	11 7 - 25	56,771 17,255 10,344 9,714	418,097 139,546 162,774 114,920	28,774 23,082 12,827 16,901	40,958 29,019 30,602 29,463	41,264 17,207 13,201 6,949	- 6	110,996 69,308 56,630 53,319	31,050 10,999 11,577 8,030	20,873 5,894 2,862 2,431	30,725 10,245 1,138 8,584	611,741 235,992 234,981 187,284	31,333 1,930 5,545 12,204	643,074 237,922 240,526 199,488
Kentucky Louisiana Maine Maryland	13,226 27,865 2,031 11,400	130,872 149,549 37,200 78,529	39 368	1,003 3,476 1,124 20,542	2 429 -	1,311 14,972 582 14,083	52 147 431 6,987	13,228 28,333 2,031 11,768	133,238 168,144 39,337 120,141	29,429 19,082 16,116 10,277	11,441 17,771 3,335 12,352	8,497 8,055 5,827 9,569	-	49,367 14,908 25,278 32,198	7,010 17,661 2,177 5,587	3,429 4,509 960 6,237	4,251 10,356 3,987 12,519	197,295 245,578 71,739 176,682	4,526 21,384 3,325 23,947	201,821 266,962 75,064 200,629
Massachusetts Michigan Minnesota Mississippi	17,680 31,634 33,645 11,316	130,026 187,155 106,158 55,329	- - 534 50	10,228 38,859 33,079 15,090	2,378 723	20,240 30,710 17,373 4,452	312 257 271	17,680 34,012 34,902 11,366	160,494 257,036 156,867 75,142	21,556 28,055 17,389 8,029	7,360 38,302 29,698 29,073	29,755 29,381 20,378 5,5 7 0	- - 90 24	58,671 95,738 67,555 42,696	13,708 17,344 4,039 2,720	6,108 8,779 3,697 2,394	23,945 15,757 2,610 3,659	262,926 394,654 234,768 126,611	35,797 18,646 6,910 11,924	298,723 413,300 241,678 138,535
Missourí Montana Nebraska Nevada	21,849 5,759 3,855 982	118,430 40,802 40,375 18,784	672 - 27 -	6,382 1,603 10,077 563	768 - 76	8,924 2,541 8,937 940	1,550 60 1,007	23,289 5,759 3,882 1,058	133,737 46,496 59,449 21,294	26,013 5,491 8,122 4,116	14,137 8,310 15,765 1,589	14,700 2,444 5,999 1,040	260 23 72	54,850 16,505 29,909 6,817	10,231 3,381 2,495 2,064	5,114 1,497 1,884 516	2,978 533 813 105	206,910 68,412 94,550 30,796	9,414 1,931 2,856 505	216,324 70,343 97,406 31,301
New Hampshire New Jersey New Mexico New York	1,701 12,352 3,803 44,111	27,109 77,764 49,596 458,547	- 58 82 3,329	2,021 14,274 756 44,558	3,527	1,011 16,666 5,510 72,679	494 2,367	1,701 12,410 3,885 50,967	30,635 108,704 58,229 575,784	8,815 28,433 9,236 67,576	2,930 27,835 3,186 90,060	5,807 25,142 2,289 95,497	261 -	17,552 81,410 14,972 253,133	4,633 6,319 2,028 26,869	892 7,199 1,148 22,671	1,331 28,236 811 46,833	55,043 231,868 77,188 925,290	1,924 31,257 5,608 67,657	56,967 263,125 82,796 992,947
North Carolina North Dakota Chio Oklahoma	11,524 1,923 62,657 8,445	87,772 40,379 310,567 72,223	- 86 . 381 357	12,170 28,559 19,827	2,008 - 62 154	10,322 . 3,702 32,820 1,548	182 695 - 602	13,532 2,009 63,100 8,956	98,276 56,946 371,946 94,200	49,673 4,971 32,062 11,112	5,891 73,808 21,221	9,103 1,883 38,258 5,998	64 145 - 174	58,840 12,890 144,128 38,505	7,637 2,230 22,205 4,422	9,136 984 9,360 2,822	4,126 771 28,175 4,727	178,015 73,821 575,814 144,676	24,082 1,585 46,776 4,532	202,097 75,406 622,590 149,208
Oregon Pennsylvania Rhode Island South Carolina	11,208 36,303 5,891 5,115	68,486 270,340 15,654 69,985	1,014 1,135 -	19,259 21,558 138 1,334	17 1,288 - 183	5,820 24,756 7,874 847	9,678 144 -	12,239 38,726 5,891 5,299	103,243 316,698 23,666 72,166	13,253 62,682 5,087 15,181	10,876 27,720 1,072 5,810	3,458 41,336 5,151 1,816	243 - - -	27,830 131,738 11,310 22,807	8,176 27,889 2,908 3,785	3,271 26,511 887 3,612	2,594 24,440 1,437 1,085	145,114 527,276 40,208 103,455	7,660 58,342 2,766 11,084	152,774 585,618 42,974 114,539
South Dakota Tennessee Texas Utah	2,621 23,843 55,153 8,305	36,402 94,455 355,856 42,240	3 96 2,023 32	11,770 28,764 18,685 2,011	138 4,068 1	3,222 10,940 38,994 1,834	1,461 139 845 800	2,624 24,077 61,244 8,338	52,855 134,298 414,380 46,885	5,546 9,738 58,576 5,311	6,294 21,463 43,083 3,213	2,115 8,023 25,681 1,495	265 - - 63	14,220 39,224 127,340 10,082	3,115 7,848 27,094 2,785	672 4,595 25,810 2,147	60 3,044 15,921 33	70,922 189,009 610,545 61,932	303 5,274 35,847 1 7 4	71,225 194,283 646,392 62,106
Vermont Virginia Washington West Virginia	1,364 17,013 19,963 12,343	22,411 88,188 83,910 69,754	15 - -	4,613 652 17,064	364 -	665 6,659 5,828 829	1,055 3,269 1,526	1,379 17,377 19,963 12,343	27,689 96,554 110,071 72,109	4,961 35,464 18,556 20,636	5,068 613 21,472 -	2,159 10,130 9,509 4,103	272	12,188 46,207 49,809 24,739	1,261 9,928 4,529 1,370	567 8,591 11,012 1,318	495 8,197 5,848 4,683	42,200 169,477 181,269 104,219	2,601 4,851 7,335 8,010	44,801 174,328 188,604 112,229
Wisconsin Wyoming Dist. of Col.	9,967 830	86,015 35,891	- 6 -	28,313 2,461	1	22,547 1,052 22,679	201 1,774 79	9,967 837 -:	137,076 41,178 22,758	17,816 4,518	38,258 1,864	20,396 1,250 4,426	126 50 33	76,596 7,682 4,459	11,877 947 6,273	2,859 716 -	1,507 21 -	229, 915 50, 544 33, 490	6,322 300	236,237 50,844 33,490
Not distributed by States	-	-	-	-	-	-	36,274	-	36,274	-	-	-	22,010	22,010	30,124	-	-	88,408	-	88,408
Total	831,723	5,111,823	19,314	753,166	36,278	689,455	93,489	887,315	6,647,933	906,103	882,724	667,451	25,241	2,481,519	472,055	287,567	384,304	10,273,378	609,823	10,883,201

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 high-way 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 Federalaid 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

				CONTRA	CTS FINANCED	PARTIALI	Y OR ENTIRE	SLY WITH F	ederal fo	INDS						CONTRA	ACTS FINAN	CED WITHOUT	FEDERAL.	FUNDS			TOTAL, CONTRA	
		RETATE SYSTE	м		R FEDERAL-AI CONTRACTS	D	FOI	RCE ACCOUN	re		TOI	AL		COMP	RACT	FORCE	ACCOUNT	TOLL FACI	LITIES		TOTAL			
STATE	COST	FEDERAL FUNDS	MILES	COST	FEDERAL FUNDS	MILES	COST	FEDERAL FUNDS	MILES	NUMBER OF CON- TRACTS	COST	FEDERAL FUNDS	MILES	COST	MILES	cost	MILES.	COST	MILES	NUMBER OF CON- TRACTS	COST	MILES	TOTAL COST	MILES
Alabama Alaska Arizona Arkansas	29,117 16,961 14,745	26,240 16,023 13,271	108 - 63 11	50,547 8,813 23,238 17,355	27,321 8,187 18,963 8,452	599 46 319 376	1,081	- - 544	76	275 25 89 137	79,664 8,813 40,199 33,181	53,561 8,187 34,986 22,267	707 46 382 463	12,179 5,957 667	735 - 85 26				1 1 1	219 73 8	12,179 - 5,957 667	735 85 26	91,843 8,813 46,156 33,848	1,442 46 467 489
California Colorado Connecticut Delaware	165,822 15,486 5,262	150,480 14,212 4,734	98 49 5 -	2/ 84,960 25,992 17,143 2,413	2/ 49,073 15,585 8,391 1,324	310 374 31 24	- - -		-	159 105 42 6	250,782 41,478 22,405 2,413	199,553 29,797 13,125 1,324	408 423 36 24	105,709 2,764 4,496 3,468	1,138 189 66 209	1111	1111	1 1 1	-	343 27 146 31	105,709 2,764 4,496 3,468	1,138 189 66 209	356,491 44,242 26,901 5,881	1,546 612 102 233
Florida Georgia Hawaii Idaho	27,164 32,082 9,874	24,447 28,874 9,220	9 61 - 67	14,404 36,971 4,795 11,859	7,116 18,125 2,398 8,286	133 503 15 176	- - -	-	-	50 128 7 71	41,568 69,053 4,795 21,733	31,563 46,999 2,398 17,506	142 564 15 243	51,691 8,393 77	938 512 - 5	- - -	-	1 1 1	:	176 161 - 4	51,691 8,393 77	938 512 - 5	93,259 77,446 4,795 21,810	1,080 1,076 15 248
Illinois Indiena Iowa Kansas	109,523 4/ 34,624 17,954 19,021	95,465 31,162 16,202 16,726	81 34 42 19	95,342 51,125 32,701 27,474	48,431 25,593 16,596 14,997	642 463 694 559	4/ 858 6 1,858	- 619 6 928	(3/) (3/) 317	489 355 364 747	204,865 86,607 50,661 48,353	143,896 57,374 32,804 32,651	723 497 736 895	4,502 2,039 32,321 8,295	167 372 1,602 1,947	276 - -	(<u>3</u> /)	-	=	45 31 634 268	4,778 2,039 32,321 8,295	167 372 1,602 1,947	209,643 88,646 82,982 56,648	890 869 2,338 2,842
Kentucky Louisiana Maine Maryland	4/ 40,437 14,635 8,739 28,961	36,336 40,077 7,864 25,735	60 24 38 32	17,492 32,277 10,841 6,483	9,474 15,419 5,814 3,388	74 274 73 14	1/5 - 19	17 - -	(<u>3</u> /)	55 82 53 43	57,934 76,912 19,599 35,444	45,814 55,496 13,695 29,123	134 298 111 46	13,651 18,059 706 10,652	1,222 641 9 63	30 _. - -	2 - -		:	487 156 12 36	13,681 18,059 706 10,652	1,224 641 9 63	71,615 94,971 20,305 46,096	1,358 939 120 109
Massachusetts Michigan Minnesota Mississippi	33,171 80,752 4/ 15,551 1/ 29,940	29,853 72,677 13,612 25,410	12 126 21 92	24,367 102,649 47,785 25,012	12,431 5/ 51,517 25,129 14,016	30 856 1,327 674	4/ 320 4/ 532	- 297 372	- (3/) (3/)	57 323 280 284	57,538 183,401 63,656 55,484	42,284 124,194 39,038 39,798	42 982 1,348 766	12,901 14,085 1,302 3,589	251 450 18 185	-	-	-	-	463 92 19 62	12,901 14,085 1,302 3,589	251 450 18 185	70,439 197,486 64,958 59,073	293 1,432 1,366 951
Missouri Montana Nebraska Nevada	60,917 13,112 16,428 5,769	54,794 11,880 14,483 5,481	112 55 22 28	49,089 20,242 16,526 7,822	25,338 13,260 9,069 6,577	1,197 461 420 108	1,369	- 777 -	37	429 101 348 18	110,006 33,354 34,323 13,591	80,132 25,140 24,329 12,058	1,309 516 479 136	10,439 5,406 21	468 - 193 3	- - - 352	- - - 81	-	-	65 61 33	10,439 5,406 373	468 - 193 84	120,445 33,354 39,729 13,964	1,777 516 672 220
New Hampshire New Jersey New Mexico New York	7,339 41,673 13,439 121,925	6,604 37,017 12,569 108,715	7 17 14 31	7,620 15,226 20,557 130,520	3,973 7,580 13,545 66,823	52 46 265 339	-	- - -	-	50 44 55 198	14,959 56,899 33,996 252,445	10,577 44,597 26,114 175,538	59 63 279 370	4,238 15,235 1,312 75,501	217 65 6 424		- - -	6/ 9,037 6/ 71,873	26 (<u>3</u> /)	25 77 10 126	4,238 24,272 1,312 147,374	217 91 6 424	19,197 81,171 35,308 399,819	276 154 285 794
North Carolina North Dakota Ohio Oklahoma	4/ 15,669 6,576 89,234 18,537	13,925 5,913 77,091 16,739	82 63 54 54	25,185 17,888 67,739 21,148	13,363 9,054 37,965 10,750	361 722 151 349	4/ 210 975 - -	114 515 - -	(3/) 117 - -	184 180 195 212	41,064 25,439 156,973 39,685	27,402 15,482 115,056 27,489	443 902 205 403	4,124 19 56,391 1,422	240 3 3,530 26	- - -	- - -	- - -	=	57 2 554 21	4,124 19 56,391 1,422	240 3 3,530 26	45,188 25,458 213,364 41,107	683 905 3,735 429
Oregon Pennsylvania Rhode Island South Carolina	24,506 60,168 4,430 9,538	22,628 53,845 3,862 8,052	45 45 (<u>3</u> /) 32	28,918 63,549 5,795 20,572	20,582 31,300 2,936 10,448	329 149 17 621	- 10	- - - 10	(3/)	171 95 19 309	53,424 123,717 10,225 30,120	43,210 85,145 6,798 18,510	374 194 17 653	237 26,308 206 7,654	5 474 2 431	18,156 - -	1,371	- - -	-	1,357 4 99	237 44,464 206 7,654	5 1,845 2 431	53,661 168,181 10,431 37,774	379 2,039 19 1,084
South Dakota Tennessee Texas Utah	4/ 21,744 55,096 4/ 78,600 11,460	19,802 49,586 70,831 10,875	36 45 124 22	18,482 17,200 96,706 8,757	10,721 9,323 48,949 6,894	553 611 1,641 129	4/ 668 324 4/ 15	460 175 14	73 13 (<u>3</u> /)	239 196 311 47	40,894 72,620 175,321 20,217	30,983 59,084 119,794 17,769	662 669 1,765 151	6,338 4,516 42,734 3,348	798 180 5,572 117	- - -	-	- - -	=	69 28 310 29	6,338 4,516 42,734 3,348	798 180 5,572 117	47,232 77,136 218,055 23,565	1,460 849 7,337 268
Vermont Virginia Washington West Virginia	10,145 47,222 28,569 12,806	9,131 42,420 25,660 11,526	11 44 12 24	5,156 29,448 29,431 11,894	2,911 16,623 16,822 6,219	40 414 449 119	- - 20	- - - 19	- (<u>3</u> /)	26 217 224 67	15,301 76,670 58,000 24,720	12,042 59,043 42,482 17,764	51 458 461 143	534 6,073 1,301 5,851	19 3,630 314 373	-	-	6/ 130,252 6/ 14,415	(<u>3/)</u> (<u>3/)</u>	23 108 32 90	534 136,325 15,716 5,851	19 3,630 314 373	15,835 212,995 73,716 30,571	70 4,088 775 516
Wisconsin Wyoming Dist. of Col.	4/ 24,049 18,052 16,079	21,242 16,753 14,600	96 71 (<u>3</u> /)	22,138 11,366 7,983	11,381 7,972 3,904	321 181 5	<u>4</u> / 3,571 -	1,808	242	304 94 29	49,758 29,418 24,062	34,431 24,725 18,504	659 252 5	19,661 2,166 882	439 157 (<u>3</u> /)	1,398	237			242 30 8	21,059 2,166 882	676 157 (<u>3</u> /)	70,817 31,584 24,944	1,335 409 5
Total	1,612,903	1,444,644	2,198	1,548,995	840,308	18,636	11,841	6,679	875	8,588	3,173,739	2,291,631	21,709	619,420	28,516	20,212	1,691	225,577	26	6,958	865,209	30,233	4,038,948	51,942
JanDec. 1959 <u>7</u> /	1,362,372	1,214,160	2,128	1,288,193	691,147	18,176	12,618	7,313	1,057	7,939	2,663,183	1,912,620	21,361	482,009	22,639	18,087	3,072	74,338	26	7,106	574,434	25,737	3,237,617	47,098

^{1/} Contracts awarded end 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 forcest rosds, etc. Work on local roads and streets is included only when contracted or performed by the State or when Federal funds are involved.

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: Indians \$8,000, Kentucky \$5,000, Minmesota \$232,000, Mississippi

^{\$270,000,} North Carolina \$25,000, South Dakota \$234,000, Texas \$15,000 and Wisconsin \$27,000.

5/ Deducted \$95,000 to adjust October contract.

5/ Contracts awarded for toll facilities: New Jersey, Garden State Parkway \$1,863,000, New Jersey Turnpike
\$7,174,000; New York, George Weshington Bridge \$5,139,000, Grand Island Bridge \$6,029,000, Narrows Bridge \$46,111,000,
Throgs Neck Bridge \$14,594,000; Virginia, Chesupeske Bay Bridge-Tunnel \$118,569,000, Elizabeth River Turnel \$11,632,000,
Ramptom Roads Tunnel \$51,000, and Washington, Road Camal Floating Bridge \$3,445,000, Lake Washington Bridge \$10,970,000.

1/ Contracts let by Alaska and Hawaii during 1959 are not included.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS - SUMMARY - 1960

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

	State auth		NATE OF	E GRADED AN	ID DRATNED					***		MYT PAA	GE SURFACED						CD NOVEMBER 1961
					ID DRAINED						TT ATOMEST								
			DMINISTERED	HIGHWAYS							TE-ADMINIS			Town I					
		RURAL			MUNICIPAL	OTHER MILEAGE	TOTAL		RURAL			MUN.	ICIPAL EXTENS	STONS		OTHER		TOTAL	
STATE		SECONDAR			exten- sions	GRADED AND	MILEAGE GRADED		SECONDARY							MILEAGE SURFACED	TOTAL MILEAGE	CONSTRUC~ TION	STATE
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	OF STATE HIGHWAY SYSTEMS	DRAINED	AND DRAINED	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	STATE PRIMARY SYSTEM	SECONDARY ROADS	TOTAL	TOTAL	1/	SURFACED		
Alabama Alaska Arizona Arkansas	- 112 - 2		- - -	112 - -		- 170 -	112 170 2	238 101 210 378	- -	254 - -	492 101 210 378	32 8 20 51	- - -	33 8 20 51	525 109 230 429	971 - 198 217	1,496 109 428 646	1,496 221 598 648	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	-			-	- - - -	472 - - -	472 - - -	691 565 72 38	- - - 28	139	691 565 72 205	100 24 14 2	- 3	100 24 14 5	791 589 86 210	279 - - -	1,070 589 86 210	1,542 589 86 210	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	1.0 - 31	6 - - -	-	6 10 - 31	-	247 247 3	6 257 - 34	498 351 5 196	439 - 5 -		937 351 10 196	90 50 - 10	30 - - -	120 50 - 10	1,057 401 10 206	105 1,467 - 44	1,162 1,868 10 250	1,168 2,125 10 284	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	- - -	1 1 1	- - -	-	-	- - 115 53	- - 115 53	632 428 772 41 7	- - -		632 428 772 417	144 31 73 16	=	144 31 73 16	776 459 845 433	- 1,314 611	776 459 2,159 1,044	776 459 2,274 1,097	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	-	-	-	111	- - -	- - -	1 - -	1,895 416 96 78	2/ 707 3/ 155 80		1,895 1,123 251 158	52 51 14 5	2/34 3/3	52 85 17 9	1,947 1,208 268 167	192 - -	2,139 1,208 268 167	2,140 1,208 268 167	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	-	- - - -	- · - - -			- 22 20 -	- 22 20 -	80 1,166 376 292	- - -	1 1 1	80 1,166 376 292	35 92 55 5	-	35 92 55 5	115 1,258 431 297	2 291 840 -	117 1,549 1,271 297	117 1,571 1,291 297	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	30	- 4 -	-	- 34 -	-	31	- 65 -	641 368 518 119	1,881 249 - 48	- - - 19	2,522 617 518 186	90 10 9 4	(½/) 1 -	90 11 9 5	2,612 628 527 191	- 46 246 19	2,612 674 773 210	2,612 739 773 210	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	-	- - -	- - -	1 1 -		- - -	-	51 33 209 691	- - - 142	-	93 33 209 691	14 36 18 23	3 -	17 36 18 23	110 69 227 714	1 11 - 59	111 80 227 773	111 80 227 773	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	-	=	83 - - -	83 - - -	-	- 49 -	83 49 - -	378 545 2,363 318	- - - -	1,196 - - -	1,574 545 2,363 318	48 18 233 19	39 - - -	87 18 233 19	1,661 563 2,596 337	- 220 -	1,661 783 2,596 337	1,744 832 2,596 337	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	-	-	-	- - -		540 - - -	540 - - -	483 9 4 9 7 270	225 1,218 - 690	-	708 2,167 7 960	23 114 16 33	15 73 - 94	38 187 16 127	746 2,354 23 1,087	1,280 19 - 270	2,026 2,373 23 1,357	2,566 2,373 23 1,357	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- 5 19 -		- - -	- 5 19 -	1 180 1	-	- 5 27	442 580 3,601 287	-	- - -	442 580 3,601 287	12 34 326 33	-	12 34 326 33	454 614 3,927 320	336 866 - 15	790 1,480 3,927 335	790 1,485 3,954 335	South Dakota Temmessee Texas Utah
Vermont Virginia Washington West Virginia	-	- - -	-	-		- - 6 -	- - 6 -	65 87 136 549	- - 69 -	- 721 1,217	65 808 205 1,766	73 57 71 71	9 3 14	11 33 23 57	76 841 228 1,823	19 - 204 -	95 841 432 1,823	95 841 438 1,823	Vermont Virginia Washington West Virginia
Wisconsin Wyoming	18	-	-	18	-	19	19 18	728 216	-	-	728 216	90 7	-	90 7	818 223	409 200	1,227 423	1,246 441	Wisconsin Wyoming
Total	227	10	83	320	8	1,748	2,076	24,625	5,836	3,546	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 - 1960 1

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

		<u> </u>	м	ILEAGE SURF	ACED ON PRI	MARY RURAL STA	ATE HIGHWAYS			П	1	KILEAGE SU	REFACED ON 1	UNICIPAL E	XTENSIONS OF 1	PRIMARY STATE I		D NOVEMBER 1961
	MILEAGE	т	YPE OF SURI	FACE BUILT	1/	SUBTY	OTALS		TOTAL	MILEAGE	T	TPE OF SUR	PACE BUILT	1/	SUBTY	OTALS		TOTAL
STATE	GRADED AND DRAINED	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/	TOTAL MILEAGE SURFACED	MILEAGE GRADED AND SURFACED	GRADED AND DRAINED	D E	F G-1 H-1	G-2 H-2	J	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/	TOTAL MILEAGE SURFACED	MILEAGR GRADED AND SURFACED
Alabama Alaska Arizona Arkansas	112 - 2	25 1 90	2 72 12 187	236 4 197 70	- - - 31	24 3 26 30	21.4 98 184 348	238 101 210 378	238 213 210 380	- - -		- - 3 5	32 7 14 16	1 3 30	8 - 3 11	24 8 17 40	32 8 20 51	32 8 20 51
California Colorado Connecticut Delaware	-	22 40 -	126 3 -	428 484 60 28	115 38 12 10	30 19 23	661 546 49 38	691 565 72 38	691 565 72 38	:	-	1	50 24 10 2	49 - 4	7 2 3	93 22 11 2	100 24 14 2	100 24 14 2
Florida Georgia Hawaii Idaho	10 - 31	-	42 116 - 74	446 202 5 122	10 33	77 103 - 76	421 248 5 120	498 351 5 196	498 361 5 227		:	1 4 -	81 45 - 10	8 1 -	21 3 -	69 47 - 6	90 50 - 10	90 50 - 10
Tllinois Indiana Iowa Kansas	- -	16 - 50 13	50 - 167	319 386 500 205	247 42 222 32	185 63 140 133	447 365 632 284	632 428 772 417	632 428 772 417	-	- 1	- - - 3	92 26 46 6	48 5 26 7	41 5 13 3	103 26 60 13	144 31 73 16	144 31 73 16
Kentucky Louisiana Maine Maryland	-	474 9 -	247 - 13 -	1,150 372 83 63	24 35 - 15	56 38 40 17	1,839 378 56 61	1,895 416 96 78	1,895 416 96 78	- - -	2 -	5 -	41. 43 14 3	4 8 - 2	6 6 6	46 45 8 5	52 51 14 5	52 51 14 5
Massachusetts Michigan Minnesota Mississippi	- - -	 36 -	- 523 30 267	78 422 251 11	2 221 59 14	46 255 56 61	3 ⁴ 911 320 231	80 1,166 376 292	80 1,166 376 292	 - -	1	10	34 59 36 2	1 23 18 -	21 19 14 2	14 73 41 3	35 92 55 5	35 92 55 5
Missouri Montana Nebraska Nevada	- 30 - -	- 8 33 -	81 43 360 -	367 308 55 119	193 9 70 -	76 35 104 12	565 333 414 107	641 368 518 119	641 398 518 119	- - -	8 -	21 1 4 -	26 9 կ կ	35 - 1	27 - 1 1	63 10 8 3	90 10 9 4	. 90 10 9 4
New Hampshire New Jersey New Mexico New York	-	2 -	2 - 141 20	49 32 62 622	- 1 4 49	37 1 80 56	14 32 129 635	51 33 209 691	51 33 209 691	- -	-	-	13 35 17 13	1 1 1 10	9 5 8 23	5 31 10	14 36 18 23	14 36 18 . 23
North Carolina North Dakota Ohio Oklahoma	-	4 205 - 39	43 187 417 161	251 117 1,843 92	80 36 103 26	111 52 133 126	267 493 2,230 192	378 545 2,363 318	378 545 2,363 318	- - -	6 -	3 3 4	37 7 200 7	8 2 29 8	7 2 32 2	41 16 201 17	48 18 233 19	18 18 233 19
Oregon Pennsylvania Rhode Island South Carolina	-	- - -	- 50 5 97	476 762 2 163	7 137 - 10	80 134 - 47	403 815 7 223	483 949 7 270	483 949 7 270	-	-	- 5 - 11	23 88 16 21	- 21 - 1	5 25 6 6	18 89 10 27	23 114 16 33	23 114 16 33
South Dekota Tennessee Texas Utah	- 5 19 -	165 22 9	32 76 2,356 12	239 479 1,169 · 275	6 3 67	106 614 64	336 580 2,987 223	կե2 580 3,601 287	442 585 3,620 287	- - 8 -	1 1 - -	-1, 90 -	6 29 195 33	5 - 41 -	2 - 53 3	10 34 273 30	12 34 326 33	12 34 33 ¹⁴ 33
Vermont Virginia Washington West Virginia	- - •	: : : :	10 - 39 1	55 87 92 546	- - 5 -	14 20 42 12	51 67 94 537	65 87 136 549	65 87 136 549	- - -	-	- 1 -	11 19 10 42	- 10 1	5 3 10 -	6 21 10 43	11 24 20 43	11 24 20 43
Wisconsin Wyoming	18	75	98 38	528 176	27 2	7 36	7 <u>21</u> 180	728 216	728 234	:	5 -	8 -	67 6	10 1	5	88 5	90 7	90 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

Highway Statistics, 1960

MILEAGE BUILT ON STATE HIGHWAYS - 1960 1

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for calendar year from reports of State authorities

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

	l l		MILEAGE S	URFACED ON A	SECONDARY	RURAL ROADS UI	DER STATE CON	TROL	Į Į	1		MILEAGE	SURFACED O	N MUNICI	PAL EXTENSIONS	OF SECONDARY RO	DADS	
	MILEAGE	T	YPE OF SURF	ACE BUILT 1	/	SUBTO	OTALS		TOTAL	MILEAGE	T	YPE OF SUR	FACE BUILT	1/	SUBT	OTALS		TOTAL
STATE	GRADED AND DRAINED	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/	total Mileage Surfaced	MILEAGE GRADED AND SURFACED	GRADED AND DRAINED	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/	TOTAL MILEAGE SURFACED	MILEAGE GRADED AND SURFACED
								SECONDAR	Y STATE HIG	GHWAYS								
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	111	14 - 8 - 22	- - -	247 438 685	-	10 - 8 - 18	251 438 689	261 446 707	261 446 707	-	-	-	17 16 33	1 1	- - -	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	ļĻ
Missouri		1,106	750	22	3	27	1,854	1,881	1,881	-	-	-	-	-	-	-	-	(<u>5</u> /)
Montana	14	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	-	-	1.5	55	3	3	70	73	73
South Carolina		1	687	2	<u> </u>	563	127	690	690	-	-	92	2	-	71	23	94	94
Washington	-		3 ¹ 4	34	1	34	35	69	69	•	<u> </u>	1	2	-	-	3	3	3
Total	10	1,252	2,504	2,066	14	1,140	4,696	5,836	5,846	-	<u> </u>	125	132	5	85	177	262	262
							cou	NTY ROADS	UNDER STA	TE CONTE	ROL 6							
Alabama	-	14	239	1	-	31	223	254	254	-		1		-	-	1	1	1
Delaware			111	28		55	84	139	139	-	-	-	2	-	-	2	2	. 5
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	5	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 log 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-hearing 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.

See table SM-101 for segregation between resurfacing to a different type and resurfacing to the same type, Mileage built on State-aid systems.

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.

| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary systems.
| January now divided between the primary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
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| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary and secondary systems.
| January now divided between the primary syst

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

from reports of	т -		ON COUNTY O	R OTHER LOCAT	ROADS NOT	UNDER STATE CONT	ROL 1/			OTHE	R SPECIAL CON	ISTRUCTION 2	/		10	SUED NOVEMBER 1961
	<u></u>	I I I I I I I I I I I I I I I I I I I		ILEAGE SURFAC		ONDER GIATE CON-	I 27		1		TLEAGE SURFAC				TOTAL SPECIAL	
STATE	MILEAGE GRADED AND DRAINED	D E	F G-l H-l	G-2 H-2 I	J ====	TOTAL MILEAGE SURFACED	TOTAL	MILEAGE GRADED AND DRAINED	D E	F G-1 H-1	G-2 H-2	1	TOTAL MILEAGE SURFACED	TOTAL	CONSTRUC- TION 4/	STATE
Alabama Alaska Arizona Arkansas	- 12	- 19 94	860 - 6 122	75 - 1 1	- - -	935 - 26 217	935 - 38 217	- - 158 -	- - 10 -	34 - 13 -	2 - 149 -	- - -	36 - 172 -	36 - 330 -	971 - 368 217	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	13 - - -	5 - - -	65 - - -	128 - - -	1 1 1	198 - -	211 - - -	459 - -	50 - - -	30 - - -	1 - - -	-	81. - -	540 - - -	751 - -	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	247	- 54 -	10 1,310	91 103 - -	: : :	101 1,467	101 1,714	- - - 3	- 141s	14 - - -	- - -	-	- 71+ - 7+	4 - - 47	105 1,714 - 47	Florida Georgia Eawaii Idaho
Illinois Indiana Iowa Kansas	115 53	6 743 308	104 - - 289	85 - 487 14	59 - 84 -	254 1,314 611	254 - 1,429 664		-	- - -	- - -	- - -	- - - -	- - -	254 1,429 664	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	1 - -	3 -	189 - - -	- - - -		192 - - -	193 - - -			- - -	-	- - - -		-	193 - - -	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	22 20 -	- 75 260 -	- 211 300 -	2 2 280 -	3 - -	2 291 840 -	2 313 860 -	-	- - -	- -	-	=======================================	:	- - -	2 313 860 -	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	-	- 159 -	- - - 82 -	- - 19	- 1 -	- 242 19	- - 242 19	- 31 -	- 27 2	- 19 - -	- - 1	1 -	46 4 -	- 77 4	- 77 246 19	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	-	-	- - 15	- - 36	- - 3	- - - 54	- - - 54	- - -	- 2 -	1 - -	2 - 3	- 7 - 2	1 11 - 5	1 11	1 11 - 59	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	49 -	178 -	- 24 -	14 -	-	216	265 -	- - - -	- 1 -	1 -	2 -	· -	- 4 -	- 4 - -	269 - -	North Carolin North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	- -	- -	30 - - -	64 - - -	-	101 - - -	109	532 - - -	1,141 17 -	34 - - 1	- - 14	-	1,179 19 - 1	1,711 19 - 1	1,820 19 - 1	Oregon Pennsylvania Rhode Island South Carolin
South Dakota Tennessee Texas Utah	-	132 283 - -	129 460 15	70 57 - -	- - -	331 800 - 15	331 800 - 15	-	1 3 -	59 - -	4 - -	- - - -	5 66 •	66 - -	336 866 - 15	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- 6	- 19 -	19 - 134 -	- - 15 -	- - - -	19 - 168 -	19 - 174 -	- - - -	- - -	- 13 -	- - 23 -	- - - -	- - 36 -	- - 36	19 - 210 -	Vermont Virglnia Washington West Virginia
Wisconsin Wyoming	19	129 40	252 77	11 62	3	395 179	414 179	-	-	2	6 21	6 -	14 21	14 21	1428 200	Wisconsin 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 by without 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 MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS - SUMMARY - 1960

CLASSIFIED BY SYSTEM

Compiled for end of calendar year from reports of State authorities TABLE SM-1, 1960 ISSUED NOVEMBER 1961

from reports of St	Save adonor:	YER.																·	TOOURD M	VEMBER 1961
					TOTAL	MILEAGE						·			SURFACE	D MILEAGE			,	
		RURAL :	ROADS		MUNICI	PAL EXTENS	IONS 1/			TOTAL			. ROADS		MUNICI	PAL EXTENS	ions 1/			TOTAL
STATE		SECONDA	RY ROADS					TOTAL EXISTING	other State	STATE ADMINIS-		SECONDAR	RY ROADS					TOTAL SURFACED	OTHER	STATE ADMINIS-
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	STATE PRIMARY SYSTEM	SECOND- ARY ROADS	TOTAL	mileage State Systems	ROADS 2	TERED ROADS AND STREETS	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL	STATE PRIMARY SYSTEM	SECOND- ARY ROADS	TOTAL	MTLEAGE STATE SYSTEMS	STATE ROADS 2/	TERED ROADS AND STREETS
Alabama Alaska Arizona Arkansas	7,327 3/ 4,212 4,595 10,380	11.11	9 ,2 31	16,558 4,212 4,595 10,380	1,223 62 238 769	62 - -	1,285 62 238 769	17,843 4,274 4,833 11,149	53 - -	17,896 4,274 4,833 11,149	7,309 3,861 4,417 10,284	•	7,248 - - -	14,557 3,861 4,417 10,284	1,223 62 238 769	62 - -	1,285 62 238 769	15,842 3,923 4,655 11,053	53 - -	15,895 3,923 4,655 11,053
California Colorado Connecticut Delaware	12,338 7,832 2,550 460	1,352	- - 2,192	12,338 7,832 2,550 4,004	1,686 399 714 74	- - - 96	1,686 399 714 170	14,024 8,231 3,264 4,174	1,931 18 188	15,955 8,249 3,452 4,174	12,276 7,779 2,550 460	- - 1,347	- 1,921	12,276 7,779 2,550 3,728	1,686 399 714 74	- - - 96	1,686 399 71 ¹ 170	13,962 8,178 3,264 3,898	418 18 176	14,380 8,196 3,440 3,898
Florida Georgia Havaii Idaho	9,084 14,372 472 4,518	4,355 - 584 -	1 4 4 3	13,439 14,372 1,056 4,518	1,400 1,865 24 264	310 - 10 -	1,710 1,865 34 264	15,149 16,237 1,090 4,782	109 55 2 8	15,258 16,292 1,092 4,790	9,083 13,903 471 4,281	4,326 502	- - -	13,409 13,903 973 4,281	1,399 1,856 24 264	310 - 10 -	1,709 1,856 34 264	15,118 15,759 1,007 4,545	109 48 2 8	15,227 15,807 1,009 4,553
Illinois Indiana Iowa Kansas	10,970 9,792 8,797 9,612	:	1111	10,970 9,792 8,797 9,612	2,256 963 1,099 563		2,256 963 1,099 563	13,226 10,755 9,896 10,175	193 157 283 237	13,419 10,912 10,179 10,412	10,970 9,792 8,797 9,612	-	1 3 3 1	10,970 9,792 8,797 9,612	2,256 963 1,099 563	-	2,256 963 1,099 563	13,226 10,755 9,896 10,175	193 157 263 237	13,419 10,912 10,159 10,412
Kentucky Louisiana Maine Maryland	19,511 3,698 3,270 1,729	4/ 10,336 5/ 7,344 2,778		19,511 14,034 10,614 4,507	829 602 315 117	4/ 592 5/ 295 150	829 1,194 610 267	20,340 15,228 11,224 4,774	89 32 206 29	20,429 15,260 11,430 4,803	19,494 3,698 3,270 1,729	4/ 10,336 5/ 7,289 2,778	- - -	19,494 14,034 10,559 4,507	829 602 315 117	1/ 592 5/ 295 150	829 1,194 610 267	20,323 15,228 11,169 4,774	89 32 188 29	20,412 15,260 11,357 4,803
Massachusetts Michigan Minnesota Mississippi	1,781 8,113 10,169 9,820	-		1,781 8,113 10,169 9,820	604 1,126 1,671 752	- - -	604 1,126 1,671 752	2,385 9,239 11,840 10,572	297 - 1,050	2,682 9,239 12,890 10,572	1,781 8,099 10,169 9,791	-	- - -	1,781 8,099 10,169 9,791	604 1,126 1,671 751	-	604 1,126 1,671 751	2,385 9,225 11,840 10,542	297 - 100 -	2,682 9,225 11,940 10,542
Missouri Montana Nebraska Nevada	7,860 5,751 8,890 2,113	20,204 5,167 3,495	- - - 6/ 508	28,064 10,918 8,890 6,116	795 162 392 63	550 65 - 46	1,345 227 392 109	29,109 11,145 9,282 6,225	2 23 27	29,411 11,168 9,309 6,225	7,860 5,651 8,826 2,113	20,204 4,411 - 3,212	<u>6</u> / 508	28,064 10,062 8,826 5,833	795 160 392 63	550 62 - 46	1,345 222 392 109	29,409 10,284 9,218 5,942	2 23 3 -	29,411 10,307 9,221 5,942
New Hampshire New Jersey New Mexico New York	1,552 1,273 11,349 12,209	2,152 - -	-	3,704 1,273 11,349 12,209	181 589 569 1,115	128 - -	309 589 569 1,115	4,013 1,862 11,918 13,324	108 822 1,256	4,121 2,684 11,918 14,580	1,552 1,272 9,487 12,203	. 2,150 - -		3,702 1,272 9,487 12,203	181 589 552 1,115	128	309 589 552 1,115	4,011 1,861 10,039 13,318	107 721 - 1,223	4,118 2,582 10,039 14,541
North Carolina North Dakota Ohio Oklahoma	11,293 6,033 15,801 10,972		56,668 - -	67,961 6,033 15,801 10,972	1,347 230 2,616 694	1,608 - - -	2,955 230 2,616 694	70,916 6,263 18,417 11,666	180 28 241 189	71,096 6,291 18,658 11,855	11,292 6,031 15,801 10,872	- - -	47,050 - -	58,342 6,031 15,801 10,872	1,345 230 2,616 690	1,528 - - -	2,873 230 2,616 690	61,215 6,261 18,417 11,562	94 27 241 189	61,309 6,288 18,658 11,751
Oregon Pennsylvania Rhode Island South Carolina	4,490 12,920 655 8,232	2,511 25,593 16,811	-	7,001 38,513 655 25,043	302 1,929 281 883	147 1,354 2,412	449 3,263 281 3,295	7,450 41,796 936 28,338	1,262 4,652 64 149	8,712 46,448 1,000 28,487	4,490 12,919 655 8,229	2,496 25,509 13,237	-	6,986 38,428 655 21,466	302 1,928 281 883	147 1,350 - 2,146	1449 3,278 281 3,029	7,435 41,706 936 24,495	510 921 48 93	7,945 42,627 984 24,588
South Dakota Temessee Texas Utah	7,008 7,680 53,298 5,005	- - -	- - -	7,008 7,680 53,298 5,005	219 854 4,354 621		219 854 4,354 621	7,227 8,534 57,652 5,626	112 358 30 -	7,339 8,892 57,682 5,626	6,874 7,675 53,261 4,761	- - -	- - -	6,874 7,675 53,261 4,761	219 854 4,346 621	- - -	219 854 4,346 621	7,093 8,529 57,607 5,382	61 271 30 -	7,154 8,800 57,637 5,382
Vermont Virginis Washington West Virginia	1,949 7,593 3,786 4,577	2,304	41,190 26,141	1,949 48,783 6,090 30,718	185 955 351 478	633 171 140	185 1,588 522 618	2,134 50,371 6,612 31,336	60 71 132 201	2,194 50,442 6,744 31,537	1,949 7,593 3,776 4,574	_ 2,303 _	39,409 15,045	1,949 47,002 6,079 19,619	185 955 351 478	- 622 171 137	185 1 ,57 7 522 615	2,134 48,579 6,601 20,234	58 71 83 183	2,192 48,650 6,684 20,417
Wisconsin Wyoming	10,020 5,094	-	-	10,020 5,094	1,474 135	-	1,474 135	11,494 5,229	271	11,765 5,229	10,019 5,037	-	-	10,019 5,037	1,474 135	-	1,474 135	11,493 5,172	163 -	11,656 5,172
Total	402,805	104,986	135,930	643,721	41,389	8,769	50,158	693,879	15,175	709,054	398,648	100,100	111,181	609,929	41,344	8,402	49,746	659,675	7,539	667,214
Total, 48 States	398,121	104,402	135,930	638,453	41,303	8,759	50,062	688,515	15,173	703,688	394,316	99,598	111,181	605,095	41,258	8,392	49,550	654,745	7,537	662,282

^{1/} May include mileage in some States that is not designated by law as part of the State system but which constitutes the municipal portion of a State route entering a city or town.
2/ Includes mileage of State park, forest, institutional, toll, and other roads under State control. See table SM-2 for details of this mileage.
3/ Includes 75 miles of ferry routes.

^{4/} Includes 6,448 miles rural and 336 miles municipal designated as a farm-to-market system, all of which are surfaced.

^{5/} State-aid system.
6/ Mileage maintained by the State without being added to the existing State highway system.

EXISTING MILEAGE OF STATE-ADMINISTERED ROADS AND STREETS - 1960

CLASSIFIED BY TYPE OF SURFACE

Compiled for end of calendar year from reports of State authorities

TABLE SM-2, 1960 ISSUED NOVEMBER 1961

			STATE	PRIMARY ANI	SECONDARY	ROADS					OTHER S	LATE ROA	DS 1/		· TO	LL FACTLITIE	s <u>2</u> /	TOTAL
STATE	NON-		s	URFACED MII	LEAGE 3/			NON-		s	URFACED I	MILEAGE ;	3/		SURFACED I	MILEAGE 3/	MOMAT	STATE ADMIN
STATE	SURFACED MILEAGE <u>4</u> /	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL	SURFACED MILEAGE	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL	G-2 H-2 I	J	TOTAL TOLL FACILITIES	ISTERED ROADS AND STREETS
Alebama Alaska Arizona Arkansas	2,001 5/ 351 178 96	4,699 2,700 262 2,257	4,428 117 1,680 3,098	6,496 1,099 2,639 5,028	219 7 74 670	15,842 3,923 4,655 11,053	17,843 4,274 4,633 11,149	-	32 - -	21 - - -	-	-	53 - - -	53 - -	:		-	17,896 4,274 4,833 11,149
California Colorado Connecticut Delaware	62 53 - 276	1,345 879 610	2,269 41 434 1,964	8,785 6,951 2,018 879	1,563 307 812 445	13,962 8,178 3,264 3,898	14,024 8,231 3,264 4,174	1,513	166 171 -	226 - 5 -	26 - - -	-	418 176	1,931 188	-	18	- 18 -	15,955 8,249 3,452 4,174
Florida Georgia Hawaii Idaho	31 478 83 237	39 326 37 298	8,305 6,344 130 1,589	6,340 7,528 839 2,626	434 1,561 1 32	15,118 15,759 1,007 4,545	15,149 16,237 1,090 4,782	7	19 - 6	24 - 2	- 5 2 -	-	- 148 2 8	- 55 2 8	109 - - -	-	109 - - -	15,258 16,292 1,092 4,790
Illinois Indiana Iowa Kansas	-	11 37 547 64	469 803 700 6,232	5,442 8,321 3,190 2,630	7,304 1,594 5,459 1,249	13,226 10,755 9,896 10,175	13,226 10,755 9,896 10,175	20	- 188 -	- 52 -	- 6 -	- 17 -	- 263 -	- - 283 -	<u>6/</u> 6 - 177	187 157 60	193 157 - 237	13,419 10,912 10,179 10,412
Kentucky Louisiana Maine Maryland	17 - 55	3,634 3,084 1,051 11	6,864 - 7,965 479	9,134 10,641 2,082 3,087	691 1,503 71 1,197	20,323 15,228 11,169 4,774	20,340 15,228 11,224 4,774	18	5 - 68 -	73 - 7 -	11 - 1	-	89 76	89 - 94 -	- 112 10	32 19	32 112 29	20,429 15,260 11,430 4,803
Massachusetts Michigan Minnesota Mississippi	- 14 - 30	230 309 2,146	298 2,807 1,868 4,359	1,968 3,449 6,541 1,922	119 2,739 3,122 2,115	2,385 9,225 11,840 10,542	2,385 9,239 11,840 10,572	950	- - 79 -	21	170	-	170 100	170	127 - - -	-	127 - - -	2,682 9,239 12,890 10,572
Missouri Montana Nebraska Nevada	- 861 64 283	8,570 2,651 2,633 1,457	15,392 2,578 4,569 952	1,969 5,030 718 3,533	3,478 25 1,298 -	29,409 10,284 9,218 5,942	29,409 11,145 9,282 6,225	- 24 -	14	- 3 -	- 8 -		- 23 3 -	- 23 27	- - 5	-	2 - -	29,411 11,168 9,309 6,225
New Hampshire New Jersey New Mexico New York	1,879 6	1,955 175	3,384 2,683 4,007	378 690 5,347 5,469	182 1,171 54 3,667	4,011 1,861 10,039 13,318	4,013 1,862 11,918 13,324	1 101 - 33	15 242 - 144	16 81 - 92	1 87 253	2 138	32 412 - 627	33 513 - 660	74 276 - -	1 33 596	75 309 596	4,121 2,684 11,918 14,580
North Carolina North Dakota Ohio Oklahoma	9,701 2 - 104	22,244 1,335 3 1,154	22,544 1,046 2,247 4,152	14,752 3,571 14,604 3,736	1,675 309 1,563 2,520	61,215 6,261 18,417 11,562	70,916 6,263 18,417 11,666	86 1	47 22 -	39 - - 13	8 2 -	- 3 -	94 27 - 13	180 28 - 13	- - - 165	- 241 11	- 241 176	71,096 6,291 18,658 11,855
Oregon Pennsylvania Rhode Island South Carolina	15 90 3,843	333 4,561 429	1,097 7,018 204 20,763	5,710 25,291 552 2,132	295 4,836 180 1,171	7,435 41,706 936 24,495	7,450 41,796 936 28,338	752 3,731 16 56	328 181 18 13	44 - 24 76	137 255 6 4	13	509 449 48 93	1,261 4,180 64 149		1 472 -	1 472 - -	8,712 46,448 1,000 28,487
South Dakota Tennessee Texas Utah	134 5 45 244	1,302 49 31 844	1,281 2,208 40,045 498	4,002 5,707 15,051 3,970	508 565 2,480 70	7,093 8,529 57,607 5,382	7,227 8,534 57,652 5,626	51 87 -	9 227 - -	- 43 -	20 - - -	32 1 -	61 271 - -	112 358 -		- - 30 -	- 30 -	7,339 8,892 57,682 5,626
Vermont Virginia Washington West Virginia	1,792 11 11,102	78 19,437 119 8,630	760 24,219 3,945 3,717	1,258 4,387 1,597 7,204	38 536 940 683	2,134 48,579 6,601 20,234	2,134 50,371 6,612 31,336	2 - 49 18	47 - 35 97	7 38 -	3 3 7 -	15 3	57 18 83 97	59 18 132 115	1 41 -	- 12 - 86	1 53 - 86	2,194 50,442 6,744 31,537
Wisconsin Wyoming	1 57	84 92	2,127 1,044	6,324 4,021	2,958 15	11,493 5,172	11,494 5,229	108	76 -	87 -	-	-	163	271	-	-	-	11,765 5,229
Total	34,204	102,809	235,723	256,638	64,505	659,675	693,879	7,636	2,249	994	1,015	225	4,483	12,119	1,100	1,956	3,056	709,054
Total, 48 States	33,770	100,072	235,476	254,700	64,497	654,745	688,515	7,636	2,249	994	1,013	225	4,481	12,117	1,100	1,956	3,056	703,688

^{1/} State park, forest, reservation, institutional, and other rooms makes of the state of local systems.

7/ Toll facilities which are not a part of the State or local systems.

3/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, 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 apphalt 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-l and H-l. Toll mileage shown does not reflect changes in type due to resurfacing.

4/ Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads.

5/ Includes 75 miles of ferry routes.

6/ Includes 75 miles of ferry routes.

EXISTING MILEAGE OF STATE HIGHWAYS - 1960

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year

TABLE SM-3, 1960 SHEET 1 OF 2 ISSUED NOVEMBER 1961

from reports of St	ate authori	ties															18	SUED NOVEMBER 1961
		EXISTING	MILEAGE OF	PRIMARY R	URAL STAT	E HIGHWAYS		EXISTING	MILEAGE (OF MUNICI	PAL EXTEN	SIONS OF	STATE PRIMARY	HIGHWAYS 1/	TOTAL			
	NON-		SURF	ACED MILEA	GE 2/			NON-		SU	RFACED MI	LEAGE 2/			NON- SURFACED	TOTAL SURFACED	TOTAL STATE	STATE
STATE	SURFACED MILEAGE 3/	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL	surfaced mileage 3/	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL	MILEAGE 3/	MILEAGE	PRIMARY MILEAGE	ÇIAIB
Alabama Alaska Arizona Arkansas	18 4/ 351 178 96	13 2,680 262 2,248	1,747 107 1,653 3,008	5,394 1,074 2,462 4,526	155 - 40 502	7,309 3,861 4,417 10,284	7,327 4,212 4,595 10,380		- 20 - 9	123 10 27 90	1,036 25 177 502	64 7 34 168	1,223 62 238 769	1,223 62 2 3 8 769	18 351 178 96	8,532 3,923 4,655 11,053	8,550 4,274 4,833 11,149	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	62 53 -	1,338 873 - -	2,231 41 379 23	7,644 6,597 1,648 258	1,063 268 523 179	12,276 7,779 2,550 460	12,338 7,832 2,550 460	- - -	7 .6 -	38 - 55 2	1,141 354 370 48	500 39 289 24	1,686 399 714 74	1,686 399 714 74	62 53 - -	13,962 8,178 3,264 534	14,024 8,231 3,264 534	California Colorado Commecticut Delaware
Florida Georgia Hawaii Idaho	1 469 1 237	25 322 - 297	4,083 5,959 34 1,524	4,693 6,387 436 2,435	282 1,235 1 25	9,083 13,903 471 4,281	9,084 14,372 472 4,518	1 9 -	- 4 - 1	300 385 - 65	953 1,141 24 191	146 326 - 7	1,399 1,856 24 264	1,400 1,865 24 264	2 478 1 237	10,482 15,759 495 4,545	10,484 16,237 496 4,782	Florida Georgia Hawaii Idaho
Illincis Indiana Iowa Kansas	1111	10 37 531 64	423 793 619 6,075	4,299 7,599 2,870 2,434	6,238 1,363 4,777 1,039	10,970 9,792 8,797 9,612	10,970 9,792 8,797 9,612	-	1 - 16 -	46 10 81 157	1,143 722 320 196	1,066 231 682 210	2,256 963 1,099 563	2,256 963 1,099 563	-	13,226 10,755 9,896 10,175	13,226 10,755 9,896 10,175	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	17 - - -	3,625 50 28 3	6,743 1,610 32	8,546 2,740 1,592 1,193	580 908 40 501	19,494 3,698 3,270 1,729	19,511 3,698 3,270 1,729	- - -	9 - -	121 - 59 1	588 399 242 87	111 203 1 ¹ 4 29	829 602 315 117	829 602 315 117	17 - -	20,323 4,300 3,585 1,846	20,340 4,300 3,585 1,846	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	- 14 - 29	- 221 305 2,130	271 2,724 1,596 4,123	1,433 2,813 5,675 1,705	77 2,341 2,593 1,833	1,781 8,099 10,169 9,791	1,781 8,113 10,169 9,820	-	- 9 4 16	27 83 272 236	535 636 866 217	42 398 529 282	604 1,126 1,671 751	604 1,126 1,671 752	- 14 - 30	2,385 9,225 11,840 10,542	2,385 9,239 11,840 10,572	Massachusetts Michigan Minnesota Mississippi
Missouri Mortana Nebraska Nevada	- 100 64 -	19 91 2,606 1	3,461 1,928 Կ,444	1,687 3,617 643 2,112	2,693 15 1,133	7,860 5,651 8,826 2,113	7,860 5,751 8,890 2,113	- 2	1 - 27	282 31 125 -	136 120 75 63	376 9 165 -	795 160 392 63	795 162 392 63	102 64 -	8,655 5,811 9,218 2,176	8,655 5,913 9,282 2,176	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	1 1,862 6	6 1,926 166	1,155 2,616 3,812	246 446 4,916 4,881	145 826 29 3,344	1,552 1,272 9,487 12,203	1,552 1,273 11,349 12,209	- 17 -	- 29 9	67 - 67 195	84 244 431 588	30 345 25 323	181 589 552 1,115	181 589 569 1,115	1 1,879 6	1,733 1,861 10,039 13,318	1,733 1,862 11,918 13,324	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	1 2 - 100	83 1,315 3 1,140	4,149 1,021 2,153 4,015	5,972 3,423 12,463 3,510	1,088 272 1,182 2,207	11,292 6,031 15,801 10,872	11,293 6,033 15,801 10,972	- - 5	1 20 14	204 25 94 137	898 148 2,141 226	242 37 381 313	1,345 230 2,616 690	1,347 230 2,616 694	3 2 - 104	12,637 6,261 18,417 11,562	12,640 6,263 18,417 11,666	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	1 3	50 162 - 1	436 1,089 179 5,662	3,827 8,237 341 1,589	177 3,431 135 977	4,490 12,919 655 8,229	4,490 12,920 655 8,232	ī.	2	14 112 25 369	235 1,166 211 373	53 648 45 141	302 1,928 281 883	302 1,929 281 883	- 2 - 3	4,792 14,847 936 9,112	4,792 14,849 936 9,115	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	13 ⁴ 5 37 2 ⁴ 4	1,294 49 31 835	1,249 2,115 38,731 418	3,894 5,049 12,710 3,469	437 462 1,789 39	6,874 7,675 53,261 4,761	7,008 7,680 53,298 5,005	- 8 -	8 - - 9	32 93 1,314 80	108 658 2,341 501	71 103 691 31	219 854 4,346 621	219 854 4,354 621	134 5 45 244	7,093 8,529 57,607 5,382	7,227 8,534 57,652 5,626	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- 10 3	78 14 40 54	733 3,937 2,129 247	1,110 3,290 1,054 3,943	28 352 553 330	1,949 7,593 3,776 4,574	1,949 7,593 3,786 4,577	-	- - -	27 187 52 12	148 629 151 371	10 139 148 95	185 955 351 478	185 955 351 478	- 10 3	2,134 8,548 4,127 5,052	2,134 8,548 4,137 5,055	Vermont Virginia Washington West Virginia
Wisconsin Wyoming	1 57	78 89	1,994 1,027	5,535 3,912	2,412 9	10,019 5,037	10,020 5,094	-	6 3	133 17	789 109	546 6	1,474 135	1,474 135	1 57	11,493 5,172	11,494 5,229	Wisconsin Wyoming
Total	4,157	25,193	134,498	188,329	50,628	398,648	402,805	45	231	5,882	24,857	10,374	41,344	41,389	4,202	439,992	444,194	Total
Total, 48 States	3,805	22,513	134,357	186,819	50,627	394,316	398,121	45	211	5,872	24,808	10,367	41,258	41,303	3,,850	435,574	439,424	Total; 48 State

EXIZING MILEAGE OF STATE HIGHWAYS - 1960

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State authorities

TABLE SM-3, 1960 SHEET 2 OF 2 TABLE SM-3, 1960

LatoT	589 ' 647	ST9*6TZ	30,002	694'8	8,402	STL	257,52	955°t	798	Loc	OTC COLT	T-0-16	00165	ballo:	Colfor	one fol	(50162	TWOOT
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Virginia	628 , L4	TE0*04	36 Δ ' τ	653	622	L	Ετ -	985	99	π	06τ'τη	604 ' 68	88	SS7	699 ° 61	778, QI	187 , 1	atnig
North Carolina	98,276	877. .	969 ° 6	809 ' T	7,528	SŁ	684	ग⊤८	σ≤τ	08	899'99	0≤0°Δ η	oys	£6£ ' 7	77£,7±	SS'OTO	819 ' 6	th Carolina
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Mashington	S ¹ 712	ካ ∠ካ' ፘ	τ	τλτ	TLT	८म	1.1.	9ħ	-	-	5°30#	5,303	T6T	≤τ ε	gTL'T	6L	τ	nofgalt
South Carolina	76 ° 553	£8£,€£	O48*E	ZTŋ'Z	5°77¢9	ST	οττ	266 ' τ	81	598	T19 ' 91	13,237	35	09	12,735	ОΤή	4772.	anifors) d
Lennsylvania	56 , 947	56,859	98	η≤ε'τ	οςε'τ	69T	οτ6	518	ES	11	25,593	55,509	88≷	846 ° 7T	669 ° 9	ψη Ε ' ψ	78	sinsviya
позетО	859,5	5,643	Sτ	<u></u> ኒካτ	Lητ	92	TOT	6τ	τ	-	S'2TT	964*8	68	∠ ቲ≤'τ	.989	282	≤τ	uoi
New Hembahire	5,280	875,5	2	rsg	758	ε	56	66	-	-	z ` 725	5°720	ħ	55	E90°Z	τ9	s	Rempshire
Nevada	3,525	3,242	583	30	30	-	53	9	τ	-	≤6 †' E	3,212	-	οτο τ	ELL	68 4 °T	583	10.8
Montana	≥°535	ε ∠ ቀ • ተ	6 <u>6</u> 7	ś9 .	29	τ	52	57	टा	٤	∠9 τ' ≤	ττη ή	-	1,268	S6S	845°2	957	ens:
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Maryland 6	5,928	826,5	-	0ST	ost	38	60T	٤	~	-	877.s	877.s	629	869 ' T	Εητ	8	-	/9 puret
∖ <u>ζ</u> ∋niaM	689 ° L	485°L	SS	56≥	562	TS	48	26T	S	-	ተቀε"᠘	1,289	5	†9T	660 ° 9	TZO'T	55	/Š au
Louisians: Secondary Farm-to-marke Tatel	9 <mark>26⁴0</mark> T 408 ⁴ 9 427 ⁴ 4	826'0T 408'9 421'4	- - -	<u>265</u> 33ę 5≥ę	256 336 592	<u>16</u> 05 41	206 264 264		5 <u>2</u> 52 5		955,01 834,6 838,5	925,01 894,6 898,5	80\$ 78 78 295	3,192 3,192 3,192	- - -	894 894	- - -	:anate: Yashnoo: TetoT
Hawaii	465	टाऽ	S8	то	от	-	οτ	-	-	-	178≦	502	-	698	96	7.5	S 8	111
Florida	≤99 * †	9 £9° †	58	это	οτε	Ψ	Z6	ST¢		-	55 5 °7	928,4	г	209	807.8	ητ	52	abir
Delaware	9 14' T	ττη'τ	S	119	119	9τ	58	6τ		<u>-</u>	z≤ €' τ	ΔηΕ' Τ	66т	ट५ट	£98	εη	⊆	9.TRM
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etiate	EXISTING SECONDERY STATE MILERGE	TOTAL SURFACED MILEAGE	non- surpreced MILEAGE 3/ 2	TATOT	TATOT GEOATAUS EDAELIM	r 5/	S-9 S-H I	T-D T-D T-H	D	MON- SURPACED MILEAGE 3/	TATOT	TOTAL	r /2 ato	CED WILEA	SURPA G-1 L-H	g E	NOM-	STATS
	TOTAL		TATOL	TONTHOO ST														

**Refregation was reported for them, the miseage was classified as G-1 and B-1.

| Moneurfaced mileage includes primitive and unimproved, and graded and drained roads.
| Includes (7 miles of ferry routes.) |
| Includes (7 miles of ferry routes.) |
| State-aid system.
| Maryland a State accordany system for the first time in 1960. Mileage reported in prior of the class of the contract of the class of the class of the contract of the class of the cl

Ø Maryland reported a State scondary system for the first time in 1960. Milesge reported in prio years as State primary now divided between the primary and secondary systems.
V County roads are under State control as follows: All counties in Delaware, North Carolins, and Mest Virginia; and counties in Alabama; all but two counties in Virginia; and come county mileage in Wersda.

H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no

tighway Statistics, 1960

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS - RURAL - 1960

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled for calendar year

TABLE SM-8, 1960 ISSUED NOVEMBER 1961

									Т	· · · · · · · · · · · · · · · · · · ·												स्तराम-ण	YPE SURF	ACR 3/			1	1
STATE				LOW-T	YPE SUR	PACE 1/					· · · · · · · · · · · · · · · · · · ·	INT	ERMEDIATE	-TYPE SU	REACE 2/		148		LESS	т		Midn-1	113 0014	100 2		48		TOTAL
SIRIE	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	448 AND OVER	TOTAL	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	AND OVER	TOTAL	THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	AND OVER	TOTAL	MILEA
llabama Llaska krizona krkansas	8 449 38 1,589	- 1,936 84 547	5 - 32 32	- 295 84 80	+ 24	-	- -	-	13 2,680 262 2,248	226 - 34 332	1,323 - 119 2,532	159 34 266 126	30 24 556 1	1 49 508 3	162		8 14	1,747 107 1,653 3,008	201 - 89 1,102	3,375 192 1,856	789 386 1,317	753 1,072 275 682	28 646 5	59 2 675 18	100 - 2 1	244 - 237 47	5,549 1,074 2,502 5,028	7,30 3,86 4,41 10,28
alifornia olorado onnecticut	905 66	274 96	76 88	77 281	5 339	1 2	- 1 -	-	1,338 873	543 1 299 6	1,025 17 42 12	287 20 19	266 - 15	106 3 3	3	-	1	2,231 41 379 23	581 161 126 29	2,427 1,801 654 62	1,536 2,850 808 74	1,217 1,492 270 107	1,047 101 71 2	323 131 25 6	365 21 34 37	1,211 308 183 120	8,707 6,865 2,171 437	12,2 7,7 2,5
Plorida Plorida Peorgia Javaii	25 205 - 213	77	1 28	28	11 8	-	-	-	25 322 - 297	1,257 1,951 8 329	1,863 3,180 22 303	462 698 4 244	483 117 - 288	14 11 - 222	3 1 -	- 1 - 15	1 - - 11	4,083 5,959 34 1,524	462 1,028 118 191	1,174 3,709 88 512	885 791 61 544	1,677 1,830 122 625	7 ¹ 4 3 ¹ 4 11 360	31 36 2 127	72 8 11 22	600 186 24 79	4,975 7,622 437 2,460	9,0 13,9 4 4,2
Idaho Illinois Indiana Iowa	213 4 33 17	3 4 43 8	181	1 242 21	- 48 35	1 -	-	1 -	10 37 531 64	8 574 -	186 201 1	208 16 126 283	10 1 492 3,725	2,047	2 1 - 2	ь - - 1	4 - 2	423 793 619 6,075	4,893 1,825 2,133 158	1,081 2,779 1,168 440	2,161 2,139 1,252 735	1,522 1,536 2,843 1,857	5 ¹ 4 167 6 52	250 98 11 24	115 250 24 35	461 168 210 172	10,537 8,962 7,647 3,473	10,9 9,7 8,7 9,6
Kansas Kentucky Louisiana Maine	3,566 25 26	50 18	1	6 7	2	-	-	-	3,625 50 28 3	6,666 1,272 23	58 - 3 11	6	10 - 15	2 - 1 5	1 - -	-		6,743 1,610 32	6,501 734 72 77	1,449 794 544 145	717 322 498 268	228 1,613 410 637	39 2 46 25	55 25 14 49	20 34 3 37	117 124 45 456	9,126 3,648 1,632 1,694	19,1 3,6 3,2 1,1
Maryland Massachusetts Michigan Minnesota Mississippi	60 27 1,726	- 161 43 336	18	99	- - 89 9	18	- 8	- - 3	221 305 2,130	69 111 5 702	63 1,634 59 2,614	14 703 156 700	101 232 1,346 96	17 37 24 10	7 5 2 1	, S	- 2 -	271 2,724 1,596 4,123	92 122 37 202	84 1,546 1,623 2,966	29 1,552 885 140	526 711 5,281 147	298 119 153 7	221 220 16 14	63 265 42 24	197 619 231 38	1,510 5,154 8,268 3,538	1,7 8,6 10,1 9,7
Missouri Montana Nebraska Nevada	1 35	19 9 627	1,518	- 51 294	20 132	10	-	 	19 91 2,606	47 175 34	1,584 775 244	1,443 283 1,341	362 326 2,532	24 352 291	1 11 2	- 4 -	- 2	3,461 1,928 4,444	1442 59 40 39	1,252 819 523 726	695 562 428 233	1,399 1,887 696 1,011	25 233 16 1	81 21 22 4	111 8 8 7	375 43 43 91	4,380 3,632 1,776 2,112	7,8 5,6 8,8 2,1
New Hampshire New Jersey New Mexico New York	6 - 801 148	- 403 18	308	330	- 84	:	-	-	6 1,926 166	136 - 256 1,783	1,488 1,419	147 - 130 348	457 567 215	79 36	10 - 74 8	- - 1	1 - 22 2	1,155 2,616 3,812	24 47 74 1,851	159 725 2,504 2,205	9 19 861 1,240	129 44 960 1,473	25 66 55 675	5 107 38 239	2 81 26 119	38 183 427 423	391 1,272 4,945 8,225	1,: 1,: 9,: 12,:
North Carolina North Dakota Ohio Oklahoma	83 69 3 378	- 708 411	486 208	52 132		:	-	-	83 1,315 . 3 1,140	1,912 - 1,914 54	1,820 58 237 891	179 164 1 1,408	209 683 - 1,431	90 1 214	7 13 - 16	2 13 - -	16 - - 1	4,149 1,021 2,153 4,015	1,095 - 5,177 805	1,808 22 4,396 1,715	1,934 1,413 812 1,528	1,573 2,109 2,059 1,326	96 23 206 30	37 3 137 42	88 17 64 62	429 108 794 209	7,060 3,695 13,645 5,717	11, 6, 15, 10,
Oregon Pennsylvania Rhode Island South Carolina	8 161	1	<u> </u>	42 - 1	=	-	=	=	50 162 - 1	208 1,072 133 577	218 15 41 3,198	1,348	6 1 1 497	- 1 4 16	111	- - - 5	- - - 10	436 1,089 179 5,662	759 5,158 134 767	1,318 1,636 154 193	966 2,489 10 157	437 855 42 1,116	146 660 17 49	47 224 52 56	144 182 28 25	287 464 39 203	4,004 11,668 476 2,566	14,1 12,5 8,1
South Dakota Tennessee Texas Utah	71 21 7 415	557 16 - 252	316 9 11 26	175 3 3 142	17	58	83	17	1,29 ⁴ , 49 31 835	35 1,451 13,886 103	277 356 16,552 139	227 173 3,456 53	637 108 3,901 122	53 3 568 1	20 5 184	- 51 -	19 133	1,249 2,115 38,731 418	1,194 1,462 181	367 845 2,039 998	218 1,813 1,402 524	3,673 1,242 7,504 1,414	6 30 322 186	2 79 221 69	2 73 168 22	62 235 1,381 114	4,331 5,511 14,499 3,508	6,6 7,0 53,1 4,1
Vermont Virginia Washington West Virginia	18 13 31 45	16		31 - 9	=	=	=	-	78 14 40 54	124 1,745 259 227	464 1,932 1,083	130 201 718	1 ⁴ 34 59	1 8 6 1	- 12 1	1 1	- 4 2 -	733 3,937 2,129 247	442 483 144 2,562	438 1,300 344 819	147 553 487 570	71 323 212 257	18 421 12 37	1 283 28 11	132 114 9	21 147 266 8	1,138 3,642 1,607 4,273	1, 7, 3,
Wisconsin Wyoming	3 73	- 7	15	l ₁	+	l45 -	77	=	78 89	52 77	516 325	941 364	473 213	1.2 42	1	-	- 5	1,994 1,027	360 111	2,207 1,001	3,671 963	1,335 1,248	78 442	33 39	38 3	225 114	7,947 3,921	10, 5,
Total	11,377	6,748	3,404	2,561	839	135	108	21	25,193	40,680	49,629	17,610	20,656	4,873	683	103	264	134,498	44,345	60,982	կե, կե3	61,828	7,222	4,313	3,018	12,806	238,957	398,
Total, 48 States	10,928	4,812	3,404	2,266	839	135	108	21	22,513	40,672	49,607	17,572	20,632	4,824	683	103	26 ¹	134,357 nous penet	44,227	60,894	44,382	60,634	7,211	4,309	3,007	12,782	237,446	394, (Types

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

from reports of St	·			WIDTH	IN FEET					
STATE	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	1,1,_1, 7	48 AND OVER	TOTAL SURFACED MILEAGE	STATE
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 Louisiana Maine Maryland	220 21 ₄ 3	90 56 69 4	53 23 28 7	54 204 44 24	140 33 35 19	185 94 62 14	22 21 18 5	65 94 35 41	829 602 315 117	Kentucky Louisiana Maine Maryland
Massachusetts	14	5	5	67	114	124	33	242	604	Massachusetts
Michigan	18	1.84	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 Montana Nebraska Nevada	60 4 3	345 29 43 4	83 15 46 1	84 35 95 13	17 17 58 1	71 14 55 2	20 7 10 3	115 39 82 39	795 160 392 63	Missouri Montana Nebraska Nevada
New Hampshire	1 ¹ 4	38	8	53	28	17	14	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	475,4	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

Highway Statistics, 1960

FXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS - 1960

CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Compiled for end of calendar year from reports of State authorities TABLE SM-11, 1960 ISSUED NOVEMBER 1961

			SURF	ACED MILEAGE	OF PRIMAR	Y RURAL STA	TE HIGHWAY	S			SU	RFACED MILI	EAGE OF MUNI	CIPAL EXTE	nsions of f	RIMARY STA	TE HIGHWAYS		
					DIVIDED 1	HIGHWAYS-4	OR MORE TR	AFFIC LANES						DIAIDED	HIGHWAYS-4	OR MORE TR	AFFIC LANES		TOTAL STATE
STATE	2-lanes	3-LANES	ONE-WAY STREETS	4-LANES OR MORE	DEGREE	OF ACCESS	CONTROL		TOTAL RURAL	2-LANES	3-LANES	ONE-WAY STREETS	4-LANES OR MORE	DEGREE	OF ACCESS	CONTROL		TOTAL MUNICIPAL	PRIMARY SURFACED
			1/	UNDIVIDED	NONE	PARTIAL	FULL	TOTAL	MILEAGE			1/	UNDIVIDED	NONE	PARTIAL	FULL	TOTAL	MILEAGE	MILEAGE
Alabama Alaska Arizona Arkensas	6,962 3,861 4,169 10,242		- - -	8 - 36 -	331 80	- 3 6	- 129 36	339 - 212 42	7,309 3,861 4,417 10,284	974 58 124 704	- - - 4	7 - 1	51 4 79 27	- - 22 1	191 - 3 15	- 10 17	191 - 35 33	1,223 62 238 769	8,532 3,923 4,655 11,053
California Colorado Connecticut Delaware	10,623 7,430 2,308 303	21	1 1 -	148 26 24 13	235 47 29 139	804 127 7 4	444 148 182	1,483 322 218 143	12,276 7,779 2,550 460	490 254 488 55	48 - - -	18 8 - 1	386 55 80 6	293 39 38 12	78 18 -	373 25 108 -	744 82 146 12	1,686 399 714 74	13,962 8,178 3,264 534
Florida Georgia Hawaii Idaho	8,374 13,718 428 4,182	- 6 -	2	59 - 7 30	536 123 20 2	7 - 4 17	97 62 6 50	640 185 30 69	9,083 13,903 471 4,281	897 1,753 6 206	3 - 1	17 - - 5	230 - 3 40	219 79 9 4	9 - 2 5	24 24 3 4	252 103 14 13	1,399 1,856 24 264	10,482 15,759 495 4,545
Illinois Indiana Iowa Kansas	10,178 9,276 8,553 9,386	1	- - -	234 128 19 24	135 388 - 58	310 - 50 15	112 - 175 129	557 388 225 202	10,970 9,792 8,797 9,612	1,444 469 964 445	46 - - -	իկ 25 3 -	466 385 85 76	163 77 - 15	42 - 33 3	51 7 14 24	256 84 47 42	2,256 963 1,099 563	13,226 10,755 9,896 10,175
Kentucky Louisiana Maine Maryland	19,283 3,514 3,194 1,227	27 - 25 17	-	34 12 9 46	96 137 5 236	2 2 - 75	52 33 37 128	150 172 42 439	19,494 3,698 3,270 1,729	720 392 288 78	1 - 2 -	- 1 -	76 97 11 6	13 91 4 26	2 17 - 4	17 5 9 3	32 113 13 33	829 602 315 117	20,323 4,300 3,585 1,846
Massachusetts Michigan Minnesota Mississippi	977 6,832 9,881 9,718	408 170 -	- - -	213 250 1 12	37 266 50 47	16 100 227 -	130 481 10 14	183 847 287 61	1,781 8,099 10,169 9,791	90 351 1,316 677	163 122 -	- 9 -	134 429 118 8	80 142 65 66	17 17 147	120 65 16	217 224 228 66	604 1,126 1,671 751	2,385 9,225 11,840 10,542
Missouri Montana Nebraska Nevada	7,244 2/ 5,609 8,764 2,017	48 - 2 -	-	52 10 15 18	80 5 9 41	264 - 7 -	172 27 29 37	516 32 45 78	7,860 5,651 8,826 2,113	571 142 358 27	17 - -	7 6	110 - 20 23	15 7 4 13	29 3 4	53 1 -	97 11 8 13	795 160 392 63	8,655 5,811 9,218 2,176
New Hampshire New Jersey New Mexico New York	1,496 904 9,002 10,840	19 23 - 680	-	3 52 30 356	- 251 230 -	- - 72 315	34 42 153 12	34 293 455 327	1,552 1,272 9,487 12,203	168 241 328 759	- 24 - 157	- 7	6 100 117 121	180 100	- - 78	6 44 -	6 224 100 78	181 589 552 1,115	1,733 1,861 10,039 13,318
North Carolina North Dakota Ohio Oklahoma	10,710 3/ 5,923 14,804 10,567	97 - 34 25	- - - -	35 1 156 14	200 - 181 155	90 5 348 38	160 102 273 73	450 107 802 266	11,292 6,031 15,801 10,872	1,217 4/ 212 1,653 578	14 - 15	- - 39 -	15 11 627 42	65 1 152 49	17 1 58 9	17 5 72 12	99 7 282 70	1,345 230 2,616 690	12,637 6,261 18,417 11,562
Oregon Pennsylvania Rhode Island South Carolina	4,146 11,397 541 7,952	- 798 -	3 - -	90 305 70 57	16 210 23 167	36 50 13 3	199 159 8 50	251 419 44 220	4,490 12,919 655 8,229	169 1,617 196 741	2 176 - -	31. - - -	65 58 53 102	18 45 16 40	7 17 3	10 15 13 -	35 77 32 40	302 1,928 281 883	4,792 14,847 936 9,112
South Dakota Tennessee Texas Utah	6,817 7,282 51,446 4,620	- 36 155 -	- - 30	3 175 125 65	24 180 727 2	22 - 379 73	8 2 399 1	54 182 1,505 76	6,874 7,675 53,261 4,761	192 419 3,022 433	88 71	2 14 33	15 279 477 141	6 53 441 36	4 7 97 11	- 1 205 -	10 54 743 47	219 854 4,346 621	7,093 8,529 57,607 5,382
Vermont Virginia Washington West Virginia	1,928 6,586 3,371 4,570	- 1427 		2 254 172 -	271. 1	- 18 179 -	19 37 54 2	19 326 233 3	1,949 7,593 3,776 4,574	176 354 323 467	140 -	- - - 11	5 436 -	- 16 -	٠ 5	4 7 24	4 25 28 -	185 955 351 478	2,134 8,548 4,127 5,052
Wisconsin Wyoming	9,683 4,391	64 521	-	34 20	55 18	82 8	101 79	238 105	10,019 5,037	905 59	179 30	10 -	279 25	70 12	26 8	5 1	101 21	1,474 135	11,493 5,172
Total	377,229	3,613	43	3,447	5,843	3,786	4,687	14,316	398,648	28,570	1,303	300	5,979	2,797	981	1,414	5,192	41,344	439,992
Total, 48 States	372,940	3,607	43	3,440	5,823	3,782	4,681	14,286	394,316	28,506	1,302	300	5,972	2,788	979	1,411	5,178	41,258	435,574

^{1/} The mileage of one-way streets represents the average length of the two roadways serving a single route. 2/ Includes 51 miles with partial control of access and 22 miles with full control of access.

^{3/} Includes 94 miles with partial control of access and 31 miles with full control of access. 4/ Includes 3 miles with partial control of access.

Highway Mileage

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS -1960

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled for end of calendar year from reports of State authorities

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

						51.	LE PRIMARY H	ighway system	- RURAL	······································					
STATE						AVERA	GE DAILY TRAFF	FIC VOLUMES						momar	
STATE	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	TOTAL SURFACED MILEAGE	STATE
Alabama Alaska Arizona Arkansas	842 1,177 1,032 4,640	2,508 290 1,094 1,998	1,879 91 867 1,991	1,019 40 354 803	491 10 561 363	243 2 324 260	305 6 162 221	16 - 16 8	6 - 7 -	- - -		- - -	2,245	7,309 3,861 4,417 10,284	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	1,690 3,051 145 1	2,729 1,780 527 38	2,166 1,704 608 62	1,403 484 406 66	992 330 223 - 59	808 177 159 37	1,306 223 316 102	657 23 65 40	280 5 32 29	142 2 55 20	49 - 14 2	54 - - 4	-	12,276 7,779 2,550 460	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	1,426 4,123 129 1,151	2,112 3,125 65 1,558	1,872 3,346 124 927	1,085 1,398 65 338	728 691 24 104	590 351 8 123	967 690 19 76	180 145 18 3	61 13 4	51 21 11	10 - 4	1 -	-	9,083 13,903 471 4,281	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	260 227 1,132 1,647	1,552 606 2,205 3,454	3,521 913 3,082 2,812	2,406 1,312 1,460 1,137	1,170 1,842 550 320	678 2,144 241 109	1,165 2,011 126 108	157 535 1 17	42 202 - 8	16 - - -	3	- - -	-	10,970 9,792 8,797 9,612	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	10,230 167 522 12	4,135 514 1,061 90	2,533 1,193 935 218	1,094 628 326 285	642 409 193 219	279 285 100 127	502 452 123 440	54 40 10 135	11 9 - 74	14 1 - 98	- - - 25	-6	- - -	19,494 3,698 3,270 1,729	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	12 591 1,596 3,520	161 1,475 3,501 2,701	362 1,998 3,054 1,932	257 1,129 1,234 651	189 709 404 544	141 567 207 266	414 1,208 155 166	162 294 14 6	60 61 3 -	23 50 1 5	12 - -	- 5 - -		1,781 8,099 10,169 9,791	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	866 1,705 3,895 662	1,646 2,260 2,559 683	1,738 1,425 1,215 195	1,414 167 713 391	1,018 53 270 49	771 8 119 66	396 32 40 57	11 1 13 7	- 5 - -	- - - 2	- - - 1	-		7,860 5,651 8,826 2,113	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	110 3 4,879 742	303 14 1,978 2,904	691 49 1,434 2,871	252 136 443 1,691	126 134 312 1,197	18 171 277 817	52 426 161 1,369	- 186 3 255	82 - 233	109	- 26 - 12	- 5 - 3	-	1,552 1,272 9,487 12,203	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	1,147 2,972 3,747 1,990	2,953 1,969 3,254 2,977	3,192 827 3,578 3,103	1,819 209 1,995 1,425	929 34 1,050 644	465 15 673 323	652 5 1,301 311	109 - 169 89	23 - 24 1	3 - 10 -	- - - 9	- - -	-	11,292 6,031 15,801 10,872	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	876 1,633 70 1,030	1,144 2,743 141 2,624	1,050 3,141 174 2,205	634 1,691 73 1,003	261 955 58 657	174 657 33 278	283 1,485 86 380	53 377 20 33	10 135 - 7	4 92 - 12	7 -	3 - -	-	4,490 12,919 655 8,229	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	2,632 1,168 26,250 2,470	2,283 2,421 12,463 732	1,639 1,563 8,140 814	222 1,003 2,975 477	75 533 1,599 108	5 332 782 68	11 520 956 61	7 89 84 21	- 32 7 8	14 4 2	- - 1 -	- - -	-	6,874 7,675 53,261 4,761	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	560 481 494 704	613 1,712 752 1,539	421 1,960 1,146 1,105	248 1,172 482 602	81 775 303 291	14 481 116 122	12 808 310 186	104 107 21.	80° 26° 14	19 26 -	1 13	- - 1	1 1 1	1,949 7,593 3,776 4,574	Vermont Virginia Washington West Virginia
Wisconsin Wyoming	1,562 1,977	3,616 1,786	2,590 779	1,039 427	490 64	303 1	377 3	40	-	2 -	-	-	-	10,019 5,037	Wisconsin 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 Statistics, 1960

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS -1960

CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

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

Trom reports of State			·			MUNICIPAL E	XTENSIONS OF	STATE PRIMARY	HIGHWAY SYSTEM	4					
						AVERAG	E DAILY TRAFF	TC VOLUMES						TOTAL	STATE
STATE	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	SURFACED MILEAGE	SIAIS
Alabama Alaska Arizona Arkansas	#5 5 6	116 - 9 68	276 - 10 146	213 - 28 111	161 - 25 80	89 1 16 68	218 9 62 175	80 1 46 47	44 29 20	9 - 11 11	11	1 1 1 1	47 -	1,223 62 238 769	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	- 6 6	7 31 18	39 72 42 3	36 48 45 11	32 37 65 9	45 18 61 8	337 98 222 18	257 40 112 10	188 33 53 6	392 16 65 8	164 - 21 -	189 - 4 -		1,686 399 714 74	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	16 170 - 9	79 232 - 42	135 413 - 56	129 273 2 38	101 148 - 20	107 107 1 23	391 284 3 63	220 112 4 10	103 59 1 2	93 33 8 1	21 20 3	4 5 2 -	- - -	1,399 1,856 24 264	Florida Georgia Eawaii Idaho
Illinois Indiana Iowa Kansas	19 - 39 6	97 140 63	291 - 181 106	250 - 192 78	180 62 150 74	156 112 86 41	506 123 209 108	299 106 74 52	186 89 21 14	161 2 7 18	53 2	58 - - 1	- 469 -	2,256 963 1,099 563	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	63 2 2	97 20 10 3	115 69 42 6	91 78 52 13	85 58 47 13	60 56 31 12	164 166 91 30	68 59 32 15	43 28 7 8	29 45 1 15	14 19 - 2	- 2 -	-	829 602 315 117	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	- 8 12 33	6 18 216 122	22 96 357 128	26 103 262 115	35 87 195 93	39 80 101 64	183 277 248 150	106 110 138 27	41 83 85 13	86 112 48 6	33 46 7 -	27 106 2 -	- - -	604 1,126 1,671 751	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	- 5 30 1	1 19 105 2	80 40 79 6	181 24 48 6	206 19 30 4	174 16 19 2	119 30 43 14	25 7 22 14	9 12 10	- - 3 4	- - 1	-	- - -	795 160 392 63	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	7 5 55 11	4 - 73 133	22 3 98 198	43 6 60 156	32 9 46 122	22 15 35 106	41 126 116 220	8 140 59 95	2 83 3 37	- 62 5 31	- 49 2 4	- 91 - 2		181 589 552 1,115	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Chio Oklahoma	- 51 45 9	- 69 138 67	1 60 345 96	2 12 259 106	- 15 219 82	2 9 191 63	16 12 721 98	9 2 348 81	3 - 163 65	1 - 126 23	- 37 -	- 24 -	1,311 - - -	1,345 230 2,616 690	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	4 56 3 20	15 113 2 102	27 219 32 182	29 201 25 143	34 178 28 105	26 138 26 85	79 492 71 168	26 274 57 57	22 136 29 16	26 94 6 4	9 18 1 1	5 9 1 -	- - - -	302 1,928 281 883	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- 13 105 71	- 61 427 103	4 121 615 130	5 108 498 55	4 97 479 63	2 94 314 37	5 183 971 63	7 62 467 44	1 51 253 28	- 59 146 24	- 5 52 3	- 19 -	191 - -	219 854 4, 346 621	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	6 9 - 6	27 39 - 33	53 98 - 69	28 77 -65	25 92 56	11 73 - 38	31 238 - 126	1, 148 - 61	- 90 - 11	-80 13	- 11 - -	-	- 351	185 955 351 478	Vermont Virginia Washington West Virginia
Wisconsin Wyoming	20 13	196 30	. 304 29	197 24	140 10	85 4	327 23	106	<u>t</u> th -	. 4 8	6	1 -	-	1,474 135	Wisconsin 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	154ء 3	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

from reports	or state au	own ties					AC	COUNTING	TABLE O	F CONSTRU	CTION CHAP	NGES				ISSUED NOVE	
		NET		TYF	E OF ROA	D REPLAC		BANDONED				MARY OF CO	NSTRUCTION	CHANGES	***	†	
TYPE OF	EXISTING MILEAGE	CHANGES DUE TO							Ī	M3	IEAGE BUII	LT DURING Y	ear	MILEAGE	NET	NET TOTAL	EXISTING MILEAGE
ROAD EXISTING OR BUILT	AT BEGINNING OF YEAR	REVI- SIONS OR TRANS- FERS	BUILT ON NEW LOCATION	A B	С	DE	F G-1 H-1	G-2 H-2 I	J	ON EARTH ROADS OR NEW LOCA- TIONS	RESUR- FACING TO SAME TYPE	NEW TYPES REPLAC- ING OLD SURFACE	TOTAL	OF FORMER TYPES REPLACED AND ABANDONED	MILEAGE CHANGE DUE TO CONSTRUC- TION (13-14)	CHANGE IN MILEAGE (2+15)	AT END OF YEAR (1+16)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
						PRIM	IARY S	TATE	HIGHW	AYS -	RURAL						
Abandoned A, B C	** 1,171 3,184	** 116 280	ή† ** **	1 ** 57	22 ** 84	71 ** 23	126 **	74 ** 19	38 **	** ** 101	** ** 84	** 42	(332) ** 227	** 172 649	** -172 -422	** -56 -142	** 1,115 3,042
D, E F, G-1, H-1 G-2, H-2, I J	27,652 134,428 182,942 53,309	727 -84 -2,318 -1,157	196 534 1,061 1,052	9 85 19	26 491 23 3	969 2,199 1,182 82	77 2,557 3,208 78	44 281 6,651 314	19 53 2,944 467	231 1,110 1,103 1,056	969 2,557 6,651 467	140 2,533 7,334 474	1,340 6,200 15,088 1,997	4,526 6,046 7,383 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
				P	RIMAR	Y STA	TE HIC	GHWAY	S-MI	JNICIP.	AL EXTE	NSIONS					
Abandoned A, B	** 16 40	** -10 1	** ** 8	1 **	- **	1 **	6 **	29 **	9 **	** ** 8	**	**	(46) ** 8	** 2 8	-2 -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	14 32 175 217	1	- 3 4 1	13 36 17 5	113 192 9	12 765 53	- 2 477 143	4: 35 180 218	13 113 765 143	8 50 686 67	25 198 1,631 428	72 324 863 631	47 -126 768 -203	-17 83 1,279 -64	231 5,882 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
						SECO	NDARY	STATI	E HIGH	WAYS	- RURA	L			:		
Abandoned A, B	** 3,857 1,167	** 491 282	** **	12 ** 2	28 **	12 **	1 **	- ** 4	- **	** ** 6	**	** 4	(53) ** 10	** 542 379	** -5\2 -3\0	** -51 -87	** 3,806 1,080
D, E F, G-1, H-1 G-2, H-2, I	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 3 821	- - 59 6	95 877 163	1,131 426 821 6	26 1,201 1,082 3	1,252 2,504 2,066 14	3,082 736 830 65	-1,830 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
•			·		COUN	TY RO	DADS	JNDER	STATI	E CONT	ROL - F	RURAL					
Abandoned A, B	** 15,472	** -312	**	21	3	10	1	- **	- **	** ** 14	**	** ** 42	(35) ** 83	** 263	** -263	** -575	** 14,897
C D, E F, G-1, H-1 G-2, H-2, I	10,675 55,700 42,943 10,909	-564 748 -155 -67	- 14 3 24	14 185 38 5	27 144 147 21	42 620 1,409 148	15 332 301	5 13 110	1 1 8 2	343 188 50	27 620 332 110	21 1,423 457	984 1,943 617 2	2,229 649 128	-259 -1,245 1,294 489 -10	-823 -497 1,139 422	9,852 55,203 44,082 11,331
J Total	593 136,292	-18 -368	41	- 263	342	2,229	649	128	12	595	1,091	1,943	3,629	3,623	-10	-28 362	565 135,930
-			SEC	ONDAF	RY RO	ADS U	NDER	STATE	CONT	ROL -	MUNICI	PAL EXT	ENSION	s			
Abandoned A, B	** 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	- 14 8 2	1 68 1	2 9 -	2 28 17	- 42 24 1	- 1 89	- - 25 3	3 81 9 2	2 149 24 24 39	29 66 1	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
						SU	MMAR	Y OF N	ILEAG	E CHA	NGES						
Abandoned A, B	20,810 15,139	** 365 1	** ** 56	36 ** 73	53 ** 111	94 ** 65	13 ⁴ **	104 ** 23	47 **	** ** 129	** ** 111	** ** 88	(468) ** 328	** 1,050 1,389	** -1,050 -1,061	** -685 -1,060	** ,125 ,079
D, E F, G-1, H-1 G-2, H-2, I J	106,967 231,977 246,478 66,677	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 10,271 -1,810	-4,158 3,746 10,160 -2,172	10,809 23,723 256,38 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	693,9
1/ Sur	food times 1													ous surface			

^{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.

Highway Statistics, 1960

EXISTING SURFACED MILLAGE 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

						STATI	PRIMARY	HIGHWAY S	YSTEM - RU	RAL				
SURFACE WIDTH AND						AVERAGI	E DAILY T	RAFFIC VOL	UMES					TOTAL
DEGREE OF ACCESS CONTROL	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	SURFACED MILEAGE
Undivided: Under 20 feet 20-21 22-23 24-26 27-35 36-43 44-47 48 and over	41,900 34,352 11,525 13,408 2,437 144 62 120	25,660 30,756 17,611 19,486 3,229 344 126 136	17,582 26,731 16,260 20,905 2,343 701 94	5,956 11,227 9,303 12,734 1,130 514 70	2,520 5,530 4,607 7,954 850 492 78 156	1,268 3,213 2,730 4,789 672 519 66 146	1,010 3,461 3,025 5,067 1,723 858 254 474	120 357 316 346 399 506 196 225	5 112 62 88 136 239 100 88	10 9 2 10 9 100 54 111	1 2 12 - 1 9 14 23	- 1 - - - 4 2 9	370 1,608 4 258 5 - -	96,402 117,359 65,457 85,045 12,934 4,430 1,116 1,589
Total Undivided $1/$	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 44-47 48 and over Subtotal	** ** **	** ** **	38 35 153 226	15 57 282 354	88 134 487 709	51 207 479 737	187 583 1,466 2,236	68 253 530 851	60 73 227 360	43 35 189 267	7 7 71 85	- 18 18	- - - -	557 1,384 3,902 5,843
Partial access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	5 13 120 138	6 47 131 184	2 28 305 335	17 111 438 566	48 268 1,368 1,684	17 101 401 519	21 83 150 25 ¹ 4	8 17 74 99	- - - - 4	- - - 3 3	- - -	124 668 2,994 3,786
Full access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	- 3 252 255	3 - 507 - 510	- 1 601 602	1 3 605 609	12 22 1,717 1,751	4 21 <u>535</u> 560	- 3 134 137	- 8 171 179	- - 39 39	- - 45 45	- - -	20 61 4,606 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	<u>3</u> / 2,245	398,648

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

			······································		STA	TE PRIMAR	Y HIGHWAY	SYSTEM - 1	MUNICIPAL 1	EXTENSIONS				
SURFACE WIDTH AND						AVERAG	E DAILY T	RAFFIC VOL	UMES					
DEGREE OF ACCESS CONTROL	LESS THAN 400	400 - 999	1,000-	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	TOTAL SURFACED MILEAGE
Undivided: Under 20 feet 20-21 22-23 24-26 27-35 36-43 44-47 48 and over	334 245 114 148 44 43 10	772 819 437 558 198 169 40	1,067 1,507 660 947 439 370 119	688 1,131 503 857 391 403 136 285	345 756 395 800 444 437 147	196 414 303 607 379 472 128 265	303 800 604 1,244 1,287 1,529 404 1,128	54 184 129 274 469 1,008 293 824	9 27 23 93 155 519 179 591	3 10 11 32 53 316 114 590	1 5 1 11 14 52 17	1 2 3 3 13 6 85	289 388 293 440 339 242 81 204	4,062 6,288 3,475 6,014 4,215 5,573 1,674 4,851
Total Undivided 4/	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 44-47 48 and over Subtotal	** ** **	** ** **	14 11 76 101	5 8 68 81	9 17 93 119	13 19 - 79 111	32 86 485 603	44 58 401 503	25 46 <u>301</u> 372	45 46 396 487	7 18 179 204	4 1 146 151	4 13 48 65	202 323 2,272 2,797
Partial access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	1 2 24 27	- 3 40 43	1. 2 70 73	- 3 2 - 51 - 56	7 43 <u>263</u> 313	7 35 189 231	23 91 118	2 9 80 91	1 - 13 14	- - 11 11	- - - - - - - - - -	26 119 836 981
Full access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	- 1 57 58	- - 34 - 34	1 41 42	1 - - 37 - 38	- 5 248 253	1 180 181	- 1 141 142	1 3 221 225	- 1 141 142	- 1 274 275	24 24	2 14 1,398 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	<u>3</u> / 2 ,3 69	41,344

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 of grade or direct private driveway connections.

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

4/ Includes 3 miles with partial control. See footnote 4 on table SM-11.

Highway Statistics, 1960

RURAL COUNTY, TOWN, AND TOWNSHIP ROADS, AND ROADS UNDER FEDERAL JURISDICTION SUCH AS THOSE IN PARKS, FOREST, AND RESERVATIONS - 1960

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

MILEAGE CLASSIFIED BY TYPE OF SURFACE

TABLE OM, 1960 ISSUED NOVEMBER 1961

				UNDER LOCAL	CONTROL					UNI	DER FEDERAL (CONTROL				
	NON-		sur	FACED MILEAG	E 2/		Towar.	NON-		SUI	TACED MILEA	GE 2/		TOTAL	TOTAL LOCAL RURAL	!
STATE	SURFACED MILEAGE 1/	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	LOCAL RURAL MILEAGE 3/	MILEAGE 1/	D s	F G-1 E-1	G-2 H-2 1	J	TOTAL SURFACED MILEAGE	MILEAGE UNDER FEDERAL CONTROL	AND FEDERAL MILEAGE	STATE
Alabama 4/ Alaska Arizona Arkansas	11,205 10,072 29,550	21,216 - 3,449 28,450	14,341 - 1,807 1,265	836 638 379	116 - 125 50	36,509 - 6,019 30,144	47,714 (5/) 16,091 59,694	- 9 10,144 594	- 4 1,057 1,502	521 33	- 280 5	- - -	- 4 1,858 1,544	13 12,002 2,138	47,714 13 28,093 61,832	Alabama 4/ Alaska Arizona Arkansas
California Colorado Connecticut Delaware 4/	20,689 36,060 177 -	28,047 24,905 1,094	26,958 126 6,236	710 3,176 878	1,110 39 24	56,825 28,246 8,232	77,514 64,306 8,409	21,762 1,001 - -	482 157 -	524 20 - -	709 - - -	27 - - -	1,742 177 - -	23,504 1,178	101,018 65,484 8,409	California Colorado Connecticut Delaware 4/
Florida Georgia Hawaii Idaho	21,592 37,570 112 8,101	6,374 19,214 291 14,717	9,498 11,470 83 4,380	1,222 716 827 233	148 106 2 4	17,242 31,506 1,203 19,334	38,834 69,076 1,315 27,435	- 21 1 7,304	- 2 - 456	- - 12 24	- 54 -	: - -	- 7 66 480	- 28 67 7,784	38,824 69,104 1,382 35,219	Florida Georgia Hawaii Idaho
Illincis Indiena Iowa Kansas	8,663 7,978 9,955 51,188	69,018 47,953 75,128 57,359	11,727 15,424 1,435 5,332	354 5,335 3,502 294	1,539 1,080 655 223	82,638 69,792 80,720 63,208	91,301 77,770 90,675 114,396	-	- - - -	- - - 10	-		- - - 10	10 - -	91,301 77,770 90,675 114,406	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	15,720 6,807 2,654 226	23,792 17,964 4,113 4,013	5,130 2 1,1 ¹ 1 5,588	308 1,112 20 3,917	66 43 2 189	29,296 19,121 5,276 13,707	45,016 25,928 7,930 13,933	47 - 31 -	198 - 41	7 - 13 -	9 - 45 -	3 - - 19	217 - 99 19	264 - 130 19	45,280 25,928 8,060 13,952	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	1,497 20,216 17,083 5,366	7,534 44,313 70,937 37,611	3,989 19,309 9,280 5,521	1,356 693 67 29	20 1,021 84 165	12,899 65,336 80,368 43,326	14,396 85,552 97,451 48,692	- - 456 1	- 891 14	- 3 131	- 16 3	- - - 5	- - 910 153	- 1,366 154	14,396 85,552 98,817 48,846	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada 4/	10,767 38,863 39,998 30,223	56,650 15,220 46,391 6,890	2,474 617 1,015 233	116 - 81 56	402 7 120 -	59,642 15,844 47,607 7,179	70,409 54,707 87,605 37,402	- 5,263 298 -	547 2,193 83 -	- 264 5 -	-	2 -	547 2,457 90	547 7,720 388 -	70,956 62,427 87,993 37,402	Missouri Montana Nebraska Nevada 4/
New Hampshire New Jersey New Mexico New York	2,839 3,686 40,216 12,478	3,159 5,320 2,951 19,960	2,693 6,285 195 22,250	5 1,052 150 19,593	13 536 1,357	5,870 13,193 3,296 63,160	8,709 16,879 43,512 75,638	9 3,866	91 - 815 -	5 27	- - 14 10		96 - 846 10	105 - 4,712 10	8,814 16,879 48,224 75,648	Mew Hampshire New Jersey New Mexico New York
North Carolina 4/ North Dakota Chio Oklahoma	44,103 1,939 37,399	46,280 30,163 40,171	- 314 18,847 4,416	- 177 16,489 489	- 3 452 410	46,774 65,951 45,486	90,877 67,890 82,885	654 24 " 14	568 489 - 351	34 19 - 51	98 7 -	- - -	700 515 - 402	1,354 539 - 446	1,354 91,416 67,890 83,331	North Carolina 4/ North Dakota Chio Oklahoma
Oregon Fennsylvania Rhode Island South Carolina	10,201 18,295 121 20,256	16,216 16,248 484 1,400	4,515 8,536 515 4,346	2,865 5,517 74 26	98 813 -	23,694 31,114 1,073 5,772	33,895 49,409 1,194 26,028	15,918 232 - -	8,6կկ կ - -	67 30 -	187 41 -	 1 -	8,898 76 - -	24,816 308 - -	58,711 49,717 1,194 26,028	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	42,845 3,367 76,014 8,898	36,662 38,188 52,487 7,322	943 15,249 11,625 1,235	792 1,627 426 285	5 80 296 14	38,402 55,144 64,834 8,856	81,247 58,511 140,848 17,754	676 91 6,094	493 493 602	41 102 614	10 56 - 520	- 12 - 29	544 663 1,765	1,220 754 7,859	82,467 59,265 140,848 25,613	South Dakota Tennessee Texas Utah
Vermont Virginia 4/ Washington West Virginia 4/	2,274 - 5,532 911	7,006 19 18,915 653	1,503 621 11,865 91	29 22 1,694 3	2 - 593 17	8,540 662 33,067 764	10,814 662 38,599 1,675	4 301 6,954 434	14 357 860 95	5 100 39 -	- 315 -	- 8 - -	19 780 899 95	23 1,081 7,853 529	10,837 1,743 46,452 2,204	Vermont Virginia 4/ Washington West Virginia 4/
Wisconsin Wyoming	7,921 43,078	38,772 4,881	28,588 747	317	436 -	67,796 5,945	75,717 49,023	40 2,251	20 533	- 64	- 83	-	20 680	60 2,931	75,777 51,954	Wisconsin Wyoming
Total	824,705	1,119,900	309,760	78,487	12,465	1,520,612	2,345,317	84,524	22,056	2,765	2,457	110	27,388	111,912	2,457,229	Total.
Total, 48 States	824,593	1,119,609	309,677	77,660	12,463	1,519,409	2,344,002	84,514	22,052	2,753	2,403	110	27,318	111,832	2,455,834	Total, 48 States

^{1/} Includes primitive, unimproved, and graded and grained 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; C-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; C-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 luches 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; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; I 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 and the mileage was classified as G-1 and H-1 and differ substantially from those reported in former years, because

^{3/} The mileages for some States may differ substantially from those reported in former years, because of reinventory, transfer between systems, or reclassification from rural to municipal.
4/ 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. Se table SM-3 for details of this mileage.

^{5/} Mileage under local jurisdiction not reported.

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

CLASSIFIED BY SYSTEM

Compiled for end of calendar year from reports of State and local authorities TABLE M-1, 1960 ISSUED NOVEMBER 1961

						F	RURAL MILE	AGE			_					M	INICIPAL MI	LEACE			<u> </u>
		UNDER STATE	CONTROL			UNDER LOCA	AL CONTROL	,	to	NDER FEDERA	CONTROL 1		_	UNDE	R STATE CON	TROL	UNDER	LOCAL CONTR	ors/		
STATE	STATE PRIMARY SYSTEM	STATE SECONDARY ROADS 3/	OTHER STATE ROADS 4/	TOTAL	COUNTY ROADS 3/	TOWN AND TOWNSHIP ROADS 5/	OTHER LOCAL ROADS 6/-	TOTAL.	NATIONAL FOREST HIGHWAYS	NATIONAL INDIAN RESER- VATION ROADS	OTHER NATIONAL ROADS	TOTAL	TOTAL RURAL ROADS	EXTEN- SIONS OF STATE PRIMARY SYSTEM	EXTEN- SIONS OF STATE SECONDARY ROADS 3/	TOTAL	EXTEN- SIONS OF COUNTY, TOWN AND TOWNSHIP ROADS 5/	LOCAL CITY STREETS	TOFAL	TOTAL MUNICIPAL MILEAGE	TOTAL RURAL AND MUNICIPAL MILRAGE
Alabama Alaska Arizona Arkansas	7,327 1/ 4,212 4,595 10,380	9,231	53 -	16,611 4,212 4,595 10,380	47,714 16,091 56,018		3,676	47,714 - 16,091 59,694	- 13 6,756 2,013	4,509	- - 737 125	13 12,002 2,138	64,325 4,225 32,688 72,212	1,223 62 238 769	- 62 - -	1,285 62 238 769	- - 470	7,735 360 4,199 5,068	7,735 360 4,199 5,538	9,020 422 4,437 6,307	73,345 4,647 37,125 78,519
California Colorado Connecticut Delaware	12,338 7,832 <u>7</u> / 2,550 460	3,544	1,931 18 188	14,269 7,850 2,738 4,004	68,590 64,306	8,409	8,924	77,514 64,306 8,409	21,877 1,047	230 63 -	1,397 68 -	23,504 1,178 -	115,287 73,334 11,147 4,004	1,686 399 7/ 714 74	- - - - 96	1,686 399 714 170		30,397 4,857 4,857 455	30,397 4,857 4,857 455	32,083 5,256 5,571 625	147,370 78,590 16,718 4,629
Florida Georgia Hawaii Idaho	7/ 9,084 14,372 472 4,518	4,355 - 584 -	109 55 2 8	13,548 14,427 1,058 4,526	38,834 7/ 69,076 1,315 17,806	-	9,629	38,834 69,076 1,315 27,435	- 28 67 7,382	- - - 355	- - - 47	- 28 67 7,784	52,382 83,531 2,440 39,745	1,400 1,865 24 264	310 - 10 -	1,710 1,865 34 264	3,211	15,124 8,303 618 2,163	15,124 11,514 618 2,163	16,834 13,379 652 2,427	69,216 96,910 3,092 42,172
Illinois Indiana Iowa Kansas	10,970 9,792 8,797 9,612	1 1 1	193 157 283 237	11,163 9,949 9,080 9,849	18,009 77,770 90,675 114,396	73,292 - - -	1111	91,301 77,770 90,675 114,396	-	-	- - - 10	- - 10	102,464 87,719 99,755 124,255	2,256 963 1,099 563	, , , ,	2,256 963 1,099 563	1,973 - - -	16,657 13,503 10,817 8,314	18,630 13,503 10,817 8,314	20,886 14,466 11,916 8,877	123,350 102,185 111,671 133,132
Kentucky Louisiana Maine Maryland	7/ 19,511 3,698 3,270 1,729	10,336 7,344 2,778	89 32 206 2 9	19,600 14,066 10,820 4,536	45,016 25,928 13,933	7,930		45,016 25,928 7,930 13,933	:	- - -	264 130 19	264 130 19	64,880 39,994 18,880 18,488	829 602 315 117	592 295 150	829 1,194 610 267	- 403 - 57	3,805 6,797 1,355 3,498	3,805 7,200 1,355 3,555	4,634 8,394 1,965 3,822	69,514 48,388 20,845 22,310
Massachusetts Michigan Minnesots Mississippi	1,781 8,113 10,169 9,820	1111	297 1,050	2,078 8,113 11,219 9,820	85,552 42,532 48,692	14,396 54,919	# 1	14,396 85,552 97,451 48,692	- 8 ₃₅	- - 389 -	- 142 154	- 1,366 154	16,474 93,665 110,036 58,666	604 1,126 1,671 752	-	604 1,126 1,671 752	- 594 3,381	9,172 15,203 9,124 4,370	9,172 15,797 12,505 4,370	9,776 16,923 14,176 5,122	26,250 110,588 124,212 63,788
Missouri Montana Nebraska Nevada	7,860 5,751 8,890 2,113	20,204 5,167 4,003	2 23 27 -	28,066 10,941 8,917 6,116	70,409 54,707 65,956 37,402	21,649		70,409 54,707 87,605 37,402	547 6,221 242	1,338	- 161 146	547 1,720 388	99,022 73,368 96,910 43,518	795 162 392 63	550 65	1,345 227 392 109	-	12,299 1,470 5,423 887	12,299 1,470 5,423 887	13,644 1,697 5,815 996	112,666 75,065 102,725 44,514
New Hampshire New Jersey New Mexico New York	7/ 1,552 1/ 1,273 11,349 12,209	2,152 - - -	108 822 - 1,256	3,812 2,095 11,349 13,465	4,893 43,512 7/ 19,117	8,709 11,968 56,521	18	8,709 16,879 43,512 75,638	105 3,363	1,285	- 64 10	105 4,712 10	12,626 18,974 59,573 89,113	181 589 569 1,115	128	309 589 569 1,115	1,769 -	1,105 9,792 2,337 16,222	1,105 11,561 2,337 16,222	1,414 12,150 2,906 17,337	14,040 31,124 62,479 106,450
North Carolina North Dakota Ohio Oklahoma	11,293 6,033 15,801 10,972	56,668 - - -	180 28 241 189	68,141 6,061 16,042 11,161	27,029 29,303 82,885	63,848 38,587	1111	90,877 67,890 82,885	989 - - -	115 539 - 446	250 - - -	1,354 539 446	69,495 97,477 83,932 94,492	1,347 230 2,616 694	1,608 - - -	2,955 230 2,616 694	746 1,142	8,228 1,730 17,952 7,029	8,228 2,476 17,952 8,171	11,183 2,706 20,568 8,865	80,678 100,183 104,500 103,357
Oregon Pennsylvania Rhode Island South Carolina	4,490 12,920 655 8,232	2,511 25,593 16,811	1,262 4,652 64 149	8,263 43,165 719 25,192	26,931 777 26,028	48,632 1,194	6,964	33,895 49,409 1,194 26,028	19,961 21.7 -	1,227 3 -	3,628 88 - -	24,816 308 - -	66,974 92,882 1,913 51,220	302 1,929 281 883	147 1,354 2,412	449 3,283 281 3,295	277 - - -	4,803 13,096 2,006 1,890	5,080 13,096 2,006 1,890	5,529 16,379 2,287 5,185	72,503 109,261 4,200 56,405
South Dakota Tennessee Texas Utah	7,008 7,680 53,298 5,005	1111	112 358 30	7,120 8,038 53,328 5,005	20,481 58,484 140,848 17,754	60,766 - - -	27	81,247 58,511 140,848 17,754	- 533 5,666	1,135 - 415	85 221 1,778	1,220 754 7,859	89,587 67,303 194,176 30,618	219 854 4,354 621	-	219 854 4,354 621	- - -	2,477 7,049 32,253 3,292	2,477 7,049 32,253 3,292	2,696 7,903 36,607 3,913	92,283 75,206 230,783 34,531
Vermont Virginia Washington West Virginia	1,949 7,593 3,786 4,577	41,190 2,304 26,141	60 71 132 201	2,009 ,48,854 6,222 30,919	662 38,599	10,814 - -	1,675	10,814 662 38,599 1,675	14 493 7,063 529	712	9 588 78 -	23 1,081 7,853 529	12,846 50,597 52,674 33,123	185 955 351 478	- 633 171 140	185 1,588 522 618	- - -	687 4,396 7,264 2,396	687 4,396 7,264 2,396	872 5,984 7,786 3,014	13,718 56,581 60,460 36,137
Wisconsin Wyoming Dist. of Col.	10,020 5,094	- - -	271 -	10,291 5,094 -	18,700 15,674 -	57,017 - -	33,349	75,717 49,023	60 2,298 -	- 425 -	208	60 2,931 -	86,068 57,048 -	1,474 135 -	- - -	1,474 135 -	701 - -	9,633 968 1,251	10,334 968 1,251	11,808 1,103 1,251	97,876 58,151 1,251
Total	402,805	240,916	15,175	658,896	1,742,404	538,651	64,262	2,345,317	88,319	13,186	10,407	111,912	3,116,125	41,389	8,769	50,158	14,724	364,686	379,410	429,568	3,545,693
Total, 48 States and Dist. of Col.	398,121	240,332	15,173	653,626	1,741,089	538,651	64,262	2,344,002	88,239	13,186	10,407	111,832	3,109,460	41,303	8,759	50,062	14,724	363,708	378,432	428,494	3,537,954

^{1/} Mileage, rural and municipal, in Federal parks, forests, and reservations that are not a part of the State or local

highway system.

2/ Munici
3/ Include Abmicipal extensions of county, town or township roads cannot be segregated in all States.

| Participal extensions of county, roads under State control in all counties of Delaware, North Carolina, and West Virginia,

| Counties in Alabama; all but 2 counties in Virginia; some county mileage in Newada; mileage designated as farm-to-market

in Louisiana; and the State-aid system in Maine. 4/ Includes mileage of State park, forest, institutional, toll and other roads, rural and manicipal, that are not a part of the State or local highway system.

^{5/} Includes local roads designated as State-aid mileage as follows: Minnesota 27,054 miles rural and 2,897 miles municipal, and Vermont 2,510 miles rural.

6/ Mileage not identified by administrative system.

7/ Toll facilities and their integral nontoll segments are included as follows: Alaska, Ferry routes 75 miles; Connecticut, Merritt and Wilbur Cross Parkways 67 miles and Connecticut Turnpike 127 miles; Florida, Buccaneer Trail 15 miles; Georgie, Brunswick-St. Simon Highway II miles; Mercy, Kentucky, Turnpike 40 miles; New Jersey, Garden State Parkway 20 miles; New York, County Parkways 26 miles. See table SM-2 for toll mileage not on State or local systems.

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

		NONSURFACI MILEAGE			SUF	FACED MILE	AGE 2/	-	TOTAL
SYSTEM	A B	С	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	EXISTING MILEAGE
Rural Mileage: Under State control: State primary systems Secondary roads under State control: State secondary systems 3/ County roads under State control 4/	1,115 3,806 14,897 19,818	3,042 1,080 9,852 13,974	4,157 4,886 24,749	25,193 21,785 55,203 102,181	134,498 46,703 44,082	188,329 29,389 11,331 229,049	50,628 2,223 565 53,416	398,648 100,100 111,181	402,805 104,986 135,930
Subtotal State parks, forests, reservations, etc. 5/ Total	19,818 2,036 21,854	13,974 5,600 19,574	33,792 7,636 41,428	2,249 104,430	225,283 994 226,277	229,049 2,115 231,164	53,416 2,181 55,597	609,929 7,539 617,468	643,721 15,175 658,896
Under local control: County roads Town and township roads Other local roads Total	280,172 84,499 42,268 406,939	334,618 75,384 7,764 417,766	614,790 159,883 50,032 824,705	829,816 279,264 10,820 1,119,900	235,974 70,694 3,092 309,760	51,595 26,647 245 78,487	10,229 2,163 73 12,465	1,127,614 378,768 14,230 1,520,612	1,742,404 538,651 64,262 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 Extensions of secondary roads under State control 3/4/ Total	4 303 307	41 64 105	45 367 412	231 397 628	5,882 4,558 10,440	24,857 2,732 27,589	10,374 715 11,089	41,344 8,402 49,746	41,389 8,769 50,158
Under local control: Local city streets Extensions of county and township roads Total	7,104 121 7,225	29,495 934 30,429	36,599 1,055 37,654	76,638 2,849 79,487	116,568 6,226 122,794	87,566 2,896 90,462	47,315 1,698 49,013	328,087 13,669 341,756	364,686 14,724 379,410
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

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

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 surface treated; G-2, mixed bituminous surface treated; G-3, mixed b 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 bituminnous, 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.

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

CLASSIFIED BY TYPE OF SURFACE 1

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

TABLE M-3, 1960 ISSUED NOVEMBER 1961

		· · · · · · · · · · · · · · · · · · ·		RURAL MILE	AGE					MU	NICIPAL MILE				TOTAL	1		
	NON-		SURI	ACED MILEAG	SE 3/			NON-		ş	URFACED MILE	\GE <u>3</u> /			TOTAL NONSURFACED	TOTAL	EXISTING MILEAGE	
STATE	SURFACED MILEAGE 2/	D E	F G-1 H-1	G-2 H-2 I	л	TOTAL SURFACED MILEAGE	TOTAL RURAL MILEAGE	SURFACED MILEAGE 2/	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TOTAL MUNICIPAL MILEAGE	MILEAGE 2/	SURFACED MILEAGE	IN THE UNITED STATES	STATE
Alabama Alaska Arizona Arkansas	13,206 360 20,394 30,240	25,945 2,684 4,768 32,200	18,616 107 3,981 4,306	6,287 1,074 3,380 4,910	271 165 556	51,119 3,865 12,294 41,972	64,325 4, 22 5 32,688 72,212	- - 825 585	6,445 4/ 380 415 1,988	1,466 10 2,554 1,891	1,045 25 541 1,192	64 7 102 651	9,020 422 3,612 5,722	9,020 422 4,437 6,307	13,206 360 21,219 30,825	60,139 4,287 15,906 47,694	73,345 4,647 37,125 78,519	Alabama Alaska Arizona Arkanses
California	44,026	30,033	29,939	9,089	2,200	71,261	115,287	1,940	1,381	17,869	1,141	5/ 9,752	30,143	32,083	45,966	101,404	147,370	California
Colorado	37,114	25,935	187	9,773	325	36,220	73,334	457	1,243	16	3,451	89	4,799	5,256	37,571	41,019	78,590	Colorado
Connecticut	189	1,265	6,620	2,526	547	10,958	11,147	8	64	3,204	1,895	400	5,563	5,571	197	16,521	16,718	Connecticut
Delaware	276	609	1,927	793	399	3,728	4,004	8	90	234	230	63	617	625	284	4,345	4,629	Delaware
Florida	21,622	6,413	17,289	6,626	432	30,760	52,382	3,155	1,872	6,396	4,303	1,108	13,679	16,834	24,777	44,439	69,216	Florida
Georgia	38,067	19,557	17,453	7,113	1,341	45,464	83,531	3,581	2,369	4,097	2,583	749	9,798	13,379	41,648	55,262	96,910	Georgia
Hawaii	196	328	225	1,688	3	2,244	2,440	15	7	52	563	15	637	652	211	2,881	3,092	Hawali
Idaho	15,642	15,476	5,930	2,668	29	24,103	39,745	99	813	1,141	191	183	2,328	2,427	15,741	26,431	42,172	Idaho
Illinois	8,663	69,028	12,150	4,659	7,964	93,801	102,464	1,782	6,229	2,222	5/ 9,121	1,532	19,104	20,886	10,445	112,905	123,350	Illinois
Indiana	7,978	47,990	16,217	12,934	2,600	79,741	87,719	400	1,874	5,328	722	6,142	14,066	14,466	8,378	93,807	102,185	Indiana
Iowa	9,975	75,847	2,106	6,378	5,449	89,780	99,755	878	4,244	2,661	320	3,813	11,038	11,916	10,853	100,818	111,671	Iowa
Kansas	51,188	57,423	11,417	2,905	1,322	73,067	124,255	33 ¹ 4	2,992	2,125	1,608	1,818	8,543	8,877	51,522	81,610	133,132	Kansas
Kentucky	15,784	27,620	11,953	8,874	649	49,096	64,880	178	859	1,469	1,387	741	4,456	4,634	15,962	53,552	69,514	Kentucky
Louisiana	6,807	21,023	2	10,884	1,278	33,187	39,994	449	2,344	105	4,174	1,322	7,945	8,394	7,256	41,132	48,388	Louisiana
Maine	2,758	5,271	8,870	1,934	47	16,122	18,880	21	157	1,340	412	35	1,944	1,965	2,779	18,066	20,845	Maine
Maryland	226	4,024	6,063	6,818	1,357	18,262	18,488	17	340	796	2,132	537	3,805	3,822	243	22,067	22,310	Maryland
Massachusetts	1,497	7,534	4,260	3,086	97	14,977	16,474	226	3,046	1,430	4,797	277	9,550	9,776	1,723	24,527	26,250	Massachusetts
Michigan	20,230	44,534	22,033	3,506	3,362	73,435	93,665	871	2,703	5,764	4,137	3,448	16,052	16,923	21,101	89,487	110,588	Michigan
Minnesota	18,489	72,212	10,900	5,758	2,677	91,547	110,036	673	4,216	6,925	1,276	1,086	13,503	14,176	19,162	105,050	124,212	Minnesota
Mississippi	5,396	39,755	9,775	1,737	2,003	53,270	58,666	208	1,203	2,376	572	763	4,914	5,122	5,604	58,184	63,788	Mississippi
Missouri Montana Nebraska Nevada	10,767 44,982 40,384 30,506	65,716 20,066 49,080 8,345	17,318 3,404 5,467 1,174	1,887 4,893 724 3,493	3,334 23 1,255	88,255 28,386 56,526 13,012	99,022 73,368 96,910 43,518	6/ 3,690 285 732 100	51 452 2,453 126	3,770 417 418 664	5,464 510 1,047 104	669 33 1,165 2	9,954 1,412 5,083 896	13,644 1,697 5,815 996	14,457 45,267 41,116 30,606	98,209 29,798 61,609 13,908	112,666 75,065 102,725 44,514	Missouri Montana Nebraska Nevada
New Hampshire	2,851	3,332	5,932	348	163	9,775	12,626	16	94	1,047	206	51.	1,398	1,414	2,867	11,173	14,040	New Hampshire
New Jersey	3,788	5,562	6,366	1,861	1,397	15,186	18,974	558	1,468	4,565	5/ 4,767	792	11,592	12,150	4,346	26,778	31,124	New Jersey
New Mexico	45,944	5,692	2,838	5,070	29	13,629	59,573	560	785	390	1,116	55	2,346	2,906	46,504	15,975	62,479	New Mexico
New York	12,517	20,270	26,154	24,737	5,435	76,596	89,113	1,053	1,580	6,718	5/ 7,663	323	16,284	17,337	13,570	92,880	106,450	New York
North Carolina	10,359	22,708	21,599	13,471	1,358	59,136	69,495	1,177	1,676	1,018	5/ 6,995	317	10,006	11,183	11,536	69,142	80,678	North Carolina
North Dakota	44,130	48,106	1,354	3,609	278	53,347	97,477	334	1,413	278	515	166	2,372	2,706	44,464	55,719	100,183	North Dakota
Ohio	1,939	30,166	21,000	28,952	1,875	81,993	83,932	65	1,649	4,276	4,361	10,217	20,503	20,568	2,004	102,496	104,500	Ohio
Oklahoma	37,543	41,662	8,495	4,164	2,628	56,949	94,492	942	3,115	501	447	<u>5</u> / 3,860	7,923	8,865	38,485	64,872	103,357	Oklahoma
Oregon	26,886	25,520	5,690	8,563	315	40,088	66,974	597	1,447	172	3,221	92	4,932	5,529	27,483	45,020	72,503	Oregon
Pennsylvania	22,343	20,939	15,254	29,028	5,318	70,539	92,882	1,611	55	1,795	10,127	2,791	14,768	16,379	23,954	85,307	109,261	Pennsylvania
Rhode Island	137	502	718	421	135	1,776	1,913	188	153	1,020	854	72	2,099	2,287	325	3,875	4,200	Rhode Island
South Carolina	23,889	1,824	22,819	1,679	1,009	27,331	51,220	1,016	18	3,216	773	162	4,169	5,185	24,905	31,500	56,405	South Carolina
South Dakota	43,706	38,458	2,233	4,716	47 4	45,881	89,587	238	1,501	656	108	193	2,458	2,696	43,944	48,339	92,283	South Dakota
Tennessee	3,550	38,957	17,509	6,732	555	63,753	67,303	181	1,212	4,349	1,780	381	7,722	7,903	3,731	71,475	75,206	Tennessee
Texas	76,051	52,518	50,356	13,136	2,115	118,125	194,176	5,356	7,540	16,031	<u>5</u> / 6,989	691	31,251	36,607	81,407	149,376	230,783	Texas
Utah	15,236	8,759	2,267	4,274	82	15,382	30,618	178	1,255	1,543	878	- 59	3,735	3,913	15,414	19,117	34,531	Utah
Vermont	2,280	7,145	2,248	1,143	30	10,566	12,846	5	147	490	197	33	867	872	2,285	11,433	13,718	Vermont
Virginia	2,082	19,747	24,217	4,126	425	48,515	50,597	203	256	1,023	4,350	152	5,781	5,984	2,285	54,296	56,581	Virginia
Washington	12,546	19,929	15,789	3,070	1,340	40,128	52,674	1,295	1,309	1,645	5/ 3,321	216	6,491	7,786	13,841	46,619	60,460	Washington
West Virginia	12,462	9,460	3,768	6,764	669	20,661	33,123	312	747	438	831	686	2,702	3,014	12,774	23,363	36,137	West Virginia
Wisconsin Wyoming Dist. of Col.	8,070 45,386	38,946 5,503	30,669 1,838 -	5,535 4,312	2,848 9 -	77,998 11,662 -	86,068 57,048 -	332 156 176	2,109 230 -	4,635 531 157	2,760 180 669	1,972 6 249	11,476 947 1,075	11,808 1,103 1,251	8,402 45,542 176	89,474 12,609 1,075	97,876 58,151 1,251	Wisconsin Wyoming Dist. of Col.
Total	950,657	1,246,386	538,802	312,108	68,172	2,165,468	3,116,125	38,066	80,115	133,234	118,051	60,102	391,502	429,568	988,723	2,556,970	3,545,693	Total
Total, 48 States and Dist. of Col.	950,101	1,243,374	538,470	309,346	68,169	2,159,359	3,109,460	38,051	79,728	133,172	117,463	60,080	390,443	428,494	988, 152	2,549,802	3,537,954	Total, 48 States and Dist. of Col.

For more detail of surface types by systems, see the SM table series and table OM for 1960.

If for more detail of surface types by systems, see the Sm table series and table on 1990.

Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads.

Surface types indicated by symbole 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 incles 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 as G-1 and H-1.

4/ Includes some mileage of other surface types.

5/ Includes some mileage of D and E surface types.

6/ Includes some mileage of D and E surface types. is not uniform for all States. Where no segregation was reported for them, the mileage was classified

Includes other surface types not segregated for some city streets.

Includes some mileage of D and E surface types.

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	FEDERAL-A HIGHWA	LED WAY ID PRIMARY Y SYSTEM 1/	FEDE SEC HI	LED WAY TRAL-AID ONDARY GHWAY STEM	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	14	1	691	3,056	
rotal existing mileage 2/	221,104	21,674	580,038	13,528	2,709,349	3,545,693	

 $[\]frac{1}{2}$ Mileage of Interstate System included. $\frac{1}{2}$ 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 at d 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 fundsABC funds		\$1, 782 864	$\$2,178 \\ 865$	
Total	3, 383	2, 646	3, 043	
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 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

						TOTAL FEDE	RAL-AID HI	GHWAY SYST	EMS		_]
STATE	INTERST	ATE HIGH	iay system		RAL-AID PI HWAY SYSTI			RAL-AID SE HIGHWAY SY		TOTAL FEDERAL- AID	STATE
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	SYSTEMS	
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	17 ¹	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 Carolin
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 Carolin
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
Jtah	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 Wyoming Dist. of Col. Puerto Rico	427 976 - -	53 30 24 -	480 1,006 24 -	5,537 3,374 - 414	447 46 124 125	5,984 3,420 124 539	17,997 2,366 1,008	836 11 90 51	18,833 2,377 90 1,059	24,817 5,797 214 1,598	Wisconsin Wyoming Dist. of Col. Puerto Rico
Total	34,525	6,085	40,610	221,518	21,799	243,317	581,046	13,579	594,625	837,942	Total
Fotal, 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 Sta

^{2/} Includes 75 miles ferry routes.

TRAVELED WAY OF THE FEDERAL—AID HIGHWAY SYSTEMS — 1960

MILEAGE CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with State highway departments

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Data as of December 31, 1960

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

		FET	DERAL-AID I	RIMARY HIC	HWAY SYSTE	M - RURAL			FE	DERAL-AID	PRIMARY HIG	HWAY SYSTE	CM - URBAN		TOTAL		TOTAL		
STATE	NON-		sur	RFACED MILE	AGE 2/		TOTAL	NON-			RFACED MILE	AGE 2/		TOTAL	NON- SURFACED	TOTAL SURFACED	FEDERAL- AID	STATE	
STATE	SURFACED MILEAGE 1/	E D	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	RURAL MILEAGE	SURFACED MILEAGE 1/	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	URBAN MILEAGE	MILEAGE	MILEAGE	PRIMARY SYSTEM	O.M.	
Alabama Alaska Arizona Arkansas	3/ 99 - 2	- 454 - 16	565 95 646 161	4,116 1,067 1,762 2,476	147 - 47 463	4,828 1,616 2,455 3,116	4,828 1,715 2,455 3,118		-	3 - 1 7	537 9 56 132	35 6 25 69	575 15 82 208	575 15 82 208	- 99 - 2	5,403 1,631 2,537 3,324	5,403 1,730 2,537 3,326	Alabama Alaska Arizona Arkansas	
California Colorado Connecticut Delaware	- - -	194 15 -	960 - 20 25	5,198 3,620 385 277	745 238 407 188	7,097 3,873 812 490	7,097 3,873 812 490	- - -	- - -	9 - 11 -	814 147 152 29	483 30 201 15	1,306 177 364 44	1,306 177 364 44	- - -	8,403 4,050 1,176 534	8,403 4,050 1,176 534	California Colorado Connecticut Delaware	
Florida Georgia Havaii Idaho	- 1 1 132	- 9 - 25	734 1,050 34 832	2,869 4,834 454 2,045	229 1,255 1 29	3,832 7,148 489 2,931	3,832 7,149 490 3,063	- 1 -	-	4 51 - 26	370 337 31 71	10 ¹ 4 169 - 2	530 527 31 77	530 528 31 77	2 1 132	4,362 7,675 520 3,008	4,362 7,677 521 3,140	Florida Georgia Havaii Idaho	
Illinois Indiana Iowa Kansas	6 - -	122 508	450 29 681 3,696	3,792 3,247 3,019 2,457	5,060 994 4,983 1,022	9,424 4,270 9,191 7,175	9,430 4,270 9,191 7,175	- - -	6 - 1	17 - 7 20	736 365 140 163	618 214 405 224	1,377 579 553 407	1,377 579 553 407	6 -	10,801 4,849 9,744 7,582	10,807 4,849 9,744 7,582	Illinois Indiana Iowa Kansas	
Kentucky Louisiana Maine Maryland	-		131 - 347 22	3,019 1,762 1,197 1,190	439 624 37 438	3,589 2,386 1,581 1,650	3,589 2,386 1,581 1,650	-	- - -	3 4 5	220 192 127 203	57 115 3 126	280 307 134 334	280 307 134 334	- - -	3,869 2,693 1,715 1,984	3,869 2,693 1,715 1,984	Kentucky Louisiana Maine Maryland	
Massachusetts Michigan Minnesota Mississippi		45 31 179	116 1,081 814 1,995	1,210 2,605 3,768 1,462	65 2,238 2,871 1,830	1,391 5,969 7,484 5,466	1,391 5,969 7,484 5,466	- - -	1 -	21 10 40 30	672 379 307 88	65 235 213 198	758 624 561 316	758 624 561 316	- - -	2,149 6,593 8,045 5,782	2,149 6,593 8,045 5,782	Massachusetts Michigan Minnesota Mississippi	
Missouri Montana Nebraska Nevada	100 - -	4 91 430 1	3,419 1,943 3,109	1,775 3,675 628 2,163	2,823 16 1,145	8,021 5, 7 25 5,312 2,164	8,021 5,825 5,312 2,164	- 1 -	- 1 2 -	10 16 6 2	91 62 52 33	284 8 89 -	385 87 149 35	385 88 149 35	101 - -	8,406 5,812 5,461 2,199	8,406 5,913 5,461 2,199	Missouri Montana Nebraska Nevada	
New Hampshire New Jersey New Mexico New York	- 16 -	- 1 44	748 2 530 2,003	223 363 3,148 3,811	130 731 33 2,914	1,101 1,096 3,712 8,772	1,101 1,096 3,728 8,772	- 1 -	- 2 3	32 - - 82	63 290 160 1,148	23 385 11 709	118 675 173 1,942	118 676 173 1,942	1 16	1,219 1,771 3,885 10,714	1,219 1,772 3,901 10,714	New Hampshire New Jersey New Mexico New York	
North Carolina North Dakota Ohio Oklahoma	- - -	138 124	1,123 486 27 1,977	4,267 3,192 5,523 2,872	993 282 1,289 2,171	6,383 4,098 6,839 7,144	6,383 4,098 6,839 7,173	-	- - - 8	19 4 17	362 32 842 184	135 25 239 185	516 61 1,081 394	516 61 1,081 394	- - - 29	6,899 4,159 7,920 7,538	6,899 4, 159 7,920 7,567	North Carolina North Dakota Chic Oklahoma	
Oregon Pennsylvania Rhode Island South Carolina	- 1	- 4 - 1	302 59 2 2,154	3,264 3,807 131 1,484	162 2,485 121 831	3,728 6,355 254 4,470	3,728 6,355 254 4,473	- - -	-	17 2 54	141 641 170 240	66 589 35 51	207 1,247 207 345	207 1,247 207 345	- 3	3,935 7,602 461 4,815	3,935 7,602 461 4,818	Oregon Fennsylvania Rhode Island South Carolina	
South Dakota Tennessee Texas Utsh	- 21 -	372 17 8	965 757 3,551 54	3,596 4,018 9,525 2,078	485 473 1,167 43	5,418 5,265 14,243 2,183	5,418 5,265 14,264 2,183	9	- - - -	5 11 73 1	22 293 1,153 91	53 53 468 5	80 357 1,694 97	80 357 1,703 97	- - 30	5,498 5,622 15,937 2,280	5,498 5,622 15,967 2,280	South Dakota Tennessee Texas Utah	
Vermont Virginia Washington West Virginia	- 10	33	211 1,126 1,842 28	958 2,844 1,051 1,896	28 343 517 350	1,197 4,313 3,443 2,274	1,197 4,313 3,453 2,274	- - -	- - -	1 21 9 2	59 302 155 144	6 131 148 51	66 454 312 197	66 454 312 197	10	1,263 4,767 3,755 2,471	1,263 4,767 3,765 2,471	Vermont Virginia Washington West Virginia	
Wisconsin Wyoming District of Columbia Puerto Rico	33 2	41 -	218 497 - 176	3,075 2,837 - 205	2,203 7 - 31	5,537 3,341 412	5,537 3,374 414	- 1 -	, , , ,	3 - - 27	216 38 86 76	228 7 38 22	447 45 124 125	447 46 124 125	34 - 2	5,984 3,386 124 537	5,984 3,420 124 539	Wisconsin Wyoming District of Columbia Puerto Rico	
Total	455	2,907	41,793	130,240	46,123	221,063	221,518	13	5/4	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	

Highway Statistics, 1960

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS - 1960

MILEAGE CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with State highway departments

Data as of December 31, 1960

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

State highway departs	ents							DR	ata as of D	ecember	31, 196			<u> </u>					,		ISSUED NOVEMBER 1961
		F	DERAL-AID	SECONDARY	HIGHWAY S	YSTEM - RUI	RAL			FEI	DERAL-AII	SECOND!	RY HIGH	ay system	- URBAN		TOTAL			TOTAL	
STATE	NON-		SURFA	ACED MILEAG	E 2/		SURFACE	TOTAL	NON-		SUF	FACED MO	LEAGE 2/	,	SURFACE	TOTAL	NON- SURFACED	TOTAL SURFACED	SURFACE	FEDERAL- AID	STATE
STATS	SURFACED MILEAGE 1/	D	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TYPE NOT REPORTED	RURAL MILEAGE	SURFACED MILEAGE 1/	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	TYPE NOT REPORTED	URBAN MILLEAGE	MILEAGE 1/	MILEAGE	NOT REPORTED	SECONDARY SYSTEM	DIAL
Alabama Alaska Arizona Arkansas	526 252 480 563	4,928 2,245 536 7,378	13,715 12 1,597 3,748	2,057 17 1,050 2,477	108 - 85 111	20,808 2,274 3,268 13,714	-	21,334 2,526 3,748 14,277	7 -	12 1 - 17	272 - 73 36	108 16 203 131	37 1 21 25	429 18 297 209	- - -	436 18 297 209	533 252 480 563	21,237 2,292 3,565 13,923		21,770 2,544 4,045 14,486	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	157 50 - 5	2,060 808 - 43	4,727 35 180 880	3,157 3,055 723 259	647 31 73 213	10,591 3,929 976 1,395	-	10,748 3,979 976 1,400	13 - - -	135 - - -	350 - 22 2	300 67 86 12	57 2 44 2	842 69 152 16	- - - -	855 69 152 16	170 50 - 5	11,433 3,998 1,128 1,411		11,603 4,048 1,128 1,416	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	29 2,878 82 335	39 1,723 36 1,903	6,778 11,682 93 1,860	2,487 2,826 359 1,160	56 200 -	9,360 16,431 488 4,923	2,877 - -	12,266 19,309 570 5,258	- 2h -	3 -	100 120 - 31	238 178 9 15	23 42 - -	361 343 9 46	36 -	397 367 9 46	29 2,902 82 335	9,721 16,774 497 4,969	2,913	12,663 19,676 579 5,304	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	36 - 291 736	5,257 7,893 27,146 15,696	6,434 2,701 1,406 6,474	458 5,194 3,460 294	1,322 667 510 140	13,471 16,455 32,522 22,604	-	13,507 16,455 32,813 23,340	-	6 14 94 22	75 35 76 51	85 139 24 45	113 69 52 44	279 257 246 162	-	279 257 246 162	36 - 291 736	13,750 16,712 32,768 22,766		13,786 16,712 33,059 23,502	Illincis Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	16 42	1,358 937 1 869	4,973 1,613 2,749	4,796 5,935 622 2,436	163 621 4 604	11,290 7,493 2,240 6,658	3,632	14,923 7,509 2,240 6,700	- - - -	- 1 - 2	9 26 66	88 107 31 223	9 58 2 42	106 166 59 333	57 - -	163 166 59 333	1 16 - 42	11,396 7,659 2,299 6,991	3,689 - - -	15,086 7,675 2,299 7,033	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	- 497 564 158	7,397 16,806 7,350	975 14,496 7,255 5,461	687 1,224 5,384 345	956 61 113	1,666 24,073 29,506 13,269	-	1,666 24,570 30,070 13,427	- - -	- 7 7	172 52 165 110	366 150 32 17	17 81 22 32	555 283 226 166	; +	555 283 226 166	- 497 564 158	2,221 24,356 29,732 13,435	-	2,221 24,853 30,296 13,593	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	50 758 2,125 17	10,643 2,558 12,546 497	11,870 609 2,216 936	77 1,285 62 1,325	282 - 159 -	22,872 4,452 14,983 2,758	- - - -	22,922 5,210 17,108 2,775	1	2 1 6 -	41 11 5 8	19 9 15 8	53 1 16 -	115 22 42 16	- - -	115 22 43 16	50 758 2,126 17	22,987 4,474 15,025 2,774	- - -	23,037 5,232 17,151 2,791	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	1 - 871 6	38 839 122	1,476 43 1,984 1,795	40 1,514 1,741 1,116	19 29 1 625	1,573 1,586 4,565 3,658	13,269	1,574 1,586 5,436 16,933	5 -	2	.31 8 9 92	17 520 42 106	14 12 14 107	52 540 55 307	- - 1,426	52 540 57 1,733	1 - 873 6	1,625 2,126 4,620 3,965	- - 14,695	1,626 2,126 5,493 18,666	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	797 895 9 924	2,980 11,017 976 6,140	14,242 795 4,281 3,963	6,798 474 11,739 1,220	372 6 278 154	24,392 12,292 17,274 11,477	- - - -	25,189 13,187 17,283 12,401	-	i4 - 6 19	160 4 57 47	224 14 429 128	41 1 96 52	429 19 588 246		429 19 588 246	797 895 9 924	24,821 12,311 17,862 11,723	-	25,618 13,206 17,871 12,647	North Carolina North Dakota Chio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	105 25 2,365	1,657 161 11 413	1,578 2,326 135 13,440	3,969 8,436 170 230	81 1,309 4 236	7,285 12,232 320 14,319	- -	7,390 12,257 320 16,684	2	3 1	8 198 27 113	78 694 117 64	16 263 4 10	102 1,158 149 187	1	102 1,160 149 189	105 27 2,367	7,387 13,390 469 14,506	-	7,492 13,417 469 16,873	Oregon Pennsylvania Khode Island South Carolina
South Dakota Tennessee Texas Utah	1,116 5 13 194	9,029 36 11 898	1,383 1,441 26,111 689	870 1,360 3,480 1,819	6 37 571 34	11,288 2,874 30,173 3,440	7,973	12,404 10,852 30,186 3,634	-	14 - -	9 11 282 2	5 43 276 62	4 78 2	22 58 636 66	1 1 1	22 58 636 66	1,116 5 13 194	11,310 2,932 30,809 3,506	7,973 -	12,426 10,910 30,822 3,700	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- 144 1 884	302 2,564 51 2,479	1,200 14,765 1,960 2,522	308 887 330 4,424	4 42 236 277	1,814 18,258 2,577 9,702	- 7,416 37	1,814 18,302 9,994 10,623	- - - -	- 4 .,	11 84 6 4	7 115 50 50	4 6 18 12	22 209 74 69	- 180 29	22 209 254 98	- 44 1 884	1,836 18,467 2,651 9,771	- 7,596 66	1,836 18,511 10,248 10,721	Vermont Virginia Washington West Virginia
Wisconsin Wyoming District of Columbia Fuerto Rico	- 163 - 9	42 356 - 18	1,892 642 - 892	2,976 1,205 87	475 - - 2	5,385 2,203 999	12,612 - - -	17,997 2,366 - 1,008	-	2 -	11 4 - 31	46 5 51 16	46 - 39 4	105 11 90 51	731	836 11 90 51	- 163 - 9	5,490 2,214 90 1,050	13,343 - - -	18,833 2,377 90 1,059	Wisconsin Wyoming District of Columbia Puerto Rico
Total	19,075	178,793	215,030	108,404	11,928	514,155	47,816	581,046	51	380	3,117	5,880	1,692	11,069	2,459	13,579	19,126	525,224	50,275	594,625	Total
Total, 48 States and Dist. of Col.	18,732	176,494	214,033	107,941	11,926	510,394	47,816	576,942	51	379	3,086	5,839	1,687	10,991	2,459	13,501	18,783	521,385	50,275	590,443	Total, 48 States and Dist. of Col.

1/ Ronsurfaced mileage includes primitive and unimproved, and graded and drained roads.
2/ Surface types indicated by symbole in these columns are as follows: D, soll-curfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-l, mixed bituminous, and H-l, 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? I inches or 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, the mileage was classified as G-1 and H-1 3/ Includes 75 miles ferry routes.

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

MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE FM-8, 1960 ISSUED NOVEMBER 1961

Compiled in cooperation with State highway departments

1,538 1,538 1,650 7,391 7,989 5,484 5,466 8,021 5,725 5,312 2,164 1,101 1,096 3,772 8,772 6,383 6,839 6,839 3,728 6,355 254 4,470 5,418 5,265 14,243 2,183 2,197 2,313 3,443 2,274 5,537 3,341 -412 221,063 4,828 1,616 2,455 3,116 3,832 7,148 489 2,931 9,424 4,270 9,191 7,175 TOTAL SURFACED MILEAGE 7,097 3,873 490 490 218,546 Consists of bituminous penetration, bituminous concrete, sheet asphalt, and portland cement concrete (Types G-2, H-2, I, and J). 3,858 3,858 192 165 3,098 6,089 455 2,074 8,852 4,241 8,002 3,479 3,458 2,386 1,234 1,628 1,275 4,843 6,639 3,292 4,598 3,691 1,773 2,163 353 3,181 6,725 5,812 5,812 5,043 3,426 6,292 252 2,315 4,981 10,692 2,121 3,187 3,187 1,568 2,246 5,278 2,844 2,6 176,363 174,605 1,263 1,067 1,809 2,939 102 273 1,453 149 14,065 14,102 424.1 <u>क</u>्ष ८ ४ य 392 1113 992 376 52 88 E 448g 48.8 2882 78888 8888 33228 3258 3528 A May S λ₀ ' ' 3,104 9119 3,116 45282 8778 88860 8358 ~జక్కెట 1523 6 %**8**8% 8689 ፠ዄ፝፞ጜ፠ 84488 929 후 4,603 4,598 £8. 8,8% E 52 83 8 £ 18 15 £888 247 247 37 36 8854 កខ្ពងន ខេត្តដូ 3£3£ 3222 255% $\frac{8}{2}$ £4 SURFACE 6,619 ₹*8*100% 6,659 % , % व 2525 8129 2**%**28 33902 242 121 128 129 129 8238 3482 882 °∄88% ឌូ4ីដូឌ 8, 28 35 32 32 778 1,211 52,073 53,346 1,065 109 109 93.428 42.62 382 649 3,410 1,436 496,41 1,021 1,375 1,893 1,874 1,060 427 637 1,093 3,380 6,085 1,147 843 7,588 17. 188, 185 1,299 3846 4,8 1,897 657 19 34,482 10 5 677 1,033 924 1,783 1 34,562 708 -251 1,112 1,463 833 114 1,682 1,379 663 1,151 1,583 1,833 184 187 \$25.02 \$35.02 \$35.02 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 \$35.03 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£88.3 1,056 888 888 898 2,162 -165 373 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 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1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 1,184 358 358 168 ล่ส 23 50 27 1,395 1,476 285 33 106 33 E E 1,363 64 69 क धक् 3,382 2,846 2,218 99 19,657 41,488 19,469 %4<u>4</u>%8 ጀ፠ቘ፞፞፞ 425 -675 747 888g. 341 55 - 5 \$**4**48 SET 8 41,793 \$**8**888 3,419 1,943 3,109 7¹68 2,003 1,123 1,86 27 1,977 302 59 2,174 23,1 28,1 88,88 4,050,1 83,2 83,2 13. 14. 88 1,081 1,881 1,995 3,557 3,574 44 *₹8*33 8 82 218 176 176 ۱۱ ، 353 ٠., 323 - 121 m . 19 1- 27 377 00 18,3 ۰, 4 11.5 1881 . ## FEET 3 B E 3/ surfaces TYPE OF SURFACE AND WIDTH IN , ~ ~ ~ Data as of December 31, 1960 . - . . . 101 101 ٠,,, *-*# 01 324-, ri , ri 35 -구 . 53. w **' a** o 디디디 0,86 . - . 8 130 24 INTERMEDIATE-TYPE SURFACE 2/ , 5 163 ~ 9 , 8 8 609 36-. . . . , 4 1,073 ∄ . ° . 5 L E. ដ្ឋាធិ 2 . 2 чича 45.4 2,768 2,720 %‡& . 69 2333 \$ ⁴ % 35 3 88, s ~ 55 65 -ଅଷ**ଝ**ି N I 11,924 11,890 15° 468 138 \$ 52 8 8 341 326 2,115 336 181 181 257 257 241 3 4 14 102 - 23 4,8 143 193 1,084 10 8,776 1,4 88 88 88 88 8,824 33333 - 4 £∞3,58 F 148 238 525 572 \$ 865 35. Ex 8 년 8 101 161 101 ลู่ ธ Consists of slag, stabilized soil, and gravel or stone surfaces (Types D and E). Consists of bituminous treated and mixed bituminous surfaces (Types F, G-1, and H-1). 24 638 10 1,263 82 - 72 33 13,163 13,139 6439 189 1, 295 49 3. ° 9. 207 191 196 198 808 88.60 854 4 253 849 849 131 ង់ដ 17, 12 4,081 3,930 22 th 35 \$ 48 3,48 8,18 197 141 6 137 179 178 81 44 84 - 84 177 26.58 15.65 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 15.05 88350 63 S HA 2,453 454 -16 9 25 372 17 -耳... φ. - . 8, 18, 18 . 25 E E ₄ ዊ& u -138 124 . _. . 2,907 g ដ 8... AND AND SAN 92 92 ٤,,, ᅾ8, . . 유급 . റ 12 8 4 SURFACE 1 1 d 2 ‡, ۲ . E . . . d 8 . 130 130 35 1 1 1 1 21... LOW-TYPE g a . . , ይ , , 9,3,, ' 덕딩 -. . . . , ag ***** . . . 263 513 4,8 1 1 1 1 " 455 14 -175 22 - 63 . 1 932 455 E ญ่ ซ ន់ ឥ 328 33 - 621 84.. 179 37 . 4 . 5 36. - 25 - 52 952 S E S · 64 5 12.4 124 . ~ . # 8.4. # , ⁽\ 3, , , - 1 = = 618 545 Total, 48 States and Dist. of Col. North Carolina North Dakota Ohio Oklahoma Oregon Pennsylvania Rhode Island South Carolina Virginia Washington West Virginia New Hampshire New Jersey New Mexico New York South Dakota Tennessee Texas Utah Wyoming Dist. of Col. Puerto Rico California Colorado Connecticut Delaware Massachusetts STATE Michigan Minnesota Mississippi Tote1 Kentucky Louisiana Maine Maryland Illinois Indiana Iowa Kansas Alabama Alaska Arizona Arkansas Florida Georgia Hawaii Idaho العالب

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 mighway depar									· · · · · · · · · · · · · · · · · · ·	POOL MAGNETALIANT
				WIDTH	IN FEET	,			TOTAL	
STATE	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	SURFACED MILEAGE	STATE
Alabama Alaska Arizona Arkansas	8 - - 15	73 - - 25	50 - - 13	106 9 3 48	39 - 2 26	65 2 11 37	52 2 7	182 4 64 37	575 15 82 208	Alabama Alaska Arizona 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 Georgia Hawaii Idaho	5 19 -	21 59 2 2	37 29 3 1	81 75 3 18	37 57 4 5	63 108 - 16	35 23 4 2	251 157 15 33	530 527 31 77	Florida Georgia Hawaii 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	13 9	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	33 ¹ 4	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	3 9	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	Cregon Pennsylvania Rhode Island South Carolina
Pennsylvania	48	44	88	99	275	218	105	370	1,247	
Rhode Island	14	19	2	4	27	86	21	34	207	
South Carolina	13	13	12	67	39	82	22	97	345	
South Dakota Tennessee Texas Utah	- 8 7 2	21 8 46 -	2 26 60	7 32 273 10	4 32 75 2	9 67 196 9	1 30 125 12	36 154 912 62	80 357 1,694 97	South Dakota Tennessee Texas Utah
Vermont	15	8	14	14	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 Wyoming Dist. of Col. Puerto Rico	7 - 18	28 - 15	35 - - 8	24 1 - 20	55 10 9 14	91. 4 22 12	61 2 14 2	146 23 79 36	447 45 124 125	Wisconsin Wyoming Dist. of Col. 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 TRAFFIC LANES AND ACCESS CONTROL

Compiled in cooperation with State highway departments

Data as of December 31, 1960

TABLE FM-11, 1960 ISSUED NOVEMBER 1961

			F	EDERAL-AID PI	RIMARY HIG	HWAY SYSTEM	- RURAL	, , , , , , , , , , , , , , , , , , , ,				F	EDERAL-AID P	RIMARY HIG	HWAY SYSTEM	I - URBAN			
COD 4-7877					DIAIDED	HIGHWAYS-4	OR MORE TE	AFFIC LANES		"				DIVIDED	HIGHWAY3-4	OR MORE TR	AFFIC LANES		TOTAL SURFACED
STATE	2-lanes	3-lanes	ONE-WAY STREETS	4-LANES OR MORE	DEGREE	OF ACCESS	CONTROL		TOTAL RURAL	2-Lanes	3-LANES	ONE-WAY STREETS	4-LANES OR MORE	DEGREE	OF ACCESS	CONTROL		TOTAL URBAN	MILEAGE
			1/	UNDIVIDED	NONE	PARTIAL	FULL	TOTAL	MILEAGE			. 1/	UNDIVIDED	NONE	PARTIAL	FULL	TOTAL	MILEAGE	
Alabama Alaska Arizona Arkansas	4,447 1,616 2,190 3,073		- - -	9 - 46 -	364 85 1	8 3 6	131 36	372 - 219 43	4,828 1,616 2,455 3,116	363 11 9 151	-	8 - - 1	56 4 46 26	148 - 17	- - 3 13	7	148 - 27 30	575 15 82 208	5,403 1,631 2,537 3,324
California Colorado Connecticut Delaware	5,659 3,554 673 328	15 - 1	- 3 -	117 24 22 13	173 33 26 144	784 117 7 4	349 142 84	1,306 292 117 148	7,097 3,873 812 490	193 38 144 30	28 - -	12 5 2 1	323 41 94 6	239 39 32 7	68 26 - -	443 28 92 -	750 93 124 7	1,306 177 364 44	8,403 4,050 1,176 534
Florida Georgia Hawaii Idaho	3,220 6,951 441 2,820	- 6 -	- 1	40 - 7 42	472 139 19 1	2 14 17	90 58 12 50	564 197 35 68	3,832 7,148 489 2,931	211 422 11 38	2 - 2 -	6 - - 5	127 6 21	151 77 8 4	9 - 2 5	24 28 2	184 105 12 13	530 527 31 77	4,362 7,675 520 3,008
F11inois Indiana Iowa Kansas	8,639 3,602 8,970 6,834	9 - -	1 - -	186 169 12 17	90 376 42	289 - 42 13	210 123 167 269	589 499 209 324	9,424 4,270 9,191 7,175	555 184 394 223	24 - -	3¼ 24 3 -	363 Ձևկ 96 83	209 86 - 26	75 - 39 5	117 41 21 70	401 127 60 101	1,377 579 553 407	10,801 4,849 9,744 7,582
Kentucky Louisiana Maine Maryland	3,425 2,195 1,447 1,270	19 - 25 17	- - -	26 19 13 37	69 137 6 177	- 2 - 65	50 33 90 84	119 172 96 326	3,589 2,386 1,581 1,650	177 136 107 135	- 1 11	1 13	60 67 7 45	23 81 2 62	2 16 - 16	18 7 16 52	43 104 18 130	280 307 134 334	3,869 2,693 1,715 1,984
Massachusetts Michigan Minnesota Mississippi	616 4,613 7,119 5,423	321 189 -		177 303 21 8	33 277 72 29	16 103 261	228 484 11 6	277 864 344 35	1,391 5,969 7,484 5,466	85 85 292 214	195 59 -	8	237 286 92 11	81 125 42 83	16 14 112 -	144 55 15 8	241 194 169 91	758 624 561 316	2,149 6,593 8,045 5,782
Missouri Montana Nebraska Nevada	7,348 2/ 5,685 5,251 2,037	64 - 2	- - -	64 8 14 26	163 • 9 50	264 1 7	118 31 29 51	545 32 45 101	8,021 5,725 5,312 2,164	191 66 90 13	12 - -	- 7 6 -	86 9 46 17	23 5 3 5	21 - 4	50 - - -	94 5 7 5	385 87 149 35	8,406 5,812 5,461 2,199
New Hampshire New Jersey New Mexico New York	1,018 802 3,237 7,458	19 23 - 536	-	3 41 13 171	188 237	- 72 178	61 42 153 429	61 230 462 607	1,101 1,096 3,712 8,772	90 213 64 1,099	1 23 178	1 2 -	6 114 38 288	- 225 69 -	2 - 198	18 100 179	20 325 69 377	118 675 173 1,942	1,219 1,771 3,885 10,714
North Carolina North Dakota Chio Oklahoma	5,810 3/ 3,990 5,579 6,684	97 - 41 25	- - 4	3 ⁴ 1 233 29	200 - 181 136	89 5 356 33	153 102 445 237	442 107 982 406	6,383 4,098 6,839 7,144	381 4/ 47 414 261	1 ¹ 4 - 7	- - 30 -	15 7 408 27	64 1 114 68	20 1 35 14	22 · 5 73 24	106 7 222 106	516 61 1,081 394	6,899 4,159 7,920 7,538
Oregon Pennsylvania Rhode Island South Carolina	3,381 4,781 149 4,228	5 678 -	6	92 200 62 48	14 189 22 142	33 29 13 2	197 478 8 50	194 696 244	3,728 6,355 254 4,470	69 631 111 234	2 227 -	27 - - -	67 189 62 68	19 74 16 42	9 39 3 1	14 87 15	42 200 34 43	207 1,247 207 345	3,935 7,602 461 4,815
South Dakota Tennessee Texas Utah	5,328 4,755 12,479 1,995	62 138	1 9	4 258 168 102	24 187 692 74	21 - 376 11	41 2 381 1	86 189 1,449 86	5,418 5,265 14,243 2,183	52 78 688 21	45 45 -	2 12 19 -	14 182 296 47	5 39 303 24	6 . 92 5	1 1 251	13 646 89	80 357 1,694 97	5,498 5,622 15,937 2,280
Vermont Virginia Washington West Virginia	1,173 3,236 3,079 5/ 2,251	- 1450 -		4 305 140	272 - 13	- 18 182 1	20 53 42 9	20 343 224 23	1,197 4,313 3,443 2,274	59 58 266 159	- 75 -	- - - 10	4 263 - 5	- 8 - 16	- 8 9 -	3 42 37 7	3 58 46 23	66 454 312 197	1,263 4,767 3,755 2,471
Wisconsin Wyoming District of Columbia Puerto Rico	5,098 2,697 401	86 511 -		95 25 -	63 22 8	91 11 - 3	104 75 -	258 108 - 11	5,537 3,341 412	146 6 41 78	84 14 2	10 - 2 -5	136 8 52 11	51 2 17 14	18 10 - 17	2 5 10 -::	71 17 27 31	447 45 124 125	5,984 3,386 124 537
Total	199,055	3,326	25	3,448	5,651	3,539	6,019	15,209	221,063	9,834	1,051	256	4,808	2,749	933	2,155	5,837	21,786	242,849
Total, 48 States and District of Columbia	196,597	3,320	25	3,441	5,624	3,532	6,007	15,163	218,546	9,734	1,049	251	4,787	2,727	914	2,153	5,794	21,615	240,161

The mileage of one-way streets represents the average length of the two roadways serving a single route. Includes 51 miles with partial control of access and 22 miles with full control of access. Includes 94 miles with partial control of access and 31 miles with full control of access.

Includes 3 miles with partial control of access.
 Includes 75 miles with full control of access.

TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM — 1960

SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

SHEET 1 OF 2 ISSUED NOVEMBER 1961		STATE		Alabama Alaska Arizona Arkansas	California Colorado Connecticut Delaware	Florida Georgia Hawaii Idaho	Illinois Indiana Iowa Kansas	Kentucky Louistana Maine Maryland	Massachusetts Michigan Minesota Mississipoi	Missouri Montana Webraska Nevada	New Hampshire New Jersey New Mexico New York	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Temessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wycaring Dist. of Col. Puerto Rico	Total	Total, 48 States and Dist. of Col.
I		TOTAL	SURFACED	4,828 1,616 2,455 3,116	7,097 3,873 812 490	3,832 7,148 489 2,931	9,424 4,270 9,191 7,175	3,589 2,386 1,581 1,650	1,391 5,969 7,484 5,466	8,021 5,725 5,312 2,164	1,101 1,096 3,712 8,772	6,383 4,098 6,839 7,144	3,728 6,355 254 4,470	5,418 5,265 14,243 2,183	1,197 4,313 3,443 2,274	5,537 3,341. 412	221,063	218,546
			UN- CIASSI- FIED		1 1 1 1	, , , ,	17			1111	1 1 1 1	4 1 1 1		1 1 1 1	118		135	135
			40,000 AND OVER	3 1 E E	OI		3 1 E 3	1 * * *	* EV 1 1		, ~ , ,) # E S	4 1 2 1		1111	1111	8	R
			30,000- 39,999	1 1 1 4	15	ط ' س ا		7	۱ ، ۱ ،	٠., ٢	- ZI	1110	3 I I I	1 1 1 1	1 1 1 1 1	111	63	-38
			20,000-	1 4 6 1	20 20	17 12 11	~	£1 . %	బ్రా.	Ħ.,º	11	u w m	- tr	57.7	22,	м.,,	ħ9ħ	453
960	TEM - RURAL		15,000-	e 4	249 1 31 29	33	139	9 - 35	Ĝ£3.4	୦ ଅମ	-a '4º	82 sq.	619	34	'88.9°.⇒	co (v)	1,182	1,175
Data as of December 31, 1960	FEDERAL-AID PRIMARY HIGHMAY SYSTEM	IC VOLUMES	10,000-	71 ° 12 ° 2	610 11 61 42	120 117 20	11.5 542 -	35 34 34 15 101	291 292 33	۲. 11121	21.70 2.44.1	95, 28	24.52 24.52 11.82 12.82 12.83 13.83 14.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83 15.83	9 6 4 6 8	- 119 77 71	ᅜ 61	4,325	4,2%
Data as of	CRAL-AID PRIMA	AVERAGE DAILY TRAFFIC VOLUMES	5,000 <u>-</u>	335 6 175 240	1,096 197 285 106	88 48	1,176 1,021 1,52 1,52	456 183 1283	1,226 213 213 149	390 73 78 78	394 164 1,357	668 1,486 366	309 1,267 80 375	18 <i>E</i> 8	17 817 290 197	472 4 60	20,678	20,587
	FEDS	AVERA	-000,4 -006,4	260 294 273	626 172 98 143	361 361 136	635 862 271 271	280 267 113 132	130 559 256 279	754 68	15.2 28.2 27.7 27.7	36. 15. 36. 36.	184 517 27 299	374 7788 63	454 116 116	335	13,855	13,788
			3,999	535 10 528 341	759 317 119 65	734 734 854 95	1,161 718 622 362 362	367 197 190	44.88 48.88 48.88	1,192 55 285 52	113 293 975	948 993 948 948	283 730 36 255	79 567 1,547 1112	363 363 368	75.	21,965	21.874
			2,000-	988 40 767 768	971 436 153 74	1, 406 1, 406 317	2,322 506 1,551 1,211	844 492 303 303	1,003 1,418 725	1,272 188 747 398	221 108 365 1,320	1,550	1,089 1,089 876	254 991 468 468	261 928 510 505	1,082 1,09 1,09	37,308	37.136
			1,000-	1,506 21,911 683 1,131	1,261	832 2,514 131 867	2,832 262 3,217 2,712	1,195 625 557 278	208 1,340 3,130	1,826 1,199 1,199	531 50 1,145 2,055	1,972 866 1,476 2,435	976 1,547 1,560	1,752 1,357 5,209 778	413 935 1,126 646	2,039 737	63,295	62.000
			-00 1	3,060 828 828 828 828 828 828 828 828	1,135 982 2 39	94 969 65 1,123	892 176 2,298 2,303	194 135 185 107	47 656 1,705 1,513	2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2	110 4 1,244 1,616	545 1,938 223 1,568	892 1487 663	2,202 1,034 2,810 295	32 25 26 26 26 26 26 26 26 26 26 26 26 26 26	986 1,609	43,540	43.108
ation with rements			LESS THAN 400	11,177 1,177 66	268	10 350 304	204 44 1,063 347	1 10 28 19	- 90 185 375	462 1,710 865 663	23 216 181	27 1,025 5 5	417 95 1 17	1,110 237 252 352	29623	88 . E	14,233	12,925
Compiled in Cooperation with State highway departments			STATE	Alabema Alaska Arizona Arkansas	California Colorado Connecticut Delaware	Florida Georgia Hawaii Idaho	Illinois Indiana Iowa Kansas	Kentucky Louisiana Maine Maryland	Massachusetts Michigan Mirmesota Mississippi	Missouri Montana Nebraska Nevada	New Hampshire New Jersey New Mexico New York	North Carolina North Dakota Ohio Oklahoma	Oregon Pennsylvania Rhode Island South Carolina	South Dakota Tennessee Texas Utah	Vermont Virginia Washington West Virginia	Wisconsin Wyoming Dist. of Col. Puerto Rico	Total	Total, 48 States

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

Highway Statistics, 1960

TRAVELED WAY OF THE FEDERAL—AID HIGHWAY SYSTEMS — 1960

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with

Data as of December 31, 1960

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

		FEDEF	RAL-AID PRIMARY I	HIGHWAY SYSTEM -	RURAL 1/			FEDE	RAL-AID PRIMARY	HIGHWAY SYSTEM	4 - URBAN 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	TOTAL FEDERAL-AID PRIMARY HIGHWAY SYSTEM	STATE
Alabama Alaska Arizona Arkansas	4,753 4/ 1,715 2,425 3,118	- - -	71 - - -	ь, - -	- - 30 -	4,828 1,715 2,455 3,118	504 15 82 208		1	71 - -	- - -	575 15 82 208	5,403 1,730 2,537 3,326	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	7,003 3,873 809 490	-	3	-	94 - -	7,097 3,873 812 490	1,306 177 300 44			- - 64 -	-	1,306 177 364 44	8,403 4,050 1,176 534	California Colorado Connecticut Delaware
Florida Georgia Javaii Gaho	3,755 6,992 472 3,061	13 - 14	11 157 4 2	- - -	52 - - -	3,832 7,149 490 3,063	511 478 24 77	8 - 1 -	- 50 -	11 - 6 -	- - -	530 528 31 77	4,362 7,677 521 3,140	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	9,142 4,147 9,174 7,004	-	172 - 12	- 5	116 123 171	9,430 4,270 9,191 7,175	1,262 545 527 383		66 - - -	- - - 26 -	5h 3r +3	1,377 579 553 407	10,807 4,849 9,744 7,582	Illinois Indiana Iowa Kansas
(entucky Jouisiana Saine Saryland	3,589 2,356 1,527 1,379	- 30 - 250	- - - 9	- - 1	- - 54 11	3,589 2,386 1,581 1,650	280 290 126 194	- 15 - 34	- - -	- - - 92	2 8 14	280 307 134 334	3,869 2,693 1,715 1,984	Kentucky Louisiana Maine Maryland
Assachusetts Uchigan Kinnesota Kississippi	1,168 5,969 7,479 5,466	- - -	125 - 5	-	98 - - -	1,391 5,969 7,484 5,466	441 624 538 316	-	69 - 19	213 - - 4 -	35 - -	758 624 561 316	2,149 6,593 8,045 5,782	Massachusetts Michigan Minnesota Mississippi
fissouri fontana febraska fevada	7,840 5,825 5,310 2,146	164 - 18	- - 2	15 - -	2	8,021 5,825 5,312 2,164	294 88 122 30	5 - - 5	1 - 1 -	86 - 27 -	-	385 88 149 35	8,406 5,913 5,461 2,199	Missouri Montana Nebraska Nevada
lew Hampshire lew Jersey lew Mexico lew York	1,003 1,064 3,728 8,022	72 - -	- 26 - 299	-	26 6 - 451	1,101 1,096 3,728 8,772	92 574 173 1,166	2	- 15 -	6 29 - 368	18 58 - 408	118 676 173 1,942	1,219 1,772 3,901 10,714	New Hampshire New Jersey New Mexico New York
jorth Carolina Jorth Dakota Dhio Dklahoma	6,337 4,098 6,669 6,859	46 - - -	138	-	- 170 176	6,383 4,098 6,839 7,173	472 61 1,077 372	27 - -	- - - 22	17 - -	- - 24 -	516 61 1,081 394	6,899 4,159 7,920 7,567	North Carolina North Dakota Chio Oklahoma
regon ennsylvania hode Island outh Carolina	3,702 5,798 253 4,461	19 246 - 12	6 - 1	-	311 ¶	3,728 6,355 254 4,473	179 1,035 153 340	24 117 - 5	- 5	4 43 54 -	• 50 - -	207 1,247 207 345	3,935 7,602 461 4,818	Oregon Pennsylvania Rhode Island South Carolina
outh Dakota ennessee exas Kah	5,331 5,254 14,264 2,171	-	- 11 - -	= = = = = = = = = = = = = = = = = = = =	87 - - 12	5,418 5,265 14,264 2,183	70 343 1,673 97	-	- - -	9 14 - -	1 - 30 -	80 357 1,703 97	5,498 5,622 15,967 2,280	South Dakota Tennessee Texas Utah
ermont irginia ashington est Virginia	1,195 4,288 3,271 2,190	- - 182	- - - -	1	1 25 - 84	1,197 4,313 3,453 2,274	65 408 291 195	- 11	 	1 1 10	45 2	66 454 312 197	1,263 4,767 3,765 2,471	Vermont Virginia Washington West Virginia
isconsin yoming ista of Col. uerto Rico	5,536 3,320 414	-			1 54 -	5,537 3,374 ₄₁ 4	440 46 - 125	- - - -	1 - -	6 - 124 -	- - -	447 46 124 125	5,984 3,420 124 539	Wisconsin Wyoming Dist. of Col. Puerto Rico
Total	217,215	1,066	1,054	27	2,156	221,518	19,233	254	5/1/1	1,286	782	21,799	243,317	Total
otal, 48 States ad Dist. of Col.	214,614	1,052	1,050	27	2,156	218,899	19,069	253	5 /1 /4	1,280	782	21,628	240,527	Total, 48 Stat

Footnotes appear on sheet 3

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS - 1960

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with State highway departments

Data as of December 31, 1960

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

State highway depar	tments					Data	as of December	31, 1900					<u> </u>	ISSUED NOVEMBER 19
		FEDRE	RAL-AID SECONDAR	Y HIGHWAY SYSTEM	- HURAL 1/			FEDER	RAL-AID SECONDAL	RY HIGHWAY SYST	EM - URBAN 1/		TOTAL	
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/	CM COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 3/	total Existing Urban System	FEDERAL-AID SECONDARY HIGHWAY SYSTEM 1/	STATE
Alabama Alaska Arizona Arkansas	3,095 2,526 1,991 7,460	1,852	16,036 - 1,727 6,594	351 - 30 85	138	21,334 2,526 3,748 14,277	89 18 21 121	17 - - -	- 3	330 273 88	-	436 18 297 209	21,770 2,544 4,045 14,486	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	3,569 3,979 940	1,400	6,984 - 36	189 - - -	6 - -	10,748 3,979 976 1,400	228 69 117	16	140	487 35	-	855 69 152 16	11,603 4,048 1,128 1,416	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	5,530 7,820 1,623	3,859 570	2,827 11,489 3,566	50 - - - 65	4	12,266 19,309 570 5,258	295 166 7	66 - 9	201	35 - 39	-	397 367 9 46	12,663 19,676 579 5,304	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	435 5,748 - 2,734	=	13,072 10,253 32,128 20,339	454 671 265	- 114 22	13,507 16,455 32,813 23,340	48 168 13	-	231 34 64 75	- 55 182 74	-	279 257 246 162	13,786 16,712 33,059 23,502	Illinois Indiana Iova Kansas
Kentucky Louisiana Maine Maryland	11,291 1,581 1,423 162	5,864 815 2,116	3,577 64 1 4,377	55 - 1 . 45		14,923 7,509 2,240 6,700	106 60 33 40	- 106 26 106	123	48 - - 64	-	163 166 59 333	15,086 7,675 2,299 7,033	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	441 2,539 3,724 4,491	-	1,225 21,605 26,336 8,803	426 10 133	-	1,666 24,570 30,070 13,427	102 56 37 60	-	233 - 185 37	212 227 4 69	8 -	555 283 226 166	2,221 24,853 30,296 13,593	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	284 3,839	20,359 5,210 2,505	2,235 12,952 267	160 3	157	22,922 5,210 17,108 2,775	5 11	73 22 - 9		37 - 30 7	-	115 22 43 16	23,037 5,232 17,151 2,791	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	550 26 5,283 3,664	973 - - -	30 1,549 152 13,262	2 7 1	19 4 - 7	1,574 1,586 5,436 16,933	14 9 56 307	35 - -	507 1,220	3 23 1 206	1 -	52 540 57 1,733	1,626 2,126 5,493 18,666	New Hampshire New Jersey Hew Mexico New York
North Carolina North Dakota Chio Oklahoma	5,548 2,099 9,135 4,021	19,637 - - -	11,088 7,773 8,380	- 4 - 375	-	25,189 13,187 17,283 12,401	94 3 271 49	257 - -	- 16 23 197	78 - 294 -	-	429 19 588 246	25,618 13,206 17,871 12,647	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	872 5,949 238 4,180	2,556 6,184 11,131	3,900 124 82 1,367	- - - 6	:	7,390 12,257 · 320 16,684	11 615 86 99	34 510 - 86	- -	53 35 63 4	-	102 1,160 149 189	7,492 13,417 469 16,873	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	1,609 2,879 30,186 2,674	:	10,682 7,973 854	112		12,404 10,852 30,186 3,634	6 58 636 48	- - -	- - - 3	16 - 15		22 58 636 66	12,426 10,910 30,822 3,700	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	837 3,590 536 2,574	14,506 2,042 8,012	944 149 7,272 3	33 57 144 34	-	1,814 18,302 9,994 10,623	5 119 16 45	- - 57 24	- - - 55 3	17 90 126 26	- - -	22 209 254 98	1,836 18,511 10,248 10,721	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col. Puerto Rico	5,385 1,828 - -	1,008	12,609 538 - -	:	3 -	17,997 2,366 - 1,008	105 8 - -	- - - 51	491 - - -	240 3 90 -	-	836 11 90 51	18,833 2,377 90 1,059	Wisconsin Wyoming Dist. of Col. 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 :	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

Highway Statistics, 1960

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS - 1960

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with State highway departments

Data as of December 31, 1960

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

		FEDER	AL-AID HIGHWAY	System - S	UMMARY 1/				MILEAGE NOT	ON FEDERAL-AI	D HIGHWAY SYSTE	MS	TOTAL	
STATE	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 FEDERAL-AID HIGHWAY SYSTEMS MILEAGE	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 MILEAGE NOT ON A FEDERAL-AID SYSTEM	EXISTING MILEAGE IN THE UNITED STATES	STATE
Alabama Alaska Arizona Arkansas	8,441 4/ 4,274 4,519 10,907	1,869 - - -	16,107 - 1,730 6,594	756 - 303 173	- 30 138	27,173 4,274 6,582 17,812	109 - 314 242	7,424 - - -	31,607 - 14,361 53,570	6,979 360 3,896 4,895	53 13 11,972 2,000	46,172 373 30,543 60,707	73,345 4,647 37,125 78,519	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	12,106 8,098 2,166 534	- - 1,416	7,124 - 39	676 - 99	100	20,006 8,098 2,304 1,950	1,918 133 1,098	- - 2,224	70,390 64,306 8,370 -	29,721 4,857 4,758 455	25,335 1,196 188 -	127,364 70,492 14,414 2,679	147,370 78,590 16,718 4,629	California Colorado Connecticut Delaware
lorida Georgia Jawaii Jaho	10,091 15,456 496 4,768	3,946 - 594	2,839 11,897 4 3,568	97 - 6 104	52 - - 4	17,025 27,353 1,100 8,444	393 781 - 14	719 - - -	35,995 60,390 1,311 23,867	15,027 8,303 612 2,059	57 83 69 7,788	52,191 69,557 1,992 33,728	69,216 96,910 3,092 42,172	Florida Georgia Hawaii Idaho
Tllinois Indiana Iowa Kansas	10,887 10,608 9,701 10,134	- - - -	13,541 10,287 32,204 20,414	509 884 339	165 157 1 ¹ 4 197	24,593 21,561 42,803 31,084	2,339 147 195 41	- - -	79,733 67,483 58,471 93,982	16,657 12,994 9,933 7,975	28 269 50	98,757 80,624 68,868 102,048	123,350 102,185 111,671 133,132	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	15,266 4,287 3,109 1,775	6,015 841 2,506	3,586 64 1 4,509	103 - 1 202	- 2 62 25	18,955 10,368 4,014 9,017	5,074 13 476 71	- 4,913 6,798 422	41,430 26,267 7,929 9,481	3,702 6,797 1,354 3,296	353 30 274 23	50,559 38,020 16,831 13,293	69,514 48,388 20,845 22,310	Kentucky Louisiana Maine Maryland
Assachusetts Michigan Minnesota Mississippi	2,152 9,188 11,778 10,333	- - - -	1,652 21,605 26,545 8,840	425 653 18 202	141 - -	4,370 31,446 38,341 19,375	233 51 62 239	-	12,744 64,541 74,287 39,852	8,747 14,550 9,106 4,168	156 2,416 154	21,880 79,142 85,871 44,413	26,250 110,588 124,212 63,788	Massachusetts. Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	8,423 5,913 9,282 2,176	20,601 5,232 2,537	2,235 12,956 267	182 - 217 10	2 - 157 -	31,443 11,145 22,612 4,990	232 - - -	153 - - 1,512	68,174 54,707 74,649 37,135	12,117 1,470 5,206 877	547 7,743 258	81,223 63,920 80,113 39,524	112,666 75,065 102,725 44,514	Missouri Montana Nebraska Nevada
Wew Hampshire Wew Jersey Wew Mexico Wew York	1,659 1,673 9,240 13,159	1,082 - -	30 2,097 152 14,781	11 59 2 574	63 69 - 866	2,845 3,898 9,394 29,380	7 ¹ 4 189 2,678 165	1,198 - - -	8,679 16,551 43,360 60,857	1,094 9,733 2,335 15,648	150 753 4,712 400	11,195 27,226 53,085 77,070	14,040 31,124 62,479 106,450	New Hampshire New Jersey New Mexico New York
Worth Carolina Worth Dakota Dhio Oklahoma	12,451 6,261 17,152 11,301	19,967 - - -	11,10 ¹ 4 7,796 8,737	99 - 669	- 174 176	32,517 17,365 25,791 20,214	189 2 1,265 365	38,309 - - -	80,519 60,094 75,290	8,129 1,730 17,283 7,029	1,534 567 67 459	48,161 82,818 78,709 83,143	80,678 100,183 104,500 103,357	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	4,764 13,397 730 9,080	2,633 7,057 11,234	3,910 126 83 1,367	119 78 117 10	1 361 -	11,427 21,019 930 21,691	28 1,452 206 35	25 19,890 - 7,989	30,262 49,283 1,111 24,661	4,684 13,018 1,889 1,880	26,077 4,599 64 149	61,076 88,242 3,270 34,714	72,503 109,261 4,200 56,405	Oregon Pennsylvenia Rhode Island South Carolina
outh Dakota Pennessee Pexas Utah	7,016 8,534 46,759 4,990	- - - -	10,682 7,984 857	137 14 - 121	99 - 30 12	17,924 16,532 46,789 5,980	211 - 10,893 636		70,565 50,527 140,848 16,897	2,340 7,035 32,253 3,171	1,243 1,112 - 7,847	74,359 58,674 183,994 28,551	92,283 75,206 230,783 3 ⁴ ,531	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	2,102 8,405 4,114 5,004	- 14,506 2,292 8,036	944 149 7,327 6	52 148 380 60	1 70 - 86	3,099 23,278 14,013 13,192	32 143 23 51	27,317 183 18,245	9,870 513 31,272 1,669	635 4,248 6,984 2,336	82 1,082 7,985 644	10,619 33,303 46,447 22,945	13,718 56,581 60,460 36,137	Vermont Virginia Washington West Virginia
Hisconsin Nyoming Dist. of Col. Puerto Rico	11,466 5,202 - 539	- - 1,059	13,101 538	246 3 214 -	4 54 -	24,817 5,797 214 1,598	28 27 - 15	- - 1,805	63,317 48,485 - 753	9,387 965 1,037 884	327 -2,877 - -	73,059 52,354 1,037 3,457	97,876 58,151 1,251 5,055	Wisconsin Wyoming Dist. of Col. Puerto Rico
Total	411,866	113,423	300,379	8,972	3,302	837,942	32,882	139,126	2,060,415	356,598	123,785	2,712,806	3,550,748	Total
Fotal, 48 States and Dist. of Col.	406,557	111,770	300,375	8,966	3,302	830,970	32,867	137,321	2,058,351	354,742	123,703	2,706,984	3,537,954	Total, 48 State

designated as farm-to-market in Louisiana; and the State-aid system in Maine. 3/ Excludes mileage in parks and forests that is reported in the columns under State or local systems. Includes tell roads not overlapping State or local systems.

4/ Excludes 75 miles of ferry routes.

^{. 1/} These traveled-way mileages will not agree with the mileage of the "designated" systems that appear in the snamual report of the Bureau of Public Roads.

2/ Includes mileage of county roads under State control for all counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada; mileage

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

### PRINCE PRINCE	Property of State Property		departments				~~~												1880	ED NOVEMBER 19
Marting Mart	Property									ACCOUN	TING TABLE	OF CONSTRU	CTION CHANGES	3	-				_	
Companies Comp	The part					-	TYPE OF	ROAD REPLA	CEED OR ABA	NDONED 1/				SUMMARY OF	CONSTRUCTION CE	anges				
Color Colo	Strong Property			DUE TO	BUILE								MILEAGE BU	CLT DURING Y	EAR	MILRAGE	nst	TOTAL		TYPE OF
## FEDERAL-AID PRIMARY - RURAL Span	Absolved (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.1) (1.	EXISTING	NENG OF	SIONS OR TRANS-	NEW LOCA-		c		G-1	H-2	J	EARTH ROADS OR NEW LOCA-	FACING TO SAME	TYPES REPLAC- ING OLD	TOTAL	FORMER TYPES REPLACED AND	CHANGE DUE TO CONSTRUC- TION	IN MILEAGE	OF YEAR	ROAD EXISTING OR BUILT
Nanolecond **	Mandament Mand		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	
\$\frac{\alpha}{\alpha} \begin{array}{c ccccccccccccccccccccccccccccccccccc	\$\frac{\phanequate}{\phanequate} \frac{\phanequate}{\phanequate} \frac{\phanequate}{\phanequat									FEDE	RAL-AID	PRIMAR	RY - RURA	ıL.						
12-2, 12-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3, 13-3	0-9, 1-7, 125, 377	A, B	124	87	**		**	**			39 **	**	**	**	**	64	-64	23	147	
## FEDERAL-AID PRIMARY - URBAN FEDERAL-AID PRIMARY - URBAN FEDERAL-AID PRIMARY - URBAN FEDERAL-AID PRIMARY - URBAN FEDERAL-AID PRIMARY - URBAN FEDERAL-AID PRIMARY - URBAN FEDERAL-AID SECONDARY - RURAL F. G. J.	## FEDERAL-AID PRIMARY - URBAN ## 10	F, G-1, H-1	125,537	-666 - 26	122 918	19	13 7	78 290 307 83	1,623	123 4,594	27 2,408	152 944	584 4,594	hho	1,176 9,876	771 2,367 5,147 2,960	-484 -1,191 4,729 -1,161	-1,857 4,703	41.793	F, G-1, H-1 G-2, H-2, I
Abandoned	Abandomed A, B 111 -100	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
11	Total Co									FEDE	RAL-AID	PRIMAR	Y - URBA	N						
Formula	## 100 FEDERAL-AID SECONDARY - RURAL Federal Fede	A, B	11	-10	**	- **	2 **	- **	**	17	7 **	**			**	_	_	-10	1	
## FEDERAL-AID SECONDARY - RURAL Abandoned	## ## ## ## ## ## ## ## ## ## ## ## ##	F, G-1, H-1 G-2, H-2, I	667 12,239	-1 48 793 -331	2 159	-		1	25	407	- 271	2 161	3 407	1	6 865	474	-32 391	1,184	683	F, G-1, H-1 G-2, H-2, I
Abandomed *** ** ** ** ** ** ** ** ** ** ** ** *	Abandoned ** ** ** ** ** ** ** ** ** ** ** ** **	Total	20,948	500	377	-	8	3	38	474	403	383	535	359	1,277	926	351	851	21,799	Total
A, B	A B							,		FEDERA	AL-AID S	SECONDA	RY - RUR	RÁL				,		
D, E 183,411 2,774 137 44 305 1,016 5,126 2,917 185 35 1,992 2,917 5,346 10,215 5,177 5,038 9,561 215,030 G-2, H-2, I 12,601 -114 27	D, E 183,411 2,774 137 44 305 4,271 55 19 3 486 4,271 77 4,834 12,226 -7,392 -4,618 178,793 D, E F, G-1, H-1 205,469 4,923 497 499 1,016 5,126 2,917 185 35 1,992 2,917 5,346 10,215 5,177 5,036 9,561 215,030 G-2, E-1 12,601 -114 27 83 14 23 65 27 65 120 212 771 -599 -673 11,928 J Local Hall Hall Hall Hall Hall Hall Hall H	A, B	4,541	1,039	**	**	**	**	99	**	2 **	**	**	**	**	555	-555	484		Abandoned A, B
FEDERAL-AID SECONDARY - URBAN Abandoned ** ** ** 1 1 - ** ** ** (2) ** ** ** ** Aband	FEDERAL-AID SECONDARY - URBAN Abandoned	F, G-1, H-1 G-2, H-2, I J	1 102,442	4,523 471 -114	326	439 14	1,016 151	5,126 2,515	2,092 14	3,118 23	3 35 666 65	1,952 491	2,917 3,118	5,346 5,273 120	4,834 10,215 8,882 212	3,391 771	-559	9,561 5,962 -673	178,793 215,030 108,404	F, G-1, H-1 G-2, H-2, 1
Abandoned ** ** ** 1 1 - ** ** ** (2) ** ** ** ** Aband	Abandomed *** ** ** ** ** ** ** ** ** ** ** ** *	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
	A, B									FEDER/	AL-AID S	SECONDA	RY - URE	BAN						
\vec{c} 23 $\vec{16}$ - - - - - - - - -	F, G-1, H-1	A, B	4	11				- +*	**	1 **	**				(2) **	_	-	11		Abandoned A, B
D, E 345 44 3 10 19 -9 35 380 D, E F, G-1, H-1 2,766 405 8 - 3 6 32 2 1 11 32 9 52 106 -54 351 3,117 F, G-2, H-2, I 5,113 613 36 6 6 67 130 56 36 130 129 295 141 154 767 5,880 G-2, I 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	[Total 11 (22 1700 50 2 10 106 101 70 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100	F, G-1, H-1 G-2, H-2, I J	5,113	205	36		-	6	32 67 6	130	1 56 17	11 36 3	32 130	9 129 14	52 295 34	106 141 74	-9 -54 154 -40	35 351 767	380 3,117 5,880 1,692	F, G-1, H-1 G-2, H-2,
704a) 11 821 1 700 50 - 2 10 105 101 70 50 - 2 10 105 101 70 50 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	23,579 To 2,500 70 70 13,579 To	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

				·····		FEDERAL	-AID PRIM	ARY HIGHWA	y system -	RURAL				
SURFACE WIDTH AND						AVERAG	E DAILY T	RAFFIC VOL	UMES					TOTAL
DEGREE OF ACCESS CONTROL	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	SURFACED MILEAGE
Undivided:	1,752 3,933 2,575 5,160 657 44 29 83	5,716 12,173 10,192 13,049 1,886 274 109	9,797 18,572 13,074 18,195 2,034 750 122 27	4,312 9,623 8,259 11,799 1,120 674 140 291	1,675 4,590 4,213 7,824 888 632 152 244	585 2,517 2,504 4,865 700 586 104 221	457 2,761 2,690 4,606 1,823 1,040 310 629	33 179 272 271 348 422 148 212	3 36 32 47 93 165 71 59	13 1 4 5 47 31 24	- 9 - 4 51	۵ د ۱ د ۱ د ۱ د ۱	13 45 20 13 3 8 94	24,356 54,433 43,841 65,833 9,557 4,646 1,230 1,958
Total Undivided $1/$	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 44-47 48 and over Subtotal	** ** **	** ** **	35 43 187 265	12 59 270 341	85 142 491 718	61 208 440 709	170 549 1,530 2,249	59 252 513 824	59 80 185 324	37 26 119 182	6 3 24 33	<u>-</u> 6	<u>.</u> - -	524 1,362 3,765 5,651
Partial access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	2 14 82 98	6 45 123 174	2 32 325 359	17 76 374 467	51 283 1,356 1,690	16 106 368 490	7 80 109 196	8 13 44 65	- - - -	- - -	<u>-</u> - -	109 649 2,781 3,539
Full access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	- 3 358 361	3 - - 572 - 575	- - - 670 670	1 3 <u>593</u> 597	17 20 2,386 2,423	3 23 1,100 1,126	- 2 154 156	- 1 87 88	- - 11 11	- - 12 12	:	24 52 5,943 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	<u>3</u> / 135	221,063

Federal Aid

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 TSSUED NOVEMBER 1961

						FEDERAL	-AID PRIM	ARY HIGHWA	Y SYSTEM -	URBAN			,,,,	
SURFACE WIDTH AND						AVERAG	E DAILY T	RAFFIC VOL	UMES					moma T
DEGREE OF ACCESS CONTROL	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	TOTAL SURFACED MILEAGE
Undivided: Under 20 feet 20-21 22-23 24-26 27-35 36-43 44-47 48 and over	9 3 6 7 3 2	8 19 40 21 3 4 1	46 75 44 120 34 28 23	77 180 97 224 76 60 49	80 217 123 238 136 131 91	85 169 118 272 164 295 50 172	192 468 350 807 816 974 286 860	30 130 113 258 410 939 313 764	7 23 34 75 170 536 202 641	1 9 9 25 71 359 131 721	- 1 5 12 55 49 226	1 - 3 3 6 19 10 145	33 98 112 156 158 157 53 150	569 1,391 1,050 2,211 2,059 3,559 1,258 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 44-47 48 and over Subtotal	** ** **	** ** **	2 2 11 15	2 4 32 38	7 4 - 75 - 86	10 13 58 81	41 84 425 550	49 86 400 535	23 5 ¹ 4 320 397	56 55 <u>433</u> 544	9 20 231 260	1 1 177 179	12 48 64	204 335 2,210 2,749
Partial access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	1 1 6 8	- 2 12 14	1 1 33 35	- - 36 36	2 26 259 287	6 30 192 228	18 14 116 148	2 13 117 132	1 1 18 20	- 16 16	- - - 9 9	31 88 814 933
Full access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	- 1 37 38	- 27 27	- 25 33 58	- 26 <u>47</u> 73	1 2 400 403	- 1 386 387	- 2 223 225	1 5 330 336	1, 1,95 199	2 1 369 372	- - - 37 37	4 67 2,084 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	75 ⁴	<u>3</u> / 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-ll.

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.

1/ Includes 3 miles with partial control of access. See footnote 4 on table FM-11.

Highway Statistics, 1960

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

	tments		F	EDERAL-AII	D PRIMARY	HIGHWAY SYST	EM-RURAL		ata as of Dec				FEDERAL-AII	PRIMARY	HIGHWAY SYST	EM-URBAN	· · · ·		ISSUED NOVEMBER 196
				M	LEAGE SUR	FACED 1/			· ·				м	TLEAGE SUR	FACED 1/			[1
						SURTO	TALS		TOTAL			T	[, 	SUBTO	TALS		TOTAL	
STATE	MILEAGE GRADED AND DRAINED	D E	F G-1 G-2	G-2 H-2 I	J	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/	Topal Mileage Surfaced	MILEAGE GRADED OR SURFACED 3/	MILEAGE GRADED AND DRAINED	D E	F G-1 H-1	I H-5 G-5	J	SURFACING ON EARTH ROADS OR NEW LOCATION	RECON- STRUC- TION OR RESUR- FACING 2/	TOTAL MILEAGE SURFACED	MILEAGE GRADED OR SURFACED 3/	STATE
Alabama Alaska Arizona Arkansas	- 30 -	- 14 -	- 61 1 4	144 1 158 69	- - 32	27 - 17	117 76 159 88	144 76 159 105	144 106 159 105	- - -	- - -	-	12 2 5 7	- 1 6 29	5 - 10	7 3 11 26	12 3 11 36	12 3 11 36	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	-	-	26 - - -	282 221 13 29	106 37 10 10	6 8 11 ~	408 250 12 39	41.4 258 23 39	414 258 23 39	- - -	- - -	-	36 9 2 1	48 - 4 -	7 3 3	77 6 3 1	84 9 · 6 1	84 9 6 1	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	- 13	-	7 2 - 22	190 163 5 99	5 33 -	32 34 - 57	170 164 5 64	202 198 5 121	202 198 5 134	- - -	- - -	1 - -	20 18 - 9	12 1 -	20 1 	13 18 - 5	33 19 - 9	33 19 9	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	-	2 - 51 -	31 - - 91	236 246 523 165	136 42 197 26	53 22 102 82	352 266 669 200	405 288 771 282	405 288 771 282	-	-	2 - - -	45 13 18 4	18 5 23 17	13 4 13 13	52 14 28 8	65 18 41 21	65 18 41 21	Tllinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland		-	-	297 209 5 ¹ 4 49	15 30 7	45 29 30 7	267 210 24 49	312 239 54 56	312 239 54 56	- - -	- - -		18 16 10 7	1 6 - 11	5 5 5 6	14 17 5 12	19 22 10 18	19 22 10 18	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi		- - 21 -	151 - 80	60 322 181 12	2 195 61 13	42 192 58 46	21 476 205 59	63 668 263 105	63 668 263 105	- - - -	- - 1 -	1 - -	32 43 6 1	- 16 15 -	18 13 10	14 47 12 1	32 60 22 1	32 60 22 1	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	- 30 - -	8 11 -	66 44 159	378 314 55 135	194 9 70 -	88 35 69 26	550 340 226 109	638 375 295 135	638 405 295 135	-	-	:	19 3 4 2	10	15 - -	14 3 5 2	29 3 5 2	29 3 5 2	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York		-	1 - - 14	51 14 45 401	- - 4 23	41 1 - 18	11 13 49 420	52 14 49 438	52 14 49 438	-	-	-	6 34 2 63	2 1 57	2 6 2 76	ե 30 1 14	6 36 3 120	6 36 3 120	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	-	-	20 95 - 15	165 101 706 125	73 37 114 49	104 40 135 62	154 193 685 127	258 233 820 189	258 233 820 189	- - - -	- - - -	- 1	12 5 83 16	9 1 10 4	6 1 10 5	15 5 83 16	21 6 93 21	21 6 93 21	North Carolina North Dakota Chio Cklahoma
Oregon Pennsylvania Rhode Island South Carolina		-	- 2 - 51	393 415 2 170	8 112 - 10	75 105 - 45	326 424 2 186	401 529 2 231	401 529 2 231	- - - -	- - - -	-	14 52 10 9	2 16 - -	3 18 6 6	3 50 4 3	6 68 10 9	6 68 10 9	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- - 6 -	125 14 -	1 38 144	211 342 893 165	35 3 64	152 44 52	220 397 1,057 113	372 397 1,101 165	372 397 1,107 165	- - 9 -	- - -	1	1 9 115 9	9 - 35 -	3 - 3 ¹ 4 2	7 9 117 7	10 9 151 9	10 9 160 9	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia		-	5 1 39	53 112 97 281	- 1 4	14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	38 94 96 277	58 114 140 281	58 114 140 281	- - -	- - - -	-	6 5 6 22	- 5 11 1	3 3 9 -	3 7 8 23	6 10 17 23	6 10 17 23	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col. Puerto Rico	17 -	41 - -	- - - - -	332 131 - 61	30 2 -	8 4 - 6	395 133 - 55	403 137 - 61	403 154 - 61	- - -	- - -	-	7 10 9 8	2 1 2	- 4 1 1	11 8 9 9	11 12 10 10	11 12 10 10	Wisconsin Wyoming Dist. of Col. 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

MILEAGE BUILT ON FEDERAL-AID SYSTEMS — 1960

CLASSIFIED BY TYPE OF SURFACE

Data as of December 31, 1960

TABLE FB-2, 1960 SHEET 2 OF 2 ISSUED NOVEMBER 1961 STATE Oregon Pennsylvania Rhode Island South Carolina Total North Carolina North Dakota Vermont Virginia Washington West Virginia Massachusetts Michigan Minnesota Mississippi New Hampshire New Jersey New Mexico New York Wisconsin Wyoming Dist. of Col. Puerto Rico South Dakota Tennessee Texas Utah California Colorado Connecticut Delaware Kentucky Louisiana Maine Maryland Alabama Alaska Arizona Arkansas Illinois Indiana Iowa Kansas Missouri Montana Nebraska Nevada Ohio Oklahoma Florida Georgia Hawaii Idaho TOTAL
MILEAGE
GRADED
OR
OR
3/ อกปัก બુજ લ 202 d m or 73 H സമ്മയ 2405 ᆔᄺᇎᄱ 8 TOTAL MILEAGE SURFACED ရှထ လ 7 . TE പമ്യമ wuthu 33 450 2495 RECOM-STRUC-TION OR RESUR-FACING FEDERAL-AID SECONDARY HIGHWAY SYSTEM-URBAN က္ကလည္ σ.σ gma ~ , & & ~<u></u>±∞~ . ㅁ킄 이 9-00 338 SUBTOTALS SURFACING
ON EARTH
ROADS
OR NEW
LOCATION ĸ MILEAGE SURFACED 1/ # ٠٠٩ ๛ฐ๛๛ 9.7 1.2 1.2 លកក្កាល 100 60 88, 8 25 , et , 무급급 . . 6 ន MILEAGE GRADED AND DRAINED TOTAL
MILEAGE
GRADED
OR
SURFACED
3/ දිසීසු හ 1,48 1,48 1,443 4247 1,953 127 24,542 8833 1,005 394 3588 85,23 815 548 748 జతే<u>ి</u>8 392 662 1,173 1,555 TOTAL MILEAGE SURFACED 1,864 875 757 757 757 24,143 , 888 88 학생동축 8 8 8 X 52 132 132 132 8833 ¥888¥ န္အန္တန္ကန္ 23.5.2.2. 85.4¢ 1,885 12,885 12,98 392 116 27 RECON-STRUC-TION OR RESUR-FACING 2/ 見るに表 4 8 8 8 8 8 8 8 1,376 107 1,376 1,832 173 364 44 213 205,11 305 1,505 11,505 116 鞳~ 8 21,187 FEDERAL-AID SECONDARY HIGHWAY SYSTEM-RURAL \$ 8 L H **8**848 35483 ¥0,42,7 48, 88 188, 788 83 54 SUBTOTALS SURFACING
ON EARTH
ROADS
OR NEW
LOCATION 2,956 F 65 73 3, 2,1 ^ઋ 유리 198 ሂታቲያ 86 57 4 2 4 8 25.00 ងីសង្គ . 국 M 3 - 3g -MILEAGE SURFACED 1/ 9, 02 . . ~ ~ 4428. 121. ۹,٦, 7,48 . , ~ . 212 121 8,14 35.82 8,882 £823 44268 2 E 2 E 3438 성격이약 4545 2 4 CC C 172 H ₹8°. 8388 3885 £3,00 ′8′8 **3**8 ±8 € 8, 2 8, 139 281 711 88348 \$1.48 8 8 4 1,649 1,649 5 2883 206 10,215 32128 38 117 39 39 T.S.T. 4,834 33. 37 - # T ET 158 618 321 88, 4 1,106 92 185 ສຸ. 458 18 4 8 E 187 287 9 -55 165 MILEAGE GRADED AND DRAINED Compiled in cooperation with State highway departments 33 8,47 . 25 . សង . £3 . 132. Oregon Pennsylvania Rhode Island South Carolina North Carolina North Dakota Massachusetts Michigan Minnesota Mississippi Nev Hampshire Nev Jersey Nev Mexico Nev York Vermont Virginia Washington West Virginia STATE Wisconsin Wyoming Dist. of Col. Puerto Rico South Dakota Tennessee Texas Utah California Colorado Connecticut Delaware Total Kentucky Louisiana Maine Maryland Missouri Montana Nebraska Nevada Illinois Indiana Iowa Kansas Florida Georgia Hawaii Idaho

1/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; P, bituminous surface tracted; ol., mared bituminous, and E-1, bituminous penetration instring a combined thickness of surface and bese less than 7 inches and/or low load-bearing expectity; G-2, mixed bituminous, and E-2, bituminous penetration having a combined thickness of surface and bese 7 inches or more and/or a high load-bearing expectity with or without portland ement concrete base; I, bituminous concrete and sheet saphalt with or without portland ement concrete base; I, bituminous between most asphalt with or without concrete base; and J, portland cement concrete base;

Segregation of 6 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 sed-1 and H-1. 2/ See table FM-101 for segregation between resurfacing to a different type and resurfacing to the same type. 2/ Does not include mileage built in some States where Federal-aid system routes overlap local roads and streets.

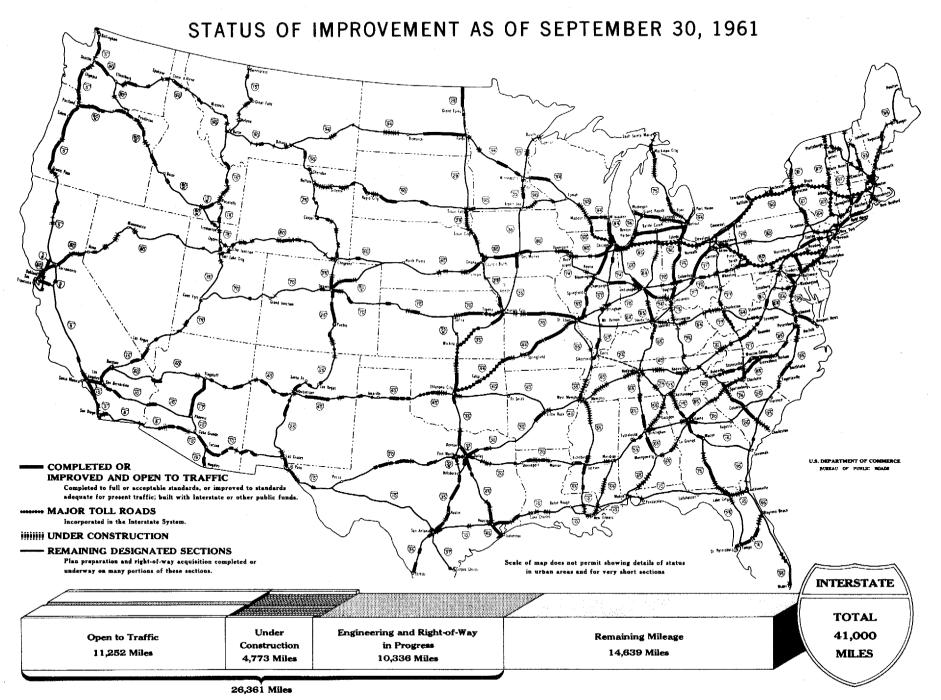
MILEAGE COMPLETED DURING CALENDAR YEAR 1960 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

	TOTAL						MILEAGE	SURFACED					
STATE OR TERRITORY	MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	TOTAL MILEAGE SURFACED	SOIL- SURFACED	GRAVEI OR STONE	BITUMINOUS SURFACE- TREATED	MIXED BITOMINOUS	BITUMINOUS PENETRATION	BITUMINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	COMBINATION	BRIDGES:	STATE OR TERRITORY
Alabama Alaska Arizona Arkansas	611.9 92.5 174.2 3 62.6	93.1 42.9 16.9	51 8.8 49.6 157.3 362.6	- 9.0 -	6.2 - - 69.2	330.9 42.2 19.9 206.3	28.4 80.5	36.6 - -	107.7 5.3 44.5 75.3	6.7 1.1 2.7 9.3	- - -	2.3 1.0 .7 2.2	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	327.0 395.6 31.5 46.0	13.5 89.0 .2 -	313.5 306.6 31.3 46.0	- - - -	18.1 11.1 -	20.0 - - -	162.5 266.1 -	-	4.2 6.9 9.5 38.9	99.5 20.5 19.9 6.5	3.8 - .8 .4	5.4 2.0 1.1 .2	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	330.6 319.3 7.5 211.9	2.6 1.7 -	328.0 317.6 7.5 211.9	1 - 1	- - 38.2	129.2 149.4 77.0	20.8 - - 95.9	- - - -	159.6 122.6 7.2 -	10.8 42.7 -	-	7.6 2.9 .3 .8	Florida Georgia Hawaii Jdaho
Illinois Indiana Iowa Kansas	655.6 544.0 656.4 1,139.6	5.4 10.0 42.5 259.5	650.2 534.0 613.9 880.1		128.5 1.4 48.1 305.4	228.4 83.1 334.5	59.4 137.2 235.3 125.6		138.6 250.3 97.8 69.2	88.8 139.6 147.3 41.1	1.3 1.5 -	5.2 4.0 2.3 3.5	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	229.6 406.7 84.4 162.4	78.8 19.2 2.1 1.5	150.8 387.5 82.3 160.9	- - -	42.4 - 23.2 3.0	- 117.3 8.3 17.1	- 1.9	- - 64.5	86.7 204.3 48.5 60.1	11.4 59.0 15.4	7.6 - - -	2.7 6.9 .4 .8	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	60.0 698.2 716.2 658.7	11.5 19.8 168.8	60.0 686.7 696.4 489.9	- 71.4 33.3	40.7 156.5 92.3	115.1 313.8	239.8 463.8 17.4		56.2 147.4 - 3.0	2.2 133.3 25.1	8.1	1.6 2.3 4.7 5.0	Massachuset Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	977.1 522.0 410.6 102.6	57.7 18.5 2.5	919.4 503.5 408.1 102.6	- - - -	744.1 70.7 156.8	15.2 59.5 5.6	13.0 371.4 186.4 102.5	-	33.0 11.5	106-3 46.2	1.8	6.0 1.9 1.6	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	54.2 49.6 214.3 411.2	4.8 2.8 10.0	54.2 44.8 211.5 401.2	1.9	- - 9.4 -	3.4 134.9 8.0	3.0 59.4 1.1	- - 28.7	50.2 35.9 - 292.6	5.4 3.5 58.5	- - 3.4	.6 .5 2.4 8.9	New Hampshi New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	588.0 1,366.0 188.6 565.2	95.2 352.3 .6 226.6	492.8 1,013.7 188.0 338.6	4-1 - - -	5.0 579.7 .4 31.4	280.0 221.2 .1 212.9	57.8 156.0 4.9	-	91.7 81.8 43.7	51.4 56.0 96.2 47.7	- .8 -	2.8 .8 3.8 2.9	North Caorl North Dakot Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	255.2 262.4 14.4 702.2	44.5 3.1 - 1.6	210.7 259.3 14.4 700.6	1.3	-	29.9 - 578.9	- - - -	66.5 17.2 - -	105.0 126.2 14.1 106.8	7.0 109.3 - 9.8	1.9	2.3 4.7 .3 3.8	Oregon Pennsylvani Rhode Islan South Carol
South Dakota Tennessee Texas Utah	798.2 772.8 1,739.0 156.9	39.5 94.4 58.9 7.4	758.7 678.4 1,680.1 149.5	3-5 -	293-9 277-1 -	125.9 322.1 1,005.7	306.3 39.4 148.8	1.1	28.2 565.8	30.8 3.4 90.4	- .7 -	1.8 4.0 17.1 .7	South Dakot Tennessee Texas Utah
Vermont Virginia Washington West Virginia	55.6 348.0 200.1 321.0	- .1 20.3 16.7	55.6 347.9 179.8 304.3	2.5	46.9 11.4 4.1	21.3 149.8 39.4 -	4.7 12.9 4.8 7.5	14.7 23.6 12.7	28.7 112.8 93.7 276.2	6.3 5.6 3.5	- - -	.9 2.0 1.3	Vermont Virginia Washington West Virgin
Wisconsin Wyoming Dist. of Col. Puerto Rico	681.3 264.3 10.6 15.6	87.2 75.4 2.4	594.1 188.9 8.2 15.6	- - - -	248.7 11.3 -	44.9 - 7.2	215.1 127.5	-	92.8 - 5.4 8.4	35.9 1.9 2.5	- - - -	1.6 3.3 .3	Wisconsin Wyoming Dist. of Co 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

FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR 1960

							(In th	ousands of do	llars)							TABLE FA-2, 1960
STATE	1789	MARY SYSTEM I	RIPAT.	SECO	NDARY SYSTEM		AID PROJECTS	URBAN AREAS		T are	TAL FEDERAL	ATD		FOREST HIGHWA		STATE
OR TERRITORY	TOTAL	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL	FEDERAL FUNDS	MILES	TOTAL	FEDERAL FUNDS	MILES.	TOTAL	FEDERAL FUNDS	MILES	OR TERRITORY
Alabama Alaska Arizona Arkansas	\$22,561 11,048 11,763 9,467	\$17,611 9,061 10,580 5,980	174.3 50.1 68.4 63.4	\$9,698 8,325 4,326 8,328	\$4,918 6,582 3,092 4,175	423.2 38.2 99.7 288.8	\$4,076 1,867 5,719 4,861	\$2,239 1,633 5,061 3,451	14.4 4.2 6.1 10.4	\$36,335 21,240 21,808 22,656	\$24,768 17,276 18,733 13,606	611.9 92.5 174.2 362.6	\$1,917 933 880	\$1,677 933 440	8.8 17.6 15.6	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	55,505 26,136 16,076 2,617	46,350 19,404 9,723 1,553	86.0 196.5 13.6 12.7	15,198 8,071 3,153 3,274	8,297 4,523 1,573 1,829	201.2 186.6 6.3 32.8	196,082 5,684 21,689 27	111,233 3,783 12,967 13	39.8 12.5 11.6 .5	266,785 39,891 40,918 5,918	165,880 27,710 24,263 3,39 5	327.0 395.6 31.5 46.0	2,564 2,998 -	2,494 2,998 - -	16.7 60.0 -	California Colorado Connecticut Deleware
Florida Georgia Hawaii Idaho	28,104 32,173 2,318 17,137	18,715 24,129 1,099 14,628	102.6 129.1 3.4 77.5	9,747 7,569 2,888 4,578	4,558 3,793 1,415 2,874	210.8 148.8 2.9 131.1	69,492 14,975 2,430 1,704	56,206 8,170 1,132 1,038	17.2 41.4 1.2 3.3	107,343 54,717 7,636 23,419	79,479 36,092 3,646 18,540	330.6 319.3 7.5 211.9	206 3,449	- 199 3,449	1.9 49.1	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	58,194 74,164 42,700 26,377	39,628 55,208 34,052 16,501	166.5 336.0 273.9 287.1	21,567 18,320 8,869 12,343	10,748 9,121 4,476 6,226	445.1 185.3 321.8 834.6	97,51 7 21,387 24,859 8,966	75,752 12,531 20,699 7,198	44.0 22.7 60.7 17.9	177,278 113,871 76,428 47,686	126,128 76,860 59,227 29,925	655.6 544.0 656.4 1,139.6	72 - -	36 - - -	.8	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	57,804 39,321 16,077 15,190	44,145 26,145 12,645 10,588	137•3 158•5 55•3 42•8	8,486 15,132 2,184 5,937	3,876 7,176 1,092 2,766	79.1 230.8 22.7 106.0	26,937 23,839 8,920 11,322	22,420 17,521 7,790 8,215	13.2 17.4 6.4 13.6	93,227 78,292 27,181 32,449	70,441 50,842 21,527 21,569	229.6 406.7 84.4 162.4		- - -	-	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	26,097 89,341 9,392 44,295	19,493 70,039 5,443 33,434	31.5 361.8 104.0 281.5	917 10,829 9,251 8,021	659 5,422 4,744 3,672	2.6 323.1 610.7 348.9	53,274 25,546 5,526 9,059	32,867 11,711 4,983 5,982	25.9 13.3 1.5 28.3	80,288 125,716 24,169 61,375	53,019 87,172 15,170 43,088	60.0 698.2 716.2 658.7	893 522	- 438 501	16.4 10.1	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	39,084 27,276 21,839 5,828	28,612 21,328 15,755 5,336	174.8 238.2 148.2 52.3	14,651 10,301 7,710 2,128	6,777 6,545 3,978 1,770	775.0 275.3 259.6 50.2	15,948 2,833 1,541 26	11,046 1,870 1,013 24	27•3 8•5 2•8 •1	69,683 40,410 31,090 7,982	46,435 29,743 20,746 7,130	977-1 522-0 410-6 102-6	100 1,326 103 483	100 1,296 103 483	9.3 48.6 3.1 12.3	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	22,863 21,586 15,253 55,249	18,637 17,537 11,992 32,112	35.6 18.3 64.6 193.7	3,033 2,568 7,192 21,709	1,506 1,281 4,519 10,191	15.2 15.4 146.1 138.3	1,717 10,343 3,556 194,317	1,079 6,462 2,960 129,061	3.4 15.9 3.6 79.2	27,613 34,497 26,001 271,275	21,222 25,280 19,471 171,364	54.2 49.6 214.3 411.2	1,613	- 1,613	27.6	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	40,912 25,696 101,937 20,728	30,079 18,796 82,329 15,290	210.9 318.3 125.9 135.1	13,398 11,446 8,876 12,779	6,754 5,718 5,018 6,422	362.9 1,044.6 46.5 403.8	7,440 772 60,865 10,609	4,247 386 46,823 8,064	14.2 3.1 16.2 21.3	61,750 37,914 171,678 44,116	41,080 24,900 134,170 29,776	588.0 1,366.0 188.6 565.2	-	-	-	North Carolina North Dakota Onio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	23,225 88,631 185 27,192	19,364 69,152 132 21,410	107.6 124.7 - 125.8	6,697 1 5, 815 759 9,871	4,065 7,885 379 4,916	136.6 91.2 3.0 569.4	3,814 70,371 7,893 3,814	3,007 43,958 4,048 2,201	11.0 46.5 11.4 7.0	33,736 174,817 8,837 40,877	26,436 120,995 4,559 28,527	255.2 262.4 14.4 702.2	5,029 419 - 157	4,560 209 - 73	59.6 3.0 9.1	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	28,726 38,506 98,262 17,296	22,717 31,067 72,794 15,432	356.1 163.1 593.9 88.5	7,696 14,245 29,878 2,935	4,475 7,132 15,127 2,077	432.0 599.2 1,004.2 61.3	3,368 10,023 61,237 4,232	2,248 6,329 45,884 3,640	10.1 10.5 140.9 7.1	39,790 62,774 189,377 24,463	29,440 44,528 133,8 05 21,149	798,2 772.8 1,739.0 156.9	324 - 312 1,162	324 - 145 1,162	2.7 - 10.0 17.6	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	20,945 18,607 20,543 24,240	16,767 13,273 15,290 20,150	30.0 48.8 97.4 74.7	1,904 11,228 4,080 6,982	951 5,840 2,255 3,539	21.3 286.0 90.5 245.6	5,387 9,582 32,098 1,388	4,415 7,140 27,713 700	4.3 13.2 12.2 •7	28,236 39,417 56,721 32,610	22,133 26,253 45,258 24,389	55.6 348.0 200.1 321.0	75 266 2,113 36	75 266 2,113 36	.9 9.6 12.7 -	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col. Puerto Rico	25,484 26,613 - 2,229	18,498 22,458 1,064	215.8 182.5 - 3.8	13,494 3,766 - 2,280	6,790 2,424 - 1,029	458.9 72.5 - 10.5	13,102 3,889 24,038 6,848	8,609 3,278 18,397 2,826	6.6 9.3 10.6 1.3	52,080 34,268 24,038 11,357	33,897 28,160 18,397 4,919	681.3 264.3 10.6 15.6	285 905 -	285 905 -	6.6 14.5 -	Wisconsin Wyoming Dist. of Col. Puerto Rico
TOTAL	1,592,792	1,203,525	7,142.4	454,432	236,970	12,901.2	1,216,809	832,023	925.8	3,264,033	2,272,518	20,969.4	29,142	26,913	իկի • 5	TOTAL

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS - 1960 1

MILEAGE CLASSIFIED BY TYPE OF SURFACE

Committed in cooperation with State highway departments

Data as of December 31, 1960

TABLE INT-2, 1960 ISSUED NOVEMBER 1961

	1		T WETTER COTTON	E HIGHWAY	CALIMINA	DITOAT			TN	menceman	E HIGHWA	V CVCMDA	TTT072 A305		1		morns:	L INTERST	ART WITT DA	CP		
		1				- RURAL	1		TIA											·	l	
STATE	NON- SURFACED MILEAGE 2/	D E	F G-1	G-2 H-2	J	TOTAL SURFACED	TOTAL INTER- STATE RURAL	NON- SURFACED MILEAGE 2/	D E	F G-1	RFACED M G-2 H-2	J	TOTAL SURFACED	TOTAL INTER- STATE URBAN	NON- SURFACED MILEAGE 2/	D E	F G-1	G-2 H-2	J	TOTAL SURFACED	TOTAL EXISTING INTER- STATE	STATE
Alabama Alaska Arizona Arkansas		-	H-1 6 181	665 876 365	89 - 14 89	760 1,101 454	760 1,101 454	- - -	- - - -	H-1	124 36 46	7 - 23 27	131 60 73	131 - 60 73	-	-	H-1 6 182	789 - 912 411	96 - 67 116	MILEAGE 891 - 1,161 527	891 	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	=	-	- 2	1,135 733 39 20	435 148 108 12	1,582 881 149 32	1,582 881 149 32	- - - -	-	3 - 2	324 43 30 4	252 11 92 2	579 54 124 6	579 54 1 24 6	- - -	-	15 - 14	1,459 776 69 24	687 159 200 14	2,161 935 273 38	2,161 935 273 38	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	- - -	-	63 5 6 108	747 572 32 475	145 377 - 27	955 954 38 610	955 954 38 610	- - -	- - -	15 2 1 2	155 93 11 30	58 58 -	228 153 12 32	228 153 12 32	-	-	78 7 7 110	902 665 43 505	203 435 27	1,183 1,107 50 642	1,183 1,107 50 642	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	-	-	6 - - 110	574 613 313 282	761 284 314 301	1,341 897 627 693	1,341 897 627 693	- - -	- - -	7 -	124 121 11 37	195 78 50 60	326 199 61 97	326 199 61 97		-	13 - 110	698 734 324 319	956 362 364 361	1,667 1,096 688 790	1,667 1,096 688 790	Illinois Indiana Iowa Kanses
Kentucky Louisiana Maine Maryland	-		- - -	487 404 265 136	93 168 12 69	581 572 277 205	581 572 277 205	- - -		-	77 92 22 59	19 31 1 40	96 123 23 99	96 123 23 99	 	- - -	1 - - -	564 496 287 195	112 199 13 109	677 695 300 304	677 695 300 304	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	- - -		- 7 63 1	181 345 29 7 129	20 476 387 428	201 828 747 558	201 828 747 558	 - - -	-	1 12 2	104 77 96 28	23 62 66 98	128 139 174 128	128 139 174 128	- - -	-	1 7 75 3	285 422 393 157	43 538 453 526	329 967 921 686	329 967 921 686	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	-	-	- 238 107	271 958 189 529	714 11 172 -	985 1,207 468 529	985 1,207 468 529	- 	-	5 -	17 21 13 11	93 3 11	110 29 24 11	110 29 24 11	-	- - -	243 107	288 979 202 540	807 14 183 -	1,095 1,236 492 540	1,095 1,236 492 540	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	- - -	-	104 1 51 -	64 45 880 4/ 438	14 82 17 373	182 128 9 48 811	182 128 948 811	- - -	- - - -	8 -	10 67 52 4/ 286	3 99 4 110	21 166 56 396	21 166 56 396	- - -	-	112 1 51 -	74 112 932 <u>4</u> / 724	17 181 21 483	203 294 1,004 1,207	203 294 1,004 1,207	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Chio Oklahoma	- - -	1 - -	87 23 - 6	399 298 548 361	207 244 607 351	693 566 1,155 718	693 566 1,155 718	- - -	- - -	-	28 6 214 53	45 15 82 27	73 21 296 80	73 21 296 80	 - -	- 1 - -	87 23 - 6	427 304 762 414	252 259 689 378	766 587 1,451 798	766 587 1,451 798	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Khode Island South Carolina	- - -		1 1 - 200	602 620 5 390	37 645 23 96	640 1,266 28 686	640 1,266 28 686	- - -	-	- 4 - 4	40 144 35 38	15 197 6 18	55 345 41 60	55 345 41 60	- - - - /		1 5 204	642 764 40 428	52 842 29 114	695 1,611 69 746	695 1,611 69 746	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- 15 -	-	19 - 327 13	442 919 1,770 812	243 65 323 29	2,585 2,585 2,585 2,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585 3,585	704 984 2,435 854	- 5 -	-	1 - 4	2 100 346 46	11 12 235 4	14 112 585 50	14 112 590 50	- 20 -		20 - 331 13	եկե 1,019 2,116 858	254 77 558 33	718 1,096 3,005 904	718 1,096 3,025 904	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- - -	-	49 63 112 -	258 740 225 218	14 103 203 117	311 906 540 335	311 906 540 335	- - - -		- 3 1	31 100 62 50	1 53 69 13	32 156 132 63	32 156 132 63	-	-	49 66 113 -	289 840 287 268	5 156 272 130	343 1,062 672 398	343 1,062 672 398	Vermont Virginia Washington West Virginia
Wisconsin Wyoming District of Columbia	- 33 -	- -	- 66 -	198 872 -	229 5 -	427 943 -	427 976 -	1	-	-	26 24 19	27 5 5	53 29 24	53 30 24	- 34 -	-	- 66 -	224 896 19	256 10 5	480 972 24	480 1,006 24	Wisconsin Wyoming District of Columbia
Total	148	1	2,039	22,736	9,701	34,477	34,525	6	-	78	3,585	2,416	6,079	6,085	54	1	2,117	26,321	12,117	40,556	40,610	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.

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.

1/ Includes some J-type surfaces.

routes that will be replaced evenually by a new road.

2/ Nonsurfaced mileage includes primitive, unimproved, and graded and drained roads.

3/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; 3, 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,

Highway Statistics, 1960

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

									WIDTH IN	FEET AND	TYPE OF SU	RFACE						······································		
				TWEERMEN	DTATE-TY	PE SURFA	CE 2/			1			HTG	H-TYPE SUR	FACE 3/				TOTAL	
STATE	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	SURFACED MILEAGE	STATE
Alabama Alaska Arizona Arkansas		- 12 -	- - -	3 - 15 -	- - 27 -	116	-	3 - 11	6 - 181 -	13 - 35	106 - 58 1	153 - 87 16	292 - 67 349	14 - 87 3	17 - 390 9	37 - -	122 - 231 41	75 ⁴ - 920 454	760 1,101 454	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	5	12 - -	-		-	-	-	- - -	- 2 12	1 27 -	388 132 35 -	144 154 12 -	154 318 10 -	89 23 2	70 40 -	170 7 16 6	554 180 72 25	1,570 881 147 32	1,582 881 149 32	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	10 3 1	1 1 1 9	5 1 4	45 - - 22	- - - 33	1 - - 15	- - 9	1 - - 9	63 5 6 108	16 40 - 39	37 299 3 47	131 199 - 40	360 260 2 180	39 4 4 36	16 10 75	42 4 9 15	251 133 1 ¹ 4 70	892 949 32 502	955 954 38 610	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	- - -	1 - -	- - 48	5 - 40	- - - 22	-	- - -	- - -	110 - 6	178 - 132	53 9 16 71	210 246 - 99	386 188 305 122	13 40 4 2	47 48 2 10	28 134 3 8	420 232 165 271	1,335 897 627 583	1,341 897 627 693	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	1. - -		-	-	-	-	-	-	1 - - -	39 26 - -	204 31 73 4	207 5 50 6	30 346 57 38	13 - 4 2	22 12 2 2	3 33 - 16	62 119 91 137	580 572 277 205	581 572 277 205	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	-	7	-	- 63 -	1 1 1	- - -	-	- - -	- 7 63 1	1	- 184 308 448	2 41 30 13	12 19 243 76	3 54 17 4	14 97 2 2	10 55 6 1	160 371 78 12	201 821 684 557	201 828 747 558	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	21 -	85 - -	- 62 51 -	34 56	28 -	8	-	<u>-</u> - -	238 107	16 17 -	203 96 85 13	63 168 11 27	233 613 226 406	1 20 2 1	կ9 10 5 1	85 6 -	335 39 32 81	985 969 361 529	985 1,207 468 529	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	9 1 -	21 - 12 -	- - -	46 - -	-	1 - 18	-	23 - 21 -	10 ¹ 4 51 -	4 4 - 29	13 24 164 86	23 55	14 1 365 76	3 4 16 129	3 20 8 7	- 16 21 6	40 58 300 423	78 127 897 811	182 128 948 811	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	37 - - 1	16 - - 5	24 - -	24 - -	-	- - -	8 - -	- - -	87 24 - 6	26 - 15 72	45 9 114 147	134 236 45 47	96 175 234 90	21 3 55 2	9 1 61 24	27 15 28 43	248 103 603 287	606 542 1,155 712	693 566 1,155 718	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	-	- 1 - 46	- - 46	102	- 2	- - - 3		- - 1	. 200 1	25 101 - 17	50 85 3 42	106 208 - 24	174 119 - 263	29 144 - 27	21 41 2 29	5 44 8 2	229 523 15 82	639 1,265 28 486	640 1,266 28 686	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- 4 2	- 104 8	7 - 28 1	121 2	2	- 30 -	-	- - 38 -	19 - 327 13	17 1 28	119 16 95 24	46 319 151 62	455 377 892 453	- 15 44 69	3 46 70 62	- 1414 38 23	62 150 802 120	685 984 2,093 841	704 984 2,420 854	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	2 8 7 -	30 37 48	13 2 51 -	4 8 6 -		- 3 -	1 1 1	2	49 63 112 -	106 42 - 48	61 172 67 60	51 22 34 62	16 35 28 92	6 264 2 26	1 143 5 26	- 53 98 6	.21 112 194 15	262 843 428 335	311 906 540 335	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	- 3 -	- 26 -	- 8 -	1 -	23 -	-	- -	5 -	- 66 -	-	100 129 -	153 62 -	24 266 -	14 305 -	7 15 -	16 14	113 96 -	427 877 -	1427 943 -	Wisconsin Wyoming Dist. of Col.
Total	123	48և	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).

Federal Aid

TRAVELED WAY

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS - URBAN - 1960 1

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 LESS THAN 20-21 22-23 24-26 27-35 36-43 44-47 AND OVER SURFACED MILEAGE	STATE
Alaska Arizona Arkansas 1 1 1 20 10 14 1 25 73 Arkans California Colorado 1 - 2 46 60 Arizon Arkansas 1 1 1 1 20 10 14 1 25 73 Arkans California Colorado 1 - 2 - 51 54 Colora	
Colorado	a. na.
Connecticut 2 14 3 6 6 5 1 87 124 Connecticut Delaware 2 - 4 6 Delaware	ado cticut
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	ia i
Illinois 13 21 6 14 11 48 22 191 326 Illino Indiana Indiana - - 13 18 9 49 31 79 199 Indiana Indiana Iowa 1 5 - 10 5 3 3 34 61 Iowa Kansas - 3 9 5 1 7 8 64 97 Kansas	na
Kentucky 2 3 7 2 6 41 5 30 96 Kentuck Louisiana 2 1 6 30 8 41 5 30 123 Louis: Maine - 1 1 1 1 4 - 15 23 Maine Maryland - - 3 - 3 10 83 99 Maryla	iana
Michigan - 3 1 - 3 23 9 100 139 Michigan Minnesota 1 8 3 26 7 19 14 96 174 Minnesota	
Missouri - 4 - 2 - 30 2 72 110 Missouri Montana - 2 4 8 3 3 - 9 29 Montan Nebraska - 3 - 4 1 5 - 11 24 Nebras Nevada - - 1 - - 10 11 Nevada	na. ska
New Hempshire 2 1 - 2 1 - - 15 21 New He Hempshire 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	exico
	Carolina Dakota oma
Rhode Island - 8 - - 1 12 5 15 41 Rhode	n ylvania Island Carolina
South Dakote - 6 - - 1 1 - 6 14 South Tennessee - - 7 7 9 21 11 57 112 Tennes 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 Vermon Virginia - 3 3 7 31 31 8 73 156 Virgin Washington - 5 6 14 2 10 17 78 132 Washin West Virginia - 3 3 6 12 16 9 14 63 West V	nia
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.	
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 - 1960 1

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

				INTERSTATI	HIGHWAY S	SYSTEM - RU	RAL						INTERSTA	TE HIGHWAY	SYSTEM - U	IRBAN			
				,	DIVIDED H	HIGHWAYS-4	OR MORE TR	AFFIC LANES						DIVIDED	HIGHWAYS-4	OR MORE TH	RAFFIC LANES		TOTAL
STATE *	2-LANES	3-LANES	ONE-WAY STREETS	4-LANES OR MORE	DEGREE	OF ACCESS	CONTROL	mom at	TOTAL RURAL	2-LANES	3~LANES	ONE-WAY STREETS	4-LANES OR MORE UNDIVIDED	DEGREE	OF ACCESS	CONTROL	morn a r	TOTAL URBAN	SURFACED MILEAGE
			2/	UNDIVIDED	NONE	PARTIAL	FULL	TOTAL	MILEAGE			2/	ONDIVIDED	NONE	PARTIAL	FULL	TOTAL	MILEAGE	
Alabama	599	-	-	. 8	145	8	-	153	760	jłţi	-	5	36	46	-	-	. 46	131	891
Alaska Arizona Arkansas	#1# 8#8	-	-	36 -	83 -	3 6	131 34	217 40	1,101 454	7 37	-	1	32 16	11	3 7	7 12	21 19	60 73	1,161 527
California Colorado Connecticut Dalaware	832 679 62 -	-	-	25 3 - 8	64 13 7 20	421 44 7 4	240 142 73 -	725 199 87 24	1,582 881 149 32	41 4 31 2	3	3 - 1	158 3 12 1	126 3 10 2	24 17 - -	224 27 71 -	374 47 81 2	579 54 124 6	2,161 935 273 38
Florida Georgia Hawaii Idaho	653 826 11 538	2 - 3	-	9 - 3 10	211 70 14 1	- - - 11	80 58 7 50	291 128 21 62	955 954 38 610	81 90 2 18	1 - -	2 -	, ⁴ 7 4 5	70 35 4 2	7 - 1 3	20 28 1 4	97 63 6 9	228 153 12 32	1,183 1,107 50 642
Illinois Indiana Iova Kansas	865 482 460 408	1 - -	-	29 78 2	34 214 - 15	207 - 2 2	205 123 163 268	446 337 165 285	1,341 897 627 693	87 32 24 33	2	3 8 - -	77 81 13	36 կկ - ջ	16 - 3 -	105 34 21 51	157 78 24 53	326 199 61 97	1,667 1,096 688 790
Kentucky Louisiana Maine Maryland	499 408 186 53	7 - - 1	-	9 10 - 13	16 119 2 47	30 - 5	50 33 89 61	66 154 91 138	581 572 277 205	41 47 8 34	- - - 4	- - - 7	30 33 1 15	8 36 - -	- 2 -	17 5 14 39	25 43 14 39	96 123 23 99	677 695 300 304
Massachusetts Michigan Minnesota Mississippi	14 251 671 547	3 57 -	=	20 103 1 2	9 61 8 3	7 6 56	148 350 11 6	164 41 7 75 9	201 828 747 558	4 6 62 57	8 5 -	- 1 -	36 61 34 4	24 30 17 59	4 1 45 -	52 36 15 8	80 67 77 67	128 139 174 128	329 967 921 686
Missouri Montana Nebraska Nevada	515 3/ 1,172 438 463		-	32 - 1 6	5 ¹ 4 - 23	198 - 1 -	185 35 28 37	437 35 29 60	985 1,207 468 529	21 26 15 -		- 1 2	29 - 5 10	1 2 2 1	5 - - -	51 - - -	60 2 2 1	110 29 24 11	1,095 1,236 492 540
New Hampshire New Jersey New Mexico New York	119 36 607 331	- - 67	- - - -	3 - 2 28	- 65 114 -	- 72 -	60 27 153 385	60 92 339 385	182 128 948 811	6 5 20 215	- - - 22	1111	7 9 15	87 27	- - - 34	15 67 - 110	15 154 27 144	21 166 56 396	203 294 1,004 1,207
North Carolina North Dakota Ohio Oklahoma	396 4/ 464 458 380	15 - 19 5	- 2 -	7 - 47 6	66 - 69 67	64 - 123 23	145 102 441 237	275 102 629 327	693 566 1,155 718	28 11 44 18	3 , 5 ,	- - 12 -	118 118 8	8 - 49 19	14 1 4 12	20 5 64 23	42 6 117 54	73 21 296 80	766 587 1,451 798
Cregon Pennsylvania Rhode Island South Carolina	408 535 4 583	- 157 - -	1 - -	31 37 5 13	3 68 4 56	¥ 5 9 2	193 464 6 32	200 537 19 90	640 1,266 28 686	9 123 13 24	- 48 -	7 -	14 42 14 18	10 25 7 17	3 27 7 1	12 80 -	25 132 14 18	55 345 41 60	695 1,611 69 746
South Dakota Tennessee Texas Utah	645 734 1,525 729	- 27 23 -	- 8 -	122 40 56	8 99 200 69	10 - 270 -	41 2 354	59 101 824 69	704 984 2,420 854	2 ¹ 4 - 9	- 11 6 -	- 8 10 -	2 78 112 19	- 14 84 5	2 - 73 2	1 1 198 -	3 15 355 7	14 112 585 50	718 1,096 3,005 904
Verment Virginia Washington West Virginia	291 326 256 5/ 314	- 267 -	- - -	124 104 -	- 136 - 12	- 139 -	20 53 41 9	20 189 180 21	311 906 5140 335	26 13 88 41	- 30 -	- - 5	3 67 - 3	- 1 - 12	6. 7	3 39 37 2	3 46 44 1 ¹ 4	32 156 132 63	343 1,062 672 398
Wisconsin Wyoming Dist. of Col.	287 494 -	- 3#5 9	-	8 16 -	15 12 -	4	104 75	123 91 -	427 943 -	19 5 1	4 8 -	- 1	. 9 4 16	.11 2 .11	· · 8	2 5 4	21 12 6	53 29 24	480 972 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.

Includes 51 miles with partial control of access and 22 miles with full control of access. Includes 31 miles with full control of access. Includes 75 miles with full control of access.

ederal Aid

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 highway der	perchents					L.	ata as of Dec	emoer 31, 19	00						ISSUED NOVEMBER 196
						INI	ERSTATE HIGHW	AY SYSTEM -	RURAL						
STATE						AVERAGE DA	ILY TRAFFIC V	OLUMES							
STATE	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	TOTAL SURFACED MILEAGE	STATE
Alabama Alaska Arizona Arkansas	-	-	21 - 50 -	195 154 50	176 465 55	125 - 265 186	224 - 150 156	12 13 7	7 - 4	- - -	-	- - -	-	760 1,101 454	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	1	1 -	335 -	286 149 -	172 175 11 -	228 79 7 -	312 140 76 -	350 2 32 7	157 - 17 3	68 - 1 16	2 - 5 2	6 - - !4	-	1,582 881 149 32	California Colorado Connecticut Delaware
Florida Georgia Hawaii Idaho	35 -	 54	19 99 - 190	175 157 - 151	210 158 - 69	115 135 - 89	380 278 12 57	41 77 16 -	9 3 1	6 12 6 -	3	- - -	-	955 954 38 610	Florida Georgia Hawaii Idaho
Yllinois Indiana Iowa Kansas	- - - -	. 2 - 18	37 - 145 215	225 49 222 268	198 112 179 96	245 136 39 25	560 234 35 69	49 316 - 2	20 50 - -	5 - - -	-	- - -	-	1,341 897 627 693	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	-	1 - -	15 17 47 -	36 61 43 6	129 92 69 -	99 118 42 10	279 242 69 102	17 32 7 29	3 9 - 17	2 1 41	-	- - -		581 572 277 205	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	-	-	17 191 8	74 260 98	- 64 146 232	21 80 86 135	58 359 60 85	32 162 4 -	67 31 -	23 30 -	- 6 - -	- 5 - -	1111	201 828 747 558	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada		236 12	- 788 35 59	32 112 170 344	200 42 154 33	225 5 76 30	497 24 18 57	31 - 2 2	- 1 1	- - -	1	- - -		985 1,207 468 529	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	17 - - -	31 - 59 -	42 - 257 46	28 3 77 61	29 1 195 73	14 7 253 130	8 30 105 421	13 38 2 64	22 16	17 -	- 9 -	- 1 -		182 128 948 811	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	- 53 - -	- 64 - 9	47 226 46 55	69 181 79 146	164 35 119 110	140 5 132 143	224 2 551 174	3 ⁸ - 21.4 72	11 13	- 1	- - - - 9	- - -	-	693 566 1,155 718	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhods Island South Carolina	- 5 - 8	3 11 - 35	100 190 - 59	167 140 3 114	79 114 6 175	82 73 2 88	177 376 17 195	32 349 - 4	- 8 - 4	, - -	-	- - -	1 1 1	640 1,266 28 686	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah	- 11 52	64 - 215 9	390 25 273 338	182 134 397 263	60 211 624 66	- 174 349 38	2 351 499 39	6 57 48 29	- 28 4 16	- 14 - 14	- - - -	-		704 984 2,420 854	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- 50 -	21 - - -	111 39 4 12	1.30 93 66 97	42 118 103 102	4 131 36 32	3 362 218 78	- 149 10	- 57 19 4	14 22 -	- - 5 -	- -	- 18 -	311 906 540 335	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	-	238	9 30 ¹ 4 -	56 3 ¹⁴ 1	119 52 -	73 2 -	135 3 -	29 - -	5 - -	1 - -	-	- - -	- -	427 943 -	Wisconsin Wyoming 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

Highway Statistics, 1960

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 2 OF 2 ISSUED NOVEMBER 1961

	artments				···		ERSTATE HIGHW								
							ILY TRAFFIC V								
STATE	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	TOTAL SURFACED MILEAGE	STATE
Alabama Alaska Arizona Arkansas			-	1. - -	7 - - 1	9 - - 2	51 - 6 33	16 - 29 13	30 - 15 13	6 10 10	11 - - 1	- - - -	-	131 - 60 73	Alabama Alaska Arizona Arkansas
California Colorado Connecticut Delaware	- - -	- - 1	-	3	-	2 -	19 35 26 ~	46 12 20	81 6 26 2	225 1 32 4	127 - 13 -	78 - 3 -	-	579 54 124 6	California Colorado Connecticut Delaware
Florida Georgia Havaii Idaho	1	-	3 -	- 3 •	6 1 1	4 4 2	52 42 1 22	81 29 3 4	34 26 - 1	37 28 - 1	12 11 2 -	2 5 6 -	-	228 153 12 32	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	- - -	- - -	- 1 12	1 - 5 16	2 3 9 8	10 11 4 5	77 30 23 24	59 108 14 23	52 47 1 5	52 - 4 3	28 • - -	45 - - 1	-	326 199 61 97	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	- - -	-	1 2 3	1 - 1 -	3 2 -	13 2	25 43 14 6	19 16 2 21	25 9 - 9	13 22 - 20	13 13 - 25	- 3 - 15		96 123 23 99	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	- - -	- - -	- - 1 -	- - 5 -	77 - -	3 3 8 9	23 13 46 71	23 15 31 21	25 20 40 12	28 21 25 10	12 18 5 -	14 49 2 -	-	128 139 174 128	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	-	- - -	1 -	2 -	- 2 -	6 7 2	58 16 11 3	26 3 2 3	14 - 3 3	6 3 1	- - 1 1	-	-	110 29 24 11	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico New York	-	- - - -	- 5 3	1 - 3 -	3 3 4 7	5 - 3 8	9 1 26 213	3 10 9 39	21 2 28	- 25 5 76	- 38 1 6	- 63 - 19	-	21 166 56 396	New Hampshire New Jersey New Mexico New York
North Carolina North Dakota Ohio Oklahoma	-	-	1 4 - -	3 1 1	- 6 5 3	2 2 5 4	17 5 50 15	10 1 75 41	3 58 9	1 - 67 7	24 -	11	39 - - -	73 21 296 80	North Carolina North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	- - -	1 - - -	- 2 -	1 4 2 1	2 10 2 6	2 8 5 3	14 66 2 14	9 122 7 19	6 43 10 6	10 65 10 11	7 19 3 -	3 6 - -	- - -	55 345 41 <i>6</i> 0	Oregon Pennsylvania Rhode Island South Carolins
South Dakota Tennessee Texas Utah		-	- 1 -	3 - 3 -	2 1 6 2	3 2 11 2	14 33 142 . 8	1 22 182 12	1 14 104 9	- 37 89 14	- 3 35 3	- 12 -	-	14 112 585 50	South Dakota Tennessee Texas Utah
Vermont Virginia Washington West Virginia	- - -		3 5 -	5 1 - 8	6 2 2	3 7 -	12 19 - 15	3 71 - 25	19 6	21 - 7	- 7 -	- 4 -	132	32 156 13 2 63	Vermont Virginia Washington West Virginia
Wisconsin Wyoming Dist. of Col.	-	-	- 2 -	2 3 ~	1 6	1 2 -	17 15 -	9 1 2	2 - 3	19 - 8	2 - 5	- - 6	-	53 29 24	Wisconsin Wyoming Dist. of Col.
Total	1	2	50	82	140	18h	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

						IN	TERSTATE	HIGHWAY SY	STEM - RUR	AL				er.
SURFACE WIDTH AND						AVERA	GE DAILY	TRAFFIC VO	LUMES					moma t
DEGREE OF ACCESS CONTROL	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	TOTAL SURFACED MILEAGE
Undivided:	9 10 17 89 2 - 14 64	65 413 200 289 58 6 9	367 855 783 2,138 209 163 14	432 1,115 979 2,342 365 174 13	192 1,184 849 1,978 265 259 41	95 642 575 1,626 276 258 16 78	72 768 796 1,553 511 363 91	6 21 101 123 96 169 53 107	- 2 1 8 15 86 38 19	- - - 2 14 24	- - - - - - 3	2	3 1 1 -6 7	1,238 5,013 4,311 10,147 1,799 1,492 322 568
Total Undivided 1/	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 44-47 48 and over Subtotal	** ** **	** ** **	10 3 35 48	- 1 60 61	43 29 <u>170</u> 242	26 52 187 265	71 247 651 969	10 116 244 370	33 49 94 176	23 19 86 128	5 4 19 28	- - 5 5	- - -	221 520 1,551 2,292
Partial access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	- - 29 29	1 25 53 79	- 1 142 143	10 105 115	13 144 - 770 - 927	7 74 226 307	6 65 <u>41</u> 112	1 7 24 32	-	- - -	1 - 1 - 1	28 326 1,390 1,744
Full access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** ** **	- 1 254 255	- - 541 541	- - 632 632	- 3 560 563	12 14 2,286 2,312	- 20 995 1,015	- 1 149 150	- 1 71 72	, , ala	- - 99		12 40 5,499 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	<u>3</u> / 18	34,477

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 1961

Compiled in cooperation with State highway departments

			****			IN	TERSTATE :	HIGHWAY SY	STEM - URB	AN				
SURFACE WIDTH AND						AVERA	GE DAILY '	TRAFFIC VO	LUMES					TATAL
DEGREE OF ACCESS CONTROL	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	SURFACED MILEAGE
Undivided:	16	1 1	1 - 5 2 - -	6 16 8 16 2 2 -	5 17 21 28 12 4 3	5 26 12 41 13 22 4	26 95 80 179 138 180 38	3 24 28 87 98 204 69	7 6 26 41 139 50 183	- 3 2 9 17 110 36 324	- - 3 4 23 11	- - 1 1 6 6	5 8 28 14 18 18 38	47 193 169 423 333 708 235 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 44-47 48 and over Subtotal	** ** **	** ** **	- - 1 1	1 - 3 4	- - 9 9	- 1 -7	7 16 126 149	16 30 146 192	14 25 109 148	28 27 174 229	2 14 109 125	1 - 80 81	- 8 - 8	69 113 772 954
Partial access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	- - 1	- 2 	- 10 10	- - 8 - 8	- 5 72 	1 12 81 94	2 13 41 56	- 11 57 68	- 1 11 12	- - 9 9	- - - 7	3 42 299 344
Full access control: 2/ Less than 44 44-47 48 and over Subtotal	** ** **	** ** **	20 20 20	- 22 22	- - 23 23	- 26 26	1 1 319 321	- 2 316 318	1 186 187	1 2 233 236	- 14 149 153	1 1 185 187	- - 37 37	3 11 1,516 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	<u>3</u> / 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.

EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS DURING CALENDAR YEAR 1960 1

TABLE FA-3, 1960

					·							ABLE FA-3, 1960
			FE	DERAL-AID HIGHWAY	FUNDS - PAID	FROM HIGHWAY 1	RUST FUND			FOREST ROAD	OTHER	
STATE	PRIMARY	SECONDARY	urban	interstate	"d" funds	"L" FUNDS	EMERGENCY RELIEF, DAM AND BRIDGE DESIGN	CASH ADVANCE REPAYMENTS	FEDERAL AID TOTAL	FUNDS 2/	FUNDS 3/	TOTAL
Alabama Alaska Arizona Arkansas	\$ 11,430,624 5,398,503 5,066,638 4,841,350	\$ 4,613,015 5,921,767 4,361,741 3,970,007	\$ 4,241,154 1,113 762,939 1,561,273	\$ 31,908,645 20,740,958 20,035,910	\$ 1,022,087 391,175 189,782 157,970	\$ 465,627 18,848 27,864 81,884	-	- - -	\$ 53,681,152 11,731,406 31,149,922 30,648,394	\$ 1,840,411 1,697,411 500,436	* -128,107 2,251,430 96	\$ 53,681,152 13,443,710 35,098,763 31,148,926
California Colorado Connecticut Delaware	17,770,934 6,650,565 2,855,814 828,854	9,508,681 4,611,851 1,996,400 1,283,431	10,817,090 1,849,758 4,428,448 453,308	105,952,503 13,139,952 15,742,981 4,542,801	449,926 535,129 447,218 -	248,124 121,923 129,388	\$1,669,482 590,905	-	146,416,740 26,909,178 26,191,154 7,108,394	4,397,743 2,059,928 - -	640,497 989,175 - -	151,454,980 29,958,281 26,191,154 7,108,394
Florida Georgia Hawaii Idaho	4,607,411 10,615,943 2,864,545 4,160,776	4,377,425 6,857,645 1,454,742 1,953,177	5,675,309 2,485,268 509,656 236,670	58,464,846 31,716,707 11,132,350	142,568 182,318 184,437	- 47,350 44,765 37,564	- - -	- - -	73,124,991 51,865,481 5,056,026 17,704,974	111,165 54,168 - 3,521,992	890,469 89,809 52,114 790,713	74,126,625 52,009,458 5,108,140 22,017,679
Illinois Indiana Iowa Kansas	20,357,278 12,497,527 7,400,631 6,974,319	9,696,253 7,177,059 4,683,084 6,521,467	17,530,615 4,669,756 2,285,097 1,822,639	131,702,872 45,710,598 28,475,025 21,560,918	1,850,097 480,503 486,075 330,372	447,923 154,255 160,259 97,534	- 301,029 -	-	181,585,038 70,689,698 43,791,200 37,307,249	40,367 39,962 - -	52,055 135,283 334,128 1,785,380	181,677,460 70,864,943 44,125,328 39,092,629
Kentucky Louisiana Maine Maryland	9,379,216 7,60 ⁴ ,567 2,032,267 2,355,769	5,191,291 6,282,927 1,944,326 1,491,117	886,955 4,781,330 122,418 5,351,696	29,635,999 42,997,114 12,974,360 18,679,480	373,308 829,607 475,901 895,355	115,576 281,931 146,750 184,181	29,637 301,660 - -	\$ -530,000 -	45,611,982 62,549,136 17,696,022 28,957,598	191,031 50,880 25,541 -	9,646 137,882 228,600 4,853,660	45,812,659 62,737,898 17,950,163 33,811,258
Massachusetts Michigan Minnesota Mississippi	4,573,952 12,525,617 11,007,945 5,498,837	1,698,265 7,657,918 8,444,535 5,332,464	5,638,560 10,022,814 4,145,122 1,068,641	33,535,840 61,614,901 39,368,924 24,173,204	1,764,830 1,891,165 374,512 811,460	680,430 56,864 16,517 18,000	- - 3,241 -	-	47,891,877 93,769,279 63,360,796 36,902,606	- 145,341 511,097 46,915	679,900 743,187 191,017 58,447	48,571,777 94,657,807 64,062,910 37,007,968
Missouri Montana Nebraska Nevada	10,568,476 5,515,345 6,375,795 3,503,609	7,643,532 4,988,046 5,061,572 2,021,967	3,784,866 250,594 881,361 135,044	24,534,085 15,386,822 20,252,404 3,050,680	976,644 447,782 473,314 168,296	56,251 164,220 31,803 931	51,336 - -	-87,488 -	47,563,854 26,716,657 33,076,249 8,880,527	141,422 2,320,094 149,996	722,693 206,737 497,569	47,705,276 29,759,444 33,282,986 9,528,092
New Hampshire New Jersey New Mexico New York	2,351,994 2,920,116 4,456,204 22,291,433	1,645,876 1,810,942 5,442,179 9,592,442	789,645 8,347,603 355,832 32,245,290	12,277,336 27,508,528 12,817,755 91,894,127	39,974 722,625 196,714 2,649,257	- 326,787 11,750 670,230	24,184 18,817 23,719	- -808,478 -	17,129,009 41,655,418 22,471,956 159,366,498	198,913 665,298	143,099 334,078 171,986	17,471,021 41,655,418 23,471,332 159,538,484
North Carolina North Dakota Ohio Oklahoma	8,539,761 4,686,301 12,870,956 4,284,258	7,983,596 5,499,913 7,425,492 4,726,090	2,144,414 376,995 19,183,348 1,475,974	25,402,345 13,322,218 79,098,848 17,010,799	106,076 515,521 1,033,710 480,612	43,267 146,605 327,464 162,617	- 210,051 226,856	-	44,219,459 24,547,553 120,149,869 28,367,206	- 17,353	442,459 133,966 3,266 1,000	44,661,918 24,681,519 120,170,488 28,368,206
Oregon Pennsylvania Khode Island South Carolina	4,513,426 11,340,349 1,311,455 4,534,879	5,128,925 6,047,800 1,272,575 5,490,092	1,388,825 8,325,677 865,590 1,264,825	22,239,842 49,513,301 8,527,914 26,624,233	543,571 1,111,913 348,546 404,573	119,975 405,242 106,216 -	357,759 - -	- - - -	33,934,564 77,102,041 12,432,296 38,318,602	4,273,474 184,360 - 77,500	4,973,383 49,551 81,000 147,888	43,181,421 77,335,952 12,513,296 38,543,990
South Dakota Tennessee Texas Utah	6,551,888 5,420,100 22,550,100 3,569,978	4,784,171 6,134,502 17,801,800 2,181,365	430,853 2,584,922 15,061,600 621,051	12,721,283 59,363,673 105,671,117 16,468,540	943,951 -617,902 1,018,500 100,537	162,548 1,268,092 253,300	151,868 - -	-	25,594,694 74,305,255 162,356,417 22,941,471	214,071 30,894 51,900 1,070,158	348,612 174,075 825,998 561,058	26,157,377 74,510,224 163,234,315 24,572,687
Vermont Virginia Washington West Virginia	2,369,072 6,895,674 5,446,778 3,979,501	1,157,608 6,456,092 4,762,186 4,995,578	265,259 2,361,481 2,085,207 510,728	14,144,881 38,556,461 18,580,978 27,426,528	284,010 386,810 794,448 139,960	86,420 130,080 251,537 35,204	257,318 105,287	-1,000,000	18,307,250 55,043,916 32,026,421 36,087,499	69,784 81,411 2,556,366 104,915	476,660 1,616,163 281,568 190,193	18,853,694 56,741,490 34,864,355 36,382,607
Wisconsin Wyoming District of Columbia Puerto Rico	5,976,366 6,190,014 2,408,509 1,635,577	4,939,764 2,220,909 913,284 1,964,080	3,628,580 286,139 994,013 871,363	26,498,695 14,250,518 14,515,182	996,568 190,281 316,338 139,636	337,516 59,421 90,998 26,245	- - - -	-	42,377,489 23,197,282 19,238,324 4,636,901	173,738 1,122,921 - -	1,127,995 21,707 16,843	42,551,227 25,448,198 19,260,031 4,653,744
Total	362,357,796	257,122,966	202,864,708	1,601,465,981	29,178,060	8,858,276	4,323,149	-2,425,966	2,463,744,970	28,738,956	28,334,928	2,520,818,854
Expenditures not distributed by States 4/			4.				· .		26,471,420	1,575,207	2,338,615	30,385,242
Grand Total	362,357,796	257,122,966	202,864,708	1,601,465,981	29,178,060	8,858,276	4,323,149	-2,425,966	2,490,216,390	30,314,163	30,673,543	2,551,204,096
1/ 2 1 1 0 .												

^{1/} Excludes foreign programs, and the costs of national park and parkway projects supervised by the Bureau but paid by the National Park Service.
2/ Includes forest highway funds administered directly by the Bureau, and expenditure of funds for forest roads and trails transferred to the Bureau by the U. S. Forest Service.
3/ Includes public lands highway funds administered directly by the Bureau, and expenditure of funds transferred to the Bureau by the National Park Service, Atomic Energy Commission, Department of Defense, Bureau of Land Management, Bureau of Indian Affairs, and others.
4/ Includes expenditures for administration and research, and other project costs that cannot be assigned to States.

APPORTIONMENT OF FEDERAL-AID HIGHWAY FUNDS AUTHORIZED

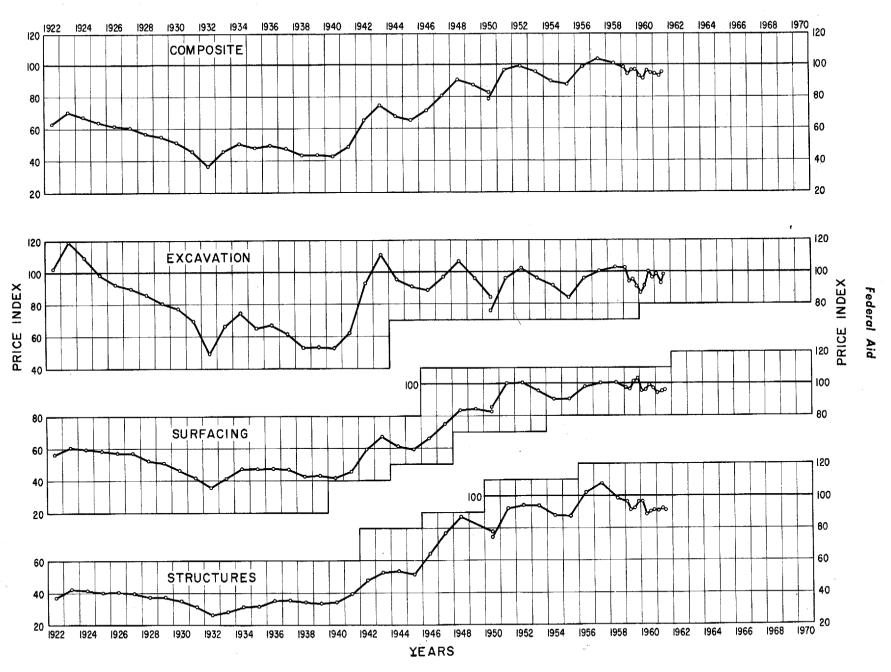
FOR THE FISCAL YEAR 1962 1

				TIOOKE TE				TABLE FA-
			FEDERAL-A	ID HIGHWAY FUND	s		FOREST	PUBLIC
STATE	PRIMARY	ABC E	runds 2/ urban	TOTAL	inter- State	TOTAL FEDERAL- AID FUNDS	HIGHWAY FUNDS 3/	LANDS FUNDS 4/
Alabama Alaska Arizona Arkansas	6,997,371 22,091,082 6,044,237 5,640,916	5,973,101 14,764,171 3,754,351 4,225,812	3,054,979 119,584 1,701,890 1,251,517	16,025,451 36,974,837 11,500,478 11,118,245	42,706,125 29,582,438 21,504,656	58,731,576 36,9 74,837 41,082,916 32,622,901	94,496 2,876,474 1,857,456 448,606	320,000
California Colorado Connecticut Delaware	19,660,098 6,303,072 2,372,021 1,904,438	9,303,650 4,444,053 1,342,034 1,266,052	24,529,637 2,299,594 3,726,671 531,031	53,493,385 13,046,719 7,440,726 3,701,521	220,070,812 16,783,594 26,420,625 7,623,000	273,564,197 29,830,313 33,861,351 11,324,521	4,726,004 2,369,837 - -	-
Florida Georgia Hawaii Idaho	6,794,538 9,306,864 1,776,483 4,529,748	4,538,164 7,453,057 1,373,625 3,001,617	7,407,962 3,704,530 858,573 495,333	18,740,664 20,464,451 4,008,681 8,026,698	56,111,344 52,256,531 12,375,000 14,942,813	74,852,008 72,720,982 16,383,681 22,969,511	191,697 116,261 - 3,359,886	- 500,000 - -
Illinois Indiana Iowa Kansas	13,618,919 8,091,532 8,625,049 8,767,312	8,299,634 6,728,628 6,619,922 6,109,832	14,721,935 5,190,393 2,397,138 2,174,742	36,640,488 20,010,553 17,642,109 17,051,886	111,053,250 62,456,625 20,551,781 19,382,344	147,693,738 82,467,178 38,193,890 36,434,230	38,033 22,121 1,070	-
Kentucky Louisiana Maine Maryland	6,315,481 5,928,550 2,677,905 3,235,237	5,165,537 3,902,531 2,281,365 2,442,528	2,309,261 3,620,660 784,972 4,182,692	13,790,279 13,451,741 5,744,242 9,860,457	38,071,688 57,194,156 11,131,313 48,791,531	51,861,967 70,645,897 16,875,555 58,651,988	67,835 76,147 12,359	- - - -
Massachusetts Michigan Minnesota Mississippi	4,350,195 12,752,648 10,614,871 6,471,046	2,272,474 7,910,128 7,284,743 5,427,160	7,755,771 10,490,144 3,792,222 1,358,493	14,378,440 31,152,920 21,691,836 13,256,699	60,312,656 85,109,062 40,822,031 23,778,563	74,691,096 116,261,982 62,513,867 37,035,262	- 354,108 456,367 155,671	-
Missouri Montana Nebraska Nevada	9,915,498 7,156,820 6,956,734 4,615,457	6,980,559 4,953,906 5,053,590 3,126,594	5,140,259 529,541 1,333,917 348,977	22,036,316 12,640,267 13,344,241 8,091,028	61,785,281 24,623,156 13,361,906 11,326,219	83,821,597 37,263,423 26,706,147 19,417,247	168,659 2,630,481 30,805 591,970	- 750,000 - -
New Hampshire New Jersey New Mexico New York	2,060,438 4,904,496 6,319,289 16,630,975	1,373,625 2,006,565 3,994,476 7,565,208	611,876 9,668,607 1,118,268 25,788,261	4,045,939 16,579,668 11,432,033 49,984,444	11,910,938 70,079,625 25,944,188 107,263,406	15,956,877 86,659,293 37,376,221 157,247,850	176,341	200,000 - 500,000 -
North Carolina North Dakota Ohio Oklahoma	8,575,231 5,040,825 13,250,791 7,781,061	8,515,225 3,440,815 7,651,857 5,477,774	3,017,790 406,366 12,761,004 2,302,990	20,108,246 8,888,006 33,663,652 15,561,825	11,737,688 9,593,719 141,068,812 19,685,531	31,845,934 18,481,725 174,732,464 35,247,356	203,316 117 18,072 22,759	- - -
Oregon Pennsylvania Rhode Island South Carolina	6,126,359 13,138,701 1,872,058 5,291,049	4,253,108 9,058,526 1,223,696 4,620,450	1,835,268 14,663,504 1,408,207 1,656,641	12,214,735 36,860,731 4,503,961 11,568,140	37,530,281 88,314,187 10,091,813 17,844,750	49,745,016 125,174,918 14,595,774 29,412,890	4,545,904 88,074 - 108,179	-
South Dakota Tennessee Texas Utah	5,376,276 7,348,321 22,811,515 4,546,375	4,121,050 5,900,835 15,071,201 2,949,540	420,555 3,267,337 12,554,875 1,206,623	9,917,881 16,516,493 50,437,591 8,702,538	9,182,250 64,232,437 97,842,937 20,248,594	19,100,131 80,748,930 148,280,528 28,951,132	258,535 110,622 104,462 1,095,914	80,000 - - -
Vermont Virginia Washington West Virginia	1,849,144 7,215,143 6,046,144 3,884,521	1,329,019 5,300,327 4,260,733 3,062,586	321,538 4,010,378 3,468,233 1,176,353	3,499,701 16,525,848 13,775,110 8,123,460	20,421,844 91,757,531 39,219,469 27,135,281	23,921,545 108,283,379 52,994,579 35,258,741	59,044 214,589 2,293,608 130,226	200,000 - 500,000
Wisconsin Wyoming Dist. of Col. Puerto Rico	8,688,009 4,241,038 1,822,103 1,905,505	6,034,452 3,141,480 1,246,023 2,276,858	4,264,732 272,937 1,452,072 1,503,266	18,987,193 7,655,455 4,520,198 5,685,629	22,804,031 22,500,844 21,461,344	41,791,224 30,156,299 25,981,542 5,685,629	184,545 1,407,712 - 9,307	- 550,000 - -
Total	380,239,489	259,874,247	224,970,099	865,083,835	2,178,000,000	3,043,083,835	33,000,000	3,600,000
	<u> </u>		·	L	0/ 27 14		<u> </u>	

^{1/} Apportioned, in part, on July 22, 1960; remainder on December 30, 1960.
2/ Net apportionment after deducting one-half of the repayable advances made pursuant to Section 2 (e) of the 1958 Act.

^{3/} No national forests in States for which no apportionments are shown.
4/ Allocated to States May 3, 1961.

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.

PRICE TRENDS FOR FEDERAL—AID HIGHWAY CONSTRUCTION

1957-1959 BASE 1

TABLE PT-1

								5 BAGE							ISSUED 19
					SURFACING						STRUCTURES				
Yrar	COM EXCAVA	ATTION	PORTLAND		BITU	MINOUS CRETE			ORCING EEL	STRUC' ST		STRUC CONC	TURAL RETE	STRUC-	COM- POSITE
INAK	BID PRICE (CU. YD.)	INDEX	BID PRICE (SQ. YD.)	INDEX	BID PRICE (TON)	INDEX	SURFACING INDEX	BID PRICE (LB.)	INDEX	BID PRICE (LB.)	INDEX	BID PRICE (CU. YD.)	INDEX	TURES INDEX	INDEX
	<u>, , , , , , , , , , , , , , , , , , , </u>			INDEXES	CONVERT	ED MATHEN	MATICALLY F	FROM 1925	-29 BASE	TO 1957-5	9 BASE 2				
1922 1923 1924 1925 1926	\$0.40 .47 .43 .39 .36	102.5 119.3 109.4 98.5 92.8	\$2.28 2.43 2.40 2.36 2.29	56.9 60.6 59.9 58.9 57.1	-	-	56.9 60.6 59.9 58.9 57.1	\$0.050 .057 .057 .056 .053	38.1 43.4 43.4 42.6 40.3	\$0.074 .078 .077 .067 .074	37.8 39.4 38.8 33.8 37.3	\$20.18 23.37 22.91 22.53 22.76	36.6 42.4 41.6 40.9 41.3	37.2 42.5 41.9 40.6 40.6	63.2 70.4 67.6 64.2 61.8
1927 1928 1929 1930	.35 .34 .32 .30	89.8 85.9 80.6 77.3	2.29 2.10 2.05 1.86	57.1 52.4 51.1 46.4	-	-	57.1 52.4 51.1 46.4	.051 .049 .048 .045	38.8 37.3 36.5 34.2	.071 .067 .059 .061	35.8 33.8 29.8 30.8	22.65 21.22 21.58 20.08	41.1 38.5 39.2 36.4	39.7 37.6 37.2 35.0	60.9 56.9 55.0 51.2
1931 1932 1933 1934	,27 ,18 ,26 ,29	69.5 49.2 66.2 74.6	1.68 1.44 1.67 1.90	41.9 35.9 41.6 47.4	-	- - -	41.9 35.9 41.6 47.4	.040 .034 .038 .043	30.4 25.9 28.9 32.7	.054 .046 .046 .053	27.2 23.2 23.2 26.7	18.02 15.33 16.15 17.73	32.7 27.8 29.3 32.2	31.3 26.6 28.2 31.6	45.9 36.1 45.8 50.2
1935 1936 1937 1938	.26 .26 .24 .21	65.6 67.0 61.8 53.5	1,90 1.91 1.89 1.72	47.4 47.6 47.1 42.9		-	47.4 47.6 47.1 42.9	.044 .046 .048 .045	33.5 35.0 36.5 34.2	.052 .060 .066 .063	26.2 30.3 33.3 31.8	17.78 20.25 19.76 19.06	32.3 36.8 35.9 34.6	31.9 35.2 35.8 34.1	48.: 49. 47. 43.
1939 1940 1941 1942	.21 .21 .24 .37	53.5 53.0 62.0 93.2	1.73 1.68 1.87 2.39	43.1 41.9 46.6 59.6		-	43.1 41.9 46.6 59.6	.044 .045 .054 .065	33.5 34.2 41.1 49.5	.059 .063 .076 .090	29.8 31.8 38.3 45.4	19.13 19.17 21.44 26.16	34.7 34.8 38.9 47.5	33.6 34.3 39.4 47.8	43. 42. 48. 65.
1943 1944 1945 1946	.44 •37 •36 •35	111.0 95.4 91.0 88.7	2.71 2.45 2.38 2.65	67.6 61.1 59.4 66.1		-	67.6 61.1 59.4 66.1	.067 .064 .062 .075	51.0 48.7 47.2 57.1	.095 .089 .077 .113	47.9 44.9 38.8 57.0	30.19 31.94 31.62 38.79	54.8 58.0 57.4 70.4	52.6 53.4 51.8 64.4	74. 67. 65. 71.
1947 1948 1949 1950	.38 .42 .38 .33	97.0 106.8 96.2 84.6	3.01 3.37 3.40 3.32	75.1 84.0 84.8 82.8	- - -	- - -	75.1 84.0 84.8 82.8	.093 .108 .104 .100	70.8 82.2 79.1 76.1	.132 .158 .146 .139	66.6 79.7 73.7 70.1	45.84 51.00 47.36 44.62	83.2 92.6 86.0 81.0	77,0 87,6 82,3 78,0	80. 90. 87. 82.
				INC	EXES COM	PUTED FR	OM 1957-5	9 BASE QUA	ANTITIES A	ND PRICES	3				
1950 1951 1952 1953 1954	.32 .40 .43 .40	75.7 96.2 102.4 96.2 91.4	3.62 3.92 4.19 4.07 3.98	82.7 89.6 95.7 93.0 90.9	5.89 7.33 6.98 6.53 5.97	88.5 110.1 104.8 98.1 89.7	85.7 100.3 100.5 95.6 90.3	.099 .119 .119 .121 .112	76.2 92.0 92.4 93.8 86.7	.129 .176 .178 .172 .159	66.1 90.4 91.3 88.6 81.5	42.62 50.72 52.24 52.82 50.15	78.7 93.6 96.4 97.5 92.6	74.2 92.3 94.1 94.0 88.0	78. 96. 98. 95. 89.
1955 1956 1957 1958	.35 .40 .42 .43	84.0 96.0 100.7 102.9	3.96 4.26 4.34 4.41	90.5 97.3 99.2 100.8	6.07 6.58 6.75 6.67	91.2 98.8 101.4 100.2	90.8 98.1 100.3 100.5	,110 ,127 ,134 ,129	85.2 97.9 104.0 99.9	.157 .212 .228 .186	80.9 108.9 117.0 95.7	50.01 53.74 55.98 54.10	92.3 99.2 103.3 99.9	87.4 102.0 107.8 98.5	87, 98, 103. 100.
1959 1st Qtr. 2nd " 3rd " 4th " Average	.43 .40 .40 .38 .40	102.6 94.0 95.2 90.7 95.7	4.26 4.33 4.38 4.64 4.40	97.3 98.9 100.1 106.0 100.5	6.50 6.31 6.82 6.70 6.58	97.6 94.8 102.4 100.6 98.8	97.5 96.8 101.3 103.2 99.6	.125 .123 .124 .130 .126	97.1 94.9 96.3 100.7 97.2	.181 .165 .160 .170 .169	93.1 84.6 82.3 87.1 86.8	53-53 51.19 52.59 54.67 53.00	98.8 94.5 97.1 100.9 97.8	96.7 91.4 92.2 96.5 94.2	98. 94. 96. 96.
1960 1st Qtr. 2nd " 3rd " 4th "	.37 .38 .42 .41	86.9 91.2 100.2 96.4 93.8	4.36 4.35 4.27 4.33 4.33	99.6 99.4 97.6 98.9 98.9	6.11 6.20 6.71 6.44 6.37	91.8 93.1 100.8 96.7 95.7	95.5 96.1 99.2 97.8 97.2	.125 .121 .114 .116 .119	97.0 93.3 87.8 90.1 92.1	.178 .155 .167 .166 .167	91.6 79.7 85.7 85.1 85.6	53.98 50.20 50.97 51.71 51.72	99.6 92.7 94.1 95.5 95.5	96,6 88,7 90.3 91.2 91.7	93. 91. 96. 95. 94.
1961 1st Qtr. 2nd " 3rd "	.41 .39 .41	98.3 92.6 98.1	4,18 4,13 4,16	95.5 94.4 95.0	6.19 6.38 6.47	93.0 95.8 97.2	94.2 95.1 96.2	.115 .116 .113	89.0 89.6 87.4	.162 .163 .161	83.4 83.9 82.8	52.14 53.25 52.96	96.2 98.3 97.8	90.8 92.2 91.1	94. 93. 95.
957-59 Base 4/	0.42	100.0	4,38	100.0	6.66	100.0	100.0	0.129	100.0	0.195	100.0	54.18	100.0	100.0	100.4

^{1/} Base for composite index, 1957-59, involves 3,641,885,000 cubic yards of roadway expavation; 154,953,000 square yards of portland cement concrete surfacing with average thickness of 9.1 inches; 111,516,000 tons of bituminous concrete surfacing; 2,206,879,000 pounds of reinforcing steel for structures; 2,581,462,000 pounds of structural steel; and 11,583,000 cubic yards of structural concrete.

2/ Derived from the previously computed figures, using 1925-29 base quantities and prices, and dividing the

figures for each year by the average of the figures for 1957, 1958, and 1959.

3/ Prices for portland cement concrete surfacing reflect adjustments to base period thicknesses in each State and do not include costs for reinforcing steel and joints.

4/ Eid price for the base period, 1957-59, is 100 for this index.

Federal Ai

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

	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
MAJOR ITEMS	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	3.6	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:		ļ		l					
Clay - 6"	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0
Reinforced concrete - 24"	0.3	0.4	0.4	0.5	0.8	0.6	0.4	0.6	0.
Corrugated metal - 24"	0.1	0.0	0.1 28.5	0.2 30.0	0.1 21.8	0.2 26.7	$\frac{0.2}{31.6}$	0.0 22.9	0.1 27.9
Subtotal	32.6	23.7	20.5	30.0	21.0	20. (31.0	22.9	21.>
BASES AND SURFACES Bases:									
Stabilized soil	0.8	0.7	0.8	1.1	0.5	0.9	1.0	0.6	0.0
Gravel and clay gravel	5.6	1.9	3.9	7.6	4.7	6.4	6.4	2.9	4.
Macadam or stone	4.1	1.4	2.8	5.2	4.0	4.7	4.6	2.4	3.
Bituminous concrete	0.7	0.1	0.4	1.8	0.7	1.4	1.2	0.3	0.
Portland cement concrete	0.3	0.9	0.6	1.5	3.7	2.4	0.8	2.0	1.
Surfaces:	1								
Gravel and clay gravel	0.1	0.0	0.1	0.3	0.0	0.2	0.2	0.0	0.
Macadam or stone	0.3	0.1	0.2	0.1 0.8	0.0	0.1	0.2	0.1	0.
Bituminous surface treatment	0.4	0.1	0.2	0.0	0.4	0.6 0.3	0.6 0.2	0.2	0.
Bituminous road-mix	0.1	0.7	0.0 1.5	4.9	0.1 1.3	3.4	3.3	0.9	2.
Bituminous plant-mix - medium Bituminous penetration	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.
Bituminous concrete	3.4	1.6	2.6	10.0	7.3	8.9	6.2	3.8	5.
Portland cement concrete	18.3	11.5	15.2	13.8	15.9	14.7	16.4	13.2	15.
Pavement reinforcement	2.2	1.9	2.1	2.0	2.4	2.1	2.1	2.1	2.
Subtotal	2.2 38.6	20.9	30.4	49.7	41.0	46.2	43.3	28.5	36.
structures 1/									
Structural concrete	14.3	24.1	18.8	10.8	17.1	13.3	12.7	21.5	16.
Structural reinforcement	5.2	9.6	7.2	3.6	5.5	4.4	4.5	8.0	6.
Structural steel	6.9	17.3	11.7	4.8	12.8	8.0	6.0	15.6	10.
Steel H piling	0.9	2.1	1.5	0.5 0.6	1.2	0.8	0.8	1.8	1.
Prestressed concrete 2/ Subtotal	1.5 28.8	2.3 55.4	1.9 41.1	20.3	0.6 37.2	27.1	1.1 25.1	1.7 48.6	35.
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.
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.

^{1/} Includes bridges and box culverts.

^{2/} Includes prestressing steel and steel reinforcement.

Highway Statistics, 196

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 196
	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
ELEMENTS	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Cement 1/	5.7	2.9	4.6	4.2	4.4	4.3	5.2	3.5	4.5
Aggregates purchased 2/	6.1	3.4	5.2	9.7	5.9	8.2	7.4	4.7	6.2
Bitumens 3/	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 4/	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 4.7	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									ł
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 PT-3

			ISSUED 1961
ITEM		TOTAL BID QUANTITY REPORTED	WEIGHTED AVERAGE UNIT PRICE
Roadway excavation: Borrow Common Unclassified Solid rock	CUBIC YARDS 166,111,859 288,974,774 455,690,046 8,960,234	DOLLARS \$ 0.70 0.40 0.49 1.32	
Steel: Pavement reinforcement Structural reinforcement Structural steel Steel H piling Prestressing steel		POUNDS 147,501,385 872,611,071 1,049,431,618 184,061,489 16,722,413	0.110 0.118 0.166 0.113 0.695
Bases: Gravel and clay gravel Macadam or stone Bituminous concrete Portland cement concrete	WEIGHTED AVERAGE THICKNESS 9.02" 8.60" 4.92" 8.33"	SQUARE YARDS 140,614,534 66,007,078 11,738,350 4,618,795	0.61 0.95 1.20 <u>2</u> / 4.82
Surfaces: Gravel and clay gravel Macadam or stone Bituminous surface treatment Bituminous road-mix Bituminous plant-mix - medium Bituminous penetration Bituminous concrete Portland cement concrete	3.50" 6.06" 0.58" 3.15" 3.41" 2.00" 2.83" 9.04"	SQUARE YARDS 6,554,613 3,938,118 29,033,312 4,170,283 45,063,536 1,510,708 79,287,291 59,232,630	0.30 0.61 0.25 0.63 0.91 0.56 1.12 2/ 4.31
Pipe: Clay Reinforced concrete Corrugated metal	DIAMETER 6.00" 24.00" 24.00"	LINEAR FEET 1,461,542 1,140,687 318,517	1.33 7.20 6.98
Structural concrete: Superstructures Substructures Foundations and footings Prestressed concrete		CUBIC YARDS 3,976,129 1,350,099 177,164 170,664	51.80 51.19 45.90 59.58
1/ Not including Federal-aid seconds	ry projects.		

^{1/} Not including Federal-aid secondary projects.

 $[\]overline{2}$ / Does not include prices of reinforcing steel or joints.

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

TINU	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST 2/
Barrels	12,600
Tons	1,423
Tons Tons	48,000 56,000
Tons Tons Tons Tons	185 190 38 50
Tons	534
Tons	16
Board feet	69,000
Board feet	20,000
Gallons	145,000
Pounds	24,000
	Barrels Tons Tons Tons Tons Tons Tons Tons Ton

^{1/} 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.

4/ Grease converted to gallons on basis of 8 pounds per gallon.

 $[\]frac{2}{3}$ Right-of-way, preliminary engineering and construction engineering excluded. $\frac{3}{2}$ 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.

Federal Aid

COST TRENDS

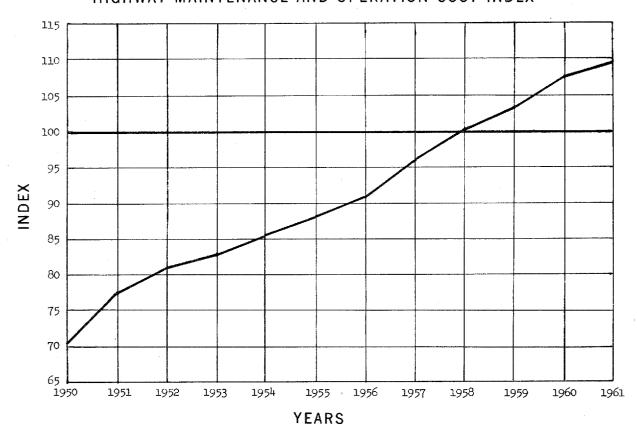
HIGHWAY MAINTENANCE AND OPERATIONS 1

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

radicinal of carry adjusted from former 1939 band to 1991-99 bands

HIGHWAY MAINTENANCE AND OPERATION COST INDEX



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AVERAGE HOURLY WAGE RATES ON FEDERAL-AID PROJECTS

TABLE PT-6 ISSUED 1961

ISSUED 1				- ton 1 \ / \ han / \ \ 1	V:1 L-L		· 17/10L	HOOKE		· · · · · · · · · · · · · · · · · · ·
UNITED STATES	PACIFIC	MOUNTAIN	WEST SOUTH CENTRAL	EAST SOUTH CENTRAL	SOUTH ATLANTIC	WEST NORTH CENTRAL	EAST NORTH CENTRAL	MIDDLE ATLANTIC	NEW ENGLAND	CLASSIFICATION
			,		1960	CALENDAR	1			
\$3.14	\$4.08	\$3.52	\$2.54	\$3.04	\$2.66	\$2.93	\$3 - 57	\$3.43	\$3•39	Executive, Administrative, and Supervisory
3,22	3.97	3.45	2.33	3.02	2.44	3.14	3.86	3.83	3.58	Skilled
2.45	3.59	2.80	1.58	2.12	1.77	2.37	3.26	3.04	2.84	Intermediate Grade
2.09	3.10	2•35	1.30	1.64	1.41	2.11	2.85	2.63	2.51	Unskilled
					R 1961	ST QUARTE	FIR		·	
3.15	4.14	3.75	2.57	3.11	2.83	2.97	3.83	3.86	1.49	Executive, Administrative, and Supervisory
3.35	4.03	3.44	2.65	3-34	2.50	3.15	3.86	4.06	3,58	Skilled
2.41	3.30	2.87	1.60	1.85	1.65	2.33	3.17	3.25	2,89	Intermediate Grade
2.03	3.13	2.46	1.47	1.43	1.39	2.25	2.81	2.71	2.61	Unskilled
					TER 1961	OND QUAR	SECO			
3.31	4.54	3.67	2.69	3.27	2.89	2.86	3.83	3.76	3.60	Executive, Administrative, and Supervisory
3.27	4.09	3-53	2,59	3.29	2.46	2,98	3.79	4.14	3.61	Skilled
2.41	3+74	2,92	1.62	1.78	1.63	2.25	3.24	3.17	3.02	Intermediate Grade
1.96	3-15	2,44	1.45	1.38	1.36	2.02	2.95	2.71	2.59	Unskilled
								, n.		
					ER 1961	 RD QUART	THI			
3.17	4.40	3.68	2,59	3.12	2,91	2.80	3.31	3.32	3.21	Executive, Administrative, and Supervisory
3.44	4.16	3.58	2.44	3.34	2.58	3.16	3.95	4.08	3.56	Skilled
2.62	3.75	3.06	1,65	1.96	1.80	2.36	3-34	3.29	2.73	Intermediate Grade
2.17	3.12	2.54	1.37	1.48	1.44	2,12	2,93	2.51	2.43	Unskilled
	3.75	3.06	1,65	1.96	1.80	2.36	3-34	3.29	2.73	Intermediate Grade



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