



U.S. Department
of Transportation
**Federal Highway
Administration**

HIGHWAY STATISTICS 1995

INTERNET URL: <http://www.dot.gov>

Highway Statistics publications will appear as a hotlink through
Federal Highway Administration, Office of Highway Information Management.

COVER PHOTOGRAPHY

Port of Seattle

Photo Property of: VZM/TranSystems

Highway Statistics Customer Questionnaire

We would appreciate it if you would take the time to respond to this questionnaire. When you are ready to mail it, fold it so that the **Federal Highway Administration** name and address is on the outside, and tape securely; postage is guaranteed by the Department of Transportation.

1. **Name:** _____
2. **Organization Name:** _____
3. **Organization Type:**

<input type="checkbox"/> State transportation organization	<input type="checkbox"/> University
<input type="checkbox"/> Metropolitan Planning Organization	<input type="checkbox"/> Business
<input type="checkbox"/> Other - please specify: _____	<input type="checkbox"/> Federal agency
4. **Mailing Address:**

Street _____

City, State, Zip _____
5. **Mailing List Status:**

I am not on the mailing list, please add my name and address

Update my address on the present mailing list

Delete me from mailing list
6. **For what purpose do you primarily use Highway Statistics?**

<input type="checkbox"/> Transportation planning	<input type="checkbox"/> Transportation Program Management
<input type="checkbox"/> Developing legislation	<input type="checkbox"/> Marketing
<input type="checkbox"/> Budget formulation	<input type="checkbox"/> News Media
<input type="checkbox"/> Other (please explain): _____	
7. What improvements to the existing information or tables in **Highway Statistics** would be most useful to you? Please be specific.
8. What additional information or tables would you like included in **Highway Statistics**? Please be specific.
9. Which data series do you use most frequently?

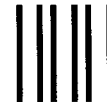
Motor Fuel Registration Licensing Finance Mileage International

--OVER--

10. Do you have Internet access? Yes No
11. All 1994 and 1995 Highway Statistics tables are accessible on the Internet for downloading at <http://www.dot.gov>.
 Have you used the site? Yes No
 If no, do you foresee use for electronic access to Highway Statistics on the Internet?
 Yes No
12. Would access to an electronic version supplant the need for a printed version of Highway Statistics?
 Yes No
13. Would you make use of the data if supplied on CD ROM?
 Yes No

Fold

Fold

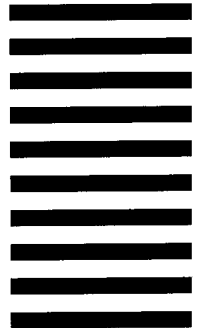


NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES

BUSINESS REPLY MAIL
 FIRST CLASS PERMIT NO. 12946 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY FEDERAL HIGHWAY ADMINISTRATION

**U.S. Department of Transportation
 Federal Highway Administration
 Mary K. Teets, HPM-40
 400 7th Street, SW.
 Washington, D.C. 20590**



Highway Statistics 1995

Rodney E. Slater
Federal Highway Administrator

Technical Report Documentation Page

1. Report No. FHWA-PL-96-017		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Highway Statistics 1995				5. Report Date November 1996	
				6. Performing Organization Code HPM-40	
7. Author(s) Mary K. Teets, Editor				8. Performing Organization Report No.	
9. Performing Organization Name and Address U.S. Department of Transportation Federal Highway Administration Office of Highway Information Management Washington, D.C. 20590				10. Work Unit No. (TRAIIS)	
				11. Contract or Grant No.	
				13. Type of Report and Period Covered	
12. Sponsoring Agency Name and Address				14. Sponsoring Agency Code	
15. Supplementary Notes For more information on data contained in Highway Statistics, contact the Federal Highway Administration, Office of Highway Information Management, HPM-1, (202) 366-0180.					
16. Abstract This is an annual report containing analyzed statistical data on motor fuel; motor vehicles; driver licensing; highway-user taxation; State highway finance; highway mileage; Federal aid for highways; highway finance data for municipalities, counties, townships, and other units of local government; and international data.. This report has been published since 1945.					
17. Key Words Fuel; Registration; Driver Licensing; Finance; Mileage; International; Metric			18. Distribution Statement		
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No of Pages 325	22. Price

SI* (MODERN METRIC) CONVERSION FACTORS

APPROXIMATE CONVERSIONS FROM SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol	When You Know	Multiply By	To Find	Symbol
LENGTH								
in	inches	25.4	millimeters	mm	millimeters	0.039	inches	in
ft	feet	0.305	meters	m	meters	3.28	feet	ft
yd	yards	0.914	meters	m	meters	1.09	yards	yd
mi	miles	1.61	kilometers	km	kilometers	0.621	miles	mi
AREA								
in ²	square inches	645.2	square millimeters	mm ²	square millimeters	0.0016	square inches	in ²
ft ²	square feet	0.093	square meters	m ²	square meters	10.764	square feet	ft ²
yd ²	square yards	0.836	square meters	m ²	square meters	1.195	square yards	yd ²
ac	acres	0.405	hectares	ha	hectares	2.47	acres	ac
mi ²	square miles	2.59	square kilometers	km ²	square kilometers	0.386	square miles	mi ²
VOLUME								
fl oz	fluid ounces	29.57	milliliters	mL	milliliters	0.034	fluid ounces	fl oz
gal	gallons	3.785	liters	L	liters	0.264	gallons	gal
ft ³	cubic feet	0.028	cubic meters	m ³	cubic meters	35.71	cubic feet	ft ³
yd ³	cubic yards	0.765	cubic meters	m ³	cubic meters	1.307	cubic yards	yd ³
MASS								
oz	ounces	28.35	grams	g	grams	0.035	ounces	oz
lb	pounds	0.454	kilograms	kg	kilograms	2.202	pounds	lb
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T
TEMPERATURE (exact)								
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celsius temperature	°C	Celsius temperature	1.8C + 32	Fahrenheit temperature	°F
ILLUMINATION								
fc	foot-candles	10.76	lux	lx	lux	0.0929	foot-candles	fc
fl	foot-Lamberts	3.426	candela/m ²	cd/m ²	candela/m ²	0.2919	foot-Lamberts	fl
FORCE and PRESSURE or STRESS								
lbf	poundforce	4.45	newtons	N	newtons	0.225	poundforce	lbf
lbf/in ²	poundforce per square inch	6.89	kilopascals	kPa	kilopascals	0.145	poundforce per square inch	lbf/in ²

NOTE: Volumes greater than 1000 l shall be shown in m³.

* SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.

Preface

This publication was prepared by the Office of Highway Information Management, Federal Highway Administration. The 51st of an annual series, it presents the 1995 analyzed statistics of general interest on motor fuel, motor vehicles, driver licensing, highway-user taxation, State highway finance, highway mileage, and Federal aid for highways; and 1994 highway finance data for municipalities, counties, townships, and other units of local government. Starting with the 1992 edition, a section on International data has also been included. A listing of the data is given in the table of contents and a brief description is given in the text accompanying each section.

The *Highway Statistics* series has been published annually beginning with the year 1945. All but the most recent year edition are now out of print. Limited quantities of this edition are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402:

	<i>Stock Number</i>	<i>Cost per Copy</i>
Highway Statistics, 1994	050-001-00320-1	\$21.00

The following Highway Statistics annual and summary reports are available on microfiche and/or paper from the Department of Commerce, National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161; telephone orders—(703) 487-4650; fax orders—(703) 31-8547. Following are the accession numbers and prices to be used when ordering.

	<i>Accession Number</i>	<i>Cost per Microfiche Copy</i>	<i>Cost per Paper Copy</i>
Highway Statistics, Summary to 1965	PB 197713	\$12.50	
Highway Statistics, 1969	PB 197714	\$12.50	
Highway Statistics, 1970	PB 206547	\$12.50	
Highway Statistics, 1971	PB 218949	\$12.50	
Highway Statistics, 1972	PB 231001	\$12.50	
Highway Statistics, 1973	PB 239989	\$12.50	\$59.00
Highway Statistics, 1974	PB 255090	\$12.50	\$55.00
Highway Statistics, 1975, Section 1	PB 271953	\$12.50	\$31.50
Highway Statistics, 1975, Section 2	PB 261237	\$12.50	\$27.00
Highway Statistics, 1975, Section 3	PB 267552	\$12.50	\$35.00
Highway Statistics, 1975, Section 4	PB 261266	\$12.50	\$27.00
Highway Statistics, Summary to 1975	PB 273520	\$12.50	\$4.75
Highway Statistics, 1976	PB 282479	\$12.50	\$17.00
Highway Statistics, 1977	PB 296097	\$12.50	\$61.50
Highway Statistics, 1978	PB 80-126808	\$12.50	\$44.00
Highway Statistics, 1979	PB 81-127367	\$12.50	\$39.00
Highway Statistics, 1980	PB 82-1422027	\$12.50	\$39.00
Highway Statistics, 1981	PB 83-128082	\$12.50	\$44.00
Highway Statistics, 1982	PB 84-132968	\$12.50	\$44.00
Highway Statistics, 1983	PB 85-139913	\$12.50	\$44.00
Highway Statistics, 1984	PB 86-156106	\$12.50	\$22.50
Highway Statistics, 1985	PB 87-128666	\$12.50	\$47.50
Highway Statistics, Summary to 1985	PB 87-191458	\$12.50	\$55.00
Highway Statistics, 1986	PB 88-149067	\$12.50	\$44.00
Highway Statistics, 1987	PB 89-127369	\$12.50	\$44.00
Highway Statistics, 1988	PB 90-131467	\$17.50	\$44.00

	<i>Accession Number</i>	<i>Cost per Microfiche Copy</i>	<i>Cost per Paper Copy</i>
Highway Statistics, 1989	PB 91-124578	\$17.50	\$47.50
Highway Statistics, 1990	PB 92-235944	\$24.50	\$51.50
Highway Statistics, 1991	PB 93-132520	\$19.50	\$41.00
Highway Statistics, 1992	PB 94-128493	\$19.50	\$41.00
Highway Statistics, 1993	PB 95-174298	\$19.50	\$49.00
Highway Statistics, 1994	PB 95-136734	\$19.50	\$49.00

Contents

	<i>Table</i>	<i>Page</i>
Introduction		1
Important Information for Highway Users		5
Selected Measures for Identifying Peer States	PS-1	7

SECTION I MOTOR FUEL

Discussion		I-1
Analysis of motor-fuel use:		
Motor-fuel use	MF-21	I-3
Nonhighway use of gasoline	MF-24	I-4
Monthly gasoline reported by States	MF-33GA	I-5
Estimated use of gasohol	MF-33E	I-6
Special fuel as a percent of total highway use of motor fuel	(Chart)	I-7
Rates and revenues:		
Motor-fuel volume taxed by States	MF-2	IV-54
State tax rates on motor fuel	MF-121T	IV-55
State motor-fuel taxes and related receipts	MF-1	IV-59
Disposition of State motor-fuel tax receipts	MF-3	IV-60
State tax rates on motor fuel 1981-1995	MF-205	IV-57
Federal excise taxes on highway motor fuel	FE-21B	IV-27

SECTION II MOTOR VEHICLES

Discussion		II-1
Vehicle registration:		
State motor-vehicle registrations	MV-1	II-3
Publicly owned vehicles	MV-7	II-4
Truck and truck-tractor registrations	MV-9	II-5
Bus registrations	MV-10	II-6
Trailer and semitrailer registrations	MV-11	II-7
Licensed drivers, vehicle registrations, and resident population	(Chart)	II-8
Vehicle registrations, fuel consumption, and vehicle-miles of travel	(Chart)	II-9
Rates and revenues:		
State motor-vehicle and motor-carrier tax receipts	MV-2	IV-61
Disposition of State motor-vehicle and motor-carrier tax receipts	MV-3	IV-62

SECTION III

DRIVER LICENSING

Discussion		III-1
Motor-vehicle driver licenses	DL-1	III-2
Licensed drivers--Ratio of licensed drivers to population	DL-1C	III-9
Licensed drivers, by sex and percentage in each age group	DL-20	III-10
Licensed drivers, by State, sex, and age group	DL-22	III-11

SECTION IV

HIGHWAY FINANCE

Discussion		IV-1
Highway finance summaries:		
Funding for highways and disposition of highway-user revenues, all units of government--summary	HF-10	IV-8
Funding for highways and disposition of highway-user revenues, 1994 revised	HF-10A	IV-9
Total receipts for highways, by governmental units	Chart	IV-10
Total disbursements for highways, by governmental units	Chart	IV-11
Disposition of receipts from highway user taxes and tolls	HDF	IV-12
Revenues used for highways, all units of government	HF-1	IV-13
Total disbursements for highways, all units of government	HF-2	IV-14
Highway expenditures, all units of government, current and constant dollars	Chart	IV-15
Long-term highway obligations, all units of government	HB-2	IV-16
Federal highway finance:		
Status of the Federal Highway Trust Fund	FE-10	IV-17
Status of the Federal Highway Trust Fund	(Chart)	IV-18
Status of the Federal Highway Trust Fund 1957-1995	FE-210	IV-19
Federal Highway Trust Fund receipts attributable to highway users in each State	FE-9	IV-21
Comparison of Federal Highway Trust Fund receipts attributable to the States and Federal-aid apportionments	FE-221	IV-23
Highway use of motor fuel--1994	MF-27	IV-24
Federal excise tax rates on motor fuels and lubricating oil	FE-101A	IV-25
Federal excise tax rates on motor vehicles and related products	FE-101B	IV-26
Federal highway user fees	FE-21B	IV-27
Federal-aid highway fund apportionments	FA-4	IV-28
Federal-aid highway apportionment formulas	FA-4A	IV-29
Federal-aid highway fund allocations	FA-4D	IV-30
Obligation of Federal-aid highway funds	FA-4B	IV-31
Obligation of Federal-aid highway funds by functional system	FA-4C	IV-33
Expenditure of Federal funds administered by the Federal Highway Administration	FA-3	IV-34
Receipts and expenditures for highways by Federal agencies--summary	FA-5	IV-36
Receipts and expenditures for highways by Federal agencies (by State)--summary	FA-21	IV-37
Obligation of National Highway System and Surface Transportation Program funds by improvement type	FA-6	IV-38
Obligation of Federal-aid highway funds by improvement type	FA-10	IV-39
Miles of roadway projects underway	(Trend Chart)	IV-40
Roadway project obligations	(Trend Chart)	IV-41
Miles of roadway projects underway by improvement type	(Trend Chart)	IV-42
Roadway project obligations by improvement type	(Trend Chart)	IV-43
Bridge project obligations by improvement type	(Trend Chart)	IV-44

	<i>Table</i>	<i>Page</i>
Uses of Surface Transportation Program funds for projects not on the National Highway System (by improvement category)	STP-1	IV-45
Uses of Surface Transportation Program funds for projects not on the National Highway System (by functional system)	STP-1A	IV-48
Price trends for Federal-aid highway construction (and chart)	PT-1	IV-49
Average distribution of costs on contracts completed	(Chart)	IV-50
Usage factors for major highway construction materials and labor	PT-4	IV-51
Direct on-site employment rates on Federal-aid highway construction projects	PT-6	IV-52
 State highway finance:		
Disposition of receipts from State imposts on highway users	DF	IV-53
Motor-fuel volume taxed by States	MF-2	IV-54
State tax rates on motor fuel	MF-121T	IV-55
State tax rates on motor fuel 1981-1995	MF-205	IV-57
Motor-fuel taxes and related receipts	MF-1	IV-59
Disposition of State motor-fuel tax receipts	MF-3	IV-60
Motor-vehicle and motor-carrier tax receipts	MV-2	IV-61
Disposition of State motor-vehicle and motor-carrier tax receipts	MV-3	IV-62
Disposition of receipts from State and highway-user imposts, including tolls	SDF	IV-63
State funding for highways--summary	SF-21	IV-64
Revenues used by States for highways	SF-1	IV-65
Disbursements by States for highways	SF-2	IV-66
Receipts and disbursements for highways	(Chart)	IV-67
Revenues used by States for State-administered highways	SF-3	IV-68
Disbursements by States for State-administered highways	SF-4	IV-69
Disbursements by States for State-administered, classified by function	SF-4C	IV-70
Funding for State grants-in-aid for local roads and streets	SF-5A	IV-71
Revenues used by States for local roads and streets	SF-5	IV-72
State expenditures and grants-in-aid for local roads and streets	SF-6	IV-73
State capital outlay and maintenance, classified by functional system and area	SF-12	IV-74
State capital outlay and maintenance, classified by improvement type	SF-12A	IV-78
State capital outlay, classified by Federal-aid system	SF-12B	IV-81
State Obligations for highways (total), issued or assumed during year	SB-1	IV-82
State Obligations for highways (total), Change in indebtedness during year	SB-2	IV-84
State Obligations for highways (total), funding for debt service	SB-3	IV-85
State Obligations for local highways, change in indebtedness during year	SB-2L	IV-86
State Obligations for local highways, funding for debt service	SB-3L	IV-86
Change in indebtedness of State toll road and crossing facilities	SB-2T	IV-87
Funding for debt service of State toll road and crossing facilities	SB-3T	IV-88
Receipts of State toll road and crossing facilities	SF-3B	IV-89
Disbursements of State toll road and crossing facilities	SF-4B	IV-91
 Transit:		
Funding for direct State mass transit activities	MT-1A	IV-93
Funding for State grants-in-aid for mass transit	MT-1B	IV-94
Transit operator receipts and disbursements for capital outlay	MT-2A	IV-95
Transit operator receipts and disbursements for operations	MT-2B	IV-96
 Local government highway finance:		
Disposition of local government receipts from State and local highway-user imposts, including tolls	LDF	IV-97
Local government funding for highways --summary	LGF-21	IV-98
Revenues used by local governments for highways	LGF-1	IV-99
Disbursements by local governments for highways	LGF-2	IV-100
Local obligations for highways (total), change in indebtedness during year	LGB-2	IV-101

	<i>Table</i>	<i>Page</i>
Change in indebtedness during year of local toll facilities	LGB-2T	IV-102
Receipts of local toll facilities	LGF-3B	IV-103
Disbursements of local toll facilities	LGF-4B	IV-105
Disposition of Highway-User Revenue:		
Funding for highways and disposition of highway-user revenues, all units of government--summary		
government--summary	HF-10	IV-8
Funding for highways and disposition of highway-user revenues, 1994 revised	HF-10A	IV-9
Disposition of receipts from highway user taxes and tolls	HDF	IV-12
Disposition of receipts from State imposts on highway users	DF	IV-53
Disposition of local government receipts from State and local highway-user imposts, including tolls	LDF	IV-97
Toll facility finance:		
Receipts of State toll road and crossing facilities	SF-3B	IV-89
Disbursements of State toll road and crossing facilities	SF-4B	IV-91
Receipts of local toll facilities	LGF-3B	IV-103
Disbursements of local toll facilities	LGF-4B	IV-105
Obligations for highways:		
Long-term highway obligations, all units of government	HB-2	IV-16
State Obligations for highways (total), issued or assumed during year	SB-1	IV-82
State Obligations for highways (total), Change in indebtedness during year	SB-2	IV-84
State Obligations for highways (total), funding for debt service	SB-3	IV-85
State Obligations for local highways, change in indebtedness during year	SB-2L	IV-86
State Obligations for local highways, funding for debt service	SB-3L	IV-86
Change in indebtedness of State toll road and crossing facilities	SB-2T	IV-87
Funding for debt service of State toll road and crossing facilities	SB-3T	IV-88
Local obligations for highways (total), change in indebtedness during year	LGB-2	IV-101
Change in indebtedness during year of local toll facilities	LGB-2T	IV-102

SECTION V

ROADWAY EXTENT, CHARACTERISTICS, AND PERFORMANCE

Discussion		V-1
Public road mileage in the United States, classified by:		
type of surface and jurisdictional/functional system	HM-12	V-8
Federal-aid highways and jurisdiction	HM-16	V-9
Federal-aid highways and functional systems	HM-18	V-10
jurisdiction	HM-10	V-11
Federal-aid highways and jurisdiction	HM-14	V-12
Federal-aid highways	HM-15	V-15
functional system	HM-20	V-16
Federal-aid highways data:		
Federal-aid highway highways mileage, classified by:		
type of surface	HM-31	V-17
lane width	HM-33	V-19
traffic lanes, access control, and States	HM-35	V-21
traffic lanes and access control	HM-36	V-23
average daily traffic volume	HM-37	V-24
lane width, access control, and average daily traffic volume	HM-39	V-27
Interstate System mileage	HM-45	V-30

	<i>Table</i>	<i>Page</i>
National Highway System, by State and:		
open and not open to traffic	HM-30	V-31
volume-service flow ratio	HM-42	V-32
measured pavement roughness	HM-47	V-34
lane mileage	HM-48	V-38
Functional system data:		
Rural and urban arterial and collector mileage, classified by:		
jurisdiction	HM-50	V-39
type of surface	HM-51	V-43
lane width	HM-53	V-47
traffic lanes and access control	HM-55	V-51
average daily traffic volume	HM-57	V-55
lane width, access control, and average daily traffic volume	HM-59	V-59
volume-service flow ratio	HM-61	V-63
volume-service flow ratio	(Chart)	V-67
present serviceability ratings--pavements	HM-63	V-68
measured pavement roughness	HM-64	V-69
Rural and urban lane mileage	HM-60	V-73
Number of highway bridges	HM-65	V-74
Local functional system mileage, by average daily traffic volume and surface type	HM-67	V-75
Urbanized area summaries:		
Mileage and daily vehicle-miles of travel	HM-71	V-78
Selected characteristics	HM-72	V-84
Highway agency-administered roads and highways data:		
Mileage by functional system	HM-80	V-90
Mileage, lane miles and daily travel	HM-81	V-91
Highway usage and performance:		
Vehicle-miles of travel, by highway category, vehicle type, and related data	VM-1	V-92
Vehicle-miles of travel, by State and functional system	VM-2	V-93
Vehicle-miles of travel, by State and functional system (Revised 1994)	VM-2A	V-94
Vehicle-miles of travel, by State and Federal-aid highways	VM-3	V-95
Monthly distribution of travel	(Chart)	V-96
Travel distribution by vehicle type, arterial system, and State	VM-4	V-97
Volume-service flow ratio	HM-61	V-63
Present serviceability ratings--pavements	HM-63	V-68
Measured pavement roughness	HM-64	V-69
Motor vehicle traffic fatalities:		
Fatalities and injuries by functional system and Federal-aid highways	FI-1	V-104
Fatalities related to population, licensed drivers, and vehicle registrations	FI-2	V-105
Total rural and urban fatalities and injuries	FI-3	V-106
Total rural fatalities and injuries	FI-4	V-107
Total urban fatalities and injuries	FI-5	V-108
Total rural Interstate System fatalities and injuries	FI-6	V-109
Total urban Interstate System fatalities and injuries	FI-7	V-110
Total rural National Highway System fatalities and injuries	FI-8	V-111
Total urban National Highway System fatalities and injuries	FI-9	V-112
Percentage distribution of traffic volumes and loadings on the rural		
Interstate System	TC-3	V-113
Growth in volumes and loadings on rural Interstate highways	(Chart)	V-114

**SECTION VI
U.S. TERRITORIES**

Highway statistics for Puerto Rico and the U.S. Territories:

Motor fuel, motor vehicles, driver licenses, and highway finance	R-1	VI-1
Population, land area, Federal-aid mileage and travel, and motor vehicle accidents (see individual HM tables for Puerto Rico data)	R-2	VI-2

**SECTION VII
INTERNATIONAL**

Discussion		VII-1
------------------	--	-------

1993 International Data for Selected Countries:

Social and demographic characteristics	IN-1	VII-2
Road system measures	IN-2	VII-3
Transportation indicators	IN-3	VII-4
Vehicle travel	IN-4	VII-5
Fuel prices and economic indicators	IN-5	VII-6
Fatalities and fatality rates	IN-6	VII-6

**SECTION VIII
METRIC TABLES**

Motor-fuel use	MF-21M	VIII-1
Estimated use of gasohol	MF-33EM	VIII-2

Public road length in the United States, classified by:

type of surface and functional system	HM-12M	VIII-3
Federal-aid highways and administrative system	HM-16M	VIII-4
Federal-aid highways and functional system	HM-18M	VIII-5
jurisdiction	HM-10M	VIII-6
Federal-aid highways and jurisdiction	HM-14M	VIII-7
Federal-aid highways	HM-15M	VIII-10
functional system	HM-20M	VIII-11

Functional system data:

Rural and urban arterial and collector length, classified by:

jurisdiction	HM-50M	VIII-12
Rural and urban lane length	HM-60M	VIII-16

Federal-aid highways data:

Federal-aid highway length classified by:

traffic lanes and access control	HM-36M	VIII-17
----------------------------------------	--------------	---------

National Highway System, by State and:

open and not open to traffic	HM-30M	VIII-18
------------------------------------	--------------	---------

Highway usage and performance:

Vehicle-kilometers of travel, by highway category, vehicle type, and related data	VM-1M	VIII-19
Vehicle-kilometers of travel, by State and functional system	VM-2M	VIII-20
Vehicle-kilometers of travel, by State and Federal-aid highways	VM-3M	VIII-21

Motor vehicle traffic fatalities:

Fatalities and injuries by functional system and Federal-aid highways	FI-1M	VIII-22
---------------------------------------------------------------------------------	-----------------	---------

INTRODUCTION

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

The arrangement of contents follows this general order, with the first three sections devoted to motor-fuel use and taxation, vehicle ownership, and driver licensing. The fourth section deals with financing of highways by all government agencies; the fifth section provides data on highway mileage and performance; the sixth section gives statistics for the U.S. Territories and the Commonwealth of Puerto Rico; the seventh section shows selected international data; and the eighth section contains metric tables.

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

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

While the Office of Highway Information Management is responsible for the preparation of this publication, a number of the statistical summaries are prepared by other units within the Federal Highway Administration (FHWA) as indicated by notes on the tables involved.

Responsibility for administering the highway network of the United States, providing funds for its continued improvement and maintenance, and regulating its use is a complex affair involving Federal and State agencies, together with nearly 39,000 county, township, and municipal governments and, to a limited degree, the private sector. These agencies work in concert in many ways in the management of the Nation's highway plant.

FEDERAL AGENCIES

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

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) created the National Highway System (NHS) and

other Federal-aid highway categories. The congressional approval of the final system occurred on November 28, 1995.

The FHWA also administers the Federal Lands Highways Program. This program is funded from the Federal Highway Trust Fund and consists of three separate programs: Park Roads and Parkways, Indian Reservation Roads, and Public Lands Highways.

The Department of Defense and the Bureau of Land Management in the Department of the Interior provide funds for the construction of roads leading to military installations, timber areas, etc., but these funds are usually transferred to the FHWA to manage the construction program.

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

Additional Federal funds are provided from the General Treasury to States, counties, and cities through the programs of other Federal agencies such as Urban Development Block Grants for various purposes including highways. The different Federal assistance programs for highways are summarized in the FHWA publication, *Highway Taxes and Fees, How They Are Collected and Distributed*, table F-106.

The Treasury Department's Internal Revenue Service collects the Federal road-user taxes and deposits the revenues in the Federal Highway Trust Fund. Amounts dedicated by Congress for mass transportation are credited to a separate mass transit account.

STATE AGENCIES

In the Federal Highway Administration's analyses, special State commissions and authorities, both toll and nontoll, as well as State highway and transportation departments, are classified as State highway agencies. Other executive branches of State governments also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and related functions. Examples of these executive agencies are treasury and revenue departments, motor-vehicle departments, public-safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for

roads within State parks, forests, or reservations. The District of Columbia is treated as a State.

LOCAL GOVERNMENTS

Local governments include: counties, townships, and municipalities. Included with local governments are subordinate agencies, road districts, commissions, and authorities, both toll and nontoll.

All States have organized county governments except Connecticut and Rhode Island. Counties, however, have limited or no responsibility for roads in the New England States, or in Delaware, North Carolina, Virginia (with some exceptions), and West Virginia. In Alabama and Maryland, the State has assumed responsibility for roads in certain counties. Counties are called parishes in Louisiana, boroughs in Alaska, municipios in Puerto Rico, and townships are known as towns in New England, New York, and Wisconsin.

A municipality is a political subdivision where a municipal corporation has been established to provide general local government for a specific population concentration in a specified area. Some counties have boundaries coextensive with cities. Generally, these counties retain their identities only for certain administrative purposes. Because some counties are entirely urban in nature or have merged with municipalities, they are classified as municipalities. A county may also be classified as a municipality when its area consists predominantly of incorporated cities, towns, and villages.

Although generally considered to be rural governments, many townships, particularly in the Northeast, serve heavily populated areas and perform the functions of a municipal government.

URBAN AREAS

The term "urban" is used in the summary tables to denote the Federal-aid legislation definition of an area. Such areas include, at a minimum, a census place with an urban population of 5,000 to 49,999 or a designated urbanized area with a population of 50,000 or more (or portions thereof within State boundaries). The Federal-aid boundaries are fixed by responsible State and local officials, subject to the approval of the Secretary of Transportation. These Federal-aid urban areas may extend beyond incorporated (with some exceptions) and census boundaries, and thus are not necessarily coextensive with municipal boundaries.

INDIVIDUAL UNIT STATISTICS

In general, the statistical series present summary data primarily on a State-by-State basis. However, in the highway finance section, special tabulations are included for individual toll authorities. The roadway extent section includes two tables

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

DUPLICATIONS

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

CONVERSION TO METRIC

In accordance with Public Law 100-418 requiring Federal agencies to use the metric system, we are also providing the following tables in metric this year (metric tables will follow the English tables at the end of the publication and will contain an "M" at the end of the title):

MOTOR FUEL: MF-21 and MF-33E.

ROADWAY EXTENT, CHARACTERISTICS, AND PERFORMANCE: HM-10, HM-12, HM-14, HM-15, HM-16, HM-18, HM-20, HM-30, HM-36, HM-50, HM-60, VM-1, VM-2, VM-3, and FI-1.

The chart in the front of this book (back of the Technical Report Documentation page) may be useful in preparing your spreadsheets for metric/English conversion.

CHANGES IN TABLES

The following changes have been made in the *1995 Highway Statistics*:

VEHICLE REGISTRATION: MV-1--The three columns that compare prior-year total motor vehicle registrations to current-year registrations have been eliminated. The *Private and Commercial Automobiles per Capita* map has been eliminated but the data has been included in table MV-1.

Introduction

DRIVER LICENSES: Table DL-1A and DL-1B have been combined into one table—DL-1C. A column showing the ratio of licensed drivers to registered private and commercial vehicles has been added and the map showing same has been eliminated.

FINANCE: Table MF-205 which shows State tax rates on motor fuel for 1981-1995 has been added. Table FA-5a has been renamed FA-21 (Federal equivalency of SF-21 and LGF-21).

ROADWAY EXTENT, CHARACTERISTICS, AND PERFORMANCE: Table HM-63 has been changed to remove all references to "Pavement Condition" and to eliminate all IRI data. This table now contains only Present Serviceability Rating (PSR) data for the three functional systems for which IRI data are not required and routinely reported -Rural Major Collectors, Urban Minor Arterials, and Urban Collectors. In addition, the verbal descriptors -good, fair, poor, etc. have been deleted with the determination of what constitutes a "good" pavement based upon PSR data left to the user. Numerical ranges have not been changed to facilitate multi-year comparison of the data. IRI data for the other functional systems are included in Table HM-64, which is unchanged from previous issues. As with the PSR data included in Table HM-63, the determination of what constitutes a "good" or other pavement rating based upon IRI data is left to the user to decide.

Table PR-1 has been eliminated and data for Puerto Rico has been merged into other tables.

Please refer to specific sections for more information regarding these tables.

IMPORTANT INFORMATION

For Users of *Highway Statistics*

Purpose of Information

The Federal Highway Administration (FHWA) collects from the States and publishes in *Highway Statistics* information necessary to support its responsibilities to the Congress and the public. This information is used in the development of highway legislation at both the Federal and State levels. The information is also used in preparing legislatively required reports to Congress, in calculating and evaluating Federal fund apportionments, in keeping State governments informed, and, in general, as an aid to highway planning, programming, budgeting, forecasting, and fiscal management. It is also used extensively in the evaluation of Federal, State, and local highway programs. **From an FHWA perspective, the information in *Highway Statistics* meets the Federal need of providing a national perspective on highway program activities very well.** Since this information was developed primarily to meet FHWA and State needs in administering the Nation's highway programs, other users need to exercise thoughtful care in using this information for other purposes.

Quality Considerations

Information published in *Highway Statistics* comes from a number of sources. These sources include various administrative agencies within the 50 States, over 30,000 units of local government, the FHWA, other Federal agencies, and the five U.S. territories.

Information included in *Highway Statistics* is the result of a cooperative effort between the FHWA and the States. Nearly all of the data provided to FHWA, including the Highway Performance Monitoring System (HPMS) data, come through State Departments of Transportation from existing data bases or business records of many individual State and local governmental agencies, including metropolitan planning agencies (MPOs). The existing data bases and record keeping systems of these governmental units were designed and are maintained to meet their individual business needs.

Data quality and consistency of information published in *Highway Statistics* are, therefore, dependent upon the programs, actions and maintenance of sound data bases by numerous data collectors, manipulators and suppliers at the State, local and metropolitan area levels. In general, specific data items that are used by the collecting agency are likely to be of better quality than data items which are collected solely for the FHWA. Data quality and consistency are also dependent upon the nature of the individual data items and how difficult they are to define, collect, etc.

HPMS data are collected in accordance with the *Highway Performance Monitoring System Field Manual for the Continuing Analytical and Statistical Database*. This document contains standard codes for the various data items to be reported in a consistent format.

Highway statistical data other than the HPMS are collected in accordance with *A Guide to Reporting Highway Statistics* (the Guide). Reporting procedures contained in the Guide are not rigid standards; rather, they represent a reporting reference system that the FHWA recommends the States use in collecting and reporting State and local highway data to the FHWA.

Nearly all of the State reported data are analyzed by FHWA for consistency and for adherence to reporting guidelines. In a number of cases, data are adjusted to improve consistency and uniformity among the States. The analysis and adjustment process is accomplished in close working relationship with the States supplying the data.

Using Data for Comparisons

Even when data are consistently collected and reported, users need to recognize that highway statistical information is not necessarily comparable across all States. For many of the data items reported in *Highway Statistics*, a user should not expect to find consistency among all States, due to many State to State differences. When making State level comparisons, it is inappropriate to use these statistics without recognizing those differences that impact comparability.

Use of reported State maintenance expenditures provides a clear example. Maintenance expenditures per mile can vary between States depending upon a number of factors including differences such as climate and geography, how each State defines maintenance versus capital expenditures, traffic intensity and percent trucks, degree of urbanization, types of pavement being maintained, and the level of system responsibility retained by the State versus that given to other levels of government. It would be inappropriate, therefore, when using data from *Highway Statistics* to compare per mile maintenance costs across all States to draw any conclusions without taking into account the differences that should be expected in these parameters based upon differing State conditions.

If choosing to compare State data, the user must be prepared to thoughtfully select a set of peer States that have similar characteristics in relationship to the specific comparison being made. Improperly selected peer States are likely to yield invalid data comparisons.

Highway Statistics 1995

Differences that the user needs to consider in determining suitability of peer States for data comparison purposes include characteristics such as urban/rural similarities, population density, degree of urbanization, climate, geography, differing State laws and practices that influence data definitions, administrative control of the public road system, similarity of the basic State economies, traffic volume similarities, and the degree of State functional centralization.

To facilitate the selection of peer States for possible comparative purposes, a table listing a number of data items which might be considered follows this discussion. Most of these data items are available in other tables in *Highway Statistics*, but are included here for the user's convenience. Finally, additional special considerations that the user should be aware of in using the information in *Highway Statistics* are included in the discussion that precedes each of the individual data sections.

Important Information

SELECTED MEASURES FOR IDENTIFYING PEER STATES

TABLE PS-1
SHEET 1 OF 2
OCTOBER 1996

STATE	GENERAL MEASURES										TRAVEL MEASURES																
	1995 NET LAND AREA 1/ (SQUARE MILES)					1995 POPULATION 1/ PERCENT URBAN					1991 GROSS STATE PRODUCT 2/ AMOUNT (BILLIONS OF DOLLARS)					1994 PERSONAL INCOME 2/ AMOUNT (BILLIONS OF DOLLARS)					ANNUAL VEHICLE-MILES OF TRAVEL (MILLIONS)					ESTIMATED LANE-MILEAGE	
	RURAL	URBAN	PERCENT URBAN	TOTAL PER SQUARE MILE	URBAN (000)	URBAN (000)	PERCENT URBAN	TOTAL PER SQUARE MILE	AMOUNT (BILLIONS OF DOLLARS)	PER CAPITA	AMOUNT (BILLIONS OF DOLLARS)	PER CAPITA	AMOUNT (BILLIONS OF DOLLARS)	PER CAPITA	RURAL VMT	PERCENT TRUCKS 3/	URBAN VMT	PERCENT TRUCKS 3/	TOTAL PER CAPITA	RURAL	URBAN						
Alabama	47,562	3,187	6.3	55.6	2,365	1,888	84	74	17,399	76	17,870	25,698	10.0	24,930	6.7	11,904	149,531	48,596									
Alaska	569,504	930	0.2	58.3	360	257	1	26	42,139	14	23,339	2,093	7.1	14	3.5	6,682	23,366	3,864									
Arizona	110,931	2,711	2.4	82.4	3,474	744	37	70	16,596	77	18,350	14,050	17.4	25,403	10.4	9,401	79,129	38,127									
Arkansas	51,096	979	1.9	45.7	1,120	1,329	47	41	16,742	41	16,905	17,651	14.9	9,002	7.8	10,883	140,149	16,655									
California	146,691	9,281	6.0	88.3	29,507	3,922	214	764	22,854	707	21,149	53,338	11.3	223,033	6.6	8,267	182,681	198,907									
Colorado	101,807	1,782	1.7	79.6	2,976	764	36	77	20,588	82	21,818	14,023	12.4	21,035	5.0	9,374	144,436	30,300									
Connecticut	3,287	1,558	32.2	80.7	676	633	676	96	29,304	96	29,396	6,701	3.8	21,344	5.4	8,561	18,220	25,343									
Delaware	1,677	278	14.2	73.8	529	188	367	21	29,289	16	22,455	2,954	6.2	4,561	6.9	10,481	7,780	4,415									
Dist. of Col.	-	61	100.0	9.475	578	-	9.475	38	65,744	18	30,796	-	-	3,465	3.2	5,995	-	3,376									
Florida	55,015	4,912	8.2	85.5	11,578	1,967	226	255	18,826	302	22,326	32,403	10.3	95,398	5.2	9,435	195,752	109,092									
Georgia	54,272	3,647	6.3	62.7	4,512	2,689	124	144	19,997	143	19,844	35,562	15.0	49,822	5.9	11,857	174,326	59,122									
Hawaii 4/	6,159	266	4.1	84.3	1,000	1,86	185	31	26,138	28	23,946	2,098	5.5	3,4	3.4	6,699	4,586	4,331									
Idaho	82,284	467	0.6	46.3	539	624	14	19	16,337	21	17,799	8,241	12.6	4,055	6.5	10,573	113,909	7,663									
Illinois	51,491	4,102	7.4	83.6	9,559	1,872	206	279	24,407	280	24,451	27,715	10.3	66,474	7.9	8,240	207,547	79,266									
Indiana	34,004	2,094	5.8	63.9	3,707	2,096	161	114	19,645	117	20,196	33,087	15.2	31,465	10.8	11,124	149,946	41,409									
Iowa 4/	54,762	1,106	2.0	54.4	1,538	1,291	51	53	19,795	57	20,255	16,548	18.2	9,439	4.4	9,806	209,369	21,700									
Kansas	80,642	1,181	1.4	64.4	1,651	914	31	53	20,563	53	20,819	13,613	14.2	11,540	4.4	9,806	249,386	21,700									
Kentucky	38,339	1,393	3.5	46.8	1,806	1,066	97	70	18,135	68	17,642	22,906	10.0	18,189	5.7	10,646	128,475	22,673									
Louisiana	41,969	1,597	3.7	68.1	2,956	1,367	100	95	21,874	76	17,545	20,942	16.2	17,705	11.8	8,899	94,879	31,380									
Maine	30,383	482	1.6	38.1	768	473	40	23	18,533	24	19,662	9,258	7.4	3,331	4.8	10,144	40,654	5,535									
Massachusetts	8,114	1,719	17.5	71.6	3,928	1,131	514	112	22,139	125	24,669	13,371	10.4	40,187	6.2	8,872	33,112	32,050									
Michigan	4,837	3,098	39.0	87.7	746	5328	765	156	25,683	165	25,486	7,866	6.4	40,187	4.2	7,911	22,567	42,824									
Minnesota	53,222	3,485	2.1	25.71	6,031	2,571	164	189	20,301	212	22,782	31,143	9.0	54,560	6.6	9,205	182,326	64,786									
Mississippi	45,856	1,058	2.3	47.0	1,428	1,265	57	41	15,225	42	15,707	19,993	13.6	23,056	4.4	9,560	233,720	33,593									
Missouri	67,262	1,636	2.4	62.1	3,308	2,016	77	106	19,910	109	20,530	26,504	12.1	32,843	8.0	10,976	133,462	17,269									
Montana	145,284	272	0.2	46.0	394	462	6	14	16,355	15	17,874	7,175	13.7	2,224	4.4	11,147	215,521	35,460									
Nebraska	76,444	434	0.6	60.7	994	643	21	33	20,381	33	20,281	9,676	14.1	6,131	4.4	9,656	176,555	11,143									
Nevada	108,943	863	0.8	90.3	1,429	1,53	14	33	20,860	35	22,124	5,431	17.8	8,543	5.5	8,833	82,226	10,326									
New Hampshire	8,559	465	5.2	52.7	543	606	127	24	20,888	27	23,151	6,193	6.9	4,450	5.5	9,263	24,884	6,162									
New Jersey	5,040	2,379	32.1	87.8	6,977	971	1,071	213	26,799	222	27,881	11,495	6.0	49,517	6.9	7,676	23,554	53,402									
New Mexico	120,843	521	0.4	54.3	892	751	14	30	18,259	28	17,225	13,190	16.5	7,957	7.6	12,871	113,417	13,904									
New York	41,761	5,463	11.6	82.6	14,980	3,156	384	476	26,246	472	26,048	30,951	8.3	84,140	5.7	6,346	147,016	90,705									
North Carolina	45,488	3,230	6.6	50.0	3,594	3,601	148	148	20,570	139	19,333	37,712	14.8	38,341	11.2	10,570	153,645	48,881									
North Dakota	68,843	151	0.2	48.8	313	328	9	12	18,721	12	18,409	4,861	13.5	1,684	7.1	10,211	171,806	3,977									
Ohio	36,474	4,479	10.9	71.2	7,940	3,208	272	228	20,452	232	20,698	38,163	13.7	5,998	7.6	9,041	167,804	73,831									
Oklahoma	66,651	1,993	2.9	76.8	2,501	757	47	58	17,802	58	17,741	18,385	-	20,704	-	11,814	202,734	28,988									
Oregon	95,062	941	1.0	66.7	2,090	1,042	33	59	18,838	63	20,115	15,641	13.6	14,932	5.3	9,589	149,588	21,857									
Pennsylvania	40,853	3,951	8.8	69.1	8,329	3,723	269	255	21,158	269	22,367	40,378	13.0	54,142	7.4	7,843	175,234	72,098									
Rhode Island	517	528	50.5	93.3	930	67	954	21	21,063	22	22,267	898	3.0	5,998	3.0	6,917	2,749	9,761									
South Carolina	28,686	1,425	4.7	54.7	2,008	1,665	122	66	17,969	65	17,642	24,039	11.0	14,685	5.0	10,543	110,843	23,693									
South Dakota	75,648	250	0.3	43.4	317	413	10	14	19,178	14	19,315	5,886	9.5	1,783	4.8	10,505	164,626	4,324									
Tennessee	38,484	2,735	6.6	59.5	3,484	2,128	128	101	19,216	101	19,178	25,251	13.0	30,963	5.3	10,695	149,927	39,053									
Texas	253,562	8,455	3.2	74.4	13,940	4,789	74.4	396	21,144	365	19,483	56,268	13.5	124,628	7.0	9,669	441,922	184,495									
Utah	81,300	867	1.1	81.5	1,596	363	24	33	16,845	33	16,590	6,982	14.5	11,819	5.8	9,587	71,633	13,978									
Vermont	9,020	229	2.5	37.4	219	366	63	24	41,026	12	20,000	4,382	7.6	11,819	7.2	10,609	26,373	2,811									
Virginia	37,118	2,480	6.3	67.5	4,469	2,150	167	148	21,907	148	22,360	30,397	10.9	39,414	5.5	10,547	106,912	42,169									
Washington	64,359	2,222	3.3	75.7	4,111	3,118	82	119	21,919	31	22,251	16,176	10.0	33,074	7.0	9,532	126,035	38,374									
West Virginia	23,656	431	1.8	30.8	563	1,265	76	29	15,864	21	17,177	12,508	10.9	4,913	8.5	9,530	65,399	6,818									
Wisconsin	52,872	1,442	2.7	61.4	3,132	1,970	94	103	20,188	107	20,933	27,128	8.6	24,268	7.1	10,074	193,708	36,263									
Wyoming	96,625	480	0.5	59.2	282	194	5	13	27,311	10	20,378	5,365	18.0	1,679	6.2	14,798	67,976	5,064									
Total	3,441,044	101,535	2.9	73.0	192,168	71,106	74	5,702	21,658	5,678	21,565	933,285	12.1	1,489,490	6.9	9,202	6,318,198	1,839,983									

Highway Statistics 1995

TABLE PS-1
SHEET 2 OF 2
OCTOBER 1996

SELECTED MEASURES FOR IDENTIFYING PEER STATES

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	STATE HIGHWAY AGENCY-ADMINISTERED ROADWAY SYSTEM MEASURES 5/ 6/															
	RURAL					URBAN										
	MILES	LANE-MILES	DVMT 7/	AAADT/ LANE 8/	PERCENT OF STATEWIDE TOTAL RURAL 9/	MILES	LANE-MILES	DVMT 7/	AAADT/ LANE 8/	PERCENT OF STATEWIDE TOTAL URBAN 9/						
Alabama	8,951	20,967	44,172	2,106	12.3	1,881	6,386	36,109	5,654	9.4	10,832	27,353	80,281	2,934	11.6	
Alaska	5,096	9,996	4,356	435	40.6	399	731	657	5,654	14.7	5,400	1,237	8,701	774	39.0	
Arizona	5,477	13,389	27,710	2,069	14.3	649	2,490	18,801	7,550	4.0	6,126	15,879	46,511	2,929	11.3	
Arkansas	15,022	31,379	38,400	1,223	21.6	1,217	3,599	17,197	4,778	15.9	16,239	34,978	55,979	1,589	21.0	
California	11,477	29,403	100,135	3,405	13.1	3,787	19,882	293,914	14,782	10.2	15,264	49,285	394,049	7,995	9.0	
Colorado	8,075	18,572	27,207	1,464	11.4	1,025	3,919	29,069	7,417	7.7	9,100	22,491	56,292	10.0	13.1	
Connecticut	1,903	4,285	2,935	2,935	21.6	1,812	5,525	42,203	7,638	15.7	3,715	9,778	54,688	5,992	18.2	
Delaware	3,441	7,120	7,153	1,004	93.4	92.4	3,552	11,064	3,114	81.2	4,931	10,672	18,217	1,706	88.2	
Dist. of Col. 4/	-	-	-	-	-	1,052	2,571	9,102	3,540	94.9	96.3	2,571	9,102	3,540	95.3	
Florida	6,993	18,741	65,875	3,515	10.7	4,927	19,603	156,115	7,963	10.2	11,520	38,344	221,990	5,789	10.5	
Georgia	14,817	33,766	66,589	1,972	17.5	2,939	10,785	78,219	7,252	11.1	17,756	44,551	144,808	3,250	16.0	
Hawaii 4/	778	1,569	4,066	2,891	33.9	338	1,119	9,751	8,714	18.6	60.6	2,688	13,817	5,140	27.2	
Idaho	4,702	10,860	13,086	1,204	8.3	270	929	4,567	4,916	7.8	4,972	11,789	17,653	1,497	8.3	
Illinois	12,139	28,192	58,818	2,086	11.9	4,731	15,351	105,756	6,889	13.4	16,870	43,543	164,574	3,779	12.3	
Indiana	9,565	22,434	58,555	2,601	13.1	1,776	5,828	39,964	6,857	9.2	11,341	28,222	98,320	3,478	12.3	
Iowa 4/	8,826	20,086	31,175	1,552	8.5	880	3,138	11,751	3,744	9.4	9,706	23,224	49,926	1,848	10.1	
Kansas	10,011	22,068	24,798	1,123	8.1	672	2,566	13,293	5,157	7.0	10,683	24,634	38,033	1,543	8.0	
Kentucky	24,981	52,925	103,763	1,034	39.9	2,394	6,754	36,284	5,372	23.2	27,375	59,679	91,047	1,525	37.5	
Louisiana	14,632	31,634	48,357	1,528	31.8	2,015	6,390	34,276	5,344	14.4	16,647	38,024	82,633	2,173	27.7	
Maine	7,623	15,960	22,148	1,387	38.2	786	1,844	7,540	4,088	30.2	8,409	17,804	29,688	1,667	37.3	
Maryland	3,628	8,731	29,165	3,340	23.1	1,589	6,060	57,296	9,454	11.5	5,217	14,791	86,461	5,845	17.7	
Massachusetts	1,278	3,384	13,975	4,129	11.8	1,767	6,140	56,249	9,161	8.9	3,045	9,524	70,224	7,373	10.0	
Michigan	7,630	18,349	53,647	2,923	8.5	1,959	9,826	70,886	8,413	7.0	13,030	26,774	124,633	4,651	10.8	
Minnesota	10,849	23,160	36,655	1,474	10.6	1,197	4,357	35,586	6,148	8.0	12,046	29,231	72,241	2,471	11.0	
Mississippi	9,657	23,850	35,389	1,528	14.9	823	2,642	12,360	4,678	10.4	10,480	25,792	47,749	1,851	14.4	
Missouri	30,656	64,193	62,257	969	29.9	1,999	4,591	46,445	10,116	8.5	32,055	68,784	108,702	1,580	26.2	
Montana	7,646	17,826	13,243	742	11.4	167	560	1,864	3,328	7.0	7,813	18,388	16,107	821	11.3	
Nebraska	9,594	20,348	18,828	925	10.9	344	1,201	6,582	5,480	6.8	9,938	21,549	25,410	1,179	10.7	
Nevada	4,578	10,407	10,511	1,009	11.0	529	1,976	14,212	7,192	11.5	11,507	12,383	24,723	1,996	11.1	
New Hampshire	7,626	16,987	11,505	777	9.4	188	724	2,312	3,193	9.9	4,922	7,814	13,817	780	9.4	
New Jersey	11,303	25,693	55,479	2,159	16.5	2,997	6,289	62,024	9,862	6.6	11,502	27,302	37,208	3,969	18.8	
New Mexico	10,905	25,134	27,321	1,037	7.8	597	2,168	9,887	4,560	9.8	11,502	27,302	37,208	3,969	18.8	
New York	11,364	25,901	54,226	2,093	15.8	4,244	14,649	107,543	7,341	10.6	15,608	40,550	161,769	3,989	17.1	
North Carolina	68,312	140,738	97,503	692	91.6	9,247	22,816	73,419	3,217	42.2	77,559	163,554	170,922	1,045	80.4	
North Dakota	7,174	16,134	8,664	692	8.4	205	683	1,994	2,919	11.3	7,379	16,817	10,558	633	8.5	
Ohio	15,433	34,969	75,713	2,165	19.0	4,092	13,955	99,421	7,124	12.4	19,525	48,924	175,134	3,579	17.1	
Oklahoma	11,545	26,104	36,154	1,384	11.6	982	3,698	21,668	5,859	7.7	12,527	29,802	57,822	1,940	11.1	
Oregon	6,976	15,994	28,080	1,755	9.5	774	2,585	20,783	8,039	7.6	7,770	18,579	48,863	2,630	9.2	
Pennsylvania	32,813	69,901	92,604	1,324	38.5	8,036	21,243	111,961	5,270	24.2	40,849	91,144	204,565	2,244	34.5	
Rhode Island	326	763	2,092	2,741	24.0	86.6	2,303	12,801	5,558	18.0	1,158	3,066	14,893	4,857	19.4	
South Carolina	34,601	72,561	61,662	849	64.4	6,892	16,398	38,641	2,356	65.5	98.8	88,959	100,303	1,127	64.6	
South Dakota	7,626	16,987	11,505	777	9.4	188	724	2,312	3,193	9.9	4,922	7,814	13,817	780	9.4	
Tennessee	11,303	25,693	55,479	2,159	16.5	2,997	6,289	62,024	9,862	6.6	11,502	27,302	37,208	3,969	18.8	
Texas	67,559	149,215	143,467	961	31.6	9,200	31,601	84,787	5,847	11.4	17.4	55.5	130,816	3,282,554	26.1	
Utah	5,029	12,040	15,175	1,260	14.5	761	2,816	20,365	7,231	12.3	20.2	64.9	35,540	2,392	14.2	
Vermont	2,451	5,571	9,071	1,628	19.1	176	474	2,084	4,396	13.2	16.9	6.045	11,155	1,845	20.7	
Virginia	48,349	102,115	77,606	759	95.3	8,419	21,629	83,590	3,864	46.3	51.5	79.4	56,768	1,302	83.0	
Washington	5,954	13,724	29,806	2,171	9.6	1,081	4,192	43,561	10,391	6.2	11.0	17,916	73,367	4,095	8.8	
West Virginia	30,378	62,160	33,409	537	95.9	1,346	3,179	11,204	3,524	42.7	84.5	31,724	65,339	44,613	682	
Wisconsin	10,323	23,283	48,683	2,090	10.8	1,472	5,219	30,075	5,762	9.4	11,795	28,502	78,758	2,763	10.6	
Wyoming	6,406	14,487	11,107	766	18.7	393	1,175	2,575	2,191	17.0	60.4	15,662	13,682	873	20.8	
Total	659,329	1,448,313	1,934,559	1,336	21.3	108,239	346,460	2,261,073	6,526	13.3	19.0	767,568	1,794,773	4,195,632	2,338	19.6

1/ Source is Highway Performance Monitoring (HPMS) areawide data reported by the States. The total population generally reflects current estimates by the Bureau of the Census. The split between urban and rural is based on revisions by States and metropolitan planning organizations to urban boundaries defined by the Bureau of the Census. Revisions are necessary to eliminate jagged boundaries which are impediments to transportation planning activities.

2/ Source is U.S. Bureau of Economic Analysis as published in Statistical Abstract of the United States, 1995.

3/ Percent trucks includes single-unit trucks with at least 2 axles and 6 tires plus combination trucks. Data are based on State highway agency estimates. National average is weighted on vehicle-miles of travel.

4/ Mileage, daily vehicle-miles of travel and lane-mileage estimated by FHWA. For the District of Columbia, data shown are for 1994.

5/ Includes roadways owned by the State highway agency. Excludes roadways owned by State toll, State park and other State agencies.

6/ Estimated by FHWA based on the HPMS data.

7/ DVMT means Daily Vehicle-Miles of Travel.

8/ AAADT means Annual Average Daily Traffic. AAADT/Lane is a systemwide average.

9/ Statewide totals for mileage, lane-miles, and travel are found in tables HM-20, HM-60 and VM-2

MOTOR FUEL

The tables in this section show the volume of motor fuel used for highway and nonhighway purposes. The term "motor fuel" applies to gasoline and all other fuels, including special fuels, coming under the purview of the State motor-fuel tax laws. "Special fuels" include diesel fuel and, to the extent they can be quantified, liquefied petroleum gases such as propane. Gasohol, a blend of gasoline and fuel alcohol, is included with gasoline in all motor fuel tables in this section except table MF-33E.

MOTOR-FUEL USE

Analyses of 1995 motor-fuel consumption are given in tables MF-21 and MF-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. In table MF-21, adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Additional detail has been added to table MF-21 so that consumption is completely cross classified. The highway use by fuel type split formerly available from tables MF-25 and MF-26 may now be found in table MF-21.

Table MF-33GA shows, by month, gross gasoline volumes which have been reported in the publication, *Monthly Motor Fuel Reported by States*. Since the data in this table are taken from monthly reports issued by State fuel-tax agencies, and few year-end adjustments have been made, the totals will not agree with those shown in table MF-21. Adjustments are made in the annual data to exclude percentage losses in excess of 1 percent and to reflect usage rather than tax collections.

Table MF-33E shows Federal Highway Administration (FHWA) estimates of the amount of gasohol used in each State. The national totals were developed from Internal Revenue Service reports of tax collections. The stratification by State is estimated by the FHWA using data reported by the States and other factors. This table replaces table MF-33GLA which contained State-reported volumes of 10-percent gasohol.

STATE MOTOR-FUEL TAXATION

The volume of motor fuel exempt from and subject to State taxation is shown in table MF-2. This table is intended for use in revenue analyses and shows fuel volumes without regard to the type of use. The motor-fuel tax collections for all States are given in table MF-1, and the disposition of these revenues is given in table MF-3. These three tables can be found in the highway finance section. In most States, the tax on aviation fuel is either refunded or placed in a special fund for aviation

purposes. Similarly, some States place in a separate fund all or part of the tax paid on fuel used by marine craft and use these funds for the improvement of marine facilities. When revenue from fuels used for nonhighway purposes is dedicated for expenditure for specific nonhighway purposes, it is shown in column 6 of table MF-1. Table MF-3 shows the disposition of the highway-user revenues shown in column 7 of table MF-1.

As of December 31, 1995, State gasoline tax rates ranged from 7.5 to 34 cents per gallon. Tax rates in effect for 1995 for gasoline and other motor fuels are given in table MF-121T in the highway finance section.

Diesel fuel is the most widely used of the special fuels. At the end of 1995, fourteen States reported higher tax rates on diesel fuel than on gasoline and eight States reported lower rates.

The words "exemption" and "refund" are not used interchangeably. In this publication, exemption is applied when the State purposely did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are often granted for nonhighway uses of motor fuel such as for agriculture, aviation, manufacturing, construction, and marine purposes. In most States, gasoline used for nonhighway purposes is taxed but the tax is refundable, but special fuels used for nonhighway purposes are exempt from taxation. Historical data on State and Federal motor fuel gasoline and diesel taxes are included as table-MF-205.

A separate publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed* provides additional information on motor fuel. The provisions governing the disposition of motor-fuel tax receipts can be found in table MF-106. Tables MF-101 through MF-105 summarize the more important State provisions for administering gasoline and special-fuel taxes, and tables MF-107 through MF-110 give the State licenses and fees imposed on wholesalers, dealers, and users of motor fuel and the liquid-fuels inspection fees.

INFORMATION FOR USERS

The records of State agencies that administer the State taxes on motor fuel are the underlying source for most of the data presented in these tables. The FHWA estimates highway use of gasoline by subtracting estimated nonhighway use from the total use reported by the States.

Over the last several years, there have been numerous changes in State fuel tax laws and procedures that have resulted in improved fuel tax compliance, especially for diesel fuel. The improved compliance has resulted in increased fuel volumes being reported by the States to FHWA. The trends shown in the tables reflect both improvements in tax compliance and changes in consumption. More information on fuel tax compliance issues may be found in *The Joint Federal/State Motor Fuel Tax Compliance Project Fiscal Year 1994 Midyear Report*.

MOTOR-FUEL USE - 1995 1/

TABLE MF-21 OCTOBER 1996
 COMPILED FROM REPORTS OF STATE AUTHORITIES AND OTHER SOURCES
 (THOUSANDS OF GALLONS)

STATE	GASOLINE										SUMMARY OF TOTAL USE					
	HIGHWAY USE					NON-HIGHWAY USE					TOTAL CONSUMPTION	PRIVATE AND COMMERCIAL HIGHWAY USE	AMOUNT	PERCENT CHANGE FROM PRIOR YEAR	NON-HIGHWAY (GASOLINE ONLY)	TOTAL
	PRIVATE AND COMMERCIAL	FEDERAL CIVILIAN	STATE, COUNTY, AND MUNICIPAL	TOTAL	TOTAL	PRIVATE AND COMMERCIAL	STATE, COUNTY, AND MUNICIPAL	TOTAL	TOTAL USE	LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC.						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	
Alabama	2,246,309	3,251	33,820	37,071	2,283,380	58,700	1,763	60,463	2,342,843	2,809	696,427	2,979,807	3.5	60,463	3,040,270	
Alaska	285,850	2,296	8,912	11,180	294,662	24,651	340	24,991	319,653	1,168	320,821	374,524	23.3	24,991	399,515	
Arizona	1,923,857	6,143	28,492	34,635	1,958,002	35,781	1,485	37,266	1,995,268	-	484,323	2,442,325	3.3	37,266	2,479,591	
Arkansas	1,292,658	1,828	23,406	25,234	1,318,092	41,983	1,220	43,203	1,361,295	13,809	490,814	1,808,906	2.9	43,203	1,852,109	
California	12,798,908	28,521	185,464	213,985	13,012,893	234,334	9,659	244,003	13,256,896	-	2,109,655	15,122,558	1.0	244,003	15,366,561	
Colorado	1,678,247	8,515	29,389	34,554	1,712,801	35,514	1,632	37,046	1,749,847	9,088	285,773	1,998,574	4.2	37,046	2,035,620	
Connecticut	1,245,007	2,992	19,142	22,044	1,267,051	33,917	998	34,915	1,292,233	267	200,736	1,457,574	3.8	34,915	1,492,702	
Delaware	341,492	570	4,728	5,298	346,900	12,546	246	12,792	359,492	742	180,284	410,281	0.8	12,792	423,073	
Dist. of Col.	61,311	3,482	2,908	6,390	167,701	6,983	174	7,157	174,858	(286)	21,363	190,284	(0.9)	7,157	196,221	
Florida	6,379,972	9,666	80,868	90,474	6,470,448	201,960	4,216	206,176	6,676,622	67,441	1,004,016	7,474,462	2.3	206,176	7,680,638	
Georgia	4,002,778	4,900	50,100	55,000	4,057,778	65,860	2,612	68,472	4,126,250	(6,468)	1,115,612	5,175,390	3.9	68,472	5,241,862	
Hawaii	373,197	1,127	9,038	10,165	383,362	23,442	471	23,913	407,275	4,191	411,466	410,887	(1.4)	23,913	434,800	
Idaho	530,678	2,936	11,241	14,177	544,855	26,990	586	27,576	572,423	5,782	169,070	715,925	3.6	27,576	741,501	
Illinois	4,501,670	6,982	84,746	91,728	4,593,398	101,994	4,418	106,412	4,699,810	(287)	4,699,523	5,717,605	2.7	106,412	5,824,017	
Indiana 3/	2,853,575	3,232	46,480	48,712	2,902,287	58,294	2,371	60,665	2,962,952	29,929	928,205	3,893,492	3.0	60,665	3,954,157	
Iowa	1,365,939	1,947	28,666	30,613	1,396,552	56,749	1,494	58,243	1,454,795	17,378	1,472,173	1,810,437	2.3	58,243	1,868,680	
Kansas	1,161,810	1,938	26,293	28,231	1,190,041	55,336	1,371	56,707	1,246,748	12,692	1,259,440	1,835,904	2.9	56,707	1,922,611	
Kentucky	1,925,228	3,127	32,619	35,746	1,960,974	67,995	1,701	69,696	2,030,670	20,512	582,114	2,549,088	1.8	69,696	2,612,784	
Louisiana	1,887,635	3,161	33,384	36,545	1,924,180	70,630	1,740	72,370	1,996,550	960	484,935	2,409,115	3.5	72,370	2,481,485	
Maine	580,061	1,309	9,565	10,874	590,935	16,114	499	16,613	607,548	2,602	130,722	721,657	(1.7)	16,613	738,270	
Maryland	2,105,354	4,799	25,728	30,527	2,135,881	35,786	1,341	37,127	2,173,009	6,891	325,971	2,461,852	0.8	37,127	2,498,979	
Massachusetts	2,402,370	4,725	33,798	38,523	2,440,893	39,914	1,762	41,676	2,482,569	25,261	316,258	2,757,151	2.6	41,676	2,798,827	
Michigan	4,477,020	6,059	62,648	68,717	4,545,737	123,665	3,266	126,931	4,672,668	47,199	742,668	5,288,405	3.4	126,931	5,415,336	
Minnesota	2,158,062	2,866	40,555	43,421	2,201,483	92,478	2,114	94,592	2,296,075	23,193	457,310	2,658,793	3.2	94,592	2,753,385	
Mississippi	1,345,679	2,449	27,364	29,813	1,373,492	42,254	1,430	43,684	1,439,196	14,538	1,453,734	1,773,700	2.8	43,684	1,817,384	
Missouri	2,757,087	4,450	43,453	47,903	2,804,900	104,705	2,265	106,970	2,911,960	29,497	2,941,657	3,548,400	0.8	106,970	3,655,370	
Montana	434,743	2,842	9,549	12,391	447,134	33,740	498	34,238	481,392	-	159,632	606,766	0.9	34,238	641,024	
Nebraska	757,863	1,670	18,901	20,571	776,764	39,886	898	40,784	817,548	-	114,454	1,091,218	7.0	40,784	1,132,002	
Nevada 3/	730,441	3,844	17,272	14,116	746,557	16,228	536	17,464	763,021	-	177,042	921,599	2.8	17,464	939,063	
New Hampshire	545,440	1,384	8,912	10,196	555,636	14,058	489	14,517	570,153	3,928	63,584	619,220	4.8	14,517	633,737	
New Jersey	3,360,710	6,049	47,193	53,242	3,403,962	72,116	2,460	74,576	3,478,528	-	490,275	3,994,427	(2.2)	74,576	3,969,003	
New Mexico	834,510	4,442	14,834	19,276	853,788	34,090	773	34,863	888,649	-	308,991	1,193,771	(1.4)	34,863	1,197,640	
New York	5,363,028	13,032	99,434	112,466	5,475,492	115,229	5,164	121,113	5,596,605	65,974	921,800	6,979,292	1.6	121,113	6,518,405	
North Carolina	3,496,898	3,520	67,399	70,919	3,567,817	80,995	2,565	83,160	3,650,977	36,901	3,687,878	4,548,340	2.0	83,160	4,631,508	
North Dakota	323,513	1,304	8,256	9,560	333,073	34,318	430	34,748	367,821	1,988	134,367	460,440	2.3	34,748	502,188	
Ohio	4,713,788	5,909	77,767	83,676	4,797,464	110,679	4,054	114,733	4,912,197	49,630	1,203,536	6,100,000	2.6	114,733	6,115,733	
Oklahoma	1,686,013	3,251	30,609	33,860	1,719,873	73,049	1,598	74,645	1,794,518	18,140	497,583	2,217,456	1.3	74,645	2,292,101	
Oregon 3/	1,369,287	5,061	23,213	28,274	1,397,561	42,634	1,210	43,844	1,441,405	-	356,019	1,753,580	0.2	43,844	1,797,424	
Pennsylvania	4,589,035	8,655	71,008	79,663	4,668,698	68,550	3,702	72,252	4,740,950	37,005	1,201,696	5,870,394	1.8	72,252	5,942,646	
Rhode Island	361,744	649	7,863	8,512	370,256	6,852	410	7,262	747,518	-	44,471	414,727	2.4	7,262	421,989	
South Carolina	1,912,849	3,137	25,692	28,829	1,941,678	43,617	1,339	44,956	1,986,634	2,198	1,988,832	2,405,303	(0.5)	44,956	2,450,289	
South Dakota	384,057	2,446	9,078	11,524	395,581	28,100	473	28,573	424,154	4,284	137,554	533,145	(0.2)	28,573	561,718	
Tennessee	2,625,850	4,327	39,725	44,052	2,669,902	80,198	2,994	82,292	2,752,194	27,800	730,080	3,399,982	2.8	82,292	3,482,274	
Texas	8,623,143	14,411	132,522	146,933	8,770,076	253,547	6,099	260,556	9,030,662	30	1,956,615	10,736,691	(2.9)	260,556	10,997,247	
Utah	834,377	2,614	16,996	19,610	853,987	24,070	886	24,956	878,943	9,019	260,059	1,114,046	9.2	24,956	1,139,002	
Vermont	291,877	393	5,383	5,776	297,653	6,738	281	7,019	304,691	3,337	86,840	384,493	3.0	7,019	391,512	
Virginia	3,211,713	5,793	47,019	52,812	3,264,525	61,302	2,451	63,753	3,328,278	252	690,455	3,955,471	3.3	63,753	4,019,224	
Washington	2,390,453	7,611	39,735	47,346	2,430,188	60,006	1,728	61,734	2,491,923	6,219	466,779	2,895,967	0.9	61,734	2,958,702	
West Virginia	849,933	1,440	15,955	17,395	867,328	14,122	832	14,954	882,282	1,400	221,935	1,099,263	3.6	14,954	1,104,217	
Wisconsin	2,209,045	2,827	41,535	44,362	2,253,427	83,552	2,165	85,720	2,339,147	23,628	589,910	2,843,337	2.9	85,720	2,929,057	
Wyoming	305,643	1,581	6,148	7,729	313,372	29,374	321	29,695	343,067	-	214,887	528,259	4.3	29,695	557,954	
Total	114,987,545	227,973	1,845,048	2,073,021	117,060,566	3,096,748	95,339	3,192,087	120,252,653	623,136	26,205,716	143,266,282	1.7	3,192,087	146,458,369	
Percentage of Total Use	78.5	0.2	1.3	1.4	79.9	2.1	0.1	2.2	82.1	0.5	17.9	97.8	-	2.2	100.0	

1/ This table is one of a series giving an analysis of motor-fuel consumption, based on reports from State motor-fuel tax agencies. Gasohol is included with gasoline. In order to make the data uniform and complete, public use and nonhighway use were estimated by the Federal Highway Administration. These estimates may not be comparable to data for prior years due to revised estimation procedures. The resulting volumes differ in many cases from the unadjusted data reported in Table MF-2. For some States, data are not comparable to prior years due to changes in data analysis and/or improvements in reporting procedures. All data are subject to review and revision.

2/ 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 reconciliations of inventories, thus exempting the lost volume from taxation. Losses by destination, where reported separately, are also included in this column. The maximum allowance used in the analysis to cover losses in storage and handling was 1 percent. Because of accounting methods, losses can be reported as a net gain.

3/ Nevada, fuel volume and special fuel volumes for Indiana and Oregon estimated by the Federal Highway Administration.

PRIVATE AND COMMERCIAL NONHIGHWAY USE OF GASOLINE - 1995 1/

COMPILED FROM AN
ANALYSIS OF MOTOR-FUEL USE

(THOUSANDS OF GALLONS)

TABLE MF-24
OCTOBER 1996

STATE	AGRICULTURE (1)	AVIATION 2/ (2)	INDUSTRIAL AND COMMERCIAL (3)	CONSTRUCTION (4)	MARINE (5)	MISCEL- LANEOUS 3/ (6)	TOTAL (7)
Alabama	18,343	4,530	6,079	3,990	25,758	-	58,700
Alaska	745	18,223	1,044	833	3,269	537	24,651
Arizona	5,880	6,517	6,358	5,046	11,980	-	35,781
Arkansas	11,843	6,701	4,765	2,310	16,364	-	41,983
California	64,965	37,777	24,758	30,408	76,132	294	234,334
Colorado	15,902	5,791	3,847	3,053	5,986	935	35,514
Connecticut	1,233	1,912	4,054	2,931	14,229	9,558	33,917
Delaware	1,378	2,477	701	635	7,270	85	12,546
Dist. of Col.		175	259	1,602	854	4,093	6,983
Florida	17,601	28,040	12,457	18,339	125,523	-	201,960
Georgia	18,894	7,326	7,637	8,423	23,580	-	65,860
Hawaii	6,263	10,200	1,767	2,293	2,919	-	23,442
Idaho	12,209	2,217	3,284	1,376	6,873	1,031	26,990
Illinois	40,299	10,065	12,543	10,406	27,292	1,389	101,994
Indiana	19,685	6,747	8,847	7,283	10,732	5,000	58,294
Iowa	36,124	3,361	4,951	2,678	9,635	-	56,749
Kansas	33,005	6,839	6,334	2,608	4,794	1,756	55,336
Kentucky	33,620	2,068	11,912	3,703	16,601	91	67,995
Louisiana	17,562	4,085	10,153	4,815	34,015	-	70,630
Maine	3,553	1,621	2,749	827	7,364	-	16,114
Maryland	5,072	2,229	2,833	5,939	19,713	-	35,786
Massachusetts	3,018	3,953	5,475	7,236	19,252	980	39,914
Michigan	21,335	10,820	24,495	9,412	57,603	-	123,665
Minnesota	38,382	6,038	6,336	5,570	36,152	-	92,478
Mississippi	9,265	4,678	6,019	2,739	18,928	625	42,254
Missouri	44,209	5,085	20,972	5,517	27,026	1,896	104,705
Montana	22,899	3,657	3,705	658	2,807	34	33,760
Nebraska	27,226	3,582	2,946	1,847	4,285	-	39,886
Nevada	1,928	2,957	2,017	4,547	5,479	-	16,928
New Hampshire	1,758	1,040	1,746	1,073	8,441	-	14,058
New Jersey	9,015	6,801	8,981	7,392	39,081	846	72,116
New Mexico	8,194	2,466	17,525	1,836	4,069	-	34,090
New York	17,816	3,558	13,122	16,539	61,326	3,568	115,929
North Carolina	25,505	6,526	6,736	8,949	32,879	-	80,595
North Dakota	25,556	3,048	2,418	908	2,388	-	34,318
Ohio	24,028	10,980	11,625	14,955	34,677	14,414	110,679
Oklahoma	37,623	7,214	9,484	2,783	15,945	-	73,049
Oregon	12,574	6,689	6,386	2,680	14,143	162	42,634
Pennsylvania	16,108	5,875	12,617	10,666	23,284	-	68,550
Rhode Island	456	1,040	1,172	655	3,529	-	6,852
South Carolina	9,765	5,736	4,450	3,736	19,930	-	43,617
South Dakota	19,326	2,166	2,347	830	3,431	-	28,100
Tennessee	18,533	18,598	11,996	5,962	25,109	-	80,198
Texas	90,951	30,144	55,941	19,450	57,161	-	253,647
Utah	7,932	2,986	2,337	3,341	7,474	-	24,070
Vermont	2,567	557	589	580	2,445	-	6,738
Virginia	16,487	3,998	7,082	6,723	23,913	3,099	61,302
Washington	7,917	10,740	8,501	6,982	25,099	767	60,006
West Virginia	3,430	1,275	3,318	1,429	4,670	-	14,122
Wisconsin	26,532	17,495	7,621	5,224	26,683	-	83,555
Wyoming	12,221	8,383	6,139	329	2,302	-	29,374
Total	926,732	366,986	411,430	280,046	1,060,394	51,160	3,096,748
Percentage	29.93	11.85	13.29	9.04	34.24	1.65	100.00

1/ This table is one of a series giving an analysis of motor-fuel consumption. A complete and uniform classification of nonhighway use is not possible due to differences among the States as to what classes of nonhighway use are eligible for exemptions or refunds and because some eligible refunds are not applied for. In order to make the data uniform and complete, nonhighway uses of gasoline were estimated by the Federal Highway Administration or data were obtained from other sources. These estimates may not be comparable to data for prior years due to revised estimation procedures. All data are subject to review and revision.

2/ Excludes aviation jet fuel.

3/ An amount is shown in this column only when reported by the State and when it could be determined that the State-reported figure did not include fuel represented in other categories.

MONTHLY GASOLINE REPORTED BY STATES - 1995 1/

TABLE MF-33GA
OCTOBER 1996

COMPILED FOR THE CALENDAR YEAR FROM STATE FUEL-TAX REPORTS (THOUSANDS OF GALLONS)

STATE	JANUARY (1)	FEBRUARY (2)	MARCH (3)	APRIL (4)	MAY (5)	JUNE (6)	JULY (7)	AUGUST (8)	SEPTEMBER (9)	OCTOBER (10)	NOVEMBER (11)	DECEMBER (12)	TOTAL 3/	CHANGE FROM PRIOR YEAR	
														GALLONS (14)	PERCENT (15)
Alabama	177,861	168,195	196,305	182,929	199,316	199,014	195,947	202,705	191,957	204,493	202,294	227,240	2,346,256	66,473	2.9
Alaska	10,638	42,217	16,892	35,702	26,102	21,208	33,950	31,436	39,756	20,300	20,773	22,445	320,819	33,471	11.6
Arizona	112,034	127,155	140,538	172,101	165,164	171,906	169,038	162,672	162,672	187,265	187,265	168,814	1,995,267	60,581	3.1
Arkansas	29,404	183,047	95,554	127,281	109,955	109,180	144,305	118,404	97,657	121,176	93,517	47,651	1,377,141	37,770	2.8
California	1,023,742	1,010,251	1,112,164	1,053,346	1,125,975	1,130,902	1,149,259	1,144,572	1,093,809	1,134,563	1,128,026	1,121,530	13,258,139	94,040	0.7
Colorado	133,184	126,157	145,038	135,310	148,707	154,820	163,615	168,072	149,128	150,801	139,743	145,230	1,759,805	66,141	3.8
Connecticut	107,292	104,222	113,754	110,362	117,759	117,407	113,185	119,089	110,633	115,241	99,347	123,941	1,292,232	(110,387)	(7.9)
Delaware	27,356	27,778	28,802	28,447	50,837	31,723	32,117	33,585	29,538	29,866	29,299	29,085	360,433	3,159	0.9
Dist. of Col.	8,873	12,954	15,854	20,387	14,767	15,090	15,012	16,201	15,263	16,451	16,663	11,734	179,249	(2,935)	(1.6)
Florida	569,167	559,486	533,951	604,040	625,746	513,644	598,784	553,990	554,173	525,596	555,297	550,188	6,744,062	208,565	3.2
Georgia	322,173	305,219	355,972	339,785	352,353	354,127	353,193	359,757	334,782	349,679	340,414	353,861	4,121,315	128,838	3.2
Hawaii	33,156	29,943	36,730	39,923	38,399	35,313	35,496	38,352	38,299	30,426	33,785	41,665	419,113	4,633	1.1
Idaho	45,146	42,200	42,610	42,610	47,434	44,024	51,174	51,581	57,079	56,998	53,100	49,745	578,211	18,702	3.3
Illinois	371,346	354,408	346,467	393,091	409,342	413,319	413,319	411,386	383,171	394,807	381,239	423,374	4,699,523	(69,070)	(1.4)
Indiana	222,205	205,653	250,007	241,059	242,734	259,109	300,227	246,587	271,529	255,971	247,573	250,225	2,992,879	108,054	3.7
Iowa	111,113	103,719	105,177	130,035	130,035	132,548	120,871	136,422	135,767	131,255	116,385	127,703	1,481,189	17,867	1.2
Kansas	96,745	93,021	107,034	99,709	107,906	97,847	114,291	115,881	105,351	111,054	105,441	109,044	1,265,324	(1,869)	(0.1)
Kentucky	136,551	164,199	165,908	174,016	176,903	177,710	165,350	186,208	184,213	175,025	164,109	178,989	2,051,181	59,101	3.0
Louisiana	157,566	145,419	175,425	167,926	179,394	172,481	166,877	174,017	174,381	163,127	165,250	164,978	2,006,841	50,556	2.6
Maine	36,218	60,011	51,065	44,214	48,064	38,708	41,033	58,068	54,368	47,215	10,480	70,705	610,149	(13,395)	(2.1)
Maryland	169,330	166,010	168,852	174,116	188,574	190,786	190,786	199,186	174,186	187,099	182,310	193,112	2,179,900	6,063	0.3
Massachusetts	193,584	183,128	206,165	199,715	216,330	219,506	217,644	227,593	206,595	213,385	208,541	215,644	2,507,830	53,801	2.2
Michigan	321,734	319,293	380,295	402,215	473,849	420,632	402,158	432,720	377,591	432,720	328,727	456,415	4,719,867	150,725	3.2
Minnesota	181,284	160,413	181,647	174,314	200,280	214,238	207,057	215,486	196,590	201,215	190,846	195,537	2,319,267	49,294	2.2
Mississippi	103,510	104,936	128,673	129,252	129,252	116,496	130,539	126,199	114,950	105,313	105,313	137,326	1,453,735	33,815	2.4
Missouri	220,272	211,520	248,509	238,276	247,175	255,100	261,150	272,121	247,473	252,845	240,198	247,018	2,941,657	24,967	0.9
Montana	32,949	31,003	35,436	34,132	41,971	48,549	50,715	51,525	42,853	40,982	36,756	37,554	481,395	4,419	0.9
Nebraska	65,052	59,056	64,977	62,551	68,510	69,536	71,896	71,130	67,010	70,087	66,819	67,010	817,547	44,208	5.7
Nevada 2/	61,927	58,140	55,077	63,361	61,131	65,105	66,091	69,062	70,375	64,478	66,429	60,845	762,021	21,793	2.9
New Hampshire	47,383	41,414	45,268	42,947	48,722	52,371	48,722	49,565	47,018	48,419	47,018	49,320	574,081	22,502	4.1
New Jersey	287,072	263,957	305,610	280,108	307,102	297,529	314,802	320,985	284,483	273,174	252,100	302,508	3,478,530	(8,045)	(0.2)
New Mexico	39,966	96,076	75,663	76,167	76,032	58,781	90,262	79,169	75,555	75,574	71,284	74,001	888,650	(11,990)	(1.3)
New York	461,431	390,325	484,282	425,093	492,896	497,090	498,556	488,646	471,169	509,574	449,716	523,802	5,562,580	119,193	2.1
North Carolina	274,256	272,933	308,780	307,110	320,217	319,122	318,852	331,664	300,723	313,925	308,125	315,532	3,691,239	84,586	2.3
North Dakota	21,268	28,733	26,839	26,668	32,727	33,176	36,402	37,501	33,212	32,581	28,979	30,257	370,343	7,859	2.2
Ohio	390,950	368,738	404,491	369,632	441,986	424,297	450,148	451,408	413,767	417,021	417,990	412,553	4,963,981	76,569	1.6
Oklahoma	135,033	144,457	143,848	149,317	156,463	158,381	160,625	159,310	148,961	150,495	146,681	160,405	1,813,976	15,906	0.9
Oregon	60,460	134,464	137,949	120,884	123,617	114,952	152,759	132,128	135,919	125,150	97,698	105,771	4,441,404	(9,524)	(0.7)
Pennsylvania	370,478	344,817	401,561	389,829	415,978	417,700	417,538	432,357	392,790	415,761	400,579	399,300	4,800,708	46,169	1.0
Rhode Island	30,223	30,223	30,223	31,816	31,816	31,816	32,534	32,534	32,534	32,534	32,534	32,534	32,534	9,204	2.5
South Carolina	151,943	147,029	171,129	166,803	171,801	173,100	175,474	175,177	158,545	165,245	165,245	164,029	1,989,943	39,503	2.0
South Dakota	29,366	28,011	32,417	30,536	36,886	41,963	43,293	44,354	37,149	37,127	34,366	32,971	428,439	1,157	0.3
Tennessee	241,318	174,429	211,045	242,755	260,596	231,444	245,966	260,596	226,308	216,784	249,437	228,606	2,779,994	50,767	1.9
Texas	638,785	694,252	748,246	781,512	790,874	747,812	724,827	803,428	767,110	790,244	749,067	808,769	9,044,946	(338,475)	(3.6)
Utah	67,987	65,237	72,023	67,987	77,452	80,235	85,100	85,194	76,158	76,646	69,000	75,160	901,887	44,799	5.2
Vermont	23,788	20,873	23,277	22,780	26,716	27,952	28,840	28,377	26,500	27,362	25,287	26,198	308,010	(1,572)	(0.5)
Virginia	267,840	242,435	284,344	248,950	257,398	350,581	228,997	350,400	243,213	304,068	271,931	284,322	3,334,479	120,263	3.7
Washington	189,086	181,706	205,844	203,517	219,266	216,355	223,087	229,279	210,901	210,901	201,490	207,460	2,499,142	26,227	1.1
West Virginia	63,003	59,760	66,765	66,386	71,972	65,080	68,678	71,996	76,432	70,517	69,810	83,271	885,670	28,943	3.4
Wisconsin	173,613	167,208	188,937	172,293	207,211	217,708	216,646	218,992	201,802	201,802	197,013	197,673	2,362,774	63,140	2.7
Wyoming	22,214	24,768	23,457	25,565	25,191	24,448	28,122	24,448	34,467	42,039	28,869	27,611	343,068	13,747	4.2
Total 3/	9,067,825	9,077,304	9,997,475	9,869,952	10,566,376	10,358,758	10,631,845	10,828,758	10,050,168	10,300,077	9,768,336	10,469,972	120,986,846	1,549,152	1.3

1/ This table shows gross volume of gasoline reported by sellers, usually at the terminal or wholesale level, in each State. The data are taken from State taxation reports and may reflect time lags of 6 weeks or more between the report level and the time of retail sale. The data include highway use, nonhighway use, and losses. The gross volumes shown in this table will not agree with that in table MF-21. Table MF-21 reflects adjustments.

2/ December volume for Nevada estimated by the Federal Highway Administration.

3/ The total may not equal the sum of the months due to independent rounding.

ESTIMATED USE OF GASOHOL - 1995 1/

TABLE MF-33E
OCTOBER 1996

(THOUSANDS OF GALLONS)

STATE	TOTAL ETHANOL USED IN GASOHOL 2/	GASOHOL		TOTAL
		10-PERCENT GASOHOL 3/	LESS THAN 10-PERCENT GASOHOL 4/	
Alabama	21,421	214,205	-	214,205
Alaska	6,766	67,662	13,146	80,808
Arizona	24,154	-	313,688	313,688
Arkansas	336	3,356	-	3,356
California	93,035	-	1,632,197	1,632,197
Colorado	33,066	266,344	83,523	349,867
Connecticut	878	8,635	189	8,824
Delaware	-	-	-	-
Dist. of Col.	-	-	-	-
Florida	2,112	21,121	-	21,121
Georgia	111	1,108	-	1,108
Hawaii	-	-	-	-
Idaho	392	3,918	-	3,918
Illinois	159,297	1,592,968	-	1,592,968
Indiana	81,922	819,217	-	819,217
Iowa	66,763	667,635	-	667,635
Kansas	4,063	40,625	-	40,625
Kentucky	4,777	47,766	-	47,766
Louisiana	6,851	68,507	-	68,507
Maine	-	-	-	-
Maryland	2,818	22,745	7,064	29,809
Massachusetts	-	-	-	-
Michigan	44,945	449,450	-	449,450
Minnesota	146,298	1,231,248	300,957	1,532,205
Mississippi	2,028	20,279	-	20,279
Missouri	21,239	212,387	-	212,387
Montana	625	6,170	109	6,279
Nebraska	23,859	238,587	-	238,587
Nevada	11,195	82,887	37,743	120,630
New Hampshire	-	-	-	-
New Jersey	10,761	56,644	66,184	122,828
New Mexico	17,386	160,457	17,409	177,866
New York	24,118	178,326	81,624	259,950
North Carolina	1,045	10,050	514	10,564
North Dakota	6,050	60,503	-	60,503
Ohio	189,762	1,897,615	-	1,897,615
Oklahoma	-	-	-	-
Oregon	-	-	-	-
Pennsylvania	63,776	582,468	71,810	654,278
Rhode Island	-	-	-	-
South Carolina	-	-	-	-
South Dakota	18,666	186,665	-	186,665
Tennessee	13,214	132,142	-	132,142
Texas	44,804	447,139	1,164	448,303
Utah	-	-	-	-
Vermont	-	-	-	-
Virginia	31	282	31	313
Washington	27,229	222,737	64,361	287,098
West Virginia	1,201	12,005	-	12,005
Wisconsin	31,742	317,418	-	317,418
Wyoming	4,960	49,601	-	49,601
Total	1,213,696	10,400,872	2,691,713	13,092,585

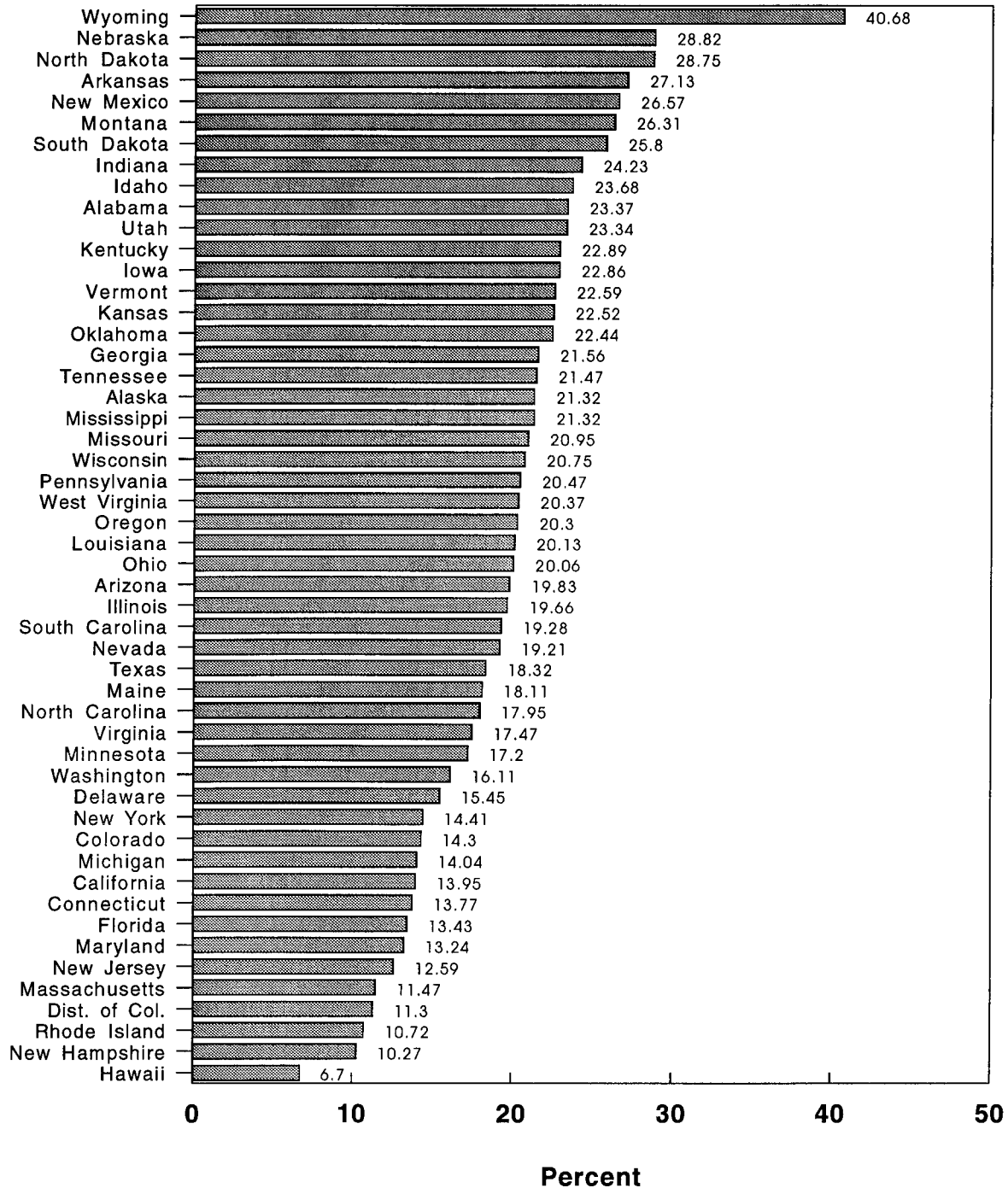
1/ This table shows Federal Highway Administration estimates of gasohol use. The gasohol volumes shown include both the ethanol and the gasoline components. The Energy Policy Act of 1992 expanded the definition of gasohol effective January 1, 1993. Prior to the Act, gasohol was defined as a blend of gasoline and at least 10 percent, by volume, fuel alcohol. Under the Act, three types of gasohol were defined: (1) 10-percent gasohol, which corresponds to the definition before the Act; (2) 7.7-percent gasohol, which contains at least 7.7 percent alcohol but less than 10 percent; and (3) 5.7-percent gasohol which contains at least 5.7 percent alcohol but less than 7.7 percent.

2/ The amount of ethanol used in gasohol is estimated from gasohol tax collections, refunds, and credits reported by the Internal Revenue Service, U.S. Department of the Treasury.

3/ For most States, the figures shown for 10-percent blends are State data.

4/ 7.7-percent gasohol is generally used to meet the requirements for oxygenated fuel to reduce winter carbon monoxide emissions.

SPECIAL FUEL AS A PERCENT OF TOTAL HIGHWAY USE OF MOTOR FUEL - 1995



Source: Table MF-21



MOTOR VEHICLES

VEHICLE REGISTRATIONS

The annual vehicle registration date varies among the States. Although many States continue to register specific vehicle types on a calendar year basis, all States use some form of the "staggered" system to register motor vehicles. The "staggered" system permits a distribution of the renewal workload throughout all months. Most States allow preregistration or permit "grace periods" to better distribute the annual registration workload.

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

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. Regardless of how they were registered, only the power units have been included in the truck count in table MV-1. Some States register buses with trucks or automobiles; many States do not report house and light utility trailers separately from commercial trailers or semitrailers; and some States do not require registration of car or light utility trailers. Prior to the 1994 publication, table MV-1 included personal passenger vans, passenger minivans, and utility-type vehicles in the category called Automobiles. Beginning with the 1994 data, these vehicles are included with trucks. In some instances, the Federal Highway Administration (FHWA) has supplemented the data supplied by the States with information obtained from other sources. This year's publication does not include the map showing automobiles per capita; however, this information is on table MV-1.

Motor-vehicle registrations are reported by major vehicle classes: automobiles, buses, trucks, and motorcycles. The truck category includes light trucks to the extent they can be identified and separated from automobiles. Data on trucks, buses, trailers, and semitrailers are given in tables MV-9, MV-10, and MV-11, respectively. Although the detail of motor-vehicle data has improved in recent years, it is not yet possible to obtain from all States separate data on single-unit trucks and combinations. Some States provide data for light trucks and truck tractors, but for many States, the FHWA estimates this information using other data sources, such as the Truck Inventory and Use Survey conducted by the Bureau of the Census. The table MV-9 light truck category includes pickups, vans (full-size and mini), utility-type vehicles, as well as other vehicles (panel trucks and delivery vans generally of

10,000 pounds or less gross vehicle weight). In publications prior to 1994, personal passenger vans, passenger minivans and utility-type vehicles were included in automobiles on table MV-1. Registrations of publicly owned motor vehicles are reported in table MV-7.

REGISTRATION TAXES AND FEES

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor carriers are given in table MV-2, and the disposition of these taxes is given in table MV-3. These tables can be found in the highway finance section. The diversity of taxes and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those related to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) Motor-vehicle registration fee schedules (table MV-103) and administrative provisions governing the disposition of State motor-vehicle and motor-carrier receipts (table MV-106) appear in a separate FHWA publication entitled *Highway Taxes and Fees, How They Are Collected and Distributed*. A comprehensive comparison of taxes and fees among the States for 14 selected vehicles can be found in the separate FHWA publication entitled *Road-User and Property Taxes on Selected Vehicles*.

USE OF DATA

All State reported data are analyzed by FHWA for completeness, reasonableness, consistency, and compliance with data reporting instructions contained in *A Guide to Reporting Highway Statistics*. State reported data is adjusted if necessary to eliminate mistakes and to improve data uniformity among the States. The analysis and adjustment process is accomplished in cooperation with the States supplying the data.

Differing State laws and practices can influence data definitions as to the classification of automobiles and trucks. In past issues of *Highway Statistics*, personal passenger vans, passenger minivans, and utility-type vehicles were aggregated with automobiles. Because there is a growing interest in these vehicle types they are shown separately on table MV-9, under the light truck category.

In addition, FHWA and the National Highway Traffic and Safety Administration (NHTSA) use different registration data

sources and different vehicle definitions. FHWA requests that it be provided data specifically identifying the various types of passenger carrying highway vehicles. For example, the State reported data is to specify if passenger vans have been reported as passenger vehicles or light trucks. While a State may report minivans, station wagons on truck chassis, and utility-type vehicles as passenger cars to FHWA they are considered trucks in the NHTSA data.

The FHWA data include all vehicles which have been registered at any time throughout the calendar year. Data include vehicles which were retired during the year and vehicles that were registered in more than one State. In some States, it is also possible that contrary to the FHWA reporting instructions, vehicles which have been registered twice in the same State may be reported as two vehicles. The NHTSA data include only those vehicles which are registered as of July 1, of the given year and thus do not include vehicles registered in the last half of the calendar year or vehicles that may only be registered for a part of a year such as those for farm use.

The *Private and Commercial Automobiles per Capita* map has been eliminated but the data has been included in MV-1.

BUS REGISTRATIONS - 1995

TABLE MV-10
SEPTEMBER 1996

STATE	PRIVATE AND COMMERCIAL 1/			PUBLICLY OWNED			TOTAL BUSES		
	COMMERCIAL BUSES	SCHOOL AND OTHER 2/	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) 2/	TOTAL	TOTAL SCHOOL AND OTHER 3/	TOTAL COMMERCIAL AND FEDERAL	GRAND TOTAL
Alabama	1,965	176	2,141	39	6,271	6,310	6,447	2,004	8,451
Alaska	1,309	536	1,845	75	88	163	624	1,384	2,008
Arizona	1,089	209	1,298	379	2,752	3,131	2,961	1,468	4,429
Arkansas	46	1,190	1,236	29	4,396	4,425	5,586	75	5,661
California	18,248	8,894	27,142	470	15,287	15,757	24,181	18,718	42,899
Colorado	629	915	1,544	43	4,022	4,065	4,937	672	5,609
Connecticut	2,736	5,213	7,949	12	788	800	6,001	2,748	8,749
Delaware	361	1,191	1,552	7	575	582	1,766	368	2,134
Dist. of Col.	2,182	155	2,337	276	104	380	259	2,458	2,717
Florida	3,760	1,178	4,938	208	35,118	35,326	36,296	3,968	40,264
Georgia	1,319	2,210	3,529	106	11,916	12,022	14,126	1,425	15,551
Hawaii	2,726	720	3,446	28	909	937	1,629	2,754	4,383
Idaho	806	458	1,264	150	1,947	2,097	2,405	956	3,361
Illinois	5,222	9,910	15,132	86	1,210	1,296	11,120	5,308	16,428
Indiana	4,173	4,928	9,101	55	15,134	15,189	20,062	4,228	24,290
Iowa	1,140	273	1,413	14	7,975	7,989	8,248	1,154	9,402
Kansas	394	1,140	1,534	12	2,233	2,245	3,373	406	3,779
Kentucky	1,143	733	1,876	159	9,592	9,751	10,325	1,302	11,627
Louisiana	914	14,205	15,119	25	5,201	5,226	19,406	939	20,345
Maine	179	467	646	12	2,118	2,130	2,585	191	2,776
Maryland	2,744	3,815	6,559	152	4,514	4,666	8,329	2,896	11,225
Massachusetts	3,673	6,774	10,447	83	396	479	7,170	3,756	10,926
Michigan	2,864	6,794	9,658	78	14,513	14,591	21,307	2,942	24,249
Minnesota	2,409	4,260	6,669	8	8,975	8,983	13,235	2,417	15,652
Mississippi	863	2,505	3,368	79	6,237	6,316	8,742	942	9,684
Missouri	1,200	3,397	4,597	36	7,623	7,659	11,020	1,236	12,256
Montana	459	685	1,144	19	1,831	1,850	2,516	478	2,994
Nebraska	562	579	1,141	10	4,644	4,654	5,223	572	5,795
Nevada	1,305	177	1,482	142	120	262	297	1,447	1,744
New Hampshire	361	1,106	1,467	2	294	296	1,400	363	1,763
New Jersey	5,200	11,357	16,557	57	3,000	3,057	14,357	5,257	19,614
New Mexico	521	1,959	2,480	310	645	955	2,604	831	3,435
New York	12,899	7,625	20,524	222	25,030	25,252	32,655	13,121	45,776
North Carolina	1,985	7,120	9,105	55	26,163	26,218	33,283	2,040	35,323
North Dakota	116	497	613	66	1,497	1,563	1,994	182	2,176
Ohio	9,239	2,456	11,695	84	21,036	21,120	23,492	9,323	32,815
Oklahoma	366	1,666	2,032	137	12,617	12,754	14,283	503	14,786
Oregon	1,397	2,213	3,610	70	7,862	7,932	10,075	1,467	11,542
Pennsylvania	8,769	18,001	26,770	124	6,980	7,104	24,981	8,893	33,874
Rhode Island	309	1,370	1,679	6	6	12	1,376	315	1,691
South Carolina	878	3,678	4,556	33	10,399	10,432	14,077	911	14,988
South Dakota	316	397	713	119	1,731	1,850	2,128	435	2,563
Tennessee	2,009	1,401	3,410	80	13,616	13,696	15,017	2,089	17,106
Texas	2,819	12,899	15,718	252	55,806	56,058	68,705	3,071	71,776
Utah	337	85	422	38	746	784	831	375	1,206
Vermont	92	541	633	5	1,251	1,256	1,792	97	1,889
Virginia	2,204	243	2,447	245	14,543	14,788	14,786	2,449	17,235
Washington	774	2,182	2,956	198	4,528	4,726	6,710	972	7,682
West Virginia	888	63	951	45	2,496	2,541	2,559	933	3,492
Wisconsin	1,398	7,120	8,518	24	4,374	4,398	11,494	1,422	12,916
Wyoming	785	125	910	11	1,547	1,558	1,672	796	2,468
Total	120,082	167,791	287,873	4,975	392,655	397,630	560,447	125,057	685,504

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

2/ 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. This information, compiled chiefly from reports of State authorities is incomplete in many cases.

3/ 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.

TRAILER AND SEMITRAILER REGISTRATIONS - 1995 1/

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

TABLE MV-11
SEPTEMBER 1996

STATE	PRIVATE AND COMMERCIAL				PUBLICLY OWNED			GRAND TOTAL
	COMMERCIAL TRAILERS 2/	LIGHT FARM TRAILERS, CAR TRAILERS, ETC. 3/	HOUSE TRAILERS 4/	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENT	TOTAL	
Alabama	57,639	51,104	23,378	132,121	14	1,020	1,034	133,155
Alaska	17,105	61,299	-	78,404	125	1,067	1,192	79,596
Arizona	49,623	172,687	78,434	300,744	92	3,682	3,774	304,518
Arkansas	37,105	377,091	13,213	427,409	5	268	273	427,682
California	666,767	1,449,307	528,462	2,644,536	352	44,041	44,393	2,688,929
Colorado	63,317	156,121	65,736	285,174	77	2,075	2,152	287,326
Connecticut	31,585	138,214	-	169,799	12	2,618	2,630	172,429
Delaware	15,398	29,536	679	45,613	7	672	679	46,292
Dist. of Col.	84	898	-	982	144	326	470	1,452
Florida	122,564	972,795	-	1,095,359	173	27,310	27,483	1,122,842
Georgia	119,777	399,217	28,176	547,170	123	3,500	3,623	550,793
Hawaii	3,956	17,319	-	21,275	5	793	798	22,073
Idaho	17,589	51,010	47,711	116,310	57	2,559	2,616	118,926
Illinois	86,717	390,506	91,989	569,212	221	631	852	570,064
Indiana	68,687	278,462	74,647	421,796	37	2,035	2,072	423,868
Iowa	80,629	238,797	63,052	382,478	19	4,162	4,181	386,659
Kansas	80,497	23,251	18,291	122,039	22	838	860	122,899
Kentucky	35,649	22,127	27,288	85,064	58	65	123	85,187
Louisiana	207,444	293,474	11,515	512,433	25	2,474	2,499	514,932
Maine	577,406	103,366	-	680,772	7	2,436	2,443	683,215
Maryland	14,270	208,505	-	222,775	98	386	484	223,259
Massachusetts	23,636	203,488	-	227,124	69	165	234	227,358
Michigan	84,613	744,043	114,431	943,087	81	4,302	4,383	947,470
Minnesota	182,696	577,693	83,691	844,080	78	3,376	3,454	847,534
Mississippi	27,846	68,426	10,086	106,358	30	1,539	1,569	107,927
Missouri	83,633	311,142	-	394,775	118	350	468	395,243
Montana	19,126	112,307	50,033	181,466	50	3,011	3,061	184,527
Nebraska	75,416	162,032	-	237,448	12	895	907	238,355
Nevada	10,045	59,693	26,545	96,283	45	1,131	1,176	97,459
New Hampshire	9,525	114,893	-	124,418	3	1,002	1,005	125,423
New Jersey	39,542	283,825	-	323,367	153	100	253	323,620
New Mexico	17,800	32,300	63,191	113,291	132	2,914	3,046	116,337
New York	20,063	544,200	-	564,263	336	6,067	6,403	570,666
North Carolina	83,582	482,070	1,775	567,427	43	8,915	8,958	576,385
North Dakota	19,197	24,873	15,187	59,257	9	768	777	60,034
Ohio	129,916	428,849	100,849	659,614	118	6,784	6,902	666,516
Oklahoma	84,843	55,636	8,743	149,222	33	1,798	1,831	151,053
Oregon	44,544	150,445	128,014	323,003	94	9,067	9,161	332,164
Pennsylvania	128,555	373,977	190,616	693,148	194	3,808	4,002	697,150
Rhode Island	6,350	35,789	-	42,139	7	830	837	42,976
South Carolina	32,730	26,491	112	59,333	31	1,061	1,092	60,425
South Dakota	30,780	77,926	23,266	131,972	29	1,189	1,218	133,190
Tennessee	14,263	42,183	140	56,586	67	315	382	56,968
Texas	115,955	1,126,155	-	1,242,110	172	36,984	37,156	1,279,266
Utah	23,701	54,145	45,153	122,999	71	415	486	123,485
Vermont	2,996	59,217	-	62,213	3	879	882	63,095
Virginia	76,058	155,813	66,621	298,492	58	2,630	2,688	301,180
Washington	136,558	341,781	84,590	562,929	150	1,889	2,039	564,968
West Virginia	38,323	51,323	25,694	115,340	9	4,079	4,088	119,428
Wisconsin	181,609	12,316	37,860	231,785	27	1,559	1,586	233,371
Wyoming	8,749	193,325	24,797	226,871	84	938	1,022	227,893
Total	4,106,458	12,341,442	2,173,965	18,621,865	3,979	211,718	215,697	18,837,562

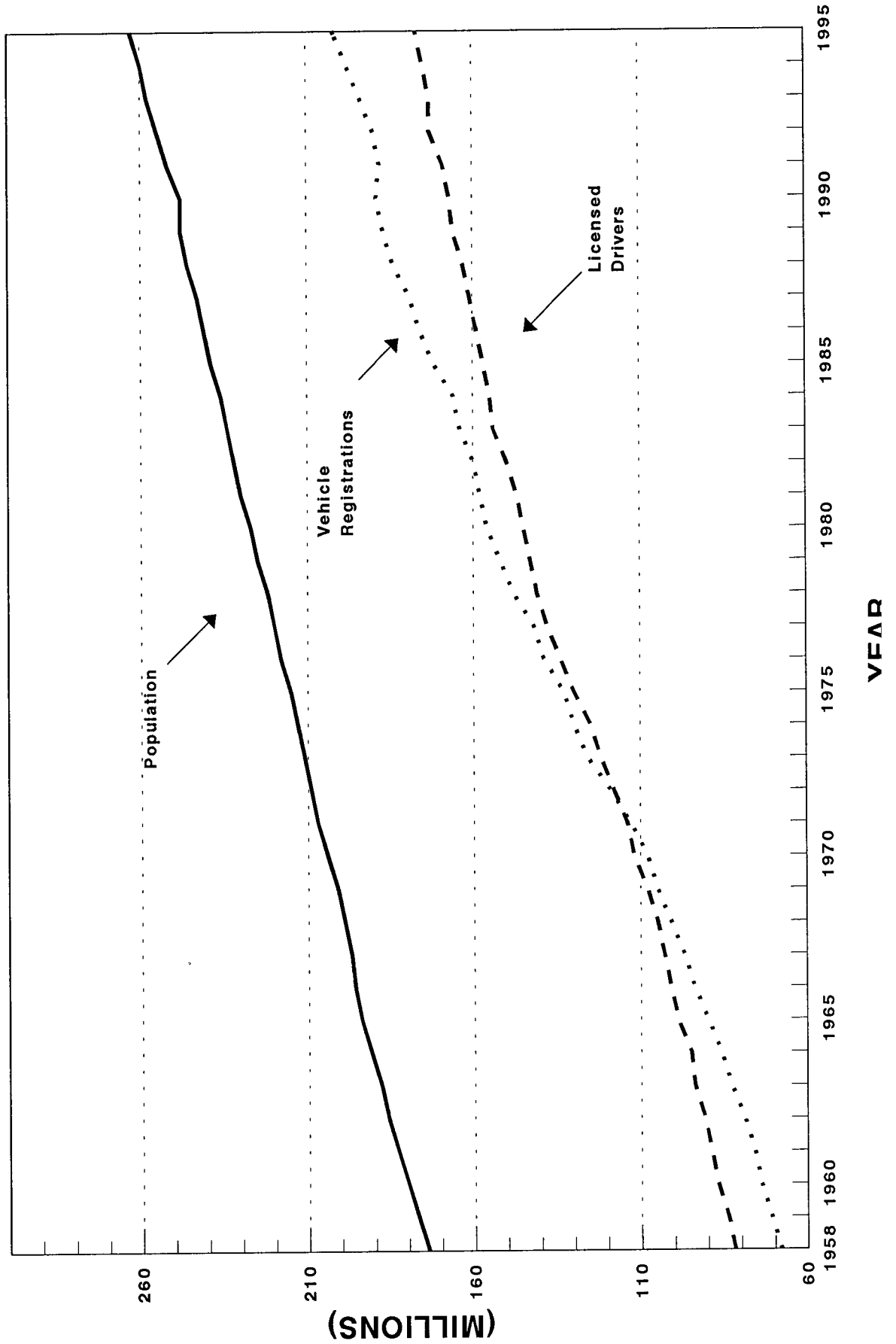
1/ The completeness of data on trailer registrations varies greatly. Data are reported to the extent available and in some cases are supplemented by estimates of the Federal Highway Administration.

2/ This column includes all commercial type vehicles and semitrailers that are in private or for-hire use.

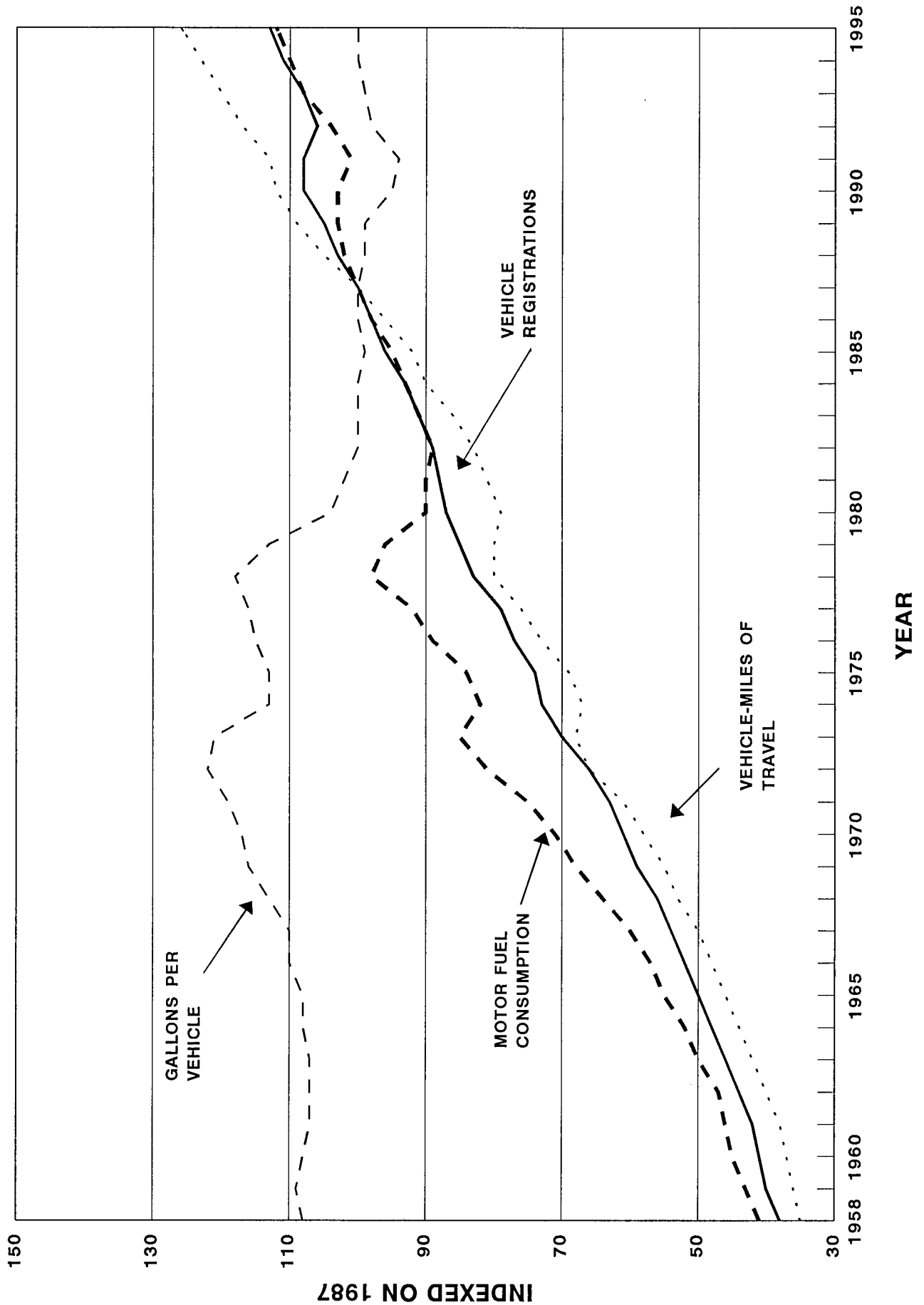
3/ Several States do not require the registration of light farm or automobile trailers.

4/ Mobile homes and house trailers are shown in this column for States which require them to be registered and are able to segregate them from other trailers. In States where this classification is not available, house trailers are included with light car trailers.

LICENSED DRIVERS, VEHICLE REGISTRATIONS, AND RESIDENT POPULATION



VEHICLE REGISTRATIONS, FUEL CONSUMPTION, AND VEHICLE-MILES OF TRAVEL AS INDICES





DRIVER LICENSING

Each State and the District of Columbia administers its own driver licensing system. Since 1954 all States have required drivers to be licensed, and since 1959 all States have required examination prior to licensing. Tests of knowledge of State driving laws and practices, vision, and driving proficiency are now required for new licensees. A summary of State driver licensing requirements is given in a separate publication, *Driver License Administration Requirements and Fees*, published biennially. There is also a companion publication entitled *State and Provincial Licensing System Comparative Data* that may be obtained from the American Association of Motor Vehicle Administrators, 4301 Wilson Blvd, Suite 400, Arlington, VA 22203.

LICENSES ISSUED AND IN FORCE

Table DL-1 shows the number of learner permits and driver licenses issued by each State during the calendar year, length of term, renewal date, fees, and the number of driver licenses in force by class at the end of the year.

MALE-FEMALE LICENSE HOLDER AND RATIO TO POPULATION

Table DL-1A, number of male and female licensed drivers in each State, and DL-1B, ratio of licensed drivers to population, have been combined into DL-1C.

DL-1C displays not only the number of male/female license holders, but also the relationship of licensed drivers to total population and to driving-age (age 16 and over) population. This table also shows the ratio of licensed drivers to registered private and commercial vehicles. The map showing this detail that was at the end of the chapter has been eliminated.

Since there will always be persons of driving age who will not be licensed, by choice, or because of physical or mental infirmities, the relationships shown normally should never reach 1,000. However the following conditions can make the relationships higher than expected:

- (1) Although efforts are made to minimize it, drivers who move from one State to another are sometimes counted in both States until the license from the previous State of residence expires.
- (2) Some persons obtain their driver licenses in States other than those of legal residence.
- (3) Some persons fraudulently obtain multiple licenses. Some State authorities doubt whether all persons who drive are licensed. Where this problem exists, those that are unlicensed would partially offset any duplicate licenses issued and inactive licenses. The degree to which this occurs is unknown.
- (4) The purging of expired licenses or licenses from deceased persons is not done on a continual basis.

The distribution of total U.S. licensed drivers, by sex and age group, is shown in table DL-20.

DL-22 displays the number of drivers by sex and age groups for each State. For the States that do not provide the driver license data broken out to the top age bracket of 85 and over, we have redistributed the last age bracket provided by each State according to the Census population data for those particular age brackets in that particular State.

USE OF DATA

In 1990 (*Highway Statistics 1989*), a strict standard was established to determine the number of unrestricted drivers under the age of 16 on the road. This new rule stated that a driver must be able to drive inclusively between the hours of 5:00 A.M. and 12 Midnight without another licensed driver in the vehicle. Since this new standard cut the number of drivers from 1988 to 1995 approximately 60% in the "under 16" category, one must keep this in mind when comparing the data from earlier years.

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

DL-1
Sheet 1 of 7
October 1996

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95
Alabama*	Learner Permits:					--
	New Licenses	57,991	4 Years	Issuance	\$18.50	
	CDL: Class A	33,097	4 Years	Issuance	\$43.50	95,959
	Class B	122,282	4 Years	Issuance	\$33.50	36,287
	Class C	815	4 Years	Issuance	\$13.50	
	Class D	796,178	4 Years	Issuance	\$18.50	3,414,731
	Class M	936	4 Years	Issuance	\$18.50	4,938
	School Bus	4,615	4 Years	Issuance	\$13.50	13,032
Alaska	Learner Permits:					--
	CDL	2,083	2 Years	Birthday	\$5.00	
	Non-CDL	15,519	2 Years	Birthday	\$5.00	
	CDL: Class A	2,059	5 Years	Birthday	\$100.00	18,492
	Class B	1,615	5 Years	Birthday	\$100.00	8,826
	Class C	322	5 Years	Birthday	\$100.00	1,703
	Class D	89,241	5 Years	Birthday	\$15.00	405,588
	Class M1 (Motorcycle)	5,308	5 Years	Birthday	\$15.00	
School Bus	1,483	1 Year	Issuance	\$5.00		
Arizona	Learner Permits:			--		--
	Class A	6,473	6 Months	Issuance	\$25.00	
	Class B	4,088	6 Months	Issuance	\$25.00	
	Class C	496	6 Months	Issuance	\$15.00	
	Class D	48,539	6 Months	Issuance	\$7.00	
	Class M	7,289	6 Months	Issuance	\$7.00	
	CDL: Class A	16,798	4 Years	Birthday	\$25.00	47,745
	Class B	7,342	4 Years	Birthday	\$25.00	21,513
	Class C	946	4 Years	Birthday	\$15.00	3,078
	Class D	846,797	Varies	Birthday	\$10/\$15/\$20/\$25	2,381,465
	Class M	222	4 Years	Birthday	\$7.00	523
	Class 1	1	4 Years	Birthday	\$7.00	7,039
	Class 2	6,701	4 Years	Birthday	\$7.00	185,056
	Class 3	208	4 Years	Birthday	\$7.00	9,148
	Class 4	22	4 Years	Birthday	\$10.00	1,178
Class 5	1	4 Years	Birthday	\$17.00	421	
Arkansas	Learner Permits	--	60 Days	--	\$2.00	--
	CDL: Class A	20,841	4 Years	Birthday	\$42.00	64,550
	Class B	8,835	4 Years	Birthday	\$42.00	23,484
	Class C	1,552	4 Years	Birthday	\$42.00	4,637
	Class D	560,178	4 Years	Birthday	\$14.00	1,685,566
	Class M	108	4 Years	Birthday	\$14.00	362
	Class MD	139	16th BD	N/A	\$4.00	180
California*	Learner Permits	N/A	--	--	--	--
	CDL: Class (1 + A)	74,501	4 Years	Birthday	\$57.00	337,261
	Class (2 + B)	42,703	4 Years	Birthday	\$57.00	222,569
	Class (3 + C)	2,921,441	4 Years	Birthday	\$27.00	19,576,687
	Class (4 + M1 + M2)	571	4 Years	Birthday	\$12.00	3,069
	Other + (4 + M1 + M2)	119,478	4 Years	Birthday	\$12.00	
Colorado*	Learner Permits:					--
	CDL	14,256	180 Days	--	\$10.00	
	Basic	122,535	180 Days	--	\$10.00	
	Class M	7,781	180 Days	--	\$10.00	
	CDL: Class A	{	4 Years	Birthday	\$25.00	{
	Class B	{	4 Years	Birthday	\$25.00	{
	Class C	{	4 Years	Birthday	\$25.00	{
	Basic	32,962	4 Years	Birthday	\$25.00	2,727,570
Class M	670,276	5 Years	Birthday	\$15.00		
Class M	5,476	2, 3, 5 Years	Birthday	\$16.00		
Connecticut*	Learner Permits	N/A	--	--	--	--
	CDL: Class A	{	4 Years	Birthday	\$40.25-\$61.00	32,720
	Class B	{	4 Years	Birthday	\$40.25-\$61.00	41,575
	Class C	{	4 Years	Birthday	\$40.25-\$61.00	2,401
	Class 1	{	4 Years	Birthday	\$28.50-\$43.50	22,731
	Class 2	{	4 Years	Birthday	\$28.50-\$43.50	2,232,059

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

DL-1
Sheet 2 of 7
October 1996

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95
Delaware*	Learner Permits	--	60 Days	--	\$12.50	--
	CDL: Class A	{	5 Years	Birthday	\$30.00	
	Class B	{	5 Years	Birthday	\$30.00	
	Class C	{	5 Years	Birthday	\$30.00	
	Class A Renewal	{	5 Years	Birthday	\$12.50	
	Class B Renewal	{	5 Years	Birthday	\$12.50	
	Class B & C Permanent	{	5 Years	Birthday	\$35.00	
	New Applicants	33,185	5 Years	Birthday	\$12.50	
	Class D Renewal	56,092	5 Years	Birthday	\$12.50	
	Class D Permanent	398	5 Years	Birthday	\$35.00	
Renewals--Permanent	16,821	5 Years	Birthday	\$1.15		
Non CDL ABC	479	5 Years	Birthday	\$12.50		
District of Columbia	Learner Permits	35,542	60 Days	--	\$10.00	--
	CDL: Class A	399	4 Years	Issuance	\$60.00	
	Class B	957	4 Years	Issuance	\$60.00	
	Class C	147	4 Years	Issuance	\$60.00	
	Class D	86,324	4 Years	Issuance	\$20.00	
Florida*	Learner Permits	N/A	6 Years	--	\$19.00	--
	CDL: Class A	40,863	6 Years	Birthday	\$15/\$20/\$50	199,427
	Class B	32,532	6 Years	Birthday	\$15/\$20/\$50	138,427
	Class C	28,279	6 Years	Birthday	\$15/\$20/\$50	32,606
	Class D	178,080	6 Years	Birthday	\$15/\$20	795,857
	Class E	1,664,370	6 Years	Birthday	\$15/\$20	7,291,851
	Chauffeur Operator	--	--	--	--	114,463
Operator	--	--	--	--	2,451,435	
Georgia*	Learner Permits:	--	6 Months	--	\$1.50, 8.50, \$10.00	--
	Class A, B, M		1 Year	Birthday	8.50, \$10.00	
	Class P	157,227	4 Years	Birthday	\$15.00	104,138
	CDL: Class A	9,034	4 Years	Birthday	\$15.00	54,951
	Class B	3,417	4 Years	Birthday	\$15.00	7,267
	Class C	230	4 Years	Birthday	\$8.50/\$15.00	
	Class A	{	4 Years	Birthday	\$8.50/\$15.00	
	Class B	{	4 Years	Birthday	\$4.50/\$15.00	4,674,139
	Class C	{	4 Years	Birthday	\$4.50/\$15.00	16,044
	Class M	4,011	4 Years	Birthday	\$0.00	
Veterans (All Classes)	61,204	4 Years	Birthday	\$0.00		
Hawaii	Learner Permits	77,376	90 Days	--	\$3.00/\$4.00/\$5.00	--
	CDL: Class A	{	2-4 Years	Birthday	Varies	
	Class B	{	2-4 Years	Birthday	Varies	
	Class C	{	2-4 Years	Birthday	Varies	
	Operator	{	1, 2 & 4 Years	Birthday	Varies	
Motorcycle	208,905	2 & 4 Years	Birthday	Varies		
Idaho	Learner Permits	16,212	120 Days	--	\$30.00	
	CDL: Class A	{	4 Years	Birthday	\$24.50	
	Class B	{	4 Years	Birthday	\$24.50	
	Class C	{	4 Years	Birthday	\$24.50	20,112
	Class D	242,055	4 Years	Birthday	\$20.50	763,894
Illinois*	Learner Permits	120,917	--	--	\$20.00	--
	CDL: Class A	1,505,911	4 Years	Birthday	\$10.00 & \$5.00	6,691,502
	Class B	28,227	4 Years	Birthday	\$10.00 & \$5.00	140,235
	Class C	43,755	4 Years	Birthday	\$10.00 & \$5.00	185,010
	Class D	47,131	4 Years	Birthday	\$10.00 & \$5.00	194,225
	Class L	13	4 Years	Birthday	\$10.00 & \$5.00	89
Class M	59	4 Years	Birthday	\$10.00 & \$5.00	296	
Indiana*	Learner Permits	112,540	1 Year	--	\$2.00	
		18,326	1 Year	--	\$10.00	
		301	1 Year	--	\$3.00	
		17,461	1 Year	--	\$5.00	
	CDL: Operator	30,907	4 Years	Birthday	\$25.00	
	Amd. Operator	3,777	4 Years	Birthday	\$15.00	
	P. P. Chauffeur	3,522	2 Years	Birthday	\$4.00	
	Chauffeur	11,003	4 Years	Birthday	\$8.00	
	Operator	895,142	4 Years	Birthday	\$6.00	
	Operator (Aged Persons)	49,039	3 Years	Birthday	\$3.00	
	Motorcycle	26	4 Years	Birthday	\$6.00	1,048,642

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

DL-1
Sheet 3 of 7
October 1996

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95
Iowa	Learner Permits:			--		--
	CDL	5,147	6 Months	--	\$12.00	
	NC	49,260	2 Years	--	\$6.00	
	Operator	14	2 Years	--	\$12.00	
	Motorcycle	0	2 Years	--	\$8.00	
	CDL: Class A	30,278	2 & 4 Years	Birthday	\$16.00/\$32.00	74,247
	Class B	15,900	2 & 4 Years	Birthday	\$16.00/\$32.00	40,264
	Class C	1,544	2 & 4 Years	Birthday	\$16.00/\$32.00	4,511
	Class C	650,369	2 & 4 Years	Birthday	\$8.00/\$16.00	1,706,433
	Class D--Chauffeur	26,232	2 & 4 Years	Birthday	\$16.00/\$32.00	74,457
	Class M	2	2 & 4 Years	Birthday	\$10.00/\$20.00	9
	Operator					5,112
Chauffeur					426	
Kansas*	Learner Permits	30,245	3-6 Months	--	\$2.00/\$5.00	
	CDL: Class A	{	48-59 Months	Birthday	\$14.00	{
	Class B	{	48-59 Months	Birthday	\$14.00	{
	Class C	{	48-59 Months	Birthday	\$14.00	{
	Class A, B	26,794	48-59 Months	Birthday	\$12.00	96,736
	Class C	21,381	48-59 Months	Birthday	\$8.00	42,804
Class M, AM, BM, CM	442,927	48-59 Months	Birthday	\$5.00	1,486,584	
	55,722	48-59 Months	Birthday		170,080	
Kentucky	Learner Permits	143,814	6 Months	--	\$6.00-\$16.00	--
	CDL: Class A	{	1-48 Months	Birthday	Varies	{
	Class B	{	1-48 Months	Birthday	Varies	{
	Class C	{	1-48 Months	Birthday	Varies	{
	Operator	664,239	1-5 Years	Birthday	\$2 Per Year	2,535,463
Motorcycle	38,346	1-5 Years	Birthday	Varies	86,629	
Louisiana	Learner Permits	5,677	4 Years	Birthday	\$18.00	--
	CDL: Class A		4 Years	Birthday	\$13.75--\$50	
	Class B		4 Years	Birthday	Varies	
	Class C	59,795	4 Years	Birthday	Varies	
	State Licenses	558,848	2 & 4 Years	Birthday	\$3.50/\$12.50	
	New Orleans DL	54,610	2 & 4 Years	Birthday	\$3.50/\$12.50	
Motorcycle	5,349	2 & 4 Years	Birthday	\$4.00/\$8.00		
Maine	Learner Permits	N/A	1 Year	--	\$10/\$35	--
	CDL: Class A	{	4/6 Years	Birthday	\$40.00	{
	Class B	{	4/6 Years	Birthday	\$40.00	{
	Class C	{	4/6 Years	Birthday	\$40.00	{
	254,076	6 Years	Birthday	\$29.00		
Maryland*	Learner Permits	121,392	180 Days	--	\$30.00	--
	CDL: Class A	3,421	5 Years	Birthday	\$6.00 Per Year	62,344
	Class B	3,579	5 Years	Birthday	\$6.00 Per Year	58,905
	Class C	247	5 Years	Birthday	\$6.00 Per Year	5,330
	CDL--Renewal	23,031	5 Years	Birthday	\$20.00	
	Class A	127	5 Years	Birthday	\$6.00 Per Year	9,469
	Class B	215	5 Years	Birthday	\$6.00 Per Year	18,307
	Class C	162,553	5 Years	Birthday	\$6.00 Per Year	3,189,780
	Class M	3,876	5 Years	Birthday	\$6.00 Per Year	283
	Non-CDL--Renewal	680,660	5 Years	Birthday	\$20.00	
	Under 21--Renewal	50	--	60 Days After 21st Birthday	\$5.00	
Massachusetts *	Learner Permits	180,724	1 Year	--	\$15.00	--
	CDL: Class A	12,940	5 Years	Birthday	\$52.50	60,723
	Class B	16,115	5 Years	Birthday	\$40.00	68,260
	Class C	1,645	5 Years	Birthday	\$33.75	6,258
	Class D	815,727	5 Years	Birthday	\$33.75	4,136,610
	Class M	7,141	5 Years	Birthday	\$33.75	624
	School Bus	11,908	1 Year		\$15.00	
Michigan *	Learner Permits:					
	Oper/Chauffeur	81,268	--	--	\$12.00/\$20.00	--
	Cycle	15,644	--	--	\$6.00/\$7.50	--
	Org. CDL	30,063	--	--	\$20.00	--
	CDL: CDL Group	6,301	2 Years	Birthday	\$20.00	225,603
	Operator	454	4 Years	Birthday	\$20.00	73,683
	Chauffeur	5,822	4 Years	Birthday	\$20.00	7,851
	Renewal	48,025	2-4 Years	Birthday	\$20.00	
	Operator	1,603,942	2-4 Years	Birthday	\$5.00/\$7.50/\$12.00	6,160,914
	Chauffeur	138,802	2-4 Years	Birthday	\$5.00/\$20.00	501,279
Motorcycle	110,927	2-4 Years	Birthday	\$.4/\$5./\$6./\$7.50	431,360	

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

DL-1
Sheet 4 of 7
October 1996

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95	
Minnesota*	Learner Permits	97,447	--	--	\$6.00	--	
	CDL: Class A	32,103	4 Years	Birthday	\$33.00	91,985	
	Class B	19,815	4 Years	Birthday	\$26.00	52,193	
	Class C	450	4 Years	Birthday	\$19.00	1,487	
	School Bus	15,788	1 Year	Birthday	\$2.50	21,483	
	Class C	702,966	4 Years	Birthday	\$15.00	2,370,173	
	Class A Provisional	431	Until 21st Birthday	21 Birthday	\$14.00	490	
	Class B Provisional	410	Until 21st Birthday	21 Birthday	\$26.00	565	
	Class C Provisional	63,570	Until 21st Birthday	21 Birthday	\$15.00	188,808	
	Motorcycle	75,744	4 Years	Birthday	\$16/\$13	273,610	
Mississippi	Learner Permits					--	
	Commercial	11,022	180 Days	Up To 1 Year	\$10.00		
	Non-Commercial	87,899	60 Days	Up To 1 Year	\$1.00		
	CDL: Class A	{	4 Years	Birthday	\$40.00		
	Class B	{	4 Years	Birthday	\$40.00		
	Class C	{	4 Years	Birthday	\$40.00		
	Class S (School Bus)	39	4 Years	Birthday	\$25.00		
	Regular	407,209	4 Years	Birthday	\$20.00		
	Commercial	20,079	4 Years	Birthday	\$25.00		
	Motorcycle	34	4 Years	Birthday	\$13.00		
Missouri	Learner Permits:						
	CDL	15,370	6 Months	--	\$5.00	--	
	Non-CDL	119,950	6 Months	--	\$1.00		
	Student	14,324	School Term	--	\$1.00		
	CDL: Class A	{	3 Years	Issuance	\$20.00		
	Class B	{	3 Years	Issuance	\$20.00		
	Class C	{	3 Years	Issuance	\$20.00		
	Operator	1,159,498	3 Years	Issuance	\$7.50		
	Chauffeur	98,953	3 Years	Issuance	\$15.00		
	Class M	50	3 Years	Issuance	\$7.50		
Montana	Learner Permits	N/A	--	--	--	--	
	CDL: Class A	7,703	4 Years	Birthday		23,079	
	Class B	3,371	4 Years	Birthday		9,592	
	Class C	636	4 Years	Birthday		1,651	
	Type 1-Intrastate	9,025	4 Years	Birthday	\$36.00		
	Type 1-Interstate	2,685	4 Years	Birthday	\$30.00		
	Operator	169,872	4 Years	Birthday	\$16.00	539,427	
	Motorcycle	5	4 Years	Birthday	\$2.00	5	
	Nebraska	Learner Permits	33,317	2 Months/1 Year	--	\$3.00	--
		CDL: Class A	{	1 & 4 Years	Birthday	\$3.50/\$15.00	{
Class B		{	1 & 4 Years	Birthday	\$3.50/\$15.00	{	
Class C		{	1 & 4 Years	Birthday	\$3.50/\$15.00	{	
School Bus		6,094	1 Year	Issuance	\$0.00	{	
Operator		364,486	1 & 4 Years	Birthday	\$3.50/\$15.00	{	
Motorcycle		16,732	1 & 4 Years	Birthday	\$3.50/\$15.00	{	
Nevada		Learner Permits	40,855	8 Months	--	\$14.50/\$19.50	--
		CDL: Class A	5,398	4 Years	Birthday	\$14.50/\$19.50/\$54/\$84	21,258
		Class B	2,060	4 Years	Birthday	\$14.50/\$19.50/\$54/\$84	10,732
	Class C	--	4 Years	Birthday	\$14.50/\$19.50/\$54/\$84		
	Class C	277,262	4 Years	Birthday	\$14.50/\$19.50/\$54/\$84	1,016,458	
	Class M	23	4 Years	Birthday	\$14.50/\$19.50	194	
	New Hampshire*	Learner Permits	N/A	--	--	--	--
		CDL: Class A	{	4 Years	Birthday	\$42.00/\$82.00	{
		Class B	{	4 Years	Birthday	\$42.00/\$82.00	{
		Class C	{	4 Years	Birthday	\$42.00/\$82.00	{
Operator		{	4 Years	Birthday	\$32.00	{	
Motorcycle		{	4 Years	Birthday	\$37.00	{	
New Jersey		Learner Permits:					
		CDL	30,785	--	--	\$35.00	--
		Operator	270,440	--	--	\$5.00	
		Motorcycle/Moped	6,227	--	--	\$5.00	
	CDL: Class A	{	4 Years	Issuance	\$33.50/\$34.00	{	
	Class B	{	4 Years	Issuance	\$33.50/\$34.00	{	
	Class C	{	4 Years	Issuance	\$33.50/\$34.00	{	
	Operator	1,821,955	4 Years	Issuance	\$16./\$17.50/\$18	5,184,014	
	Motorcycle	178	4 Years	Issuance	\$13./\$14.50/\$15	403	
	Agriculture	260	1 Year	Issuance		186	

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

DL-1
Sheet 5 of 7
October 1996

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95
New Mexico *	Learner Permits	23,551	60 Days	--	\$2.00	--
	CDL: Class A	{	4 Years	Issuance	\$10.00	
	Class B	{	4 Years	Issuance	\$10.00	
	Class C	{	4 Years	Issuance	\$10.00	
	Classes D, M, E	{	4 Years	Issuance	\$10.00	
New York *	Learner Permits	328,394	--	--	Varies	--
	CDL: Class A	{	43-54 Months	Birthday	\$60.00	{
	Class B	{	43-54 Months	Birthday	\$60.00	{
	Class C	{	43-54 Months	Birthday	\$60.00	{
	Classes C, E	{	43-54 Months	Birthday	\$40.00	{
North Carolina	Learner Permits:					
	CDL	N/A	18 Months	--	\$10.00	
	Classified	N/A	18 Months	--	\$5.00	
	CDL: Class A	57,648	4 Years	Birthday	\$40.00	{
	Class B	15,648	4 Years	Birthday	\$40.00	{
North Dakota	Learner Permits:					
	CDL	1,302	6 Months	--	\$15.00	--
	Operators	12,596	1 Year	--	\$10.00	
	CDL: Class A	{	4 Years	Birthday	\$15.00	22,690
	Class B	{	4 Years	Birthday	\$15.00	8,981
Ohio*	Learner Permits:					
	CDL	38,464	6 Months	--	\$10.00	--
	Operators	384,616	6 Months	--	\$4.00	
	CDL: Class A	{	1 To 5 Years	Birthday	\$6.25--\$25	
	Class B	{	1 To 5 Years	Birthday	\$6.25--\$25	
Oklahoma *	Learner Permits					
	Class D	54,483	4 Years	Issuance	\$13.00	
	Class D Motorcycle	5,039	4 Years	Issuance	\$13.00	
	CDL: Class A	18,936	4 Years	Issuance	\$33.00	72,755
	Class B	7,611	4 Years	Issuance	\$33.00	29,296
Oregon	Learner Permits					
	CDL	69,572	1 Year	--	\$13.00	--
	CDL: Class A	20,782	4 Years	Birthday	\$20.25/\$25.00	68,913
	Class B	8,746	4 Years	Birthday	\$20.25/\$25.00	26,818
	Class C	670	4 Years	Birthday	\$20.25/\$25.00	2,185
Pennsylvania *	Learner Permits					
	CDL	50,813	90-120 Days	--	\$12.00	--
	Operator	298,800	1 To 4 Years	Birthday	\$14/\$24/\$29	3,197
	CDL: Class A	{	1 To 4 Years	Birthday	\$14/\$24/\$29	15,838
	Class B	{	1 To 4 Years	Birthday	\$14/\$24/\$29	1,368

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

DL-1
Sheet 6 of 7
October 1996

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95
Rhode Island	Learner Permits	N/A	6 Months	--	\$5.00	--
	CDL: Class A	{	2/5 Years	Birthday	\$12/\$30	{
	Class B	{	2/5 Years	Birthday	\$12/\$30	{
	Class C	{	2/5 Years	Birthday	\$12/\$30	{
	Passenger	{	2/5 Years	Birthday	\$12/\$30	{
	Chauffeur 31	{	2/5 Years	Birthday	\$12/\$30	{
	Chauffeur 32	{	2/5 Years	Birthday	\$12/\$30	{
	Chauffeur 33	{	2/5 Years	Birthday	\$12/\$30	{
	Chauffeur 34	{	2/5 Years	Birthday	\$12/\$30	{
	Chauffeur 35	{	2/5 Years	Birthday	\$12/\$30	{
	Motorcycle	{	2/5 Years	Birthday	\$1.00	{
Service License	{	147,013	2/5 Years	Birthday	\$12/\$30	{ 670,360
South Carolina	Learner Permits:					
	Beginner	129,782	6 Months	Expiration	\$2.00	
	Provisional	70	6 Months	Expiration	\$5.00	
	CDL: Class A	{	5 Years	Birthday	\$29.50	{
	Class B	{	5 Years	Birthday	\$29.50	{
	Class C	{	5 Years	Birthday	\$29.50	{
Operator	{	588,557	5 Years	Birthday	\$12.50	{
South Dakota	Learner Permits	5,372	180 Days	--	\$8.00	--
	CDL: Class A	{	4 Years	Birthday	\$15.00	{
	Class B	{	4 Years	Birthday	\$15.00	{
	Class C	{	4 Years	Birthday	\$15.00	{ 37,915
Operator	{	145,442	5 Years	Birthday	\$8.00	{ 477,954
Tennessee *	Learner Permits:					
	Class PA	1,277	1 Year	--	\$8.00	--
	Class PB	65	1 Year	--	\$7.00	
	Class PC	5	1 Year	--	\$7.00	
	Class PD	48,768	1 Year	--	\$3.50	
	Class PM	10	1 Year	--	\$3.50	
	CDL: Class A	6,044	3-7 Years	DOB 5 Years	\$40.00	95,064
	Class B	1,572	3-7 Years	DOB 5 Years	\$35.00	42,258
	Class C	298	3-7 Years	DOB 5 Years	\$35.00	8,370
	Class A	20,800	5 Years	DOB 5 Years	\$17.50	
	Class B	9,217	5 Years	DOB 5 Years	\$17.50	
	Class C	1,749	5 Years	DOB 5 Years	\$17.50	
	Class D	201,906	5 Years	DOB 5 Years	\$17.50	3,387,754
Class M	252	3-7 Years	DOB 5 Years	\$17.50	747	
Non-CDL Renewals	755,983		DOB 5 Years	\$17.50		
Texas *	Learner Permits	200,764	1 Year	Birthday	\$5.00	--
	CDL: Class A	{	1 & 4 Years	Birthday	\$10.00/\$40.00	{
	Class B	{	1 & 4 Years	Birthday	\$10/\$41	{
	Class C	{	1 & 4 Years	Birthday	\$10/\$42	{
	Class A	184,626	1 & 4 Years	Birthday	\$10/\$43	396,185
	Class B	47,280	1 & 4 Years	Birthday	\$10/\$41	170,771
	Class C	3,108,944	1 & 4 Years	Birthday	\$10/\$42	11,807,515
Class M	196	1 & 4 Years	Birthday	\$10/\$43	373	
Utah	Learner Permits	43,000	6 Months	--	\$20.00	--
	CDL: Class A	4,000	5 Years	Issuance	\$80.00	36,038
	Class B	1,000	5 Years	Issuance	\$80.00	13,594
	Class C	300	5 Years	Issuance	\$80.00	1,603
	Class D	279,000	5 Years	Birthday	\$15.00	5,336
	Class M	7	5 Years	Birthday	\$15.00	29
Vermont	Learner Permits	14,377	2 Years	--	\$5.00	--
	CDL: Class A	{	2 & 4 Years	Birthday	\$60.00/\$90.00	{
	Class B	{	2 & 4 Years	Birthday	\$60.00/\$90.00	{
	Class C	{	2 & 4 Years	Birthday	\$60.00/\$90.00	{ 23,485
	Operator	107,696	2 & 4 Years	Birthday	\$12.00/\$20.00	421,230
Jr. Operator	6,251	2 Years	Birthday	\$12.00	10,897	
Virginia	Learner Permits:					
	Regular	103,075	12 Months	--	\$3.00	
	Commercial	18,263	12 Months	--	\$3.00	
	CDL: Class A	{	3-7 Years	Birthday	\$7.20/YEAR	{
	Class B	{	3-7 Years	Birthday	\$7.20/YEAR	{
	Class C	{	3-7 Years	Birthday	\$7.20/YEAR	{ 174,556
Regular	1,151,900	3-7 Years	Birthday	\$7.20/YEAR	4,628,886	

MOTOR-VEHICLE DRIVER LICENSES - 1995 1/

COMPILED FROM THE CALENDAR YEAR
REPORTS OF STATE AUTHORITIES

DL-1
Sheet 7 of 7
October 1996

STATE	CLASS OR TYPE OF LICENSE	NUMBER ISSUED	LENGTH OF TERM	RENEWAL DATE	AMOUNT OF FEE NEW AND/OR RENEWAL	ESTIMATED LICENSES IN FORCE BY CLASS 12-31-95
Washington	Learner Permits	67,350	1 Year	--	\$2.50/\$4/\$5	--
	CDL: Class A	{	4 Years	Birthday	\$20/\$25	{
	Class B	{	4 Years	Birthday	\$20/\$25	{
	Class C	{	4 Years	Birthday	\$20/\$25	{
	Basic License	1,011,617	4 Years	Birthday	\$14.00	{
	Motorcycle	59,410	4 Years	Birthday	\$6.00/\$14.00	{
West Virginia*	Learner Permits	26,767	60 Days	--	\$4.00	--
	CDL: Class A	{	4 Years	Issuance	\$35.00	{
	Class B	{	4 Years	Issuance	\$35.00	{
	Class C	{	4 Years	Issuance	\$35.00	{
	Junior	11,551	4 Years	Issuance	\$35.00	{
	Regular	10,462	2 Years	Issuance	\$10.00	{
		277,550	4 Years	Issuance	\$10.00	{
Wisconsin*	Learner Permits:					--
	CDL	21,094	6 Months	Issuance	\$20.00	{
	Class D	106,713	6 Months	Issuance	\$20.00	{
	Class M	21,466	6 Months	Issuance	\$20.00	{
	CDL	3,159	2 & 4 Years	Birthday	\$32.00	{
	Class D	{	6 Months	Birthday	\$15.00	{
	Class M	{	6 Months	Birthday	\$4.00	{
	Probationary	113,798	6 Months	Birthday	\$4.00	{
	Renewals:	83,004	2 Years	Non-Renew	\$15.00	{
	Class ABC	724,488	4 Years	Birthday	\$32.00	{
Wyoming	Learner Permits	--	1 Year	--	\$10.00	--
	CDL: Class A	{	4 Years	Birthday	Varies	{
	Class B	{	4 Years	Birthday	Varies	{
	Class C	{	4 Years	Birthday	Varies	{
	Non-CDL--All Classes	5,408	4 Years	Birthday	Varies	{
		80,598	4 Years	Birthday	Varies	{

The numbers of learner permits and driver licenses issued are not available in States where N/A is shown. For purposes of this report, when there are combined licenses by endorsement, the licensee has been counted in the highest class license that he/she holds.

* For States with an asterisk, see notes below:

Alabama--Includes local issuance fee of \$.25 on learner permits, \$.50 on duplicates, \$1.50 on driver licenses; second or subsequent duplicate is \$3.50 to \$13.50. Examination fees in addition to the original license fee: \$5 each for written and road test. Alabama views a learner permit as a valid license and does not count them again in the different classes of licenses.

California--The original license fee covers the cost of a learner permit.

Colorado--No fee for renewal of motorcycle endorsement. Minor licenses expire 20 days after 18th birthday; provisional licenses expire 20 days after 21st birthday.

Connecticut--Examination fees in addition to the original license fee: \$15 for operator and \$3.50 for public service license.

Delaware--Learner permits included with new applicant.

Florida--Original license fee is \$20; "safe drivers (no convictions within the preceding 3 years)" may renew in person for \$20 for 6 years.

Georgia--Regular license fee is \$8 for donors and \$15 for nondonors.

Illinois--\$10 of permit fee credited to operator license. Issues special license to minors (persons 18-20 years of age) which expire when 21 years old plus 3 months; 4-year--\$10 and minor fees--\$5.

Indiana--\$10 of permit fee credited to operator license. Issues 3-year licenses to aged persons.

Kansas--\$2 examination fee in addition to the original license fee. Class M includes combination motorcycle licenses, i.e., Class AM, etc.

Maryland--New residents receive a license which will expire in 1996 to phase in a 5-year license program. Approximately 40% of learner permits are converted to licenses at no additional fee.

Massachusetts--Examination fees in addition to the original license fee: \$5 each for written and road test.

Michigan--Persons age 60 and over may renew at \$4 annually, original motorcycle endorsement--\$6.

Minnesota--Number listed for school bus drivers is the number of exams administered during the year.

Montana--For CDL, fees are charged based on Type 1 or Type 2, and not by Class. Class A, B, C are a further breakdown of Types 1 and 2.

New Hampshire--Net licenses in force double count those individuals holding a motorcycle or moped license along with their CDL or operator.

New Mexico--Persons 75 years or over renew annually at \$2.50.

New York--Learner permit and license application fees are included in the licensing fee for 1994 and caused a huge drop in permits. 43-54 month licenses are issued in order to place the licenses into his/her month of birth; fees prorated accordingly.

Ohio--Those under 21 are issued probationary licenses in both CDL and regular categories that expire on their 21st BD; fees are based accordingly.

Oklahoma--Additional \$4 to \$25 fee for the license application before obtaining the original license. License fees: 62 years old--\$11.25, 63--\$7.50, 64--\$3.75, 65 and over is free of charge.

Pennsylvania--Drivers over 65 renew for 2 years at \$11.50.

Tennessee--Examination fees in addition to the original license fee: \$5.

Texas--Licenses issued to those under 18 expire on 18th birthday; the fee is prorated with a \$5 minimum. CDL licenses included in regular Class A, B, C licenses.

West Virginia--Commercial class includes all CDL licenses issued including provisional licenses previously issued.

Wisconsin--Examination fees in addition to the original license fee: \$5 each for written and road test.

DISTRIBUTION OF LICENSED DRIVERS - 1995

BY SEX AND PERCENTAGE IN EACH AGE GROUP AND RELATION TO POPULATION

TABLE DL-20
SEPTEMBER 1996

AGE	MALE DRIVERS			FEMALE DRIVERS			TOTAL DRIVERS		
	NUMBER	PERCENT OF TOTAL DRIVERS	DRIVERS AS PERCENT OF AGE GROUP 1/	NUMBER	PERCENT OF TOTAL DRIVERS	DRIVERS AS PERCENT OF AGE GROUP 1/	NUMBER	PERCENT OF TOTAL DRIVERS	DRIVERS AS PERCENT OF AGE GROUP 1/
UNDER 16	30,833	0.0	0.8	27,827	0.0	0.8	58,660	0.0	0.8
16	811,717	0.9	42.0	751,854	0.9	40.7	1,563,571	0.9	41.4
17	1,169,351	1.3	60.0	1,081,243	1.2	58.0	2,250,594	1.3	59.0
18	1,341,761	1.5	69.8	1,221,265	1.4	66.8	2,563,026	1.5	68.3
19	1,407,905	1.6	72.4	1,280,369	1.5	69.3	2,688,274	1.5	70.9
(19 AND UNDER)	4,761,567	5.3	65.0	4,362,558	5.0	62.7	9,124,125	5.2	63.9
20	1,501,614	1.7	80.5	1,378,437	1.6	78.3	2,880,051	1.6	79.4
21	1,510,552	1.7	81.5	1,402,840	1.6	80.4	2,913,392	1.6	81.0
22	1,549,402	1.7	86.4	1,453,907	1.7	84.9	3,003,309	1.7	85.7
23	1,645,621	1.8	91.0	1,555,962	1.8	89.6	3,201,583	1.8	90.3
24	1,809,413	2.0	99.4	1,717,698	2.0	98.6	3,527,110	2.0	99.0
(20-24)	8,016,601	9.0	88.2	7,508,844	8.6	85.4	15,525,445	8.8	86.8
25-29	9,234,547	10.4	96.9	8,822,290	10.1	93.1	18,056,837	10.2	95.0
30-34	10,255,668	11.5	94.1	10,028,055	11.5	91.4	20,283,723	11.5	92.8
35-39	10,381,712	11.6	93.8	10,277,348	11.8	91.9	20,659,060	11.7	92.9
40-44	9,512,860	10.7	95.2	9,465,126	10.8	92.5	18,977,987	10.7	93.9
45-49	8,469,713	9.5	98.9	8,401,960	9.6	94.5	16,871,673	9.6	96.7
50-54	6,493,069	7.3	98.1	6,397,959	7.3	91.3	12,891,029	7.3	94.6
55-59	5,167,725	5.8	97.2	5,057,785	5.8	87.7	10,225,511	5.8	92.2
60-64	4,530,005	5.1	95.8	4,428,256	5.1	83.2	8,958,261	5.1	89.2
65-69	4,248,092	4.8	94.3	4,234,797	4.8	78.1	8,482,889	4.8	85.4
70-74	3,582,678	4.0	93.4	3,702,020	4.2	74.1	7,284,698	4.1	82.5
75-79	2,465,550	2.8	90.6	2,577,527	2.9	65.1	5,043,077	2.9	75.5
80-84	1,358,182	1.5	84.4	1,439,180	1.6	50.4	2,797,361	1.6	62.7
85 AND OVER	736,399	0.8	72.4	710,409	0.8	27.2	1,446,808	0.8	39.9
TOTAL	89,214,367	100.0	92.1	87,414,115	100.0	83.7	176,628,482	100.0	87.8

1 These percentages are computed using population estimates of the Bureau of the Census. Under-16 age group is compared to 14 and 15-year-old population estimates; the other age brackets coincide with those from the Bureau of the Census.

LICENSED MALE DRIVERS, BY AGE - 1995

TABLE DL-22
SHEET 1 OF 3
SEPTEMBER, 1996

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

Table with columns for STATE, 19 AND UNDER, 20-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74, 75-79, 80-84, 85 AND OVER /2, and TOTAL. Rows list states and a Total row.

TOTAL LICENSED DRIVERS, BY AGE - 1995

TABLE DL-22 SHEET 3 OF 3 SEPTEMBER 1996

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

Table with columns for STATE, 19 AND UNDER, 20-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74, 75-79, 80-84, 85 AND OVER, and TOTAL. Rows include Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Dist. of Col., 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, Washington, West Virginia, Wisconsin, Wyoming, and Total.

1 Age/sex distribution estimated by FHWA. 2 Data for older age groups have been estimated based on the last breakout provided by that State against the Census population figures for that State and age group.

HIGHWAY FINANCE

The tables in this section show highway receipts, disbursements, debt status, and other financial information of Federal, State, and local governments. Federal and State highway finance data are for 1995. Highway finance data for local governments are for 1994.

COMBINED FINANCES

The first tables in this section give combined summaries of highway finances for all levels of government. The summary tables are followed by specialized tables showing Federal, State, and local government data separately. While intergovernmental transfers have been eliminated from the summary tables, the specialized tables are not additive without appropriate adjustments for intergovernmental payments. For example, Federal payments to States for highways are reported as an expenditure on the Federal tables, while the States' expenditures of those funds are reported as expenditures on the State finance tables.

Table HF-10 combines, for all levels of government, receipts and disbursements for highways (with local government data and some Federal data estimated). Table HF-10 also includes information on gross collections and disposition of highway-user revenue and identifies intergovernmental payments by level of government. Table HF-10A revises table HF-10 as published in *Highway Statistics, 1994*. Table HDF presents total collections of highway-user imposts and distributions of highway-user revenue to highway and other purposes by State. Tables HF-1 and HF-2 eliminate intergovernmental payments and summarize total receipts and disbursements for highways by State in 1994, the latest year that finance data for all levels of government are available. Table HB-2 summarizes the highway debt status of State and local governments.

FEDERAL FINANCING

The Federal-aid highway program is financed from the proceeds of motor-fuel and other highway-related excise taxes deposited in the Federal Highway Trust Fund (HTF). The Federal-aid highway program is a federally assisted, State-administered program which distributes Federal funds to the States for the construction and improvement of urban and rural highway systems. On Federal-aid highway projects, a State develops the plans, lets the contracts, and supervises the construction. The roads remain under the administrative control of the State or local government responsible for their operation and maintenance.

Evolution of the Federal-aid Program

Although Federal aid for highways began in the late 1800's, Federal assistance was not provided uniformly to all States with the purpose of developing an integrated network of

highways until 1916. In 1921, Federal aid was restricted to a limited connected system of principal roads which became the Federal-aid Primary Highway System. Provision was made in 1944 for the designation of a Federal-aid Secondary System of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for urban extensions of the Primary System, and in 1954, for urban extensions of the Secondary System. In 1973, funding for a separate Urban System program was established. Part of the authorized funding was specifically earmarked for urbanized areas with a population of 200,000 or more.

The Eisenhower System of Interstate and Defense Highways, a dominant feature of the Federal-aid program, was identified in 1944; however, prior to 1956, only modest funds were provided. The Federal-aid Highway Act of 1956, as subsequently amended, provided funding on a 90-percent Federal, 10-percent State matching basis. Subsequent legislation has extended the Interstate authorizations.

In recent years, increased attention has been directed to the preservation and reconstruction of the Nation's highways and bridges. Although regular Federal-aid funds may be used by the States for the rehabilitation and replacement of deficient bridges, a special bridge rehabilitation and replacement program with separate authorizations began in 1970.

Beginning in 1976, a special category of Interstate funds was authorized specifically for resurfacing, restoration, and rehabilitation (3R) work. In 1981, the program was amended to include reconstruction (4R) and funding was substantially increased. Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), resurfacing, restoration and rehabilitation are funded under the Interstate Maintenance (IM) program. The Federal share of IM projects is 90 percent.

The ISTEA eliminated the Federal-aid Primary, Secondary, and Urban systems and created the National Highway System (NHS). In November 1995, Congress enacted legislation establishing the NHS. The NHS includes the existing Interstate System routes, a large percentage of urban and rural principal arterials, the Strategic Highway Network, and major connectors. The tables in this section show financial information on the interim NHS. The interim NHS consisted of the Interstate System and other principal arterials.

The ISTEA created a new flexible funding program, the Surface Transportation Program (STP), that can be used for roads and streets not functionally classified as local or rural minor collector, for bridges on any public road, and for transit capital projects.

The Federal Highway Trust Fund

The Federal Highway Trust Fund (HTF) is the funding source for the Federal-aid highway program. The HTF was established by the Highway Revenue Act of 1956. Changes in the Federal excise tax structure have occurred periodically. Tables FE-101A and FE-101B provide a historical summary of Federal excise tax rates, including rates currently in effect. Table FE-21 provides additional detail on Federal motor-fuel taxes.

Effective April 1983, the Highway Revenue Act of 1982 created the Mass Transit Account within the Highway Trust Fund. The Act provided that the equivalent of one cent per gallon of the motor-fuel taxes would be deposited in the Mass Transit Account for transit system capital expenditures. Tables FE-101A and FE-21B trace the history of the taxes dedicated to the Mass Transit Account.

Tables in the FE series do not include Federal fuel tax revenues that are not deposited in the Highway Trust Fund. Such tax includes the 4.3 cents per gallon portion of fuel taxes dedicated to deficit reduction. The receipts from gasoline consumed in motorboats are transferred from the Highway Trust Fund to the Aquatic Resources Trust Fund and the Land and Water Conservation Fund, which fund programs of U.S. Department of the Interior and U.S. Coast Guard.

Federal Highway Trust Fund revenues are derived from various Federal excise taxes on highway users. The attribution of these revenues to highway users in each State is shown in table FE-9. Since these revenues cannot be directly related to payments by highway users in each State, the receipts attributable to highway users in each State are estimated by the FHWA based on highway fuel consumption.

Table FE-221 shows a comparison, by State, of HTF Highway Account receipts attributable to highway users and apportionments and allocations from the Fund. This table reflects a concerted effort to include all funds apportioned or allocated to the States from the Highway Account in the HTF. Table MF-27 shows the 1994 highway motor fuel gallonage used to attribute the 1995 HTF receipts to the States in table FE-221.

Federal Aid to State and Local Governments

The Federal-aid highway program is administered by the Federal Highway Administration (FHWA) as a grant-in-aid program. Most funds are apportioned to States in accordance with formulas that give weight to the percent share of prior (FY 1987 to FY 1991) apportioned funds. Certain programs administered by the FHWA are funded from Federal general funds. Other Federal agencies may transfer funds to the FHWA to administer for highway improvement projects.

Details of the Federal-aid funding process can be found in the FHWA publication, *Financing Federal-aid Highways*.

Annual appropriations of Federal-aid funds for the various programs are apportioned among the States using the formulas shown in table FA-4A. For most programs, these funds are matched by State or local governments on an 80 percent Federal share to a 20-percent State share basis. Amounts apportioned to the States pursuant to authorizations by Congress for a fiscal year are not to be confused with payments to the States for work completed. Although Federal-aid funds are apportioned by year, a grace period in expending the funds is permitted to allow the States time for orderly planning, budgeting, and execution of their highway programs.

State and local governments also receive funds for their highway activities from programs administered by other Federal agencies. Some Federal funds are distributed through State governments to local governments. Federal agencies' direct work on highways represents only a small portion of Federal assistance to highways. The different Federal assistance programs for highways are summarized in table F-106 in the FHWA publication *Highway Taxes and Fees, How They Are Collected and Distributed*.

Payments to contractors for work on Federal-aid projects are initially made from State or local funds. The Federal share is reimbursed to the States as work progresses. The final reimbursement payment is made after completion of the project.

Most payments are reimbursements to the States. Some funds are expended directly by FHWA. Tables FA-3, FA-5, and FA-21 provide information on the expenditure of Federal funds. The FA-21 consolidates and summarizes all highway receipts and disbursements to the Federal Government. The FA-4 table series and table FA-6 provide information on the apportionment and obligation of Federal funds. Table FA-10 provides information on Federal-aid highway program accomplishments for Federal-aid projects initiated in fiscal year 1995.

Obligation of STP funds for projects off the NHS are included in the summary tables STP-1 and STP-1A. These tables are intended to show expected products or accomplishments to be achieved with this category of Federal-aid highway funds. Beginning with Highway Statistics 1995, these tables reflect financial data from FHWA's Fiscal Management Information System (FMIS); previous years' data has been directly reported by the State.

Financial and other data on several trend charts have been reestimated to reflect improved data available from FMIS. In particular, FMIS reconstruction data is now split between capacity and preservation projects and has been used to reestimate 1991-1994 data.

STATE FINANCING

The SF and SB table series show the highway finance activities and debt status of State highway agencies. Table SF-21 consolidates and summarizes all highway receipts and disbursements of the States. The remaining tables in the SF series provide further details and breakdowns of all highway receipts and disbursements of the States, including data on State toll facilities. The SB table series provides details of the highway debt transactions of the States.

The MT table series shows State mass transit activities. Tables MT-1A and MT-1B show State funding for direct State mass transit activities and State grants-in-aid for mass transit.

Federal Transit Administration (FTA) information on mass transit operators is shown in tables MT-2A and MT-2B.

State aid to local governments

States provide assistance to the highway, road, and street programs of local governments primarily through the transfer or sharing of highway-user revenue. However, State aid is not limited to highway-user revenue. Many States also transfer other State revenues or redistribute Federal funds to local governments. Some States also perform a significant amount of work on roads and streets under the jurisdiction of local governments.

For uniformity in FHWA analyses, all State-imposed taxes and fees on highway-users are considered to be collected and distributed by the States. The local governments' shares of State highway-user revenue, if any, are shown as intergovernmental payments from the State.

Many local governments collect State motor-vehicle taxes and retain a portion before forwarding the remaining receipts to the State. The retained amounts are also shown as a State intergovernmental payment to local governments.

In 1995, the statutes of 45 States provided for the sharing of State-collected highway-user tax revenue with local governments for road and street purposes. This assistance is in the form of direct grants-in-aid and shared revenue. Alaska, Georgia, New York, Rhode Island, and West Virginia did not have such a statute.

Some transactions that involve a transfer of funds from States to local governments are shown as direct State expenditures, rather than as intergovernmental payments. These transactions include: (1) amounts paid to local governments under contractual agreements for construction or maintenance work on the State highway system for the State highway agency; and (2) payments on local debt obligations assumed by the State as reimbursement for the cost of local roads added to the State highway systems.

Numerous other State transactions or activities benefiting local governments do not involve a transfer of funds and are not treated as intergovernmental payments. These transactions include: (1) advisory, consulting, and supervisory services, engineering assistance, and aid-in-kind (e.g., free provision of road materials or loans of equipment); (2) State assumption of the responsibility for construction and maintenance of former county roads or municipal streets; (3) direct State payments for materials or to contractors for the State's share of the cost of joint State-local projects on local road systems; and (4) direct work by the State on locally controlled roads and streets.

LOCAL FINANCING

The highway finance activities of local governments are shown in the LGF table series. Debt status for local governments is given in table LGB-2. Table LGF-21 consolidates and summarizes all highway receipts and disbursements of local governments. Some States use sampling to develop highway finance data for local governments.

Most local governments are constrained by their State governments to the taxation of real and personal property as their primary source of revenue. Because there are limits to the amount of revenue that can be derived from property taxation, many States share revenues with local governments.

Recently, more highway-user revenue is being reported from local governments as States permit that form of taxation. Local highway-user taxation is usually in the form of local option taxes on motor fuel. With a local option tax, the State allows local governments to decide whether to levy a tax to be added to the State tax rate. Typically the local option tax is then collected and administered along with the State tax. Regional gasoline taxes are considered to be local highway-user taxes unless levied uniformly throughout the State. See the discussion under "Classification of Highway Receipts."

Local government transfers to States

Receipts and disbursements on Federal-aid projects are usually considered transactions of the State. However, local funds may be expended on such projects. When local governments provide the matching share and the State administers the project, the payments to the State are considered to be intergovernmental transfers.

In some States, a portion of the local share of State tax revenues is not paid directly to local governments. The revenues are retained by the State to match Federal funds for locally controlled road and street projects, or to reimburse the State for work performed at the request of the local government. When the State retains such tax revenue, the transactions do not appear as intergovernmental payments in the State or local finance series of tables.

CLASSIFICATION OF HIGHWAY-USER REVENUES

Taxes and fees imposed on the owners and operators of motor vehicles for their use of public highways are highway-user revenues. Most highway-user revenues are used for highways, but some are used for mass transit or nonhighway purposes. Tables HDF, SDF, DF, MF-3, MV-3, and LDF show the disposition of highway-user revenues.

The clearest example of a highway-user tax or fee is a toll. Before either entering or exiting a toll facility, the driver of a motor vehicle must pay a toll for the use of the highway. Most motor fuel taxes are classified as highway-user revenues. In most States, the tax is initially paid by wholesale distributors, and the costs are ultimately passed down to motor fuel users.

To qualify as a highway-user revenue in FHWA tables, a motor-fuel tax must be levied per unit of volume, e.g., per gallon. It must also apply only to motor fuel—as opposed to all petroleum products, or all hazardous materials—or provide a separate rate for motor fuel.

The motor fuel revenue data reported by the States may include small amounts of revenues generated from the nonhighway use of motor fuel. In many States, nonhighway use is tax exempt or subject to refund. In other States, nonhighway use is taxed, but the revenues are separately identifiable, and may be dedicated to special accounts for nonhighway purposes. For example, tax revenues generated from boating use are frequently dedicated for improvement of boating facilities. In cases where nonhighway use is taxed and the revenues are commingled with receipts from highway use, the revenues from nonhighway use will appear in FHWA tables. An example is the gasoline used in lawnmowers, which is not separately identifiable from that used for highways.

Motor-vehicle registration fees, certificate-of-title fees, driver-license fees, and other miscellaneous vehicle fees are all highway-user revenues, since they are imposed on owners and operators as a condition prior to use of a motor vehicle on the highways. Weight-distance taxes, oversize-overweight permits and trip permits are even more directly related to highway use.

Additional special fees imposed on registrations are counted as highway-user revenue although they may not be viewed as such by some States. These additional fees include surcharges for vehicle emission programs or emergency medical services.

Not all taxes paid by highway users are highway-user revenue. Those taxes and fees that target a broader base than highway users are considered to be part of the general tax structure of the State, and are not considered to be highway-user revenues. Most sales and use taxes, gross receipts taxes, and ad valorem property taxes are not targeted specifically at highway users. They are imposed on all sales transactions, business receipts or property.

For example, special environmental taxes imposed equally on all petroleum products, or all hazardous materials, are not

considered to be highway-user revenue. Although highway users indirectly pay some of these taxes, they are not being targeted for their use of highways. These taxes are being imposed on a broader group of users of materials that potentially can cause environmental damage. However, environmental fees that are imposed solely on motor fuel or that provide a separate tax rate for motor fuel, are considered to be specifically targeted at highway users and are then classified as highway-user revenue.

State sales taxes imposed on motor vehicle sales typically are not highway-user revenues, because they usually target all sales transactions. When motor vehicle sales are charged a separate tax rate from that imposed on general sales transactions, the motor-vehicle sales tax is considered a highway-user revenue. The sales tax is specifically directed at highway-users.

CLASSIFICATION OF HIGHWAY RECEIPTS

Highway receipts shown in the HF, SF, and LGF table series include highway-user revenue and all other receipts that are expended for highway purposes, regardless of source. Highway-user revenues that are used for other purposes are excluded.

Funds attributable to highway users

Many States have legislatively dedicated highway-user revenues to specific purposes. For example, a State might dedicate 70 percent of its motor-fuel tax revenues for highway construction, 10 percent for State highway debt service, and 20 percent for schools. Under these circumstances, the SF table series would reflect the construction and debt service dedications, but would not include the amount dedicated for schools.

When highway-user revenues are dedicated to multipurpose funds and mixed with other revenue, it is impossible to precisely identify how revenues from particular sources are used. In this case, the FHWA would assign motor-fuel and motor-vehicle revenue proportionally to each type of expenditure made by the multipurpose fund.

Some States allocate highway-user revenue to the State general fund and then appropriate general funds to highway purposes. In the FHWA analyses, the amount flowing into and out of the State general fund has been offset, so that the highway-user revenues are treated as if they went for highways directly. Tables DF, MF-3 and MV-3 show the amounts that were offset in this fashion.

Tables MF-106 presents the legislative and administrative provisions for allocating State motor-fuel taxes. Table MV-106 provides similar information for motor-vehicle registration fees, driver-license fees, and motor-carrier taxes. These tables are published in the FHWA publication,

Highway Taxes and Fees, How They Are Collected and Distributed.

Other taxes and fees

All taxes that are dedicated for highways, but are not classified as highway-user revenues, are shown as other taxes and fees. The most common of these taxes are general sales and use taxes, gross receipts taxes, ad valorem property taxes, and severance taxes. Only the amounts allocated to highway purposes from other taxes and fees appear in the tables. Specific dedications and appropriations for highway purposes from State taxes and fees, are shown in table S-106 in the FHWA publication, *Highway Taxes and Fees, How They Are Collected and Distributed.*

Investment income and miscellaneous receipts

By investing surplus or unused highway funds, many highway agencies are able to realize interest income or profit on the purchase and sale of securities. Other miscellaneous income includes: private donations (including cash contributions and transfers of real property); sign fees; insurance recoveries; rentals; fines and penalties; and permit fees.

Income from sale of bonds and notes

Short-term note issues (a maturity of 2 years or less) have been omitted from all revenue and expenditure tables. Although local governments use short-term debt financing frequently, short-term note issues and redemptions are only included in table LGB-2 for the local finance (LGF) table series. Note interest payments for short-term debt are included in the highway finance summary tables.

Tables that give details of State obligations (SB table series) and local obligations (table LGB-2) have been included. Separate tables have been provided for State and local toll obligations and for State obligations for local roads and streets.

Some bond issues combine borrowing for more than one purpose. The highway share of combined debt in the tables may be estimated.

General funds

Funds from a number of sources are deposited into State and local general funds and effectively lose their identities. Except for highway-user revenues, no effort is made to track the ultimate revenue source of general fund appropriations that are used for highways.

CLASSIFICATION OF HIGHWAY EXPENDITURES

Expenditures for highways have been grouped into the following major classes: capital outlay, maintenance, highway

and traffic services, administration, highway law enforcement and safety, debt service, and intergovernmental payments.

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

Maintenance costs are those required to keep highways in usable condition. The service life of a highway is not extended beyond the original design. Maintenance preserves the highway.

Highway and traffic service costs are those associated with the operation and management of highways. These costs are classified into three types. The first type involves traffic control operations which includes expenditures for operating traffic control and surveillance systems for monitoring and controlling traffic flow. The second type includes the cost of snow and ice removal. The third type includes miscellaneous costs for highway beautification, litter control, vegetation management, erosion control, and air quality programs.

Administration costs are the general expenses of administering a State or local highway program, including general overhead, engineering, and research costs that are not assignable to specific road projects. They also include expenses associated with highway planning and research, highway litigation, and highway publications.

Highway law enforcement and safety expenditures are: traffic supervision activities of State highway patrols; programs for driver education and training and motorcycle safety; vehicle inspection programs; and enforcement of vehicle size and weight limitations. General police expenses associated with drug interdiction, criminal investigation, and security activities are excluded from the tables.

Debt service costs are the expenses incurred from borrowing funds for highway, road, and street projects. Debt service includes expenditures incidental to the sale of highway bonds, bond administration expenses, interest and redemption payments.

Intergovernmental payments are transfers of funds between different levels of government. A description can be found in the preceding discussions on Federal Aid to State and local governments, State aid to local governments, and local government transfers to State.

INFORMATION FOR USERS

Highway finance information in *Highway Statistics* is statistical in nature and does not represent an accounting or audit statement of State and local governments. The published highway finance information presents a general overview of

the funding of highway programs, highway-user taxation and the disposition of highway-user revenues.

All reports and information provided to FHWA are examined for completeness, reasonable consistency within present and past data reporting, and with data reporting instructions contained in a *Guide To Reporting Highway Statistics*. The FHWA analysis process includes reclassification of State data to achieve greater consistency in the presentation of the data.

The reporting of information varies from State to State. How consistent States are in reporting data according to instructions contained in *A Guide To Reporting Highway Statistics* has an impact on the reliability of comparing the data of different States.

Reporting period

Federal government highway finance data are based on the Federal fiscal year. State government highway finance data may be either fiscal or calendar year at the option of each State's highway agency. Local government highway finance information is based on the variety of fiscal and calendar years used by local governments. Therefore, data shown for any particular year actually represent a mix of data for calendar and fiscal years ending during the reporting period.

Because of the difficulty States encounter in gathering and developing local government highway finance data, the reporting of local government information lags one year behind State government highway finance information.

Interagency coordination

The information in *Highway Statistics* on State government highway finance is based on reports coordinated through State highway agencies from data prepared by State personnel in the State highway agency and in a variety of other State agencies that have highway functions, such as tax and revenue agencies, motor vehicle agencies, public utility commissions, public safety departments, and highway police organizations. The completeness and consistency of State government level data is dependent upon the degree of cooperation among State agencies.

Different State agencies have different accounting and information systems which can lead to timing differences in the recording of revenues and expenditures. Timing differences are most apparent in the transfer of funds among the State agencies responsible for collecting revenues and the State agencies responsible for expending those revenues.

The information in *Highway Statistics* on local government highway finance are based on reports coordinated through State highway agencies from data provided by local governments. States have the option of providing local highway finance data on either an annual or biennial basis with the FHWA estimating the years not reported by the States.

Some State highway agencies develop their local highway finance reports, in part or whole, from central State sources that routinely collect local finance data through legislated local government reporting requirements.

Local highway finance information tends to be more consistent for States which provide data each year and which have legislated local government reporting requirements. The reliability of local highway finance data is highly dependent on the degree of cooperation between State and local governments.

Sampling

States have the option of using a sampling methodology as an alternative to a complete survey of all local governments. Some States use surveys and sampling to supplement centrally collected data.

Sampling programs are developed by the State highway agency to fit FHWA reporting needs, the State's needs, available State resources, and local government structure.

Jurisdictional responsibilities

Differences exist among States depending on the governmental level of responsibility for highway functions and the variation in agencies that perform the functions. Some States have jurisdictional authority over almost all highways in the State and perform almost all highway functions. In other States, local governments have jurisdictional authority over a significant portion of the highways. Comparisons are difficult to make among State governments which have vastly different highway responsibilities. Local government data also tend to vary among States depending upon the degree of local government responsibility for highways.

Some States share a significant amount of highway-user revenue with their local governments. Other States assist local governments by transferring other revenue or by performing direct work on local jurisdiction roads. States performing direct work on local roads tend to report higher levels of capital outlay, maintenance and administration for the amount of revenues raised.

Financing mechanisms

Differences exist between States as to the types of revenues used in funding highways. State and local governments do not impose the same taxes and fees. The tax structure and distribution of tax revenues varies from State to State, and from local government to local government. These differences are often found in how States choose to finance their highway systems and in how States classify revenues.

For example, some States extend paying for a project into the future through bond financing. Large bond sales can greatly inflate the amount of revenue for highways in the year the bonds were sold, especially when total revenues are compared

to prior and subsequent years. Similarly, total disbursements can vary greatly with the expenditure of the bond funds. States which do not use bond financing pay for projects by either accumulating sufficient funds before beginning the project, or paying for the project from current revenues. Those States tend to have a more consistent level of revenues and disbursements than States which use bond financing.

Another example involves toll financing. Not all States have toll facilities, and the size and financial scope of toll facilities varies significantly. A small toll facility may raise and spend a few thousand dollars a year. Some large toll facilities have cash flows of several hundred million dollars to over a billion dollars a year. Toll facilities can represent a significant portion of a State's highway revenues and expenditures. Toll facilities also represent a significant source of revenues for mass transit and other purposes.

Revenue classification

The classification of revenues varies from State to State. FHWA reclassifies some State revenue data to present tables with more uniform definitions. Revenues generated by taxes and fees that are specifically targeted at highway-users are classified as highway-user revenue. See the discussion on "Highway-User Revenue" for details on the FHWA definition. Taxes that are imposed more broadly, such as State sales taxes, are classified as "Other State Taxes," even if the taxes fall on the highway user.

Full data on the collection and disposition of highway-user revenues are included in *Highway Statistics*. However, revenues from other taxes and fees are shown only to the extent that their proceeds are used for highways. Therefore, it is not appropriate to draw conclusions about the total amounts of taxation in these other areas, since only a portion of the proceeds is accounted for.

Revenues whose origins are unidentified are also typically classified as general funds. For example, when State highway agencies receive payments from other State agencies for expenditure on highways, it may not be possible to determine the original source of revenue of the transferred funds.

Expenditure classification

State accounting and information systems assign expenditures based on internal State categories and definitions. To develop their expenditure reports to FHWA, States modify their internal data to correspond to FHWA categories and definitions. The reliability of the reconfigured data is dependent on the detail present in existing State records, and the amount of variation between State and FHWA definitions.

One area in which States have difficulty in recompiling data is in defining types of capital improvements. Project records

in some States do not contain a full breakdown of work types. This forces these States to manually assign projects to categories based on narrative descriptions of each project. Such narratives are of varying levels of detail and are subject to interpretation. This may cause data classification to be less consistent. States use a variety of definitions for capital outlay and physical maintenance. In some States, work performed by maintenance crews may be classified as physical maintenance, even if the project was extensive enough to meet the FHWA definition of capital outlay.

Another problem area is the assignment of indirect costs. FHWA requests that States assign incidental costs related to specific construction and maintenance projects to those categories. For example, salaries and benefits for engineers and construction workers detailed to a construction project should be assigned as construction expenditures. However, many State accounting systems do not assign costs in this manner. For example, salaries may be assigned to capital outlay while employee benefits may be assigned to general administration.

The treatment of pensions for highway agency employees is a significant source of variation. In some States, the pension system is completely independent and separate from the highway program, and pension payments are not shown as highway expenditures. In other States, highway agencies are required to make pension fund payments as their liabilities are incurred. In this case, pension fund payments are shown as a highway expenditure, and should be assigned to capital outlay, maintenance, or administration in the same manner that salaries are assigned. In a few States, the State highway program is charged for current benefits to retired employees. Since it is impossible to tie these benefits to specific construction and maintenance areas, these costs are reported as general administrative costs.

The combined effect of variations in indirect cost allocations, and the differences in State highway program structures causes the general administration numbers to vary widely among the States. For these reasons, the administration data are not a suitable measure for comparisons of State administrative efficiency.

Trends

Any examination of highway finance information needs to take into account the normal changes that occur because of changes in revenue policies, program emphasis or funding, e.g., tax rate increases or greater tax compliance, establishment of a State highway trust fund, reallocation of highway-user revenue distributions, or special construction programs. Information on highway program changes is available in *Highway Taxes and Fees, How They Are Collected and Distributed*.

FUNDING FOR HIGHWAYS AND DISPOSITION OF HIGHWAY-USER REVENUES, ALL UNITS OF GOVERNMENT, 1995 1/

DATA COMPILED FROM REPORTS OF FEDERAL STATE AND LOCAL AUTHORITIES

(MILLIONS OF DOLLARS)

TABLE HF-10 OCTOBER 1996

ITEM	FEDERAL GOVERNMENT			STATE AGENCIES AND D.C.	LOCAL GOVERNMENTS 3/	TOTAL	TOTAL AS PERCENT OF TOTAL DISBURSEMENTS
	HIGHWAY TRUST FUND HIGHWAY ACCOUNT	OTHER FUNDS AND ACCOUNTS 2/	TOTAL FEDERAL				
DISPOSITION OF HIGHWAY-USER REVENUE BY COLLECTING AGENCIES							
Net Collections: 4/	20,419	9,941	30,360	51,043	2,740	84,143	90.96%
Less: Amount for Nonhighway Purposes 5/	-	(7,749)	(7,749)	(6,290)	(212)	(14,251)	-15.41%
Less: Amount for Mass Transportation	(420)	(2,178)	(2,598)	(2,469)	(567)	(5,634)	-6.09%
Less: Amount for Collection Expenses 6/	-	-	-	(2,969)	-	(2,969)	-3.21%
Less: Amount for Territories 7/	(124)	(14)	(138)	-	-	(138)	-0.15%
Net Used for Highway Purposes	19,875	-	19,875	39,315	1,962	61,152	66.11%
REVENUES USED FOR HIGHWAYS - BY COLLECTING AGENCIES							
Highway User Revenues:							
Motor-Fuel and Vehicle Taxes	19,875	-	19,875	35,826	1,392	57,093	61.72%
Tolls	-	-	-	3,489	570	4,059	4.39%
Subtotal	19,875	-	19,875	39,315	1,962	61,152	66.11%
Other Taxes and Fees:							
Property Taxes and Assessments	-	-	-	-	5,150	5,150	5.57%
General Fund Appropriations	-	821	821	1,605	9,716	12,142	13.13%
Other Taxes and Fees	-	224	224	1,818	2,056	4,098	4.43%
Subtotal	-	1,045	1,045	3,423	16,922	21,390	23.12%
Investment Income and Other Receipts	548	-	548	1,910	4,284	6,742	7.29%
Total Current Income	20,423	1,045	21,468	44,648	23,168	89,284	96.52%
Bond Issue Proceeds 8/	-	-	-	4,317	3,302	7,619	8.24%
Grand Total Receipts	20,423	1,045	21,468	48,965	26,470	96,903	104.76%
Intergovernmental Payments:							
Federal Government:							
Highway Trust Fund	(17,895)	-	(17,895)	17,569	326	-	-
All Other Funds	-	(858)	(858)	487	371	-	-
State Agencies:							
Highway-User Imposts	-	-	-	(8,491)	8,491	-	-
All Other Funds	-	-	-	(530)	530	-	-
Local Governments	-	-	-	1,159	(1,159)	-	-
Subtotal	(17,895)	(858)	(18,753)	10,194	8,559	-	-
Funds Drawn from or Placed in Reserves 9/	(1,495)	1	(1,494)	(2,178)	(727)	(4,399)	-4.76%
Total Funds Available	1,033	188	1,221	56,981	34,302	92,504	100.00%
DISBURSEMENTS FOR HIGHWAYS - BY EXPENDING AGENCIES							
Capital Outlay:							
On State-Administered Highways	-	-	-	30,550	-	30,550	33.03%
On Locally Administered Roads	-	-	-	1,950	10,165	12,115	13.10%
Not Classified by System	392	40	432	-	-	432	0.47%
Subtotal	392	40	432	32,500	10,165	43,097	46.59%
Maintenance and Traffic Services:							
On State-Administered Highways	-	-	-	10,359	-	10,359	11.20%
On Locally Administered Roads	-	-	-	46	13,979	14,025	15.16%
Not Classified by System	2	69	71	-	-	71	0.08%
Subtotal	2	69	71	10,405	13,979	24,455	26.44%
Administration and Research 10/	639	79	718	4,812	2,802	8,332	9.01%
Highway Law Enforcement and Safety	-	-	-	4,412	3,565	7,977	8.62%
Interest on Debt	-	-	-	2,255	1,727	3,982	4.30%
Total Current Disbursements	1,033	188	1,221	54,384	32,238	87,843	94.96%
Bond Retirements 8/	-	-	-	2,597	2,064	4,661	5.04%
Grand Total Disbursements	1,033	188	1,221	56,981	34,302	92,504	100.00%

1/ This table summarizes data reported in greater detail in the FA, FE, SF, and LGF table series. Some data are preliminary. Table HF-10A contains final data for all units of government for 1994.

2/ Includes the Mass Transit Account of the Highway Trust Fund. Also includes Federal Highway Administration activities funded by general funds and all other agencies and funds that make appropriations for highways or that receive highway-user revenues. See Table FA-5 for additional information.

3/ Data for local governments are estimated.

4/ Represents gross receipts less refunds and loss allowances.

5/ Federal column amount represents net collections less transfers to the Highway and Mass Transit accounts of the Highway Trust Fund. Due to timing differences between collections and transfers to the Highway Trust Fund, the amount will not correspond exactly to distributions for deficit reduction and for the Leaking Underground Storage Tank (LUST) Fund.

6/ Includes only those collection and administrative costs paid from motor-fuel and motor-vehicle tax receipts. Operational costs of toll facilities are reported as traffic services. Federal collection expenses are excluded since they are paid for by the General Fund. Local expenses are excluded, because local motor-fuel and motor-vehicle tax data are reported net of collection expenses.

7/ Amounts shown represent Federal payments to territories, and Federal expenditures in territories for highways and mass transit. Territories' funding for highways are excluded from the highway finance table series. See Table TER-1 for details on territories.

8/ Proceeds and redemptions of short-term notes and refunding issues are excluded.

9/ Negative numbers indicate that funds were placed in reserves.

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

FUNDING FOR HIGHWAYS AND DISPOSITION OF HIGHWAY-USER REVENUES, ALL UNITS OF GOVERNMENT, 1994 REVISED 1/

DATA COMPILED FROM REPORTS OF FEDERAL, STATE AND LOCAL AUTHORITIES

(MILLIONS OF DOLLARS)

TABLE HF-10A
OCTOBER 1996

ITEM	FEDERAL GOVERNMENT			STATE AGENCIES AND D.C.	LOCAL GOVERNMENTS 3/	TOTAL	TOTAL AS PERCENT OF TOTAL DISBURSEMENTS
	HIGHWAY TRUST FUND HIGHWAY ACCOUNT	OTHER FUNDS AND ACCOUNTS 2/	TOTAL FEDERAL				
DISPOSITION OF HIGHWAY-USER REVENUE BY COLLECTING AGENCIES							
Net Collections: 4/	14,660	14,775	29,435	50,063	2,583	82,081	91.01%
Less: Amount for Nonhighway Purposes 5/	-	(12,767)	(12,767)	(6,365)	(160)	(19,292)	-21.39%
Less: Amount for Mass Transportation	(310)	(1,993)	(2,303)	(3,095)	(555)	(5,953)	-6.60%
Less: Amount for Collection Expenses 6/	-	-	-	(2,912)	-	(2,912)	-3.23%
Less: Amount for Territories 7/	(113)	(15)	(128)	-	-	(128)	-0.14%
Net Used for Highway Purposes	14,237	-	14,237	37,691	1,868	53,796	59.65%
REVENUES USED FOR HIGHWAYS - BY COLLECTING AGENCIES							
Highway User Revenues:							
Motor-Fuel and Vehicle Taxes	14,237	-	14,237	34,392	1,327	49,956	55.39%
Tolls	-	-	-	3,299	541	3,840	4.26%
Subtotal	14,237	-	14,237	37,691	1,868	53,796	59.65%
Other Taxes and Fees:							
Property Taxes and Assessments	-	-	-	-	4,832	4,832	5.36%
General Fund Appropriations	-	1,011	1,011	1,783	9,639	12,433	13.79%
Other Taxes and Fees	-	261	261	2,043	2,029	4,333	4.80%
Subtotal	-	1,272	1,272	3,826	16,500	21,598	23.95%
Investment Income and Other Receipts	754	-	754	1,994	4,284	7,032	7.80%
Total Current Income	14,991	1,272	16,263	43,511	22,652	82,426	91.39%
Bond Issue Proceeds 8/	-	-	-	4,188	3,107	7,295	8.09%
Grand Total Receipts	14,991	1,272	16,263	47,699	25,759	89,721	99.48%
Intergovernmental Payments:							
Federal Government:							
Highway Trust Fund	(17,623)	-	(17,623)	17,343	280	-	-
All Other Funds	-	(932)	(932)	545	387	-	-
State Agencies:							
Highway-User Imposts	-	-	-	(7,463)	7,463	-	-
All Other Funds	-	-	-	(1,377)	1,377	-	-
Local Governments	-	-	-	1,458	(1,458)	-	-
Subtotal	(17,623)	(932)	(18,555)	10,506	8,049	-	-
Funds Drawn from or Placed in Reserves 9/	3,597	1	3,598	(2,636)	(491)	471	0.52%
Total Funds Available	965	341	1,306	55,569	33,317	90,192	100.00%
DISBURSEMENTS FOR HIGHWAYS - BY EXPENDING AGENCIES							
Capital Outlay:							
On State-Administered Highways	-	-	-	30,152	-	30,152	33.43%
On Locally Administered Roads	-	-	-	1,907	9,892	11,799	13.08%
Not Classified by System	322	106	428	-	-	428	0.47%
Subtotal	322	106	428	32,059	9,892	42,379	46.99%
Maintenance and Traffic Services:							
On State-Administered Highways	-	-	-	10,073	-	10,073	11.17%
On Locally Administered Roads	-	-	-	63	13,346	13,409	14.87%
Not Classified by System	-	71	71	-	-	71	0.08%
Subtotal	-	71	71	10,136	13,346	23,553	26.11%
Administration and Research 10/	643	164	807	4,847	2,722	8,376	9.29%
Highway Law Enforcement and Safety	-	-	-	4,209	3,464	7,673	8.51%
Interest on Debt	-	-	-	2,137	1,527	3,664	4.06%
Total Current Disbursements	965	341	1,306	53,388	30,951	85,645	94.96%
Bond Retirements 8/	-	-	-	2,181	2,366	4,547	5.04%
Grand Total Disbursements	965	341	1,306	55,569	33,317	90,192	100.00%

1/ This table revises preliminary data in Table HF-10 in last year's "Highway Statistics".

2/ Includes the Mass Transit Account of the Highway Trust Fund. Also includes Federal Highway Administration activities funded by general funds and all other agencies and funds that make appropriations for highways or that receive highway-user revenues. See Table FA-5 for additional information.

3/ Some local government data are estimated.

4/ Represents gross receipts less refunds and loss allowances.

5/ Federal column amount represents net collections less transfers to the highway and mass transit accounts of the Highway Trust Fund. Due to timing differences between collections and transfers to the Highway Trust Fund, the amount will not correspond exactly to distributions for deficit reduction and for the Leaking Underground Storage Tank (LUST) Fund.

6/ Includes only those collection and administrative costs paid from motor-fuel and motor-vehicle tax receipts. Operational costs of toll facilities are reported as traffic services. Federal collection expenses are excluded since they are paid for by the General Fund. Local expenses are excluded, because local motor-fuel and motor-vehicle tax data are reported net of collection expenses.

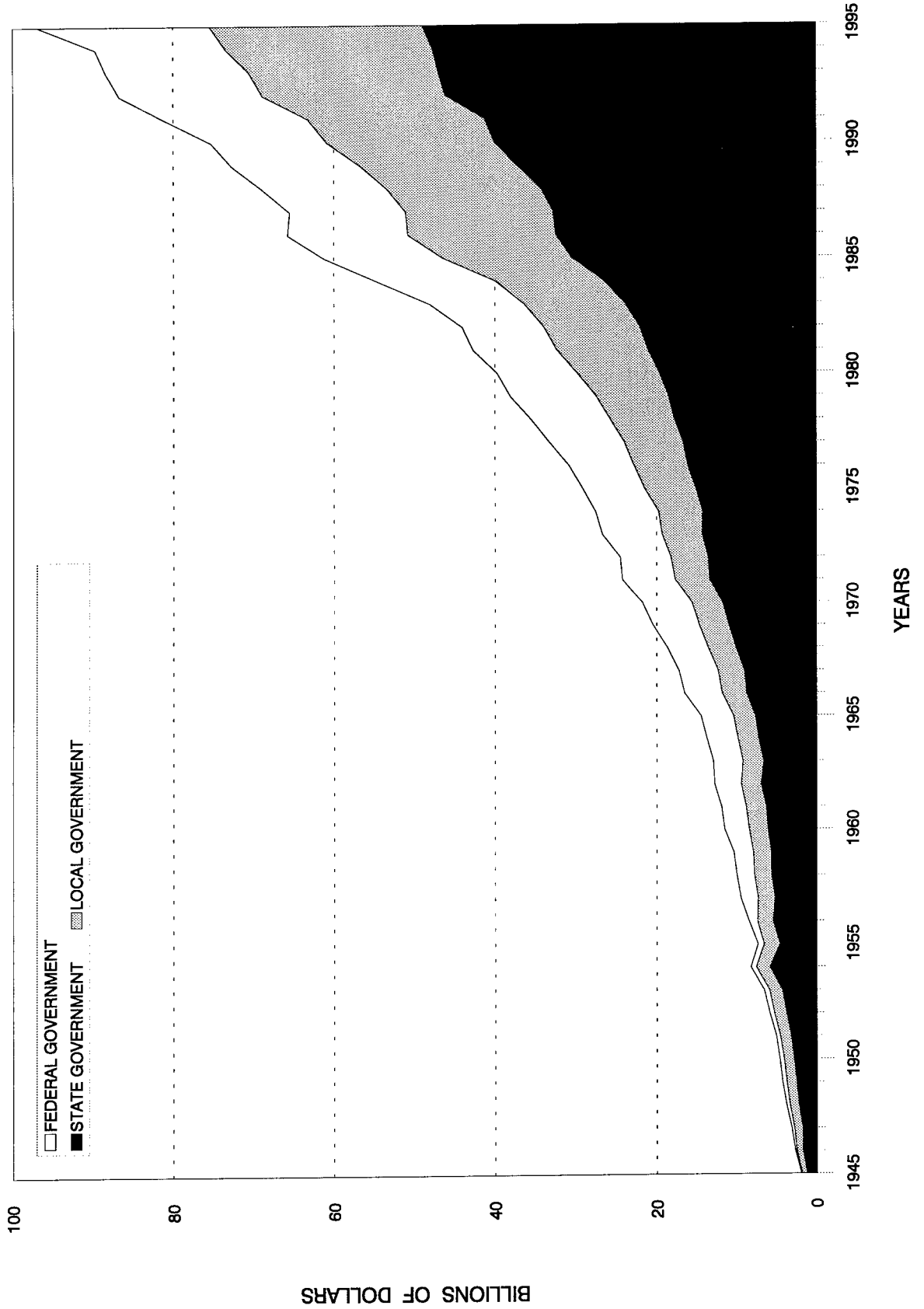
7/ Amounts shown represent federal payments to territories, and federal expenditures in territories for highways and mass transit. Territories' funding for highways are excluded from the highway finance table series. See Tables TER-1 and PR-1 for details on territories.

8/ Proceeds and redemptions of short-term notes and refunding issues are excluded.

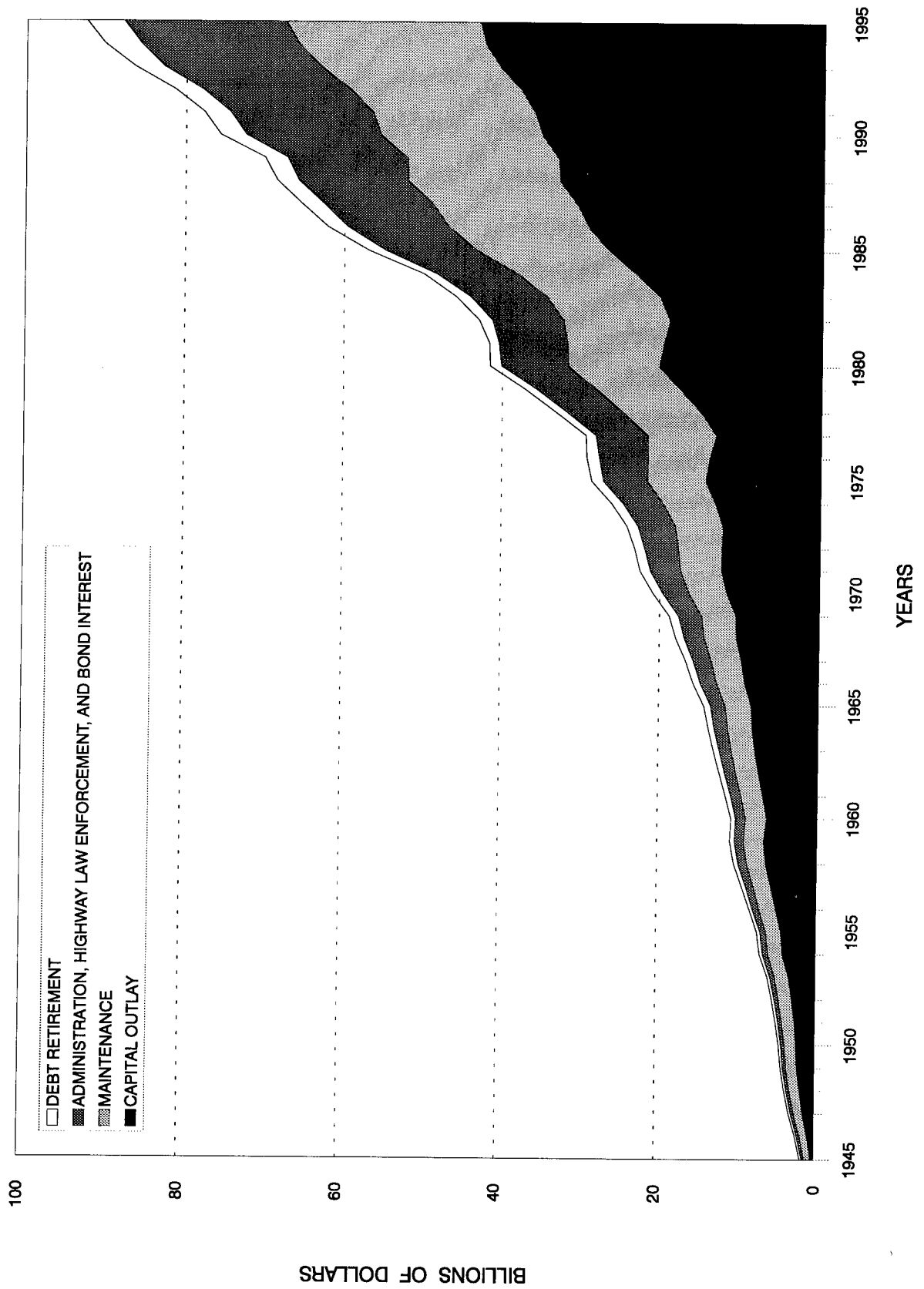
9/ Negative numbers indicate that funds were placed in reserves.

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

TOTAL RECEIPTS FOR HIGHWAYS, BY GOVERNMENTAL UNITS 1945 - 1995



TOTAL DISBURSEMENTS FOR HIGHWAYS, BY FUNCTION 1945 - 1995



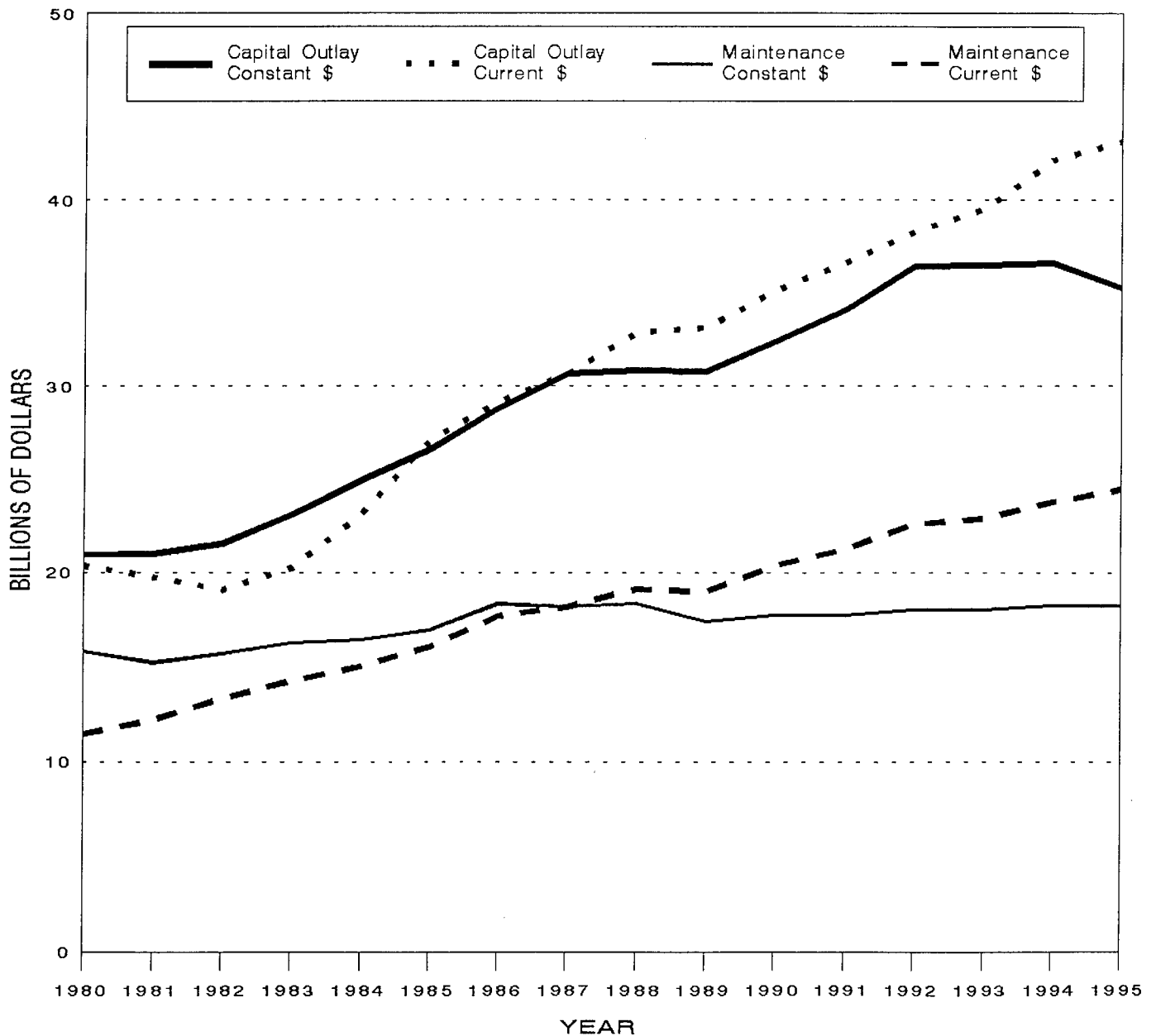
HIGHWAY PRICE TRENDS AND CONSUMER PRICE INDEX

Index Year=1987

INDEX	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Federal-Aid Highway Construction	97.2	94.2	88.5	87.6	92.6	102	101.1	100.0	106.6	107.7	108.5	107.5	105.1	108.3	115.1	122.1
Consumer Price Index	72.5	80.0	84.9	87.7	91.5	94.7	96.5	100.0	104.1	109.2	115.1	119.9	123.5	127.2	130.5	134.2

Capital Outlay Constant 1987 Dollars are calculated using the Federal-Aid Highway Construction Index. See table PT-1.
 Maintenance Constant 1987 Dollars are calculated using the Consumer Price Index.

**HIGHWAY EXPENDITURES
 BY ALL UNITS OF GOVERNMENT**



**CHANGE IN INDEBTEDNESS DURING YEAR 1/
STATE AND LOCAL GOVERNMENT OBLIGATIONS FOR HIGHWAYS - 1994**

(THOUSANDS OF DOLLARS)

STATE	OBLIGATIONS ISSUED 2/			OBLIGATIONS RETIRED 2/			OBLIGATIONS OUTSTANDING END OF YEAR
	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	BY CURRENT REVENUES OR SINKING FUNDS	BY REFUNDING	TOTAL	
Alabama	185,582	-	26,790	31,004	-	31,004	181,368
Alaska	194,094	-	17,197	14,955	-	14,955	196,336
Arizona	1,996,906	-	181,021	135,602	-	135,602	2,037,719
Arkansas	18,421	-	2,240	372	-	372	20,289
California	4,932,807	-	1,954,858	306,305	-	306,305	6,581,360
Colorado	967,344	-	57,470	84,195	-	84,195	940,619
Connecticut	2,572,967	-	325,575	91,567	-	91,567	2,844,590
Delaware	686,980	-	87,436	23,485	-	23,485	749,268
Dist. of Col.	160,522	-	37,915	25,082	-	25,082	173,355
Florida	3,694,322	-	254,899	196,938	-	196,938	3,784,411
Georgia	853,067	-	244,807	67,174	-	67,174	1,030,700
Hawaii	295,601	-	3,452	36,115	-	36,115	262,938
Idaho	11,824	-	5,213	1,206	-	1,206	15,831
Illinois	2,761,934	-	129,161	101,107	-	101,107	2,798,158
Indiana	747,230	-	10,034	21,434	-	21,434	735,830
Iowa	357,514	-	111,436	77,260	-	77,260	391,690
Kansas	1,022,785	-	288,008	22,710	-	22,710	1,288,083
Kentucky	1,696,240	-	5,287	103,239	-	103,239	1,598,288
Louisiana	1,775,743	-	102,470	208,753	-	208,753	1,669,460
Maine	189,836	-	121,223	23,948	-	23,948	287,111
Maryland	1,157,014	-	168,950	244,569	-	244,569	1,081,395
Massachusetts	2,011,190	-	379,849	79,142	-	79,142	2,301,092
Michigan	807,442	-	187,754	25,227	-	25,227	974,854
Minnesota	786,042	-	159,590	164,080	-	164,080	752,974
Mississippi	354,143	-	38,398	54,105	-	54,105	338,436
Missouri	125,802	-	16,383	38,724	-	38,724	103,461
Montana	158,003	-	2,245	4,794	-	4,794	155,454
Nebraska	186,621	-	32,249	24,774	-	24,774	194,096
Nevada	199,999	-	116,685	79,175	-	79,175	237,509
New Hampshire	343,148	-	106,852	36,616	-	36,616	413,384
New Jersey	4,824,154	-	282,454	194,870	-	194,870	4,896,803
New Mexico	33,565	-	50,000	6,044	-	6,044	48,969
New York	7,232,492	-	1,979,727	642,567	-	642,567	8,569,652
North Carolina	459,368	-	51,632	54,193	-	54,193	457,744
North Dakota	79,959	-	9,248	15,732	-	15,732	73,475
Ohio	645,545	-	261,984	106,253	-	106,253	801,276
Oklahoma	824,178	-	50,909	10,353	-	10,353	864,734
Oregon	164,734	-	7,227	33,449	-	33,449	138,512
Pennsylvania	2,706,595	-	156,086	224,158	-	224,158	2,644,269
Rhode Island	287,448	-	31,275	20,535	-	20,535	298,188
South Carolina	11,299	-	6,056	785	-	785	16,570
South Dakota	19,278	-	1,702	1,613	-	1,613	19,367
Tennessee	89,512	-	4,963	15,985	-	15,985	78,490
Texas	5,341,865	-	417,847	389,937	-	389,937	5,369,775
Utah	-	-	-	-	-	-	-
Vermont	36,893	-	5,836	4,335	-	4,335	38,394
Virginia	1,668,485	-	265,805	141,880	-	141,880	1,794,092
Washington	1,014,669	-	126,223	89,425	-	89,425	1,051,467
West Virginia	429,166	-	14,006	44,157	-	44,157	399,015
Wisconsin	1,210,948	-	295,323	176,322	-	176,322	1,329,965
Wyoming	548	-	2,602	410	-	410	2,740
Total	58,331,825	1,662,776	10,832,903	4,534,745	1,567,885	6,102,630	63,062,098

2/ Excludes obligations with terms of less than 2 years.

1/ This table summarizes the highway indebtedness status of all levels of government within each State, including toll authorities. See Tables SB-2 and LGB-2 for more details.

**STATUS OF THE FEDERAL HIGHWAY TRUST FUND 1/
FISCAL YEAR ENDED SEPTEMBER 30, 1995**

TABLE FE-10
DECEMBER 1995

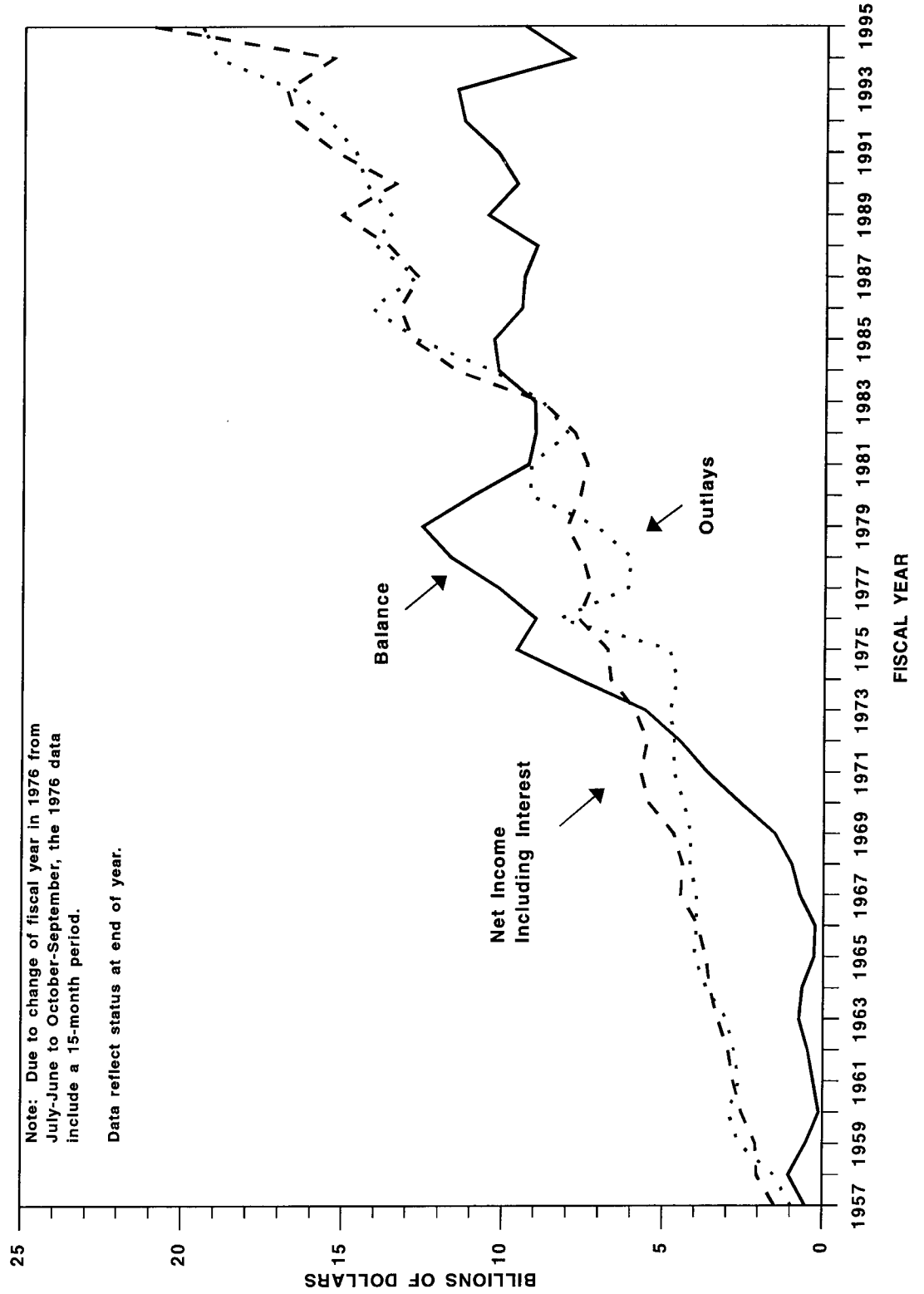
ITEM	HIGHWAYS	MASS TRANSIT ACCOUNT 2/	TOTAL
I. Opening balance:	\$7,926,828,829.84	\$9,944,889,718.60	\$17,871,718,548.44
II. Receipts:			
A. Excise taxes (transferred General Fund receipts)			
1. Gasoline	12,511,274,300.00	1,661,303,000.00	14,172,577,300.00
2. Gasohol	569,247,000.00	188,279,000.00	757,526,000.00
3. Diesel	5,283,281,400.00	385,566,000.00	5,668,847,400.00
4. Special motor fuels	32,156,000.00	4,826,000.00	36,982,000.00
5. Tires	395,443,000.00	-	395,443,000.00
6. Trucks and trailers	2,008,840,000.00	-	2,008,840,000.00
7. Federal use tax	681,792,000.00	-	681,792,000.00
8. Fines and penalties	10,681,006.88	-	10,681,006.88
9. Total excise taxes	21,492,714,706.88	2,239,974,000.00	23,732,688,706.88
B. Deduct - reimbursement to General Fund receipts (refunds and tax credits)			
1. Diesel powered vehicle rebate	9,916,770.00	-	9,916,770.00
2. Diesel fuel used in buses	20,726,180.00	-	20,726,180.00
3. Diesel fuel-other	467,286,960.00	24,073,000.00	491,359,960.00
4. Special motor fuel	37,589,460.00	-	37,589,460.00
5. Gasohol	10,331,320.00	-	10,331,320.00
6. Gasoline used to make gasohol	67,361,230.00	-	67,361,230.00
7. Gasoline-other	251,118,230.00	23,839,000.00	274,957,230.00
8. Total	864,330,150.00	47,912,000.00	912,242,150.00
C. Transfers			
1. To Land and Water Conservation Fund	1,000,000.00	-	1,000,000.00
2. To Aquatic Resources Trust Fund	208,020,000.00	-	208,020,000.00
3. Total	209,020,000.00	-	209,020,000.00
D. Net excise taxes	20,419,364,556.88	2,192,062,000.00	22,611,426,556.88
E. Interest			
1. On investments	547,150,344.25	620,576,613.89	1,167,726,958.14
2. Under Cash Management Improvement Act (net)	575,818.74	-	575,818.74
3. Total	547,726,162.99	620,576,613.89	1,168,302,776.88
F. Total receipts	20,967,090,719.87	2,812,638,613.89	23,779,729,333.76
III. Expenditures: (checks written basis)			
A. Federal Highway Administration			
1. Highways (Federal aid)	19,112,831,623.38	-	19,112,831,623.38
2. Right-of-way revolving fund	2,748,995.02	-	2,748,995.02
3. Highway related safety grants	107,466,567.06	-	107,466,567.06
4. Highway safety research and development	89,153.59	-	89,153.59
5. Trust Fund share other highway programs	10,067,969.24	-	10,067,969.24
6. National Park Service construction	7,965,280.77	-	7,965,280.77
7. Other	64,525,311.29	-	64,525,311.29
8. Total	19,305,694,900.35	-	19,305,694,900.35
B. Federal Transit Administration	-	3,178,768,188.25	3,178,768,188.25
C. National Highway Traffic Safety Administration	166,558,859.97	-	166,558,859.97
D. Federal Railroad Administration	241,775.21	-	241,775.21
E. Total expenditures	19,472,495,535.53	3,178,768,188.25	22,651,263,723.78
IV. Balances in Trust Fund:			
A. Investments			
U. S. Treasury special certificates of indebtedness 3/	8,954,412,000.00	9,576,910,000.00	18,531,322,000.00
B. Undisbursed balances			
1. Available for investment	108,672.16	632.49	109,304.65
2. Highways (Federal aid)	375,087,557.24	-	375,087,557.24
3. Right-of-way revolving fund	17,637,623.72	-	17,637,623.72
4. Highway related safety grants	18,461,147.78	-	18,461,147.78
5. Highway safety research and development	297,569.15	-	297,569.15
6. Trust Fund share other highway programs	8,391,608.97	-	8,391,608.97
7. National Park Service construction	20,324,243.89	-	20,324,243.89
8. Mass Transit Account	-	1,849,511.75	1,849,511.75
9. National Highway Traffic Safety Administration	7,977,149.95	-	7,977,149.95
10. Federal Railroad Administration	7,553,849.31	-	7,553,849.31
11. Other	11,172,592.01	-	11,172,592.01
12. Total	467,012,014.18	1,850,144.24	468,862,158.42
C. Total balance	\$9,421,424,014.18	\$9,578,760,144.24	\$19,000,184,158.42

1/ The Fund was created June 29, 1956 with the enactment of the Highway Revenue Act of 1956. The total tax receipts and Highway Account tax receipts shown are overstated by approximately \$1.59 billion due to a fiscal year 1994 error by the Treasury Department in reconciling estimated deposits to the actual tax revenue. The correction was made after the close of fiscal year 1994 and is shown as fiscal year 1995 excise tax receipts.

2/ The Mass Transit Account was established April 1, 1983 with enactment of the Surface Transportation Assistance Act of 1982.

3/ Certificates held September 30, 1995 for \$17,490,426,000.00 bore interest at 6.875 percent and for \$1,040,896,000.00 bore interest at 6.75 percent.

STATUS OF THE HIGHWAY ACCOUNT OF THE FEDERAL HIGHWAY TRUST FUND



STATUS OF THE FEDERAL HIGHWAY TRUST FUND 1/

FISCAL YEARS 1957-1995

TABLE FE-210
SHEET 2 OF 2
SEPTEMBER 1996

YEAR	(THOUSANDS OF DOLLARS)														EXPENDITURES	CLOSING BALANCE					
	NET INCOME																				
	FROM EXCISE TAXES																				
	MOTOR FUEL		TIRE		INNER TUBES		TRUCKS, BUSES, AND TRAILERS		USE		LUBRICATING OIL		PARTS AND ACCESSORIES				TOTAL 2/		INTEREST		TOTAL 2/
GASOLINE	GASOHOL	DIESEL AND SPECIAL FUELS	TOTAL 2/	TIRES	INNER TUBES	TREAD RUBBER	TRUCKS, BUSES, AND TRAILERS	USE	LUBRICATING OIL	PARTS AND ACCESSORIES	TOTAL 2/	INTEREST	TOTAL 2/	EXPENDITURES	CLOSING BALANCE						
1987																					
Highways	7,407,188	129,786	2,621,398	10,158,372	291,669	(84)	723,731	620,197	-	(431)	11,793,498	933,909	12,727,408	12,801,838	9,411,559						
Mass Transit	988,133	67,830	182,895	1,238,858	-	-	-	-	-	-	1,238,858	343,855	1,582,713	667,534	4,202,056						
Total	8,395,321	197,616	2,804,293	11,397,230	291,669	(84)	723,731	620,197	-	(431)	13,032,356	1,277,765	14,310,121	13,469,372	13,613,615						
1988																					
Highways	7,933,879	155,997	2,557,282	10,647,158	334,074	-	1,277,156	581,293	-	5/ (3,254)	12,836,427	808,984	13,645,411	14,037,862	9,019,108						
Mass Transit	1,016,860	77,999	182,571	1,277,430	-	-	-	-	-	-	1,277,430	383,750	1,661,180	695,675	5,167,560						
Total	8,950,739	233,996	2,739,853	11,924,588	334,074	-	1,277,156	581,293	-	5/ (3,254)	14,113,857	1,192,733	15,306,590	14,733,537	14,186,668						
1989																					
Highways	7,996,280	153,080	4,045,920	12,195,280	316,044	-	1,239,536	608,314	-	5/ (716)	14,358,458	775,913	15,134,371	13,602,480	10,550,999						
Mass Transit	977,213	72,407	219,800	1,269,420	-	-	-	-	-	-	1,269,420	468,869	1,738,289	848,508	6,057,342						
Total	8,973,493	225,487	4,265,720	13,464,700	316,044	-	1,239,536	608,314	-	5/ (716)	15,627,878	1,244,783	16,872,661	14,450,988	16,608,341						
1990																					
Highways	7,471,796	153,539	2,896,262	10,521,597	254,793	-	1,112,260	583,716	-	5/ (288)	12,472,078	981,071	13,453,149	14,375,194	9,628,954						
Mass Transit	1,042,273	71,781	281,195	1,395,249	-	-	-	-	-	-	1,395,249	581,321	1,976,570	878,953	7,154,959						
Total	8,514,069	225,320	3,177,457	11,916,846	254,793	-	1,112,260	583,716	-	5/ (288)	13,867,327	1,562,392	15,429,719	15,254,147	16,783,913						
1991																					
Highways	9,140,468	231,415	3,141,894	12,513,777	357,070	-	1,047,422	574,926	-	5/ 515	14,493,710	809,773	15,303,484	14,686,495	10,245,943						
Mass Transit	1,882,164	146,759	456,053	2,484,976	-	-	-	-	-	-	2,484,976	664,302	3,149,278	1,054,115	9,250,122						
Total	11,022,632	378,174	3,597,947	14,998,753	357,070	-	1,047,422	574,926	-	5/ 515	16,978,686	1,474,076	18,452,762	15,740,611	19,496,064						
1992																					
Highways	10,245,605	395,496	3,271,661	13,912,762	256,683	-	874,162	620,008	-	5/ (28)	15,663,587	908,446	16,572,032	15,517,751	11,300,224						
Mass Transit	972,204	50,674	46,947	1,069,825	-	-	-	-	-	-	1,069,825	746,058	1,815,883	1,267,845	9,798,159						
Total	11,217,809	446,170	3,318,608	14,982,587	256,683	-	874,162	620,008	-	5/ (28)	16,733,412	1,654,504	18,387,915	16,785,596	21,098,383						
1993																					
Highways	10,385,123	416,409	3,110,618	13,912,150	304,482	-	1,199,291	630,401	-	-	16,046,324	817,493	16,863,817	16,640,749	11,523,292						
Mass Transit	1,537,330	131,634	323,222	1,992,186	-	-	-	-	-	-	1,992,186	742,502	2,734,688	1,915,662	10,617,185						
Total	11,922,453	548,043	3,433,840	15,904,336	304,482	-	1,199,291	630,401	-	-	18,038,510	1,559,995	19,598,504	18,556,410	22,140,477						
1994																					
Highways	8,675,178	616,425	3,017,357	12,308,960	327,398	-	1,405,218	618,423	-	-	14,659,999	754,393	15,414,392	19,010,855	7,926,829						
Mass Transit	1,441,669	234,423	331,647	2,007,739	-	-	-	-	-	-	2,007,739	683,617	2,691,356	3,363,652	9,944,890						
Total	10,116,847	850,848	3,349,004	14,316,699	327,398	-	1,405,218	618,423	-	-	16,667,738	1,438,010	18,105,748	22,374,507	17,871,719						
1995																					
Highways	12,061,817	491,554	4,779,918	17,333,290	395,443	-	2,008,840	681,792	-	-	20,419,365	547,726	20,967,091	19,472,496	9,421,424						
Mass Transit	1,637,464	188,279	366,319	2,192,062	-	-	-	-	-	-	2,192,062	620,577	2,812,639	3,178,768	9,578,760						
Total	13,699,281	679,833	5,146,237	19,525,352	395,443	-	2,008,840	681,792	-	-	22,611,427	1,168,303	23,779,729	22,651,264	19,000,184						

1/ All amounts are net after payment of refunds and transfers. See tables FE-101A and FE-101B for explanation of the various taxes deposited in the Trust Fund.

2/ Totals may not equal sum of parts due to independent rounding.

3/ The transition quarter includes the months of July, August, and September 1976.

4/ Effective April 1, 1983, 1 cent per gallon of the motor-fuel tax is deposited in the Mass Transit Account within the Federal Highway Trust Fund. Effective December 1, 1990, the deposit is raised to 1.5 cents per gallon.

5/ Includes refunds of repeated taxes on inner tubes, tread rubber, lubricating oil, and truck parts and accessories.

FEDERAL HIGHWAY TRUST FUND RECEIPTS

ATTRIBUTABLE TO HIGHWAY USERS IN EACH STATE 1/

FISCAL YEAR 1995

(THOUSANDS OF DOLLARS)

TABLE FE-9
SHEET 1 OF 2
OCTOBER 1996

STATE	HIGHWAY ACCOUNT								
	MOTOR FUEL					OTHER			TOTAL
	GASOLINE			SPECIAL FUELS	TOTAL	FEDERAL USE TAX	TRUCKS AND TRAILERS	TIRES	
	GASOLINE	GASOHOL	TOTAL						
Alabama	239,294	5,830	245,124	125,215	370,339	17,860	52,624	10,359	451,182
Alaska	31,466	11	31,477	5,780	37,257	824	2,429	478	40,988
Arizona	209,638	4,081	213,719	88,061	301,780	12,561	37,009	7,285	358,635
Arkansas	147,882	113	147,995	89,717	237,712	12,797	37,705	7,422	295,636
California	1,434,721	33,834	1,468,555	386,770	1,855,325	55,168	162,547	31,996	2,105,036
Colorado	162,894	12,314	175,208	51,186	226,394	7,301	21,512	4,235	259,442
Connecticut	148,767	1,548	150,315	35,431	185,746	5,054	14,890	2,931	208,621
Delaware	39,733	-	39,733	11,833	51,566	1,688	4,973	979	59,206
Dist. of Col.	19,438	-	19,438	4,159	23,597	593	1,748	344	26,282
Florida	727,074	1,457	728,531	183,044	911,575	26,109	76,928	15,143	1,029,755
Georgia	451,380	443	451,823	199,530	651,353	28,460	83,856	16,507	780,176
Hawaii	44,371	-	44,371	6,033	50,404	860	2,535	499	54,298
Idaho	60,259	223	60,482	30,469	90,951	4,346	12,805	2,521	110,623
Illinois	334,673	70,823	405,496	174,131	579,627	24,838	73,182	14,406	692,053
Indiana	253,185	24,222	277,407	175,802	453,209	25,076	73,884	14,544	566,713
Iowa	87,654	25,442	113,096	72,309	185,405	10,314	30,389	5,982	232,090
Kansas	132,069	1,887	133,956	57,074	191,030	8,141	23,986	4,722	227,879
Kentucky	209,733	3,548	213,281	112,210	325,491	16,005	47,158	9,283	397,937
Louisiana	204,662	4,281	208,943	84,882	293,825	12,107	35,673	7,022	348,627
Maine	69,690	-	69,690	24,609	94,299	3,510	10,342	2,036	110,187
Maryland	245,588	-	245,588	59,081	304,669	8,427	24,830	4,888	342,814
Massachusetts	275,369	-	275,369	56,572	331,941	8,069	23,775	4,680	368,465
Michigan	432,335	25,582	457,917	138,989	596,906	19,825	58,413	11,499	686,643
Minnesota	83,329	72,490	155,819	80,204	236,023	11,440	33,707	6,635	287,805
Mississippi	153,321	1,355	154,676	68,815	223,491	9,816	28,921	5,693	267,921
Missouri	287,245	11,851	299,096	139,955	439,051	19,963	58,818	11,578	529,410
Montana	51,235	-	51,235	29,774	81,009	4,247	12,513	2,463	100,232
Nebraska	63,292	7,494	70,786	54,307	125,093	7,746	22,823	4,493	160,155
Nevada	83,201	-	83,201	33,199	116,400	4,735	13,953	2,747	137,835
New Hampshire	61,595	-	61,595	10,747	72,342	1,533	4,517	889	79,281
New Jersey	389,605	2,274	391,879	106,754	498,633	15,227	44,865	8,832	567,557
New Mexico	92,499	2,543	95,042	60,911	155,953	8,688	25,599	5,039	195,279
New York	609,124	4,003	613,127	174,227	787,354	24,851	73,222	14,414	899,841
North Carolina	389,906	4,933	394,839	146,684	541,523	20,923	61,646	12,135	636,227
North Dakota	30,703	2,389	33,092	24,981	58,073	3,563	10,499	2,067	74,202
Ohio	330,174	75,665	405,839	211,914	617,753	30,227	89,060	17,532	754,572
Oklahoma	197,024	-	197,024	90,878	287,902	12,963	38,193	7,518	346,576
Oregon	162,375	-	162,375	64,699	227,074	9,228	27,191	5,353	268,846
Pennsylvania	509,097	8,125	517,222	219,606	736,828	31,324	92,293	18,168	878,613
Rhode Island	41,821	-	41,821	8,015	49,836	1,143	3,368	663	55,010
South Carolina	218,133	-	218,133	99,635	317,768	14,212	41,873	8,243	382,096
South Dakota	24,618	7,430	32,048	26,106	58,154	3,724	10,971	2,160	75,009
Tennessee	269,904	11,576	281,480	128,900	410,380	18,386	54,173	10,664	493,603
Texas	1,036,315	5,221	1,041,536	368,852	1,410,388	52,612	155,016	30,515	1,648,531
Utah	93,196	-	93,196	40,161	133,357	5,728	16,878	3,323	159,286
Vermont	34,494	-	34,494	14,053	48,547	2,004	5,906	1,163	57,620
Virginia	351,060	4,589	355,649	129,610	485,259	18,487	54,471	10,723	568,940
Washington	175,444	45,486	220,930	88,403	309,333	12,610	37,153	7,314	366,410
West Virginia	94,836	660	95,496	40,392	135,888	5,761	16,975	3,342	161,966
Wisconsin	237,846	5,396	243,242	107,473	350,715	15,330	45,167	8,891	420,103
Wyoming	28,550	2,436	30,986	37,776	68,762	5,388	15,876	3,125	93,151
Total	12,061,817	491,555	12,553,372	4,779,918	17,333,290	681,792	2,008,840	395,443	20,419,365

FEDERAL HIGHWAY TRUST FUND RECEIPTS
ATTRIBUTABLE TO HIGHWAY USERS IN EACH STATE 1/

FISCAL YEAR 1995

TABLE FE-9
SHEET 2 OF 2
OCTOBER 1996

(THOUSANDS OF DOLLARS)

STATE	MASS TRANSIT ACCOUNT					GRAND TOTAL	STATE
	GASOLINE			SPECIAL FUELS	TOTAL		
	GASOLINE	GASOHOL	TOTAL				
Alabama	32,486	2,460	34,946	9,596	44,542	495,724	Alabama
Alaska	4,272	4	4,276	443	4,719	45,707	Alaska
Arizona	28,460	1,380	29,840	6,749	36,589	395,224	Arizona
Arkansas	20,076	48	20,124	6,876	27,000	322,636	Arkansas
California	194,772	8,250	203,022	29,641	232,663	2,337,699	California
Colorado	22,114	4,011	26,125	3,923	30,048	289,490	Colorado
Connecticut	20,196	643	20,839	2,715	23,554	232,175	Connecticut
Delaware	5,394	-	5,394	907	6,301	65,507	Delaware
Dist. of Col.	2,639	-	2,639	319	2,958	29,240	Dist. of Col.
Florida	98,705	615	99,320	14,028	113,348	1,143,103	Florida
Georgia	61,278	187	61,465	15,291	76,756	856,934	Georgia
Hawaii	6,024	-	6,024	462	6,486	60,784	Hawaii
Idaho	8,180	94	8,274	2,335	10,609	121,232	Idaho
Illinois	45,434	29,883	75,317	13,345	88,662	780,715	Illinois
Indiana	34,371	10,220	44,591	13,473	58,064	624,777	Indiana
Iowa	11,900	10,735	22,635	5,542	28,177	260,267	Iowa
Kansas	17,929	796	18,725	4,374	23,099	250,978	Kansas
Kentucky	28,472	1,497	29,969	8,599	38,568	436,505	Kentucky
Louisiana	27,784	1,806	29,590	6,505	36,095	384,722	Louisiana
Maine	9,461	-	9,461	1,886	11,347	121,534	Maine
Maryland	33,340	-	33,340	4,528	37,868	380,682	Maryland
Massachusetts	37,383	-	37,383	4,336	41,719	410,184	Massachusetts
Michigan	58,692	10,794	69,486	10,652	80,138	766,781	Michigan
Minnesota	11,312	24,477	35,789	6,147	41,936	329,741	Minnesota
Mississippi	20,814	572	21,386	5,274	26,660	294,581	Mississippi
Missouri	38,995	5,000	43,995	10,726	54,721	584,131	Missouri
Montana	6,955	-	6,955	2,282	9,237	109,469	Montana
Nebraska	8,592	3,162	11,754	4,162	15,916	176,071	Nebraska
Nevada	11,295	-	11,295	2,544	13,839	151,674	Nevada
New Hampshire	8,362	-	8,362	824	9,186	88,467	New Hampshire
New Jersey	52,891	686	53,577	8,181	61,758	629,315	New Jersey
New Mexico	12,557	950	13,507	4,668	18,175	213,454	New Mexico
New York	82,692	1,356	84,048	13,352	97,400	997,241	New York
North Carolina	52,932	1,847	54,779	11,241	66,020	702,247	North Carolina
North Dakota	4,168	1,008	5,176	1,914	7,090	81,292	North Dakota
Ohio	44,823	31,927	76,750	16,239	92,989	847,561	Ohio
Oklahoma	26,747	-	26,747	6,965	33,712	380,288	Oklahoma
Oregon	22,043	-	22,043	4,958	27,001	295,847	Oregon
Pennsylvania	69,113	3,295	72,408	16,830	89,238	967,851	Pennsylvania
Rhode Island	5,677	-	5,677	614	6,291	61,301	Rhode Island
South Carolina	29,613	-	29,613	7,636	37,249	419,345	South Carolina
South Dakota	3,342	3,135	6,477	2,001	8,478	83,487	South Dakota
Tennessee	36,641	4,884	41,525	9,879	51,404	545,007	Tennessee
Texas	140,686	2,171	142,857	28,268	171,125	1,819,656	Texas
Utah	12,652	-	12,652	3,078	15,730	175,016	Utah
Vermont	4,683	-	4,683	1,077	5,760	63,380	Vermont
Virginia	47,659	1,717	49,376	9,933	59,309	628,249	Virginia
Washington	23,818	15,085	38,903	6,775	45,678	412,088	Washington
West Virginia	12,875	279	13,154	3,095	16,249	178,215	West Virginia
Wisconsin	32,289	2,277	34,566	8,236	42,802	462,905	Wisconsin
Wyoming	3,876	1,028	4,904	2,895	7,799	100,950	Wyoming
Total	1,637,464	188,279	1,825,743	366,319	2,192,062	22,611,427	Total

1/ Total Federal Highway Trust Fund receipts are reported by the U.S. Department of the Treasury. Highway Account fuel tax receipts are overstated by \$1.59 billion due to a fiscal year 1994 error by the Treasury Department in reconciling estimated deposits to the actual tax revenue. The correction was made after the close of fiscal year 1994 and is shown as fiscal year 1995 tax receipts. Payments into the Highway Trust Fund attributable to highway users in each State are estimated by the Federal Highway Administration.

**COMPARISON OF FEDERAL HIGHWAY TRUST FUND RECEIPTS ATTRIBUTABLE TO THE STATES
AND FEDERAL-AID APPORTIONMENTS AND ALLOCATIONS FROM THE FUND 1/
FISCAL YEARS 1957 - 1995**

(THOUSANDS OF DOLLARS)

TABLE FE-221
OCTOBER 1996

STATE	PAYMENTS INTO THE FUND 2/				APPORTIONMENTS AND ALLOCATIONS FROM THE FUND 3/				RATIO OF APPORTIONMENTS AND ALLOCATIONS TO PAYMENTS	
	FISCAL YEAR 1995	PERCENT OF TOTAL	CUMULATED SINCE 7-1-56	PERCENT OF TOTAL	FISCAL YEAR 1995	PERCENT OF TOTAL	CUMULATED SINCE 7-1-56	PERCENT OF TOTAL	FISCAL YEAR 1995	CUMULATED SINCE 7-1-56
Alabama	451,182	2.210	5,808,201	1.945	357,493	1.744	6,696,015	1.948	0.79	1.15
Alaska	40,988	0.201	596,131	0.200	238,302	1.162	4,156,911	1.209	5.81	6.97
Arizona	358,635	1.756	4,154,572	1.391	314,005	1.532	5,184,640	1.508	0.88	1.25
Arkansas	295,636	1.448	3,879,700	1.299	284,629	1.388	3,878,623	1.128	0.96	1.00
California	2,105,036	10.309	30,792,525	10.310	2,081,677	10.154	29,863,744	8.687	0.99	0.97
Colorado	259,442	1.271	3,824,322	1.280	238,668	1.164	5,205,668	1.514	0.92	1.36
Connecticut	208,621	1.022	3,516,197	1.177	393,038	1.917	6,279,129	1.826	1.88	1.79
Delaware	59,206	0.290	884,060	0.296	81,869	0.399	1,343,968	0.391	1.38	1.52
Dist. of Col.	26,282	0.129	540,196	0.181	111,581	0.544	2,291,929	0.667	4.25	4.24
Florida	1,029,755	5.043	13,112,668	4.390	828,598	4.042	11,904,585	3.463	0.80	0.91
Georgia	780,176	3.821	9,442,316	3.162	582,602	2.842	9,041,412	2.630	0.75	0.96
Hawaii	54,298	0.266	764,474	0.256	122,350	0.597	3,042,620	0.885	2.25	3.98
Idaho	110,623	0.542	1,429,763	0.479	180,973	0.883	2,584,288	0.752	1.64	1.81
Illinois	692,053	3.389	12,498,498	4.185	729,893	3.560	14,077,584	4.095	1.05	1.13
Indiana	566,713	2.775	8,085,328	2.707	443,255	2.162	7,099,723	2.065	0.78	0.88
Iowa	232,090	1.137	4,084,741	1.368	252,475	1.232	4,778,747	1.390	1.09	1.17
Kansas	227,879	1.116	3,772,716	1.263	222,449	1.085	4,235,266	1.232	0.98	1.12
Kentucky	397,937	1.949	5,089,822	1.704	299,866	1.463	5,588,878	1.626	0.75	1.10
Louisiana	348,627	1.707	5,440,871	1.822	299,354	1.460	7,058,618	2.053	0.86	1.30
Maine	110,187	0.540	1,624,569	0.544	132,673	0.647	1,859,111	0.541	1.20	1.14
Maryland	342,814	1.679	5,207,922	1.744	453,520	2.212	7,996,887	2.326	1.32	1.54
Massachusetts	368,465	1.804	6,030,401	2.019	787,930	3.843	10,326,453	3.004	2.14	1.71
Michigan	686,643	3.363	11,047,034	3.699	636,385	3.104	10,093,973	2.936	0.93	0.91
Minnesota	287,805	1.409	5,295,978	1.773	347,546	1.695	6,848,994	1.992	1.21	1.29
Mississippi	267,921	1.312	3,757,577	1.258	217,920	1.053	3,843,984	1.118	0.81	1.02
Missouri	529,410	2.593	7,714,392	2.583	444,719	2.169	7,507,268	2.184	0.84	0.97
Montana	100,232	0.491	1,442,775	0.483	192,550	0.939	3,541,698	1.030	1.92	2.45
Nebraska	160,155	0.784	2,423,100	0.811	149,417	0.729	2,861,488	0.832	0.93	1.18
Nevada	137,835	0.675	1,481,670	0.496	134,909	0.658	2,392,847	0.696	0.98	1.61
New Hampshire	79,281	0.388	1,149,132	0.385	94,027	0.459	1,659,907	0.483	1.19	1.44
New Jersey	567,557	2.780	8,732,388	2.924	584,365	2.850	9,038,201	2.629	1.03	1.04
New Mexico	195,279	0.956	2,360,450	0.790	200,750	0.979	3,300,588	0.960	1.03	1.40
New York	899,841	4.407	14,968,230	5.012	1,097,971	5.356	18,225,346	5.301	1.22	1.22
North Carolina	636,227	3.116	8,635,017	2.891	523,951	2.556	7,487,096	2.178	0.82	0.87
North Dakota	74,202	0.363	1,095,880	0.367	140,621	0.686	2,146,783	0.624	1.90	1.96
Ohio	754,572	3.695	13,330,496	4.463	708,641	3.457	12,433,900	3.617	0.94	0.93
Oklahoma	346,576	1.697	5,133,132	1.719	275,192	1.342	4,476,186	1.302	0.79	0.87
Oregon	268,846	1.317	3,911,576	1.310	254,296	1.240	4,730,564	1.376	0.95	1.21
Pennsylvania	878,613	4.303	13,669,697	4.577	1,068,686	5.213	15,892,145	4.623	1.22	1.16
Rhode Island	55,010	0.269	963,396	0.323	116,810	0.570	2,176,359	0.633	2.12	2.26
South Carolina	382,096	1.871	4,612,922	1.545	198,150	0.967	4,159,438	1.210	0.52	0.90
South Dakota	75,009	0.367	1,165,427	0.390	139,918	0.682	2,305,328	0.671	1.87	1.98
Tennessee	493,603	2.417	6,879,623	2.303	402,426	1.963	7,031,446	2.045	0.82	1.02
Texas	1,648,531	8.073	22,928,871	7.677	1,293,611	6.310	19,852,498	5.777	0.78	0.87
Utah	159,286	0.780	2,064,339	0.691	153,762	0.750	3,550,613	1.033	0.97	1.72
Vermont	57,620	0.282	730,082	0.244	86,531	0.422	1,638,362	0.477	1.50	2.24
Virginia	568,940	2.786	7,547,141	2.527	420,158	2.049	8,896,048	2.588	0.74	1.18
Washington	366,410	1.794	5,398,583	1.808	291,589	1.422	8,736,024	2.541	0.80	1.62
West Virginia	161,966	0.793	2,431,192	0.814	243,195	1.186	5,007,164	1.456	1.60	2.06
Wisconsin	420,103	2.067	5,988,514	2.005	376,713	1.838	5,364,708	1.560	0.90	0.90
Wyoming	93,151	0.456	1,225,987	0.410	139,494	0.680	2,445,928	0.711	1.50	2.00
Total	20,419,365	100.000	298,664,594	100.000	20,371,503	99.369	342,149,683	99.522	1.00	1.15
American Samoa	-	-	-	-	4,256	0.021	45,014	0.013	-	-
Guam	-	-	-	-	14,368	0.070	120,318	0.035	-	-
N. Marianas	-	-	-	-	4,236	0.021	29,180	0.008	-	-
Puerto Rico	-	-	-	-	87,799	0.428	1,325,611	0.386	-	-
Virgin Islands	-	-	-	-	18,728	0.091	124,046	0.036	-	-
Grand Total	20,419,365	100.000	298,664,594	100.000	20,500,890	100.000	343,793,852	100.000	1.00	1.15

1/ Payments into the Fund include only the net tax receipts deposited in the Highway Account of the Federal Highway Trust Fund. Excluded are motor fuel taxes transferred to the Mass Transit Account of the Highway Trust Fund (1 cent per gallon from April 1, 1983 through November 30, 1990, 1.5 cents per gallon thereafter); the 0.1 cent per gallon dedicated to the Leaking Underground Storage Tank Trust Fund beginning January 1, 1987; and the tax designated for deficit reduction (2.5 cents per gallon from December 1, 1990 through September 30, 1993, 6.8 cents thereafter); and the tax from motorboat use of gasoline transferred to the Aquatic Resources Trust Fund and the Land and Water Conservation Fund. Apportionments include fiscal year 1996 Interstate construction funds apportioned during fiscal year 1995.

2/ Total Federal Highway Trust Fund receipts are reported by the U.S. Department of the Treasury. Payments into the Highway Trust Fund attributable to highway users in each State are estimated by the Federal Highway Administration. Includes revenues from highway-user taxes only. Payments into the Fund are overstated by \$1.59 billion due to a fiscal year 1994 error by the Treasury Department in reconciling estimated deposits to the actual tax revenue. The \$1.59 billion was credited to the Fund in fiscal year 1995.

3/ Includes all funds apportioned or allocated from the Highway Trust Fund except for the following programs: Indian reservation roads, highway safety information, and local transportation assistance. These programs are either administered by other Federal agencies or are treated as administrative funds and cannot be easily attributed to individual States. Obligations are used to represent allocations for alcohol safety incentive grants and the Woodrow Wilson Bridge.

HIGHWAY USE OF MOTOR FUEL - 1994 1/

TABLE MF-27
OCTOBER 1996

(THOUSANDS OF GALLONS)

STATE	GASOLINE	GASOHOL 2/	SPECIAL FUELS	TOTAL	PERCENT OF GRAND TOTAL
Alabama	2,076,594	143,850	659,025	2,879,469	2.031
Alaska	273,059	260	30,422	303,741	0.214
Arizona	1,819,234	80,708	463,479	2,363,421	1.667
Arkansas	1,283,317	2,783	472,195	1,758,295	1.240
California	12,450,511	482,396	2,035,629	14,968,536	10.556
Colorado	1,413,595	234,571	269,399	1,917,565	1.352
Connecticut	1,290,995	37,590	186,477	1,515,062	1.068
Delaware	344,799	-	62,278	407,077	0.287
Dist. of Col.	168,682	-	21,889	190,571	0.134
Florida	6,309,541	35,950	963,393	7,308,884	5.154
Georgia	3,917,073	10,926	1,050,161	4,978,160	3.511
Hawaii	385,055	-	31,751	416,806	0.294
Idaho	522,924	5,514	160,362	688,800	0.486
Illinois	2,904,291	1,747,412	916,486	5,568,189	3.927
Indiana	2,197,141	597,625	925,278	3,720,044	2.623
Iowa	760,661	627,730	380,575	1,768,966	1.247
Kansas	1,146,092	46,546	300,388	1,493,026	1.053
Kentucky	1,820,060	87,546	590,579	2,498,185	1.762
Louisiana	1,776,059	105,626	446,748	2,328,433	1.642
Maine	604,773	-	129,520	734,293	0.518
Maryland	2,131,215	-	310,950	2,442,165	1.722
Massachusetts	2,389,647	-	297,749	2,687,396	1.895
Michigan	3,751,800	631,188	731,522	5,114,510	3.607
Minnesota	723,126	1,431,263	422,126	2,576,515	1.817
Mississippi	1,330,520	33,428	362,185	1,726,133	1.217
Missouri	2,492,710	292,398	736,603	3,521,711	2.483
Montana	444,618	-	156,703	601,321	0.424
Nebraska	549,247	184,894	285,824	1,019,965	0.719
Nevada	722,015	-	174,734	896,749	0.632
New Hampshire	534,520	-	56,564	591,084	0.417
New Jersey	3,380,987	40,125	561,865	3,982,977	2.809
New Mexico	802,704	55,525	320,583	1,178,812	0.831
New York	5,285,977	79,284	916,983	6,282,244	4.430
North Carolina	3,383,601	107,993	772,022	4,263,616	3.007
North Dakota	266,441	58,935	131,478	456,854	0.322
Ohio	2,865,249	1,866,896	1,115,338	5,847,483	4.124
Oklahoma	1,709,769	-	478,305	2,188,074	1.543
Oregon	1,409,091	-	340,521	1,749,612	1.234
Pennsylvania	4,417,943	192,703	1,155,819	5,766,465	4.066
Rhode Island	362,921	-	42,183	405,104	0.286
South Carolina	1,892,959	-	524,395	2,417,354	1.705
South Dakota	213,635	183,326	137,398	534,359	0.377
Tennessee	2,342,226	285,603	678,423	3,306,252	2.332
Texas	8,993,144	126,969	1,941,324	11,061,437	7.800
Utah	808,753	-	211,373	1,020,126	0.719
Vermont	299,336	-	73,961	373,297	0.263
Virginia	3,046,499	100,403	682,156	3,829,058	2.700
Washington	1,522,506	882,104	465,280	2,869,890	2.024
West Virginia	822,986	16,287	212,587	1,051,860	0.742
Wisconsin	2,064,025	133,124	565,648	2,762,797	1.948
Wyoming	247,761	60,113	198,821	506,695	0.357
Total	104,672,387	11,009,594	25,157,457	140,839,438	99.319
Puerto Rico	870,126	-	95,691	965,817	0.681
Grand Total	105,542,513	11,009,594	25,253,148	141,805,255	100.000

1/ The highway use of fuel shown in this table was used in the development of 1995 tables FE-9 and FE-221. The data reflect revisions made since the publication of "Highway Statistics, 1994."

2/ As shown here, gasohol is defined to be a blend of gasoline and fuel alcohol where the alcohol is 5.7 to 10 percent, by volume, of the blended product. These figures are estimated by the Federal Highway Administration.

FEDERAL TAX RATES ON MOTOR FUELS AND LUBRICATING OIL 1/

TABLE FE-101A
SEPTEMBER 1996

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	GASOLINE (CENTS PER GALLON) 2/	GASOHOL (CENTS PER GALLON)	DIESEL FUEL (CENTS PER GALLON) 3/	SPECIAL FUEL (CENTS PER GALLON) 4/	LUBRICATING OIL (CENTS PER GALLON) 5/
June 21, 1932	1¢	(6/)	↓	↓	4¢
June 17, 1933	1.5¢	↓	↓	↓	↓
January 1, 1934	1¢	↓	↓	↓	↓
July 1, 1940	1.5¢	↓	↓	↓	4.5¢
November 1, 1942	↓	↓	↓	↓	6¢
November 1, 1951	2¢	↓	2¢	2¢	↓
September 1, 1955	↓	↓	↓	↓	Cutting oil, 3¢; other, 6¢
July 1, 1956	3¢	↓	3¢	3¢	↓
October 1, 1959	4¢	↓	4¢	4¢	↓
January 1, 1966	↓	↓	↓	↓	6¢ 7/
November 10, 1978	4¢ 8/	↓	4¢ 8/	4¢ 8/	6¢ 8/
January 1, 1979	4¢ 8/ 9/	(6/)	↓	4¢ 8/ 9/	6¢ 8/ 9/
January 7, 1983	↓	↓	↓	↓	Repealed
April 1, 1983	9¢ 8/ 10/	4¢	9¢ 8/ 10/	4¢ 8/ 9/	↓
August 1, 1984	↓	↓	15¢ 8/ 10/ 11/	↓	↓
January 1, 1985	↓	3¢	↓	↓	↓
January 1, 1987	9.1¢ 8/ 10/ 12/	3.1¢ 12/	15.1¢ 8/ 10/ 11/ 12/	↓	↓
December 1, 1990	14.1¢ 8/ 10/ 12/ 13/	8.7 & 8.1¢ 12/ 13/ 14/	20.1¢ 8/ 10/ 11/ 12/ 13/	14¢ 4/ 8/ 13/	↓
January 1, 1993	↓	8.7 & 8.1¢ 12/ 13/ 14/	↓	↓	↓
October 1, 1993 16/	18.4¢ 8/ 10/ 12/ 15/	13 & 12.4¢ 12/ 14/ 15/	24.4¢ 8/ 10/ 11/ 12/ 15/	18.3¢ 4/ 8/ 15/	↓
January 1, 1996	18.3¢ 8/ 10/ 15/	12.9¢ 14/ 15/	24.3¢ 8/ 10/ 15/	18.3¢ 4/ 8/ 15/	↓
Scheduled change under existing laws	Termination Oct. 1, 1999 17/	Termination Oct. 1, 1999 17/	Termination Oct. 1, 1999 17/	Termination Oct. 1, 1999 17/	↓ ↓ ↓

1/ The focus of this table is on the Federal taxes on motor fuels used on highways. The detail provided for other uses is incomplete. Most of the revenue raised by the taxes described is dedicated to the Federal Highway Trust Fund for the financing of highway and transit programs.

2/ Includes the product commonly or commercially known or sold as gasoline and suitable for use as a motor fuel with an octane level of at least 75. Compressed natural gas is not included. The gasoline tax applies to all fuel volume imported or produced. Beginning January 1, 1956, the entire tax became refundable for gasoline used for farming. For gasoline, 1 cent of the 3-cent and 2 cents of the 4-cent tax were refunded for other nonhighway uses, through December 31, 1978, and for gasoline used by certain local transit systems through November 30, 1978. Gasoline used by State and local governments and nonprofit educational institutions is not taxed or tax is refunded if paid.

3/ Until April 1, 1983, the tax applies to all diesel fuel used in a highway vehicle registered for highway use. Diesel fuel used in a nonregistered highway vehicle is taxed at 2 cents per gallon through March 31, 1983. Two cents of the 4-cent tax is refundable for diesel fuel used by certain local transit systems through November 30, 1978. Effective April 1, 1983, the tax is imposed on any liquid suitable for use as a fuel in a diesel-powered vehicle or train, but off-highway business use is exempt. Diesel fuel used for farming is not taxed, or if the tax has been paid, it is fully refundable. Diesel fuel used by State and local governments and nonprofit educational institutions is not taxed or tax is refunded if paid.

4/ Special fuels include liquefied petroleum gases (propane, butane), benzol, benzene, and naphtha and other liquid (except gasoline, gasohol, and diesel fuel otherwise taxable, kerosene, gas oil or fuel oil) when used in a taxable way. The rates shown are for propane, the most commonly used special fuel. Through March 31, 1983, the tax applies to all special fuels used in a highway vehicle registered for highway use. Special fuel used in a nonregistered highway vehicle, motorboat or airplane is taxed at 2 cents per gallon through March 31, 1983. Two cents of the 4-cent tax is refundable for special fuel used by certain local transit systems through November 30, 1978. Effective April 1, 1983, the tax applies to special fuel used in a motor vehicle or motorboat. Special fuel used for farming is not taxed, or if the tax has been paid, it is fully refundable. Special fuel used by State and local governments and nonprofit educational institutions is not taxed or tax is refunded if paid. Effective January 1, 1979 through March 31, 1983, only off-highway business use (rather than other off-highway uses) is subject to the 2-cent exemption.

5/ The tax originally applied to all lubricating oil regardless of use.

6/ Gasohol was not defined in Federal tax law until January 1, 1979. The products later defined as gasohol were taxable, to the extent they existed, under the provisions of the gasoline tax. Effective January 1, 1979, gasohol was defined to be a blend of gasoline and at least 10 percent (by volume) alcohol, excluding alcohol made from petroleum, natural gas or coal. As so defined, gasohol is exempt from taxation from January 1, 1979 through March 31, 1983.

7/ Cutting oil is exempt from stated taxes. The entire tax on other lubricating oil became refundable for nonhighway use.

8/ Effective December 1, 1978, school buses along with intercity and local buses used to transport the general public for compensation on scheduled routes (or 20 or more passenger buses on nonscheduled routes) are exempt from the stated taxes for motor fuel and lubricating oil. Effective August 1, 1984, the exemption for diesel and special fuel used by these buses is 3 cents per gallon less than the prevailing rate unless used by qualified local buses which are fully exempt.

9/ Effective January 1, 1979 through March 31, 1983, the 2-cent refund or credit for nonhighway gasoline use is permitted only for off-highway business use; special fuel is taxed at the full rate except tax is 2 cents for off-highway business use, and the tax on lubricating oil is refundable only for off-highway use. Effective January 1, 1979 through December 31, 1982 the tax paid on motor fuel used in certain taxicabs is fully refundable.

10/ The diesel fuel tax is imposed on any liquid suitable for use as a fuel in a diesel-powered vehicle or train. Off-highway business use is exempt from stated taxes. Effective January 1, 1983 through September 30, 1988, a 4-cent refund can be claimed for certain taxicab use.

11/ After January 1, 1985 and before August 21, 1996, a one-time diesel differential payment is made to the original purchaser of a diesel automobile of \$102, and of a diesel truck or van, 10,000 pounds gross weight or less, \$198. The payment decreases by one-sixth for each prior model year vehicle and is not made for 1978 or earlier model year vehicles.

12/ Includes 0.1 cent per gallon tax dedicated to the Leaking Underground Storage Tank Trust Fund effective January 1, 1987. Collection of the tax was suspended for the period September 1, 1990 through December 1, 1990.

13/ Includes 2.5 cents per gallon tax for deficit reduction.

14/ Where two rates are shown, the first is for ethanol blends and second is for methanol blends. Effective January 1, 1993, the definition of gasohol is expanded. The original definition is retained and called 10 percent gasohol and continues to be taxed at the rates shown. Blends with at least 7.7 percent alcohol but less than 10 percent are taxed at 9.942 cents and 9.48 cents. Blends with at least 5.7 percent alcohol but less than 7.7 percent are taxed at 11.022 cents and 10.68 cents. Effective October 1, 1993, the rates for 7.7 percent gasohol are 14.242 cents and 13.78 cents respectively for ethanol blends and methanol blends; the rates for 5.7 percent gasohol are 15.322 cents and 14.98 cents. Effective January 1, 1996, the rates for 7.7 percent gasohol are 14.142 and 13.68 cents respectively for ethanol and methanol blends; the rates for 5.7 percent gasohol are 15.222 and 14.88 cents.

15/ Includes 6.8 cents per gallon for deficit reduction. Effective October 1, 1995, 2.5 cents of the 6.8 cents is dedicated to the Federal Highway Trust Fund. The remaining 4.3-cent levy does not expire.

16/ Until October 1, 1993, compressed natural gas is not taxed. Thereafter it is taxed at 48.54 cents per thousand cubic feet for deficit reduction.

17/ The remaining 4.3-cent levy for deficit reduction does not terminate.

FEDERAL TAX RATES ON MOTOR VEHICLES AND RELATED PRODUCTS 1/

TABLE FE-101B
SEPTEMBER 1996

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	AUTOMOBILES (PERCENT OF MANUFACTURERS SALES PRICE)	MOTORCYCLES (PERCENT OF MANUFACTURERS SALES PRICE)	BUSES (PERCENT OF MANUFACTURERS SALES PRICE)	TRUCKS 2/	TRAILERS 2/	PARTS AND ACCESSORIES (PERCENT MANUFACTURERS SALES PRICE)	TIRES 3/	TUBES 3/	TREAD RUBBER (CENTS PER POUND) 4/	USE
October 4, 1917	3 percent	3 percent	3 percent	3 percent						
January 1, 1919	5 percent	5 percent	5 percent	5 percent						Automobiles for hire \$10 for 7 or fewer passengers; \$20 for over 7 passengers
February 25, 1919	5 percent	5 percent	5 percent	5 percent			5 percent	5 percent		
July 3, 1924	5 percent	5 percent	5 percent	Exempted truck chassis sold for \$1,000 or less and truck bodies for \$200 or less			2.5 percent	2.5 percent		
February 26, 1926	5 percent	5 percent	5 percent	Repealed			Repealed	Repealed		
March 29, 1926	3 percent	3 percent	3 percent	Repealed			Repealed	Repealed		
June 30, 1926	3 percent	3 percent	3 percent	Repealed			Repealed	Repealed		
May 29, 1928	Repealed	Repealed	Repealed	Repealed			Repealed	Repealed		Repealed
June 21, 1932	3 percent	3 percent	3 percent	2 percent			2.5c per pound	4c per pound		
July 1, 1940	3.5 percent	3.5 percent	3.5 percent	2.5 percent			2.5c per pound	4.5c per pound		
October 1, 1941	7 percent	7 percent	5 percent	5 percent	House trailers, 7 percent; others, 5 percent		5c per pound	9c per pound		
February 1, 1942	5 percent	5 percent	5 percent	5 percent			5 percent	5 percent		
June 30, 1946	5 percent	5 percent	5 percent	5 percent			5 percent	5 percent		All motor vehicles, \$5
November 1, 1961	10 percent	10 percent	8 percent	8 percent 5/			8 percent	8 percent		Repealed
September 1, 1955	10 percent	10 percent	10 percent	10 percent			10 percent	10 percent		Repealed
July 1, 1956	10 percent	10 percent	10 percent	10 percent			10 percent	10 percent		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
July 1, 1961	10 percent	10 percent	10 percent	10 percent			10 percent	10 percent		6/
July 1, 1961	10 percent	10 percent	10 percent	10 percent			10 percent	10 percent		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
June 22, 1965	7 percent 7/	7 percent 7/	10 percent 5/	10 percent 5/			10c per pound	10c per pound		Annual tax on motor vehicles over 26,000 pounds gross weight; \$3 per 1,000 pounds 6/
January 1, 1966	6 percent	6 percent	10 percent 5/	10 percent 5/			10c per pound	10c per pound		Annual tax on motor vehicles over 26,000 pounds gross weight; \$3 per 1,000 pounds 6/
March 16, 1966	7 percent	7 percent	10 percent 5/	10 percent 5/			10c per pound	10c per pound		Annual tax on motor vehicles over 26,000 pounds gross weight; \$3 per 1,000 pounds 6/
August 16, 1971	Repealed	Repealed	Repealed 9/	Repealed			Repealed	Repealed		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
November 10, 1978	10 percent	10 percent	10 percent 12/	10 percent 12/			10c per pound 9/	10c per pound 9/		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
January 1, 1981	10 percent	10 percent	12 percent 12/	12 percent 12/			9.75c per pound 9/11/	9.75c per pound 9/		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
January 7, 1983	10 percent	10 percent	12 percent 12/	12 percent 12/			15c per pound over 40 to 70 pounds; \$4.50 plus 30c per pound over 70 to 90 pounds; \$10.50 plus 50c per pound over 90 pounds 9/	15c per pound over 40 to 70 pounds; \$4.50 plus 30c per pound over 70 to 90 pounds; \$10.50 plus 50c per pound over 90 pounds 9/		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
April 1, 1983	10 percent	10 percent	12 percent 12/	12 percent 12/			Repealed	Repealed		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
January 1, 1984	10 percent	10 percent	12 percent 12/	12 percent 12/			Repealed	Repealed		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
July 1, 1984	10 percent	10 percent	12 percent 12/	12 percent 12/			Repealed	Repealed		Annual tax on motor vehicles over 26,000 pounds gross weight; \$1.50 per 1,000 pounds
Scheduled change under existing laws	10 percent	10 percent	12 percent 12/	12 percent 12/	Termination Oct. 1, 1999	Termination Oct. 1, 1999	Termination Oct. 1, 1999	Termination Oct. 1, 1999	Termination Oct. 1, 1999	Termination Oct. 1, 1999

1/ The focus of this table is on the Federal taxes on motor vehicles and related products used on highways. The detail provided for other uses is incomplete. Most of the revenue raised by the taxes described is dedicated to the Federal Highway Trust Fund for the financing of highway and transit programs.

2/ Percent of manufacturer's sales price through March 31, 1983; percent of retailer's sales price thereafter.

3/ Percent of manufacturer's sales price to February 26, 1926; re-enacted effective June 21, 1932, on a cents-per-pound basis, but applicable to all tires and tubes, not limited to those for automotive vehicles. Tires and tubes for toys exempted effective November 1, 1951. The additional 3 cents per pound effective July 1, 1966, and 2 cents per pound, effective July 1, 1961, apply to tires for highway vehicles only. Laminated tires are taxed 1 cent per pound effective July 1, 1966. Effective January 1, 1984, tires of 40 pounds or less are exempt.

4/ Applies to tires of the type used on highway vehicles.

5/ The following are exempt from the stated taxes: effective November 1, 1951, house trailers; effective June 22, 1965, school buses, camper bodies, motor homes, truck and trailer bodies designed for seed, feed, and fertilizer, small three-wheeled vehicles; effective September 23, 1971, trucks, buses, and trailers, 10,000 pounds or less gross weight; and, effective December 1, 1971, local transit buses in urban use and trash container bodies for trucks.

6/ The tax applies to the entire gross weight of a vehicle or combination if its gross weight exceeds 26,000 pounds. Buses used in local transit service are exempt.

7/ Although the "basic" tax on automobiles was 7 percent of the manufacturer's wholesale price until January 1, 1966, the 10-percent rate that became effective on a temporary basis November 1, 1951, remained in effect through periodic extensions.

8/ Automobile parts and accessories are exempt from stated taxes.

9/ Taxes paid on buses purchased after April 19, 1977, are refunded. Effective December 1, 1978, bus parts and accessories are exempt and school buses along with intercity and local buses used to transport the general public for compensation on scheduled routes (or 20 or more passenger buses on nonscheduled routes) are exempt from the stated taxes for tires, tubes, and tread rubber.

10/ Although the "basic" tax is 5 percent of the manufacturer's wholesale price, the 8-percent rate that became effective on a temporary basis November 1, 1951, remained in effect through periodic extensions until the tax was repealed.

11/ The tax on nonhighway tires is 4.875 cents per pound except laminated tires are taxed at 1 cent per pound.

12/ Trucks 33,000 pounds or less gross weight; trailers 26,000 pounds or less gross weight and tall/highway trailers are exempt from stated taxes. Effective July 18, 1984, playground trailers are taxed at 6 percent through July 17, 1985.

13/ The effective date for the rate change for small owner-operator with 5 or fewer taxable trucks is July 1, 1985. Rate is reduced by 25 percent for logging trucks. Trucks used less than 5,000 miles (farm trucks 7,500 miles) per taxable year on public highways and trucks with gross weights under 55,000 pounds are exempt. Effective July 1, 1987, trucks based for registration purposes in Canada or Mexico shall be taxed at 75 percent of the rate before they can operate in the United States. Previously these vehicles were exempt.

FEDERAL HIGHWAY-USER FEES

OFFICE OF HIGHWAY
INFORMATION MANAGEMENT

TABLE FE-21B
JANUARY 1996

USER FEE	TAX RATE	EFFECTIVE DATE	DISTRIBUTION OF TAX					GENERAL FUND FOR:	
			HIGHWAY TRUST FUND		LEAKING UNDERGROUND STORAGE TANK TRUST FUND	DEFICIT REDUCTION	NOT SPECIFIED		
			HIGHWAY ACCOUNT	MASS TRANSIT ACCOUNT					
Fuel Taxes (Cents per Gallon)									
Gasoline	18.4	10/01/93	10	1.5	0.1	6.8	-		
	18.4	10/01/95	12	2	0.1	4.3	-		
	18.3	01/01/96	12	2	-	4.3	-		
Diesel fuel	24.4	10/01/93	16	1.5	0.1	6.8	-		
	24.4	10/01/95	18	2	0.1	4.3	-		
	24.3	01/01/96	18	2	-	4.3	-		
Special fuels 1/	18.4	10/01/93	10	1.5	0.1	6.8	-		
	18.4	10/01/95	12	2	0.1	4.3	-		
	18.3	01/01/96	12	2	-	4.3	-		
Compressed natural gas	4.3	10/01/93	-	-	-	4.3	-		
Neat alcohol (85% alcohol) made with: 1/ Ethanol from natural gas	11.4	10/01/93	4.25	1.5	0.1	5.55	-		
	11.4	10/01/95	5	2	0.1	4.3	-		
	11.3	01/01/96	5	2	-	4.3	-		
Methanol from natural gas	11.4	10/01/93	4.25	1.5	0.1	5.55	-		
	11.4	10/01/95	5	2	0.1	4.3	-		
	11.3	01/01/96	5	2	-	4.3	-		
Ethanol not from natural gas	12.95	10/01/93	4	1.5	0.05	6.8	0.6		
	12.95	10/01/95	6	2	0.05	4.3	0.6		
	12.9	01/01/96	6	2	-	4.3	0.6		
Methanol not from natural gas	12.35	10/01/93	4	1.5	0.05	6.8	-		
	12.35	10/01/95	6	2	0.05	4.3	-		
	12.3	01/01/96	6	2	-	4.3	-		
Gasohol 2/ 10 percent gasohol made with: Ethanol	13	10/01/93	4	1.5	0.1	6.8	0.6		
	13	10/01/95	6	2	0.1	4.3	0.6		
	12.9	01/01/96	6	2	-	4.3	0.6		
Methanol	12.4	10/01/93	4	1.5	0.1	6.8	-		
	12.4	10/01/95	6	2	0.1	4.3	-		
	12.3	01/01/96	6	2	-	4.3	-		
7.7 percent gasohol made with: Ethanol	14.242	10/01/93	5.842	1.5	0.1	6.8	-		
	14.242	10/01/95	7.842	2	0.1	4.3	-		
	14.142	01/01/96	7.842	2	-	4.3	-		
Methanol	13.78	10/01/93	5.38	1.5	0.1	6.8	-		
	13.78	10/01/95	7.38	2	0.1	4.3	-		
	13.68	01/01/96	7.38	2	-	4.3	-		
5.7 percent gasohol made with: Ethanol	15.322	10/01/93	6.922	1.5	0.1	6.8	-		
	15.322	10/01/95	8.922	2	0.1	4.3	-		
	15.222	01/01/96	8.922	2	-	4.3	-		
Methanol	14.98	10/01/93	6.58	1.5	0.1	6.8	-		
	14.98	10/01/95	8.58	2	0.1	4.3	-		
	14.88	01/01/96	8.58	2	-	4.3	-		

Other Taxes - All Proceeds to Highway Account

Tires	0-40 pounds, no tax Over 40-70 pounds, 15 cents per pound in excess of 40 Over 70-90 pounds, \$4.50 plus 30 cents per pound in excess of 70 Over 90 pounds, \$10.50 plus 50 cents per pound in excess of 90
Truck and trailer sales	12 percent of retailer's sales price for trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW
Heavy vehicle use	Annual tax: Trucks 55,000-75,000 pounds GVW, \$100 plus \$22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds Trucks over 75,000 pounds GVW, \$550

1/ Special fuels include benzol, benzene, naphtha, liquefied petroleum gas, casing head and natural gasoline, or any other liquid used as fuel in a motor vehicle except diesel, kerosene, gas oil, fuel oil, or a product taxable under the gasoline tax provisions. Liquefied petroleum gases, such as propane and butane, are taxed at 18.3 cents per gallon and no distribution is made to the Leaking Underground Storage Tank Trust Fund. Neat alcohol made with alcohol derived from petroleum products is taxed as special fuel.

2/ Section 1920 of the Energy Policy Act of 1992 expanded the definition of gasohol effective January 1, 1993. Prior to the Act, gasohol was defined as a blend of gasoline and at least 10 percent, by volume, fuel alcohol and blends containing less than 10 percent alcohol were taxed as gasoline. Under the Act, the product now called 10 percent gasohol corresponds to the old definition. Two additional types of gasohol are also defined. The term 7.7 percent gasohol includes gasoline-alcohol blends where the alcohol content is at least 7.7 percent but less than 10 percent. The term 5.7 percent gasohol includes gasoline-alcohol blends where the alcohol content is at least 5.7 percent but less than 7.7 percent.

**APPORTIONMENT FORMULAS - FEDERAL-AID HIGHWAY PROGRAM 1/
FISCAL YEAR 1996**

LEGISLATION AND STRATEGIC PLANNING DIVISION
OFFICE OF POLICY DEVELOPMENT

TABLE FA-4A
SEPTEMBER 1996

FUND	FACTORS	WEIGHT	STATUTE 2/	MINIMUM APPOINTMENT
Interstate Maintenance	Interstate System Lane Miles Vehicle Miles Traveled On Interstate System	55% 45%	104(b)(5)(B)	1/2 Percent
National Highway System (NHS)	1% to the Virgin Islands, Guam, American Samoa, and the Commonwealth of Northern Mariana Islands 99% to the States based on the percent share of apportioned funds for FY 1987 - FY 1991 for: Interstate 4R Primary Secondary Urban Bridge Replacement And Rehabilitation Interstate Construction (1/2% Minimum)	1	104(b)(1)	
Bridge Replacement And Rehabilitation (R&R)	Relative Share of Total Cost of Deficient Bridges	1	144(e)	1/4 Percent (10 Percent Maximum)
Surface Transportation Program (STP)	Same as for NHS applied to the total to be apportioned for NHS. Interstate Maintenance, Bridge R&R, and STP adjusted so that no State can receive less than 70 percent of its percent FY 1987-91 apportionments and allocations (except for States that receive Interstate System apportionment of more than \$50 million in FY 1992). Each State's apportionment made for Interstate Maintenance, NHS And Bridge R&R is then deducted from these STP State apportionments with the remainder being each State's STP apportionment.	1	104(b)(3)	
Congestion Mitigation And Air Quality Improvement Program	Weighted Nonattainment Area Population of Each State Total Weighted Nonattainment Area Population of All States	1	104(b)(2)	1/2 Percent (42 Percent Maximum) 3/
Metropolitan Planning	Urbanized Area Population 4/	1	104(f)(2)	1/2 Percent
Interstate Reimbursement	Each State's share of non-Federal-aid funds used on Interstate System routes on both toll roads and free roads	1	160	1/2 Percent
Restoration Funds	Each State's percentage specified in Section 202(b) of PL. 104-59, the National Highway System Designation Act of 1995	1	PL 105-59 Section 202(b)	No Minimum
Highway Safety Programs	Total Population Public Road Mileage	3/4 1/4	402(c)	1/2 Percent (Territories, 1/4 Percent)

1/ Each State is guaranteed an amount sufficient to ensure that its percentage of total apportionments in each fiscal year and allocations from the prior fiscal year for Federal-aid highway programs shall not be less than 90 percent of the percentage of estimated tax contributions to the Highway Trust Fund, not including the Mass Transit Account (23 U.S.C. 157).

2/ Denotes appropriate section in title 23 U.S.C. unless otherwise noted.

3/ No State with population over 15 million can receive more than 42 percent of the funds apportioned to those States.

4/ Usually places of 50,000 or more persons. Definition contained in 23 U.S.C. 101(a).

ALLOCATION OF FEDERAL FUNDS ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION 1/
FOR FISCAL YEAR 1995

TABLE FA-4D
SEPTEMBER 1996

STATE	DISCRETIONARY				PROJECTS MANDATED BY ISTEA 2/	EMERGENCY RELIEF	PARKWAYS AND PARK ROADS	PUBLIC LANDS	FOREST HIGHWAYS	INTELLIGENT VEHICLE HIGHWAY SYSTEMS	MOTOR CARRIER SAFETY ASSISTANCE PROGRAMS	OTHER 3/	TOTAL
	INTERSTATE	INTERSTATE 4-R	BRIDGE REPLACEMENT & REHABILITATION	INTERSTATE 4-R									
Alabama	-	-	-	-	29,597	7,861	65	-	(18)	18	1,509	462	39,494
Alaska	-	-	-	-	-	4,479	518	-	-	-	412	1,895	9,091
Arizona	(17)	-	-	-	1,159	22,186	454	5,800	9,842	2,623	1,664	2,466	46,177
Arkansas	-	-	-	-	63,530	(143)	(143)	-	1,610	-	723	368	66,088
California	-	-	-	-	77,372	177,948	7,219	6,000	8,323	11,433	4,015	14,432	306,742
Colorado	-	12,000	2,000	-	1,076	-	162	5,000	12,241	193	1,445	1,278	35,344
Connecticut	-	15,000	8,000	-	14,610	1,943	-	-	1,227	427	978	1,278	42,236
Delaware	-	-	-	-	-	-	-	-	-	6,685	374	292	7,351
Dist. of Col.	-	-	-	-	4,073	-	7,584	2,390	-	23	632	340	15,042
Florida	(26)	-	-	-	49,039	4,102	-	-	489	800	1,810	1,880	58,095
Georgia	-	-	-	-	20,422	17,905	161	-	280	250	2,346	(72)	41,292
Hawaii	-	-	-	-	1,104	-	-	-	-	-	357	424	1,885
Idaho	-	-	9,800	-	28,006	(4)	1,808	-	12,381	42	1,467	602	54,102
Illinois	20,833	-	5,800	-	46,153	4,490	-	200	1,179	1,959	3,580	1,179	84,194
Indiana	-	-	(184)	-	17,462	(39)	-	-	1,018	1,018	2,134	13,876	34,483
Iowa	-	8,388	-	-	20,926	-	85	-	-	1,025	2,331	293	32,864
Kansas	-	-	-	-	13,582	-	-	-	-	89	1,289	784	15,744
Kentucky	-	-	-	-	4,815	-	1,842	-	180	718	1,514	429	9,498
Louisiana	-	-	-	-	13,909	969	-	150	1,082	-	1,337	1,290	32,292
Maine	13,555	-	-	-	34,426	(9)	141	-	-	-	325	468	42,551
Maryland	79,380	-	-	-	12,341	-	695	200	-	1,044	1,540	2,816	98,016
Massachusetts	-	-	-	-	1,086	-	1,643	150	2,480	350	1,598	(5,987)	(1,160)
Michigan	50,517	(712)	-	-	23,627	-	14	650	2,491	24,491	2,649	24,981	128,697
Minnesota	(117)	-	-	-	39,068	-	5,111	994	2,075	7,303	2,358	1,524	58,306
Mississippi	-	-	-	-	6,041	-	570	-	493	-	893	302	8,299
Missouri	-	-	(954)	-	26,990	6,849	-	-	1,296	71	2,967	732	37,951
Montana	-	-	-	-	3,312	1,264	3,307	-	8,527	-	570	1,081	18,061
Nebraska	-	-	-	-	4,652	200	91	-	800	90	1,080	716	2,929
Nevada	(683)	-	-	-	15,474	-	1,064	5,000	377	400	562	754	22,948
New Hampshire	-	-	-	-	5,906	-	-	-	476	55	476	857	8,242
New Jersey	-	-	-	-	37,334	-	-	-	948	-	1,692	3,763	47,712
New Mexico	-	(954)	-	-	1,987	-	8	-	928	1,698	885	1,475	10,473
New York	8,242	-	6,000	-	55,817	967	1,407	1,400	-	35,906	4,127	10,502	122,568
North Carolina	-	-	-	-	27,151	1,282	646	4,500	77	4,191	2,127	252	41,374
North Dakota	-	-	-	-	13,064	13,401	22	-	877	877	794	28,410	28,410
Ohio	-	-	-	-	29,101	1,205	-	-	163	892	2,929	466	34,756
Oklahoma	-	-	-	-	16,371	(326)	42	-	380	31	1,376	259	18,133
Oregon	-	-	-	-	9,496	4,486	760	-	15,903	6,220	1,321	736	38,922
Pennsylvania	(604)	-	-	-	162,235	789	3,922	200	391	2,501	2,353	3,160	174,947
Rhode Island	-	-	-	-	10,563	-	-	-	-	27	772	1,589	12,951
South Carolina	-	-	-	-	7,121	-	-	-	52	33	48	(489)	6,765
South Dakota	-	-	1,789	-	3,444	100	35	2,133	678	-	2,057	2,829	13,065
Tennessee	(54)	-	-	-	10,403	1,675	2,884	4,900	621	400	1,558	720	23,107
Texas	-	30,001	-	-	44,949	13,515	4,244	-	2,049	3,633	3,440	1,363	103,194
Utah	-	-	-	-	2,086	1,098	2,161	5,250	5,912	63	1,098	1,745	19,413
Vermont	-	-	-	-	3,680	555	-	115	-	36	455	1,880	6,721
Virginia	(9,692)	-	-	-	31,500	4,494	2,467	-	3,859	564	1,830	2,886	37,908
Washington	-	-	-	-	17,986	12,575	1,542	4,400	6,108	615	1,742	5,629	50,697
West Virginia	-	-	12,000	-	57,371	-	(206)	-	725	38	620	2,079	72,627
Wisconsin	-	-	-	-	13,156	-	-	560	2,082	1,865	1,915	553	20,131
Wyoming	-	-	-	-	3,680	-	11,816	4,000	3,095	77	588	498	23,754
Total	161,335	64,435	50,739	-	1,138,243	305,960	64,141	52,992	108,248	126,552	78,662	117,775	2,269,082
American Samoa	-	-	-	-	423	(367)	-	-	-	23	353	-	432
Guam	-	-	-	-	-	71	-	-	-	-	377	-	448
N. Marianas	-	-	-	-	-	-	-	-	-	-	413	-	413
Puerto Rico	-	-	-	-	-	3,948	-	-	43	-	317	349	4,657
Virgin Islands	-	-	-	-	-	1,000	-	-	-	-	50	60	4,808
Grand Total	161,335	64,435	50,739	-	1,142,364	310,612	64,141	52,992	108,291	126,575	80,172	118,184	2,279,840

1/ Negative numbers indicate money transferred to other projects or returned to FHWA.
2/ Projects identified in Sections 1103 - 1108 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.
3/ Includes Bridge Acceleration discretionary, Strategic Highway Research, Interim Scenic Byways, Highway Use Tax Evasion, and other miscellaneous programs.

OBLIGATION OF FEDERAL FUNDS ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION DURING FISCAL YEAR 1995 1/

SHEET 2 OF 2
TABLE FA-4B
OCTOBER 1996

COMPILED FROM THE FISCAL MANAGEMENT INFORMATION SYSTEM (THOUSANDS OF DOLLARS)
FEDERAL AID ACCOUNT

STATE	CONSOLIDATED PRIMARY 3/	RURAL SECONDARY 3/	URBAN SYSTEM 3/	HAZARD ELIMINATION 4/	ELIMINATION OF HAZARDS AT RAIL-HIGHWAY CROSSINGS 4/	OTHER PROGRAMS	TOTAL	OTHER FUNDS AND ADJUSTMENTS 5/	GRAND TOTAL	STATE
Alabama						1,449	318,947	35,887	354,834	Alabama
Alaska						9,664	224,797	323	235,120	Alaska
Arizona	(4,141)	(307)	(143)			18,542	300,551	3,950	304,501	Arizona
Arkansas	(836)		(473)		(543)	1,890	254,130	9,124	263,254	Arkansas
California		(32)	(3,093)			92,019	2,044,895	113,420	2,158,296	California
Colorado						18,476	3,806	901	23,391	Colorado
Connecticut						1,301	363,560	342	364,461	Connecticut
Delaware						342	76,156	3,368	79,522	Delaware
Dist. of Col.	(360)	(40)	(302)			10,523	101,135	4,476	116,611	Dist. of Col.
Florida			(62)			18,977	784,136	9,405	812,518	Florida
Georgia						993	689,257	6,134	696,384	Georgia
Hawaii						425	111,285	3,394	114,699	Hawaii
Idaho						11,758	137,427	1,094	149,280	Idaho
Illinois						(2,095)	636,365	5,454	641,799	Illinois
Indiana	(2,179)	(316)	(2,490)	(242)	(569)	4,748	424,023	36,715	460,738	Indiana
Iowa				(111)		4,168	228,598	27,289	255,797	Iowa
Kansas						811	204,961	9,449	214,410	Kansas
Kentucky						2,877	329,977	37,537	367,514	Kentucky
Louisiana						2,388	273,692	1,119	274,751	Louisiana
Maine						16,833	141,284	322	141,606	Maine
Maryland						29,274	407,710	17,492	425,202	Maryland
Massachusetts						4,229	757,299	1,588	758,867	Massachusetts
Michigan						8,120	581,104	21,636	602,740	Michigan
Minnesota						15,639	330,842	14,153	344,995	Minnesota
Mississippi			(303)		(46)	788	203,850	8,645	212,495	Mississippi
Missouri						31,907	453,849	13,730	467,579	Missouri
Montana						11,969	179,299	17,139	196,438	Montana
Nebraska						2,007	143,746	6,629	150,375	Nebraska
Nevada	(66)					7,197	134,184	9,228	143,412	Nevada
New Hampshire						1,217	87,640	589	88,229	New Hampshire
New Jersey						1,826	544,616	22,864	567,460	New Jersey
New Mexico						15,739	192,883	8,861	201,744	New Mexico
New York						18,533	1,004,523	41,120	1,063,643	New York
North Carolina						5,815	436,917	20,372	457,289	North Carolina
North Dakota						1,301	26,309	815	27,124	North Dakota
Ohio						876	610,233	10,989	621,222	Ohio
Oklahoma	(551)		(400)			660	263,467	2,163	265,630	Oklahoma
Oregon						17,477	235,081	(1,867)	233,164	Oregon
Pennsylvania						12,285	984,397	50,678	1,035,075	Pennsylvania
Rhode Island	(3,452)				(658)	4,251	105,285	2,712	107,947	Rhode Island
South Carolina						328	205,418	1,846	207,264	South Carolina
South Dakota						5,625	126,545	2,506	128,051	South Dakota
Tennessee						8,643	358,902	15,009	373,911	Tennessee
Texas						8,279	1,165,978	12,882	1,178,640	Texas
Utah						12,242	138,904	4,206	143,110	Utah
Vermont						1,994	77,630	596	78,226	Vermont
Virginia						30,654	428,626	8,280	436,906	Virginia
Washington						17,140	316,575	14,054	330,629	Washington
West Virginia						2,287	254,434	188,227	442,661	West Virginia
Wisconsin						3,190	341,129	1,787	342,916	Wisconsin
Wyoming						18,859	133,825	(2,195)	131,630	Wyoming
U.S. Total	(11,575)	(695)	(7,195)	(655)	(1,816)	516,597	19,116,711	792,809	19,909,520	U.S. Total
American Samoa						1,583	12,521	234	12,787	American Samoa
Guam						12,281	6,226	240	18,747	Guam
Puerto Rico						(198)	81,358	(6,226)	75,132	Puerto Rico
N. Mariana Is.							3,052	236	3,288	N. Mariana Is.
Virgin Islands						60	12,476	2,194	14,670	Virgin Islands
Canada						27,552	27,552		27,552	Canada
Other Federal Agencies						192,966	203,869	(10,002)	193,867	Other Federal Agencies
Headquarters 6/						628,931	647,097		647,097	Headquarters
Grand Total	(11,575)	(695)	(7,195)	(655)	(1,816)	1,365,868	20,105,949	779,485	20,885,434	Grand Total

1/ The data reported in this table are from the Fiscal Management Information System. Due to rounding, the data may not agree with the summary of obligations contained in Report M79 prepared by the Office of Fiscal Services. Negative numbers indicate adjustments to projects.
 2/ Projects identified in Sections 1103-1108 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.
 3/ Programs discontinued under ISTEA.
 4/ Programs no longer receive separate appointments. Under ISTEA, these programs are included in the Surface Transportation Program (STP). Obligations shown are for old funding. Obligations of new funding are included in STP column.
 5/ Includes miscellaneous programs funded by the Highway Trust Fund and general funds administered directly by FHWA and expenditure of funds transferred to FHWA by other agencies.
 6/ Includes FHWA administrative and research costs, and studies.

EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION DURING FISCAL YEAR 1995 1/

SHEET 1 OF 2
TABLE FA-3
OCTOBER 1996

COMPILED FROM THE FISCAL MANAGEMENT INFORMATION SYSTEM

Table with columns: STATE, INTERSTATE, NATIONAL HIGHWAY SYSTEM, SURFACE TRANSPORTATION PROGRAM, INTERSTATE MAINTENANCE, INTERSTATE HIGHWAY SUBSTITUTE, NINETY PERCENT MINIMUM ALLOCATION, DONOR STATE BONUS, BRIDGE REPLACEMENT, METROPOLITAN PLANNING, PLANNING RESEARCH AND DEVELOPMENT, CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT, EMERGENCY RELIEF, PROJECTS MANDATED BY ISTEA 2/, INTELLIGENT VEHICLE HIGHWAY SYSTEM, SUBTOTAL

EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE FEDERAL HIGHWAY ADMINISTRATION DURING FISCAL YEAR 1995 1/

SHEET 2 OF 2
TABLE FA-3
OCTOBER 1996

COMPILED FROM THE FISCAL
MANAGEMENT INFORMATION SYSTEM

(THOUSANDS OF DOLLARS)

Table with columns: STATE, CONSOLIDATED PRIMARY 3/, RURAL SECONDARY 3/, URBAN SYSTEM 3/, HAZARD ELIMINATION 4/, ELIMINATION OF HAZARDS AT RAIL-HIGHWAY CROSSINGS 4/, OTHER PROGRAMS, TOTAL, OTHER FUNDS AND ADJUSTMENTS 5/, GRAND TOTAL, STATE. Rows include Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Dist. of Col., Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, 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, U.S. Total, American Samoa, Guam, Puerto Rico, N. Mariana Is., Virgin Islands, Headquarters 6/.

1/ The data reported in this table are from the Fiscal Management Information System.
2/ Projects identified in Sections 1103-1108 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.
3/ Programs discontinued under ISTEA.
4/ Programs no longer receive separate apportionments. Under ISTEA, these programs are included in the Surface Transportation Program (STP). Expenditures shown are for old funding. Expenditures of new funding are included in STIP column.
5/ Includes miscellaneous programs funded by the Highway trust fund and general funds administered directly by FHWA and expenditure of funds transferred to FHWA by other agencies.
6/ Includes administration.

RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES - SUMMARY - 1995 1/

COMPILED FROM REPORTS OF FEDERAL STATE AND LOCAL AUTHORITIES (MILLIONS OF DOLLARS) TABLE FA-5 OCTOBER 1996

AGENCY AND FUND	RECEIPTS				TOTAL	EXPENDITURES						GRAND TOTAL EXPENDITURES					
	MOTOR-FUEL AND MOTOR-VEHICLE TAXES	GENERAL FUND APPROPRIATIONS	OTHER FEDERAL RECEIPTS	INTEREST		PAYMENTS TO STATES AND D.C.			DIRECT EXPENDITURES								
						FEDERAL AND OTHER REIMBURSEMENTS	PAYMENTS TO LOCAL GOVERNMENTS	FOR RETURN TO LOCAL GOVERNMENTS	TOTAL	CAPITAL OUTLAY	ADMINISTRATION AND RESEARCH		TOTAL DIRECT				
Highway Trust Funds, Highway Account-- Federal-Aid Account: 4/ Federal Highway Administration National Highway Traffic Safety Administration Bureau of Transportation Statistics Forest Service National Park Service Bureau of Indian Affairs Bureau of Land Management Total, Federal-Aid Account	19,373.6 17.7 23.5 12.1 17.7 194.2 0.7 19,639.5	- - - - - - - -	- - - - - - - -	547.7 - - - - - - 547.7	19,921.3 17.7 23.5 12.1 17.7 194.2 0.7 20,187.2	-	-	302.2	17,552.5	121.3	67.7	316.7	384.4	1.8	632.6	1,018.8	18,426.7 17.7 23.5 12.1 17.7 194.2 0.7 18,692.6
Other Accounts: Federal Highway Administration National Highway Traffic Safety Administration National Park Service Total, Other Accounts	184.9 166.6 8.0 359.5	- - - -	- - - -	- - - -	184.9 166.6 8.0 359.5	184.9 134.0 318.9	15.7 15.7	184.9 149.7 334.6	8.3 2.6 8.3	8.3 2.6 8.3	- - - -	- - - -	8.0 8.0	8.0 8.0	- - - -	6.0 8.0 14.0	184.9 166.6 8.0 359.5
Total, Highway Trust Fund	19,999.0	-	-	547.7	20,546.7	17,569.2	317.9	17,887.1	8.3	123.9	67.7	324.7	392.4	1.8	638.6	1,032.8	19,052.1
Other Funds: Federal Highway Administration: General Fund Funds Transferred from Other Agencies: Forest Service National Park Service Appalachian Development Department of Defense 5/ Department of Energy Other Total, Transferred Funds Total, Other Funds Administered By FHWA	- - - - - - - - - - -	200.5 1.2 34.1 124.1 20.7 2.1 0.3 182.5 383.0	- - - - - - - - - -	- - - - - - - - - -	200.5 1.2 34.1 124.1 20.7 2.1 0.3 182.5 383.0	200.5 1.2 34.1 124.1 20.7 2.1 0.3 182.5 383.0	- - - - - - - - -	200.5 1.2 34.1 124.1 20.7 2.1 0.3 182.5 383.0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	200.5 1.2 34.1 124.1 20.7 2.1 0.3 182.5 383.0
Other Agencies: National Highway Traffic Safety Administration Forest Service 6/ National Park Service Bureau of Indian Affairs Bureau of Reclamation U.S. Corps of Engineers Bureau of Land Management Mineral Management Service Federal Emergency Management Agency Housing and Urban Development, CDBG All Other Federal Agencies Total, Other Funds Administered by Other Agencies	- - - - - - - - - - -	79.0 3.6 28.5 35.3 8.9 22.3 66.1 38.2 27.6 128.6 438.1	184.3 - - - - - - - - - - -	- - - - - - - - - - -	79.0 187.9 28.5 35.3 8.9 43.5 66.1 38.2 27.6 128.6 662.3	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	- - - - - - - - - - -	79.0 3.6 28.5 35.3 8.9 22.3 66.1 38.2 27.6 128.6 438.1	79.0 3.6 28.5 35.3 8.9 22.3 66.1 38.2 27.6 128.6 438.1	79.0 3.6 28.5 35.3 8.9 22.3 66.1 38.2 27.6 128.6 438.1
Total, Other Funds	-	821.1	224.2	-	1,045.3	486.6	179.4	666.0	191.6	-	-	40.2	40.2	68.5	79.0	187.7	1,045.3
Grand Total, All Funds Used for Highways	19,999.0	821.1	224.2	547.7	21,592.0	18,065.8	497.3	18,563.1	199.9	123.9	67.7	364.9	432.6	70.3	717.6	1,220.5	20,097.4
Highway Account Receipts Used for Mass Transit: 7/	420.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

1/ All expenditures are for the Federal fiscal year. Data not available for shaded areas.
 2/ Includes timber sales, lease of Federal lands, and oil and mineral royalties.
 3/ Differences between amounts in this column and those shown on Table SF-21 are due to funds in transit.
 4/ Detail not available for Federal-Aid Account Expenditures broken out by agency and type of expenditure.
 5/ Does not include work performed within the confines of military reservations.
 6/ Excludes Forest Development Trails Program trails for timber access and forest management that do not provide full public access.
 7/ States are permitted to shift a portion of the funds received from the Highway Account to mass transit purposes. Amount shown includes funds administered by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration for mass transit purposes. Excludes Transit Account.

**OBLIGATION OF NATIONAL HIGHWAY SYSTEM AND SURFACE TRANSPORTATION PROGRAM FUNDS 1/
BY IMPROVEMENT TYPE
FISCAL YEAR 1995**

(THOUSANDS OF DOLLARS)

TYPE OF IMPROVEMENT	RURAL						URBAN						TOTAL	NOT CLASSIFIED ^{2/}	TOTAL
	INTERSTATE	OTHER PRINCIPAL ARTERIALS	MINOR ARTERIALS	COLLECTORS	LOCAL	TOTAL	INTERSTATE	OTHER PRINCIPAL ARTERIALS	MINOR ARTERIALS	COLLECTORS	LOCAL	TOTAL			
NATIONAL HIGHWAY SYSTEM FUNDS															
New Route	9,770	137,295	577	5,346	-	152,986	32,086	386,180	1,947	876	-	421,089			574,077
Relocation	4,151	53,812	253	151	-	58,367	1,438	23,107	-	(56)	-	24,489			82,856
Reconstruction	40,323	177,845	1,825	2,079	494	222,566	171,547	330,530	27,927	1,174	1,566	532,744			755,310
Major Widening	38,060	197,082	(586)	210	(349)	234,417	75,924	182,737	(2,838)	10	76	255,909			490,326
Minor Widening	9,586	17,457	2,145	308	47	29,543	1,482	49,226	190	115	-	51,013			80,556
Restoration & Rehabilitation	24,173	100,278	1,541	6,650	1,025	133,667	31,477	70,074	2,403	1,210	5,298	110,462			244,129
Resurfacing	17,509	177,774	3,585	7,587	1,935	208,390	26,347	155,551	7,662	9,270	-	198,830			407,220
New Bridge	3,918	40,025	2,904	8	3,962	50,817	11,541	64,069	6,001	-	-	81,611			132,428
Bridge Replacement	6,788	38,173	1,847	-	-	46,808	42,042	54,001	6,619	225	-	102,887			149,695
Major Bridge Rehabilitation	21,728	21,453	141	-	-	43,322	31,759	31,437	(864)	1,093	1,600	65,025			108,347
Minor Bridge Rehabilitation	5,270	2,131	-	283	-	7,684	9,875	15,990	25	393	-	26,283			33,967
Safety/Traffic/TSM	29,968	36,314	3,298	5,253	521	75,354	77,935	102,071	16,191	4,704	80	200,981			276,335
Environmentally related	3,154	5,855	534	935	200	10,678	10,829	23,877	601	1,003	142	36,452			47,130
Special Bridge Projects	-	(8)	36	-	-	28	-	1,848	(49)	-	-	1,799			1,827
Other 3/	5,249	28,888	261	597	(15)	34,980	6,512	28,888	476	1,910	442	38,228			73,208
Total NHS Funds	219,647	1,034,374	18,361	29,407	7,820	1,309,609	530,794	1,519,586	66,291	21,927	9,204	2,147,802			3,457,411
SURFACE TRANSPORTATION PROGRAM FUNDS															
New Route	152	40,028	1,638	48,685	11,808	102,311	25,787	75,585	30,857	40,880	7,077	180,186			282,497
Relocation	6,122	2,981	10,827	6,650	367	26,947	315	18,739	7,164	5,861	2,564	34,643			61,590
Reconstruction	16,024	105,151	156,370	128,852	16,446	422,843	9,292	169,830	148,549	103,779	19,479	450,929		1,311	875,083
Major Widening	187	71,981	51,741	34,478	2,512	160,899	28,979	147,265	117,342	23,900	3,961	321,447			482,346
Minor Widening	3,384	30,627	42,319	37,426	1,381	115,137	(1,108)	40,335	21,939	17,298	1,126	79,590			194,727
Restoration & Rehabilitation	16,092	67,260	67,700	100,274	24,770	276,096	6,107	70,842	36,699	46,336	21,027	181,011		3,000	460,107
Resurfacing	16,376	85,788	147,393	142,855	37,497	429,909	13,043	146,167	82,755	56,009	6,321	304,295		89	734,293
New Bridge	243	7,950	14,102	6,031	480	28,806	2,499	25,731	14,432	10,934	629	54,225			83,031
Bridge Replacement	1,137	23,456	27,786	32,147	3,062	87,588	864	44,549	12,253	6,154	8,233	72,053			159,641
Major Bridge Rehabilitation	12,567	2,651	1,842	4,148	1,906	23,114	842	24,590	14,277	7,293	15,320	62,322			85,436
Minor Bridge Rehabilitation	785	2,189	3,560	6,325	3,354	16,213	7,013	12,254	1,365	4,345	198	25,175			41,388
Safety/Traffic/TSM	7,777	40,786	39,096	125,426	52,755	265,840	39,223	129,803	92,417	215,244	54,339	531,026		1,156	798,022
Environmentally related	5,824	16,496	8,437	51,677	11,295	93,729	7,599	25,083	8,110	141,261	10,806	192,859		182	286,770
Special Bridge Projects	184	-	202	5,045	(1)	5,430	-	9,251	7,071	28,068	1,973	46,363			51,793
Other 3/	(59)	6,183	17,285	38,620	10,996	73,025	2,278	24,044	8,605	132,105	2,561	169,593			353,752
Total STP Funds	86,795	503,527	590,298	768,639	178,628	2,127,887	142,733	964,068	603,835	839,467	155,614	2,705,717		116,872	4,950,476

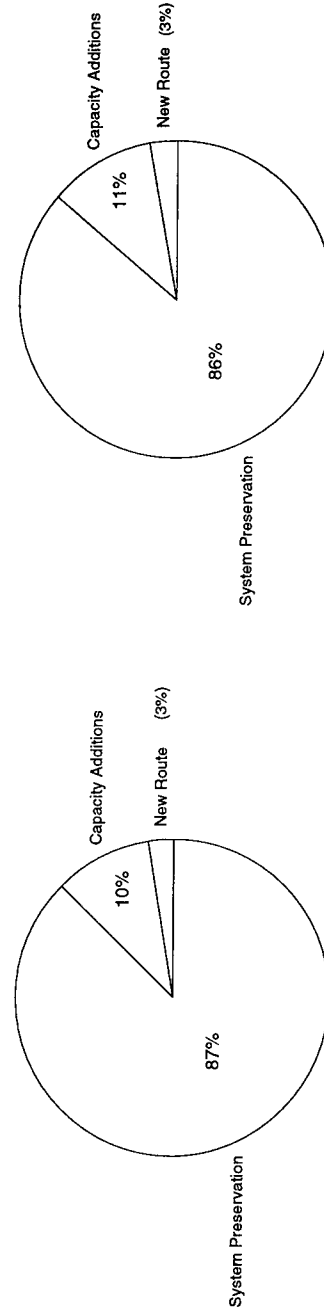
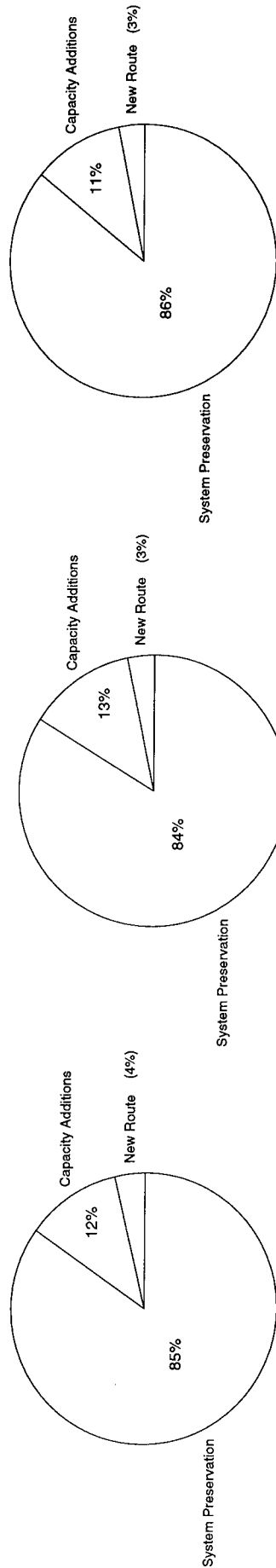
1/ The data reported in this table are from the Fiscal Management Information System. Due to rounding, the data may not agree with the summary of obligations contained in report M79 prepared by the Office of Fiscal Services. Negative numbers indicate adjustments to projects.

2/ Projects not identified as urban or rural.

3/ Includes projects not otherwise included in the remaining improvements types, such as transit.

MILES OF FEDERAL-AID ROADWAY PROJECTS UNDERWAY 1/ (MILES)

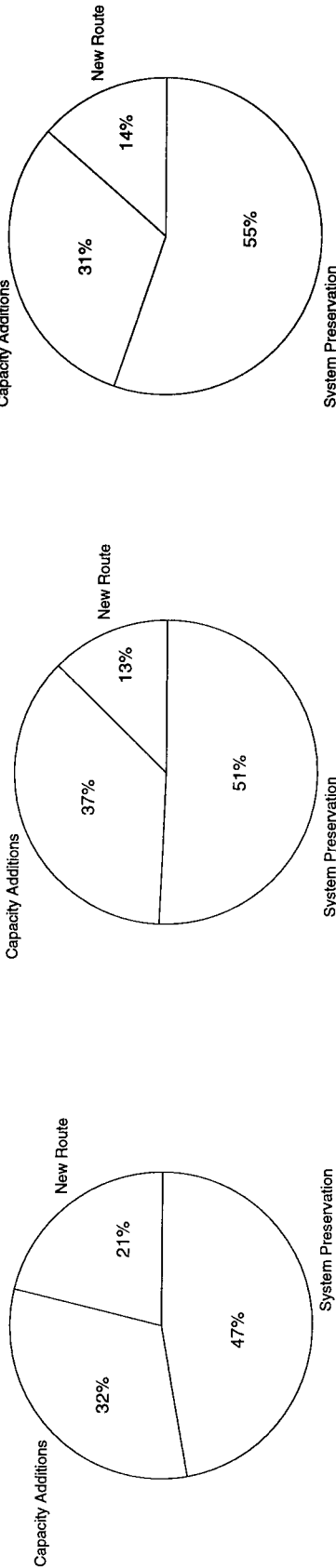
From 1991 to 1995, an average of 16,133 miles had Federal-aid roadway improvement projects underway.



1/ Data source is the Fiscal Management Information System. Capacity addition improvements include relocation, major widening, and some reconstruction improvements. The portion of reconstruction miles resulting in capacity improvements is estimated for 1991-1994 based on new detail available beginning with the 1995 data.

OBLIGATION OF FEDERAL FUNDS FOR ROADWAY PROJECTS UNDERWAY 1/ (THOUSANDS OF DOLLARS)

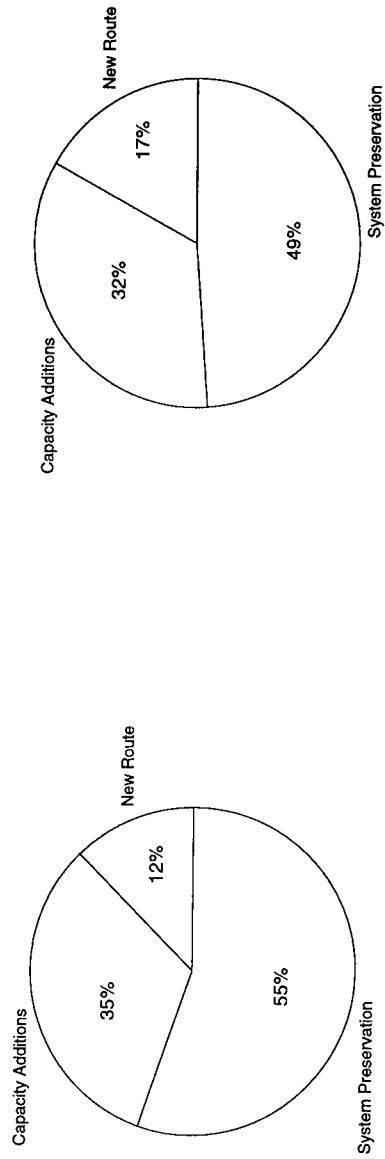
Obligation of Federal funds for roadway projects underway averaged \$7.7 billion per year from 1991 to 1995.



1991
\$6,280,146

1992
\$7,556,061

1993
\$7,484,121



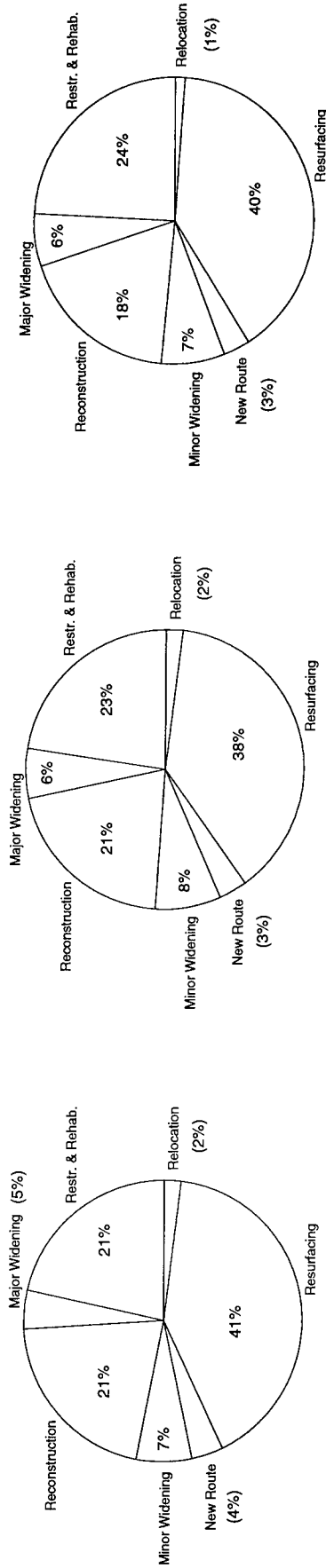
1994
\$8,711,151

1995
\$8,671,378

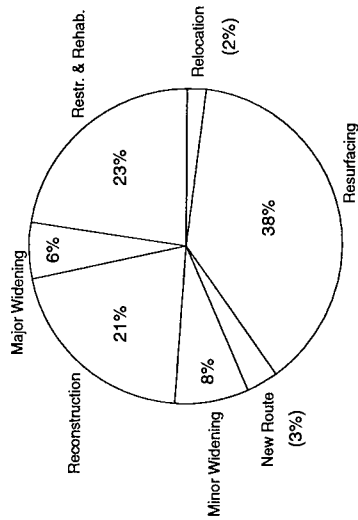
1/ Data source is the Fiscal Management Information System. Capacity addition improvements include relocation, major widening, and some reconstruction improvements. The portion of reconstruction obligations used for capacity improvements is estimated for 1991-1994 based on new detail available beginning with the 1995 data.

MILES OF FEDERAL-AID ROADWAY PROJECTS UNDERWAY BY IMPROVEMENT TYPE 1/ (MILES)

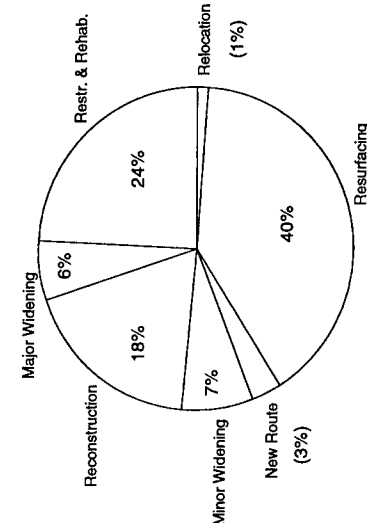
From 1991 to 1995, an average of 16,133 miles had Federal-aid roadway improvement projects underway.



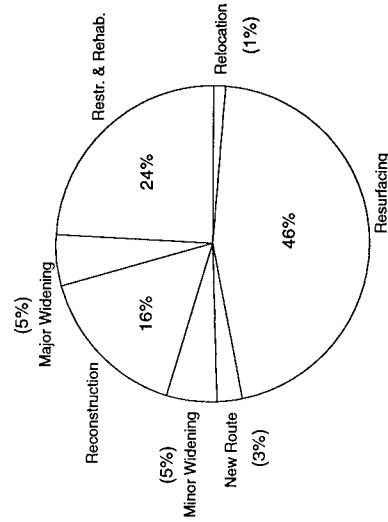
1991
12,784



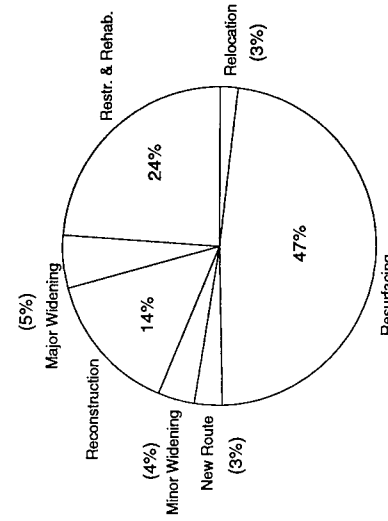
1992
15,976



1993
17,745



1994
17,505

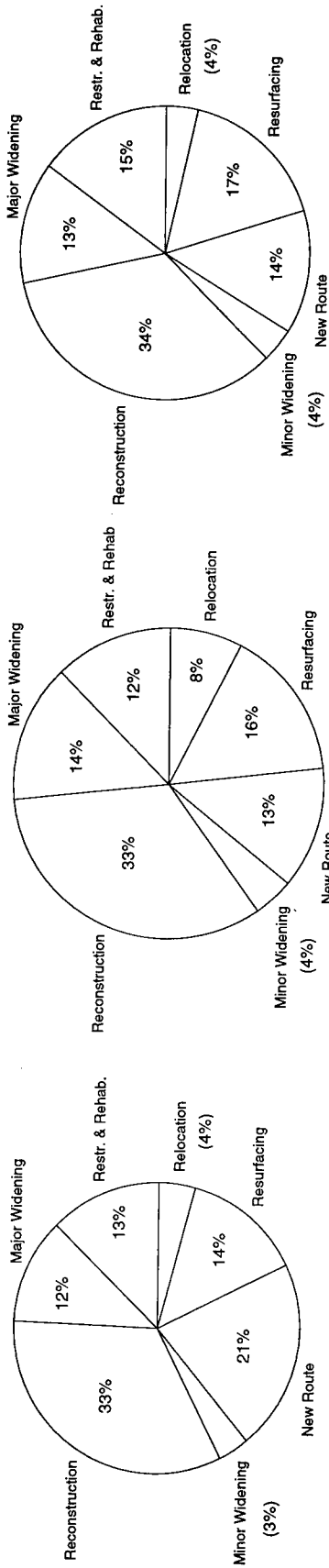


1995
16,654

1/ Data source is the Fiscal Management Information System.

OBLIGATION OF FEDERAL FUNDS FOR ROADWAY PROJECTS UNDERWAY BY IMPROVEMENT TYPE 1/ (THOUSANDS OF DOLLARS)

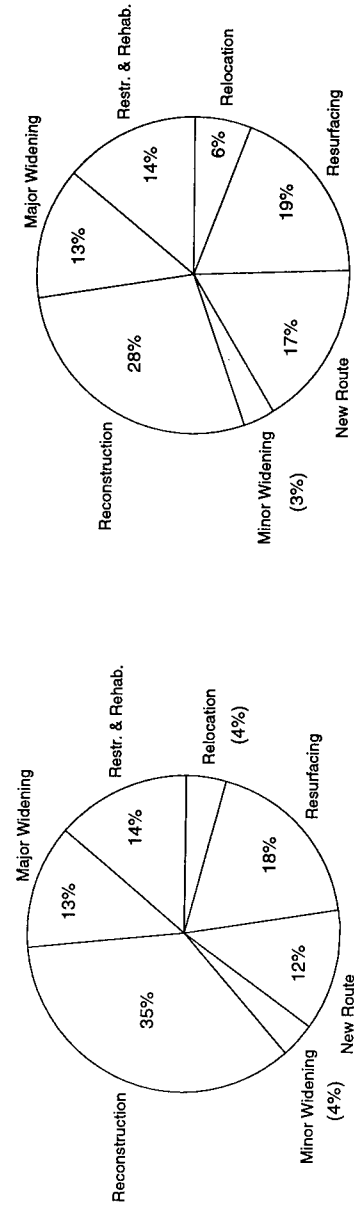
Obligation of Federal funds for roadway projects underway averaged \$7.7 billion per year from 1991 through 1995.



1991
\$6,280,146

1992
\$7,556,061

1993
\$7,484,121



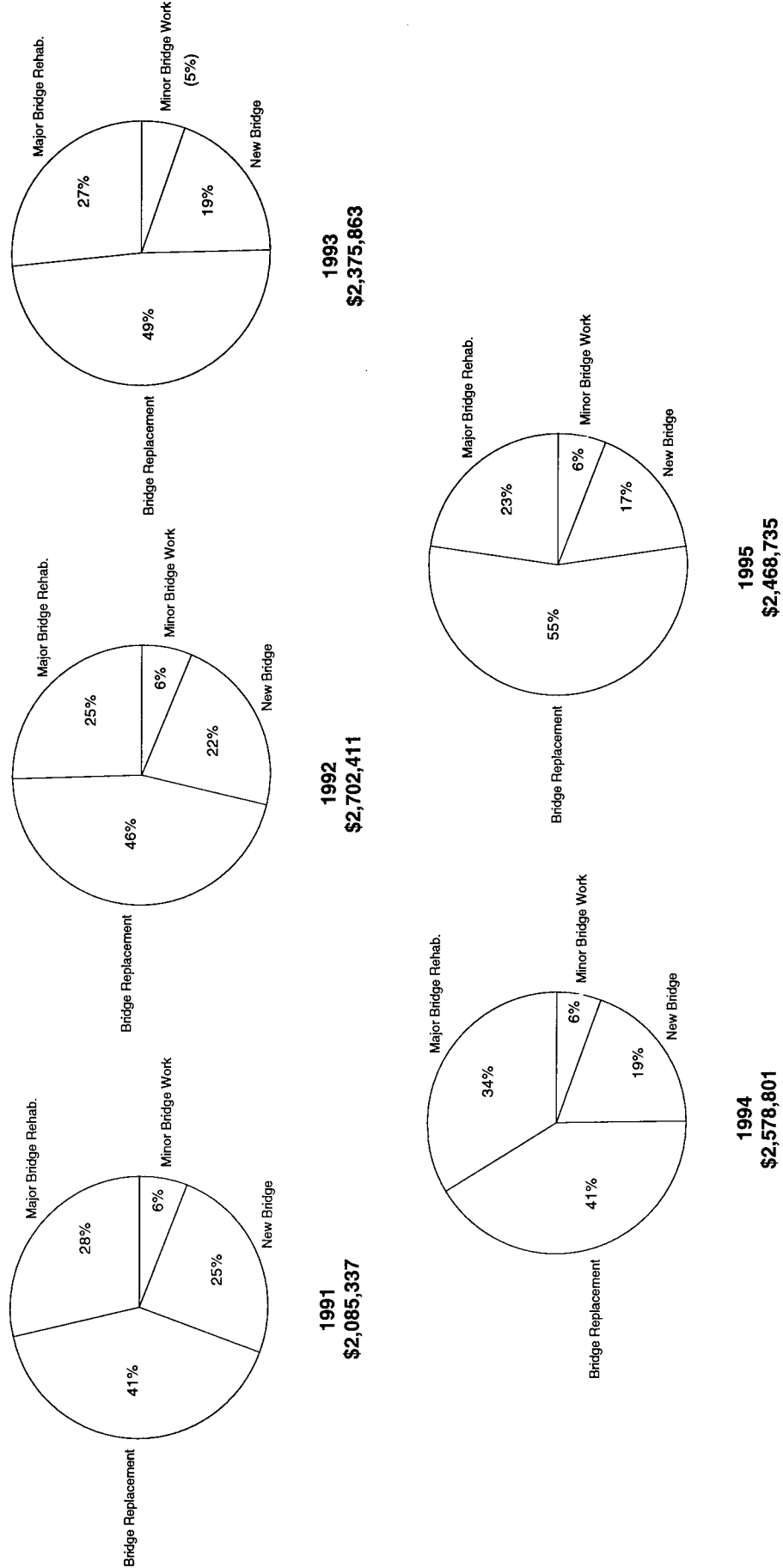
1994
\$8,711,151

1995
\$8,671,378

1/ Data source is the Fiscal Management Information System.

OBLIGATION OF FEDERAL FUNDS FOR BRIDGE PROJECTS UNDERWAY BY IMPROVEMENT TYPE 1/ (THOUSANDS OF DOLLARS)

Obligation of Federal funds for bridge projects underway averaged \$2.4 billion per year from 1991 through 1995.



1/ Data source is the Fiscal Management Information System.

USES OF SURFACE TRANSPORTATION PROGRAM FUNDS FOR PROJECTS NOT ON THE NATIONAL HIGHWAY SYSTEM, BY IMPROVEMENT CATEGORY 1/

FISCAL YEAR 1995 OBLIGATIONS OF FEDERAL FUNDS

TABLE STP-1 SHEET 3 OF 3 OCTOBER 1996

COMPILED FROM THE FISCAL MANAGEMENT INFORMATION SYSTEM

(THOUSANDS OF DOLLARS)

Table with columns: STATE, AREA, ROADWAY (FEDERAL FUNDS, LANE MILES), BRIDGE (FEDERAL FUNDS, NUMBER OF BRIDGES), TRANSIT (FEDERAL FUNDS, NUMBER OF VEHICLES), SAFETY 2/ (FEDERAL FUNDS, NUMBER OF PROJECTS), TRAFFIC OPERATIONS (FEDERAL FUNDS, NUMBER OF PROJECTS), ENHANCEMENTS 3/ (FEDERAL FUNDS), OTHER 4/ (FEDERAL FUNDS), and TOTAL (FEDERAL FUNDS). Rows list states and their sub-areas (Rural, Small Urban, Urbanized-under 200,000, Urbanized-over 200,000, Total).

1/ Most highway projects are multi-year. Obligation of funds may occur throughout the life of the project. In this table, obligations of funds are reported for the year in which they occur.
2/ Includes only projects funded with money set aside for rail-highway crossings and the hazard elimination programs under Sections 130 and 152 of Title 23 US Code. Safety improvements made with other funds are included in the roadway and bridge categories.
3/ This category includes projects such as bicycle or pedestrian facilities, beautification programs, historic preservation, and mitigation of pollution from highway run off.
4/ Includes engineering, right of way, planning and other similar obligations.

**USES OF SURFACE TRANSPORTATION FUNDS
FOR PROJECTS NOT ON THE NATIONAL HIGHWAY SYSTEM**

BY FUNCTIONAL SYSTEM

FISCAL YEAR 1995 OBLIGATIONS OF FEDERAL FUNDS

COMPILED FROM THE FISCAL
MANAGEMENT INFORMATION SYSTEM

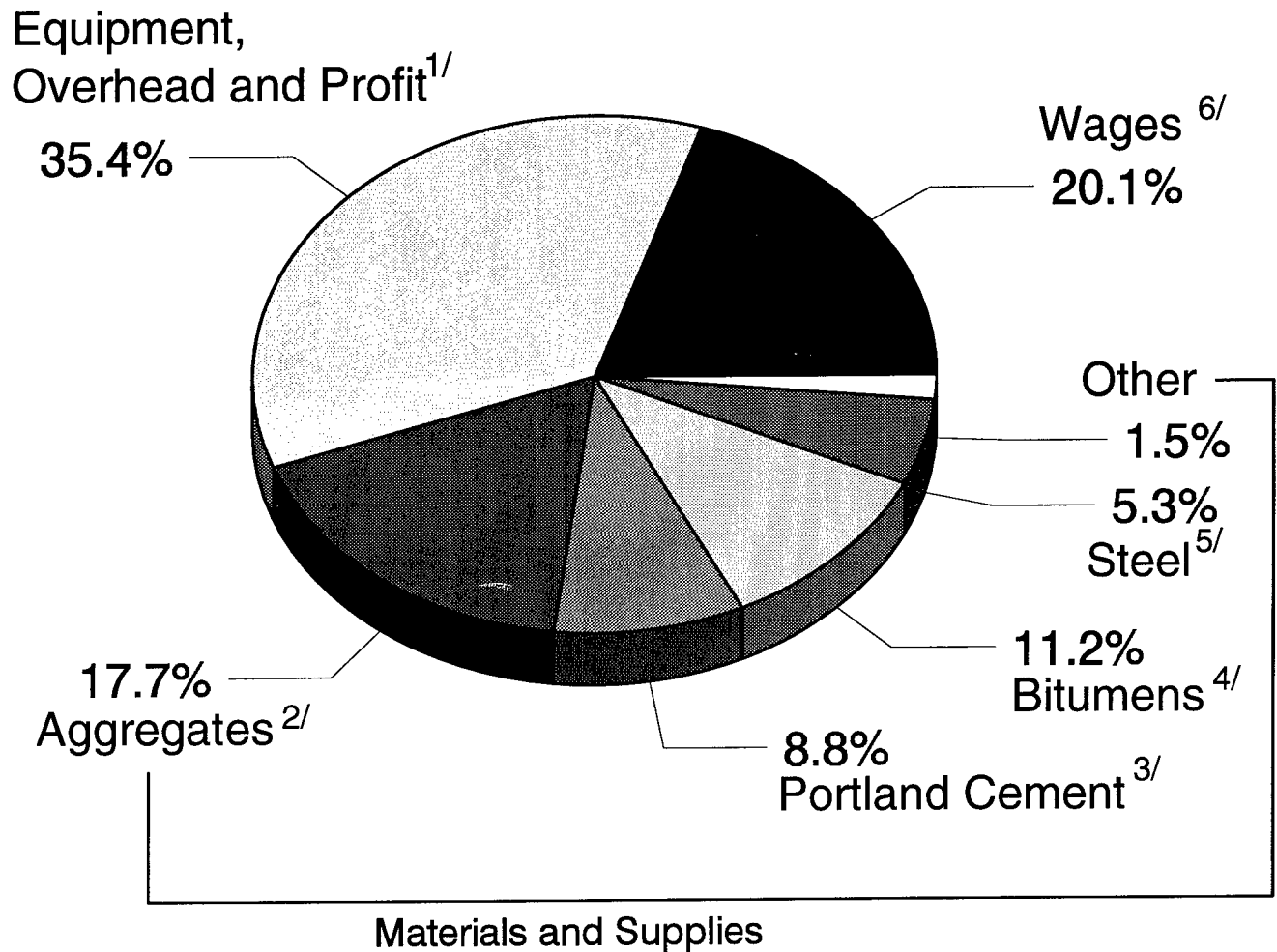
(THOUSANDS OF DOLLARS)

TABLE STP-1A
OCTOBER 1996

STATE	RURAL					URBAN					TOTAL
	PRINCIPAL ARTERIALS	MINOR ARTERIALS	COLLECTORS	OTHER 1/	TOTAL	PRINCIPAL ARTERIALS	MINOR ARTERIALS	COLLECTORS	OTHER 1/	TOTAL	
Alabama	-	10,205	13,384	12,003	35,592	-	15,984	16,666	7,768	40,418	76,010
Alaska	-	4,576	27,457	39,161	71,194	-	6,912	10,996	2,328	20,236	91,430
Arizona	-	5,547	9,060	637	15,244	-	4,174	11,496	1,888	17,558	32,802
Arkansas	-	11,362	13,772	277	25,411	-	11,405	6,836	300	18,541	43,952
California	-	8,286	17,454	348	26,088	-	36,131	154,857	15,534	206,522	232,610
Colorado	-	6,722	7,898	782	15,402	-	3,419	3,454	410	7,283	22,685
Connecticut	-	2,320	2,780	(261)	4,839	-	13,161	30,365	7,740	51,266	56,105
Delaware	-	232	4,780	545	5,557	-	729	2,638	24	3,391	8,948
Dist. of Col.	-	-	-	-	-	-	4,213	36,308	4,325	44,846	44,846
Florida	-	11,919	26,087	(1,851)	36,155	-	25,765	22,517	10,736	59,018	95,173
Georgia	-	17,916	13,699	3,492	35,107	-	26,712	18,323	6,146	51,181	86,288
Hawaii	-	4,500	19,893	(6)	24,387	-	304	22,224	-	22,528	46,915
Idaho	-	12,510	10,011	2,692	25,213	-	102	657	2,766	3,525	28,738
Illinois	-	34,974	26,110	17,429	78,513	-	45,600	56,024	10,461	112,085	190,598
Indiana	-	14,886	18,019	2,785	35,690	-	18,267	15,320	6,066	39,653	75,343
Iowa	-	35,349	14,897	1,059	51,305	-	4,851	5,325	5,251	15,427	66,732
Kansas	-	12,683	12,191	738	25,612	-	15,265	9,312	384	24,961	50,573
Kentucky	-	26,464	22,361	784	49,609	-	6,287	8,476	261	15,024	64,633
Louisiana	-	11,910	34,317	239	46,466	-	11,481	9,474	848	21,803	68,269
Maine	-	14,205	5,806	1,146	21,157	-	1,766	1,584	251	3,601	24,758
Maryland	-	9,052	10,930	761	20,743	-	12,936	11,870	1,390	26,196	46,939
Massachusetts	-	237	2,649	(17)	2,869	-	1,549	4,444	1,267	7,260	10,129
Michigan	-	5,295	19,498	1,563	26,356	-	8,909	8,556	1,690	19,155	45,511
Minnesota	-	12,210	14,586	90	26,886	-	22,307	17,272	1,805	41,384	68,270
Mississippi	-	14,348	7,407	2,808	24,563	-	3,138	1,181	2,094	6,413	30,976
Missouri	-	26,481	3,040	(2,664)	26,857	-	14,909	2,804	3,167	20,880	47,737
Montana	-	34,098	6,945	(1,358)	39,685	-	1,258	1,566	946	3,770	43,455
Nebraska	-	13,890	16,854	11,006	41,750	-	6,411	3,976	1,213	11,600	53,350
Nevada	-	134	1,528	778	2,440	-	1,681	1,697	61	3,439	5,879
New Hampshire	-	412	5,263	5,451	11,126	-	16	2,190	2,521	4,727	15,853
New Jersey	-	2,844	2,942	2,798	8,584	-	3,668	23,554	1,691	28,913	37,497
New Mexico	-	5,828	12,121	559	18,508	-	6,847	2,363	6,217	15,427	33,935
New York	-	4,321	12,121	58,973	75,415	-	43,653	80,636	(2,598)	121,691	197,106
North Carolina	-	12,387	6,706	11,471	30,564	-	14,218	4,256	1,077	19,551	50,115
North Dakota	-	11,100	14,284	(3,287)	22,097	-	9,839	4,276	14	14,129	36,226
Ohio	-	5,881	45,387	8,533	59,801	-	58,098	40,597	7,397	106,092	165,893
Oklahoma	-	22,257	36,582	348	59,187	-	10,394	2,985	599	13,978	73,165
Oregon	-	8,167	6,652	(512)	14,307	-	936	21,256	1,376	23,568	37,875
Pennsylvania	-	8,273	24,613	4,724	37,610	-	5,872	24,834	(127)	30,579	68,189
Rhode Island	-	-	476	-	476	-	4,947	7,599	(1,372)	11,174	11,650
South Carolina	-	19,907	6,083	8,162	34,152	-	8,698	1,192	1,733	11,623	45,775
South Dakota	-	7,043	8,487	11,609	27,139	-	572	584	3,915	5,071	32,210
Tennessee	-	21,809	5,951	1,498	29,258	-	20,448	20,566	3,393	44,407	73,665
Texas	-	22,516	49,715	2,558	74,789	-	23,619	45,046	22,108	90,773	165,562
Utah	-	51	859	8,077	8,987	-	2,246	2,225	13,620	18,091	27,078
Vermont	-	8,363	17,381	360	26,104	-	981	1,856	548	3,385	29,489
Virginia	-	10,728	28,192	1,732	40,652	-	28,256	13,944	3,663	45,863	86,515
Washington	-	(6,059)	13,243	3,777	10,961	-	12,357	12,992	910	26,259	37,220
West Virginia	-	13,700	24,221	7,326	45,247	-	1,684	4,912	1,120	7,716	52,963
Wisconsin	-	28,194	25,071	566	53,831	-	21,329	11,759	106	33,194	87,025
Wyoming	-	14,617	19,606	949	35,172	-	2,590	3,888	1,660	8,138	43,310
U.S. Total	-	584,650	749,369	230,638	1,564,657	-	606,894	829,728	166,691	1,603,313	3,167,970
Puerto Rico	-	-	-	-	-	-	141	3,834	(141)	3,834	3,834
Grand Total	-	584,650	749,369	230,638	1,564,657	-	607,035	833,562	166,550	1,607,147	3,171,804

1/ Includes projects not identified by functional system.

DISTRIBUTION OF COSTS ON FEDERAL AID HIGHWAY CONSTRUCTION CONTRACTS OVER \$1,000,000 ON THE NATIONAL HIGHWAY SYSTEM REPORTED DURING CALENDAR YEAR 1995 AS COMPLETED



1/ Equipment includes fuel and lubricants 2.1%, but excludes operators' and mechanics' wages. Overhead includes contractors' on-site expenses such as mobilization, office, rental, licenses, insurance, etc.

2/ Aggregates consist of sand, gravel, slag, crushed stone, etc., for use in bases, portland cement concrete and bituminous surfaces, and portland cement concrete structures

3/ For both roadway and structures.

4/ For various types of bituminous surfaces and bases.

5/ Includes structural, reinforcing, culvert and miscellaneous steel.

6/ Gross earnings of contractors' employees in the following classifications:
Administrative and Supervisory, Skilled, Intermediate, and Unskilled labor.

Source: Federal-Aid and Design Division
Office of Engineering, FHWA
(202) 366-4636

**USAGE FACTORS FOR
MAJOR HIGHWAY CONSTRUCTION MATERIALS AND LABOR 1/
U.S. WEIGHTED AVERAGES FOR ALL FEDERAL-AID HIGHWAY CONSTRUCTION
CONTRACTS OVER \$1,000,000 ON THE NATIONAL HIGHWAY SYSTEM
REPORTED AS COMPLETED DURING CALENDAR YEARS 1993, 1994, 1995**

FEDERAL-AID AND DESIGN DIVISION
OFFICE OF ENGINEERING

TABLE PT-4
OCTOBER 1996

TYPE OF MATERIALS AND LABOR	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST 2/
Cement (excludes cement in concrete pipe)	Ton	1,274
Bituminous material	Ton	452
Aggregates 3/		
Purchased (by contractors)	Ton	15,504
Produced (by contractors)	Ton	3,999
Steel		
Structural (shapes, plates, H and sheet piling)	Ton	27
Reinforcing (pavement and structural reinforcement)	Ton	48
Culvert pipe (corrugated metal and structural plate, pipe arches and arches)	Ton	2
Miscellaneous (joint devices, tubular piling, etc.)	Ton	4
Concrete pipe (plain and reinforced)	Ton	79
Clay pipe and tile (includes some pvc pipe)	Ton	1
Lumber (all lumber products except timber piling)	Board foot	7,451
Petroleum products 4/	Gallon	25,979
Guardrail (all types)	Linear foot	733
Bridge railing (all types)	Linear foot	204
Corrugated aluminum culvert	Pound	121
Signs (complete in place)	Dollar	10,188
Lighting (complete in place)	Dollar	11,103
Labor	Employee-hour	12,681

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

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

3/ 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.

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

**DIRECT ON SITE EMPLOYMENT RATES ON FEDERAL-AID HIGHWAY CONSTRUCTION PROJECTS 1/
1980 - 1995**

TABLE PT-6
OCTOBER 1996

FEDERAL-AID AND DESIGN DIVISION OFFICE OF ENGINEERING	TABLE PT-6 OCTOBER 1996									
YEAR 2/	FINAL CONSTRUCTION COSTS (MILLIONS OF DOLLARS)	TOTAL LABOR HOURS (THOUSANDS) 3/	LABOR HOURS PER MILLION DOLLARS	NUMBER OF JOBS 4/	NUMBER OF JOBS PER MILLION DOLLARS	GROSS LABOR EARNINGS (MILLIONS OF DOLLARS)	COST PER LABOR HOUR (DOLLARS)			
1980	3,599	91,990	25,562	57,494	16	751	8.17			
1981	6,171	133,708	21,667	83,568	14	1,221	9.13			
1982	6,561	133,331	20,322	83,332	13	1,269	9.52			
1983	5,433	107,169	19,726	66,981	12	1,101	10.28			
1984	5,361	92,691	17,291	57,932	11	1,057	11.40			
1985	5,168	84,371	16,327	52,732	10	998	11.83			
1986	6,369	102,216	16,048	63,885	10	1,267	12.40			
1987	6,226	98,152	15,764	61,345	10	1,285	13.09			
1988	5,847	92,830	15,878	58,019	10	1,285	13.84			
1989	7,785	123,083	15,810	76,927	10	1,633	13.27			
1990	7,243	106,037	14,640	66,273	9	1,526	14.39			
1991	8,062	116,983	14,510	73,114	9	1,671	14.29			
1992	6,940	95,523	13,764	59,702	9	1,492	15.62			
1993	7,524	98,850	13,138	61,781	8	1,547	15.65			
1994	6,418	81,272	12,663	50,795	6	1,281	15.76			
1995	7,267	88,850	12,227	55,531	6	1,459	16.43			

1/ Data comes from reports submitted by contractors upon completion of projects costing at least \$1 million. Prior to ISTE, data were not collected for projects on the Federal-aid secondary (FAS) system or off the Federal-aid systems. Since ISTE, only NHS data are collected.
2/ The year shown is the year FHWA received the report

of the completed project.

3/ Labor hours shown are for "on-site" work only, and do not include off-site work at materials plants, suppliers, office staff, management, etc.

4/ Number of jobs equals total hours divided by 1600.

STATE TAX RATES ON MOTOR FUEL - 1995 1/

TABLE MF-121T
SHEET 1 OF 2
OCTOBER 1996

(CENTS PER GALLON)

STATE	GASOLINE		DIESEL		LIQUEFIED PETROLEUM GAS		GASOHOL 2/		
	RATE	EFFECTIVE DATE	RATE	EFFECTIVE DATE	RATE	EFFECTIVE DATE	RATE	EFFECTIVE DATE	EXEMPTION
Alabama *	18	06/01/92	19	06/01/92	17	06/01/92	18	06/01/92	-
Alaska	8	07/01/61	8	07/01/61	-	-	-	-	8
Arizona *	18	07/01/90	18	07/01/90	18	07/01/90	18	07/01/90	-
Arkansas *	18.7	04/01/91	18.7	04/01/91	16.5	04/01/91	18.7	04/01/91	-
California *	18	01/01/94	18	01/01/94	6	01/01/76	18	01/01/94	-
Colorado *	22	01/01/91	20.5	01/01/92	20.5	01/01/92	22	01/01/91	-
Connecticut	32	01/01/95	18	09/01/91	18	10/01/93	31	01/01/95	1
	33	07/01/95	18	09/01/91	18	10/01/93	32	07/01/95	1
	34	10/01/95	18	09/01/91	18	10/01/93	33	10/01/95	1
Delaware *	23	01/01/95	22	01/01/95	22	01/01/95	23	01/01/95	-
Dist. of Col.	20	10/01/94	20	10/01/94	20	10/01/94	20	10/01/94	-
Florida *	12.3	01/01/95	23.9	01/01/95	15.6	01/01/95	12.3	01/01/95	-
Georgia	7.5	07/01/71	7.5	07/01/71	7.5	07/01/71	7.5	07/01/71	-
Hawaii	16	07/01/91	16	07/01/91	11	07/01/91	16	07/01/91	-
Idaho *	21	04/01/91	21	04/01/91	15.2	04/01/91	18.9	07/01/94	2.1
Illinois *	19	01/01/90	21.5	01/01/90	19	01/01/90	19	01/01/90	-
Indiana *	15	04/01/88	16	04/01/88	-	-	15	04/01/88	-
Iowa	20	01/01/89	22.5	01/01/89	20	01/01/89	19	01/01/89	1
Kansas *	18	07/01/92	20	07/01/92	17	07/01/92	18	07/01/92	-
Kentucky *	16.4	07/15/94	13.4	07/15/94	15	07/01/86	16.4	07/15/94	-
Louisiana *	20	01/01/90	20	01/01/90	16	07/01/93	20	01/01/90	-
Maine	19	07/17/91	20	04/01/89	18	07/17/91	19	07/17/91	-
Maryland	23.5	05/01/92	24.25	07/01/93	23.5	07/01/93	23.5	05/01/92	-
Massachusetts *	21	01/01/91	21	01/01/91	8.6	01/01/95	21	01/01/91	-
	21	01/01/91	21	01/01/91	9.3	04/01/95	21	01/01/91	-
	21	01/01/91	21	01/01/91	8.8	07/01/95	21	01/01/91	-
	21	01/01/91	21	01/01/91	8.3	10/01/95	21	01/01/91	-
Michigan *	15	01/01/84	15	01/01/84	15	01/01/84	15	01/01/84	-
Minnesota *	20	05/01/88	20	05/01/88	-	07/01/94	20	05/01/88	-
	20	05/01/88	20	05/01/88	15	07/01/95	20	05/01/88	-
Mississippi *	18.4	07/01/93	18.4	07/01/93	17	01/01/89	18.4	07/01/93	-
Missouri *	15	04/01/94	15	04/01/94	15	04/01/94	15	04/01/94	-
Montana *	27	07/01/94	27.75	07/01/94	-	-	27	07/01/94	-
Nebraska *	24.8	01/01/95	24.4	01/01/95	-	-	24.8	01/01/95	-
	24.6	04/01/95	24.2	04/01/95	-	-	24.6	04/01/95	-
	26.3	07/01/95	25.9	07/01/95	25.7	07/01/95	26.3	07/01/95	-
	25.4	10/01/95	25	10/01/95	24.8	10/01/95	25.4	10/01/95	-
Nevada	24	10/01/92	27	10/01/92	23	10/01/92	24	10/01/92	-
New Hampshire *	18.7	06/07/93	18.7	06/07/93	18	06/16/91	18.7	06/07/93	-
New Jersey *	10.5	07/01/88	13.5	07/01/88	5.25	07/01/88	10.5	01/01/92	-
New Mexico *	21	07/01/94	19	07/01/93	18	07/01/93	21	07/01/94	-
	18	07/01/95	19	07/01/93	18	07/01/93	18	07/01/95	-
New York *	22.56	06/01/94	24.51	06/01/94	8	10/01/90	22.51	06/01/94	-
	21.92	06/01/95	23.87	06/01/95	8	10/01/90	21.87	06/01/95	-
North Carolina *	21.7	01/01/95	21.7	01/01/95	21.7	01/01/95	21.7	01/01/95	-
	21.6	07/01/95	21.6	07/01/95	21.6	07/01/95	21.6	07/01/95	-
North Dakota *	18	12/01/93	18	12/01/93	18	12/01/93	18	12/01/93	-
Ohio *	22	07/01/93	22	07/01/93	22	07/01/93	22	07/01/93	-
Oklahoma *	17	07/01/89	14	07/01/89	17	07/01/89	17	07/01/89	-
Oregon *	24	01/01/93	24	01/01/93	24	01/01/93	24	09/01/93	-
Pennsylvania *	22.35	09/01/91	22.35	09/01/91	22.35	09/01/91	22.35	09/01/91	-
Rhode Island *	29	07/08/94	29	07/08/94	29	07/08/94	29	07/08/94	-
South Carolina	16	01/01/89	16	01/01/89	16	01/01/89	16	01/01/91	-
South Dakota *	18	04/01/88	18	04/01/88	16	04/01/88	16	04/01/88	2
Tennessee *	20	04/01/89	17	04/01/90	14	04/01/89	20	04/01/89	-
Texas *	20	10/01/91	20	10/01/91	15	01/01/87	20	10/01/91	-
Utah *	19	04/01/87	19	04/01/87	19	04/01/87	19	04/01/87	-
Vermont *	16	07/01/89	17	07/01/89	-	-	16	07/01/89	-
Virginia *	17.5	07/01/92	16	07/01/92	10	01/01/94	17.5	07/01/92	-
Washington *	23	04/01/91	23	04/01/91	-	-	23	05/01/94	-
West Virginia *	25.35	05/01/93	25.35	05/01/93	25.35	05/01/93	25.35	05/01/93	-
Wisconsin *	23.1	04/01/94	23.1	04/01/94	23.1	04/01/94	23.1	04/01/94	-
	23.4	04/01/95	23.4	04/01/95	23.4	04/01/95	23.4	04/01/95	-
Wyoming *	9	07/01/89	9	07/01/89	-	-	9	01/01/95	-
Mean	19.29		19.36		15.21		19.01		
Weighted Avg.	18.50		18.98		13.41		19.52		

STATE TAX RATES ON MOTOR FUEL - 1995 1/

TABLE MF-121T
SHEET 2 OF 2
OCTOBER 1996

STATE	SALES TAX	
	PERCENT	REMARKS
Alabama	4	Applies to fuel not taxable under volume tax laws.
Arizona	5	Applies to fuel not taxed under the motor-fuel or use-fuel taxes. Liquefied petroleum gas sold, used or stored in State is exempt.
Arkansas	4.5	Special fuel for municipal buses and gasoline are exempt.
California	6	Applies to sales price including Federal and State motor-fuel taxes.
Colorado	3	Applies to fuel not taxable under volume tax laws.
Dist. of Col.	5.75	Applies to fuel not taxable under volume tax laws.
Georgia	4	A 3-percent "second motor-fuel tax" and a 1-percent sales tax apply to sales price including Federal motor-fuel tax.
Hawaii	4	Applies to sales price excluding Federal and State motor-fuel taxes. Alcohol fuels are exempt.
Idaho	5	Fuels subject to the motor fuel volume tax are exempt.
Illinois	6.25	Applies to sales price excluding Federal and State motor-fuel taxes. For gasohol, only 70 percent of the price is subject to sales tax.
Indiana	5	Applies to sales price excluding Federal and State motor-fuel taxes.
Iowa	5	Fuel on which the volume tax was paid and not refunded is exempt. Gasohol is exempt.
Kansas	4.9	Applies to fuels not taxable under the volume tax laws.
Kentucky	6	Applies to sales price, exclusive of Federal tax, of fuels not taxable under the volume tax laws.
Louisiana	4	Fuels subject to volume tax are exempt. Gasohol is exempt if alcohol produced in State.
Maine	6	Applies to motor fuel not taxed at the maximum rate for highway use under the volume tax laws.
Maryland	5	Applies to motor fuel not taxed under other Maryland laws.
Massachusetts	5	Applies to fuels not taxable under the volume tax laws.
Michigan	6	Applies to sales price including Federal volume tax except when used in a passenger vehicle with capacity of 10 or more for hire over regularly scheduled routes in State.
Minnesota	6	Applies to fuels not taxable under the volume tax laws.
Nebraska	5	Gasoline is exempt. Diesel and alternative fuels subject to the volume tax are exempt.
New Mexico	5	Applies to fuels not taxable under the volume tax laws. Ethanol blends deductible under the gasoline tax laws are exempt.
New York	4	Applies to sales price including Federal motor-fuel tax.
North Dakota	5	Applies to fuels not taxable under the volume tax laws.
Ohio	5	Applies to fuels not taxable under the volume tax laws.
Oklahoma	4.5	Applies to fuels not taxable under the volume tax laws.
Pennsylvania	6	Applies to fuels not taxable under the volume tax laws.
South Carolina	5	Applies to sales price of aviation gasoline only.
South Dakota	4	Applies to fuels not taxable under the volume tax laws.
Tennessee *	6	Gasoline on which the volume tax has been paid and not refunded and motor fuel subject to the use fuel tax are exempt.
Texas	6.25	Applies to fuels not taxed or exempted under other laws.
Utah	4.875	Applies to fuels not taxable under the volume tax laws.
Washington	6.5	Applies to fuels not taxable under the volume tax laws. Certain providers of public transportation of handicapped persons are exempt.
Wisconsin	5	Applies to fuels not taxable under the volume tax laws.
Wyoming	4	Applies to sales price of LPG. Gasoline and diesel subject to volume tax are exempt.

1/ This table shows motor-fuel tax rates in effect as of January 1, and any subsequent changes that have occurred throughout the year. Only taxes that are levied as a dollar amount per volume of motor fuel are included on sheet 1. Taxes that apply to all petroleum products without distinguishing motor fuel are omitted. Local option taxes are included only when they have been adopted uniformly Statewide. For States marked with an asterisk, see the notes below:

Alabama - The gasoline, gasohol, and diesel rates include a 2¢ per gallon inspection fee. Alabama-registered LPG vehicles pay an annual fee based on vehicle type in lieu of the volume tax.
 Arizona - There is an 8¢ per gallon surcharge on use fuel used to propel a use class motor vehicle. A use class motor vehicle is a truck with more than two axles or with a declared gross vehicle weight over 26,000 pounds.
 Arkansas - The gasoline, gasohol, and diesel rates include 0.2 ¢ per gallon Environmental Assurance Fee. Applicants for LPG user permits must pay a fee based on vehicle size and weight in lieu of the volume tax.
 California - LPG users may pay an annual fee in lieu of the volume tax.
 Colorado - Owners of LPG vehicles registered in the State must pay an annual fee in lieu of the volume tax.
 Delaware - Rates are variable, adjusted annually.
 Florida - Tax rates are variable, adjusted annually. For gasoline and gasohol, in addition to the rates shown, there is a State-imposed State Comprehensive Enhanced Transportation System (SCETS) tax that varies by county from 0-4.6¢ per gallon. All but 1 county levy the SCETS tax on gasoline, but 10 levy less than the maximum rate. LPG vehicles registered in the State pay an annual fee in lieu of the tax on alternative fuels and the SCETS tax.
 Idaho - LPG users may pay an annual fee based on vehicle weight in lieu of volume tax.
 Illinois - Motor carriers pay an additional 5.6¢ per gallon on gasoline and 6.0¢ on diesel.
 Indiana - Motor carriers pay an additional 11¢ per gallon. LPG vehicles pay an annual fee.
 Kansas - LPG users may pay an annual fee based on mileage and gross vehicle weight in lieu of the volume tax.
 Kentucky - Tax rates are variable, adjusted quarterly. A 2% surtax is imposed on gasoline and 4.7% on special fuels for any vehicle with 3 or more axles. There is an additional 2¢ per gallon surtax on vehicles with a combined license weight over 59,999 pounds. The gasoline, gasohol, and diesel rates include 1.4¢ per gallon Petroleum Environmental Assurance Fee.
 Louisiana - Owners of LPG vehicles of 10,000 pounds or less gross vehicle weight pay an annual fee based on mileage.
 Massachusetts - Tax rates are variable, adjusted quarterly.
 Michigan - Rate may be adjusted by the Commissioner of Revenue; law does not specify basis. There is a 6¢ per gallon discount if diesel is delivered into the fuel supply tank of a commercial vehicle licensed under the motor-carrier fuel tax.
 Minnesota - Until 7/1/95, owners of LPG vehicles pay an annual fee based on weight and mileage in lieu of the volume tax. There is a credit to the wholesaler of 15¢ per gallon of alcohol used to make gasohol.
 Mississippi - The gasoline, gasohol, and diesel rates include 0.4¢ per gallon dedicated to the Groundwater Protection Trust Fund.
 Missouri - LPG vehicles 18,000 pounds or less gross vehicle weight registered in the State pay an annual fee in lieu of the volume tax.
 Montana - LPG vehicles registered in the State pay an annual fee based on gross weight in lieu of the volume tax. Out-of-State vehicles purchase trip permits. There is an alcohol distiller credit of 30¢ per gallon of alcohol produced in the State with State agricultural products and used to make gasohol.
 Nebraska - Rates are variable, adjusted quarterly. The gasoline and gasohol include 0.6¢ per gallon and diesel rate includes 0.2¢ per gallon Petroleum Release Remedial Action Fee. Effective 7/1/94, LPG users must purchase alternative fuel user permits in lieu of fuel tax. Effective 7/1/95, LPG is taxed on a volume basis.
 New Hampshire - The gasoline, gasohol, and diesel rates include 0.7¢ per gallon Oil Discharge and Disposal Cleanup Fee. Alternative fuel vehicles pay twice the usual registration fee in lieu of the volume tax.
 New Jersey - In addition to the rates shown, there is a Petroleum Products Gross Receipts Tax. The tax is computed on a cents-per-gallon basis and is applicable to a wide variety of petroleum products.
 New Mexico - The gasoline, gasohol, and diesel rates include the Petroleum Products Loading Fee of \$80 per 8,000 gallons (1¢ per gallon). Owners of LPG-powered vehicles up to 26,000 pounds gross vehicle weight may pay an annual fee in lieu of the volume tax.
 New York - Rates are variable, adjusted annually. There is an additional tax on motor carriers of 8.7¢ per gallon of gasoline and 9.1¢ on diesel. Rates include the Petroleum Business Tax of 14.51¢ (13.87¢ effective 6/1/95) per gallon. The gasoline rate includes a 0.5 mill (0.05¢) per gallon Petroleum Testing Fee.
 North Carolina - Rates are variable, adjusted semiannually.
 North Dakota - A special excise tax of 2% is imposed on all sales of special fuel (diesel or LPG) that are exempted from the volume tax if the fuel is sold for use in the State. There is a producer credit of 40¢ per gallon of agriculturally derived alcohol produced in the State and used to make gasohol.
 Ohio - Commercial vehicles formerly subject to the highway use tax pay an additional 3¢ per gallon. Dealers are refunded 10¢ per gallon of each qualified fuel (ethanol or methanol) blended with unleaded gasoline.
 Oklahoma - Rates shown include 1¢ per gallon tax dedicated to the Petroleum Underground Tank Release Environmental Cleanup Indemnity Fund. When the Fund reaches specified balance, future tax revenues will be deposited in a highway fund. The gasoline, gasohol, and LPG rates include 0.08¢ for fuel inspection. LPG users may pay an annual fee in lieu of the volume tax.
 Oregon - The diesel and LPG rates shown are paid by users for vehicles not under the jurisdiction of Public Utility Commissioner. Vehicles under the jurisdiction of the Public Utilities Commissioner and paying motor-carrier fees are exempt from payment of the motor-fuel tax.
 Pennsylvania - The rates include the Oil Franchise Tax for Maintenance and Construction, a variable rate tax adjusted monthly. Motor carriers pay an additional 6¢ per gallon.
 Rhode Island - Rates are variable, adjusted quarterly. Rates include 1¢ per gallon tax for the Underground Storage Tank Financial Responsibility Fund.
 South Dakota - There is a credit at the rate of the gasoline tax to distributors blending gasoline with ethanol to produce gasohol. There is also a producer incentive payment of 20¢ per gallon.
 Tennessee - LPG users without permits must pay in advance at the beginning of the fiscal year; others pay quarterly. Fee is based on vehicle weight and fuel efficiency. Sales tax rate on aviation fuel is 4.5 percent.
 Texas - Owners of LPG vehicles registered in the State must pay an annual fee in lieu of the volume tax.
 Utah - LPG is tax exempt if user purchases annual exemption certificate.
 Vermont - Diesel vehicles 10,000 pounds and over pay 26¢ per gallon. LPG vehicles are subject to a registration fee 1.75 times the usual fee. The gasoline, gasohol, and diesel rates include 1¢ per gallon for the Petroleum Cleanup Fund.
 Virginia - Motor-carrier road tractors, tractor trucks and straight trucks with more than 2 axles pay an additional 3.5¢ per gallon.
 Washington - Owners of LPG vehicles pay an annual fee.
 West Virginia - Rates are variable, adjusted annually.
 Wisconsin - Rates are variable, adjusted annually.
 Wyoming - LPG is subject to sales tax. The gasoline, gasohol, and diesel rates include 1¢ for the Underground Storage Tank Corrective Action Account.
 2/ The gasohol rates shown are for gasoline blended with 10 percent ethanol.

STATE MOTOR-FUEL TAX RATES, 1981 - 1995 1/
GASOLINE

TABLE MF-205
SHEET 1 OF 2
SEPTEMBER 1996

STATE	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Alabama	11	11	11	13	13	13	13	13	13	13	13	18	18	18	18
Alaska	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Arizona	9.6	10	12	13	13	16	16	17	17	18	18	18	18	18	18
Arkansas	9.5	9.5	9.5	9.5	10.5	13.5	13.5	13.5	13.7	13.7	18.7	18.7	18.7	18.7	18.7
California	7	7	9	9	9	9	9	9	9	9	15	16	17	18	18
Colorado	9	9	12	12	12	18	18	18	20	20	22	22	22	22	22
Connecticut	11	11	14	15	16	17	19	20	20	21	25	26	29	31	34
Delaware	9	11	11	11	11	13	16	16	16	16	19	19	22	22	23
Dist. of Col.	13	14	14.8	15.5	15.5	15.5	15.5	15.5	18	18	18	20	20	20	20
Florida	8	8	9.7	9.7	9.7	9.7	9.7	9.7	9.7	10.9	11.2	11.6	11.8	12.1	12.3
Georgia	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Hawaii	8.5	8.5	8.5	8.5	11	11	11	11	11	11	16	16	16	16	16
Idaho	11.5	12.5	14.5	14.5	14.5	14.5	14.5	18	18	18	21	21	21	21	21
Illinois	7.5	7.5	11	12	13	13	13	13	16	19	19	19	19	19	19
Indiana	10.5	11.1	11.1	11.1	14	14	14	15	15	15	15	15	15	15	15
Iowa	13	13	13	13	15	16	16	18	20	20	20	20	20	20	20
Kansas	8	8	10	11	11	11	11	11	15	16	17	18	18	18	18
Kentucky	10.1	10	10	10	10	15	15	15	15	15.4	15.4	15.4	15.4	16.4	16.4
Louisiana	8	8	8	16	16	16	16	16	16	20	20	20	20	20	20
Maine	9	9	14	14	14	14	14	16	17	17	19	19	19	19	19
Maryland	9	11	13.5	13.5	13.5	13.5	18.5	18.5	18.5	18.5	18.5	23.5	23.5	23.5	23.5
Massachusetts	11.2	10.4	11	11	11	11	11	11	11	17	21	21	21	21	21
Michigan	11	11	13	15	15	15	15	15	15	15	15	15	15	15	15
Minnesota	13	13	16	17	17	17	17	20	20	20	20	20	20	20	20
Mississippi	9	9	9	9	9	9	15	17	17	18.2	18.2	18.2	18.4	18.4	18.4
Missouri	7	7	7	7	7	7	11.03	11.03	11.03	11.03	11.03	13.03	13.03	15	15
Montana	9	9	15	15	15	17	20	20	20	21.4	24	24	27	27	27
Nevada	13.9	14	15.5	14.7	17.4	17.1	17.9	18.3	22.3	21.7	23.7	24.6	24.4	25.4	25.4
Nevada	10.5	12	12	12	13	13	16	18	18	18	21.5	24	24	24	24
New Hampshire	14	14	14	14	14	14	14	14	14	16.6	18.6	18.7	18.7	18.7	18.7
New Jersey	8	8	8	8	8	8	8	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
New Mexico	9	10	11	11	11	11	14	14	16	17	17	17	23	21	18
New York	8	8	8	8	8	8	8	8	8	14.375	20.815	22.89	22.89	22.56	21.92
North Carolina	12	12	12	12	12	15.5	15.5	15.7	20.9	21.5	22.6	21.9	22	21.3	21.6
North Dakota	8	8	13	13	13	13	13	17	17	17	17	17	18	18	18
Ohio	10.3	11.7	12	12	12	12	14.7	14.8	18	20	21	21	22	22	22
Oklahoma	6.58	6.58	6.58	9	10	10	16	16	17	17	17	17	17	17	17
Oregon	8	8	8	9	10	11	12	14	16	18	20	22	24	24	24
Pennsylvania	11	11	12	12	12	12	12	12	12	18.2	22.35	22.35	22.35	22.35	22.35
Rhode Island	12	11	13	13	13	15	15	15	18	20	26	26	28	29	29
South Carolina	13	13	13	13	13	13	15	15	16	16	16	16	16	16	16
South Dakota	13	13	13	13	13	13	13	17	18	18	18	18	18	18	18
Tennessee	9	9	10	10	10	10	15	15	15	15	20	20	20	20	20
Texas	5	5	5	10	10	10	15	15	15	15	20	20	20	20	20
Utah	11	11	11	14	14	14	19	19	19	19	19	19	19	19	19
Vermont	11	11	13	13	13	13	13	13	16	16	16	16	16	16	16
Virginia	11	11	11	11	11	15	17.5	17.5	17.7	17.7	17.7	17.5	17.5	17.5	17.5
Washington	13.5	12	16	18	18	18	18	18	18	22	23	23	23	23	23
West Virginia	10.5	10.5	15.35	15.35	15.35	15.35	15.35	15.35	20.35	20.35	20.35	20.35	25.35	25.35	25.35
Wisconsin	13	13	15	16	16.5	17.5	20	20.9	20.8	21.5	22.2	22.2	23.2	23.1	23.4
Wyoming	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9
State Average 2/	9.15	9.07	9.75	10.58	11.08	11.78	12.75	13.42	14.19	15.47	17.55	17.99	18.34	18.51	18.50

STATE MOTOR-FUEL TAX RATES, 1981 - 1995 1/

DIESEL

TABLE MF-205
SHEET 2 OF 2
SEPTEMBER 1996

	(CENTS PER GALLON)																	
STATE	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995			
Alabama	12	12	12	14	14	14	14	14	14	14	14	19	19	19	19			
Alaska	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8			
Arizona	9.6	10	12	13	13	16	16	17	17	18	18	18	18	18	18			
Arkansas	10.5	10.5	10.5	10.5	12.5	12.5	12.5	12.5	12.7	12.7	18.7	18.7	18.7	18.7	18.7			
California	7	7	9	9	9	9	9	9	9	9	15	16	17	18	18			
Colorado	9	9	13	13	13	20.5	20.5	20.5	20.5	18	18	20.5	20.5	20.5	20.5			
Connecticut	11	11	14	15	16	17	18	19	20	22	18	18	18	18	18			
Delaware	11	11	11	11	11	13	16	16	16	16	19	19	19	19	22			
Dist. of Col.	13	14	14.8	15.5	15.5	15.5	15.5	15.5	18	18	18	20	20	20	20			
Florida	8	8	9.7	9.7	9.7	9.7	14.7	9.7	9.7	10.9	12.2	18.7	21	23.6	23.9			
Georgia	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5			
Hawaii	8.5	8.5	8.5	8.5	11	11	11	11	11	11	16	16	16	16	16			
Idaho	11.5	12.5	14.5	14.5	14.5	14.5	14.5	18	18	18	21	21	21	21	21			
Illinois	7.5	7.5	13.5	14.5	15.5	15.5	15.5	15.5	18.5	18.5	21.5	21.5	21.5	21.5	21.5			
Indiana	10.5	11.1	11.1	11.1	15	15	15	16	16	16	16	16	16	16	16			
Iowa	13.5	15.5	15.5	15.5	16.5	17.5	18.5	20.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5			
Kansas	10	10	12	13	13	13	13	13	17	18	19	20	20	20	20			
Kentucky	10.1	10	10	10	10	10	12	12	12	12.4	12.4	12.4	12.4	13.4	13.4			
Louisiana	8	8	8	16	16	16	16	16	16	20	20	20	20	20	20			
Maine	9	9	14	14	14	14	14	19	20	20	20	20	20	20	20			
Maryland	9	11	13.5	13.5	13.5	13.5	18.5	18.5	18.5	18.5	18.5	19.25	24.25	24.25	24.25			
Massachusetts	11.2	10.4	11	11	11	11	11	11	11	17	21	21	21	21	21			
Michigan	11	11	13	15	15	15	15	15	15	15	15	15	15	15	15			
Minnesota	13	13	16	17	17	17	17	20	20	20	20	20	20	20	20			
Mississippi	10	10	10	10	10	10	15	17	17	18.2	18.2	18.2	18.4	18.4	18.4			
Missouri	7	7	7	7	7	7	11	11	11	11	11	13	13	15	15			
Montana	11	11	17	17	17	17	20	20	20	20	20	21.4	24	27.75	27.75			
Nebraska	13.9	14	15.5	17.4	17.4	17.1	17.9	18.3	22.1	21.5	23.5	24.8	24	25	25			
Nevada	10.5	12	12	12	13	13	17	17	17	22	24.5	27	27	27	27			
New Hampshire	14	14	14	14	14	14	14	14	14	16.6	18.6	18.6	18.7	18.7	18.7			
New Jersey	8	8	8	8	11	11	11	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5			
New Mexico	9	10	11	11	11	11	16	16	16	17	17	17	19	19	19			
New York	10	10	10	10	10	10	10	10	10	16.325	22.765	24.84	24.84	24.51	23.87			
North Carolina	12	12	12	12	12	15.5	15.5	15.7	20.9	21.5	22.6	21.9	22	21.3	21.6			
North Dakota	8	8	13	13	13	13	17	17	17	17	17	17	18	18	18			
Ohio	10.3	11.7	12	12	12	12	14.7	14.8	18	20	21	21	22	22	22			
Oklahoma	6.5	6.5	6.5	9	10	10	10	13	14	14	14	14	14	14	14			
Oregon	8	8	8	9	10	10	10	10	16	18	20	22	24	24	24			
Pennsylvania	11	11	12	12	12	12	12	12	12	18.2	22.35	22.35	22.35	22.35	22.35			
Rhode Island	12	11	13	13	13	15	15	15	18	20	26	26	28	29	29			
South Carolina	13	13	13	13	13	13	15	15	16	16	16	16	16	16	16			
South Dakota	13	13	13	13	13	13	13	18	18	18	18	18	18	18	18			
Tennessee	12	12	12	13	13	15	15	15	16	17	17	17	17	17	17			
Texas	6.5	6.5	6.5	10	10	10	10	15	15	15	20	20	20	20	20			
Utah	11	11	11	14	14	14	14	14	19	19	19	19	19	19	19			
Vermont	0	14	14	14	14	14	14	14	17	17	17	17	17	17	17			
Virginia	11	11	11	11	11	15	16	16	16.2	16.2	16.2	16	16	16	16			
Washington	13.5	12	16	18	18	18	18	18	18	22	23	23	23	23	23			
West Virginia	10.5	10.5	15.35	15.35	15.35	15.35	15.35	15.35	20.35	20.35	20.35	20.35	25.35	25.35	25.35			
Wisconsin	13	13	15	16	16.5	17.5	20	20.9	20.8	21.5	22.2	22.2	23.2	23.1	23.4			
Wyoming	0	0	0	0	0	8	8	8	9	9	9	9	9	9	9			
State Average 2/	9.23	9.62	10.27	11.38	11.62	12.09	13.34	13.98	14.76	16.00	17.64	18.32	18.62	18.93	18.98			

1/ This table shows the tax rates for motor fuel as of December 31 for each year. See table MF-1211 for more detailed information.
2/ Weighted average based on net gallons taxed.

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS - 1995

COMPILED FROM REPORTS OF STATE AUTHORITIES TABLE MF-3 OCTOBER 1996 (THOUSANDS OF DOLLARS)

Table with columns for STATE, RECEIPTS AVAILABLE FOR DISTRIBUTION, FOR COLLECTING MOTOR-FUEL TAXES AND FEES, NET FUNDS DISTRIBUTED, FOR STATE ADMINISTERED HIGHWAYS, FOR LOCAL ROADS AND STREETS, FOR GENERAL AND NONHIGHWAY PURPOSES, LOCAL GENERAL AND NON-HIGHWAY PURPOSES, STATE NON-HIGHWAY PURPOSES, STATE GENERAL PURPOSES, OFFSET BY GENERAL FUNDS SPENT FOR HIGHWAYS, NET, and TOTAL.

1/ See table MF-1 for details of receipts. Differences between amounts shown and the adjusted net gallonage receipts shown on Table MF-1, column (7) are due to timing differences and funds in transit. 2/ Includes some estimates. 3/ The distributions shown include both specific dedications and the prorated share of motor-fuel tax distributions from common funds with multiple revenue sources. 4/ Includes expenditures for county roads under State control. 5/ Some allocations for local general purposes may have been used in part for highways. 6/ Includes only allocations for specific nonhighway purposes. 7/ Gross allocations of highway-user revenues to State general funds were reduced by appropriations for highways from State general funds. These amounts are included with allocations for State highway purposes. 8/ In these States, most highway-user revenues are placed in the State general fund. For a discussion of general fund States' financing, see "Highway Finance" text under "Funds Allocable to Highway Users."

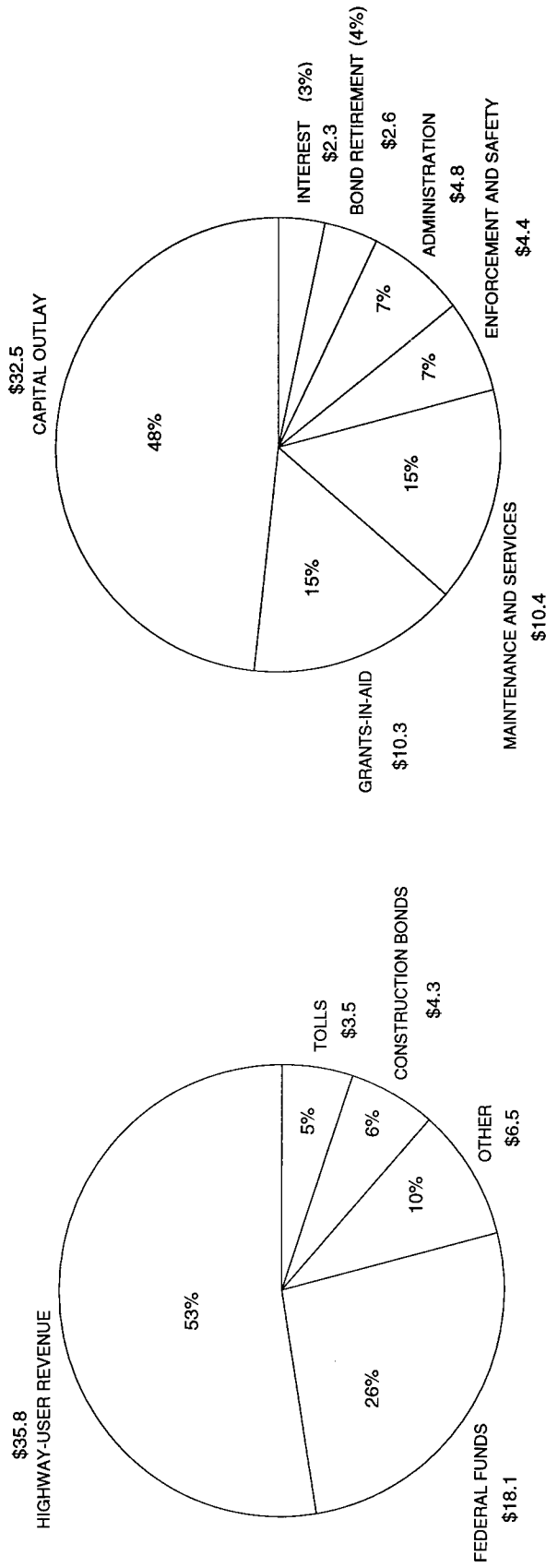
STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS - 1995 1/

TABLE MV-2
SEPTEMBER, 1996
COMPILED FOR THE CALENDAR YEAR FROM REPORTS
OF STATE AUTHORITIES AND OTHER SOURCES
(THOUSANDS OF DOLLARS)

Table with columns: STATE, AUTOMOBILES (INCLUDING TAXICABS), BUSES, TRUCKS AND TRACTORS, TRAILERS, MOTORCYCLES, TOTAL, DRIVERS LICENSES, CERTIFICATE OF TITLE FEES, SPECIAL TITLE TAXES, FINES AND PENALTIES, ESTIMATED SERVICE CHARGES, CARRIER CONVERSION TAXES, MILEAGE TONNAGE PASSENGER-MILE TAX, SPECIAL LICENSE FEES, CERTIFICATE OF REGISTRATION FEES, MISCELLANEOUS RECEIPTS UNCLASSIFIED REVENUES, TOTAL RECEIPTS.

1/ Highway-user revenues consist primarily of motor-fuel taxes, shown in Table MF-1, and motor-vehicle and motor-carrier 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, calendar-year receipts are given.
3/ Includes fees for light trucks as reported in Table MV-9.
4/ Special titling taxes imposed under general sales tax laws are not included.
5/ 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.
6/ 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 apportioned to motor carriers.
7/ In general, the proceeds of special weight or capacity 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.
8/ Registration fees now exclude license taxes.
9/ Property taxes formerly levied 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 offices of the two States do not consider them to be highway-user taxes. The amounts included with registration fees in this table are as follows: California, automobiles \$17,360,419; buses \$4,481,126; trucks \$322,891,968; trailers \$857,065,971; motorcycles \$16,260,311; Washington, automobiles \$467,102,478; buses \$15,188; trucks \$17,039,833; trailers \$11,111,806; motorcycles \$3,703,119; dealers \$2,883. The receipts reported for drivers licenses include all driver-related receipts.
10/ Connecticut, Maryland, Massachusetts, New York and Oregon register automobiles for two-year periods. Virginia for optional one- or two-year periods, and Louisiana for four-year periods, all on a staggered monthly basis.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-1995 (BILLIONS OF DOLLARS)



Source: Table SF-21

DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS - 1995 1/ CLASSIFIED BY FUNCTION

TABLE SF-4C OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with 16 columns: STATE, CAPITAL OUTLAY, PRELIMINARY AND CONSTRUCTION ENGINEERING, HIGHWAY CONSTRUCTION, TOTAL, PHYSICAL MAINTENANCE, TRAFFIC CONTROL OPERATIONS, SNOW AND ICE REMOVAL, OTHER SERVICES, TOLL FACILITY COLLECTION, TOTAL, ADMINISTRATION AND RESEARCH, GENERAL ADMINISTRATIVE EXPENSES, RESEARCH AND PLANNING, TOTAL, HIGHWAY SAFETY AND DRIVER EDUCATION, TRAFFIC SUPERVISION, HIGHWAY LAW ENFORCEMENT AND SAFETY, VEHICLE SIZE AND WEIGHT ENFORCEMENT, VEHICLE INSPECTION, TOTAL.

1/ This table provides additional detail of expenditures shown on Table SF-4. Debt service expenditures are excluded from this table. A complete classification of expenditures was not available where entries do not appear.

2/ See Table SF-12 for expenditures by functional systems and Table SF-12A for expenditures by improvement type.

FUNDING FOR STATE GRANTS-IN-AID FOR LOCAL ROADS AND STREETS - 1995 1/

TABLE SF-5A
OCTOBER, 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

SOURCE OF STATE GRANTS-IN-AID

STATE	BALANCE BEGINNING OF YEAR	HIGHWAY-USER REVENUES				TOTAL	APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS	MISCELLANEOUS	BOND PROCEEDS	FEDERAL HIGHWAY ADMINISTRATION	OTHER FEDERAL AGENCIES	TOTAL	GRANTS-IN-AID FOR ROADS AND STREETS	BALANCE END OF YEAR
		MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	ROAD AND CROSSING TOLLS	ROAD AND CROSSING TOLLS										
Alabama	-	182,944	12,956	-	-	195,900	4,477	1,318	-	-	681	197,899	197,899	-	
Alaska	-	-	-	-	-	-	-	-	-	-	1,355	5,832	5,832	-	
Arizona	-	259,929	117,445	-	-	377,374	-	-	1,172	-	1,461	380,007	380,007	-	
Arkansas	-	90,922	27,089	-	-	118,011	-	-	1,002	-	1,134	120,147	120,147	-	
California	758,375	938,110	5,879	26,494	-	970,483	-	-	1,050	-	37,457	1,008,990	1,748,554	18,811	
Colorado	-	156,779	57,351	-	-	214,130	-	-	-	2,201	9,487	259,682	259,682	-	
Connecticut	-	14,356	6,555	-	-	20,911	-	33,864	-	-	-	20,911	20,911	-	
Delaware	-	3,000	-	-	-	3,000	-	-	-	-	-	3,000	3,000	-	
Florida	-	279,540	22,852	14,966	-	317,358	-	-	-	-	-	317,358	317,358	-	
Georgia	-	504	5	-	-	509	-	-	-	-	2,093	2,602	2,602	-	
Hawaii	-	4,081	4,407	-	-	8,488	-	-	-	-	-	8,488	8,488	-	
Idaho	-	52,947	26,054	-	-	79,001	-	-	-	-	8,773	87,774	87,774	-	
Illinois	-	408,629	3,980	-	-	412,609	-	38,852	-	-	18	451,479	451,479	-	
Indiana	8,395	261,513	58,706	1,866	-	322,085	-	-	-	1,432	-	323,517	323,517	4,570	
Iowa	-	184,733	153,372	-	-	338,105	-	7,583	978	30,082	-	376,748	376,748	-	
Kansas	29,815	117,327	788	-	-	118,115	-	10,181	-	-	-	128,296	127,247	30,864	
Kentucky	-	98,430	19,559	-	-	117,989	-	-	-	-	226	118,215	118,215	-	
Louisiana	-	19,152	-	-	-	19,152	-	23,643	-	-	1,043	43,838	43,838	-	
Maine	-	13,620	5,745	-	-	19,365	-	-	-	-	15	19,380	19,380	-	
Maryland	-	96,874	147,873	-	-	244,747	-	23,076	-	23,725	-	291,548	291,548	-	
Massachusetts	-	106,275	14,113	-	-	120,388	-	-	-	-	-	120,388	120,388	-	
Michigan	-	375,023	261,275	-	-	636,298	-	-	-	-	-	723,097	723,097	-	
Minnesota	457,589	194,539	172,968	-	-	367,507	369	-	22,713	86,799	-	392,084	409,074	440,599	
Mississippi	-	38,409	33,562	-	-	71,971	-	-	-	-	-	76,693	76,693	-	
Missouri	-	138,993	25,283	-	-	164,276	-	31,065	387	-	3,835	199,567	199,567	-	
Montana	-	16,882	4,752	-	-	21,634	-	-	-	-	7,037	28,671	28,671	-	
Nebraska	-	86,671	20,518	-	-	107,189	-	42,966	-	36,890	-	187,079	187,079	-	
Nevada	-	45,406	-	-	-	45,406	-	-	-	-	136	45,542	45,542	-	
New Hampshire	-	12,602	7,134	-	-	19,736	-	-	-	-	227	19,963	19,963	-	
New Jersey	-	44,500	40,404	-	-	84,904	-	-	-	-	-	84,904	84,904	-	
New Mexico	-	17,340	11,110	-	-	28,450	-	-	-	-	526	28,976	28,976	-	
New York	86,135	696	358	-	-	1,054	-	-	-	-	2	243,146	231,417	97,864	
North Carolina	-	92,102	7,666	-	-	99,768	-	-	-	-	-	99,768	99,768	-	
North Dakota	-	34,271	11,954	-	-	46,225	-	1,578	74	-	6	47,883	47,883	-	
Ohio	-	360,796	409,150	-	-	769,946	-	-	-	-	22	769,968	769,968	-	
Oklahoma	-	97,046	52,090	-	-	149,136	-	24,316	-	-	403	173,855	173,855	-	
Oregon	-	143,367	81,599	-	-	224,966	-	-	-	972	82,279	308,217	308,217	-	
Pennsylvania	-	129,079	40,954	-	-	170,033	-	-	-	-	-	172,518	172,518	-	
Rhode Island	-	50,832	-	-	-	50,832	-	-	-	-	-	51,390	51,390	134,589	
South Carolina	-	233,649	309,100	-	-	542,749	-	2,576	-	-	1,420	544,269	544,269	-	
Tennessee	-	7,300	7,300	-	-	14,600	-	12,017	-	-	190	245,856	245,856	-	
Texas	-	47,150	59,997	-	-	107,147	-	-	-	-	1,119	108,266	108,266	-	
Utah	-	10,360	14,263	-	-	24,623	-	-	-	1,094	6,922	31,545	31,545	-	
Vermont	-	101,325	76,034	-	-	177,359	-	-	-	-	-	177,359	177,359	-	
Virginia	113,742	204,520	83,888	-	-	288,408	-	-	2,183	107,909	-	398,397	444,811	82,532	
West Virginia	-	219,479	60,168	-	-	279,647	-	-	-	-	-	279,647	279,647	-	
Wisconsin	-	10,872	-	-	-	10,872	-	-	-	-	583	11,455	11,455	-	
Wyoming	-	10,872	-	-	-	10,872	-	-	-	-	846	11,718	11,718	-	
Total	1,571,230	6,002,874	2,444,805	43,326	8,491,005	8,491,005	4,846	253,035	29,559	242,090	195,127	9,517,903	10,279,304	809,829	

1/ This table summarizes State grants-in-aid to local governments for road and street purposes. Amounts shown are included in Tables SF-5 and SF-6.

2/ Includes Forest Service, NHTSA, and other Federal agency funds.

REVENUES USED BY STATES FOR LOCAL ROADS AND STREETS - 1995 1/

STATE	BALANCE BEGINNING OF YEAR 2/		HIGHWAY-USER REVENUES 3/				TOTAL	APPROPRIATIONS FROM GENERAL FUNDS 4/	OTHER STATE IMPOSTS 5/	MISCELLANEOUS	ISSUE OF BONDS	PAYMENTS FROM OTHER GOVERNMENTS			TOTAL RECEIPTS
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	MOTOR-FUEL TAXES	MOTOR-VEHICLE AND MOTOR-CARRIER TAXES	TOLLS	TOTAL						FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES	LOCAL GOVERNMENTS	
Alabama	-	-	185,344	13,545	-	198,889	4,697	1,318	-	-	-	-	681	200,888	
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	1,355	6,052	
Arizona	3,403	3,403	260,080	117,493	-	377,573	-	-	1,172	-	-	-	1,461	404,396	
Arkansas	12,695	12,695	98,071	29,230	-	127,301	1,612	-	1,002	-	-	-	1,134	131,049	
California	758,375	758,375	1,048,177	40,289	26,494	1,114,960	-	-	1,050	-	-	-	37,787	1,153,797	
Colorado	-	-	156,779	57,351	-	214,130	-	33,854	-	-	-	-	9,487	259,682	
Connecticut	-	-	14,356	6,555	-	20,911	-	-	-	-	-	-	-	20,911	
Delaware	-	-	3,000	-	-	3,000	-	-	-	-	-	-	-	3,000	
Dist. of Col.	-	-	18,485	26,110	-	44,595	-	-	-	38,733	-	-	1,130	139,758	
Florida	-	14,976	298,537	28,370	14,966	341,873	-	-	680	-	-	-	2,093	356,560	
Georgia	-	-	3,473	36	-	3,509	-	-	-	-	-	-	-	5,602	
Hawaii	-	-	5,068	5,308	-	10,376	-	-	-	-	-	-	-	10,376	
Idaho	-	-	67,274	34,228	-	101,502	-	-	-	-	-	-	8,773	110,275	
Illinois	-	-	544,558	116,556	-	661,114	-	38,852	-	-	-	-	18	723,956	
Indiana	8,395	8,395	370,985	91,176	1,866	464,027	-	-	-	-	-	-	1,432	465,459	
Iowa	-	-	184,733	153,372	-	338,105	-	7,583	978	-	-	-	-	376,748	
Kansas	32,397	32,397	164,847	27,013	-	191,860	-	10,181	49	-	-	-	226	205,090	
Kentucky	-	-	189,343	43,998	-	233,341	-	23,643	-	3,680	-	-	1,043	233,567	
Louisiana	-	-	19,426	17,727	-	37,153	-	-	-	-	-	-	-	47,792	
Maine	-	-	7,477	-	-	7,477	-	-	-	-	-	-	15	25,219	
Maryland	-	6,400	106,205	147,873	-	254,078	-	23,076	694	-	-	-	-	301,573	
Massachusetts	-	-	119,969	22,989	-	142,958	-	-	-	3,375	-	-	-	257,464	
Michigan	-	-	380,728	265,249	-	645,977	-	-	-	-	-	-	-	743,300	
Minnesota	457,589	457,589	196,415	174,864	-	371,279	369	-	22,713	-	-	-	1,495	476,424	
Mississippi	35,322	37,253	92,728	37,733	-	130,461	-	-	4	-	-	-	4,722	156,913	
Missouri	-	-	138,993	25,283	-	164,276	-	31,065	387	-	-	-	3,839	234,022	
Montana	-	-	16,882	4,752	-	21,634	-	-	-	-	-	-	7,037	28,671	
Nebraska	-	-	86,671	20,518	-	107,189	-	42,966	-	-	-	-	34	192,574	
Nevada	-	-	45,865	163	-	46,028	-	-	-	-	-	-	136	46,164	
New Hampshire	-	-	15,614	8,840	-	24,454	-	-	-	-	-	-	227	30,249	
New Jersey	-	-	91,929	83,469	-	175,398	-	-	-	-	-	-	-	175,398	
New Mexico	-	-	38,885	15,568	-	54,453	-	-	-	-	-	-	526	54,979	
New York	86,135	35,502	288,980	146,704	-	437,684	-	-	-	313,183	-	-	2	750,869	
North Carolina	-	-	93,717	8,280	-	101,997	-	1,578	74	-	-	-	80	101,997	
North Dakota	-	-	47,454	22,158	-	69,612	-	-	-	-	-	-	-	83,504	
Ohio	-	-	424,775	409,812	-	834,587	-	24,316	-	-	-	-	22	834,609	
Oklahoma	49,795	49,795	140,593	55,701	-	196,394	-	-	358	-	-	-	403	225,430	
Oregon	-	-	143,367	81,599	-	224,966	-	-	-	-	-	-	82,279	308,217	
Pennsylvania	-	-	129,079	40,954	-	170,033	-	-	-	-	-	-	2,485	172,518	
Rhode Island	-	-	2,447	573	-	3,020	-	-	-	-	-	-	-	3,020	
South Carolina	117,179	117,179	74,287	906	-	75,193	-	-	-	-	-	-	558	75,751	
South Dakota	-	-	22,999	22,999	-	45,998	-	2,576	-	-	-	-	1,420	48,418	
Tennessee	-	-	249,385	6,665	-	256,050	-	12,017	-	-	-	-	190	258,257	
Texas	-	-	7,300	309,100	-	316,400	-	-	-	-	-	-	1,119	317,519	
Utah	-	-	62,463	16,034	-	78,497	-	-	-	-	-	-	6,922	85,419	
Vermont	-	-	11,082	15,257	-	26,339	-	-	-	-	-	-	-	33,053	
Virginia	-	-	101,325	76,034	-	177,359	-	-	-	-	-	-	-	177,359	
Washington	113,742	113,742	236,904	85,174	-	322,078	-	-	2,183	-	-	-	15,101	339,353	
West Virginia	-	-	301,920	82,768	-	384,688	-	-	-	-	-	-	-	457,158	
Wisconsin	-	-	14,185	-	-	14,185	-	-	-	-	-	-	583	397,840	
Wyoming	29,893	29,893	-	-	-	-	-	-	3,534	-	-	-	-	22,540	
Total	1,704,920	58,809	7,310,511	2,988,126	43,326	10,341,963	6,678	253,035	34,878	368,858	632,053	200,636	101,265	11,939,366	

1/ Tables SF-5 and SF-6 summarize State receipts and disbursements applicable to local roads and streets not under State control. Data for local roads under State control are included in Tables SF-3 and SF-4.
 2/ See Table SF-21 for general note on SF table series.
 3/ Amounts shown represent only those highway-user revenues expended on local roads. See Table DF for the full amount of and disposition of highway-user revenues.
 4/ Gross general fund appropriations for highways were reduced by the amount of highway-user revenues placed in the State General Fund. See Tables SF-1 and DF.
 5/ Includes sales and use taxes, severance taxes, and other State taxes.

1/ Tables SF-5 and SF-6 summarize State receipts and disbursements applicable to local roads and streets not under State control. Data for local roads under State control are included in Tables SF-3 and SF-4.
 2/ See Table SF-21 for general note on SF table series.
 3/ Amounts shown represent only those highway-user revenues expended on local roads. See Table DF for the full amount of and disposition of highway-user revenues.
 4/ Gross general fund appropriations for highways were reduced by the amount of highway-user revenues placed in the State General Fund. See Tables SF-1 and DF.
 5/ Includes sales and use taxes, severance taxes, and other State taxes.

STATE EXPENDITURES AND GRANTS-IN-AID FOR LOCAL ROADS AND STREETS - 1995 / 1/

COMPILED FROM REPORTS
OF STATE AUTHORITIES

TABLE SF-6
OCTOBER 1996

(THOUSANDS OF DOLLARS)

STATE	DIRECT EXPENDITURES BY STATE 2/				BALANCE END OF YEAR		TOTAL	RESERVES FOR		TOTAL
	CAPITAL OUTLAY 3/	MAINTENANCE	ADMINISTRATION AND HIGHWAY POLICE	INTEREST	REDEMPTION	TOTAL		RESERVES FOR HIGHWAY WORK	RESERVES FOR DEBT SERVICE	
Alabama	-	-	2,989	-	-	2,989	200,888	-	-	200,888
Alaska	-	-	-	-	172	220	6,052	-	-	6,052
Arizona	24,190	-	-	48	-	24,190	380,007	-	-	380,007
Arkansas	11,286	-	-	-	-	11,286	120,147	-	-	120,147
California	124,565	15	20,227	-	-	144,807	1,748,554	-	-	1,748,554
Colorado	-	-	-	-	-	-	259,682	-	-	259,682
Connecticut	-	-	-	-	-	-	20,911	-	-	20,911
Delaware 2/	-	-	-	-	-	-	3,000	-	-	3,000
Dist. of Col. 4/	78,060	19,508	17,991	11,356	12,843	139,758	317,358	-	-	317,358
Florida	15,652	-	-	4,038	22,740	42,430	3,000	-	-	3,000
Georgia	242	2,758	-	-	-	2,602	8,488	-	-	8,488
Hawaii	1,766	122	-	-	-	1,888	8,488	-	-	8,488
Idaho	22,501	-	-	-	-	22,501	87,774	-	-	87,774
Illinois	254,511	10,062	7,904	-	-	272,477	451,479	-	-	451,479
Indiana	141,772	-	170	-	-	141,942	327,342	-	-	327,342
Iowa	-	-	-	-	-	-	376,748	-	-	376,748
Kansas	76,017	-	-	-	-	76,017	127,247	-	-	127,247
Kentucky	104,924	10,428	-	-	-	115,352	118,215	-	-	118,215
Louisiana	-	-	-	304	3,650	3,954	43,838	-	-	43,838
Maine	5,231	608	-	-	-	5,839	19,380	-	-	19,380
Maryland	3,966	-	-	1,314	4,640	9,920	291,548	-	-	291,548
Massachusetts	133,231	-	-	1,206	2,639	137,076	120,388	-	-	120,388
Michigan	10,524	-	-	3,312	6,367	20,203	723,097	-	-	723,097
Minnesota	84,340	-	-	-	-	84,340	409,074	-	-	409,074
Mississippi	60,291	-	988	762	3,542	65,583	76,693	-	-	76,693
Missouri	34,455	-	-	-	-	34,455	199,567	-	-	199,567
Montana	-	-	-	-	-	-	28,671	-	-	28,671
Nebraska	5,475	-	20	-	-	5,495	187,079	-	-	187,079
Nevada	622	-	-	-	-	622	45,542	-	-	45,542
New Hampshire	9,722	-	-	-	-	9,722	19,963	-	-	19,963
New Jersey	81,404	-	564	-	-	82,968	84,904	-	-	84,904
New Mexico	26,003	-	-	6,090	3,000	35,093	175,398	-	-	175,398
New York	284,301	-	-	43,381	93,540	421,222	26,003	-	-	26,003
North Carolina 2/	2,229	-	-	-	-	2,229	231,417	-	-	231,417
North Dakota	34,327	1,083	211	-	-	35,621	99,768	-	-	99,768
Ohio	64,641	-	-	-	-	64,641	47,883	-	-	47,883
Oklahoma	47,140	-	643	-	-	47,783	769,968	-	-	769,968
Oregon	-	-	-	-	-	-	173,655	-	-	173,655
Pennsylvania	-	-	-	-	-	-	308,217	-	-	308,217
Rhode Island	3,020	-	-	-	-	3,020	172,518	-	-	172,518
South Carolina	24,361	-	-	-	-	24,361	33,980	-	-	33,980
South Dakota	18,309	-	-	-	-	18,309	26,995	-	-	26,995
Tennessee	22,401	-	-	-	-	22,401	245,856	-	-	245,856
Texas	-	-	-	-	-	-	317,519	-	-	317,519
Utah	18,200	-	300	-	-	18,500	68,013	-	-	68,013
Vermont	8,354	-	76	-	-	8,430	24,623	-	-	24,623
Virginia 2/	-	-	-	-	-	-	177,359	-	-	177,359
Washington	-	455	-	10,562	28,575	43,557	444,811	-	-	444,811
West Virginia 2/	-	-	-	-	-	-	105,041	-	-	105,041
Wisconsin	103,875	1,166	-	-	-	105,041	292,799	-	-	292,799
Wyoming	8,476	-	-	-	-	8,476	1,171,8	-	-	1,171,8
Total	1,950,384	46,205	56,048	82,373	181,708	2,316,718	12,596,022	965,233	141,840	1,107,073

1/ Tables SF-5 and SF-6 summarize State receipts and disbursements applicable to local roads and streets not under State control. Data for local roads under State control are included in tables SF-3 and SF-4. See Table SF-21 for general note on SF table series.
2/ Most local roads are under State control in Delaware, North Carolina, Virginia
3/ Includes expenditures on Federal-aid projects that are located off the State system.
4/ For the District of Columbia, the administration and highway police column includes administration, engineering and miscellaneous \$8,475,000 and highway police \$9,516,000.

STATE HIGHWAY AGENCY CAPITAL OUTLAY AND MAINTENANCE - 1995 1/
IN RURAL AREAS
CLASSIFIED BY FUNCTIONAL SYSTEMS

TABLE SF-12
SHEET 1 OF 4
OCTOBER 1995

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	CAPITAL OUTLAY						MAINTENANCE					
	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	SUBTOTAL 2/	INTERSTATE	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR COLLECTOR	SUBTOTAL 2/
Alabama	49,667	128,956	46,300	8,711	-	233,634	8,265	28,024	21,697	10,860	-	68,846
Alaska	53,878	26,481	4,442	55,790	-	140,591	7,008	2,020	6,611	6,414	-	22,053
Arizona	44,039	44,529	10,857	49,975	912	150,312	7,545	4,496	3,798	5,451	962	22,252
Arkansas	42,521	138,206	37,438	55,656	8,467	282,288	11,454	37,230	10,085	15,353	2,281	76,403
California	85,146	202,485	173,126	17,567	-	478,324	34,738	49,606	70,305	9,833	843	166,325
Colorado	64,308	63,338	31,199	11,362	1,344	171,561	19,803	22,575	32,026	13,081	1,243	88,728
Connecticut	27,658	15,762	17,717	22,973	6,500	90,610	1,538	4,004	7,490	15,223	518	28,773
Delaware	-	38,788	1,508	2,075	202	42,573	-	130	241	17	-	388
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-
Florida	176,164	504,250	73,023	8,109	95	761,641	19,853	90,556	51,748	7,884	61	170,102
Georgia	153,219	92,828	88,053	49,330	5,014	388,444	6,856	16,353	20,386	53,844	29,021	126,460
Hawaii	35,299	3,485	22,770	4,754	23	66,331	800	483	5,773	2,196	52	9,304
Idaho	50,556	40,891	20,350	24,998	-	136,795	2,643	8,133	6,001	6,469	-	23,246
Illinois	140,595	269,172	174,254	98,814	2,645	685,480	5,102	9,231	27,219	6,696	6,696	51,173
Indiana	134,723	48,602	49,827	69,498	-	302,650	36,534	27,907	29,084	59,315	256	153,096
Iowa	60,896	146,147	82,860	21,744	-	311,647	11,313	23,690	12,427	-	-	50,148
Kansas 3/	-	-	-	-	-	-	-	-	-	-	-	-
Kentucky	40,062	123,959	39,535	119,649	17,123	340,328	21,143	22,096	12,895	45,094	19,288	120,516
Louisiana	73,675	40,475	31,910	105,640	35,303	287,003	-	-	-	-	-	-
Maine	38,149	29,378	13,787	11,355	804	93,473	8,424	6,367	8,581	26,016	18,010	67,398
Maryland	86,748	45,740	31,047	33,633	9,645	206,813	-	-	-	1,742	126	8,794
Massachusetts	66,308	5,799	23,663	26,513	1,984	124,267	1,800	2,149	2,977	1,742	-	8,794
Michigan	64,719	221,322	32,350	555	-	318,946	18,162	46,345	115	1,115	-	71,321
Minnesota	23,055	148,715	43,504	1,350	-	216,624	5,008	22,062	22,062	4,430	36	53,598
Mississippi	24,273	179,259	78,945	57,014	17,082	356,573	5,302	8,532	17,318	16,823	316	48,291
Missouri	38,212	157,268	55,479	69,945	3,530	324,454	20,103	20,451	22,845	60,780	18,502	142,681
Montana	28,043	54,427	40,850	35,650	-	158,970	4,037	7,836	11,101	9,688	-	32,662
Nebraska	12,531	212,879	57,948	18,766	-	212,124	-	11,378	9,621	2,128	-	25,276
Nevada 3/	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	47,515	21,598	7,068	4,451	4,357	84,979	6,441	6,600	7,694	14,544	2,767	38,046
New Jersey	13,237	75,839	36,589	377	284	126,326	1,007	9,260	3,534	93	83	13,977
New Mexico	54,819	58,523	23,513	25,147	1,386	163,388	-	-	-	-	-	-
New York	152,734	117,109	100,483	84,029	23,816	478,171	120,232	9,219	13,024	18,008	31,073	191,556
North Carolina	122,422	218,035	70,852	49,261	12,578	473,148	19,039	9,155	14,568	83,303	11,760	137,825
North Dakota	26,690	28,101	18,912	30,343	-	104,046	3,512	6,265	16,137	4,000	-	29,914
Ohio	118,999	129,139	44,445	79,151	8,607	380,341	65,967	17,171	22,945	94,989	54,807	255,879
Oklahoma	25,213	41,139	42,883	30,804	-	140,039	370	23,540	15,361	29,156	-	68,437
Oregon	39,660	66,236	39,894	17,401	1,615	164,806	13,503	22,513	13,577	5,914	549	56,056
Pennsylvania	271,156	122,996	100,292	12,292	26,550	533,286	46,166	22,092	21,063	68,122	214	157,657
Rhode Island	26,990	2,484	2,864	1,460	76	33,874	-	-	1,188	2,331	445	7,178
South Carolina	29,554	40,992	42,708	30,252	14,534	158,040	9,866	1,163	21,441	26,299	10,409	69,178
South Dakota	17,847	37,620	45,451	36,991	1,296	139,205	4,766	7,846	9,501	3,332	-	25,445
Tennessee	55,565	132,216	178,425	86,147	-	452,353	31,255	50,008	75,012	-	-	156,275
Texas	156,106	243,037	139,556	244,458	53,038	836,195	55,143	87,161	50,666	92,253	21,224	306,447
Utah	29,402	44,195	19,265	15,894	5,058	113,814	13,612	8,500	7,812	5,200	600	35,724
Vermont	11,195	6,260	19,741	14,346	105	51,647	1,879	1,216	2,445	4,885	1,120	11,545
Virginia	52,791	125,129	71,043	72,957	11,226	333,146	87,270	54,711	66,030	95,612	13,226	316,849
Washington	22,349	181,047	54,633	17,390	-	275,419	5,702	23,696	9,704	8,858	-	47,960
West Virginia	54,663	86,604	67,318	9,834	35,166	253,585	17,631	14,642	9,839	29,115	8,261	79,488
Wisconsin	44,618	234,617	73,905	45,152	2,258	400,550	8,613	21,169	29,106	11,542	-	70,430
Wyoming	48,251	16,887	12,808	29,693	13,344	120,983	9,102	16,564	8,281	8,281	271	41,961
Total 4/	3,036,220	4,922,944	2,495,380	1,919,276	325,967	12,699,787	780,668	885,632	814,801	1,008,540	255,020	3,744,661
Percent 4/	23.9	38.8	19.8	15.1	2.6	100.0	20.8	23.7	21.8	26.9	6.8	100.0

STATE HIGHWAY AGENCY CAPITAL OULAY AND MAINTENANCE - 1995 1/
IN SMALL URBAN AREAS (5,000 - 49,999 POPULATION)
CLASSIFIED BY FUNCTIONAL SYSTEMS

TABLE SF-12
SHEET 2 OF 4
OCTOBER 1996

COMPILED FROM REPORTS
OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	CAPITAL OULAY				MAINTENANCE				SUBTOTAL 2/	COLLECTOR	SUBTOTAL 2/
	INTERSTATE	OTHER FREeways AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	INTERSTATE	OTHER FREeways AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL			
Alabama	2,802	-	21,981	7,338	494	-	19,563	5,877	-	640	25,934
Alaska	9,005	-	6,830	9,198	237	-	871	1,260	-	-	3,008
Arizona	2,728	-	9,910	3,710	765	-	1,465	2,756	-	-	2,756
Arkansas	3,907	3,401	16,754	13,495	1,052	916	4,622	3,635	244	-	10,469
California	228	30,736	4,316	530	2,837	4,754	4,195	394	215	-	12,395
Colorado	6,718	1,583	6,579	7,449	1,100	1,564	1,914	605	22	-	5,205
Connecticut	7	2,090	1,696	947	30	427	258	304	244	-	1,263
Delaware	-	-	1,258	168	-	-	4	-	-	-	4
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-
Florida	15,305	-	65,370	49,732	728	-	6,028	4,680	430	-	11,866
Georgia	10,805	2,434	28,712	10,671	1,100	293	6,454	4,987	4,198	-	17,032
Hawaii	584	1,172	7,292	8,282	128	1,114	383	138	-	-	1,763
Idaho	491	-	3,903	450	214	-	391	118	-	-	723
Illinois	1,574	351	22,459	15,977	2,160	533	16,439	22,265	27,979	-	69,376
Indiana	5,905	2,769	50,881	98	1,072	1,061	8,407	1,459	-	-	11,999
Iowa	-	-	23,189	3,211	-	-	3,706	503	-	-	4,209
Kansas 3/	-	-	-	-	-	-	-	-	-	-	-
Kentucky	2,147	6,169	23,465	10,038	2,184	698	3,020	4,386	953	-	11,241
Louisiana	312	-	24,080	7,605	-	-	-	-	-	-	-
Louisiana	83	-	4,324	9,637	89	-	396	590	2,101	-	3,176
Maine	28	6,484	12,814	3,387	-	-	-	-	-	-	-
Massachusetts	51	5,808	5,887	548	278	437	12,669	685	13	-	1,621
Michigan	119,345	44,702	37,921	1,900	24,707	9,307	7,832	392	-	-	42,238
Minnesota	-	-	5,666	2,415	265	213	2,475	226	9	-	3,188
Mississippi	55	112	1,349	2,415	388	192	1,331	475	85	-	2,471
Missouri	27,627	7,146	52,103	10,070	7,277	1,157	5,177	5,556	998	-	20,165
Montana	3,205	-	3,358	6,237	871	-	913	1,695	63	-	3,542
Nebraska	-	51	9,974	2,742	10	119	2,260	28	1	-	2,418
Nevada 3/	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	1,757	45	2,891	2,092	4,138	3	1,085	2,322	48	-	7,596
New Jersey	-	-	1,198	491	-	-	229	584	-	-	813
New Mexico	5,843	-	25,301	482	7,729	-	39,355	-	-	-	-
New York	2,495	39,097	26,958	30,797	1,825	35	170	2,119	1,766	-	4,584
North Carolina	354	2,723	63,448	14,330	4,179	1,054	6,268	963	618	-	9,420
North Dakota	1,745	-	2,596	2,176	78	-	205	-	-	-	283
Ohio	845	2,361	16,797	3,942	3,183	86	495	719	823	-	5,306
Oklahoma	740	18	8,791	3,133	209	-	4,981	492	-	-	5,682
Oregon	8,188	-	29,476	344	2,779	-	9,950	116	453	-	13,298
Pennsylvania	4,443	13,265	17,331	12,805	10,985	24,924	25,910	49,547	601	-	104,114
Rhode Island	-	895	1,767	2,215	3,132	178	638	490	134	-	1,440
South Carolina	47,773	-	56,935	41,691	10,883	-	9,232	-	7,788	-	19,938
South Dakota	533	-	3,311	1,845	1,375	-	175	-	-	-	175
Tennessee	-	-	5,605	13,948	3,351	-	6,251	8,335	618	-	14,586
Texas	8,967	4,755	27,102	16,450	3,002	1,650	9,984	5,800	618	-	21,054
Utah	5,612	1,464	5,699	4,576	1,200	338	1,300	400	150	-	3,388
Vermont	-	306	3,313	2,587	87	34	139	208	116	-	584
Virginia	480	2,200	9,986	7,556	3,430	305	904	125	94	-	4,858
Washington	48,385	25,558	26,923	2,878	62	826	1,391	586	86	-	3,245
West Virginia	1,824	8,083	45,805	753	577	-	453	1,414	537	-	2,981
Wisconsin	1,986	2,259	33,444	11,852	1,444	328	2,192	285	-	-	2,949
Wyoming	10,692	-	4,986	1,826	1,836	-	2,881	1,310	1,953	-	7,980
Total 4/	365,574	218,037	871,734	364,604	76,066	52,546	183,622	136,122	53,980	-	502,336
Percent 4/	19.0	11.4	45.4	19.0	15.1	10.5	36.6	27.1	10.7	-	100.0

TABLE SF-12
SHEET 3 OF 4
OCTOBER, 1996

STATE HIGHWAY AGENCY CAPITAL OUTLAY AND MAINTENANCE - 1995 1/
IN URBANIZED AREAS (50,000 OR MORE POPULATION)
CLASSIFIED BY FUNCTIONAL SYSTEMS

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	CAPITAL OUTLAY					MAINTENANCE					SUBTOTAL 2/	COLLECTOR	SUBTOTAL 2/	
	INTERSTATE	OTHER FREWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	SUBTOTAL 2/	INTERSTATE	OTHER FREWAYS AND EXPRESSWAYS	OTHER PRINCIPAL ARTERIAL	MINOR ARTERIAL				COLLECTOR
Alabama	48,568	681	37,763	27,303	2,069	116,384	7,254	1,927	26,299	12,651	379	48,510		
Alaska	5,235	-	6,296	9,136	33	20,700	2,305	-	1,168	2,554	975	7,002		
Arizona	70,701	113,162	247,300	637	1	209,231	1,899	1,042	362	37	-	3,340		
Arkansas	2,717	15,805	10,715	4,239	2,330	35,806	732	4,258	2,886	1,142	628	9,646		
California	923,920	389,847	209,549	45,798	-	1,569,114	47,875	41,658	18,634	1,561	-	109,728		
Colorado	48,849	56,195	26,409	9,497	786	141,736	6,909	3,201	6,029	1,133	66	17,338		
Connecticut	250,493	72,254	115,190	35,980	21,789	495,706	3,699	2,832	7,962	10,496	1,035	26,024		
Delaware	72,672	1,073	18,479	3,239	6,152	101,615	5,695	-	890	230	244	7,059		
Dist. of Col.	12,070	-	35,121	3,450	10,458	61,099	502	-	1,459	145	435	2,541		
Florida	344,728	7,355	581,874	238,216	12,722	1,184,895	11,271	2,960	54,800	27,158	2,632	98,821		
Georgia	255,990	33,586	103,009	39,677	6,280	438,542	6,380	2,164	10,816	12,631	8,378	40,369		
Hawaii	96,175	21,078	10,011	49	171	127,484	2,360	1,957	1,727	354	1	6,399		
Idaho	1,121	-	-	247	-	1,368	182	-	334	101	-	617		
Illinois	404,317	9,116	166,840	160,340	34,387	775,000	3,718	41,706	13,836	20,883	19,382	99,525		
Indiana	39,266	17,073	68,282	8,435	-	133,056	8,130	1,929	11,909	1,243	59	23,270		
Iowa	17,247	-	70,374	506	-	88,127	2,828	-	10,069	86	-	12,983		
Kansas 3/	-	-	-	-	-	-	-	-	-	-	-	-		
Kentucky	61,775	585	13,748	10,456	2,178	88,742	8,502	1,435	4,674	2,778	1,353	18,742		
Louisiana	61,766	32,897	87,142	36,527	5,929	224,261	-	-	-	-	-	-		
Maine	8,531	14	30,000	5,475	3,446	47,466	356	81	1,026	1,656	1,786	4,905		
Maryland	97,561	48,156	77,943	11,613	4,547	239,820	8,748	7,804	4,624	1,235	165	22,576		
Massachusetts	1,002,984	19,499	118,129	55,457	9,487	1,205,556	36,785	1,452	2,485	112	-	40,834		
Michigan	173,426	7,031	11,926	542	-	192,925	5,467	2,218	4,786	3,427	64	15,962		
Minnesota	53,427	4,782	86,938	23,950	-	169,097	829	-	854	158	48	1,889		
Mississippi	10,401	-	4,473	2,619	243	17,936	25,904	-	1,500	1,667	60	33,270		
Missouri	100,242	30,930	48,291	27,497	426	207,386	496	1	234	346	24	1,101		
Montana	3,443	3	1,628	1,274	88	6,436	354	105	4,389	69	14	4,931		
Nebraska	33,584	3,901	8,575	544	-	46,604	-	-	-	-	-	-		
Nevada 3/	-	-	-	-	-	-	-	-	-	-	-	-		
New Hampshire	3,320	16,256	10,813	1,357	-	33,746	3,461	1,520	100	1,074	9	6,164		
New Jersey	282,720	92,080	213,905	12,653	96	601,454	27,460	55,529	25,529	2,543	28	111,089		
New Mexico	19,186	5	17,667	3,297	1,512	41,667	17,177	-	10,399	16,243	10,946	60,062		
New York	509,261	447,439	409,119	137,300	6,786	1,509,905	16	231	2,698	1,068	25	4,038		
North Carolina	39,191	27,297	8,859	32,602	13,194	121,143	183	-	66	2	251	16,558		
North Dakota	14,939	-	4,477	13,746	561	33,723	57,323	-	1,685	3,260	-	65,639		
Ohio	288,417	55,826	167,042	65,067	40,823	617,175	10,612	802	1,137	-	3,042	11,749		
Oklahoma	76,608	11,027	11,290	458	4,549	103,932	10,958	-	-	-	-	23,953		
Oregon	32,269	28,234	16,409	8,041	1,961	86,914	8,850	45,215	67,135	86,354	7,207	214,771		
Pennsylvania	363,042	113,149	210,118	197,140	30,565	724,914	5,109	-	7,321	2,405	921	16,558		
Rhode Island	33,847	9,381	82,367	16,285	18,611	160,491	-	-	-	-	-	-		
South Carolina	2,367	109	1,214	1,357	339	5,395	562	-	533	503	65	652		
South Dakota	10,641	-	481	441	-	11,563	20,837	-	6,251	254	-	1,349		
Tennessee	61,218	-	31,818	14,317	4,399	111,752	89,728	-	75,240	10,420	-	37,508		
Texas	262,137	368,406	224,155	49,928	2,713	907,339	12,600	124,290	5,400	17,289	948	307,495		
Utah	28,304	2,806	35,241	16,244	16,752	99,347	181	500	5,400	3,300	500	22,300		
Vermont	3,260	1,766	3,856	1,167	1,437	11,486	43,204	7	157	151	98	594		
Virginia	140,614	23,139	121,908	61,856	21,794	359,311	5,758	10,700	11,455	6,406	3,017	74,782		
Washington	149,779	121,966	99,733	15,855	1,778	389,111	3,737	3,243	9,418	3,048	505	21,972		
West Virginia	2,655	53,942	72,333	2,578	1,137	132,645	1,628	202	1,424	1,178	590	7,131		
Wisconsin	18,182	13,170	79,685	30,738	2,166	143,941	1,348	-	4,834	941	-	9,659		
Wyoming	3,703	-	4,579	556	113	8,951	-	-	1,949	1,048	1,347	5,692		
Total 4/	6,547,069	2,273,021	3,611,404	1,435,696	294,808	14,161,998	520,597	381,966	426,520	264,064	67,643	1,660,790		
Percent 4/	46.2	16.1	25.5	10.1	2.1	100.0	31.3	23.0	25.7	15.9	4.1	100.0		

STATE HIGHWAY AGENCY CAPITAL OUTLAY AND MAINTENANCE - 1995 1/
TOTAL FOR ALL AREAS - CLASSIFIED BY FUNCTIONAL SYSTEMS

TABLE SF-12
SHEET 4 OF 4
OCTOBER 1996
COMPILED FROM REPORTS OF STATE AUTHORITIES
(THOUSANDS OF DOLLARS)

STATE	CAPITAL OUTLAY				MAINTENANCE					TOTAL	
	INTERSTATE	OTHER PRINCIPAL ARTERIAL 5/	MINOR ARTERIAL	MAJOR AND MINOR COLLECTOR	LOCAL	INTERSTATE	OTHER PRINCIPAL ARTERIAL 5/	MINOR ARTERIAL	MAJOR AND MINOR COLLECTOR		LOCAL
Alabama	101,037	189,381	80,924	10,780	54,524	16,013	75,813	40,225	11,239	75,628	218,918
Alaska	68,118	39,607	22,776	61,532	62,035	9,550	8,650	5,834	8,029	3,642	36,706
Arizona	117,468	192,331	15,204	67,711	72,081	10,209	4,361	4,361	6,413	29,214	57,562
Arkansas	49,145	184,881	58,172	67,360	14,139	13,238	49,912	14,862	18,506	1	96,519
California	1,009,294	835,933	219,454	27,589	254,800	85,450	118,847	72,860	10,891	3,682	291,130
Colorado	119,875	154,104	48,145	13,869	42,610	27,812	35,283	33,764	14,412	22,872	134,143
Connecticut	278,158	206,992	54,644	53,167	3,624	596,585	5,267	18,290	17,020	1,559	57,619
Delaware	72,672	59,596	4,915	8,501	94,726	5,695	1,024	471	261	21,963	29,414
Dist. of Col.	12,070	35,121	3,450	10,458	16,961	602	1,459	145	435	2,837	5,078
Florida	536,197	1,158,849	360,971	21,064	26,584	31,852	154,344	83,586	11,007	-	280,789
Georgia	420,014	260,569	138,401	62,372	121	881,477	14,336	38,004	95,441	2,759	186,620
Hawaii	132,058	43,038	31,101	6,085	1,772	3,288	5,664	6,265	2,249	126	17,592
Idaho	52,168	44,794	21,047	24,998	22,502	3,039	8,858	6,220	2,469	-	24,586
Illinois	546,486	467,938	350,571	140,436	70,447	8,803	77,616	52,379	81,276	18,043	238,117
Indiana	179,894	187,607	58,360	69,498	154,693	45,736	51,213	31,786	59,630	645	189,010
Iowa	78,143	239,710	86,577	21,744	33,208	14,141	37,465	13,016	2,718	-	67,341
Kansas 3/	103,984	167,926	60,029	139,819	195,036	31,829	31,923	20,059	-	17,527	168,026
Kentucky	135,753	184,594	76,042	147,390	8,504	552,283	-	-	66,688	87,528	87,528
Louisiana	46,763	63,716	28,899	16,961	4,919	161,258	7,870	10,827	-	76,085	76,085
Maine	184,337	191,137	46,047	47,825	75,552	544,898	-	-	47,913	606	109,579
Massachusetts	1,069,343	155,122	79,668	38,359	137,736	10,826	15,699	4,420	2,046	10,012	43,903
Michigan	357,490	322,902	34,792	555	23,704	79,443	67,421	7,203	1,15	10,012	154,394
Minnesota	76,482	246,101	67,454	1,362	119,022	10,740	31,754	25,715	4,539	16,452	89,200
Missouri	34,929	185,193	83,979	75,201	23,317	6,519	10,909	17,951	17,272	969	53,620
Mississippi	166,081	295,738	93,046	76,240	34,454	53,284	32,424	30,068	80,340	-	196,117
Montana	34,691	59,416	48,361	35,971	4,907	183,346	8,984	13,142	9,775	14,386	51,691
Nebraska	46,115	145,380	61,234	18,824	13,881	285,384	18,251	9,718	2,143	-	32,626
Nevada 3/	52,592	53,603	10,507	8,808	13,428	14,040	9,308	11,090	17,368	-	51,807
New Hampshire	295,957	383,022	49,733	757	82,497	28,467	90,547	6,661	204	76	125,955
New Jersey	79,848	101,496	27,292	35,774	92,200	336,610	-	-	-	52,632	52,632
New Mexico	664,490	1,039,722	268,580	116,456	42,944	137,903	25,120	31,386	61,793	221,943	478,145
New York	161,967	320,362	117,884	79,212	331,074	19,572	19,406	16,599	95,706	248,727	400,010
North Carolina	43,374	35,174	34,834	31,892	9,367	3,773	6,536	16,139	4,000	286	30,734
North Dakota	408,261	371,165	113,454	136,201	1	1,029,082	-	-	153,661	-	326,824
Oklahoma	102,561	72,265	46,474	35,408	118,718	11,191	29,658	15,853	29,166	16,244	102,112
Oregon	80,117	140,355	48,279	22,306	24,695	27,240	42,067	16,417	7,583	10,307	103,614
Pennsylvania	638,641	287,759	310,237	80,392	126,325	58,158	185,276	156,964	76,144	50,650	527,192
Rhode Island	60,837	96,894	21,364	20,975	613	200,683	-	-	3,831	-	95,177
South Carolina	79,694	99,250	85,766	55,008	59,742	12,831	10,432	21,944	44,561	33,960	72,378
South Dakota	29,021	41,412	47,737	39,662	29,526	187,358	5,328	9,755	3,332	-	26,969
Texas	427,210	169,639	206,690	93,897	22,401	609,410	62,510	93,767	93,767	-	208,369
Tennessee	63,318	89,405	205,934	302,019	507	1,803,125	298,328	73,755	115,043	-	634,997
Utah	14,455	15,501	15,036	39,168	624	232,600	16,038	11,512	6,450	1	61,440
Vermont	193,885	282,362	130,455	107,823	13,597	83,084	1,553	2,804	6,219	28	12,723
Washington	220,513	455,227	73,366	19,230	194,366	133,904	78,075	72,561	111,949	218,130	614,619
West Virginia	59,142	266,767	70,649	47,294	13,392	11,816	38,574	13,338	9,449	454	73,631
Wisconsin	64,786	363,175	116,495	51,209	36,209	21,946	16,721	12,431	38,503	72,312	161,912
Wyoming	62,646	26,452	15,190	43,834	12,178	11,013	30,151	30,332	11,542	1,166	84,204
Total 4/	9,948,863	11,897,140	4,295,680	2,640,032	2,790,214	1,377,331	1,930,286	1,214,987	1,385,163	1,366,648	7,274,485
Percent 4/	31.5	37.7	13.0	8.4	8.8	18.9	26.5	16.7	19.0	18.8	100.0

1/ Table SF-12 shows capital and maintenance expenditures by functional system and area.
 2/ Area subtotals do not include expenditures on roads functionally classified as local.
 3/ State did not provide functional system data.
 4/ The totals and percentages include only the District of Columbia and the 48 States shown.
 5/ Includes Other Freeways and Expressways.

**STATE HIGHWAY AGENCY CAPITAL OUTLAY - 1995 1/
FOR RURAL AND URBAN COLLECTORS
CLASSIFIED BY IMPROVEMENT TYPES**

TABLE SF-12A
SHEET 3 OF 3
OCTOBER 1995

STATE	(THOUSANDS OF DOLLARS)										TOTAL			
	RURAL COLLECTORS CONSTRUCTION 2/					URBAN COLLECTORS CONSTRUCTION 2/								
	ROW AND ENGINEERING	NEW CONSTRUC- TION	RECON- STRUCTION	MAJOR WIDENING	3R	BRIDGE WORK	SAFETY AND OTHER	TOTAL	RECON- STRUCTION	MAJOR WIDENING		3R	BRIDGE WORK	SAFETY AND OTHER
Alabama	204	3,127	22,821	3,956	304	4,818	267	8,710	32	2,406	1,975	269	12	2,070
Alaska	11,346	725	22,821	3,956	15,882	749	57,790	1,935	2,439	1,131	269	-	-	5,741
Arizona	5,394	3,533	8,846	2,515	22,041	5,492	50,887	1,79	569	3,313	207	-	-	6,824
Arkansas	10,445	14,733	4,876	-	19,850	12,978	64,124	516	373	694	1,629	-	-	3,236
California	4,957	-	4,876	-	5,468	3,416	17,566	2,721	-	-	7,300	-	-	10,021
Colorado	1,092	-	-	-	10,478	1,134	12,705	229	-	-	226	-	-	699
Connecticut	16,504	-	6,142	124	1,261	4,695	29,473	7,764	93	4,303	8,586	597	-	23,695
Delaware	590	-	-	-	979	673	2,276	4,048	966	28	412	-	-	6,224
Dist. of Col.	-	-	-	-	-	-	-	1,905	1,693	915	37	-	-	10,488
Florida	3,474	-	1,659	-	2,021	968	8,203	5,942	-	-	2,965	-	-	10,488
Georgia	9,227	3,270	11,991	3,005	12,310	13,317	54,343	1,491	1,056	697	501	2,590	3,828	12,861
Hawaii	595	-	-	-	4,171	-	4,777	167	-	-	77	-	-	8,029
Illinois	3,867	958	9,813	-	9,529	148	24,999	-	-	-	7,966	-	-	1,308
Indiana	5,872	117	10,543	117	55,642	27,645	101,459	-	-	-	-	-	-	38,976
Iowa	3,235	-	-	-	40,670	17,815	69,498	-	-	-	-	-	-	-
Iowa	3,982	3,732	-	-	8,005	6,025	21,744	-	-	-	-	-	-	-
Kansas 3/	33,404	15,200	8,739	2,711	46,893	27,198	136,772	-	10	16	-	-	-	3,047
Kentucky	15,296	14,313	42,922	24	27,624	30,535	140,942	-	233	2,731	388	-	-	6,447
Louisiana	4,051	523	1,969	105	4,208	784	12,159	1,424	152	39	2,541	-	-	4,802
Maine	10,313	-	886	506	14,119	14,464	43,279	912	-	51	61	-	-	4,547
Maryland	3,192	458	4,000	-	14,095	5,436	28,497	2,575	-	4	129	-	-	9,863
Massachusetts	151	403	2	-	-	-	556	-	-	-	-	-	-	-
Michigan	420	-	-	-	576	19	1,350	10	-	-	2	-	-	12
Minnesota	9,440	10,145	10,692	-	26,129	16,693	74,098	183	891	-	32	-	-	1,106
Mississippi	25,629	6,294	6,529	105	19,877	9,609	73,495	675	-	-	1,870	-	-	2,744
Missouri	5,451	326	9,017	326	18,509	2,259	35,651	183	-	-	137	-	-	320
Montana	3,620	97	3,385	-	7,543	3,214	18,767	39	-	-	-	-	-	58
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada 3/	2,858	161	932	-	3,573	1,192	8,807	-	-	-	-	-	-	96
New Hampshire	287	-	-	-	353	5	661	36	-	-	60	-	-	924
New Jersey	6,332	-	662	279	2,484	12,121	26,532	212	-	8	24	-	-	7,416
New Mexico	16,224	-	8,069	-	55,931	23,177	4,445	107,846	1,229	1,446	1,581	-	-	8,611
North Carolina	35,900	10,228	6,660	1,554	1,246	1,827	61,837	6,985	9,016	145	244	-	-	390
North Dakota	582	10	8,938	-	18,662	1,437	30,343	272	-	107	363	-	-	1,549
Ohio	26,103	2,052	-	-	18,135	27,166	87,759	6,678	7	21,526	5,659	-	-	48,443
Oklahoma	4,115	4,196	7,675	77	912	10,507	30,805	1,714	2,688	48	-	-	-	4,604
Oregon	2,558	2,011	-	-	2,513	5,359	19,015	150	-	825	-	-	-	3,290
Pennsylvania	19,365	101	4,246	2,680	1,058	11,901	38,843	14,527	141	5,691	1,467	15,679	127	41,550
Rhode Island	1,218	-	27	-	127	76	1,536	9,498	5,728	1,184	439	2,242	348	19,439
South Carolina	4,034	-	537	199	22,634	16,693	44,786	1,717	126	445	2,515	-	-	11,221
South Dakota	2,817	-	10,300	957	18,074	5,661	38,286	254	-	105	498	-	-	1,375
Tennessee	26,387	2,084	24,857	64,436	16,237	13,595	86,147	20,699	1,216	374	300	183	-	7,750
Texas	94,933	98,674	-	-	297,497	9,832	297,497	843	2,357	677	15	376	255	4,523
Utah	4,152	-	-	-	9,800	5,000	20,952	5,416	-	2,900	3,700	3,400	-	18,216
Vermont	2,375	-	112	-	6,465	4,164	14,450	170	-	584	799	-	-	1,585
Virginia	33,148	7,891	21,974	2,579	4,343	13,370	84,182	5,352	1,015	6,194	4,171	-	-	23,641
Washington	5,332	3,317	288	8	3,836	1,824	17,391	281	-	1,429	23	-	-	1,839
West Virginia	1,941	2,859	783	-	22,995	15,180	45,000	424	-	518	100	-	-	2,294
Wisconsin	6,839	-	15,727	-	12,257	10,546	47,410	1,951	-	478	279	-	-	3,799
Wyoming	9,980	9,644	10,008	1,474	6,313	3,175	43,039	429	93	159	9	-	-	797
Total 4/	492,171	215,660	289,672	96,612	616,132	422,048	1,059,949	104,830	30,527	52,071	66,695	77,508	43,984	394,788
Percent 4/	22.2	9.6	12.9	4.3	27.4	18.8	4.7	26.6	7.7	13.2	16.9	19.6	11.1	100.0

1/ Table SF-12A shows capital outlay for the Interstate, Arterial, and Collector systems by area and improvement type. This table does not include expenditures for roads functionally classified as local. Entries for some States may include estimates. Data reported for urban areas include both small urban and urbanized areas.

2/ In some instances, the subcategories group a number of improvement types. New Construction includes both New Route and Relocation. 3R includes Minor Widening, Restoration, Rehabilitation, and Resurfacing.

3/ State did not segregate data by functional system.

4/ The totals and percentages include only the District of Columbia and the 48 States shown.

Bridge Work includes New Bridge, Bridge Replacement, Major Bridge Rehabilitation, and Minor Bridge Rehabilitation. Safety and other includes Safety, Traffic Operations, TSM and Environmentally Related Improvement Types.

STATE OBLIGATIONS FOR HIGHWAYS - 1995
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/

TABLE SB-1
SHEET 1 OF 2
OCTOBER 1995

(THOUSANDS OF DOLLARS)

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	OBLIGATION	DATED	PAR VALUE 2/			PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS	POSTED INTEREST RATE 4/	SOURCE OF FUNDS FOR DEBT SERVICE 5/		
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL PAR VALUE							
Alabama	Industrial Access & Bridge Authority Bonds Series 1995	6-01-95	10,630	-	10,630	-	-	10,630	3.7-4.9	General Revenue*		
		8-15-94	54	-	54	-	-	54	5.90	Highway-User Revenue*		
		3-15-95	114	-	114	-	-	114	5.30	Highway-User Revenue*		
		9-15-94	200,000	-	200,000	(2,000)	906	198,906	5.50-6.25	Highway-User Revenue*		
		5-15-95	125,000	-	125,000	(1,298)	536	124,238	5.10-5.6	Highway-User Revenue*		
	TOTAL	325,168	-	325,168	(3,298)	1,442	323,312	-	Highway-User Revenue			
Delaware	Delaware Transportation Authority Senior Revenue Bond Series 1994	11-1-94	70,000	-	70,000	(126)	190	70,064	4.2-7.0	Highway-User Revenue, Tolls		
Dist. of Col.	U.S. Treasury Loan	10-1-95	38,733	-	38,733	-	-	38,733	5.8	General Revenue*		
Florida	Mid-Bay Bridge Revenue Refunding Bonds - Series 1993A 6/ Mid-Bay Bridge Revenue Refunding Bonds - Series 1993D 6/ Right-of-way Acquisition and Bridge Construction Bonds - Series 1995	2-15-93	-	57,210	57,210	-	-	57,210	6.0-6.1	Tolls		
		2-15-93	-	29,040	29,040	-	-	29,040	6.125	Tolls		
		4-15-95	150,000	-	150,000	(717)	399	149,682	5.125-5.875	Motor-Fuel Tax*		
			TOTAL	150,000	86,250	236,250	(717)	399	235,932	-	-	
Georgia	Public Road and Bridges Bonds-Series 1995B Public Road and Bridges Bonds-Series 1995C Public Road and Bridges Bonds-Series 1995D	3-1-95	125,000	-	125,000	83	173	125,256	3.2-7.2	General Revenue*		
		7-1-95	10,000	-	10,000	1	-	10,001	3.25-7.25	General Revenue*		
		9-1-95	95,000	-	95,000	-	-	95,000	3.25-7.25	General Revenue*		
			TOTAL	230,000	-	230,000	84	173	230,257	-	-	
			General Obligation Bond Series BU 6/ General Obligation Refunding Bond Series CD 6/ General Obligation Refunding Bond Series CF 6/ General Obligation Refunding Bond Series CI 6/ Highway Revenue Bond Series 1993 6/ TOTAL	11-1-91	30,496	-	30,496	-	-	30,496	5.0-7.25	General Revenue*
Hawaii	General Obligation Bond Series A Transportation Bond Series A Transportation Bond Series A Transportation Refunding Bond - 1992 7/	12-1-93	-	13,523	13,523	-	-	13,523	3.85-5.0	General Revenue*		
		7-1-93	-	11,314	11,314	-	-	11,314	3.25-5.5	General Revenue*		
		11-1-93	-	27,663	27,663	-	-	27,663	4.0-5.0	General Revenue*		
		9-1-93	75,000	-	75,000	-	-	75,000	2.6-5.0	Highway-User Revenue*		
			TOTAL	105,496	52,500	157,996	-	-	157,996	-	-	
Illinois	Transportation Bond Series A Transportation Bond Series A Transportation Bond Series A Transportation Refunding Bond - 1992 7/	8-1-94	138,200	-	138,200	(1,350)	-	136,850	5.5-5.875	Highway-User Revenue		
		10-1-94	25,000	-	25,000	(376)	-	24,624	3.9-6.35	Highway-User Revenue		
		2-1-95	41,800	-	41,800	(363)	-	41,437	5.5-6.1	Highway-User Revenue		
		10-1-92	-	21,600	21,600	-	-	21,600	3.75-6.2	Highway-User Revenue		
			TOTAL	205,000	21,600	226,600	(2,089)	-	224,511	-	-	
Indiana	Indiana Transp. Finance Authority Toll Road Lease Revenue Refunding Series 1993	10-1-93	10,163	65,912	76,075	(463)	-	75,612	4.75-5.75	Tolls		
		4-1-95	183,227	54,663	237,890	5,836	-	243,726	5.0-6.0	Motor-Fuel Tax		
			435	3,245	3,680	-	-	3,680	not reported	General Revenue*		
Kentucky	Economic Dev. Road Rev. Refunding Bonds (Revitalization Projects) Series 1995	12-1-94	35,475	-	35,475	-	-	35,475	4.7-6.12	General Revenue*		
		2-15-95	35,910	-	35,910	-	-	35,910	-	General Revenue*		
			TOTAL	71,385	-	71,385	-	-	71,385	-	-	
Louisiana	General Obligation Bonds - Series 1995A	6-1-95	10,000	-	10,000	-	-	10,000	4.25-5.1	Highway-User Revenue*		
		9-15-94	75,000	-	75,000	(1,101)	65	73,954	4.25-5.5	Fuel, Tolling & Income Taxes		
		8-1-94	171	-	171	-	-	171	4.6-6.0	Highway-User Revenue*		
		8-1-94	97	-	97	-	-	97	4.6-6.0	Highway-User Revenue*		
		2-1-95	136	-	136	-	-	136	4.6-5.2	Highway-User Revenue*		
Massachusetts	Highway Improvement Loan Act of 1972 Highway Improvement Loan Act of 1975 Highway Improvement Loan Act of 1977 Highway Improvement Loan Act of 1979 Highway Improvement Loan Act of 1981 Highway Improvement Loan Act of 1982 Highway Improvement Loan Act of 1983 Highway Improvement Loan Act of 1985 Highway Improvement Loan Act of 1988 Highway Maintenance and Bridge Painting Act of 1988 Town and County Ways Improvement Act of 1988 Highway Improvement Loan Act of 1991 Highway Improvement Loan Act of 1994 Highway Improvement Loan Act II of 1994 Public Safety Program Loan Act of 1991	2-1-95	304	-	304	-	-	304	4.6-5.2	Highway-User Revenue*		
		8-1-94	404	-	404	-	-	404	4.6-6.0	Highway-User Revenue*		
		11-1-94	163	-	163	-	-	163	4.6-5.5	Highway-User Revenue*		
		8-1-94	6,253	-	6,253	-	-	6,253	4.6-6.0	Highway-User Revenue*		
		8-1-94	3,397	-	3,397	-	-	3,397	4.6-6.0	Highway-User Revenue*		
		8-1-94	46,130	-	46,130	-	-	46,130	4.6-6.75	Highway-User Revenue*		
		8-1-94	792	-	792	-	-	792	4.6-5.5	Highway-User Revenue*		
		8-1-94	3,375	-	3,375	-	-	3,375	5.5-5.7	Highway-User Revenue*		
		8-1-94	284,773	-	284,773	(10,430)	-	274,343	4.4-7.0	Highway-User Revenue*		
		5-1-95	26,544	-	26,544	(4,708)	-	21,836	4.4-5.5	Highway-User Revenue*		
		5-1-95	911	-	911	-	-	911	4.6	Highway-User Revenue*		
		11-1-94	8,906	-	8,906	-	-	8,906	5.2-5.5	Highway-User Revenue*		
			TOTAL	382,356	-	382,356	(15,138)	-	367,218	-	-	
		Minnesota	State Transportation Bonds, Laws of 1990 State Transportation Bonds, Laws of 1992 State Transportation Bonds, Laws of 1993 State Transportation Bonds, Laws of 1994	4-1-95	150	-	150	-	-	150	5.0-6.0	General Revenue*
				4-1-95	1,875	-	1,875	-	2	1,877	5.0-6.0	General Revenue*
4-1-95	2,700			-	2,700	-	-	2,700	5.0-6.0	General Revenue*		
4-1-95	1,000			-	1,000	-	2	1,002	5.0-6.0	General Revenue*		
	TOTAL			5,725	-	5,725	-	4	5,729	-	-	

TABLE SB-1
SHEET 2 OF 2
OCTOBER 1995

**STATE OBLIGATIONS FOR HIGHWAYS - 1995
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR 1/**

COMPILED FROM REPORTS
OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	OBLIGATION	DATED	PAR VALUE 2/			PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS	POSTED INTEREST RATE 4/	SOURCE OF FUNDS FOR DEBT SERVICE 5/
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL PAR VALUE					
New Hampshire	Capital Improvement Bond - College Savers Series 1994 Capital Improvement Bond - Series 1994 TOTAL	7-15-94 12-1-94	855 240 1,095	- - -	855 240 1,095	- - -	- - 1,095	4.7 - 6.2 5.5 - 6.0	Fuel Tax* Fuel Tax*	
New York	Accelerated Capacity & Transportation Improvement in the 90's Bonds - 1995 Accelerated Capacity & Transportation Improvement in the 90's Bonds - 1995 Rebuild New York Through Transportation Infrastructure Renewal - 1995 Local Highway & Bridge Service Contract Bonds Series 1995 Local Highway & Bridge Service Contract Bonds Series 1995A Highway and Bridge Trust Fund Bonds - Series 1995A Highway and Bridge Trust Fund Bonds - Series 1995B Buffalo and Fort Erie Public Bridge Authority System Revenue Bonds - 1995 Thruway System General Revenue Bonds - Series C TOTAL	3-15-95 10-1-95 3-15-95 8-15-95 8-15-95 7-1-95 11-1-95 8-1-95 2-23-95	92,621 68,526 2,013 234,265 7,825 467,830 322,630 53,370 320,000 1,569,080	- - - - 69,705 - - - - 69,705	92,621 68,526 2,013 234,265 7,825 467,830 322,630 53,370 320,000 1,638,785	(1,617) (624) (14) - - - - (1,485) - (3,740)	73 40 1 1,050 339 1,282 1,319 - 4,104	91,077 67,942 2,000 235,315 77,869 469,112 323,949 51,885 320,000 1,639,149	5.0 - 6.25 4.25 - 6.0 5.0 - 6.25 4.3 - 6.45 4.125 - 6.0 4.00 - 6.25 5.00 - 6.00 3.7 - 6.0 4.75 - 6.5	General Revenue* General Revenue* General Revenue* General Revenue* General Revenue* Highway-User Revenue* Highway-User Revenue* Tolls Tolls
Oklahoma	Turnpike Authority - Series 1992 F & G, Senior Revenue Bonds (Refunding) 8/	10-1-92	-	4,386	4,386	(4,386)	-	-	0.0 9/	Tolls
Pennsylvania	Delaware River Port Authority Revenue Bonds Series 1995	12-12-95	357,185	-	357,185	(5,468)	-	351,717	5.3 - 5.5	Tolls
Rhode Island	General Obligation Bonds - Series 1992 B General Obligation Bonds - Series 1994 A TOTAL	6-15-95 6-15-95	26,445 3,710 30,155	- - -	26,445 3,710 30,155	- - -	- - 30,155	26,445 3,710 30,155	3.85 - 6.0 3.85 - 6.0	Motor-Fuel Tax* Motor-Fuel Tax*
South Carolina	State Highway Bond Series 1995	8-1-95	20,000	-	20,000	-	-	20,023	5.25 - 5.4	Motor-Fuel Tax*
Texas	Dallas North Tollway Revenue Bonds - Series 1994	1-5-95	26,800	-	26,800	(3,48)	1,65	26,617	5.5 - 6.75	Tolls
Virginia	Transportation Facilities Bonds (Dulles Toll Road) Series 1989 10/ Transportation Facilities Bonds (North, Va. Transp. District) Series 1995 A Chesapeake Bay Bridge & Tunnel System-Senior Revenue Bonds, Series 1995 Chesapeake Bay Bridge & Tunnel System-General Revenue Bonds, Series 1995 TOTAL	6-1-89 2-8-95 5-1-95 5-1-95	24,842 41,132 42,450 60,250 168,674	- - - - -	24,842 41,132 42,450 60,250 168,674	(24,842) (4,36) (201) (965) (26,444)	- 238 - - 238	40,934 42,249 69,285 142,468	6.0 - 6.6 5.8 - 6.375 5.1 - 6.0 5.0 - 5.8	Tolls Tolls Tolls Tolls
Washington	Motor Vehicle Fuel Tax Bonds (Highways) Series R-95C Motor Vehicle Fuel Tax Bonds (UAB) Series R-95C Motor Vehicle Fuel Tax Bonds, Series 1995D Motor Vehicle Fuel Tax Bonds, Series DD-15 Motor Vehicle Fuel Tax Bonds, Series 1995E Motor Vehicle Fuel Tax Bonds (Highways) Series R-96A Motor Vehicle Fuel Tax Bonds (UAB) Series R-96A Motor Vehicle Fuel Tax Bonds (Fairies) Series R-96A Motor Vehicle Fuel Tax Bonds (Highways) Series 1996B Motor Vehicle Fuel Tax Bonds (Fairies) Series 1996B TOTAL	5-01-95 5-01-95 5-01-95 5-01-95 6-01-95 12-01-95 12-01-95 12-01-95 12-01-95 12-01-95	1,887 207 61,980 11,380 7,200 38 15 25 50,000 179,732	44,758 6,833 - - 6,562 2,610 4,225 - 64,988	46,645 7,040 61,980 11,380 7,200 6,600 2,625 4,225 50,000 244,720	1,879 206 98 18 - 29 11 18 - 2,259	8 1 10 2 29 10 4 7 84 79 234	48,532 7,247 62,088 11,400 7,229 6,639 2,640 4,275 50,084 247,079	4.45 - 7.0 4.45 - 7.0 4.45 - 7.0 4.45 - 7.0 4.45 - 7.45 3.65 - 5.0 3.65 - 5.0 3.65 - 5.0 5.0 - 6.25 5.0 - 6.25	Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax* Motor-Fuel Tax*
Wisconsin	Transportation Revenue Bond 1995 Series A TOTAL	9-1-95	105,000	-	105,000	(34)	420	105,386	4.45 - 6.25	Highway-User Revenue*
GRAND TOTAL			4,295,129	423,249	4,718,378	(55,173)	7,457	4,670,662		

1/ This table is one of a series giving available information concerning State and quasi-State obligations incurred for highway purposes. Table SB-2 contains data on changes in indebtedness. Table SB-3 contains receipts and disbursements for debt service. Tables SB-2T and SB-3T are subsets of Tables SB-2 and SB-3, showing data for individual State toll facilities. Tables SB-2L and SB-3L are also subsets of Tables SB-2 and SB-3, showing data for State obligations for local roads. When bonds were issued for multiple purposes, their par value is assigned to State highways, local roads and streets, and nonhighway purposes on the basis of the initial distribution of net bond proceeds. The nonhighway portion is excluded from these tables. Also omitted are obligations with terms of less than 2 years; however, interest payments for short-term obligations are included in Table SB-3.

2/ A portion of proceeds from refunding bonds may be expended for current debt service. That portion is included with original issues.

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

4/ "Posted rate" is declared rate printed on bonds.

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

6/ Bonds were not reported by State at time of actual issue.

7/ A \$37,112,830 bond refunding issue was not reported by the State in 1992. A portion of this issue was picked up on the 1993 Table SB-1. The remainder is shown here.

8/ 1992 Table SB-1 showed a combined par value of \$50,804,000 and no discount. The table should have shown a par value of \$55,189,000 and a discount of \$4,385,000. The difference is shown here.

9/ Capital appreciation bond. Bonds sold at steep discount to face value, and pay no interest.

10/ 1989 Table SB-1 showed a par value of \$34,348,000 and a discount of \$143,000. The table should have shown a par value of \$59,190,000 and a discount of \$24,985,000. The difference is shown here.

TABLE SB-2
OCTOBER 1996

STATE OBLIGATIONS FOR HIGHWAYS - 1995
CHANGE IN INDEBTEDNESS DURING YEAR 1/

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	OBLIGATIONS OUTSTANDING BEGINNING OF YEAR				OBLIGATIONS ISSUED 2/			OBLIGATIONS RETIRED				TOTAL	OBLIGATIONS OUTSTANDING END OF YEAR	BALANCE IN SINKING FUND OR DEBT RESERVE AT END OF YEAR 3/
	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	BY CURRENT REVENUES OR SINKING FUNDS	BY REFUNDING	TOTAL	BY CURRENT REVENUES OR SINKING FUNDS	BY REFUNDING	TOTAL					
Alabama	79,707	10,630	10,630	-	-	16,525	-	-	16,525	73,812	-	-	6,055	-
Alaska	15,845	-	-	-	-	4,695	-	-	4,695	11,150	-	-	-	-
Arizona	1,541,686	-	-	-	-	94,260	-	-	94,260	1,447,426	-	-	-	-
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-
California	68,765	-	-	-	-	5,745	-	-	5,745	63,020	-	-	-	11,920
Colorado	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connecticut	2,793,002	325,169	325,169	-	-	199,090	-	-	199,090	2,919,081	-	-	-	-
Delaware	741,255	70,000	70,000	-	-	28,083	-	-	28,083	783,172	-	-	-	71,851
Dist. Of Cal.	173,355	38,733	38,733	-	-	12,843	-	-	12,843	199,245	-	-	-	-
Florida	2,781,113	150,000	86,250	-	-	61,088	-	25,850	86,938	2,930,425	-	-	-	316,507
Georgia	801,748	230,000	230,000	-	-	55,661	-	-	55,661	976,087	-	-	-	117,336
Hawaii	156,127	105,496	157,996	-	-	23,775	-	52,068	75,843	238,280	-	-	-	-
Idaho	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Illinois	2,421,776	205,000	226,600	-	-	99,406	-	21,600	121,006	2,527,370	-	-	-	250,305
Indiana	621,440	10,163	76,075	-	-	15,815	-	66,970	82,785	614,730	-	-	-	37,209
Iowa	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kansas	1,060,675	-	-	-	-	4,060	-	-	4,060	1,056,615	-	-	-	16,374
Kentucky	1,588,008	183,227	237,890	-	-	149,877	-	49,016	198,893	1,627,005	-	-	-	255,054
Louisiana	1,229,446	35,910	39,155	-	-	217,763	-	3,245	221,008	1,047,593	-	-	-	19,576
Maine	217,100	10,000	10,000	-	-	17,535	-	-	17,535	209,565	-	-	-	7,751
Maryland	512,795	75,000	75,000	-	-	11,298	-	-	11,298	576,497	-	-	-	147,665
Massachusetts	2,180,361	382,355	382,355	-	-	285,134	-	-	285,134	2,277,582	-	-	-	98,119
Michigan	760,725	-	-	-	-	8,555	-	-	8,555	752,170	-	-	-	6,898
Minnesota	64,040	5,725	5,725	-	-	-	-	-	-	69,765	-	-	-	9,111
Mississippi	94,493	-	-	-	-	24,187	-	-	24,187	70,306	-	-	-	89,147
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Montana	146,840	-	-	-	-	49,715	-	-	49,715	97,125	-	-	-	-
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	120,660	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	386,769	-	-	-	-	30,420	-	-	30,420	90,240	-	-	-	1,643
New Jersey	4,851,385	1,095	1,095	-	-	13,237	-	-	13,237	374,627	-	-	-	28,065
New Mexico	45,730	-	-	-	-	193,245	-	-	193,245	4,658,140	-	-	-	324,772
New York	4,770,599	1,569,080	1,538,785	-	-	4,380	-	-	4,380	41,350	-	-	-	864
North Carolina	55,285	-	-	-	-	420,755	-	69,705	490,460	5,918,924	-	-	-	428,143
North Dakota	-	-	-	-	-	25,840	-	-	25,840	29,445	-	-	-	-
Ohio	571,315	-	-	-	-	90,400	-	-	90,400	480,915	-	-	-	123,313
Oklahoma	686,684	-	-	-	-	4,386	-	-	4,386	680,115	-	-	-	108,760
Oregon	50,415	-	-	-	-	10,955	-	-	10,955	39,420	-	-	-	-
Pennsylvania	2,529,791	357,185	357,185	-	-	218,917	-	-	218,917	2,668,059	-	-	-	172,128
Rhode Island	291,502	30,155	30,155	-	-	13,318	-	-	13,318	308,339	-	-	-	3,097
South Carolina	-	20,000	20,000	-	-	-	-	-	-	20,000	-	-	-	-
South Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	7,520	-	-	-	-	4,190	-	-	4,190	3,330	-	-	-	-
Texas	395,400	26,800	26,800	-	-	6,830	-	-	6,830	415,370	-	-	-	49,692
Utah	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vermont	29,188	-	-	-	-	-	-	-	-	26,534	-	-	-	-
Virginia	824,423	168,674	168,674	-	-	2,654	-	-	2,654	970,653	-	-	-	31,267
Washington	787,945	179,732	244,720	-	-	63,520	-	67,450	130,970	901,695	-	-	-	32,517
West Virginia	385,350	-	-	-	-	39,245	-	-	39,245	346,105	-	-	-	14,489
Wisconsin	608,957	105,000	105,000	-	-	27,382	-	-	27,382	686,575	-	-	-	30,087
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	37,449,220	4,295,129	4,718,378	423,249	4,718,378	2,583,837	355,904	2,939,741	2,939,741	39,227,857	-	-	-	2,809,715

1/ Table summarizes State indebtedness from all State bond issues, including the toll facility issues shown in table SB-2T and the State issues for local roads shown in Table SB-2L. See Table SB-1 for general note on SB table series.

2/ See Table SB-1 for additional information on specific bond issues.

3/ Amounts in this column represent funds available for future principal and interest payments.

STATE OBLIGATIONS FOR HIGHWAYS - 1995
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE 1/

TABLE SB-3
OCTOBER 1996

(THOUSANDS OF DOLLARS)

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	RECEIPTS APPLICABLE TO DEBT SERVICE								DISBURSEMENTS						BALANCE IN SINKING FUND OR DEBT RESERVE END OF YEAR
	BALANCE IN SINKING FUND OR DEBT RESERVE BEGINNING OF YEAR 2/	HIGHWAY- USER TAX REVENUES	TOLLS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME 3/	PROCEEDS OF SALE OF BONDS	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL	TOTAL DISBURSE- MENTS	
Alabama	-	20,005	-	-	-	-	20,005	3,352	128	3,480	16,525	-	16,525	20,005	
Alaska	-	-	-	-	5,468	-	5,468	773	-	773	4,695	-	4,695	5,468	
Arizona	12,944	172,592	-	-	3,009	-	175,601	88,211	19	88,230	94,260	-	94,260	182,490	
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
California	9,454	-	10,354	573	-	-	10,927	2,690	26	2,716	5,745	-	5,745	8,461	
Colorado	-	364,012	-	-	-	-	364,012	164,757	165	164,922	199,090	-	199,090	364,012	
Connecticut	63,067	64,699	8,240	2,583	-	3,321	78,843	41,945	31	41,976	28,083	-	28,083	70,059	
Delaware	-	24,199	-	-	-	-	24,199	11,356	-	11,356	12,843	-	12,843	24,199	
Dist. Of Col.	253,269	22,949	145,403	14,910	41,821	87,590	312,673	167,697	2,236	169,933	86,938	(7,436)	79,502	249,435	
Florida	87,233	138,930	10,752	360	-	257	150,299	61,059	84	61,143	55,661	3,392	59,053	120,196	
Georgia	-	34,874	-	-	-	52,500	87,374	11,098	-	11,098	75,843	433	76,276	87,374	
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Idaho	233,949	181,048	78,202	10,276	-	21,600	291,126	144,383	-	144,383	121,006	9,381	130,387	274,770	
Illinois	37,307	30,027	20,540	2,667	-	75,612	128,846	45,495	1,520	47,015	82,785	(856)	81,929	128,944	
Indiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Iowa	7,550	57,359	12,285	387	-	-	70,031	56,578	469	57,147	4,060	-	4,060	61,207	
Kansas	273,483	160,515	-	22,647	174	94,631	277,967	88,135	3,514	91,649	198,893	5,854	204,747	296,396	
Kentucky	19,358	154,408	7,516	1,095	125,802	3,680	292,501	71,232	45	71,277	221,008	(2)	221,006	292,283	
Louisiana	6,396	24,107	428	-	-	-	13,331	13,331	-	13,331	17,535	-	17,535	30,866	
Maine	68,956	14,998	93,810	7,668	-	-	116,476	26,374	95	26,469	11,298	-	11,298	37,767	
Maryland	99,104	240,175	27,251	3,975	178,520	-	449,921	162,196	3,270	165,466	285,134	306	285,440	450,906	
Massachusetts	807	49,438	1,086	18	-	-	50,542	35,885	11	35,896	8,555	-	8,555	44,451	
Michigan	8,571	-	-	296	-	45	3,093	3,553	-	3,553	-	-	-	3,553	
Minnesota	102,174	12,831	-	5,755	-	-	18,586	7,268	158	7,426	24,187	-	24,187	31,613	
Mississippi	-	57,885	-	-	510	-	58,395	8,650	30	8,680	49,715	-	49,715	58,395	
Missouri	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nevada	2,118	35,474	-	-	-	-	35,474	5,529	-	5,529	30,420	-	30,420	35,949	
New Hampshire	28,065	7,063	26,024	1,452	-	-	34,559	21,322	43	21,322	13,237	-	13,237	34,559	
New Jersey	317,707	206,534	268,575	20,328	-	-	495,437	295,155	-	295,155	193,245	(28)	193,217	488,372	
New Mexico	71	4,591	-	2,462	-	-	7,053	1,880	-	1,880	4,380	-	4,380	6,260	
New York	285,762	534,260	81,479	9,645	161,485	144,787	931,656	296,995	1,454	298,449	490,460	366	490,826	789,275	
North Carolina	-	27,631	-	-	-	-	27,631	1,791	-	1,791	25,840	-	25,840	27,631	
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ohio	134,571	95,306	7,981	5,987	174	-	109,448	30,126	180	30,306	90,400	-	90,400	120,706	
Oklahoma	90,644	-	63,678	5,852	-	-	69,530	40,459	-	40,459	10,955	-	10,955	51,414	
Oregon	3,705	9,840	-	-	-	-	9,840	2,550	-	2,550	10,995	-	10,995	13,545	
Pennsylvania	100,670	260,891	110,807	2,730	-	56,066	430,589	132,986	7,228	140,214	218,917	-	218,917	359,131	
Rhode Island	2,957	25,730	2,373	125	-	-	28,228	14,771	1	14,772	13,318	(2)	13,316	172,128	
South Carolina	-	-	-	-	-	-	20	-	-	-	-	-	-	20	
South Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tennessee	46,413	5,500	32,283	3,149	-	165	55,000	1,310	-	1,310	4,190	-	4,190	5,500	
Texas	-	-	-	-	-	-	35,597	25,488	-	25,488	6,830	-	6,830	32,318	
Utah	-	4,416	-	-	-	-	4,416	1,762	-	1,762	2,654	-	2,654	4,416	
Vermont	-	48,269	47,505	4,424	-	612	100,810	46,571	175	46,746	22,444	427	22,871	69,617	
Virginia	74	108,028	-	854	69,411	-	178,293	45,999	1,738	47,737	130,970	(270)	130,700	178,437	
Washington	32,661	45,222	11,504	976	-	-	57,702	18,305	19	18,324	39,245	-	39,245	57,569	
West Virginia	14,356	58,550	-	1,407	83	1,070	61,110	32,602	650	33,252	27,382	-	27,382	60,634	
Wisconsin	29,611	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	2,374,297	3,302,376	1,074,044	133,029	520,893	611,367	5,641,709	2,231,676	23,309	2,254,985	2,939,741	11,565	2,951,306	5,206,291	

1/ Table summarizes State receipts and disbursements for debt service of all State bond issues, including the toll facility issues shown in table SB-31 and the State issues for local roads shown in table SB-3L. See Table SB-1 for general note on SB table series.

2/ Any differences between beginning balance and last year's closing balance are the result of accounting adjustments, or inclusion of funds not previously reported.

3/ May include General funds, other State taxes, Federal funds and local funds.

STATE OBLIGATIONS FOR LOCAL HIGHWAYS - 1995 1/
CHANGE IN INDEBTEDNESS DURING YEAR

TABLE SB-2L
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	OBLIGATIONS OUTSTANDING BEGINNING OF YEAR	OBLIGATIONS ISSUED 2/			TOTAL	BY CURRENT REVENUES OR SINKING FUNDS	OBLIGATIONS RETIRED		TOTAL	OBLIGATIONS OUTSTANDING END OF YEAR	BALANCE IN SINKING FUND OR DEBT RESERVE END OF YEAR 3/
		ORIGINAL ISSUES	REFUNDING ISSUES	BY REFUNDING ISSUES			BY	BY REFUNDING			
Alaska	803	-	-	-	172	-	-	172	631	-	
Dist. of Col.	173,355	38,733	-	38,733	12,843	-	-	12,843	199,245	-	
Florida	101,340	-	-	-	22,740	-	-	22,740	78,600	11,748	
Louisiana	5,075	435	3,245	3,680	405	3,245	-	3,650	5,105	-	
Maryland	25,845	-	-	-	4,640	-	-	4,640	21,205	6,505	
Massachusetts	19,725	3,375	-	3,375	2,639	-	-	2,639	20,461	-	
Michigan	62,011	-	-	-	6,367	-	-	6,367	55,644	-	
Mississippi	13,152	-	-	-	3,542	-	-	3,542	9,610	1,584	
New Jersey	139,000	-	-	-	3,000	-	-	3,000	136,000	-	
New York	753,564	242,090	69,705	311,795	24,214	69,705	-	93,919	971,440	122,003	
Washington	164,430	222	9,443	9,665	18,910	9,650	-	28,560	145,535	-	
Total	1,458,300	284,855	82,393	367,248	99,472	82,600	-	182,072	1,643,476	141,840	

1/ This table shows the status of State obligations issued to fund local highways. State expenditures on local roads and transfer payments appear in Table SF-6. Amounts shown are included in Table SB-2. Only States with outstanding bonds issued for local roads are included. See Table SB-1 for general note on SB series.

2/ See Table SB-1 for additional information on specific bond issues.

3/ Amounts in this column represent funds available for future principal and interest payments.

STATE OBLIGATIONS FOR LOCAL HIGHWAYS - 1995 1/
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE

TABLE SB-3L
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	BALANCE IN SINKING FUND OR DEBT RESERVE BEGINNING OF YEAR	RECEIPTS					DISBURSEMENTS				TOTAL DISBURSEMENTS	BALANCE IN SINKING FUND OR DEBT RESERVE END OF YEAR	
		HIGHWAY-USER REVENUES	NET EARNINGS FROM INVESTMENTS	OTHER INCOME	PROCEEDS OF SALE OF BONDS	TOTAL RECEIPTS	INTEREST AND ADMINISTRATION	NET REDEMPTION					
Alaska	-	-	-	220	-	220	48	-	-	172	220	-	-
Dist. of Col.	14,976	24,199	-	-	-	24,199	11,356	-	-	12,843	24,199	-	-
Florida	8,863	8,863	680	14,007	-	23,550	4,023	-	15	22,740	26,778	-	11,748
Louisiana	-	274	-	-	3,680	3,954	304	-	-	3,650	3,954	-	-
Maryland	6,400	5,365	694	-	-	6,059	1,314	-	-	4,640	5,954	-	6,505
Massachusetts	-	3,845	-	-	-	3,845	1,206	-	-	2,639	3,845	-	-
Michigan	-	9,679	-	-	-	9,679	3,311	-	1	6,367	9,679	-	-
Mississippi	1,931	3,957	-	-	-	3,957	759	-	3	3,542	4,304	-	1,584
New Jersey	-	9,090	-	-	-	9,090	6,090	-	-	3,000	9,090	-	-
New York	35,502	152,329	-	-	71,093	223,422	43,381	-	-	93,540	136,921	-	122,003
Washington	-	29,250	-	-	9,887	39,137	10,562	-	-	28,575	39,137	-	-
Total	58,809	246,851	1,374	14,227	84,660	347,112	82,354	19	181,708	264,081	141,840		

1/ This table shows the receipts and disbursements for the debt service of State obligations issued to fund State expenditures on local highways, or State transfers to local governments for highways. Amounts shown are included in the totals shown on Table SB-3. Only includes States with outstanding obligations for local roads. See Table SB-1 for general note on SB series.

RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE OF STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES - 1995 1/

COMPILED FROM REPORTS OF STATE AUTHORITIES (THOUSANDS OF DOLLARS)

Table with 14 columns: STATE, NAME OF FACILITY, BALANCE IN SINKING FUND OR DEBT BEGINNING OF YEAR, HIGHWAY-USER REVENUES, TOLLS, NET EARNINGS FROM INVESTMENTS, OTHER INCOME, PROCEEDS OF SALE OF BONDS, TOTAL RECEIPTS, INTEREST AND ADMINISTRATION, NET REDEMPTION, TOTAL DISBURSEMENTS, BALANCE IN SINKING FUND OR DEBT END OF YEAR. Rows list various states and their toll/crossing facilities.

1/ This table summarizes debt status of State and quasi-State toll facilities. Only facilities with outstanding bonds are included. See Table SB-1 for general note on SB table series. 2/ Amounts in these columns include all funds available for future principal and interest payments. 3/ See Table SF-38 for names of bridges and tunnels included.

RECEIPTS OF STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES - 1995 1/

TABLE SF-3B
SHEET 2 OF 2
OCTOBER 1996

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES		HIGHWAY- USER REVENUES	ROAD AND CROSSING TOLLS	CONCES- SIONS AND RENTALS	NET INCOME FROM INVEST- MENTS	MISCEL- LANEOUS PROCEEDS	TOTAL RECEIPTS
			BEGINNING OF YEAR 2/ RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE						
New Jersey	Atlantic City Expressway Delaware River - northern crossings 8/ Garden State Parkway New Jersey Turnpike System Total	South Jersey Transportation Authority Delaware River Joint Toll Bridge Commission New Jersey Turnpike Authority	23,920 34,265 169,272 792,058 1,019,515	6,931 7,307 89,287 214,183 317,708	- - - - -	24,202 25,981 171,570 325,474 547,227	1,484 - 12,090 12,616 26,090	1,518 2,929 14,167 61,046 79,660	1,931 20 6,591 21,597 30,139	29,135 28,930 204,418 420,633 683,116
New York	Cornwall/Massena Bridge Hudson River crossings 9/ Manhattan and Staten Island area crossings 10/ Ogdensburg-Prescott Bridge Peace Bridge Rainbow, Lewiston-Queenston & Whirlpool Rapids Bridges Thomas E. Dewey Thruway Thousand Islands Bridges Total	St. Lawrence Seaway Development Corp. New York State Bridge Authority Port Authority of New York and New Jersey Ogdensburg Bridge and Port Authority Buffalo and Ft. Erie Public Bridge Authority Niagara Falls Bridge Commission New York State Thruway Authority Thousand Islands Bridge Authority	655 20,189 - 1,911 2,691 115,837 (43,338) 6,447 104,392	9,614 - - - - 9,846 80,591 864 100,915	- - - - - - - - -	2,711 20,953 497,546 1,186 10,981 10,809 316,620 5,005 865,811	58 - - 311 2,908 5,246 11,776 - 20,348	58 1,542 - 57 938 8,451 14,112 316 25,474	55 414 - 8 - 212 4,546 848 6,083	2,931 22,909 497,546 1,562 66,712 24,718 667,054 6,169 1,289,601
North Carolina	Cedar Island, Ocracoke and Southport-Ft. Fisher Ferries	North Carolina Department of Transportation	-	-	5,750	1,519	-	-	-	7,269
Ohio	Ohio Turnpike	Ohio Turnpike Commission	141,438	12,613	2,262	105,084	7,608	7,616	994	123,554
Oklahoma	Oklahoma Turnpike System (Will Rogers Turnpike)	Oklahoma Turnpike Authority	132,756	90,644	-	105,345	1,170	12,715	448	119,678
Pennsylvania	Delaware River - Philadelphia area crossings 11/ Pennsylvania Turnpike System Total	Delaware River Port Authority Pennsylvania Turnpike Commission	102,472 658,964 761,436	32,889 67,981 100,670	46,289 46,289 2,957	297,599 404,488 9,693	- 7,094 -	5,332 19,629 24,961	64 10,483 25	464,002 381,094 845,096
Rhode Island	Mt. Hope and Jamestown-Newport Bridges	Rhode Island Turnpike and Bridge Authority	11,209	2,957	-	9,693	-	528	25	10,246
Tennessee	Cumberland City and Clifton Ferries	Tennessee Department of Transportation	-	-	-	80	-	-	-	80
Texas	Dallas North Tollway Mountain Creek Lake Bridge Total	Texas Turnpike Authority Texas Turnpike Authority	110,144 1,862 112,006	45,083 1,330 46,413	- - -	46,205 1,456 47,661	1,591 - 1,591	11,341 175 11,516	404 1 405	86,198 1,632 87,790
Utah	John Atlantic Burr Ferry	Utah Department of Transportation	-	-	152	330	-	-	760	1,242
Virginia	Chesapeake Bay Bridge and Tunnel System Coleman Bridge 12/ Dulles Toll Road Jamestown Ferry Norfolk-Virginia Beach Toll Road, 13/ Powhite Parkway Extension Toll Road Total	Chesapeake Bay Bridge and Tunnel District Virginia Department of Transportation Virginia Department of Transportation Virginia Department of Transportation Virginia Department of Transportation	80,775 37,661 28,732 37,268 3,141 187,577	14,007 - - - - 14,007	- 29,517 - 3,511 634 33,662	33,065 - 25,784 653 16,398 8,073	- - - - - -	5,936 1,028 1,681 2,375 553 11,573	979 - 3 - 5 3	141,513 30,345 27,468 4,164 18,778 9,263
Washington	Puget Sound Ferry System	Washington Toll Bridge Authority	114,573	4,720	107,570	76,972	-	2,002	5,466	243,364
West Virginia	West Virginia Turnpike	West Virginia Parkways Authority 14/	47,747	5,545	-	46,029	1,422	2,586	6	50,043
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities Grand Total		1,846,474 3,085,515 114,673 5,046,662	332,977 1,072,564 4,720 1,410,261	51,554 183,932 117,073 352,559	1,333,176 2,341,196 97,863 3,772,225	31,771 76,828 7,558 116,157	126,345 208,638 2,017 337,000	40,880 79,795 72,271 192,946	591,385 3,312,618 51,354 1,064,968

1/ Tables SF-3B and SF-4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities. See Tables LGF-3B and LGF-4B for data on public and quasi-public facilities operated by or for local governments. See Tables SB-21 and SB-31 for information on toll facility bond indebtedness. See Table SF-21 for general note on SF table series.
2/ Any differences between beginning balances and previous year's closing balances are the result of accounting adjustments, or inclusion of funds not previously reported.
3/ Private companies have contracted with the State to build and operate these facilities. At a later date, they will be transferred to the State. The amounts shown represent only the State's overnight costs.
4/ Includes the Carquinez, Benicia-Martinez, Antioch, and Richmond-San Rafael Bridges.
5/ Includes the San Francisco-Oakland Bay, San Mateo-Hayward, and Dumbarton Bridges.
6/ Facility still in planning stage. Incorrectly shown as under construction in last year's table.
7/ Includes Chesapeake Bay, Francis Scott Key, Potomac River and Susquehanna River Bridges; Baltimore Harbor and Fort McHenry Tunnels.
8/ Includes the Trenton-Morrisville, New Hope-Lambertville, Interstate 78, Easton-Phillipsburg, Portland-Columbia, and Milford-Montague Bridges.
9/ Includes the Newburgh-Beacon, Mid-Hudson, Rig Van Winkle, Kingston-Rhinecliff and Bear Mountain Bridges.
10/ Includes the George Washington, Bayonne and Goethals Bridges, Holland and Lincoln Tunnels.
11/ Includes the Walt Whitman, Ben Franklin, Betsy Ross and Commodore Barry Bridges.
12/ Under construction. Facility to replace existing toll-free bridge.
13/ Freed from tolls on 6/1/95.
14/ Full name of the authority is West Virginia Parkways, Economic Development and Tourism Authority.

DISBURSEMENTS OF STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES - 1995 1/

TABLE SF-4B
SHEET 1 OF 2
OCTOBER 1996

COMPILED FROM REPORTS
OF STATE AUTHORITIES

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE	OPERATIONS	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY LAW ENFORCE- MENT	INTEREST	BOND RETIREMENT	TRANSFERS 2/	TOTAL DISBURSEMENTS	BALANCES	
											RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alaska	Alaska Ferry (Marine Highway) System	17,754	2,245	62,744	3,845	-	137	1,236	-	87,961	-	-
California	Mid-State Toll Road, State Routes 125, 91, & 57 3/ Northern San Francisco Bay Bridges 4/ San Diego-Coronado Bridge Southern San Francisco Bay Bridges 5/ Vincent Thomas Bridge	963 10,401 1,478 14,226 74	4,629 1,138 10,910 791	7,428 1,674 7,905 1,205 18,212	5,730 5 10,481 618 16,834	-	1,379 - 1,336 - 2,715	2,530 - 3,215 - 5,745	727 3,635 22,132 - 26,494	963 32,824 7,930 70,205 2,688 114,610	242,000 10,564 250,523 10,467 513,554	4,962 6,958 - - 11,920
Connecticut	Rockyhill-Glastonbury and Chester-Hadlyme Ferries	-	-	329	-	-	-	-	-	329	-	-
Delaware	Delaware Memorial Bridge and Cape May-Lewes Ferry John F. Kennedy Memorial Highway and SR-1 Toll Road	48,405 40,936	-	23,794 2,427	7,785 923	-	5,900	4,315	-	93,953 49,910	62,427 4,938	8,848 -
Florida	Total Buccaneer Trail Road Central Florida Expressway Everglades Parkway Florida Turnpike Miami-Dade County Expressways Mid Bay Bridge Orlando-Orange County Expressway Pinellas Bayway Santa Rosa Bay Bridge 6/ Santa Rosa (Navarre) Bridge Sunshine Skyway (Lower Tampa Bay Bridges) Tampa-Hillsborough County (South Crosstown) Expressway	89,342	5,624	26,221	8,709	3,752	5,900	4,315	-	143,863	67,365	8,848
Georgia	Total Georgia 400 Tortas Causeway	428 3	514	1,861	223	-	6,300	-	-	9,326	9,326	11,112
Illinois	Total Illinois Toll Highway System	431	533	2,964	657	-	6,300	-	-	10,885	14,982	11,112
Indiana	Total Indiana East-West Toll Road Wabash Memorial and Brandenburg-Maukport Bridges	184,005 16,354	40,934 15,373	50,114 6,535	44,076 6,281	11,434 2,625	65,870 28,462	14,790 69,299	- 1,866	411,224 146,795	370,216 92,042	190,116 27,418
Kansas	Total Kansas Turnpike System	16,354	15,373	6,860	6,284	2,625	28,462	69,299	1,866	147,123	99,489	27,418
Kentucky	Total Kentucky Parkway System	19,331	6,663	8,371	7,377	2,849	9,467	3,170	-	57,228	40,934	6,743
Louisiana	Total Ascension (Sunshine) Bridge and St. James Ferry Greater New Orleans Bridges Greater New Orleans Expressway	14,814 7,337 2,289	- 2,718 1,049	4,915 743 6,531	180 236 2,133	-	17,428 387 2,038	41,125 1,635 -	-	78,462 3,005 20,757	2,282 543 52,584	6,743 3,152 7,098
Maine	Total Island Ferry System Maine Turnpike	9,626 28,220	3,771	10,521	81	536	5,339	3,055	254	36,975	72,056	19,577
Maryland	Total Chesapeake Bay and various river crossings 7/ John F. Kennedy Memorial Highway	28,220 59,223 28,573	5,903 298 7,009	10,212 2,383 2,059	3,210 8,908 1,489	2,607 12,885 2,059	5,114 15,925 -	1,645 2,825 -	6,700 6,700 -	63,611 67,099 102,450	48,710 49,040 136,513	7,751 7,751 116,805
Massachusetts	Total East Boston Tunnels Massachusetts Turnpike System Maurice J. Tobin (Mystic River) Bridge	87,796 9,738 145,420 3,321	7,307 - 3,655	3,872 7,708 45,109	9,160 3,424 19,633	14,944 4,086 5,029	15,925 4,086 19,224	2,825 500 8,401	3 -	36,982 141,832 25,456	39,382 136,513 10,568	116,805 116,805 13,558
Michigan	Total Blue Water Bridge Mackinac Straits Bridge Sault Ste Marie Bridge	157,479 13,472 2,664	3,655 829 2,321	52,817 1,121 1,145	26,404 - 421	5,029 205 -	23,310 - 814	8,901 - -	-	277,596 15,627 11,637	158,173 - 17,094	98,120 - 1,097
New Hampshire	Total New Hampshire Turnpike System	16,136 40,613	8,834 2,781	3,940 7,367	1,390 6,151	205 2,741	814 19,687	7,789	1,000	32,319 87,129	23,893 71,852	1,097 28,065

TRANSIT OPERATOR RECEIPTS AND DISBURSEMENTS FOR CAPITAL OUTLAY - 1994

TABLE MT-2A
OCTOBER, 1996

COMPILED FROM THE RECORDS
OF THE FEDERAL TRANSIT ADMINISTRATION

(THOUSANDS OF DOLLARS)

STATE 1/	FEDERAL FUNDS				STATE FUNDS			LOCAL FUNDS 3/	MISCELLANEOUS OPERATOR RECEIPTS 4/	TOTAL RECEIPTS	CAPITAL OUTLAY
	FEDERAL TRANSIT ADMINISTRATION	FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES	HIGHWAY USER REVENUES 2/	OTHER IMPOSTS	OTHER STATE FUNDS					
Alabama	4,226	-	-	-	-	6	754	16	5,001	5,001	
Alaska	779	-	-	-	-	110	101	-	990	990	
Arizona	18,044	-	-	-	-	-	4,401	3	22,449	22,449	
Arkansas	599	-	-	-	-	31	74	-	704	704	
California	235,301	271	29,516	72,933	53,660	212,624	342,439	77,870	1,024,615	1,024,615	
Colorado	33,797	873	-	-	-	-	40,576	21,567	96,812	96,812	
Connecticut	41,236	-	800	-	-	28,626	1,012	521	72,196	72,196	
Delaware	-	-	-	1,090	-	884	-	-	1,974	1,974	
Dist. of Col.	206,102	854	-	-	-	10,953	52,787	7,518	278,212	278,212	
Florida	69,952	31	263	253	11	11,401	8,903	33	90,847	90,847	
Georgia	45,525	-	-	-	-	724	27,036	24,196	97,480	97,480	
Hawaii	23,127	-	-	-	-	-	7,193	-	30,320	30,320	
Idaho	48	-	-	-	-	-	48	-	96	96	
Illinois	232,063	18	178	-	11	49,238	168,006	40,910	490,424	490,424	
Indiana	9,310	-	-	-	1,352	15	1,025	394	12,097	12,097	
Iowa	3,014	2,374	-	-	-	19	882	407	4,321	4,321	
Kansas	1,721	-	-	-	-	14	419	-	2,154	2,154	
Kentucky	9,239	-	-	-	-	153	1,919	-	11,311	11,311	
Louisiana	24,472	-	-	-	-	15	1,303	4,643	30,433	30,433	
Maine	788	-	-	-	-	132	61	117	1,099	1,099	
Maryland	24,675	-	44,342	-	1	21,028	12,709	-	102,755	102,755	
Massachusetts	91,567	-	-	1,167	477	3,855	374	191,219	287,492	287,492	
Michigan	11,003	-	26	99	98	2,797	7,437	-	22,529	22,529	
Minnesota	23,673	-	-	-	-	40	14,833	897	39,542	39,542	
Mississippi	331	-	-	-	-	-	83	-	414	414	
Missouri	18,601	-	-	-	-	141	6,340	1,430	26,512	26,512	
Montana	69	-	-	-	-	-	16	10	95	95	
Nebraska	5,438	-	-	-	-	-	1,439	-	6,877	6,877	
Nevada	1,422	-	-	-	-	125	195	25	1,767	1,767	
New Hampshire	375	-	-	-	-	13	34	24	447	447	
New Jersey	177,569	-	-	-	945	111,632	10,490	-	300,637	300,637	
New Mexico	303	-	-	-	-	-	161	-	464	464	
New York	516,952	-	99,337	-	116	186,912	461,946	117,267	1,382,531	1,382,531	
North Carolina	3,747	-	-	-	-	1,097	455	-	5,299	5,299	
North Dakota	150	-	-	-	-	-	32	-	182	182	
Ohio	53,678	-	-	-	-	2,192	28,650	43	84,569	84,569	
Oklahoma	998	-	-	-	-	70	163	14	1,245	1,245	
Oregon	87,836	3	-	144	152	11,138	13,836	16,694	129,803	129,803	
Pennsylvania	180,354	1,857	136	-	37,800	81,065	14,513	10,618	326,343	326,343	
Rhode Island	3,426	-	-	-	-	359	17	-	3,802	3,802	
South Carolina	1,488	-	-	93	332	534	28	402	2,875	2,875	
South Dakota	450	-	-	-	-	-	105	-	555	555	
Tennessee	11,030	-	-	140	-	1,311	1,334	105	13,920	13,920	
Texas	109,297	-	172	-	-	155	165,152	91,639	366,311	366,311	
Utah	3,230	-	-	-	-	-	864	-	4,095	4,095	
Vermont	122	-	-	-	-	-	-	21	143	143	
Virginia	3,734	63	-	-	3,228	2,076	5,656	-	14,758	14,758	
Washington	23,972	5,003	326	14,656	56,187	18,928	53,763	1,602	174,437	174,437	
West Virginia	940	-	2	-	-	-	324	-	1,266	1,266	
Wisconsin	16,674	-	-	-	-	-	4,382	26	21,082	21,082	
Wyoming	22	-	-	-	-	4	1	-	27	27	
Total	2,332,469	11,347	175,098	90,575	154,370	760,418	1,464,277	610,231	5,596,413	5,596,413	

1/ Operators are classified by location of their headquarters. Receipts and disbursements of multistate operators are not split by State.
2/ Includes tolls.
3/ Includes taxes levied by special transportation districts.
4/ Includes taxes directly levied by transit agencies, profits from charter service, advertising revenue, and private donations.

TRANSIT OPERATOR RECEIPTS AND DISBURSEMENTS FOR OPERATIONS - 1994

TABLE MT-2B
OCTOBER 1996

(THOUSANDS OF DOLLARS)

COMPILED FROM THE RECORDS
OF THE FEDERAL TRANSIT ADMINISTRATION

STATE 1/	RECEIPTS										DISBURSEMENTS				
	PASSENGER FARES	MISCELLANEOUS OPERATOR RECEIPTS 2/	FEDERAL TRANSIT ADMINISTRATION	OTHER AGENCIES	HIGHWAY-USER TAX REVENUES 3/	ROAD AND CROSSING TOLLS	OTHER IMPOSTS	OTHER STATE FUNDS	LOCAL FUNDS 4/	TOTAL RECEIPTS	OPERATIONS				
Alabama	5,338	1,347	5,867	252	-	-	-	10,592	23,396	23,396					
Alaska	1,769	343	772	-	-	-	292	7,383	10,559	10,559					
Arizona	22,795	1,309	6,773	-	-	1,621	11,284	41,076	84,858	84,858					
Arkansas	1,380	821	2,736	229	-	-	217	3,013	8,410	8,410					
California	680,631	134,014	110,974	11,084	50,895	114,242	6,620	1,264,363	2,378,248	2,378,248					
Colorado	27,461	12,080	9,608	401	-	-	-	98,950	148,500	148,500					
Connecticut	37,133	6,052	12,045	-	-	-	97,268	6,277	158,775	158,775					
Delaware	4,377	877	2,185	119	-	5,188	8,765	35	21,546	21,546					
Dist. of Col.	309,406	21,657	16,070	25,819	-	-	113,412	190,957	677,321	677,321					
Florida	109,597	36,235	36,427	15,774	2,501	451	51,720	195,297	448,002	448,002					
Georgia	82,465	19,223	16,122	83	-	-	-	106,243	224,136	224,136					
Hawaii	25,197	9,575	3,532	-	-	-	-	78,268	116,572	116,572					
Idaho	587	256	1,362	44	-	-	43	1,724	4,016	4,016					
Illinois	648,491	99,769	55,675	825	-	60,095	166,430	326,192	1,357,477	1,357,477					
Indiana	23,840	6,548	15,458	149	-	13,770	5,779	18,769	84,313	84,313					
Iowa	4,563	1,465	4,420	11	-	783	1,729	11,539	24,510	24,510					
Kansas	2,154	132	3,202	24	-	-	10	4,719	10,241	10,241					
Kentucky	8,855	1,255	6,192	55	-	278	292	35,626	52,553	52,553					
Louisiana	42,177	3,591	10,141	-	-	-	4,573	45,589	109,016	109,016					
Maine	2,359	3,327	993	161	-	-	201	2,418	9,459	9,459					
Maryland	98,912	6,227	11,200	-	-	233	128,592	15,383	260,547	260,547					
Massachusetts	215,345	17,884	27,179	1,259	-	-	432,315	134,286	828,268	828,268					
Michigan	52,655	6,195	32,448	1,465	51,223	30,245	9,528	43,754	227,513	227,513					
Minnesota	45,385	9,617	8,032	3,087	37	-	4,998	73,832	144,988	144,988					
Mississippi	546	87	1,442	-	-	-	-	1,442	3,517	3,517					
Missouri	32,768	3,713	16,689	498	-	-	-	90,551	144,219	144,219					
Montana	478	174	1,701	40	19	93	47	2,210	4,762	4,762					
Nebraska	4,180	1,366	3,572	-	-	-	902	8,768	18,788	18,788					
Nevada	4,654	22,292	1,025	-	-	-	-	11,234	39,205	39,205					
New Hampshire	631	794	1,385	-	-	-	56	1,834	4,700	4,700					
New Jersey	509,865	74,630	38,144	18,621	-	18,732	314,229	4,595	978,816	978,816					
New Mexico	2,774	397	2,090	21	-	-	267	14,520	20,069	20,069					
New York	2,570,407	428,711	114,467	3,167	219,901	671,046	326,926	1,198,708	5,533,333	5,533,333					
North Carolina	14,275	2,387	10,485	161	-	-	3,567	24,891	55,766	55,766					
North Dakota	649	112	1,255	-	-	44	148	1,079	3,287	3,287					
Ohio	83,389	16,121	32,044	395	1,039	194	24,227	224,103	381,512	381,512					
Oklahoma	2,974	806	4,950	24	-	-	871	8,628	18,253	18,253					
Oregon	31,189	6,109	7,035	243	537	4,057	788	102,305	152,263	152,263					
Pennsylvania	334,438	37,940	48,421	236	-	95,997	337,533	81,857	936,422	936,422					
Rhode Island	6,382	1,270	4,907	3,640	15,231	-	256	-	31,686	31,686					
South Carolina	4,799	11,567	2,483	1,208	178	-	517	675	21,427	21,427					
South Dakota	573	17	900	-	-	28	47	1,802	3,367	3,367					
Tennessee	18,317	2,392	8,429	288	-	-	6,049	20,492	55,967	55,967					
Texas	90,111	89,356	22,531	621	-	-	2,866	409,544	615,029	615,029					
Utah	6,897	3,618	3,818	597	-	-	397	44,113	59,440	59,440					
Vermont	800	6	368	-	-	-	437	1,082	2,693	2,693					
Virginia	33,885	4,054	8,887	662	201	3,134	13,490	20,654	84,967	84,967					
Washington	90,044	86,423	10,428	752	14,372	69,397	5,561	245,988	522,965	522,965					
West Virginia	2,275	467	2,197	-	-	30	234	6,895	12,098	12,098					
Wisconsin	38,694	6,549	12,249	508	707	-	62,904	24,234	145,845	145,845					
Wyoming	61	5	535	48	-	-	5	579	1,233	1,233					
Total	6,338,927	1,201,162	761,850	92,571	356,855	1,084,470	2,146,392	5,269,068	17,264,853	17,264,853					

1/ Operators are classified by location of their headquarters. Receipts and disbursements of multistate operators are not split by State.
 2/ Includes taxes directly levied by transit agencies, profits from charter service, advertising revenue, and private donations.
 3/ Includes tolls.
 4/ Includes taxes levied by special transportation districts.

DISPOSITION OF LOCAL GOVERNMENT RECEIPTS FROM STATE AND LOCAL HIGHWAY-USER REVENUES - 1994 1/

COMPILED FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

(THOUSANDS OF DOLLARS)

TABLE LDF
OCTOBER 1996

STATE	STATE MOTOR-FUEL AND MOTOR-VEHICLE RECEIPTS TRANSFERRED TO LOCAL GOVERNMENTS 2/				LOCAL MOTOR-FUEL AND MOTOR-VEHICLE RECEIPTS				LOCAL TOLL REVENUES			
	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR HIGHWAY PURPOSES	FOR MASS TRANSIT PURPOSES	FOR LOCAL GENERAL PURPOSES	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR HIGHWAY PURPOSES	FOR MASS TRANSIT PURPOSES	FOR LOCAL GENERAL PURPOSES	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR HIGHWAY PURPOSES	FOR MASS TRANSIT PURPOSES	FOR LOCAL GENERAL PURPOSES
Alabama 3/	89,766	63,852	-	5,914	30,315	30,315	-	-	-	-	-	-
Alaska 3/	-	-	-	-	-	4,539	-	-	-	-	-	-
Arizona	362,807	362,807	-	-	-	-	-	-	-	-	-	-
Arkansas 3/	114,403	114,403	-	-	1,362	-	-	1,362	-	-	-	-
California 3/	3,491,192	541,563	1,103,161	1,846,468	-	-	-	-	56,965	31,377	25,588	-
Colorado 3/	204,824	204,824	-	-	-	-	-	-	3,184	3,184	-	-
Connecticut 3/	19,919	19,919	-	-	27,575	27,575	-	-	-	-	-	-
Delaware 3/	3,000	3,000	-	-	-	-	-	-	-	-	-	-
Florida 3/	142,745	142,745	-	-	491,745	470,683	13,659	7,403	30,329	23,622	-	6,707
Georgia 3/	509	509	-	4,300	6,473	6,473	-	-	-	-	-	-
Hawaii	27,242	22,942	-	-	34,065	34,065	-	-	-	-	-	-
Idaho	75,089	75,089	-	-	2,713	-	-	2,713	-	-	-	-
Illinois 3/	409,799	383,838	25,961	-	276,078	218,763	57,315	-	29,198	29,118	-	80
Indiana 3/	321,543	321,543	-	-	30,595	30,595	-	-	-	-	-	-
Iowa	336,305	336,305	-	-	-	-	-	-	-	-	-	-
Kansas 3/	114,880	114,880	-	-	-	-	-	-	-	-	-	-
Kentucky 3/	103,769	103,769	-	-	4,722	4,722	-	-	-	-	-	-
Louisiana 3/	19,327	19,327	-	-	-	-	-	-	1,574	1,574	-	-
Maine	19,250	19,250	-	-	-	-	-	-	-	-	-	-
Maryland 3/	228,446	228,446	-	-	2,773	-	2,773	-	-	-	-	-
Massachusetts 3/	124,201	124,201	-	-	-	-	-	-	33,510	33,510	-	-
Michigan 3/	603,483	603,483	-	-	-	-	-	-	833	833	-	-
Minnesota 3/	368,738	368,738	-	-	-	-	-	-	-	-	-	-
Mississippi 3/	69,597	69,597	-	-	3,744	3,744	-	-	-	-	-	-
Missouri 3/	133,218	133,218	-	-	34,860	34,860	-	-	833	447	-	386
Montana 3/	21,171	21,171	-	-	6,963	6,963	-	-	-	-	-	-
Nebraska 3/	96,894	86,747	-	10,147	8,807	8,807	-	399	1,017	1,017	-	-
Nevada 3/	43,567	43,567	-	-	73,598	73,598	-	-	-	-	-	-
New Hampshire 3/	19,317	19,317	-	-	75,921	-	-	75,921	-	-	-	-
New Jersey 3/	4,330	4,330	-	-	-	-	-	-	19,729	19,678	-	51
New Mexico 3/	70,399	46,198	-	24,201	3,321	3,321	-	-	-	-	-	-
New York 3/	222,684	222,684	-	-	67,482	34,239	-	33,243	733,957	281,509	446,007	6,441
North Carolina	92,166	92,166	-	-	9,400	9,400	-	-	-	-	-	-
North Dakota 3/	45,251	45,251	-	-	-	-	-	-	-	-	-	-
Ohio 3/	739,560	739,560	-	-	-	-	-	-	-	-	-	-
Oklahoma	159,631	157,114	-	2,517	-	-	-	-	-	-	-	-
Oregon	225,394	225,394	-	-	12,803	12,803	-	-	2,645	2,645	-	-
Pennsylvania 3/	134,251	134,251	-	-	28,299	28,299	-	-	10	10	-	-
Rhode Island 3/	7,615	7,615	-	-	-	-	-	-	-	-	-	-
South Dakota	29,014	29,014	-	-	2,574	2,574	-	-	-	-	-	-
Tennessee	228,401	228,401	-	-	34,490	33,893	-	597	16	16	-	-
Texas	141,207	141,207	-	-	121,047	121,047	-	-	117,222	92,589	-	24,633
Utah 3/	55,624	55,624	-	-	-	-	-	-	-	-	-	-
Vermont 3/	21,590	21,590	-	-	-	-	-	-	-	-	-	-
Virginia	206,060	185,308	-	20,752	109,033	96,568	12,465	-	16,681	16,681	-	-
Washington	358,942	278,955	-	79,987	26,474	26,474	-	-	1,712	1,712	-	-
West Virginia	-	-	-	-	-	-	-	-	1,190	1,190	-	-
Wisconsin	269,407	269,407	-	-	565	565	-	-	59	59	-	-
Wyoming	10,166	10,166	-	-	-	-	-	-	-	-	-	-
Total	10,586,693	7,463,285	1,129,122	1,994,286	1,532,336	1,327,259	83,439	121,638	1,050,664	540,771	471,595	38,298

1/ This table summarizes local governments' receipts from motor-fuel taxes, motor-vehicle fees, special imposts on motor carriers, and tolls. This table includes receipts from State imposts that are transferred to local governments for distribution. Some data have been estimated by FHWA. See Tables LGF-21 and LGF-3B for details.

2/ Differences between amounts shown here and in last year's Highway Statistics Tables DF and SF-5A are caused by State delays in transferring revenues dedicated to local governments, and by local governments' reallocations of State funds.

3/ Estimated by FHWA. Local government reporting is optional in even numbered years.

REVENUES USED BY LOCAL GOVERNMENTS FOR HIGHWAYS - 1994 1/

TABLE LGF-1
OCTOBER 1994

STATE	MOTOR-FUEL AND MOTOR-VEHICLE TAX REVENUES 3/	ROAD AND CROSSING TOLLS 3/	APPROPRIATIONS FROM GENERAL FUNDS	PROPERTY TAXES AND SPECIAL ASSESSMENTS	OTHER LOCAL IMPOSTS	MISCELLANEOUS LANEWAYS	BOND PROCEEDS 2/		PAYMENTS FROM OTHER GOVERNMENTS				TOTAL RECEIPTS	
							ORIGINAL ISSUES	REFUNDING ISSUES	STATE			FEDERAL		
									HIGHWAY-USER IMPOSTS 3/	OTHER	FHWA	OTHER		
Alabama 4/	30,315	-	81,914	106,000	6,136	25,000	17,403	-	83,852	-	-	-	635	351,255
Alaska 4/	4,539	-	2,680	62,612	-	3,908	17,163	-	-	32,987	-	-	654	124,543
Arizona	-	-	9,496	-	158,185	15,194	92,387	-	362,807	1,337	-	-	5,836	646,242
Arkansas 4/	-	-	21,329	30,999	45,210	19,180	2,240	-	114,403	2,221	-	-	1,497	236,079
California 4/	-	31,377	970,419	180,824	438,824	2,377,164	160,650	-	541,563	73,520	-	-	100,039	4,874,330
Colorado	27,575	3,184	202,018	85,991	92,151	70,507	59,063	-	204,824	36,871	-	2,447	10,625	767,681
Connecticut	-	-	120,977	411	-	36,699	555	-	19,919	894	-	-	-	207,030
Delaware 4/ 5/	-	-	15,792	256	-	589	4,650	-	3,000	641	-	-	11	24,939
Florida 4/	470,683	23,622	332,868	94,025	198,369	97,793	104,603	-	142,745	219,543	-	-	2,166	1,686,517
Georgia 4/	6,473	-	288,796	1,397	264,105	17,889	47,961	-	509	-	-	-	4,375	631,505
Hawaii	34,065	-	35,709	-	22,792	10,996	10,111	-	22,942	419	-	-	5,175	142,209
Idaho	-	-	8,187	40,910	-	14,671	5,213	-	75,089	8,214	-	-	11,309	163,593
Illinois 4/	218,763	29,118	99,927	285,096	-	115,270	29,175	91,097	383,838	29,801	-	-	19	1,282,104
Indiana 4/	30,595	-	2,357	53,761	-	60,573	10,034	-	321,543	29,898	-	-	7,860	516,621
Iowa	-	-	13,411	168,390	4,726	14,101	11,436	-	336,305	12,601	-	22,675	4,021	687,666
Kansas 4/	-	-	267,672	108,124	10,930	5,670	24,388	-	114,880	9,858	-	-	67	541,589
Kentucky 4/	-	-	108,914	2,994	-	18,116	5,287	-	103,769	23,015	-	-	314	249,015
Louisiana 4/	4,722	-	98,534	77,242	132,969	8,426	28,093	-	19,327	31,104	-	-	3,752	451,989
Maine	-	1,574	118,022	-	13,293	586	129,008	-	19,250	516	-	-	1,659	169,700
Maryland 4/	2,773	-	238,785	23,180	-	1,036	-	-	228,446	20,813	-	18,311	5,370	681,015
Massachusetts 4/	-	33,510	369,871	-	-	8,426	6,109	11,708	124,201	-	-	-	-	553,825
Michigan 4/	-	833	161,920	24,645	259	124,352	36,994	-	603,483	10,814	-	86,799	3,927	1,050,099
Minnesota 4/	-	-	419,640	355,088	-	49,373	161,956	-	368,738	150,236	-	-	-	1,498,958
Mississippi 4/	3,744	-	93,782	70,693	13,068	4,856	38,398	-	69,597	1,258	-	-	11,117	306,503
Missouri 4/	34,860	447	71,622	87,346	156,000	48,254	16,383	-	133,218	28,748	-	-	1,410	578,288
Montana 4/	6,963	-	14,637	25,376	5,869	3,569	2,245	-	21,171	348	-	-	10,214	90,392
Nebraska	8,408	1,017	21,323	126,245	10,010	10,290	33,860	11,723	86,747	45,167	-	56,071	6,028	416,889
Nevada 4/	73,598	-	105,637	2,522	-	161	28,185	-	43,567	-	-	-	260	148,293
New Hampshire 4/	-	-	-	-	-	-	1,852	-	19,317	14,121	-	-	240	141,167
New Jersey 4/	-	19,678	586,688	-	4,861	1,942	5,564	-	4,330	55,051	-	-	-	673,253
New Mexico 4/	3,321	-	23,403	-	-	3,597	-	-	46,198	16,080	-	-	1,807	99,267
New York 4/	34,239	281,509	1,937,039	505,457	23,782	287,797	790,386	-	222,684	202,100	-	-	13,708	4,298,699
North Carolina 5/	9,400	-	191,615	4,506	-	16,060	51,354	-	92,166	-	-	-	823	355,924
North Dakota 4/	-	-	2,418	53,009	2,041	2,442	9,248	-	45,251	8,405	-	-	3,860	126,674
Ohio 4/	-	-	7,448	169,270	43,469	60,681	36,754	-	739,560	3,306	-	-	4,332	1,059,780
Oklahoma	-	-	75,448	7,947	33,160	6,680	50,909	-	157,114	33,160	-	-	3,166	367,584
Oregon	12,803	2,645	55,152	33,218	45,621	35,701	7,227	1,655	225,394	1,501	-	2,842	101,967	526,726
Pennsylvania 4/	28,299	10	276,459	240,842	-	229,375	15,179	-	134,251	188,413	-	-	2,651	1,115,479
Rhode Island 4/	-	-	47,537	119	-	3,588	6,056	-	-	-	-	-	251	48,776
South Carolina	-	-	109,521	9,952	-	2,150	474	-	7,615	-	-	-	1,620	138,352
South Dakota	2,574	-	108,308	12,022	-	474	1,702	-	29,014	3,962	-	-	1,295	159,351
Tennessee	33,893	16	70,535	41,032	-	1,934	4,963	-	228,401	15,032	-	-	3,124	398,930
Texas	121,047	92,589	1,269,791	768,125	30,650	347,236	415,974	-	141,207	34,873	-	-	6,651	3,228,143
Utah 4/	-	-	102,050	-	-	2,150	-	-	55,624	-	-	1,043	-	168,985
Vermont 4/	-	-	4,348	58,468	-	-	3,909	-	21,590	-	-	-	436	86,753
Virginia 5/	96,568	16,681	-	6,254	188,718	56,350	222,471	-	185,308	-	-	63	3,358	774,771
Washington	26,474	1,190	64,789	277,373	83,208	50,484	40,603	-	278,955	20,820	-	-	21,772	954,502
West Virginia 5/	-	-	120,324	4,944	5,134	5,422	-	-	21,595	2,513	-	-	536	140,063
Wisconsin	565	59	613,703	250,289	-	16,464	195,269	-	269,407	7,470	-	-	2,111	1,352,306
Wyoming	-	-	51,447	-	-	-	2,602	-	10,166	-	-	-	2,013	66,228
Total	1,327,259	540,771	9,639,361	4,831,567	2,028,659	4,283,719	3,107,386	116,183	7,463,285	1,376,731	279,532	-	387,179	35,381,632

1/ Tables LGF-1 and LGF-2 summarize the receipts and disbursements for highways by local governments, including toll facilities. See Table LGF-2 for general note on local series.
 2/ Excludes proceeds from the sale of short term issues (notes). See Table LGF-2 for additional information on local government debt for roads and streets.
 3/ See Table LDF for gross receipts and distributions of highway-user revenues, including local toll receipts.
 4/ Estimated by FHWA. Local government reporting is optional in even numbered years.
 5/ In these States, most local roads and streets are under State control. State expenditures on these roads are included in State Highway Finance Table series.

LOCAL GOVERNMENT DISBURSEMENTS FOR HIGHWAYS - 1994 1/

STATE	ACQUISITION OF RIGHT-OF-WAY			CAPITAL OUTLAY		TRAFFIC SERVICES					BOND RETIREMENT 2/			TRANSFERS TO STATE GOVERNMENTS	TOTAL DISBURSEMENTS
	ACQUISITION OF RIGHT-OF-WAY	PRELIMINARY AND CONSTRUCTION ENGINEERING 3/	ROAD AND STREET CONSTRUCTION	TOTAL	MAINTENANCE	SNOW REMOVAL	OTHER	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY LAW ENFORCEMENT AND SAFETY	INTEREST	CURRENT REVENUES OR SINKING FUNDS	REFUNDING BONDS			
Alabama 4/	2,988	3,089	58,285	61,362	248,962	642	-	10,143	7,306	15,809	-	-	-	350,981	
Alaska 4/	20	5,798	19,484	25,302	117,477	16,327	17,950	11,279	12,370	9,556	-	-	-	124,543	
Arizona	6,424	11,357	107,785	125,566	70,279	1,888	10,657	29,763	42,433	85,134	-	-	158,955	605,327	
Arkansas 4/	7,313	4,124	33,364	44,801	-	-	-	55,500	28,304	372	-	-	3,012	214,252	
California 4/	81,574	120,371	1,377,305	1,579,250	1,079,407	19,708	268,253	392,810	330,622	301,585	-	-	397,627	4,957,867	
Colorado 4/	7,313	20,559	144,926	172,798	172,761	26,264	34,049	45,385	44,008	82,937	-	-	126,986	770,134	
Connecticut 4/	642	5,891	53,286	59,819	93,444	12,817	-	17,469	6,368	6,368	-	-	190	206,562	
Delaware 4/ 5/	-	80	3,190	3,270	8,852	271	310	283	504	4,759	-	-	-	24,928	
Florida 4/	137,763	73,330	499,055	710,148	320,968	-	60,140	242,949	111,888	161,223	-	-	80,991	1,757,227	
Georgia 4/	21,814	17,365	214,118	253,297	225,912	8,597	-	32,266	12,182	11,095	-	-	12,381	631,506	
Hawaii	529	1,204	18,450	20,193	48,406	-	474	19,618	6,336	20,696	-	-	-	127,878	
Idaho	3,437	8,097	38,114	49,648	-	-	-	22,612	725	1,206	-	-	-	164,687	
Illinois 4/	2,509	40,364	334,584	377,457	647,561	42,316	4,054	60,284	20,590	9,048	-	91,097	28,146	1,288,259	
Indiana 4/	1,273	11,775	79,647	92,695	155,870	6,178	64,408	139,024	6,748	6,064	-	-	25,502	516,564	
Iowa	4,284	34,794	171,520	210,598	304,643	25,137	9,881	9,881	23,723	77,260	-	-	3,060	654,302	
Kansas 4/	-	17,259	63,854	81,113	148,357	9,189	-	102,074	13,959	18,547	-	-	23,977	529,957	
Kentucky 4/	595	2,510	82,666	85,771	96,500	4,121	5,475	9,011	569	2,669	-	-	60	245,903	
Louisiana 4/	5,356	10,044	86,706	102,106	116,042	2,628	4,662	33,218	35,528	111,890	-	-	-	452,913	
Maine	2,067	2,067	20,706	22,773	61,756	47,567	1,192	7,216	2,888	6,253	-	-	-	169,908	
Maryland 4/	8,244	11,241	149,068	168,553	170,968	11,565	-	48,659	41,144	128,069	-	-	84,617	556,727	
Massachusetts 4/	2,580	3,425	96,555	102,570	191,506	64,805	16,314	51,598	80,983	25,511	-	11,708	165	578,932	
Michigan 4/	22,425	44,674	334,356	401,455	338,452	93,046	55,919	51,132	16,652	45,695	-	-	28,049	1,047,022	
Minnesota 4/	16,426	47,349	593,211	656,986	368,065	95,189	-	76,906	47,619	167,222	-	-	17,990	1,516,910	
Mississippi 4/	1,062	1,600	31,966	34,566	198,773	-	-	1,506	21,130	26,236	-	-	4,241	317,922	
Missouri 4/	3,488	21,226	150,324	175,042	231,506	12,608	22,026	46,540	7,997	38,724	-	-	4,865	578,176	
Montana 4/	358	2,517	19,920	22,795	42,432	7,515	2,343	1,061	11,023	1,634	-	-	787	90,191	
Nebraska	1,091	9,636	159,419	170,146	128,483	3,687	4,794	34,754	12,000	26,384	-	-	12,824	422,675	
Nevada 4/	3,464	5,405	23,835	32,704	14,690	-	-	11,154	10,529	66,455	-	-	760	145,015	
New Hampshire 4/	36	3,950	29,667	33,653	39,664	27,815	4,276	19,523	1,355	803	-	-	4,337	140,181	
New Jersey 4/	937	4,731	420,263	425,931	66,367	15,962	-	73,853	12,373	6,020	-	-	3,102	681,848	
New Mexico 4/	-	1,594	26,051	27,645	39,285	-	-	21,727	2,545	1,774	-	-	-	99,268	
New York 4/	56,926	45,907	1,047,029	1,149,862	1,630,277	226,619	131,992	212,107	233,070	291,268	-	-	-	3,989,684	
North Carolina 5/	7,825	11,727	77,556	97,108	101,274	1,211	-	22,736	20,576	21,208	-	-	-	367,514	
North Dakota 4/	947	2,443	30,951	34,341	44,845	5,598	553	1,419	6,141	15,732	-	-	-	126,663	
Ohio 4/	22,671	56,728	267,354	346,753	470,326	53,908	-	68,517	27,799	21,988	-	-	-	1,027,504	
Oklahoma	3,261	4,581	57,263	65,105	136,666	630	11,138	98,185	15,457	5,953	-	-	-	351,376	
Oregon	10,078	23,062	153,608	186,748	170,731	4,175	7,542	46,036	5,728	22,914	-	1,655	-	491,826	
Pennsylvania 4/	-	10,531	102,834	113,365	724,103	21,661	12	60,437	8,054	14,277	-	-	-	1,115,478	
Rhode Island 4/	-	1,879	4,840	6,719	14,741	5,975	2,673	2,154	784	6,291	-	-	-	48,767	
South Carolina	-	3,863	22,443	26,711	41,483	58	-	9,798	1,003	785	-	-	-	10,370	
South Dakota	2,977	4,473	32,469	39,919	47,433	9,366	3,245	16,702	901	1,613	-	-	1,010	138,352	
Tennessee	124	8,215	77,637	85,976	230,585	4,054	-	20,684	5,662	11,795	-	-	5,739	159,351	
Texas	11,854	50,519	395,258	457,631	971,927	-	-	231,075	274,350	208,282	-	-	-	3,066,619	
Utah 4/	2,450	9,100	50,400	61,950	68,400	9,475	1,250	14,750	-	-	-	-	-	215,3	
Vermont 4/	52	1,456	23,600	25,108	41,461	15,333	-	4,299	353	1,295	-	-	-	88,523	
Virginia 5/	23,667	4,444	89,236	117,347	286,116	7,381	28,741	29,260	47,693	123,408	-	-	32,675	773,127	
Washington	28,472	80,968	277,565	387,005	271,958	12,230	8,877	121,507	19,927	28,959	-	-	33,586	962,624	
West Virginia 5/	-	683	6,427	7,110	24,677	255	224	1,477	923	871	-	-	238	139,660	
Wisconsin	12,562	28,989	314,463	356,004	386,627	90,445	39	78,016	45,724	150,823	-	-	35,023	1,362,501	
Wyoming	12	2,919	14,341	17,272	28,861	5,999	-	4,203	99	410	-	-	1,312	66,226	
Total	528,228	899,913	8,464,047	9,892,188	11,540,354	994,168	811,602	2,721,768	1,526,722	2,365,777	116,183	-	1,457,772	34,890,734	

1/ Tables LGF-1 and LGF-2 summarize the receipts and disbursements for highways by local governments, including toll facilities. See Table LGF-2 for general note on local series.
 2/ Excludes retirements of short term debt (notes). See Table LGB-2 for additional information on local government debt for roads and streets.
 3/ Engineering costs were estimated for some States.
 4/ Estimated by FHWA. Local government reporting is optional in even numbered years.
 5/ In these States, most local roads and streets are under State control. State expenditures on these roads are included in State Highway Finance Table series.

LOCAL GOVERNMENT OBLIGATIONS FOR HIGHWAYS - 1994
CHANGE IN INDEBTEDNESS DURING YEAR 1/

COMPILED FROM REPORTS OF STATE AND LOCAL GOVERNMENTS

(THOUSANDS OF DOLLARS)

STATE	OBLIGATIONS OUTSTANDING BEGINNING OF YEAR 2/	LONG TERM DEBT				SHORT TERM DEBT				OBLIGATIONS OUTSTANDING END OF YEAR	
		BONDS OUTSTANDING BEGINNING OF YEAR 2/	ISSUED	RETIRED		NOTES OUTSTANDING BEGINNING OF YEAR 2/	ISSUED	RETIRED			
				BY CURRENT REVENUES OR SINKING FUNDS	BY REFUNDING			BONDS OUTSTANDING END OF YEAR	NOTES OUTSTANDING END OF YEAR		
Alabama 3/	110,732	100,080	17,390	-	-	15,809	-	8,586	14,018	5,220	106,881
Alaska 3/	172,872	172,872	17,197	-	-	9,578	-	-	-	-	180,491
Arizona	512,026	488,780	92,387	-	-	85,134	-	296	1,273	-	518,302
Arkansas 3/	18,421	18,421	2,240	-	-	372	-	-	-	-	20,289
California 3/ 4/	4,840,362	4,840,362	1,953,818	-	-	301,585	-	-	-	-	6,512,595
Colorado 3/	969,387	967,344	57,470	-	-	84,195	-	1,283	477	2,849	943,468
Connecticut 3/	59,298	57,401	555	-	-	6,368	-	700	1,167	1,430	53,018
Delaware 3/ 5/	8,555	8,122	4,650	-	-	4,759	-	173	250	356	8,369
Florida 3/ 4/	1,020,174	991,729	172,792	-	-	161,223	-	20,305	13,340	35,410	1,038,708
Georgia 3/	192,669	192,669	47,307	-	-	11,024	-	-	-	-	228,952
Hawaii	124,058	124,058	3,452	-	-	20,696	-	-	-	-	106,811
Idaho	11,824	11,824	5,213	-	-	1,206	-	-	-	-	15,831
Illinois 3/	361,434	351,334	34,161	-	-	9,113	90,195	10,181	12,526	7,755	384,137
Indiana 3/	110,518	110,420	10,034	-	-	6,064	-	98	49	49	114,439
Iowa	365,374	357,514	111,436	-	-	77,260	-	4,035	2,444	9,451	401,141
Kansas 3/	229,000	224,000	23,008	-	-	19,600	-	-	2,500	2,500	229,908
Kentucky 3/	8,312	7,662	5,287	-	-	2,669	-	75	362	363	10,643
Louisiana 3/	483,506	480,959	70,945	-	-	111,890	-	2,499	841	4,205	444,219
Maine	48,200	48,171	28,093	-	-	6,253	-	90	29	90	70,101
Maryland 3/	569,300	568,594	128,950	-	-	128,944	-	-	353	353	568,953
Massachusetts 3/	155,394	139,225	7,016	-	-	25,510	10,805	20,040	17,132	19,077	139,808
Michigan 3/	234,255	193,757	36,994	-	-	16,622	-	6,043	9,391	37,150	251,279
Minnesota 3/	715,157	704,656	151,490	-	-	167,222	-	2,105	5,132	7,464	696,398
Mississippi 3/	256,731	231,781	38,398	-	-	26,236	-	17,470	4,507	37,913	281,856
Missouri 3/	125,802	125,802	16,383	-	-	38,724	-	-	-	-	103,451
Montana 3/	9,519	8,003	2,245	-	-	1,634	-	129	331	1,314	9,928
Nebraska	195,741	186,621	32,249	-	-	24,774	13,334	13,823	7,573	15,370	209,466
Nevada 3/	155,119	155,119	28,185	-	-	66,455	-	-	-	-	116,849
New Hampshire 3/	27,535	25,565	1,852	-	-	803	-	350,935	985	985	27,599
New Jersey 3/	244,740	45,874	5,564	-	-	6,020	-	-	342,339	207,462	252,890
New Mexico 3/	33,565	33,565	-	-	-	1,774	-	-	-	-	31,791
New York 3/	3,400,005	3,283,848	803,692	-	-	288,486	-	77,551	44,073	149,635	3,948,689
North Carolina 5/	375,333	372,313	51,354	-	-	21,208	-	3,020	610	5,670	408,129
North Dakota 3/	80,022	79,959	9,248	-	-	15,732	-	63	78	52	73,527
Ohio 3/	378,125	214,965	36,984	-	-	21,988	-	56,770	56,579	163,351	393,312
Oklahoma	147,288	133,094	50,909	-	-	5,953	-	-	-	14,194	192,244
Oregon	114,652	103,784	7,227	-	-	22,914	1,655	4,364	729	14,503	102,600
Pennsylvania 3/	113,551	113,551	15,179	-	-	14,253	-	-	-	-	114,477
Rhode Island 3/	15,776	12,200	850	-	-	6,364	-	72	81	3,567	16,570
South Carolina	11,299	11,299	6,056	-	-	785	-	-	-	-	16,570
South Dakota	19,278	19,278	1,702	-	-	1,613	-	-	-	-	19,367
Tennessee	85,326	77,802	4,963	-	-	208,282	-	4,500	5,230	6,794	77,764
Texas	4,764,810	4,764,810	417,847	-	-	-	-	-	-	-	4,974,375
Utah 3/	-	-	-	-	-	-	-	-	-	-	-
Utah 3/	-	-	-	-	-	-	-	-	-	-	-
Vermont 3/	6,989	6,601	3,900	-	-	1,295	-	175	409	154	9,360
Virginia 5/	875,761	870,461	222,471	-	-	123,263	-	-	5,300	-	969,669
Washington	251,878	251,878	40,603	-	-	28,959	-	-	-	-	263,522
West Virginia 5/	14,542	14,542	14,542	-	-	877	-	-	-	-	13,665
Wisconsin	679,108	676,552	195,269	-	-	150,823	-	3,470	3,277	2,749	783,747
Wyoming	548	548	2,602	-	-	410	-	-	-	-	2,740
Total	23,723,868	22,999,776	4,977,617	-	-	2,364,516	115,989	608,997	553,385	779,704	26,392,581

1/ This table summarizes the change in status of the highway obligations of local governments including toll authorities. See Table LGB-2 for general note on local highway finance series.
2/ Any difference between amount outstanding at beginning of the year and the amount outstanding at the end of the previous year may have resulted from accounting adjustments, changes in reporting year, rounding, etc.
3/ Estimated by FHWA. Local government reporting is optional in even-numbered years.
4/ The par value entry for original issues recognizes the liability from the issuance of capital appreciation bonds in the prior year.
5/ Most local roads and streets are under State control in Delaware, North Carolina, Virginia and West Virginia.

CHANGE IN INDEBTEDNESS DURING YEAR, LOCAL TOLL FACILITIES - 1994 1/

TABLE LGB-2T
OCTOBER, 1996

(THOUSANDS OF DOLLARS)

STATE	NAME OF FACILITY	OBLIGATIONS OUTSTANDING BEGINNING OF YEAR	OBLIGATIONS ISSUED			BY CURRENT REVENUES OR SINKING FUNDS	OBLIGATIONS RETIRED		OBLIGATIONS OUTSTANDING END OF YEAR
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL		BY REFUNDING	TOTAL	
California	Foothill/Eastern Toll Roads	-	78,600	-	78,600	-	-	78,600	
	Murray Road Toll Bridge	4,910	-	-	-	195	-	4,715	
	San Joaquin Hills Toll Road 2/	1,169,577	1,793,168	-	1,793,168	-	-	2,962,745	
	Total	1,174,487	1,871,768	-	1,871,768	195	-	3,046,060	
Colorado	E-470 Beltway	719,592	-	-	-	4,638	-	714,954	
Florida	Biscayne Key (Rickenbacker) Causeway	12,690	-	-	-	1,270	-	11,420	
	Broad Causeway	3,305	-	-	-	75	-	3,230	
	Lee County Bridges 3/	84,115	-	-	-	1,470	-	82,645	
	Card Sound Toll Bridge	4,585	-	-	-	4,585	-	4,585	
Illinois	Clearwater Toll Bridge	2,114	-	-	-	243	-	1,871	
	Osceola County Parkway 2/	149,999	68,176	-	68,176	-	-	218,175	
	Treasure Island Causeway	1,710	-	-	-	180	-	1,530	
	Total	258,518	68,176	-	68,176	7,823	-	318,871	
Maine	Calumet Skyway Toll Bridge (Chicago Skyway)	90,195	16,380	90,195	106,575	-	90,195	106,575	
	McKinley Bridge	5,670	-	-	-	414	-	414	
	Total	95,865	16,380	90,195	106,575	414	-	90,609	
	Machigonne II and Rebel Ferries	305	-	-	-	100	-	205	
Massachusetts	Wood's Hole/Martha's Vineyard/Nantucket Ferries	34,385	1,209	10,805	12,014	-	-	34,385	
	Platte Purchase Bridge	861	-	-	-	1,345	-	34,249	
Missouri	Bellevue Bridge	2,800	-	-	-	-	-	861	
	Burt County Missouri River (Decatur) Bridge	514	-	-	-	333	-	2,800	
	Total	3,314	-	-	-	333	-	181	
New Jersey	Cape May County Bridges	3,980	-	-	-	333	-	2,981	
	Tacony-Palmira and Burlington-Bristol Bridges	32,795	-	-	-	345	-	3,635	
	Total	36,775	-	-	-	345	-	32,795	
New York	Atlantic Beach Bridge	2,100	-	-	-	75	-	2,025	
	Triborough Bridges and Tunnels 4/	404,821	280,100	-	280,100	8,042	-	676,879	
	Total	406,921	280,100	-	280,100	8,117	-	678,904	
Oregon	Cascade Locks Bridge	2,625	-	-	-	2,625	-	2,625	
	Hood River - White Salmon Bridge	990	4,294	1,655	5,949	35	1,655	1,655	
	Total	3,615	4,294	1,655	5,949	2,660	1,655	5,249	
Texas	Cameron County International Toll Bridge	10,650	-	-	-	300	-	10,350	
	Del Rio International Bridge	5,110	-	-	-	15	-	5,095	
	Eagle Pass-Pedras Negras International Bridge	1,620	-	-	-	45	-	1,575	
	El Paso International Bridge	6,700	-	-	-	220	-	6,480	
	Harris County Toll Facilities 5/	1,176,940	234,200	-	234,200	1,046	-	1,410,094	
	Laredo-Nuevo Laredo International Bridge	13,236	-	-	-	985	-	12,251	
	McAllen International Toll Bridge	3,165	-	-	-	310	-	2,855	
	Roma International Toll Bridge	5,045	-	-	-	147	-	4,898	
	San Luis Pass-Vacek Bridge	550	-	-	-	500	-	50	
	Total	1,223,016	234,200	-	234,200	3,568	-	1,453,648	
Virginia	Richmond Expressway System	157,326	-	-	-	300	-	157,026	
West Virginia	Parkersburg Bridge	2,542	-	-	-	127	-	2,415	
Total	4,117,522	2,476,127	102,655	2,578,782	29,965	102,655	132,620	6,563,684	

1/ This table summarizes the debt status of publicly owned toll facilities operated by local governments, local road and bridge districts and specially created authorities. Only facilities with outstanding bonds are included.
2/ The par value entry for Original Issues recognizes the liability from the issuance of capital appreciation bonds in the prior year.
3/ Lee County Bridges consists of the Cape Coral Bridge, the Midpoint Bridge, and the Samibel Bridge and Causeway.
4/ Facility is also responsible for approximately \$3.6 billion of bonds issued for mass transit purposes.
5/ Harris County Toll Facilities consists of the Harris County Toll Road and the Jesse Jones Memorial Toll Bridge.

RECEIPTS OF LOCAL TOLL FACILITIES - 1994 1/

TABLE LGF-3B
SHEET 1 OF 2
OCTOBER 1996

COMPILED FROM REPORTS
OF LOCAL AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCE BEGINNING OF YEAR	ROAD CROSSING AND TOLLS	CONCESSIONS AND RENTALS	NET INCOME FROM INVESTMENTS	MISCELLANEOUS	BOND PROCEEDS	TOTAL RECEIPTS
California	Foothill/Eastern Toll Roads	Foothill/Eastern Transportation Corridor Agency	20,804	919	-	3,847	38,556	78,600	121,922
	Golden Gate Bridge	Golden Gate Bridge and Highway District	57,732	54,891	1,847	2,073	6,868	-	65,679
	Murray Road Toll Bridge	City of Oceanside	496	1,155	-	18	564	-	1,737
	San Joaquin Hills Toll Road	San Joaquin Hills Transportation Corridor Agency	1,015,959	-	-	44,752	46,806	-	91,558
	Total		1,094,991	56,965	1,847	50,690	92,794	78,600	280,896
Colorado	E-470 Beltway	E-470 Public Highway Authority	664,896	1,397	-	24,785	5,561	-	31,743
	Pikes Peak Toll Highway	City of Colorado Springs	1,651	1,786	-	59	29	-	1,874
Florida	Total		666,547	3,183	-	24,844	5,590	-	33,617
	Bay County Bridge	Bay County	52	-	-	1	-	-	1
	Biscayne Key (Rickenbacker) Causeway	Dade County Port Authority	2,690	4,141	-	210	514	-	4,865
	Broad Causeway	Town of Bay Harbor Islands	1,494	3,060	48	23	-	-	3,131
	Lee County Bridges 2/	Lee County	46,103	16,483	-	566	6	-	17,055
	Card Sound Toll Bridge	Monroe County	8,083	1,116	112	122	713	-	2,063
	Clearwater Toll Bridge	City of Clearwater	5,472	1,591	-	142	181	-	1,914
	Osceola County Parkway	Osceola County	140,828	-	-	1,129	-	-	1,129
	Pensacola Beach Bridge	Pensacola County	-	1,640	-	-	-	-	1,640
	Treasure Island Causeway	City of Treasure Island	1,218	1,474	-	204	8	-	1,686
	Venetian Causeway	Dade County Port Authority	-	823	-	5	72	-	900
	Total		205,940	30,328	160	2,402	1,494	-	34,384
	Illinois	Calumet Skyway Toll Bridge (Chicago Skyway)	City of Chicago	26,087	23,859	24	1,456	119	102,491
McKinley Bridge		City of Venice	1,696	2,210	250	34	13	-	2,507
New Harmony Bridge		White County Bridge Commission	280	356	-	11	3	-	370
Rock Island Centennial Bridge		City of Rock Island	3,535	2,773	-	96	-	-	2,869
Total			31,598	29,198	274	1,597	135	102,491	133,695
Maine	Machigonne II and Rebel Ferries	Casco Bay Island Transit District	971	1,574	411	17	1,200	-	3,202
Massachusetts	Wood's Hole/Martha's Vineyard/Nantucket Ferries	Wood's Hole Steamship Authority	10,233	33,510	3,583	197	2,389	12,014	51,693
Michigan	Ironton Ferry	Charlevoix County Road Commission	69	106	-	-	-	-	106
	St. Mary's River Ferry System	Eastern Upper Peninsula Transportation Authority	-	727	-	-	657	-	1,384
Missouri	Total		69	833	-	-	657	-	1,490
	Platte Purchase Bridge	Platte County	73	416	24	3	-	-	443
	St. Francisville Bridge	Wayland Special Road District	562	416	-	20	17	-	453
Nebraska	Total		635	832	24	23	17	-	896
	Bellevue Bridge	Bellevue Bridge Commission	185	626	2	8	-	-	636
	Burl County Missouri River (Decatur) Bridge	Burl County Bridge Commission	379	391	5	13	23	-	432
New Jersey	Total		564	1,017	7	21	23	-	1,068
	Cape May County Bridges	Cape May Bridge Commission	7,774	2,904	-	180	72	-	3,156
	Tacony-Palmyra and Burlington-Bristol Bridges	Burlington County Bridge Commission	45,861	16,825	-	1,447	244	-	18,516
Total		53,635	19,729	-	1,627	316	-	21,672	

RECEIPTS OF LOCAL TOLL FACILITIES - 1994 1/

TABLE LGF-3B
SHEET 2 OF 2
OCTOBER 1996

COMPILED FROM REPORTS
OF LOCAL AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCE BEGINNING OF YEAR	ROAD AND CROSSING TOLLS	CONCESSIONS AND RENTALS	NET INCOME FROM INVESTMENTS	MISCELLANEOUS PROCEEDS	BOND PROCEEDS	TOTAL RECEIPTS
New York	Atlantic Beach Bridge	Nassau County Bridge Authority	4,012	2,903	-	121	1	-	3,025
	Battery Station Island Ferry 3/	City of New York	-	4,135	1,400	-	30,373	-	35,908
	Triborough Bridges and Tunnels	Triborough Bridge and Tunnel Authority	655,687	726,919	8,216	20,814	-	280,100	1,036,049
	Total		659,699	733,957	9,616	20,935	30,374	280,100	1,074,982
Oregon	Buena Vista Ferry	Polk County Road Department	-	7	-	-	74	-	81
	Canby Ferry	Clackamas County Road Department	-	84	-	-	238	-	322
	Cascade Locks Bridge	Part of Cascade Locks Commission	-	870	-	-	2,625	-	3,495
	Hood River - White Salmon Bridge	Part of Hood River Commission	-	1,508	-	-	-	5,949	7,457
	Wheatland Ferry	Marion County Road Department	-	176	-	-	81	-	257
	Total		-	2,645	-	-	3,018	5,949	11,612
Pennsylvania	Fredericktown Ferry	Fayette/Washington County Joint Ferry Service	-	10	-	-	12	-	22
Tennessee	Saitillo Ferry	Hardin County Highway Department	-	16	-	-	43	-	59
Texas	Cameron County International Toll Bridge	Cameron County	6,250	6,503	-	250	210	-	6,963
	Del Rio International Bridge	City of Del Rio	2,750	1,577	-	110	107	-	1,794
	Eagle Pass-Piedras Negras International Bridge	City of Eagle Pass	3,784	4,666	-	151	176	-	4,993
	El Paso International Bridge	City of El Paso	247	8,768	-	10	-	-	8,778
	Harris County Toll Facilities 4/	Harris County Toll Road Authority	303,753	70,057	-	12,150	2,046	232,327	316,580
	Laredo-Nuevo Laredo International Bridge	City of Laredo	6,047	17,460	-	242	1,031	-	18,733
	McAllen International Toll Bridge	City of McAllen	9,887	6,739	-	395	387	-	7,521
	Roma International Toll Bridge	Starr County	493	1,083	-	20	1,030	-	2,133
	San Luis Pass-Vacek Bridge	Galveston County	2,378	368	-	95	88	-	551
	Total		335,589	117,221	-	13,423	5,075	232,327	368,046
Virginia	Richmond Expressway System	Richmond Metropolitan Authority	36,952	16,125	-	1,348	-	-	17,473
	South Norfolk Bridge	City of Chesapeake	103	555	-	-	47	-	602
	Total		37,055	16,680	-	1,348	47	-	18,075
Washington	Guemes Island Ferry	Skagit County	-	363	-	-	297	-	660
	Lummi Island-Gooseberry Point Ferry	Whatcom County	-	469	-	-	344	-	813
	Puget Island Ferry	Wahkiacum County	-	119	-	-	342	-	461
	Stellacoom (Tacoma-McNeil-Anderson) Ferry	Pierce County	-	761	-	-	2,411	-	3,172
	Total		-	1,712	-	-	3,394	-	5,106
West Virginia	Parkersburg Bridge	City of Parkersburg	644	1,190	-	27	1	-	1,218
Wisconsin	Cassville-Car Ferry	Cassville Harbor Commission	-	59	1	-	10	-	70
Summary	Total Bridge and Tunnel Facilities		902,054	918,259	10,528	28,867	15,120	388,540	1,361,314
	Total Road Facilities		2,184,843	90,284	-	88,070	92,998	310,927	582,279
	Total Ferry Facilities		11,275	42,116	5,395	214	38,471	12,014	98,210
	Grand Total		3,098,172	1,050,659	15,923	117,151	146,589	711,481	2,041,803

1/ This table summarizes the receipts for publicly owned toll facilities operated by local governments, local road and bridge districts and specially created authorities. See Table LGF-21 for general note on local highway finance series.
2/ Lee County Bridges consists of the Cape Coral Bridge, the Midpoint Bridge, and the Sanibel Bridge and Causeway.
3/ Miscellaneous Income shown includes \$12,551,000 in State aid and a \$17,768,443 subsidy from New York City.
4/ Harris County Toll Facilities consists of the Harris County Toll Road and the Jesse Jones Memorial Toll Bridge.

DISBURSEMENTS OF LOCAL TOLL FACILITIES - 1994 1/

COMPILED FROM REPORTS OF LOCAL AUTHORITIES

TABLE LGF-4B
SHEET 1 OF 2
OCTOBER 1995

(THOUSANDS OF DOLLARS)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE	OPERATIONS	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY LAW ENFORCEMENT AND SAFETY	INTEREST	BOND RETIREMENT	TRANSFERS 2/	TOTAL DISBURSEMENTS	BALANCE END OF YEAR
California	Foothill/Eastern Toll Roads	56,266	-	1,533	235	-	4,449	-	-	62,483	80,243
	Golden Gate Bridge	8,554	8,635	7,050	6,348	-	-	-	25,588	56,175	67,236
	Murray Road Toll Bridge	-	823	225	46	-	303	195	138	1,730	504
	San Joaquin Hills Toll Road	221,535	-	-	609	-	40,209	-	-	262,353	845,164
	Total	286,355	9,458	8,808	7,238	-	44,961	195	25,726	382,741	993,147
Colorado	E-470 Beltway	1,268	-	1,550	1,923	-	25,186	4,638	-	34,565	662,074
	Pikes Peak Toll Highway	232	-	1,541	-	-	-	-	-	1,773	1,752
Total	1,500	-	3,091	1,923	-	-	25,186	4,638	-	36,338	663,826
Florida	Bay County Bridge	-	-	-	36	-	-	-	17	53	-
	Biscayne Key (Rickenbacker) Causeway	-	572	1,353	-	-	436	1,270	3,924	7,555	-
	Broad Causeway	-	68	1,335	-	625	170	75	1,106	3,379	1,245
	Lee County Bridges 3/	20	150	2,701	-	-	4,956	1,470	7,408	16,705	46,453
	Card Sound Toll Bridge	-	1,440	629	-	-	405	4,585	-	7,059	3,088
	Clearwater Toll Bridge	120	148	599	117	-	184	243	-	1,411	5,975
	Osceola County Parkway	54,002	-	-	243	-	3,616	-	-	57,861	84,095
	Pensacola Beach Bridge	-	149	357	-	-	-	-	-	506	1,133
	Treasure Island Causeway	1,033	948	203	234	-	104	180	-	2,702	203
	Venetian Causeway	-	455	379	-	-	-	-	66	900	-
Total	55,175	3,930	7,556	630	-	625	9,871	7,823	12,521	98,131	142,192
Illinois	Calumet Skyway Toll Bridge (Chicago Skyway)	7,083	1,697	2,727	869	-	3,807	91,097	-	107,280	46,756
	McKinley Bridge	-	710	720	773	-	185	349	-	2,737	1,467
	New Harmony Bridge	-	148	109	123	-	-	-	-	380	270
Rock Island Centennial Bridge	9	194	498	110	-	-	-	80	-	891	5,513
Total	7,092	2,749	4,054	1,875	-	-	3,992	91,446	80	111,288	54,006
Maine	Machigonne II and Rebel Ferries	1,239	159	1,192	647	-	13	100	-	3,350	824
Massachusetts	Wood's Hole/Martha's Vineyard/Nantucket Ferries	2,761	3,876	16,314	10,779	-	2,219	13,053	-	49,002	12,924
Michigan	Ironton Ferry	-	-	109	-	-	-	-	-	109	66
	St. Mary's River Ferry System	-	148	1,045	191	-	-	-	-	1,384	-
Total	-	148	1,154	191	-	-	-	-	-	1,493	66
Missouri	Platte Purchase Bridge	-	8	212	14	-	33	-	-	267	251
	St. Francisville Bridge	-	31	67	37	-	-	-	386	521	495
Total	-	39	279	51	-	-	33	-	386	788	746
Nebraska	Bellevue Bridge	-	191	303	24	-	168	-	-	686	134
	Burr County Missouri River (Decatur) Bridge	-	191	-	30	-	21	333	-	575	236
Total	-	382	303	54	-	-	189	333	-	1,261	370
New Jersey	Cape May County Bridges	1,076	46	2,306	43	-	252	345	-	4,068	6,861
	Tacony-Palmyra and Burlington-Bristol Bridges	-	3,556	1,970	9,745	1,136	1,420	-	-	17,878	46,499
	Total	1,076	3,602	4,276	9,788	1,136	1,672	345	51	21,946	53,360

DISBURSEMENTS OF LOCAL TOLL FACILITIES - 1994 1/

TABLE LGF-4B
SHEET 2 OF 2
OCTOBER 1996

COMPILED FROM REPORTS
OF LOCAL AUTHORITIES

(THOUSANDS OF DOLLARS)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE	OPERATIONS	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY LAW ENFORCEMENT AND SAFETY	INTEREST	BOND RETIREMENT	TRANSFERS 2/	TOTAL DISBURSEMENTS	BALANCE END OF YEAR
New York	Atlantic Beach Bridge	224	83	2,195	362	-	156	75	-	3,095	3,943
	Baffery Staten Island Ferry	-	7,168	19,812	8,928	-	-	-	-	35,908	-
	Triborough Bridges and Tunnels 4/	62,387	28,455	77,873	52,252	-	29,622	8,832	452,448	711,869	979,867
	Total	62,611	35,706	99,880	61,542	-	29,778	8,907	452,448	750,872	983,810
Oregon	Buena Vista Ferry	-	30	36	15	-	-	-	-	81	-
	Canby Ferry	-	40	282	-	-	-	-	-	322	-
	Cascade Locks Bridge	1	35	124	31	-	12	2,625	-	2,828	667
	Hood River - White Salmon Bridge	4,857	-	-	-	-	325	1,690	-	6,872	584
	Wheatland Ferry	-	62	162	33	-	-	-	-	257	-
	Total	4,858	167	604	79	-	337	4,315	-	10,360	1,251
Pennsylvania	Fredericktown Ferry	-	9	6	5	-	-	-	-	20	2
Tennessee	Satilla Ferry	-	-	7	51	-	-	-	-	58	-
Texas	Cameron County International Toll Bridge	23	609	894	150	-	747	300	3,388	6,111	7,102
	Del Rio International Bridge	1,156	227	158	220	-	365	15	1,000	3,141	1,403
	Eagle Pass-Piedras Negras International Bridge	310	20	463	238	-	127	45	3,530	4,733	4,045
	El Paso International Bridge	6	5	922	364	-	369	220	7,039	8,925	99
	Harris County Toll Facilities 5/	3,815	620	7,530	7,038	-	78,945	1,045	927	99,920	520,413
	Laredo-Nuevo Laredo International Bridge	-	-	9,279	419	-	1,448	985	6,693	18,824	5,956
	McAllen International Toll Bridge	80	96	1,471	167	-	186	310	1,402	3,712	13,695
	Roma International Toll Bridge	-	2	175	245	-	473	147	652	1,694	932
	San Luis Pass-Vacek Bridge	9	-	221	58	-	24	500	-	812	2,118
	Total	5,399	1,579	21,113	8,899	-	82,684	3,567	24,631	147,872	555,763
Virginia	Richmond Expressway System	5,776	796	3,165	1,562	-	9,281	446	-	21,026	33,400
	South Norfolk Bridge	7	17	616	65	-	-	-	-	705	-
	Total	5,783	813	3,781	1,627	-	9,281	446	-	21,731	33,400
Washington	Guemes Island Ferry	-	205	455	-	-	-	-	-	660	-
	Lummi Island-Gooseberry Point Ferry	-	252	561	-	-	-	-	-	813	-
	Puget Island Ferry	-	143	319	-	-	-	-	-	462	-
	Steilacoom (Tacoma-McNeill-Anderson) Ferry	2,256	284	632	-	-	-	-	-	3,172	-
	Total	2,256	884	1,967	-	-	-	-	-	5,107	-
West Virginia	Parkersburg Bridge	-	149	224	224	-	98	121	-	816	1,046
Wisconsin	Cassville Car Ferry	-	14	39	18	-	-	-	-	71	-
Summary	Total Bridge And Tunnel Facilities	86,955	49,858	118,358	73,344	1,761	46,396	116,007	514,916	1,007,595	1,255,776
	Total Road Facilities	342,894	1,416	15,319	11,610	-	161,686	6,129	927	539,981	2,227,141
	Total Ferry Facilities	6,256	12,390	40,971	20,667	-	2,232	13,153	-	95,669	13,816
	Grand Total	436,105	63,664	174,648	105,621	1,761	210,314	135,289	515,843	1,643,245	3,496,733

1/ This table summarizes the disbursements for publicly owned toll facilities operated by local governments, local road and bridge districts and specially created authorities. See Table LGF-3B for names of operating authorities. See Table LGF-2/ for general note on local highway finance series.
2/ Includes direct expenditures for nonhighway purposes and transfers to other State and local agencies for both highway and nonhighway projects.
3/ Lee County Bridges consists of the Cape Coral Bridge, the Midpoint Bridge, and the Sanibel Bridge and Causeway.
4/ Transfers shown include amounts used for maintenance, operations and debt service of the New York City Transit Authority, the Metropolitan Transportation Authority and the Tibororough Transportation Project.
5/ Harris County Toll Facilities consists of the Harris County Toll Road and the Jesse Jones Memorial Toll Bridge.

ROADWAY EXTENT, CHARACTERISTICS, AND PERFORMANCE

This section contains data on the physical, operational, usage, extent, and performance characteristics of public roads existing in the United States as of December 31, 1995.

IMPACTS OF DATA REPORTING PROCEDURES

The current data are based on the Highway Performance Monitoring System (HPMS). The HPMS comprises a combination of sample data on the condition, use, performance and physical characteristics of facilities functionally classified as arterials and collectors (except rural minor collectors); certain condition and use data for all rural arterials and urban principal arterials; and system-type data for all public road and street facilities within each State. When a State fails to provide current year data (or complete current year data), various means are used to prepare information that is reasonably current. Where this is true, the States may have provided current aggregate area-wide totals and the included tables have used these data to the extent possible. Footnotes have been included where appropriate to explain missing data or data which have been estimated from previously available data.

ORGANIZATION OF MILEAGE AND TRAVEL TABLES

Almost all tables in this section contain rural and urban breakouts where urban may be further broken down into small urban (5,000 to 49,999 population) and urbanized ($\geq 50,000$ population).

An urbanized area is an area with 50,000 or more persons that encompasses at a minimum the land area delineated by the Bureau of the Census. The Bureau of the Census establishes urbanized area boundaries based on the density of the population (1,000 persons per square mile). The adjusted Census urbanized area boundary reflected in this publication is usually enlarged to include such additional areas as airports, satellite cities/towns, strip development adjacent to high-use roadways, and other areas and facilities that are important to or serve the urbanized area. In some cases, the adjusted urbanized area includes land that will become urban in some predetermined amount of time (such as 3-5 years). These boundaries are decided upon by State and local officials with the approval of the FHWA.

The tables in this section have been organized into eight general areas:

1. Public Road and Street Mileage—tables HM-10, HM-12, HM-14, HM-15, HM-16, HM-18, and HM-20.
2. Mileage on Federal-Aid Highways—tables HM-30, HM-31, HM-33, HM-35, HM-36, HM-37, HM-39, HM-42, HM-45, and HM-47.
3. Mileage by Functional System—tables HM-50, HM-51, HM-53, HM-55, HM-57, HM-59, HM-61, HM-63, HM-64, and HM-67.
4. Lane mileage—tables HM-48 and HM-60. Bridge counts—table HM-65. Minor collector and local mileage, by average daily traffic volume and surface type—table HM-67.
5. Mileage, Travel, and Other Characteristics by Urbanized Area—tables HM-71 and HM-72.
6. State Highway Agency-Administered Mileage and Other Characteristics—tables HM-80 and HM-81.
7. Travel by Functional System—tables VM-1 and VM-2. Travel by Federal-Aid Highways—table VM-3.
8. Vehicle type activities—table VM-4. Motor vehicle traffic accidents—FI table series. Interstate System loadings—table TC-3.

EXISTING MILEAGE

All mileage tables in this publication, except tables HM-30 and HM-45, include only mileage classified as public road mileage in accordance with 23 United States Code 402. Table HM-10 contains the total public road mileage of roads and streets in the United States, classified by jurisdiction. Table HM-12 contains mileage by type of surface and jurisdiction/functional system. Table HM-15 contains mileage of Federal-aid highways and is in the same format as its companion travel table—VM-3. Table HM-16 is a nationwide aggregate table which contains mileage of Federal-aid highways by jurisdiction. Another nationwide aggregate table, HM-18, contains mileage of Federal-aid highways by functional system. This table also includes small urban and urbanized area summaries as well as total urban. Table HM-20 contains all public road mileage by State and by functional system. This table is in the same format as table VM-2 and contains the mileage that corresponds to the travel contained in that table. Tables HM-30 and HM-45 contain mileage that is intended to be built within the next few years in addition to mileage that is already open to the public travel.

The increase in total road and street mileage by construction is relatively small each year. Most construction is for the improvement of existing highways and streets, such as resurfacing those previously surfaced, widening facilities,

Text

reducing grades, minimizing curves, eliminating grade crossings, and other improvements that provide safer, more efficient public roads having greater traffic and load-bearing capacities. Most new mileage falls in the local functional system category that serves residential or business uses. Decreases in public road mileage do occur. In recent years, this has been due to the removal of some timber, forest access, and natural resource roads from general public use.

Roads in Federal forests and reservations may be part of the State and local jurisdictional systems and are included with the mileages reported for those systems. Mileage directly under Federal control is identified in tables HM-10, HM-12, HM-14, HM-16, and HM-50.

The designation of a road or street as a Federal-aid highway does not alter its ownership or jurisdiction as a State or county road or city street. A Federal-aid highway simply means that, because of its service value and importance, it has been made eligible for Federal-aid construction and rehabilitation funds.

Surface types

The surface classification used in the tables identifies only the visible surface types on existing streets and roadways. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No data relative to vertical composition are presented, except for the composite pavement type where the reporting agency has indicated that a concrete roadway has been overlaid with one or more inches of compacted bituminous material.

FEDERAL-AID HIGHWAY MILEAGE

Except for minor amounts of Federal highway mileage under the U.S. Forest Service, Bureau of Land Management, Bureau of Indian Affairs, National Park Service, Fish and Wildlife Service, and military, practically all of the roads and streets in the United States are under the jurisdiction of State and local governments. The Federal-aid highways are, basically, segments of State and local systems mileage eligible for Federal aid. Except under special circumstances, this excludes roads that are functionally classified as rural minor collector or rural and urban local.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 eliminated the historical Federal-aid Systems and created the National Highway System (NHS) and other Federal-aid highway categories. The National Highway System Designation Act of 1995 approved the NHS established under ISTEA. (For purposes of this publication, the NHS excludes any nonroadway routes, i.e., ferry boat routes.) The NHS was prepared in consultation with appropriate local officials and was submitted to and approved by the United States Congress. Highways designated as part of the Interstate System are included in the NHS.

All historical tables linked to the superseded Federal-aid Systems have been changed to reflect the NHS and other

Road Extent, Characteristics, and Performance

Federal-aid highways, as applicable. These include tables HM-14, HM-15, HM-16, HM-18, the HM-30 series, HM-42, HM-47, HM-48, VM-3, and the FI series.

Interstate System

The Eisenhower National System of Interstate and Defense Highways 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 defined the purpose and extent of the system and, as subsequently amended, dedicated a group of Federal excise taxes on motor fuel and automotive products to the support of Federal-aid highway activities. By law, the Interstate System is limited to 42,500 miles under Section 103 of Title 23 and other routes incorporated under Section 139(a) of Title 23 that are logical additions or connections and meet Interstate System design standards. The Interstate System under Section 139(c) is limited only to Alaska and Puerto Rico. Highways may also be designated as part of the Interstate System under provisions of Section 1105(e) of ISTEA as amended under Section 332 of the National Highway System Designation Act of 1995.

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.

An estimate of future additions to the Interstate System are shown in table HM-45. These additions reported include segments applicable under Sections 103 or 139(b) or Section 332 of the National Highway System Designation Act of 1995.

Mileage characteristics

The Federal-aid highway mileages are classified according to system, surface type, lane width, traffic lanes, access control, and traffic volume in tables HM-31 through HM-39. The categories for a given data item vary within each table to provide representation of the characteristics of the particular Federal-aid highway category. Tables HM-30, HM-42, and HM-47 classify mileage of NHS according to open and not open to traffic, volume-service flow ratio, and measured pavement roughness.

MILEAGE BY FUNCTIONAL SYSTEM

The functional systems used in tables HM-50 through HM-80 result from the assignment of streets and highways into groups according to the character of service they are intended to provide. Because most travel involves movement through a network of roads, individual roads and streets do not serve travel independently in any major way. Functional classification defines the role that a particular road or street plays in serving the flow of trips through a highway network. The functional systems are: (1) arterial highways, which generally handle the long trips, (2) collector facilities, which collect and

disperse traffic between the arterials and the lower level, and (3) local roads and streets, which serve the land access function to the residential areas, businesses, individual farms and ranches, and other local areas. The functional system mileages are identified by jurisdiction, surface type, lane width, traffic lanes, access control, and traffic volume in tables HM-50 through HM-59.

Lane mileage

Table HM-60 contains estimated rural and urban lane mileage by functional system. FHWA assumes two lanes for the rural minor collector and urban and rural local functional system lane mileage estimate. A companion table, HM-48, is similar except the lane mileage is for the NHS.

Volume-service flow ratio

Table HM-61 contains the mileage for each rural and urban arterial and collector (except rural minor collector) functional system by State for various ranges of volume-service flow ratio. These data are expanded from the traffic volume and peak service flow (capacity, as defined by the 1994 Highway Capacity Manual) data reported on or calculated from other data in the HPMS sample sections, and are a useful measure of traffic congestion existing on the States' functionally classified facilities. A companion table, HM-42, is similar except the mileages are for the NHS.

Present serviceability rating (PSR)

Table HM-63 contains mileage that uses the PSR, as reported in HPMS, to group the data into various ranges for the rural major collector and the urban minor arterial and collector systems. The PSR is a numerical value ranging from zero to five, reflecting poor pavement condition at the lower end of the scale and very good pavement condition at the higher values. Users of these data are advised to see the discussion of PSR in the section "General Limitations In Use of Data."

Measured pavement roughness

Table HM-64 contains measured pavement roughness for the higher systems that include all principal arterials and rural minor arterials. A companion table, HM-47, is similar except that the IRI mileage ranges are for the NHS. Measured pavement roughness is an objective equipment-based rating reported in the HPMS as the International Roughness Index (IRI) in inches per mile. Users of these data are advised to see the discussion of IRI in the section "General Limitations In Use of Data."

Count of bridges

Table HM-65, Highway Bridges Greater Than or Equal to 20 Feet, contains a count of the bridges from the Structure Inventory of the Nation's Bridges by functional system for rural and urban areas. A companion table, HM-41, is similar except that the bridge counts are for Federal-aid systems; this table has been discontinued temporarily.

Minor collector and local functional systems

Table HM-67 contains mileage estimates of minor collector and local functional systems by groupings of average daily traffic volume and surface type for rural and urban areas. Estimates are supplied by the States in the areawide (aggregate) portion of the HPMS data submittals.

Urbanized area mileage, travel, and other characteristics

Table HM-71 contains mileage and daily travel data by functional system for the adjusted Census urbanized areas having a population of 50,000 or more persons. The daily travel contained in this table times 365 days (366 days for leap years) would equal annual travel. Table HM-72 contains rate and characteristic type data that are based on the State-reported mileage, travel, population, and net land area aggregate data for the same urbanized areas. An estimate of freeway lane mileage (including the Interstate System) in each urbanized area is also provided; it is based primarily on the HPMS universe data. Where urbanized areas cross State boundaries, the tables contain information for the entire area without regard to State boundaries. Both tables are in sort by current urbanized area population.

State highway agency-administered mileage

State highway agency-administered (jurisdiction) mileage by functional system, based on the HPMS universe data, is contained in table HM-80. Lane mileage, daily vehicle-miles traveled, and annual average daily traffic per lane estimates are provided in the companion table HM-81. As with the HM-71 and HM-72 tables, the daily travel may be made to equal annual travel by multiplying by 365 (366 for leap years). These estimates are derived from on the HPMS universe information.

HIGHWAY USAGE CHARACTERISTICS

Table VM-1 contains the estimated travel for passenger cars, motorcycles, buses, and trucks for the rural Interstate System, other rural arterial roads, other rural roads, urban Interstate System, and other urban streets. The rural and urban categories are based on a summary of the highway functional systems contained in table VM-2. The vehicle types are based on a summary of vehicle distributions as shown in the table VM-4 series. These distributions are normalized to account for temporal variation. The other rural arterial roads category includes all other principal and minor arterials, excluding the Interstate System. The other rural roads category includes the collector and local functional systems. All urban systems except the urban Interstate System are included within the other urban streets category.

Table VM-1 for each vehicle type contains the number of vehicles registered, total fuel consumption, and average fuel consumption. Also included by vehicle type are the calculated annual average distance traveled and average distance traveled

Text

per gallon. The highway use of motor fuel and the motor-vehicle registrations contained in tables MF-21 and MV-1 are used to obtain the related items of average distance traveled per vehicle, average fuel consumption per vehicle, and average distance traveled per gallon of fuel consumed. In addition, table VM-1 contains FHWA's estimate of distance traveled per person based on the most current information from the *Nationwide Personal Transportation Study*, the *Truck Inventory and Use Survey*, and the *National Transportation Statistics* report.

Table VM-2 contains a summary of the States' estimated highway travel based on traffic counts taken along selected highway sections which are grouped into functional systems, according to the character of service they provide. It is a companion to table HM-20.

Table VM-3 contains the estimated highway travel carried by Federal-aid highways. It is a companion to the mileage table HM-15 that reflects the approved NHS as indicated at the front of this section's text.

The VM-4 series first appeared in the 1993 edition of *Highway Statistics*. It describes distribution of travel activity by vehicle type by arterial functional systems. Data in some cases may exclude motorcycles, combine some vehicle types, and/or be limited in count duration and seasonal coverage. Analysts are cautioned to refer to the individual table footnotes in using these data.

The FI series contains the total fatal and nonfatal injury accidents along with the total numbers of fatalities, most seriously injured persons, total nonfatal injuries, and corresponding rates for all highways in each State. Fatality data are based on the 30-day definition; i.e., only accident victims who die within 30 days of their accidents are counted as fatalities. The tabulations contain numbers and rates (per 100 million vehicle miles) of accidents and casualties on the functional systems and Federal-aid highway categories.

Table TC-3, along with the graph, Comparison of Growth in Volumes and Loadings on the Rural Interstate System, displays the interrelationship among vehicle types, volumes, and axle loadings. The data, which are from the Truck Weight Study, are collected by the States for varying periods of time and are not adjusted to typify annual system averages. Note that the data for passenger cars, buses, and light single-unit trucks are combined.

The graph, Comparison of Growth in Volumes and Loadings on the Rural Interstate System, portrays the rapid growth in loadings relative to volumes. The data points on the graph are 3-year moving averages. It should be noted that the increase in loadings is a function of increased axle weights as well as an increase in the number of trucks.

METRIC TABLES

Readers are provided several of the mileage and travel tables in metric. These tables are marked with an "M" at the end of

Road Extent, Characteristics, and Performance

the title table number. A soft conversion from English to metric has been made of 1 mile = 1.609344 kilometers for the individual values, however, the totals are the sum of the individual converted values.

GENERAL LIMITATIONS IN USE OF DATA

Readers are advised to refer to the previous paragraphs as well as all footnotes contained on each table prior to using the data in this section.

Information included in the HPMS data base is the result of a cooperative effort between the FHWA and State and local governments. All HPMS data are provided to the FHWA through State Departments of Transportation and are usually obtained from existing State or local government data bases or transportation plans and programs, including those of Metropolitan Planning Organizations (MPOs). Typically, the existing data bases and record keeping systems of these State and local governmental units are designed and are maintained to meet their specific, individual business needs; most items in their databases are not specifically designed to meet Federal reporting purposes. Some data required for the HPMS are not collected by all the States in their own data bases, and some State data base adjustments may have been made in order to meet the requirements of the HPMS.

As a result, data quality and consistency of HPMS information are dependent upon the programs, actions and maintenance of sound data bases by numerous data collectors, suppliers and analysts at the State, metropolitan, and other local area levels. In general, specific data items that are used by the collecting agency are likely to be of better quality than data items which are collected or estimated solely for the use of the FHWA. Data quality and consistency are also dependent upon the nature of the individual data items and how difficult they are to define, collect, or estimate. Particularly in recent years, limitations on staff and financial resources at the State and local levels have seriously impacted many of the data collection programs that feed the HPMS data base.

HPMS data are collected in accordance with the *Highway Performance Monitoring System Field Manual for the Continuing Analytical and Statistical Data Base*. This document contains standard collection, coding, and reporting instructions for the various data items to be reported with the objective of creating a uniform and consistent data base. The degree to which these instructions are followed by the reporting agencies has a direct impact on the quality and consistency of the data and, therefore, on the utility of these data as an indicator of the condition, performance, and usage of the Nation's highway systems. State reported HPMS data are reviewed by FHWA for completeness, consistency, and adherence to reporting guidelines. Where necessary, data are adjusted to improve completeness, consistency, and uniformity among the States. The review and adjustment process is accomplished in close working relationship with the States supplying the data.

The HPMS data base is constructed primarily to facilitate national level analyses of the condition, performance, and usage of the Nation's highway system. Users of the HPMS data, as reported in *Highway Statistics* and in other media, should not necessarily expect to find consistency among all States for all data items, due to State-to-State differences in the way the data are defined, collected, or estimated. Even when data are consistently collected and reported, users need to recognize that HPMS information may not be comparable across all States due to inherent State differences such as size, population density, degree of urbanization, extent of system, administrative responsibility, climate, etc. When making State level comparisons, therefore, it is inappropriate to use these statistics without recognizing, and accounting for, the differences that may impact comparability. The major data subject areas are noted below.

Pavement ratings

FHWA currently uses two pavement rating systems. One is a subjective rating system based upon the Pavement Serviceability Rating (PSR) or equivalent data adapted from a State's pavement serviceability index (PSI), sufficiency ratings, or ratings from a pavement rating table contained in the HPMS Field Manual. The second is an objective measure, the International Roughness Index (IRI). Both are reported in HPMS and are used as indicators of pavement condition.

Present serviceability rating

The indices of PSR and other subjective measures use a numerical value ranging from zero to five, reflecting poor pavement condition at the lower end of the scale and very good pavement condition at the higher values. These indices provide a judgement of pavement condition based upon an assessment of ride and pavement condition by a panel of road users. PSR and PSI were adapted from the American Association of State Highway (Transportation) Officials Road Tests conducted in the late 1950's and early 1960's. Since they are subjective, ride quality based rating schemes, and because of the various methodologies used by the States to collect these data, the ratings may not be consistent or comparable among the States. If a State's PSR, PSI, or other subjective rating process has been carefully constructed and executed, it should provide a useful basis for rating roadways within a State. However, because of the subjectivity of the rating process and because of State-to-State differences in pavement types, traffic, weather, soil conditions, and other influencing factors, State-to-State comparisons of pavements based on these indices may not be valid.

In general, PSR, or equivalent subjective pavement rating data, are reported to the HPMS on an annual basis for functional systems where IRI is not completely reported or is not required to be reported. The data are subject to variability given the subjective nature of the evaluation process and, FHWA believes, may be more likely to be estimates. The data are not processed or manipulated by FHWA; that is, they are reported by FHWA as they are input into the HPMS data base by the States. Where IRI data are not reported, the PSR data are

collected on a universal basis for the principal arterial systems and on a sample basis for the remaining sampled functional systems. PSR data are not collected for local or rural minor collector functional systems. Sampled data are expanded using the sample expansion factors in HPMS to represent the complete functional systems for which they are reported. Although PSR is primarily a measure of current ride quality, PSR data are used by FHWA in national level models to predict pavement deterioration, deficiencies, needs and investments.

Measured pavement roughness

Measured pavement roughness is an objective equipment-based rating reported in the HPMS as IRI in inches (meters) per mile (kilometer). These ratings are collected by various mechanical devices, some of which may require calibration through correlation to "known profiles" established via precise measurements. The IRI is a numerical value that is an accumulation of the inches (meters) of vertical movement of a vehicle over a roadway surface, adjusted to reflect a rate per mile (kilometer). Low values indicate a smooth riding quality, while higher values are indicative of a rough road. Because IRI is a more objective, mechanically measured index, IRI should be more consistent between and among States when similar pavement types and surface textures have been measured using devices that have been properly calibrated.

Variability in IRI measurements reported to HPMS can arise from a number of sources. Some sources of variability include differences in the type of pavement surface being rated (i.e., concrete vs. bituminous), differences in the equipment used to measure IRI, and differences in the measurement protocols used. While the FHWA does not specify a particular type of equipment, it does specify a particular measurement protocol—namely that the measurement be provided for the right wheel track of the right most lane. Other guidelines are also provided; however, the FHWA is aware that not all States follow these protocols for all cases of IRI measurement, which diminishes to some extent the consistency of the reported data. Improvements to measurement equipment and protocol standardization for the most part rely upon Federal and State research activities such as those carried out by the Road Profiler User Group.

While IRI data may be more suitable for comparative purposes than PSR data, the user needs to consider and account for the variability introduced by these and other factors when making any comparisons. IRI data are required for Interstate, other principal arterial, and rural minor arterial functional systems, although IRI is recommended for all functional systems other than the local or rural minor collector systems. The IRI data are collected on a universal basis for the NHS and principal arterial systems and on a sample basis for the rural minor arterial system. Sampled data are expanded using the sample expansion factors in HPMS to represent the complete functional systems for which they are reported.

FHWA believes that the IRI data, which for the most part are available from State pavement management systems, are of

reasonably good quality. IRI data are disseminated by FHWA without further manipulation or adjustment. Although IRI is a measure of ride quality, the IRI data are also used by FHWA in national level models to predict pavement deterioration, deficiencies, needs and investments. As additional protocols for IRI equipment and measurement techniques, such as filtering, measurement intervals, sensor use, lane location, speed, etc., become available and are developed and adopted by the States, FHWA believes that IRI data consistency should continue to improve.

Finally, it should be noted that to have a comprehensive assessment of pavement conditions, additional measures of pavement distress such as rutting, cracking, and faulting are needed. Consistent protocols for these measures are now being developed and States will be encouraged to include them in their pavement management systems.

Highway vehicle travel

FHWA currently uses daily vehicle-miles of travel (DVMT) as the primary measure of travel activity on the Nation's highway systems.

In concept, DVMT is a calculated value that is a product of the annual average daily traffic (AADT) and the length of the section for which the AADT is reported. In the HPMS, DVMT is accumulated for each reported section to develop appropriate totals. AADT is required to be reported for each section of Interstate, NHS, and other principal arterials; as a result, DVMT is computed for these functional systems on a 100-percent basis. For other functional systems down through the rural major collector and urban collector systems, DVMT is calculated from sample sections using the AADT and length reported for each sample section. DVMT for each of these latter functional systems is developed by expanding the sample using HPMS sample expansion factors. For the most part, DVMT for the rural minor collector and rural and urban local functional systems is calculated by the States using unknown methods. For these systems, DVMT values are provided in HPMS by the States using their own procedures. Some States use supplemental traffic counts outside of the HPMS procedures; others employ estimating techniques, such as fuel use, to determine travel on these systems. In general, these methods are used in rural as well in urban areas, including the donut areas of nonattainment areas for purposes of meeting EPA travel monitoring requirements.

DVMT estimates reported to the HPMS should be of reasonable quality particularly for the higher order functional systems. AADT and DVMT data are edited by the HPMS software for unusual values and for unusual changes to previously reported values. FHWA routinely works with State data providers to modify reported AADT values that do not appear to be reasonable before incorporating them into a final master file. Although AADT is required to be updated annually in HPMS, counts are only required to be updated on a 3-year cycle. For any reporting year, AADT for uncounted sections is to be derived by factoring the latest year's count for those sections.

States that follow the HPMS sampling instructions in developing traffic counting programs (Appendix K in the HPMS Field Manual), and that follow the standard practices advocated in the *Traffic Monitoring Guide*, have adequate counting and classification tools to prepare quality AADT and DVMT estimates for HPMS. The consistency of the sampling and counting procedures should also provide comparable State-to-State traffic data.

In practice, FHWA is aware that not all States rigorously follow the recommended sampling, counting, and estimating procedures contained in the *Traffic Monitoring Guide*. Reporting of AADT based on actual traffic counts, on all Interstate and principal arterials on a 3-year cycle, is a required but not necessarily followed protocol for HPMS reporting. The calculation and application of various adjustment factors to 24- or 48-hour coverage counts to enable them to represent AADT is as much art as science. Classification counts, which are needed to adjust pneumatic tube counts collected for three or more axle vehicles as well as for other HPMS items, are difficult to collect and to apply on a statewide basis. Equipment used to obtain count information is only accurate within certain limits and can suffer from malfunctions and breakdowns, factors which can affect the reliability of traffic counts. The user must recognize the shortcomings of the data collection and traffic estimation processes when using HPMS AADT or travel data. The degree to which recommended procedures are followed can impact the accuracy and consistency of the travel estimates in HPMS. These differences in State and local practices need to be taken into account when attempting to make valid State level comparisons of AADT and travel data.

DVMT for eligible segments is calculated and used by FHWA as an apportionment factor for Interstate Maintenance funds. In addition, FHWA uses reported AADT to conduct congestion, needs, performance, and impact analyses and for modeling. Areawide DVMT reported through the HPMS as well as calculated universe and expanded sample DVMT for selected areas can also be used by the EPA to benchmark nonattainment urbanized area travel and to monitor growth of travel over time in nonattainment areas. This provides EPA another means to track whether or not air quality nonattainment areas are meeting VMT reduction goals of State clean air implementation plans. DVMT is annualized and reported as VMT in *Highway Statistics* and most other dissemination media.

Congestion

FHWA currently uses traffic volume-service flow ratio (V/SF) as the primary measure of congestion on the Nation's highway systems; however, FHWA also makes use of volume per lane (AADT/lane) as a congestion measure for some purposes.

The V/SF is a computed numerical value based upon traffic volume information and roadway capacity estimates as reported by the States to the HPMS. It is one among many measures that has been and is being actively considered to measure congestion. As a measure of congestion, V/SF has many legitimate uses; however, other measures of congestion, such as AADT/lane, may be more or less suitable depending upon the

purpose for which the measure is being used. The objective of this discussion is not to develop a treatise on the most appropriate measure of congestion; however, the user of these data has a responsibility to assure that the application of V/SF or AADT/lane from HPMS is suitable to the purpose for which the congestion analysis is being conducted. Note that these values are indicators of recurring congestion only; they are not useful in evaluating non-recurring congestion.

In general concept, the V/SF is calculated for each sampled section of roadway included in the HPMS. The calculated V/SF is then expanded using the sample expansion factors in the HPMS to represent each entire functional system. The calculation uses the AADT, the design hour volume as represented by the 30th highest hour volume, the directional factor, and the peak hour capacity of the roadway section. All of these values are reported in the HPMS, with the exception of capacity which is calculated by the HPMS software using procedures outlined in the most current version (1994) of the *Highway Capacity Manual* (HCM). While traffic data are reported to the HPMS on a 100-percent basis for principal arterials and NHS (and on a sampled basis for the other regular sampled systems), the design hour volume and directional factors are available only on a sample basis. In addition, the calculation of peak hour capacity introduces additional complexity into the process of calculating V/SF. The calculation of the peak hour capacity is done in accordance with an estimating process contained in the HCM, which was developed by the Transportation Research Board. The estimating procedures use many additional HPMS data items relating to roadway characteristics such as geometry, speed, signalization, facility type, and facility location, among others. For the most part, the additional information needed to estimate peak hour capacity from the HPMS data is also sample based.

Since V/SF is the product of a complex estimating process, it is more susceptible to State-to-State variability than a measured congestion parameter, such as travel time or AADT/lane, might be. Some areas of variability that should concern the user of V/SF as a congestion measure include the applicability of the generalized HCM procedures to the particular case under analysis and the completeness and accuracy of the various data elements used to compute the V/SF if State level comparisons are attempted. At a national level, the desire for consistency for planning purposes mitigates for the use of uniform procedures, as represented in the HCM. In addition, at the national level, anomalies in input data item values have a tendency to even out and to represent aggregate average values when summed across all States as a whole. Since AADT/lane does not need to use calculated capacity values, it is less encumbered by these estimating shortcomings and may be a better choice for some purposes.

Note that the major decrease in the 1995 percent of congested travel that appears in this publication (Page V-67) is an artifact of the change in capacity calculation procedures based on the Highway Capacity Manual (HCM). A revised HCM was issued in 1994 and subsequent calculations of capacity have been based on the revised procedures. The change in procedures was based on research that showed that drivers

were willing to follow each other more closely and at higher speeds than previously. Of course, this change in driving habits occurred over a period of years, but the change in procedure occurred abruptly. This causes the break in the trend that invalidates comparisons between 1995 measures of capacity and previous years.

Summary

For the most part, the HPMS provides a generally uniform, consistent, statistically valid, and credible national level data base built from State-provided data. The HPMS serves its intended Federal purposes well, and it is the most comprehensive and accurate database available on the extent and performance of the Nation's highways. It meets FHWA's responsibilities for collecting and disseminating the most reasonable transportation data available. Users of HPMS data need to recognize that these data must be used with full understanding of the data reporting and estimating processes and a recognition of their shortcomings. The data are not perfect. When making State-to-State comparisons, the user must be keenly aware of the differences that exist between the States being compared. Users should not necessarily expect to find consistency among all States for all data items, due to State-to-State differences in the way the data are defined, collected, or estimated. Even when data are consistently collected and reported, users need to recognize that HPMS information may not be comparable across all States due to inherent State differences such as size, population density, degree of urbanization, extent of system, administrative responsibility, type of terrain and extent of highway grades and curves, climate, etc. When making State level comparisons, therefore, it is inappropriate to use these statistics without recognizing, and accounting for, the major differences that may impact comparability.

PUBLIC ROAD AND STREET LENGTH - 1995
MILES BY TYPE OF SURFACE AND JURISDICTION/FUNCTIONAL SYSTEM
NATIONAL SUMMARY 1/

TABLE HM-12
 OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

JURISDICTION/FUNCTIONAL SYSTEM	UNPAVED 2/				PAVED 3/						TOTAL
	UNIM-PROVED	GRADED AND DRAINED	GRAVEL OR STONE	TOTAL	LOW TYPE	INTER-MEDIATE TYPE	HIGH TYPE			TOTAL	
							FLEXIBLE	COMPOSITE	RIGID		
Rural:											
Under State Control: 4/											
Principal Arterial:											
Interstate	-	-	-	-	-	1,063	15,054	6,215	10,248	32,580	32,580
Other	-	-	-	-	300	5,440	62,007	19,646	9,953	97,346	97,346
Minor Arterial	-	-	307	307	1,232	13,492	93,828	17,723	4,275	130,550	130,857
Major Collector	-	120	1,262	1,382	17,015	36,414	126,725	13,901	3,290	197,345	198,727
Subtotal	-	120	1,569	1,689	18,547	56,409	297,614	57,485	27,766	457,821	459,510
Not Under State or Federal Control:											
Principal Arterial:											
Interstate	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	95	239	86	53	473	473
Minor Arterial	-	-	-	-	55	948	3,689	140	32	4,864	4,864
Major Collector	403	2,242	44,444	47,089	31,395	65,367	74,311	3,299	6,803	181,175	228,264
Subtotal	403	2,242	44,444	47,089	31,450	66,410	78,239	3,525	6,888	186,512	233,601
Under Federal Control:											
Principal Arterial:											
Interstate	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	120	313	121	8	129	129
Minor Arterial	-	-	-	-	120	313	995	2	-	1,430	1,430
Major Collector	80	134	853	1,067	447	2,055	1,152	-	-	3,654	4,721
Subtotal	80	134	853	1,067	567	2,368	2,268	2	8	5,213	6,280
Minor Collector 5/	1,000	9,753	81,961	92,714	29,401	66,743	81,290	1,985	1,948	181,367	274,081
Local 5/	121,396	196,007	1,046,598	1,364,001	331,336	165,673	225,626	15,715	16,697	755,047	2,119,048
Total Rural	122,879	208,256	1,175,425	1,506,560	411,301	357,603	685,037	78,712	53,307	1,585,960	3,092,520
Percent - Rural	4.0	6.7	38.0	48.7	13.3	11.6	22.2	2.5	1.7	51.3	100.0
Urban:											
Under State Control: 4/											
Principal Arterial:											
Interstate	-	-	-	-	-	66	3,827	4,148	5,103	13,144	13,144
Other Freeways And Expressways	-	-	-	-	8	38	3,755	1,706	3,044	8,551	8,551
Other	-	-	-	-	41	1,162	19,969	11,054	4,144	36,370	36,370
Minor Arterial	-	-	-	-	195	1,752	15,475	6,086	1,231	24,739	24,739
Collector	-	-	49	49	427	2,920	6,873	1,036	288	11,544	11,593
Subtotal	-	-	49	49	671	5,938	49,899	24,030	13,810	94,348	94,397
Not Under State or Federal Control:											
Principal Arterial:											
Interstate	-	-	-	-	-	-	-	13	7	20	20
Other Freeways And Expressways	-	-	-	-	3	19	101	88	153	364	364
Other	-	-	7	7	107	1,331	11,668	1,621	1,638	16,365	16,372
Minor Arterial	5	20	289	314	2,202	9,746	41,233	5,634	4,538	63,353	63,667
Collector	27	56	581	664	3,829	18,042	45,359	3,825	3,968	75,023	75,687
Subtotal	32	76	877	985	6,141	29,138	98,361	11,181	10,304	155,125	156,110
Under Federal Control:											
Principal Arterial:											
Interstate	-	-	-	-	-	-	-	-	-	-	-
Other Freeways And Expressways	-	-	-	-	-	-	55	-	-	55	55
Other	-	-	-	-	-	-	54	-	-	54	54
Minor Arterial	-	-	-	-	-	4	87	10	3	104	104
Collector	-	-	-	-	-	8	40	3	-	51	51
Subtotal	-	-	-	-	-	12	236	13	3	264	264
Local 5/	963	4,014	26,804	31,781	85,683	171,370	214,061	14,529	51,511	537,154	568,935
Total Urban	995	4,090	27,730	32,815	92,495	206,458	362,557	49,753	75,628	786,891	819,706
Percent - Urban	0.1	0.5	3.4	4.0	11.3	25.2	44.1	6.1	9.3	96.0	100.0
Total Rural and Urban	123,874	212,346	1,203,155	1,539,375	503,796	564,061	1,047,594	128,465	128,935	2,372,851	3,912,226
Percent - Total	3.2	5.4	30.7	39.3	12.9	14.5	26.7	3.3	3.3	60.7	100.0

1/ Includes the 50 States and the District of Columbia. 1995 data were estimated by FHWA for the District of Columbia, Hawaii, and Iowa.

2/ Unpaved mileage includes the following categories: Unimproved roadways using the natural surface and maintained to permit passability; Graded and Drained roadways of natural earth aligned and graded to permit reasonably convenient use by motor vehicles and which have adequate drainage to prevent serious impairment of the road by normal surface water—surface may be stabilized; and Soil, Gravel, or Stone, a graded and drained road with a surface of mixed soil, gravel, crushed stone, slag, shell, etc.—surface may be stabilized.

3/ Paved mileage includes the following categories: Low Type, an earth, gravel, or stone roadway which has a bituminous surface course less than 1" thick—suitable for occasional heavy loads; Intermediate Type, a mixed bituminous or bituminous penetration road on a flexible base having a combined surface and base thickness of less than 7"; High-Type Flexible, a mixed bituminous or bituminous penetration roadway on a flexible base having a combined surface and base thickness of 7" or more—also includes brick, block, or combination roadways; High-Type Composite, a mixed bituminous or bituminous penetration roadway of more than 1" compacted material on a rigid base with a combined surface and base thickness of 7" or more; High-Type Rigid, a Portland Cement Concrete roadway with or without a bituminous wearing surface of less than 1".

4/ Includes State highway agency, State park, State toll and other State agency roadways.

5/ Limited surface-type data are reported for the rural minor collector and rural/urban local functional systems. Distribution of surface types for these systems is estimated by FHWA.

FEDERAL - AID HIGHWAY LENGTH - 1995

MILES BY JURISDICTION - NATIONAL SUMMARY 1/

COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-16
OCTOBER 1996

JURISDICTION	FEDERAL-AID HIGHWAYS					NON-FEDERAL-AID HIGHWAYS	TOTAL
	NATIONAL HIGHWAY SYSTEM			OTHER	TOTAL		
	INTERSTATE 2/	OTHER	TOTAL				
Rural:							
State Controlled Roads 3/	32,680	84,210	116,890	343,759	460,649	214,971	675,620
County Roads	-	327	327	221,364	221,691	1,405,312	1,627,003
Town and Township Roads	-	29	29	5,633	5,662	418,846	424,508
Other Local Governmental Roads	-	30	30	6,231	6,261	179,138	185,399
State Park and Forest Roads	-	7	7	138	145	17,175	17,320
National Park, Forest, and Other Roads	-	82	82	6,199	6,281	164,170	170,451
Total Rural	32,680	84,685	117,365	583,324	700,689	2,399,612	3,100,301
Percent - Rural	1.1	2.7	3.8	18.8	22.6	77.4	100.0
Small Urban Areas:							
State Controlled Roads 3/	1,746	5,826	7,572	17,257	24,829	2,914	27,743
County Roads	-	33	33	6,303	6,336	14,856	21,192
Town and Township Roads	-	6	6	2,263	2,269	9,523	11,792
Other Local Governmental Roads	-	95	95	22,719	22,814	83,783	106,597
State Park and Forest Roads	-	-	-	5	5	73	78
National Park, Forest, and Other Roads	-	-	-	52	52	442	494
Total Small Urban Area	1,746	5,960	7,706	48,599	56,305	111,591	167,896
Percent - Small Urban	1.0	3.5	4.6	28.9	33.5	66.5	100.0
Urbanized Areas:							
State Controlled Roads 3/	11,561	17,798	29,359	41,315	70,674	13,855	84,529
County Roads	-	836	836	32,307	33,143	63,187	96,330
Town and Township Roads	-	29	29	7,232	7,261	41,534	48,795
Other Local Governmental Roads	-	1,927	1,927	82,570	84,497	342,895	427,392
State Park and Forest Roads	-	74	74	156	230	249	479
National Park, Forest, and Other Roads	-	62	62	148	210	792	1,002
Total Urbanized Area	11,561	20,726	32,287	163,728	196,015	462,512	658,527
Percent - Urbanized	1.8	3.1	4.9	24.9	29.8	70.2	100.0
Total Urban:							
State Controlled Roads 3/	13,307	23,624	36,931	58,572	95,503	16,769	112,272
County Roads	-	869	869	38,610	39,479	78,043	117,522
Town and Township Roads	-	35	35	9,495	9,530	51,057	60,587
Other Local Governmental Roads	-	2,022	2,022	105,289	107,311	426,678	533,989
State Park and Forest Roads	-	74	74	161	235	322	557
National Park, Forest, and Other Roads	-	62	62	200	262	1,234	1,496
Total Urban	13,307	26,686	39,993	212,327	252,320	574,103	826,423
Percent - Urban	1.6	3.2	4.8	25.7	30.5	69.5	100.0
Total Rural and Urban	45,987	111,371	157,358	795,651	953,009	2,973,715	3,926,724
Percent - Total	1.2	2.8	4.0	20.3	24.3	75.7	100.0

1/ Includes the 50 States, the District of Columbia, and Puerto Rico. 1995 data were estimated by FHWA for the District of Columbia, Hawaii and Iowa.

2/ Although the Interstate System is part of the National Highway System, its mileage is shown separately.

3/ Includes State highway agency, State toll and other State agency roads; does not include State park and forest roads.

FEDERAL - AID HIGHWAY LENGTH - 1995

MILES BY FUNCTIONAL SYSTEM - NATIONAL SUMMARY 1/

TABLE HM-18
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

FUNCTIONAL SYSTEM	FEDERAL-AID HIGHWAYS					NON-FEDERAL-AID HIGHWAYS	TOTAL
	NATIONAL HIGHWAY SYSTEM			OTHER	TOTAL		
	INTERSTATE 2/	OTHER	TOTAL				
Rural:							
Principal Arterial:							
Interstate	32,680	-	32,680	-	32,680	-	32,680
Other	-	82,635	82,635	15,411	98,046	-	98,046
Subtotal	32,680	82,635	115,315	15,411	130,726	-	130,726
Minor Arterial	-	1,622	1,622	135,822	137,444	-	137,444
Major Collector	-	391	391	432,091	432,482	-	432,482
Minor Collector	-	17	17	-	17	274,747	274,764
Subtotal	-	408	408	432,091	432,499	274,747	707,246
Local	-	20	20	-	20	2,124,865	2,124,885
Total - Rural	32,680	84,685	117,365	583,324	700,689	2,399,612	3,100,301
Small Urban:							
Principal Arterial:							
Interstate	1,746	-	1,746	-	1,746	-	1,746
Other Freeways and Expressways	-	1,118	1,118	164	1,282	-	1,282
Other	-	4,719	4,719	7,711	12,430	-	12,430
Subtotal	1,746	5,837	7,583	7,875	15,458	-	15,458
Minor Arterial	-	114	114	19,434	19,548	-	19,548
Collector	-	9	9	21,290	21,299	-	21,299
Local	-	-	-	-	-	111,591	111,591
Total - Small Urban	1,746	5,960	7,706	48,599	56,305	111,591	167,896
Urbanized:							
Principal Arterial:							
Interstate	11,561	-	11,561	-	11,561	-	11,561
Other Freeways and Expressways	-	6,596	6,596	1,144	7,740	-	7,740
Other	-	13,618	13,618	26,996	40,614	-	40,614
Subtotal	11,561	20,214	31,775	28,140	59,915	-	59,915
Minor Arterial	-	435	435	69,030	69,465	-	69,465
Collector	-	61	61	66,558	66,619	-	66,619
Local	-	16	16	-	16	462,512	462,528
Total - Urbanized	11,561	20,726	32,287	163,728	196,015	462,512	658,527
Total Urban:							
Principal Arterial:							
Interstate	13,307	-	13,307	-	13,307	-	13,307
Other Freeways And Expressways	-	7,714	7,714	1,308	9,022	-	9,022
Other	-	18,337	18,337	34,707	53,044	-	53,044
Subtotal	13,307	26,051	39,358	36,015	75,373	-	75,373
Minor Arterial	-	549	549	88,464	89,013	-	89,013
Collector	-	70	70	87,848	87,918	-	87,918
Local	-	16	16	-	16	574,103	574,119
Total - Urban	13,307	26,686	39,993	212,327	252,320	574,103	826,423
Total - Rural and Urban	45,987	111,371	157,358	795,651	953,009	2,973,715	3,926,724

1/ Includes the 50 States, the District of Columbia and Puerto Rico. 1995 data were estimated by FHWA for the District of Columbia, Hawaii and Iowa.

2/ Although the Interstate System is part of the National Highway System, its mileage is shown separately.

PUBLIC ROAD AND STREET LENGTH - 1995 MILES BY JURISDICTION

TABLE HM-10
OCTOBER 1996

Table with columns for STATE, RURAL CONTROL (UNDER STATE CONTROL 1/ COUNTY ROADS, TOWN AND TOWNSHIP ROADS, OTHER JURISDICTIONS 2/, TOTAL, UNDER FEDERAL CONTROL 3/), URBAN CONTROL (UNDER STATE CONTROL 1/ COUNTY ROADS, TOWN AND TOWNSHIP ROADS, OTHER JURISDICTIONS 2/, TOTAL, UNDER FEDERAL CONTROL 3/), and TOTAL. Rows include states from Alabama to Wyoming, a Total row, and Percent - Total. Includes footnotes 1/ through 4/.

**FEDERAL-AID HIGHWAY LENGTH - 1995
MILES BY JURISDICTION**

TABLE HM-14
SHEET 1 OF 3
OCTOBER 1996

STATE	NATIONAL HIGHWAY SYSTEM - RURAL						NATIONAL HIGHWAY SYSTEM - URBAN						TOTAL NATIONAL HIGHWAY SYSTEM	
	UNDER STATE CONTROL 1/	UNDER LOCAL CONTROL			TOTAL	UNDER FEDERAL CONTROL 3/	UNDER STATE CONTROL 1/	UNDER LOCAL CONTROL			TOTAL	UNDER FEDERAL CONTROL 3/		
		COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER JURISDICTIONS 2/				TOWN AND TOWNSHIP ROADS	OTHER JURISDICTIONS 2/	TOTAL				
Alabama	2,636	-	-	-	2,636	-	954	-	7	-	7	-	961	3,597
Alaska	1,980	-	-	-	1,980	-	125	-	-	-	-	-	126	2,106
Arizona	2,119	11	3	14	2,133	-	394	28	77	105	-	-	499	2,632
Arkansas	2,300	-	-	-	2,300	-	377	-	2	-	-	-	379	2,679
California	4,829	55	-	55	4,885	1	2,408	28	192	220	-	-	2,628	7,513
Colorado	2,597	-	-	-	2,597	-	642	12	75	87	-	-	729	3,326
Connecticut	354	-	-	-	354	-	604	-	4	4	-	-	608	962
Delaware	194	-	-	-	198	4	102	-	-	-	-	-	102	300
Dist. of Columbia 4/	-	7	1	-	-	-	66	-	-	-	8	-	74	74
Florida	2,699	-	-	8	2,707	-	1,439	4	10	14	-	-	1,453	4,160
Georgia	3,184	18	-	18	3,241	39	1,102	68	10	78	-	3	1,183	4,424
Hawaii 4/	140	-	-	-	140	-	147	3	-	-	-	-	150	290
Idaho	2,210	-	-	-	2,210	-	145	-	-	5	-	-	150	2,360
Illinois	3,330	33	-	33	3,364	1	1,999	89	58	147	-	-	2,146	5,510
Indiana	2,113	4	-	4	2,117	-	663	9	6	6	-	-	668	2,785
Iowa 4/	2,600	-	-	-	2,600	-	439	-	1	-	-	-	440	3,040
Kansas	3,293	2	-	2	3,295	-	392	-	-	-	-	-	392	3,687
Kentucky	2,251	-	-	-	2,251	-	603	-	-	-	-	-	603	2,854
Louisiana	1,777	13	-	13	1,790	-	656	18	51	69	-	-	725	2,515
Maine	1,091	-	-	-	1,091	-	169	-	-	-	-	-	169	1,260
Maryland	784	1	-	1	785	-	520	-	30	30	25	-	575	1,360
Massachusetts	462	-	18	18	481	1	1,058	-	-	361	-	-	1,419	1,900
Michigan	3,033	-	-	-	3,033	-	1,394	194	100	294	-	-	1,688	4,721
Minnesota	3,249	10	-	10	3,259	-	651	37	2	39	-	-	690	3,949
Mississippi	2,184	21	-	21	2,211	-	351	1	5	6	-	-	357	2,568
Missouri	3,374	54	-	54	3,742	-	932	8	25	25	-	-	957	4,331
Montana	3,688	-	-	-	3,742	-	104	-	5	13	-	-	117	3,859
Nebraska	2,701	-	-	-	2,701	-	239	18	23	41	-	-	280	2,981
Nevada	1,916	-	-	-	1,916	2	185	7	6	13	-	-	198	2,116
New Hampshire	630	-	-	-	630	-	139	-	14	14	-	-	153	783
New Jersey	648	20	-	20	668	-	1,241	46	33	85	-	-	1,326	1,994
New Mexico	2,635	-	-	-	2,635	-	279	-	-	6	-	-	285	2,920
New York	2,737	21	-	26	2,763	-	1,932	86	304	390	-	-	2,322	5,085
North Carolina	2,655	-	-	-	2,656	1	761	-	-	-	-	-	761	3,417
North Dakota	2,617	3	-	3	2,620	-	103	-	-	-	-	-	103	2,723
Ohio	2,675	-	-	-	2,675	-	1,526	6	14	-	-	-	1,546	4,221
Oklahoma	2,831	-	-	-	2,831	-	480	-	-	-	-	-	480	3,311
Oregon	3,265	2	-	2	3,267	-	409	13	23	36	-	-	445	3,712
Pennsylvania	3,466	84	-	84	3,466	-	1,873	8	23	31	-	-	1,904	5,370
Rhode Island	84	-	-	-	84	-	172	-	-	-	-	-	172	256
South Carolina	1,937	-	-	-	1,937	-	616	1	-	-	-	-	617	2,554
South Dakota	2,798	-	-	-	2,798	-	100	-	-	-	-	-	100	2,898
Tennessee	2,198	-	-	-	2,198	-	912	-	5	5	-	-	917	3,115
Texas	8,404	5	-	5	8,409	33	3,905	91	441	532	-	-	4,437	12,846
Utah	1,745	-	-	-	1,745	-	364	5	6	11	-	-	375	2,153
Vermont	590	-	7	7	597	-	69	-	14	16	-	-	85	682
Virginia	2,111	-	19	19	2,130	-	1,170	27	15	42	-	26	1,238	3,368
Washington	2,585	11	-	11	2,596	-	677	26	65	91	-	-	768	3,364
West Virginia	1,500	2	-	2	1,502	-	190	-	-	-	-	-	190	1,692
Wisconsin	3,129	34	-	34	3,163	-	826	48	-	-	-	-	913	4,076
Wyoming	2,431	-	-	-	2,431	-	151	-	-	-	-	-	151	2,582
U.S. Total	116,759	327	30	386	117,227	82	36,745	874	35	2,038	62	-	2,947	156,981
Puerto Rico	138	-	-	-	138	-	238	-	-	-	-	-	239	377
Grand Total	116,897	327	30	386	117,365	82	36,983	874	35	2,039	62	-	2,948	167,358

FEDERAL-AID HIGHWAY LENGTH - 1995
MILES BY JURISDICTION

TABLE HM-14
SHEET 2 OF 3
OCTOBER 1996

Table with columns for STATE, UNDER STATE CONTROL 1/, UNDER LOCAL CONTROL (COUNTY ROADS, TOWN AND TOWNSHIP ROADS, OTHER JURISDICTIONS 2/), UNDER FEDERAL CONTROL 3/ (TOTAL, UNDER FEDERAL CONTROL 3/), TOTAL, UNDER STATE CONTROL 1/, UNDER LOCAL CONTROL (COUNTY ROADS, TOWN AND TOWNSHIP ROADS, OTHER JURISDICTIONS 2/), TOTAL, UNDER FEDERAL CONTROL 3/ (TOTAL, UNDER FEDERAL CONTROL 3/), TOTAL, and OTHER FEDERAL-AID HIGHWAYS - URBAN. Rows list states from Alabama to Wyoming and Puerto Rico, ending with Grand Total.

FEDERAL - AID HIGHWAY LENGTH - 1995
MILES BY TRAFFIC LANES AND ACCESS CONTROL 1/

TABLE HM-35
SHEET 1 OF 2
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with columns for STATE, INTERSTATE SYSTEM (RURAL, URBAN), NATIONAL HIGHWAY SYSTEM (RURAL, URBAN), OTHER, and TOTAL RURAL AND URBAN. Each column contains sub-columns for DIVIDED HIGHWAYS-4 OR MORE LANES, FULL ACCESS CONTROL/OTHER, and DEGREE OF ACCESS CONTROL (NONE, PARTIAL, FULL). Rows list states from Alabama to Wyoming, followed by U.S. Total, Grand Total, and Percent/System.

FEDERAL - AID HIGHWAY LENGTH - 1995 MILES BY TRAFFIC LANES AND ACCESS CONTROL 1/

TABLE HM-35 SHEET 2 OF 2 OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with columns for STATE, 2 LANES, DEGREE OF ACCESS CONTROL, OTHER 3/, TOTAL, OTHER FEDERAL - AID HIGHWAYS - RURAL, OTHER FEDERAL - AID HIGHWAYS - URBAN, OTHER FEDERAL - AID HIGHWAYS - 4 OR MORE LANES, OTHER FEDERAL - AID HIGHWAYS - TOTAL, and TOTAL. Rows list states from Alabama to Wyoming and U.S. Total.

1/ Traffic lanes: reflects the prevailing number of lanes (excluding parking and turning lanes) carrying through traffic during the off-peak period. 2/ Although the Interstate System is part of the National Highway System, its mileage is shown separately. 3/ Includes 3-lane roadways, one-way streets, undivided 4-lane highways, etc.; for Interstate, includes some 2-lane roadways. 4/ 1995 data were estimated by FHWA.

FEDERAL - AID HIGHWAY LENGTH - 1995
MILES BY LANE WIDTH, ACCESS CONTROL, AND AVERAGE DAILY TRAFFIC VOLUME
NATIONAL SUMMARY 1/

TABLE HM-39
 SHEET 2 OF 3
 OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

LANE WIDTH AND ACCESS CONTROL 2/	NATIONAL HIGHWAY SYSTEM - URBAN										TOTAL			
	INTERSTATE SYSTEM 3/					OTHER								
	AVERAGE DAILY TRAFFIC VOLUME					AVERAGE DAILY TRAFFIC VOLUME								
	LESS THAN 15,000	15,000-34,999	35,000-59,999	60,000-99,999	100,000 AND OVER	TOTAL	LESS THAN 5,000	5,000-9,999	10,000-14,999	15,000-19,999		20,000-29,999	30,000-39,999	40,000 AND OVER
Undivided:														
Less than 9 feet	-	-	-	-	-	-	6	3	-	12	-	-	-	3
9 feet	-	-	-	-	-	-	82	11	17	194	16	1	-	63
10 feet	-	-	-	-	-	-	50	102	348	256	330	105	36	986
11 feet	-	-	-	-	-	-	550	177	1,625	1,377	323	185	30	1,369
12 feet	7	20	3	1	5	35	92	1,737	1,385	1,385	548	155	7,412	7,412
Greater than 12 feet	4	-	-	-	-	4	245	307	226	158	18	7	1,053	1,057
Total Undivided	11	20	3	1	5	40	780	2,275	2,491	2,008	2,212	857	228	10,851
Divided:														
No access control:														
Less than 9 feet	-	-	-	-	-	-	-	2	1	-	-	2	-	6
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	1
10 feet	-	-	-	-	-	-	-	29	11	26	41	121	57	285
11 feet	-	-	-	-	-	-	2	13	40	74	276	126	121	652
12 feet	-	3	1	9	-	13	109	398	555	770	1,496	933	937	5,211
Greater than 12 feet	-	-	-	-	-	-	1	30	41	25	66	52	14	229
Subtotal	-	3	1	9	-	13	112	472	648	895	1,880	1,234	1,130	6,371
Partial access control:														
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 feet	-	-	1	-	-	1	-	-	-	2	40	9	28	79
11 feet	-	-	-	-	-	-	-	23	17	38	73	103	42	296
12 feet	3	11	30	9	2	55	69	382	555	361	843	676	682	3,568
Greater than 12 feet	-	5	-	-	-	5	7	8	22	6	25	15	9	92
Subtotal	3	16	31	10	2	62	76	413	594	407	981	803	761	4,035
Full access control:														
Less than 9 feet	-	-	-	1	1	2	-	-	-	1	-	-	-	1
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	3
10 feet	-	1	-	2	-	3	-	-	-	2	-	-	3	21
11 feet	-	-	12	29	45	86	-	3	10	9	33	57	112	198
12 feet	732	3,044	3,156	2,841	3,132	12,905	32	175	397	410	805	715	2,694	18,133
Greater than 12 feet	36	87	45	14	14	196	-	2	7	13	4	23	15	260
Subtotal	768	3,132	3,213	2,887	3,192	13,192	32	180	404	436	818	771	2,788	18,621
Total Divided	771	3,151	3,245	2,906	3,194	13,267	220	1,065	1,646	1,738	3,679	2,808	4,679	15,835
Total	782	3,171	3,248	2,907	3,199	13,307	1,000	3,340	4,137	3,746	5,891	3,665	4,907	26,686

INTERSTATE SYSTEM LENGTH - 1995
MILES BY FREE, TOLL AND OTHER DESIGNATED CATEGORIES
UNADJUSTED DATA

TABLE HM-45
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE SYSTEM									DESIGNATED FUTURE INTERSTATE		
	COMPLETED AND OPEN TO TRAFFIC									TITLE 23 U.S.C., SECTION 139(b) 6/		
	TITLE 23 U.S.C., SECTIONS 103(e)(1) 1/, 103(e)(2) 2/, 103(e)(3) 3/ AND 139(c) 4/			TITLE 23 U.S.C., SECTION 139(a) 5/ APPROVED MARCH 9, 1984, OR LATER			APPROVED PRIOR TO MARCH 9, 1984					
	FREE	TOLL 7/	TOTAL	FREE	TOLL	TOTAL	FREE	TOLL	TOTAL	FREE	TOLL	TOTAL
Alabama	905	-	905	-	-	-	-	-	-	1	-	1
Alaska	1,086	-	1,086	-	-	-	-	-	-	-	-	-
Arizona	1,168	-	1,168	-	-	-	-	-	-	-	-	-
Arkansas	526	-	526	-	-	-	16	-	16	95	-	95
California	2,297	10	2,307	-	-	-	106	4	110	46	-	46
Colorado	953	-	953	-	-	-	-	-	-	21	-	21
Connecticut	203	88	291	-	-	-	55	-	55	-	-	-
Delaware	26	14	40	-	-	-	-	-	-	-	-	-
Dist. of Columbia 8/	13	-	13	-	-	-	-	-	-	-	-	-
Florida	1,370	87	1,457	-	-	-	15	-	15	18	-	18
Georgia	1,209	-	1,209	31	-	31	5	-	5	-	-	-
Hawaii 8/	40	-	40	4	-	4	-	-	-	-	-	-
Idaho	612	-	612	-	-	-	-	-	-	-	-	-
Illinois	1,560	155	1,715	315	114	429	9	11	20	-	-	-
Indiana	977	157	1,134	33	-	33	5	-	5	-	-	-
Iowa 8/	782	-	782	-	-	-	-	-	-	-	-	-
Kansas	635	187	822	-	50	50	-	-	-	-	-	-
Kentucky	741	-	741	21	-	21	-	-	-	-	-	-
Louisiana	861	-	861	-	-	-	20	-	20	-	-	-
Maine	255	59	314	-	50	50	-	-	-	-	-	-
Maryland	335	56	391	86	-	86	4	-	4	-	-	-
Massachusetts	330	134	464	-	3	3	99	-	99	-	-	-
Michigan	1,169	5	1,174	63	-	63	3	-	3	-	-	-
Minnesota	913	-	913	-	-	-	-	-	-	-	-	-
Mississippi	685	-	685	-	-	-	-	-	-	-	-	-
Missouri	1,159	-	1,159	19	-	19	-	-	-	26	-	26
Montana	1,191	-	1,191	-	-	-	-	-	-	-	-	-
Nebraska	482	-	482	-	-	-	-	-	-	-	-	-
Nevada	538	-	538	24	-	24	1	-	1	8	-	8
New Hampshire	197	21	218	-	-	-	6	-	6	-	-	-
New Jersey	328	93	421	-	-	-	-	-	-	-	-	-
New Mexico	1,000	-	1,000	-	-	-	-	-	-	-	-	-
New York	913	483	1,396	2	-	2	68	32	100	-	-	-
North Carolina	847	-	847	109	-	109	14	-	14	-	-	-
North Dakota	571	-	571	-	-	-	-	-	-	-	-	-
Ohio	1,331	206	1,537	-	-	-	-	35	35	-	-	-
Oklahoma	635	174	809	-	-	-	35	85	120	-	-	-
Oregon	721	-	721	-	-	-	7	-	7	-	-	-
Pennsylvania	1,198	362	1,560	-	-	-	29	-	29	1	110	111
Rhode Island	69	-	69	-	-	-	-	-	-	1	-	1
South Carolina	772	-	772	19	-	19	37	-	37	90	-	90
South Dakota	678	-	678	-	-	-	-	-	-	-	-	-
Tennessee	1,038	-	1,038	24	-	24	-	-	-	42	-	42
Texas	3,164	-	3,164	17	-	17	53	-	53	-	-	-
Utah	940	-	940	-	-	-	-	-	-	-	-	-
Vermont	320	-	320	-	-	-	-	-	-	-	-	-
Virginia	1,070	-	1,070	37	-	37	-	-	-	-	-	-
Washington	764	-	764	-	-	-	-	-	-	-	-	-
West Virginia	431	87	518	32	-	32	-	-	-	-	-	-
Wisconsin	574	-	574	66	-	66	-	-	-	103	-	103
Wyoming	914	-	914	-	-	-	-	-	-	-	-	-
U.S. Total	41,496	2,378	43,874	902	217	1,119	587	167	754	452	110	562
Puerto Rico	128	115	243	-	-	-	-	-	-	-	-	-
Grand Total	41,624	2,493	44,117	902	217	1,119	587	167	754	452	110	562

1/ Original Interstate System designation (not to exceed 41,000 miles).

2/ Howard Cramer additions (up to 500 miles).

3/ 1968 Federal-Aid Highway Act additions (up to 1,500 miles).

4/ Additions for Alaska and Puerto Rico (Federal-Aid Highway Act of 1981).

5/ Logical additions or connections constructed to Interstate System standards.

6/ Proposed future additions that are not now up to Interstate System standards or are unbuilt.

7/ Includes 88 miles in Connecticut, 9 miles in Kansas and 37 miles in Maryland that are now free of tolls.

8/ 1994 data used (1995 data not available).

NATIONAL HIGHWAY SYSTEM LENGTH - 1995

RURAL MILES BY MEASURED PAVEMENT ROUGHNESS

TABLE HM-47
SHEET 2 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERNATIONAL ROUGHNESS INDEX (IRI) 1/									
	TOTAL RURAL NHS									TOTAL REPORTED
	NOT REPORTED 3/	< 60	60-94	95-119	120-144	145-170	171-194	195-220	> 220	
Alabama	-	1,114	973	384	95	32	9	1	28	2,636
Alaska	457	1	326	409	435	204	40	17	91	1,523
Arizona	-	307	979	428	243	91	49	33	3	2,133
Arkansas	1,616	13	152	141	125	111	75	43	24	684
California	672	49	1,505	1,090	848	465	141	71	44	4,213
Colorado	-	36	388	598	509	324	268	180	294	2,597
Connecticut 4/	5	-	134	86	43	43	27	14	2	349
Delaware	-	-	54	50	41	15	14	9	15	198
Dist. of Columbia	-	-	-	-	-	-	-	-	-	-
Florida	-	66	690	822	801	221	68	30	9	2,707
Georgia	2,432	439	316	49	5	-	-	-	-	809
Hawaii 4/	136	-	-	-	1	1	1	1	-	4
Idaho	-	8	200	282	550	681	349	123	17	2,210
Illinois	-	78	776	1,174	753	345	126	68	44	3,364
Indiana	47	9	830	534	367	217	59	29	25	2,070
Iowa 4/	190	149	683	519	501	383	137	30	8	2,410
Kansas	-	209	1,326	897	571	211	49	27	5	3,295
Kentucky	-	61	919	529	320	327	72	19	4	2,251
Louisiana	-	722	726	279	56	6	1	-	-	1,790
Maine	38	189	582	171	58	26	12	9	6	1,053
Maryland	-	81	438	167	43	22	19	6	9	785
Massachusetts	208	-	111	90	43	10	9	6	4	273
Michigan	-	403	1,223	659	428	224	56	33	7	3,033
Minnesota	-	-	163	424	462	475	556	385	794	3,259
Mississippi	-	16	665	663	429	250	64	62	62	2,211
Missouri	11	115	1,123	1,347	565	169	30	9	5	3,363
Montana	1	213	1,094	958	680	497	186	69	44	3,741
Nebraska	-	42	569	495	574	433	242	166	180	2,701
Nevada	145	544	599	428	171	31	-	-	-	1,773
New Hampshire	-	25	400	143	38	14	3	-	7	630
New Jersey	100	-	30	58	252	171	43	13	1	568
New Mexico	-	175	979	481	382	248	122	103	145	2,635
New York	8	31	1,162	759	346	182	103	71	101	2,755
North Carolina	2	13	758	736	615	328	114	36	54	2,654
North Dakota	-	19	444	606	803	411	250	69	18	2,620
Ohio	-	528	1,645	289	144	40	23	5	1	2,675
Oklahoma	-	13	818	751	575	363	121	108	82	2,831
Oregon	176	238	318	572	258	138	110	113	1,344	3,091
Pennsylvania	23	32	993	915	709	415	197	105	77	3,443
Rhode Island	9	-	3	23	13	9	5	1	21	75
South Carolina	37	188	943	417	218	108	17	5	4	1,900
South Dakota	20	165	450	557	710	524	269	83	20	2,778
Tennessee	-	133	1,129	459	296	113	42	16	10	2,198
Texas	2,822	3,838	621	253	279	181	110	80	225	5,587
Utah	-	618	906	175	50	18	2	8	1	1,778
Vermont	-	76	220	143	76	49	16	15	2	597
Virginia	4	2	629	800	392	182	44	57	20	2,126
Washington	11	15	372	894	711	359	177	38	19	2,585
West Virginia	-	128	495	320	319	150	72	11	7	1,502
Wisconsin	-	302	1,143	877	433	241	91	50	26	3,163
Wyoming	-	230	1,197	586	249	139	29	1	-	2,431
U.S. Total	9,170	11,633	33,199	24,487	17,585	10,197	4,619	2,428	3,909	108,057
Puerto Rico	30	-	-	16	34	27	9	7	15	108
Grand Total	9,200	11,633	33,199	24,503	17,619	10,224	4,628	2,435	3,924	108,165
Distribution of Reported IRI	-	10.8	30.7	22.7	16.3	9.5	4.3	2.3	3.6	100.0

NATIONAL HIGHWAY SYSTEM LENGTH - 1995

URBAN MILES BY MEASURED PAVEMENT ROUGHNESS

TABLE HM-47
SHEET 4 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERNATIONAL ROUGHNESS INDEX (IRI) 1/									
	TOTAL URBAN NHS									
	NOT REPORTED 3/	< 60	60-94	95-119	120-144	145-170	171-194	195-220	> 220	TOTAL REPORTED
Alabama	-	460	321	116	40	13	4	2	5	961
Alaska	-	1	37	37	23	14	8	4	2	126
Arizona	-	101	148	121	78	33	14	2	2	499
Arkansas	185	1	18	44	41	42	25	13	10	194
California	611	57	437	468	460	328	157	76	34	2,017
Colorado	-	6	100	129	147	137	64	83	63	729
Connecticut 4/	27	-	115	166	104	84	35	65	12	581
Delaware	-	-	25	24	17	12	6	3	15	102
Dist. of Columbia 5/	32	-	-	2	4	2	5	9	20	42
Florida	-	36	346	366	482	174	26	14	9	1,453
Georgia	935	124	116	8	-	-	-	-	-	248
Hawaii 4/	129	-	-	2	1	10	6	2	-	21
Idaho	-	-	32	40	23	23	12	13	7	150
Illinois	-	52	174	433	376	318	262	203	328	2,146
Indiana	41	30	145	151	83	77	67	37	37	627
Iowa 4/	183	6	45	63	76	43	23	1	-	257
Kansas	-	27	119	124	84	18	4	4	12	392
Kentucky	-	13	140	143	94	101	60	26	26	603
Louisiana	2	141	307	180	61	19	9	1	5	723
Maine	8	17	90	21	16	8	4	2	3	161
Maryland	-	19	236	122	61	44	31	17	45	575
Massachusetts	680	6	213	240	128	82	33	13	24	739
Michigan	35	36	325	278	272	261	169	116	196	1,653
Minnesota	-	3	23	104	128	121	101	74	136	690
Mississippi	-	5	99	93	88	48	12	5	7	357
Missouri	54	4	134	293	211	142	59	27	33	903
Montana	1	3	34	22	17	16	12	6	6	116
Nebraska	16	-	13	27	33	40	34	36	81	264
Nevada	21	36	78	42	9	7	3	-	2	177
New Hampshire	-	11	110	19	7	2	-	1	3	153
New Jersey	229	-	49	126	356	412	120	26	8	1,097
New Mexico	-	13	85	64	46	31	14	15	17	285
New York	57	8	448	503	325	267	168	152	394	2,265
North Carolina	16	6	164	160	180	110	68	27	30	745
North Dakota	-	-	9	34	23	17	9	6	5	103
Ohio	-	179	650	354	169	110	42	23	19	1,546
Oklahoma	-	1	60	110	98	76	63	44	28	480
Oregon	16	19	53	85	103	23	10	15	121	429
Pennsylvania	12	5	284	397	368	313	215	137	173	1,892
Rhode Island	2	-	36	41	36	13	13	8	23	170
South Carolina	58	35	230	124	90	45	16	8	11	559
South Dakota	10	4	1	8	27	24	14	7	5	90
Tennessee	-	36	360	221	133	90	35	25	17	917
Texas	1,141	1,931	477	169	174	153	88	65	239	3,296
Utah	-	78	154	81	36	17	6	3	-	375
Vermont	-	5	30	24	10	3	5	1	7	85
Virginia	-	2	182	397	262	177	83	64	71	1,238
Washington	91	1	72	178	187	130	63	24	22	677
West Virginia	-	28	32	49	25	26	16	6	8	190
Wisconsin	-	34	128	202	176	120	72	62	119	913
Wyoming	47	4	38	32	14	10	1	5	-	104
U.S. Total	4,639	3,584	7,522	7,237	6,002	4,386	2,366	1,578	2,440	35,115
Puerto Rico	91	-	2	31	40	26	18	11	20	148
Grand Total	4,730	3,584	7,524	7,268	6,042	4,412	2,384	1,589	2,460	35,263
Distribution of Reported IRI	-	10.2	21.3	20.6	17.1	12.5	6.8	4.5	7.0	100.0

1/ Data are reported as the International Roughness Index (IRI) in inches per mile. Reference: World Bank Technical Paper Number 46, 1986. Lower IRI represents smoother riding roadways.

2/ Although the Interstate System is part of the National Highway System, its mileage is shown separately.

3/ Some States did not report for all required systems. Includes unpaved mileage not represented in the remaining columns: rural other NHS - 457 miles in Alaska; urban other NHS - 2 miles in Georgia and 3 miles in Michigan.

4/ 1995 data estimated by FHWA.

5/ 1994 data used (1995 data not available).

NATIONAL HIGHWAY SYSTEM - 1995

ESTIMATED LANE MILEAGE

TABLE HM-48
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	RURAL			URBAN			TOTAL NHS		
	INTERSTATE	OTHER	TOTAL	INTERSTATE	OTHER	TOTAL	INTERSTATE	OTHER	TOTAL
	SYSTEM 1/			SYSTEM 1/			SYSTEM 1/		
Alabama	2,407	5,462	7,869	1,448	2,289	3,737	3,855	7,751	11,606
Alaska	2,123	1,910	4,033	224	243	467	2,347	2,153	4,500
Arizona	3,965	2,567	6,532	914	1,342	2,256	4,879	3,909	8,788
Arkansas	1,601	4,338	5,939	662	835	1,497	2,263	5,173	7,436
California	6,206	9,627	15,833	8,063	7,888	15,951	14,269	17,515	31,784
Colorado	3,116	4,340	7,456	881	2,185	3,066	3,997	6,525	10,522
Connecticut	454	676	1,130	1,389	1,268	2,657	1,843	1,944	3,787
Delaware	-	654	654	253	259	512	253	913	1,166
Dist. of Columbia 2/	-	-	-	76	273	349	76	273	349
Florida	3,953	5,363	9,316	2,807	3,875	6,682	6,760	9,238	15,998
Georgia	3,548	6,592	10,140	2,786	2,732	5,518	6,334	9,324	15,658
Hawaii 2/	-	290	290	286	346	632	286	636	922
Idaho	2,129	3,656	5,785	332	222	554	2,461	3,878	6,339
Illinois	6,161	4,056	10,217	3,291	5,390	8,681	9,452	9,446	18,898
Indiana	3,483	3,690	7,173	1,527	1,266	2,793	5,010	4,956	9,966
Iowa 2/	2,581	4,719	7,300	681	1,103	1,784	3,262	5,822	9,084
Kansas	2,792	5,663	8,455	855	781	1,636	3,647	6,444	10,091
Kentucky	2,238	5,108	7,346	1,164	1,354	2,518	3,402	6,462	9,864
Louisiana	2,527	3,035	5,562	1,175	1,859	3,034	3,702	4,894	8,596
Maine	1,265	1,591	2,856	216	307	523	1,481	1,898	3,379
Maryland	1,118	1,864	2,982	1,615	1,353	2,968	2,733	3,217	5,950
Massachusetts	774	867	1,641	2,399	3,079	5,478	3,173	3,946	7,119
Michigan	3,150	5,708	8,858	2,776	5,007	7,783	5,926	10,715	16,641
Minnesota	2,755	6,719	9,474	1,186	1,694	2,880	3,941	8,413	12,354
Mississippi	2,233	4,789	7,022	509	862	1,371	2,742	5,651	8,393
Missouri	3,249	6,268	9,517	2,040	1,676	3,716	5,289	7,944	13,233
Montana	4,548	5,416	9,964	217	206	423	4,765	5,622	10,387
Nebraska	1,747	4,816	6,563	212	806	1,018	1,959	5,622	7,581
Nevada	1,920	3,090	5,010	416	448	864	2,336	3,538	5,874
New Hampshire	762	1,003	1,765	226	317	543	988	1,320	2,308
New Jersey	640	1,633	2,273	2,008	4,237	6,245	2,648	5,870	8,518
New Mexico	3,603	4,229	7,832	492	742	1,234	4,095	4,971	9,066
New York	3,273	5,105	8,378	3,705	6,597	10,302	6,978	11,702	18,680
North Carolina	2,604	5,835	8,439	1,676	1,550	3,226	4,280	7,385	11,665
North Dakota	2,122	4,902	7,024	168	218	386	2,290	5,120	7,410
Ohio	3,362	5,499	8,861	3,800	2,954	6,754	7,162	8,453	15,615
Oklahoma	2,884	5,860	8,744	1,008	1,086	2,094	3,892	6,946	10,838
Oregon	2,368	6,027	8,395	709	989	1,698	3,077	7,016	10,093
Pennsylvania	4,366	6,489	10,855	2,319	4,938	7,257	6,685	11,427	18,112
Rhode Island	85	166	251	292	451	743	377	617	994
South Carolina	2,731	3,528	6,259	770	1,785	2,555	3,501	5,313	8,814
South Dakota	2,520	4,741	7,261	200	205	405	2,720	4,946	7,666
Tennessee	3,008	4,010	7,018	1,605	2,296	3,901	4,613	6,306	10,919
Texas	8,909	18,135	27,044	5,749	13,563	19,312	14,658	31,698	46,356
Utah	3,117	2,282	5,399	917	810	1,727	4,034	3,092	7,126
Vermont	1,121	722	1,843	160	113	273	1,281	835	2,116
Virginia	2,985	5,259	8,244	2,210	3,402	5,612	5,195	8,661	13,856
Washington	2,214	4,762	6,976	1,531	1,763	3,294	3,745	6,525	10,270
West Virginia	1,863	2,594	4,457	381	304	685	2,244	2,898	5,142
Wisconsin	2,063	6,641	8,704	717	2,814	3,531	2,780	9,455	12,235
Wyoming	3,306	3,228	6,534	349	196	545	3,655	3,424	7,079
U.S. Total	131,949	215,524	347,473	71,392	102,278	173,670	203,341	317,802	521,143
Puerto Rico	395	110	505	686	376	1,062	1,081	486	1,567
Grand Total	132,344	215,634	347,978	72,078	102,654	174,732	204,422	318,288	522,710
Percent - Total	38.0	62.0	100.0	41.3	58.7	100.0	39.1	60.9	100.0

1/ Although the Interstate System is part of the National Highway System, its mileage is shown separately.

2/ 1994 data used (1995 data not available). For Hawaii and Iowa, the 1994 base data were factored to 1995 levels by FHWA.

**JURISDICTION - URBAN - 1995
MILES BY FUNCTIONAL SYSTEM**

TABLE HM-50
SHEET 3 OF 4
OCTOBER 1996

STATE	COMPILLED FROM REPORTS OF STATE AUTHORITIES				OTHER FREEWAYS AND EXPRESSWAYS				OTHER PRINCIPAL ARTERIAL				TOTAL	
	UNDER STATE CONTROL 1/	UNDER STATE CONTROL 1/	UNDER LOCAL CONTROL		TOTAL	UNDER STATE CONTROL 1/	UNDER LOCAL CONTROL		TOTAL	COUNTY ROADS	UNDER LOCAL CONTROL			TOTAL
			UNDER STATE CONTROL 1/	OTHER JURISDICTIONS 2/			UNDER STATE CONTROL 1/	COUNTY ROADS			TOWN AND TOWNSHIP ROADS	OTHER JURISDICTIONS 2/		
Alabama	303	21	-	-	21	-	-	-	916	-	-	-	916	
Alaska	54	-	-	-	-	-	-	-	56	-	-	-	56	
Arizona	178	74	-	7	81	-	-	-	275	102	-	-	1,025	
Arkansas	144	102	-	-	102	-	-	-	523	3	-	-	577	
California	1,076	1,298	8	22	1,328	-	-	-	1,252	826	-	-	5,860	
Colorado	185	203	1	13	217	-	-	-	479	78	-	-	842	
Connecticut	245	196	-	-	196	-	-	-	557	-	48	-	605	
Delaware	40	11	-	-	11	-	-	-	134	-	-	-	135	
Dist. of Columbia 6/	12	13	-	-	19	-	-	6	79	-	-	-	81	
Florida	526	389	-	-	389	-	-	-	2,469	82	-	-	2,655	
Georgia	166	171	4	-	171	-	1	-	1,527	180	52	-	1,762	
Hawaii 4/	43	34	-	-	34	-	-	-	113	22	-	-	135	
Idaho	81	-	-	-	-	-	-	-	143	7	3	-	222	
Illinois	635	82	-	-	82	-	-	-	2,319	171	6	-	2,593	
Indiana	319	120	-	7	132	-	-	-	1,093	148	-	-	1,548	
Iowa 4/	147	-	-	5	-	-	-	-	625	7	-	-	697	
Kansas	174	121	-	15	136	-	-	-	349	-	-	-	633	
Kentucky	226	93	-	-	93	-	-	-	624	-	-	-	632	
Louisiana	272	45	-	-	45	-	-	-	691	41	-	-	846	
Maine	55	18	-	-	18	-	-	-	172	-	-	-	173	
Maryland	255	199	-	-	199	-	6	-	460	9	160	-	629	
Massachusetts	403	197	-	-	282	-	-	-	704	69	-	-	1,109	
Michigan	500	218	-	-	218	-	-	-	99	16	-	-	174	
Minnesota	233	128	-	-	128	-	-	-	271	21	-	-	417	
Mississippi	127	41	-	-	41	-	-	-	460	9	-	-	629	
Missouri	368	275	-	7	282	-	-	-	704	69	-	-	1,109	
Montana	53	-	-	-	-	-	-	-	99	16	-	-	174	
Nebraska	43	17	-	-	17	-	-	-	271	21	-	-	417	
Nevada	83	23	-	-	23	-	-	-	181	24	-	-	231	
New Hampshire	48	42	-	-	42	-	-	-	108	64	-	-	172	
New Jersey	303	308	-	-	308	-	-	-	894	211	2	-	1,164	
New Mexico	108	-	-	3	3	-	-	-	332	-	-	-	505	
New York	702	704	-	83	830	-	-	-	1,371	217	6	-	2,515	
North Carolina	339	267	-	-	267	-	-	-	1,347	-	-	-	1,361	
North Dakota	40	-	-	-	-	-	-	-	151	-	2	-	164	
Ohio	742	350	-	10	365	-	-	-	1,635	46	-	-	1,985	
Oklahoma	209	129	2	3	134	-	-	-	512	20	-	-	808	
Oregon	146	49	2	1	52	-	-	-	458	37	-	-	609	
Pennsylvania	507	498	-	1	499	-	-	-	2,083	19	40	-	2,279	
Rhode Island	48	68	-	-	68	-	-	-	297	-	32	-	329	
South Carolina	158	65	-	-	65	-	-	-	695	1	-	-	697	
South Dakota	49	-	-	3	3	-	-	-	83	1	-	-	112	
Tennessee	323	108	-	6	114	-	-	-	1,206	8	-	-	1,293	
Texas	1,031	1,145	-	72	1,240	-	-	-	3,338	206	-	-	4,963	
Utah	169	8	-	-	8	-	-	-	252	7	-	-	270	
Vermont	40	14	-	5	19	-	-	-	56	-	3	-	97	
Virginia	398	197	-	1	223	-	25	-	1,058	26	-	39	1,139	
Washington	262	312	-	4	316	-	-	-	270	210	-	-	1,064	
West Virginia	91	10	-	-	10	-	-	-	197	-	4	-	203	
Wisconsin	149	190	-	1	191	-	-	-	978	169	-	-	1,321	
Wyoming	87	3	-	-	3	-	-	-	191	3	-	-	204	
Total	13,164	8,551	94	270	8,970	55	0.6	55	36,365	3,784	358	53	52,796	
Percent/System	100.0	95.3	1.0	3.0	100.0	0.6		0.6	68.9	7.2	0.7	0.1	100.0	

LANE WIDTH - RURAL - 1995

MILES BY FUNCTIONAL SYSTEM

TABLE HM-53
SHEET 1 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE				OTHER PRINCIPAL ARTERIAL						
	LANE WIDTH IN FEET			TOTAL	LANE WIDTH IN FEET						TOTAL
	< 12	12	> 12		< 9	9	10	11	12	> 12	
Alabama	-	601	-	601	-	-	15	115	1,929	-	2,059
Alaska	93	576	363	1,032	-	-	1	9	519	281	810
Arizona	-	789	202	991	-	-	-	4	586	574	1,164
Arkansas	-	400	-	400	-	-	58	828	1,304	-	2,190
California	-	1,346	-	1,346	-	-	51	142	3,498	-	3,691
Colorado	-	707	61	768	-	-	43	173	1,894	90	2,200
Connecticut	-	101	-	101	-	-	-	-	264	-	264
Delaware	-	-	-	-	-	-	-	3	196	17	216
Dist. of Columbia	-	-	-	-	-	-	-	-	-	-	-
Florida	-	946	-	946	-	-	69	273	2,993	108	3,443
Georgia	-	800	7	807	-	-	8	33	1,898	851	2,790
Hawaii 1/	-	-	-	-	-	-	2	42	81	-	125
Idaho	-	532	-	532	-	-	5	41	1,637	-	1,683
Illinois	-	1,527	1	1,528	96	142	8	288	1,911	189	2,634
Indiana	-	852	-	852	-	-	21	84	1,528	67	1,700
Iowa 1/	-	581	53	634	-	-	5	293	2,977	130	3,405
Kansas	-	698	-	698	-	5	-	252	2,910	-	3,167
Kentucky	-	536	-	536	-	-	102	217	1,691	4	2,014
Louisiana	-	612	-	612	-	-	-	183	1,030	-	1,213
Maine	-	310	-	310	-	-	39	169	544	30	782
Maryland	-	227	-	227	-	-	4	13	524	8	549
Massachusetts	-	162	-	162	2	-	7	10	241	58	318
Michigan	-	740	-	740	-	-	20	543	2,190	-	2,753
Minnesota	-	681	-	681	-	-	107	205	3,080	185	3,577
Mississippi	-	558	-	558	-	-	-	25	1,770	-	1,795
Missouri	-	810	-	810	-	-	38	396	2,609	-	3,043
Montana	-	1,137	-	1,137	-	-	12	100	2,368	142	2,622
Nebraska	-	435	2	437	-	-	28	102	2,374	241	2,745
Nevada	-	480	-	480	-	-	-	-	1,392	-	1,392
New Hampshire	-	176	-	176	-	-	5	19	418	12	454
New Jersey	-	117	-	117	-	-	23	10	490	5	528
New Mexico	-	865	27	892	-	-	67	50	1,641	46	1,804
New York	-	776	20	796	-	-	142	330	1,469	59	2,000
North Carolina	-	631	-	631	9	10	26	336	1,834	-	2,215
North Dakota	-	530	-	530	-	-	-	173	2,728	29	2,930
Ohio	-	830	-	830	-	11	109	388	1,702	9	2,219
Oklahoma	-	721	-	721	-	-	44	63	2,221	39	2,367
Oregon	-	579	3	582	-	-	24	230	2,545	36	2,835
Pennsylvania	-	1,081	-	1,081	-	-	271	842	1,450	50	2,613
Rhode Island	-	21	-	21	-	-	-	5	37	21	63
South Carolina	5	666	-	671	-	-	-	97	1,321	28	1,446
South Dakota	-	629	-	629	-	-	-	92	2,449	-	2,541
Tennessee	-	739	-	739	-	44	93	403	1,245	-	1,785
Texas	-	2,203	-	2,203	-	3	38	309	5,618	771	6,739
Utah	-	771	-	771	-	-	-	-	1,008	-	1,008
Vermont	-	280	-	280	-	4	10	56	227	21	318
Virginia	1	703	4	708	-	4	232	201	1,046	45	1,528
Washington	-	501	-	501	-	-	18	662	1,414	-	2,094
West Virginia	-	458	1	459	1	244	208	71	528	-	1,052
Wisconsin	-	490	-	490	-	-	30	295	3,089	18	3,432
Wyoming	-	752	74	826	-	-	26	4	1,603	-	1,633
Total	99	31,663	818	32,580	108	467	2,009	9,179	82,021	4,164	97,948
Percent/System	0.3	97.2	2.5	100.0	0.1	0.5	2.1	9.4	83.6	4.3	100.0

TRAFFIC LANES AND ACCESS CONTROL - RURAL - 1/ MILES BY FUNCTIONAL SYSTEM

TABLE HM-55
SHEET 1 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERSTATE				OTHER PRINCIPAL ARTERIAL						
	DIVIDED HIGHWAYS		OTHER 2/	TOTAL	2 LANES	DIVIDED HIGHWAYS - 4 OR MORE LANES			OTHER 2/	TOTAL	
	FULL ACCESS CONTROL					DEGREE OF ACCESS CONTROL					
	4 LANES	> 4 LANES	NONE	PARTIAL	FULL	TOTAL					
Alabama	591	-	10	601	1,354	530	10	-	540	165	2,059
Alaska	-	-	1,032	1,032	803	-	3	-	3	4	810
Arizona	991	-	-	991	1,000	70	-	4	74	90	1,164
Arkansas	400	-	-	400	1,917	31	26	102	159	114	2,190
California	1,062	284	-	1,346	2,423	225	363	574	1,162	106	3,691
Colorado	744	24	-	768	1,733	-	185	7	192	275	2,200
Connecticut	75	26	-	101	177	2	1	75	78	9	264
Delaware	-	-	-	-	68	115	13	16	144	4	216
Dist. of Columbia	-	-	-	-	-	-	-	-	-	-	-
Florida	866	79	1	946	2,170	1,023	15	177	1,215	58	3,443
Georgia	667	140	-	807	1,858	523	151	18	692	240	2,790
Hawaii 3/	-	-	-	-	118	4	-	-	4	3	125
Idaho	532	-	-	532	1,503	6	52	-	58	122	1,683
Illinois	1,471	28	29	1,528	2,403	41	135	33	209	22	2,634
Indiana	814	38	-	852	1,098	325	262	2	589	13	1,700
Iowa 3/	604	30	-	634	2,905	-	249	100	349	151	3,405
Kansas	698	-	-	698	2,902	22	96	98	216	49	3,167
Kentucky	493	43	-	536	1,132	178	155	510	843	39	2,014
Louisiana	605	7	-	612	888	116	44	-	160	165	1,213
Maine	297	13	-	310	765	-	-	4	4	13	782
Maryland	98	129	-	227	181	182	121	40	343	25	549
Massachusetts	111	51	-	162	204	2	10	76	88	26	318
Michigan	646	94	-	740	2,180	76	-	409	485	88	2,753
Minnesota	663	18	-	681	2,737	459	267	22	748	92	3,577
Mississippi	558	-	-	558	1,038	181	405	123	709	48	1,795
Missouri	805	5	-	810	2,444	270	60	-	330	269	3,043
Montana	1,137	-	-	1,137	2,495	15	1	-	16	111	2,622
Nebraska	437	-	-	437	2,576	34	10	-	44	125	2,745
Nevada	480	-	-	480	1,283	58	-	12	70	39	1,392
New Hampshire	150	21	5	176	389	9	-	15	24	41	454
New Jersey	38	51	28	117	284	63	31	57	151	93	528
New Mexico	873	19	-	892	1,396	322	14	1	337	71	1,804
New York	738	57	1	796	1,390	80	130	286	496	114	2,000
North Carolina	601	30	-	631	1,262	377	207	237	821	132	2,215
North Dakota	530	-	-	530	2,567	-	361	-	361	2	2,930
Ohio	804	24	2	830	1,265	62	671	168	901	53	2,219
Oklahoma	721	-	-	721	1,538	334	88	357	779	50	2,367
Oregon	561	21	-	582	2,357	120	16	1	137	341	2,835
Pennsylvania	1,035	44	2	1,081	1,626	198	39	438	675	312	2,613
Rhode Island	21	-	-	21	43	-	13	1	14	6	63
South Carolina	648	23	-	671	893	490	7	16	513	40	1,446
South Dakota	627	2	-	629	2,328	30	106	2	138	75	2,541
Tennessee	714	25	-	739	1,208	374	15	92	481	96	1,785
Texas	2,123	48	32	2,203	3,733	923	288	74	1,285	1,721	6,739
Utah	754	17	-	771	818	45	22	-	67	123	1,008
Vermont	280	-	-	280	257	3	7	16	26	35	318
Virginia	624	84	-	708	202	842	59	138	1,039	287	1,528
Washington	395	102	4	501	1,734	166	10	13	189	171	2,094
West Virginia	436	23	-	459	795	33	205	4	242	15	1,052
Wisconsin	440	50	-	490	2,788	63	203	306	572	72	3,432
Wyoming	826	-	-	826	1,622	1	-	-	1	10	1,633
Total	29,784	1,650	1,146	32,580	72,850	9,023	5,126	4,624	18,773	6,325	97,948
Percent/System	91.4	5.1	3.5	100.0	74.3	9.2	5.3	4.7	19.2	6.5	100.0

TRAFFIC LANES AND ACCESS CONTROL - RURAL - 1995 1/
MILES BY FUNCTIONAL SYSTEM

TABLE HM-55
SHEET 2 OF 4
OCTOBER 1996

STATE	MINOR ARTERIAL										MAJOR COLLECTOR									
	2 LANES		DIVIDED HIGHWAYS - 4 OR MORE LANES			TOTAL	OTHER 2/		TOTAL	2 LANES		DIVIDED HIGHWAYS - 4 OR MORE LANES			TOTAL	OTHER 2/		TOTAL		
	2 LANES	3,550	DEGREE OF ACCESS CONTROL		TOTAL		OTHER 2/	TOTAL		2 LANES	DEGREE OF ACCESS CONTROL		TOTAL	OTHER 2/		TOTAL				
			NONE	PARTIAL		FULL			NONE		PARTIAL	FULL								
Alabama	3,550	45	-	-	45	90	3,685	11,696	15	-	-	15	20	11,731						
Alaska	442	-	-	-	-	-	442	1,271	-	-	-	-	-	1,271						
Arizona	1,116	71	-	-	71	67	1,254	4,429	28	-	-	28	97	4,554						
Arkansas	2,884	-	-	-	-	109	2,993	12,505	14	-	-	14	28	12,547						
California	6,671	11	190	-	201	39	6,911	12,867	153	-	-	153	5	13,058						
Colorado	3,595	-	16	-	16	66	3,677	5,958	3	-	-	3	5	5,983						
Connecticut	489	1	-	-	1	8	498	1,114	7	-	-	7	27	1,148						
Delaware	88	17	-	-	17	-	105	549	-	-	-	-	-	549						
Dist. of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
Florida	2,717	96	-	-	96	25	2,838	4,455	25	-	-	25	3	4,483						
Georgia	5,110	212	13	-	226	224	5,560	13,624	-	4	-	4	5	13,633						
Hawaii 3/	362	-	-	-	-	14	376	355	-	-	-	-	-	355						
Idaho	1,170	7	-	-	7	23	1,200	5,303	-	37	-	37	33	5,373						
Illinois	4,726	42	49	5	96	-	4,822	14,148	6	-	-	6	6	14,203						
Indiana	1,913	280	45	-	325	9	2,247	10,526	113	-	-	113	154	10,686						
Iowa 3/	3,876	-	4	-	4	74	3,954	14,202	-	-	-	-	92	14,294						
Kansas	4,204	-	22	-	22	74	4,301	22,920	33	-	-	33	10	22,963						
Kentucky	1,578	3	18	-	21	8	1,607	6,946	-	10	-	10	1	6,957						
Louisiana	1,353	218	25	-	243	27	1,623	6,548	458	-	-	458	43	7,049						
Maine	1,042	1	-	-	1	25	1,068	3,207	-	-	-	-	-	3,207						
Maryland	915	32	-	-	32	3	950	1,847	3	-	-	3	6	1,856						
Massachusetts	623	8	-	19	27	14	664	1,737	-	-	-	-	56	1,793						
Michigan	3,928	16	-	-	16	55	3,999	16,962	15	-	-	15	49	17,026						
Minnesota	6,096	48	-	-	48	19	6,163	15,940	29	-	-	29	-	15,969						
Mississippi	3,842	-	-	-	-	78	3,920	11,979	-	3	-	3	141	12,123						
Missouri	3,361	9	17	-	26	12	3,399	18,014	-	-	-	-	1	18,015						
Montana	2,964	10	10	-	20	16	2,990	7,049	-	-	-	-	5	7,054						
Nebraska	4,158	18	-	-	18	5	4,181	11,487	1	-	-	1	3	11,493						
Nevada	666	42	-	-	42	7	715	1,955	-	-	-	-	11	1,966						
New Hampshire	472	-	-	-	-	21	493	1,200	-	-	-	-	16	1,200						
New Jersey	327	60	-	-	60	3	390	1,567	-	-	-	-	16	1,583						
New Mexico	1,778	75	-	-	75	23	1,876	3,845	60	-	-	60	56	3,961						
New York	3,899	139	-	15	154	95	4,149	6,021	5	33	-	38	1	6,060						
North Carolina	2,554	70	120	-	190	224	2,968	8,451	7	-	-	7	166	8,624						
North Dakota	2,513	-	-	-	-	-	2,513	11,152	-	-	-	-	-	11,152						
Ohio	2,679	79	-	-	79	75	2,833	11,278	4	-	-	4	361	11,862						
Oklahoma	2,506	145	36	-	181	60	2,747	21,133	80	-	-	80	81	21,306						
Oregon	1,943	21	-	-	21	73	2,037	9,305	-	-	-	-	16	9,321						
Pennsylvania	4,728	63	15	61	139	227	5,094	8,020	-	-	-	-	26	8,046						
Rhode Island	73	1	-	-	1	6	80	189	4	-	-	4	-	193						
South Carolina	3,288	345	-	-	345	28	3,661	7,992	137	-	-	137	-	8,129						
South Dakota	3,322	5	3	-	8	14	3,344	12,449	-	-	-	-	22	12,471						
Tennessee	3,280	66	-	3	69	68	3,417	5,363	-	-	-	-	21	5,384						
Texas	8,123	476	54	9	539	785	9,447	35,034	379	8	-	387	302	35,723						
Utah	1,503	17	1	-	18	21	1,542	3,187	11	-	-	11	17	3,215						
Vermont	732	2	-	-	2	-	734	1,983	4	-	-	4	-	1,987						
Virginia	3,088	295	12	-	307	37	3,432	9,467	104	-	-	104	186	9,747						
Washington	1,921	42	-	-	42	30	1,993	8,361	-	-	-	-	14	8,375						
West Virginia	1,552	11	-	-	11	2	1,565	6,015	1	-	-	1	3	6,019						
Wisconsin	4,814	26	-	-	26	148	5,019	13,495	46	-	-	46	12	13,553						
Wyoming	1,666	1	-	-	1	8	1,675	2,451	-	-	-	-	21	2,472						
Total	130,200	3,126	671	114	3,911	3,040	137,151	427,561	1,745	416	22	2,183	1,968	431,712						
Percent/System	94.9	2.3	0.5	0.1	2.9	2.2	100.0	99.0	0.4	0.1	0.5	0.5	0.5	100.0						

TRAFFIC LANES AND ACCESS CONTROL - URBAN - 1995 1/ MILES BY FUNCTIONAL SYSTEM

TABLE HM-55 SHEET 4 OF 4 OCTOBER 1995

Table with columns: STATE, 2 LANES, DIVIDED HIGHWAYS-4 OR MORE LANES (NONE, PARTIAL, FULL), MINOR ARTERIAL (OTHER 2/, TOTAL), DIVIDED HIGHWAYS-4 OR MORE LANES (NONE, PARTIAL, FULL), COLLECTOR (OTHER 2/, TOTAL), and TOTAL. Rows list states from Alabama to Wyoming, followed by a Total row and Percent/System row.

1/ Traffic lanes: reflects the prevailing number of lanes (excluding parking lanes) carrying through traffic during the off-peak period. Access control: Full access control — preference has been given to through traffic movements by providing interchanges with selected public roads and by providing direct driveway connections. Partial access control — preference has been given to through traffic movement. In addition to possible interchanges there may be some crossing at grade with public roads, but direct private driveway connections have been minimized. 2/ Includes 3-lane roadways, one-way streets, undivided 4-lane highways, etc; for Interstate it includes 2-lane roadways. 3/ 1995 data estimated by FHWA. 4/ 1994 data used (1995 data not available).

AVERAGE DAILY TRAFFIC VOLUME - URBAN - 1995
MILES BY FUNCTIONAL SYSTEM

TABLE HM-57
SHEET 3 OF 4
OCTOBER 1996

Table with 14 main columns: STATE, INTERSTATE (Less Than 15,000, 15,000-34,999, 35,000-59,999, 60,000-99,999, 100,000-AND OVER, TOTAL), OTHER FREEWAYS AND EXPRESSWAYS (Less Than 15,000, 15,000-34,999, 35,000-59,999, 60,000-99,999, 100,000-AND OVER, TOTAL), OTHER PRINCIPAL ARTERIAL (Less Than 1,000, 1,000-2,999, 3,000-4,999, 5,000-9,999, 10,000-19,999, 20,000-AND OVER, TOTAL). Rows include states from Alabama to Wyoming, and a final 'Percent/System' row.

LANE WIDTH, ACCESS CONTROL AND AVERAGE DAILY TRAFFIC VOLUME - RURAL - 1995

MILES BY FUNCTIONAL SYSTEM - NATIONAL SUMMARY 1/

TABLE HM-59
SHEET 1 OF 4
OCTOBER 1996

LANE WIDTH AND ACCESS CONTROL 2/	INTERSTATE							OTHER PRINCIPAL ARTERIAL								
	AVERAGE DAILY TRAFFIC VOLUME			TOTAL				AVERAGE DAILY TRAFFIC VOLUME			TOTAL					
	LESS THAN 6,000	6,000-9,999	10,000-19,999	20,000 AND OVER	LESS THAN 1,000	1,000-1,999	2,000-2,999	3,000-9,999	10,000-14,999	15,000 AND OVER	LESS THAN 1,000	1,000-1,999	2,000-2,999	3,000-9,999	10,000-14,999	15,000 AND OVER
Undivided:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 feet	22	-	-	-	-	-	-	-	-	156	212	295	945	77	62	1,748
11 feet	72	-	-	-	-	-	-	-	-	598	1,243	1,272	4,610	559	148	8,448
12 feet	532	17	12	1	562	368	-	-	-	6,004	11,301	10,625	28,792	2,629	1,075	60,296
Greater than 12 feet	355	11	2	-	368	-	-	-	-	527	509	554	1,907	205	60	3,725
Total Undivided	981	28	14	1	1,024	-	-	-	-	7,285	13,540	12,909	36,338	3,482	1,360	74,775
Divided:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No access control:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 feet	-	-	-	-	-	-	-	-	-	17	43	283	4,953	1,971	2,342	9,666
Greater than 12 feet	-	-	-	-	-	-	-	-	-	-	-	27	187	52	39	309
Subtotal	-	-	-	-	-	-	-	-	-	17	45	323	5,412	2,209	2,600	10,669
Partial access control:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 feet	-	-	-	-	-	-	-	-	-	-	-	3	1	-	18	22
12 feet	-	-	-	-	-	-	-	-	-	-	-	-	56	63	44	168
Greater than 12 feet	-	-	-	-	-	-	-	-	-	-	-	485	3,075	1,672	1,351	6,752
Subtotal	-	-	-	-	-	-	-	-	-	-	-	2	73	42	-	122
Full access control:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Greater than 12 feet	3,513	4,560	10,876	12,078	31,027	5	66	-	-	-	-	67	2,327	1,202	1,682	5,327
Subtotal	30	148	202	76	456	-	-	-	-	-	-	-	-	-	9	9
Total Divided	3,543	4,708	11,078	12,160	31,489	-	-	-	-	17	197	880	10,989	5,208	7,730	23,173
Total	4,524	4,745	11,143	12,168	32,580	-	-	-	-	7,302	13,737	13,789	47,327	8,690	7,103	97,948

**LANE WIDTH, ACCESS CONTROL AND AVERAGE DAILY
TRAFFIC VOLUME - RURAL - 1995**
MILES BY FUNCTIONAL SYSTEM - NATIONAL SUMMARY 1/

TABLE HM-59
SHEET 2 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

LANE WIDTH AND ACCESS CONTROL 2/	MINOR ARTERIAL										MAJOR COLLECTOR					
	AVERAGE DAILY TRAFFIC VOLUME										AVERAGE DAILY TRAFFIC VOLUME					
	LESS THAN 1,000	1,000- 1,999	2,000- 2,999	3,000- 9,999	10,000- 14,999	15,000 AND OVER	TOTAL	LESS THAN 1,000	1,000- 1,999	2,000- 2,999	3,000- 9,999	10,000- 14,999	15,000 AND OVER	TOTAL		
Undivided:																
Less than 9 feet	15	91	87	6	-	-	199	2,037	5,954	1,899	1,033	-	-	10,923		
9 feet	497	689	532	259	10	-	1,987	4,806	11,572	8,426	12,633	397	30	37,864		
10 feet	3,249	4,644	3,427	4,472	264	76	16,132	7,805	43,932	29,443	41,105	1,631	169	124,085		
11 feet	4,993	6,077	6,093	7,804	399	202	25,568	11,279	29,937	21,348	38,892	2,390	387	104,233		
12 feet	20,023	20,696	13,561	26,972	1,566	619	83,437	12,266	43,009	27,140	50,178	6,555	1,102	140,250		
Greater than 12 feet	969	1,402	1,494	1,786	79	57	5,787	1,836	3,170	996	4,646	796	148	11,592		
Total Undivided	29,746	33,599	25,194	41,299	2,318	954	133,110	40,029	137,574	89,252	148,487	11,769	1,836	428,947		
Divided:																
No access control:																
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
10 feet	-	-	2	79	2	17	100	-	-	-	116	19	5	140		
11 feet	-	-	20	83	102	53	258	-	-	-	202	94	3	299		
12 feet	-	77	163	1,391	666	550	2,847	-	92	69	648	531	210	1,550		
Greater than 12 feet	-	17	-	21	16	23	77	-	-	10	24	44	3	81		
Subtotal	-	94	185	1,574	786	643	3,282	-	92	79	990	688	221	2,070		
Partial access control:																
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
11 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
12 feet	-	13	39	214	187	138	39	-	22	15	399	173	38	647		
Greater than 12 feet	-	-	6	2	3	6	11	-	-	-	-	-	-	-		
Subtotal	-	13	88	216	190	138	645	-	22	15	400	173	38	648		
Full access control:																
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
11 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
12 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Greater than 12 feet	-	-	-	-	-	6	114	-	-	16	12	10	-	38		
Subtotal	-	-	-	-	-	6	114	-	-	16	12	10	-	38		
Total Undivided	-	107	273	1,879	995	787	4,041	-	114	110	1,411	871	259	2,765		
Total	29,746	33,706	25,467	43,178	3,313	1,741	137,151	40,029	137,688	89,362	149,898	12,640	2,095	431,712		

LANE WIDTH, ACCESS CONTROL AND AVERAGE DAILY TRAFFIC VOLUME - URBAN - 1995
MILES BY FUNCTIONAL SYSTEM - NATIONAL SUMMARY 1/

TABLE HM-59
SHEET 3 OF 4
OCTOBER 1996

Table with columns: LANE WIDTH AND ACCESS CONTROL, INTERSTATE, OTHER FREEWAYS AND EXPRESSWAYS, OTHER PRINCIPAL ARTERIAL, and TOTAL. Rows include Undivided, Divided, and Partial access control with various lane width categories.

LANE WIDTH, ACCESS CONTROL AND AVERAGE DAILY TRAFFIC VOLUME - URBAN - 1995
MILES BY FUNCTIONAL SYSTEM - NATIONAL SUMMARY 1/

TABLE HM-59
 SHEET 4 OF 4
 OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

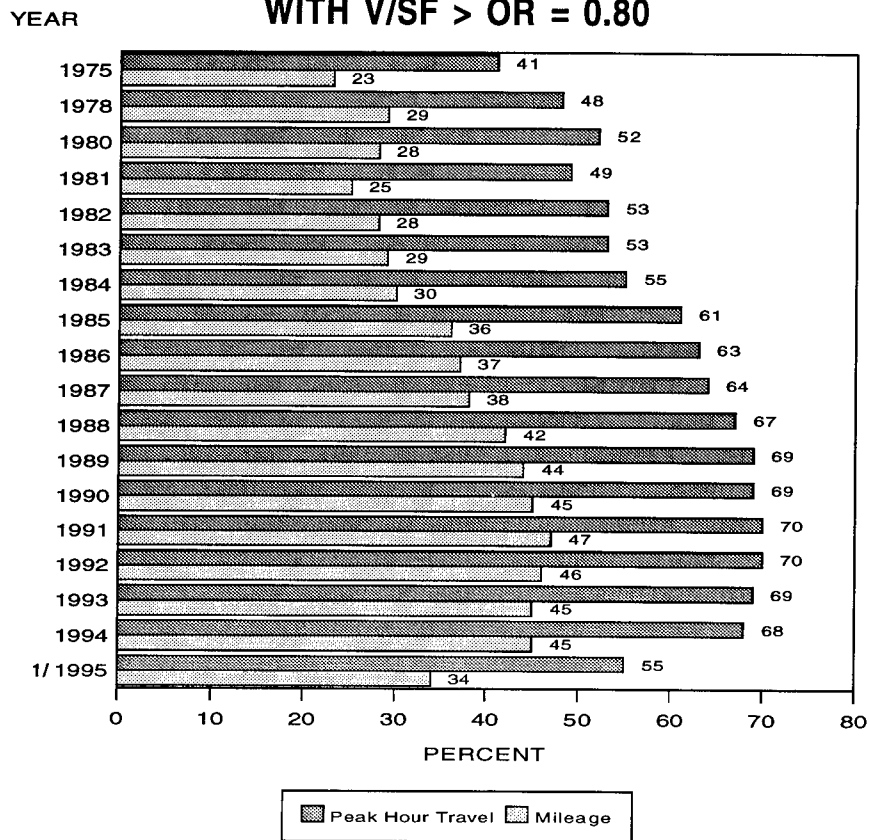
LANE WIDTH AND ACCESS CONTROL 2/	MINOR ARTERIAL										COLLECTOR						TOTAL
	AVERAGE DAILY TRAFFIC VOLUME					TOTAL	AVERAGE DAILY TRAFFIC VOLUME					TOTAL					
	LESS THAN 1,000	1,000-2,999	3,000-4,999	5,000-9,999	10,000-19,999		20,000 AND OVER	LESS THAN 1,000	1,000-2,999	3,000-4,999	5,000-9,999		10,000-19,999	20,000 AND OVER			
Undivided:	69	119	67	41	80	12	388	725	1,090	504	79	32	-	2,430			
Less than 9 feet	222	697	568	559	366	49	2,461	2,314	3,225	1,262	517	77	1	7,396			
10 feet	856	2,924	2,608	4,115	2,522	556	13,581	3,643	8,077	3,927	2,635	737	61	19,080			
11 feet	421	2,599	2,214	3,967	2,990	880	13,071	1,807	5,209	2,817	2,559	898	31	13,321			
12 feet	1,212	6,031	5,895	14,055	9,738	1,964	38,895	5,383	11,260	7,446	6,641	2,465	192	33,387			
Greater than 12 feet	164	1,058	1,587	4,201	2,311	219	9,540	1,158	3,158	2,005	1,777	737	85	8,920			
Total Undivided	2,944	13,428	12,939	26,938	18,007	3,680	77,936	15,030	32,019	17,961	14,208	4,946	370	84,534			
Divided:																	
No access control:																	
Less than 9 feet	-	2	-	-	9	1	10	2	7	-	-	-	-	22			
9 feet	-	18	22	67	15	11	35	3	11	-	13	-	-	14			
10 feet	-	18	26	228	273	211	591	-	82	48	152	25	5	312			
11 feet	31	194	361	1,142	690	559	1,521	12	35	64	97	141	21	370			
12 feet	14	34	18	117	3,020	2,200	6,948	80	261	235	588	504	102	1,770			
Greater than 12 feet	46	266	428	1,559	185	111	479	23	42	43	84	39	23	254			
Subtotal	46	266	428	1,559	4,192	3,093	9,584	120	438	390	934	709	151	2,742			
Partial access control:																	
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
9 feet	-	-	7	-	-	-	7	-	-	-	-	-	-	-			
10 feet	-	1	-	4	1	-	6	-	-	1	-	-	-	1			
11 feet	1	2	5	4	61	35	108	-	-	2	2	-	9	13			
12 feet	6	12	36	229	258	170	711	30	1	-	2	3	1	37			
Greater than 12 feet	-	2	1	20	11	63	97	-	-	2	1	-	-	3			
Subtotal	7	17	49	257	331	268	929	30	1	5	5	3	10	54			
Full access control:																	
Less than 9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
9 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
10 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
11 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
12 feet	-	-	10	9	9	12	42	-	-	-	-	-	-	1			
Greater than 12 feet	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Subtotal	-	-	10	9	21	21	61	-	-	-	-	-	-	-			
Total Divided	53	283	487	1,825	4,544	3,382	10,574	150	439	395	939	712	162	2,797			
Total	2,997	13,711	13,426	28,763	22,551	7,062	88,510	15,180	32,458	18,356	15,147	5,658	532	87,331			

1/ Includes the 50 States and the District of Columbia. For Hawaii and Iowa, 1995 data were estimated by FHWA. For the District of Columbia, 1994 data were used (1995 data not available).

2/ Access control: Full Access Control — preference has been given to through traffic roads, but direct private driveway connections have been minimized.

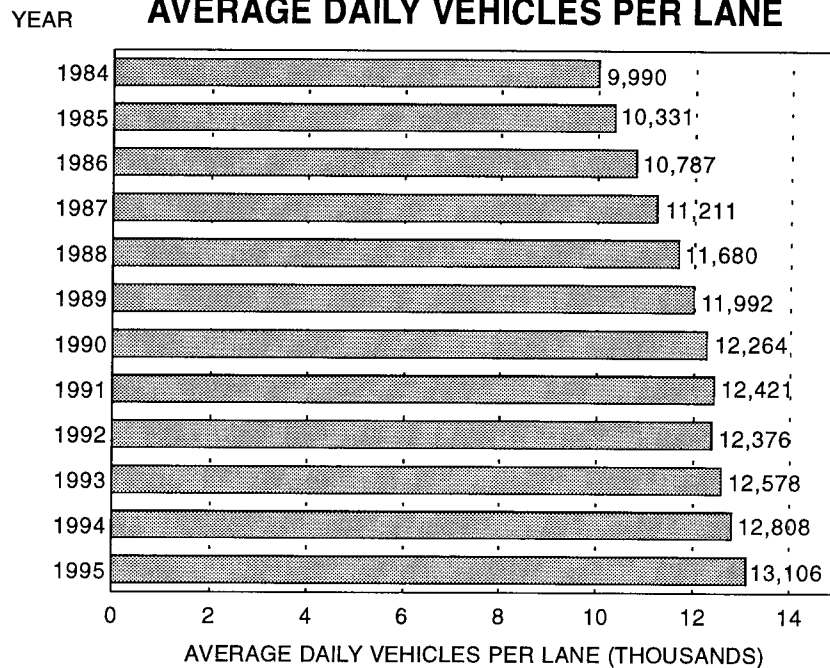
URBAN INTERSTATE CONGESTION TRENDS

PERCENT OF MILEAGE AND PEAK HOUR TRAVEL WITH V/SF > OR = 0.80



1/ In 1995, updated capacity (service flow) calculation procedures were instituted in the HPMS data reporting process. The procedures are based on the Highway Capacity Manual, Third Edition, 1994, published by the Transportation Research Board.

AVERAGE DAILY VEHICLES PER LANE



MEASURED PAVEMENT ROUGHNESS - RURAL - 1995

MILES BY FUNCTIONAL SYSTEM

TABLE HM-64
SHEET 1 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERNATIONAL ROUGHNESS INDEX (IRI) 1/									
	INTERSTATE									TOTAL REPORTED
	NOT REPORTED 2/	< 60	60-94	95-119	120-144	145-170	171-194	195-220	> 220	
Alabama	-	521	63	7	6	-	-	-	4	601
Alaska	-	1	255	297	265	121	18	15	60	1,032
Arizona	-	265	521	113	56	21	7	8	-	991
Arkansas	9	5	48	36	95	84	59	41	23	391
California	124	17	550	229	214	100	57	21	34	1,222
Colorado	-	17	151	132	112	97	87	58	114	768
Connecticut 3/	3	-	43	13	13	16	6	7	-	98
Delaware	-	-	-	-	-	-	-	-	-	-
Dist. of Columbia	-	-	-	-	-	-	-	-	-	-
Florida	-	34	268	298	270	72	2	1	1	946
Georgia	334	151	269	48	5	-	-	-	-	473
Hawaii 3/	-	-	-	-	-	-	-	-	-	-
Idaho	-	8	166	151	118	64	13	9	3	532
Illinois	-	69	380	498	367	163	32	10	9	1,528
Indiana	27	8	437	228	55	83	10	-	4	825
Iowa 3/	16	26	258	192	99	40	3	-	-	618
Kansas	-	44	288	220	98	41	6	1	-	698
Kentucky	-	10	273	61	59	92	39	2	-	536
Louisiana	-	244	305	56	6	-	1	-	-	612
Maine	5	78	203	9	15	-	-	-	-	305
Maryland	-	38	145	36	7	-	1	-	-	227
Massachusetts	-	-	93	46	19	-	2	1	1	162
Michigan	-	89	280	207	97	45	17	5	-	740
Minnesota	-	-	19	52	129	118	107	128	128	681
Mississippi	-	11	201	160	104	38	23	12	9	558
Missouri	-	38	379	300	81	10	1	1	-	810
Montana	1	196	508	164	132	93	26	12	5	1,136
Nebraska	-	11	66	81	139	86	26	16	12	437
Nevada	67	216	151	20	18	8	-	-	-	413
New Hampshire	-	25	148	3	-	-	-	-	-	176
New Jersey	6	-	10	32	39	17	9	3	1	111
New Mexico	-	23	393	207	111	78	47	26	7	892
New York	3	8	421	221	71	34	17	3	18	793
North Carolina	-	5	230	146	79	112	45	6	8	631
North Dakota	-	-	147	188	115	47	33	-	-	530
Ohio	-	265	435	97	30	3	-	-	-	830
Oklahoma	-	-	226	237	154	68	25	11	-	721
Oregon	-	9	150	337	78	8	-	-	-	582
Pennsylvania	-	24	506	224	142	70	46	37	32	1,081
Rhode Island	9	-	1	4	4	2	1	-	-	12
South Carolina	5	164	282	158	59	3	-	-	-	666
South Dakota	-	5	133	159	228	75	29	-	-	629
Tennessee	-	67	399	176	81	15	1	-	-	739
Texas	717	970	150	60	131	39	49	24	63	1,486
Utah	-	364	289	87	30	1	-	-	-	771
Vermont	-	61	148	57	3	10	1	-	-	280
Virginia	-	1	278	294	44	37	6	48	-	708
Washington	-	15	111	216	105	38	6	-	10	501
West Virginia	-	54	133	84	115	38	34	1	-	459
Wisconsin	-	37	173	176	76	19	4	-	5	490
Wyoming	-	144	455	147	60	20	-	-	-	826
Total	1,326	4,338	11,538	6,964	4,334	2,126	896	507	551	31,254
Distribution of Reported IRI	-	13.9	36.8	22.3	13.9	6.8	2.9	1.6	1.8	100.0

MEASURED PAVEMENT ROUGHNESS - URBAN - 1995

MILES BY FUNCTIONAL SYSTEM

TABLE HM-64
SHEET 3 OF 4
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

STATE	INTERNATIONAL ROUGHNESS INDEX (IRI) 1/									
	INTERSTATE									TOTAL REPORTED
	NOT REPORTED 2/	< 60	60-94	95-119	120-144	145-170	171-194	195-220	> 220	
Alabama	-	226	67	8	2	-	-	-	-	303
Alaska	-	-	24	11	12	3	4	-	-	54
Arizona	-	67	65	35	10	1	-	-	-	178
Arkansas	4	1	10	31	28	34	18	13	5	140
California	162	11	194	215	221	141	78	45	9	914
Colorado	-	-	34	36	42	41	21	11	-	185
Connecticut 3/	-	-	53	65	56	24	16	24	7	245
Delaware	-	-	10	6	4	8	4	3	5	40
Dist. of Columbia 4/	-	-	-	1	3	-	3	3	2	12
Florida	-	12	121	125	198	60	8	2	-	526
Georgia	270	57	101	7	-	-	-	-	-	165
Hawaii 3/	40	-	-	-	-	2	1	-	-	3
Idaho	-	-	24	31	12	12	2	-	-	81
Illinois	-	38	87	187	140	69	88	18	8	635
Indiana	6	22	93	96	39	19	32	10	2	313
Iowa 3/	14	-	28	37	37	19	12	-	-	133
Kansas	-	2	81	67	22	2	-	-	-	174
Kentucky	-	4	52	51	27	54	20	12	6	226
Louisiana	2	69	157	21	14	3	4	-	2	270
Maine	-	11	42	-	2	-	-	-	-	55
Maryland	-	14	131	58	21	9	10	5	7	255
Massachusetts	-	4	175	143	55	18	4	1	3	403
Michigan	-	29	193	108	93	51	15	9	2	500
Minnesota	-	3	6	56	58	43	21	27	19	233
Mississippi	-	-	26	40	40	11	5	2	3	127
Missouri	-	4	93	153	72	30	10	5	1	368
Montana	1	3	24	11	3	4	5	2	-	52
Nebraska	-	-	5	11	5	10	4	6	2	43
Nevada	4	19	18	32	5	4	1	-	-	79
New Hampshire	-	11	29	8	-	-	-	-	-	48
New Jersey	38	-	21	59	77	72	22	9	5	265
New Mexico	-	7	28	27	18	14	5	5	4	108
New York	21	3	200	170	93	69	45	54	47	681
North Carolina	1	5	76	56	87	51	37	15	11	338
North Dakota	-	-	5	17	11	7	-	-	-	40
Ohio	-	135	359	160	40	29	8	10	1	742
Oklahoma	-	1	26	57	33	25	26	24	17	209
Oregon	-	-	22	52	64	7	1	-	-	146
Pennsylvania	-	2	130	148	100	52	39	21	15	507
Rhode Island	-	-	17	20	9	-	1	-	1	48
South Carolina	10	20	72	30	21	5	-	-	-	148
South Dakota	5	1	-	3	20	11	9	-	-	44
Tennessee	-	14	115	76	52	37	14	10	5	323
Texas	279	528	99	25	24	30	14	10	22	752
Utah	-	39	65	44	15	6	-	-	-	169
Vermont	-	1	25	13	-	1	-	-	-	40
Virginia	-	2	92	124	85	55	21	16	3	398
Washington	-	-	40	88	57	41	25	9	2	262
West Virginia	-	25	13	20	13	10	9	1	-	91
Wisconsin	-	8	13	67	30	15	5	5	6	149
Wyoming	-	4	28	29	14	9	1	2	-	87
Total	857	1,402	3,389	2,935	2,084	1,218	668	389	222	12,307
Distribution of Reported IRI	-	11.4	27.5	23.8	16.9	9.9	5.4	3.2	1.8	100.0

MEASURED PAVEMENT ROUGHNESS - URBAN - 1995
MILES BY FUNCTIONAL SYSTEM

TABLE HM-64
SHEET 4 OF 4
OCTOBER 1996

Table with columns for STATE, INTERNATIONAL ROUGHNESS INDEX (IRI) 1/ (subdivided into OTHER FREEWAYS AND EXPRESSWAYS and OTHER PRINCIPAL ARTERIAL), and TOTAL REPORTED. Rows include states like 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, Total, and Distribution of Reported IRI.

1/ Data are reported as the International Roughness Index (IRI) in inches per mile. Reference: World Bank Technical Paper Number 46, 1985. Lower IRI represents smoother riding roadways.
2/ Some States did not report for all required mileage. Includes unpaved mileage in the following systems: rural Other Principal Arterial—1 mile in Maine and 12 miles in Michigan; rural Minor Arterial—334 miles in Alaska, 34 miles in Montana.
3/ 1995 data estimated by FHWA.
4/ 1994 data used (1995 data not available).

MILES AND DAILY VEHICLE-MILES OF TRAVEL - 1995 BY URBANIZED AREA

TABLE HM-71 SHEET 3 OF 6 OCTOBER 1996

Table with columns: FEDERAL-AID URBANIZED AREA 1 / STATE LOCATION (PRI-MARY, OTHER(S)), INTERSTATE, OTHER FREEWAYS AND EXPRESSWAYS, OTHER PRINCIPAL ARTERIAL, MINOR ARTERIAL, COLLECTOR, LOCAL, TOTAL (MILES); INTERSTATE, OTHER FREEWAYS AND EXPRESSWAYS, OTHER PRINCIPAL ARTERIAL, MINOR ARTERIAL, COLLECTOR, LOCAL, TOTAL (DAILY VEHICLE-MILES OF TRAVEL (THOUSANDS)); TOTAL. Rows include locations like Lubbock, Readings, Huntsville, Santa Barbara, Stamford, Lincoln, Roanoke, Hesperia-Apple Valley-Victorville, Biloxi-Gulfport, Waco, Erie, Brockton, Waterbury 2/, Evansville, Kalamazoo, Antioch-Pittsburg, Atlantic City, Huntington-Ashland, Green Bay, New London-Norwich, Appleton-Neenah, Boise City, Springfield, Charleston, Tallahassee, Amarillo, Utica-Rome, Santa Cruz, Palm Springs, Lakeland, Fall River, Macon, York, Clarksville, Killeen, Laredo, New Bedford, Danbury, Poughkeepsie, Brentwood, Richland-Kennebec-Pasco, Texas City, Pueblo, New Britain, Topeka, Saginaw, Nashua, Fort Pierce, Salinas, Beaumont, Cedar Rapids, Lafayette, Gainesville, Simi Valley, Brownsville, Odesa, Manchester, Binghamton, Fort Smith, Racine, Springfield, Fort Collins, Olympia.

MILES AND DAILY VEHICLE-MILES OF TRAVEL - 1995 BY URBANIZED AREA

TABLE HM-71 SHEET 6 OF 6 OCTOBER 1996

Table with columns for State, Federal-Aid Urbanized Area, State Location, Miles (Interstate, Freeways, Other, Minor Arterial, Collector, Local, Total), Daily Vehicle-Miles of Travel (Interstate, Freeways, Other, Minor Arterial, Collector, Local, Total), and Total. Rows list various urbanized areas like Victoria, Wausau, and Round Lake Beach.

SELECTED CHARACTERISTICS - 1995 BY URBANIZED AREA

TABLE HM-72 SHEET 1 OF 6 OCTOBER 1995

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with columns: FEDERAL-AID URBANIZED AREA 1/, STATE LOCATION (PRI-MARY, OTHERS), TOTAL ROADWAY MILES, TOTAL DVM/T 2/ (1,000), ESTIMATED POPULATION (1,000), NET LAND AREA (SQ. MILES), PERSONS PER SQUARE MILE, MILES OF ROADWAY PER 1,000 PERSONS, TOTAL DVM/T 2/ PER CAPITA, TOTAL MILES OF FREEWAYS, TOTAL FREEWAY DVM/T 2/ (1,000), % OF TOTAL MILES SERVING AS FREEWAYS, % OF TOTAL DVM/T 2/ SERVED BY FREEWAYS, ANNUAL AVERAGE DAILY TRAFFIC ON FREEWAYS, TOTAL ESTIMATED FREEWAY LANE MILES 3/, AVERAGE DAILY TRAFFIC PER FREEWAY LANE.

SELECTED CHARACTERISTICS - 1995 BY URBANIZED AREA

TABLE HM-72 SHEET 2 OF 6 OCTOBER 1996

Table with columns: STATE LOCATION (PRELIMINARY, OTHER), FEDERAL-AID URBANIZED AREA, TOTAL ROADWAY MILES, TOTAL DVMT/1,000, ESTIMATED POPULATION, NET LAND AREA, PERSONS PER SQUARE MILE, MILES OF ROADWAY PER 1,000 PERSONS, TOTAL DVMT/1,000 CAPITA, TOTAL MILES OF FREEWAYS, TOTAL FREEWAY DVMT/1,000, % OF TOTAL MILES SERVING AS FREEWAYS, % OF TOTAL DVMT SERVED BY FREEWAYS, ANNUAL AVERAGE DAILY TRAFFIC ON FREEWAYS, TOTAL ESTIMATED FREEWAY LANE MILES, AVERAGE DAILY TRAFFIC PER FREEWAY LANE.

SELECTED CHARACTERISTICS - 1995 BY URBANIZED AREA

TABLE HM-72 SHEET 3 OF 6 OCTOBER 1995

Table with 16 main columns: FEDERAL-AID URBANIZED AREA 1/, STATE LOCATION, TOTAL ROADWAY MILES, TOTAL DVMT 2/ (1,000), ESTIMATED POPULATION (1,000), NET LAND AREA (SQ. MILES), PERSONS PER SQUARE MILE, MILES OF ROADWAY PER 1,000 PERSONS, TOTAL DVMT 2/ PER CAPITA, TOTAL MILES OF FREEWAYS, % OF TOTAL MILES SERVING AS FREEWAYS, % OF TOTAL DVMT 2/ SERVED BY FREEWAYS, ANNUAL AVERAGE DAILY TRAFFIC ON FREEWAYS, TOTAL ESTIMATED FREEWAY LANE MILES 3/, and AVERAGE DAILY TRAFFIC PER FREEWAY LANE. Rows list various urbanized areas such as Lubbock, Reading, Huntsville, Santa Barbara, Stamford, Lincoln, Roanoke, Hesperia-Apple Valley-Victorville, Biłoxi-Gulfport, Waco, Erie, Brockton, Waterbury 4/, Evansville, Kalamazoo, Antioch-Ft. Smith, Salem, Atlanta City, Huntington-Ashland, Green Bay, New London-Norwich, Appleton-Neenah, Boise City, Springfield, Charleston, Tallahassee, Amarillo, Utica-Rome, Santa Cruz, Palm Springs, Lakeland, Fall River, Macon, York, Clarksville, Killeen, Laredo, New Bedford, Danbury, Poughkeepsie, Bremerton, Richland-Kennebec-Pasco, Texas City, Pueblo, New Britain, Topeka, Saginaw, Nashua, Fort Pierce, Salinas, Beaumont, Cedar Rapids, Lafayette, Gainesville, Simi Valley, Brownsville, Odessa, Manchester, Binghamton, Fort Smith, Racine, Springfield, Fort Collins, and Olympia.

STATE HIGHWAY AGENCY-ADMINISTERED ROADS AND HIGHWAYS - 1995 1/
ESTIMATED MILES BY FUNCTIONAL SYSTEM

TABLE HM-80
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with columns: STATE, INTERSTATE, OTHER PRINCIPAL ARTERIAL, MINOR ARTERIAL, MAJOR COLLECTOR, MINOR COLLECTOR, LOCAL, TOTAL (RURAL), INTERSTATE, OTHER FREEWAYS AND EXPRESSWAYS, OTHER PRINCIPAL ARTERIAL, MINOR ARTERIAL, COLLECTOR, LOCAL, TOTAL (URBAN), TOTAL. Rows include states from Alabama to Wyoming, plus summary rows for Percent - Area, Percent - Total, and Grand Total.

1/ Includes roadways owned by the State highway agency. Excludes roadways owned by State toll, State park and other State agencies.
2/ 1994 data used (1995 data not available).
3/ 1995 data estimated by FHWA.

ANNUAL VEHICLE DISTANCE TRAVELED IN MILES AND RELATED DATA - 1995 1/ BY HIGHWAY CATEGORY AND VEHICLE TYPE

TABLE VM-1
OCTOBER 1996

YEAR	ITEM	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS	SUBTOTALS			ALL MOTOR VEHICLES
								PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS		
	Motor-Vehicle Travel: (millions of vehicle-miles)										
1995	Interstate Rural	122,767	1,058	711	55,497	6,708	36,644	178,264	43,352		223,385
1994		119,535	1,279	683	54,037	6,475	33,559	173,572	40,034		215,568
1995	Other Arterial Rural	218,709	1,510	1,134	110,187	12,980	24,076	328,896	37,056		368,596
1994		212,418	1,698	1,154	107,019	12,029	23,011	319,437	35,040		357,329
1995	Other Rural	198,525	1,530	1,972	113,653	12,948	12,676	312,178	25,624		341,304
1994		194,810	1,425	1,893	111,525	13,915	11,876	306,335	25,791		335,444
1995	All Rural	540,001	4,098	3,817	279,337	32,636	73,396	819,338	106,032		933,285
1994		526,764	4,402	3,730	272,580	32,419	68,446	799,344	100,865		908,341
1995	Interstate Urban	224,594	1,454	580	89,260	7,148	18,492	313,854	25,640		341,528
1994		217,174	1,420	627	86,311	6,986	18,059	303,485	25,045		330,577
1995	Other Urban	776,864	4,245	1,986	318,379	22,922	23,566	1,095,243	46,488		1,147,962
1994		757,465	4,418	2,052	310,429	21,879	22,427	1,067,894	44,306		1,118,670
1995	All Urban 4/	1,001,457	5,699	2,566	407,640	30,070	42,058	1,409,097	72,128		1,489,490
1994		974,638	5,838	2,679	396,741	28,865	40,486	1,371,379	69,351		1,449,247
1995	Total Rural and Urban	1,541,458	9,797	6,383	686,977	62,706	115,454	2,228,435	178,160		2,422,775
1994		1,501,402	10,240	6,409	669,321	61,284	108,932	2,170,723	170,216		2,357,588
1995	Number of motor vehicles registered 5/	136,066,045	3,767,029	685,504	57,897,398	5,203,810	1,677,264	193,963,443	6,881,074		205,297,050
1994		133,929,661	3,756,553	670,423	57,141,967	4,724,608	1,578,706	191,071,828	6,303,314		201,801,918
1995	Average miles traveled per vehicle	11,329	2,601	9,311	11,865	12,050	68,835	11,489	25,891		11,801
1994		11,210	2,726	9,560	11,713	12,971	69,001	11,361	27,004		11,683
1995	Person-miles of travel 6/ (millions)	2,834,653	10,777	135,320	904,979	62,706	115,454	3,739,632	178,160		4,063,889
1994		2,756,223	11,264	135,871	885,897	61,284	108,932	3,642,120	170,216		3,959,471
1995	Fuel consumed 7/ (thousand gallons)	68,316,832	195,940	984,080	44,949,497	9,177,949	19,661,984	113,266,329	28,839,933		143,266,282
1994		67,516,614	204,800	980,004	44,422,988	9,041,063	18,673,969	111,939,602	27,715,032		140,839,438
1995	Average fuel consumption per vehicle (gallons) 7/	502	52	1,406	776	1,764	11,723	584	4,191		698
1994		504	55	1,462	777	1,914	11,829	586	4,397		698
1995	Average miles traveled per gallon of fuel consumed 7/	22.56	50.00	6.62	15.28	6.83	5.87	19.67	6.18		16.91
1994		22.24	50.00	6.54	15.07	6.78	5.83	19.39	6.14		16.74

1/ The 50 states and the District of Columbia report travel by highway category, number of motor vehicles registered, and total fuel consumed. The travel and fuel data by vehicle type and stratification of trucks, as well as related data, are calculated by the Federal Highway Administration (FHWA). Entries for 1994 have been revised based on the availability of more current data. Estimation procedures include use of the 1992 Census of Transportation Truck Inventory and Use Survey (TIUS) and independent analysis of light truck travel.

2/ Other 2-Axle 4-Tire Vehicles which are not passenger cars. These include vans, pickup trucks, and sport/utility vehicles. Note that in previous years, some minivans and sport/utility vehicles were included in the passenger car category.

3/ Single-Unit 2-Axle 6-Tire or More Trucks on a single frame with at least two axles and six tires.

4/ Urban consists of travel on all roads and streets in urban places with 5,000 or greater population.

5/ Stratification of the truck figures is made by the FHWA based on the 1992 TIUS. The combinations represent approximately the number of tractor-trailers with semi-trailer(s) and a majority of heavy single-unit trucks used regularly in combination with trailer(s).

6/ As estimated by the FHWA using the Nationwide Personal Transportation Study, TIUS, and National Transportation Statistics Annual Report. 1994 data have been revised.

7/ Total fuel consumption figures are derived from state fuel tax records and reflect impacts of improved tax compliance and some one-time changes in Federal and state fuel tax laws. Distribution by vehicle type is estimated by the FHWA based on miles per gallon for both diesel and gasoline powered vehicles as derived from the 1992 TIUS and other sources.

ANNUAL VEHICLE-MILES OF TRAVEL - 1995 FEDERAL-AID HIGHWAYS 1/

TABLE VM-3 OCTOBER 1995

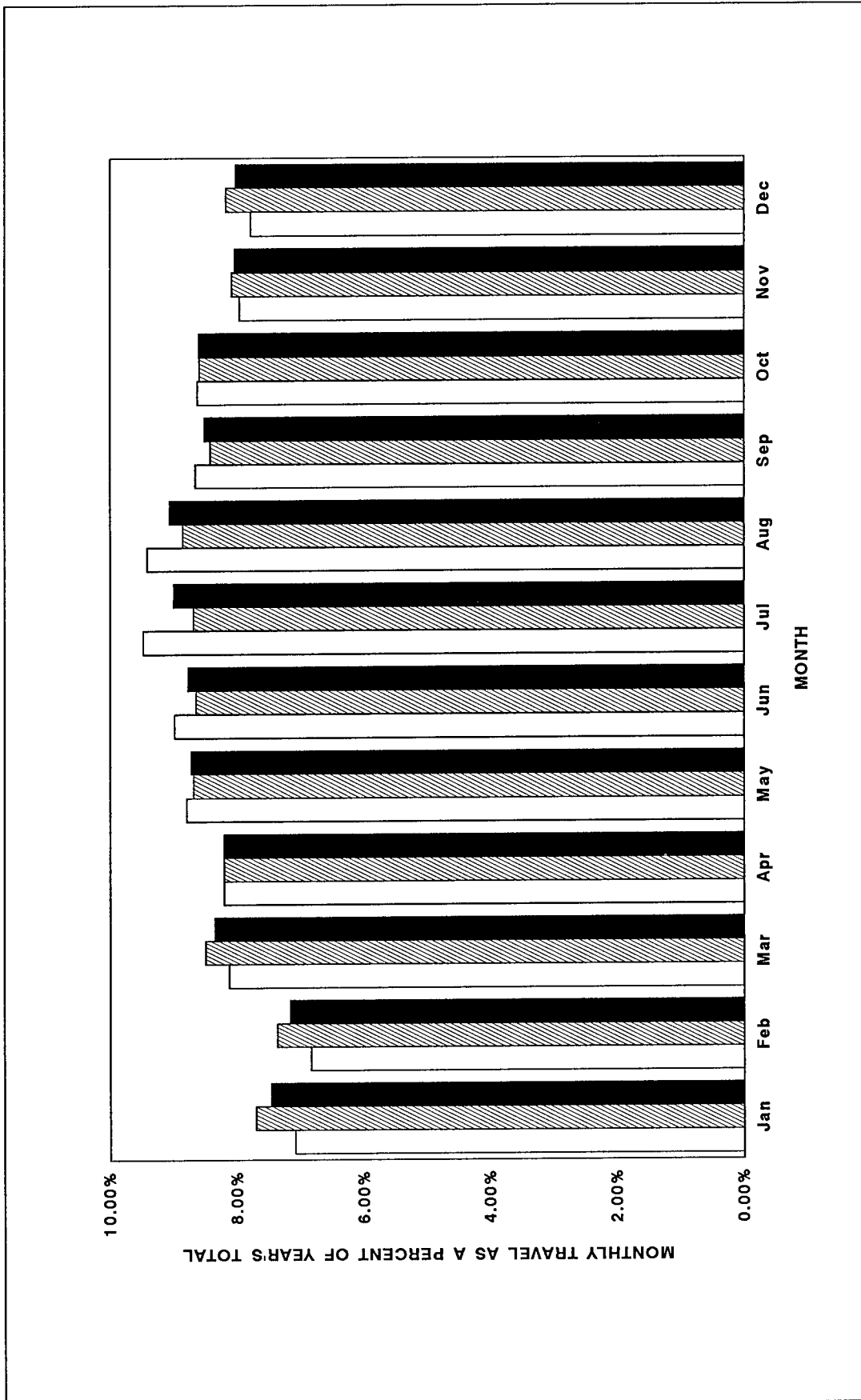
(MILLIONS)

Table with 42 columns and 54 rows. Columns include STATE, INTERSTATE 2/, NATIONAL HIGHWAY SYSTEM, OTHER FEDERAL-AID HIGHWAYS, FEDERAL-AID HIGHWAYS, ALL FEDERAL-AID HIGHWAYS, NON-FEDERAL-AID HIGHWAYS, ALL HIGHWAYS, and TOTAL. Rows list states and territories from Alabama to Wyoming, plus U.S. Total, Puerto Rico, Grand Total, and Percent - Total.

3/ 1995 data estimated by FHWA.

1/ Travel for all systems other than Interstate are FHWA estimates based on HPMS and other available data.
2/ Although the Interstate System is part of the National Highway System, its travel is shown separately.

MONTHLY DISTRIBUTION OF 1995 TRAVEL



RURAL TRAVEL
 URBAN TRAVEL
 TOTAL TRAVEL

NOTE: Travel data source is the monthly "Traffic Volume Trends" report as generated from State highway agency provided data

DISTRIBUTION OF ANNUAL VEHICLE DISTANCE TRAVELED BY VEHICLE TYPE - 1995 1/
RURAL INTERSTATE

TABLE VM-4
SHEET 1 OF 7
OCTOBER, 1996

STATE	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS		SUBTOTALS		ALL MOTOR VEHICLES
						SINGLE TRAILER	MULTIPLE TRAILER	PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
Alabama	64.5	0.4	0.5	13.0	2.9	16.7	2.1	77.5	21.7	100.0
Alaska	57.6	0.2	0.3	32.2	7.0	1.7	1.0	89.8	9.7	100.0
Arizona	51.5	0.4	0.4	17.9	5.7	20.9	3.3	69.4	29.9	100.0
Arkansas	48.3	0.3	0.6	13.2	2.7	32.4	2.5	61.5	37.6	100.0
California 8/	70.3	0.0	0.2	13.0	3.1	11.0	2.5	83.3	16.5	100.0
Colorado 4/ 5/	78.0	0.0	0.5	0.0	5.2	14.4	1.9	78.0	21.5	100.0
Connecticut 8/	79.0	0.1	0.2	7.0	3.9	9.5	0.3	85.9	13.7	100.0
Delaware 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
District of Columbia 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Florida	69.3	0.3	0.6	11.1	3.5	14.4	0.8	80.4	18.6	100.0
Georgia	54.5	0.2	0.4	20.3	3.6	19.8	1.4	74.7	24.8	100.0
Hawaii 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Idaho	46.8	1.7	0.5	28.3	2.6	16.7	3.4	75.1	22.7	100.0
Illinois 4/	58.6	0.0	1.0	11.7	3.3	23.6	1.8	70.3	28.7	100.0
Indiana	56.5	0.7	0.8	11.3	3.1	25.8	1.8	67.9	30.7	100.0
Iowa 5/ 8/	67.5	1.2	0.3	0.0	3.6	25.5	1.9	67.5	31.0	100.0
Kansas	62.6	0.3	0.6	13.7	2.6	18.0	2.2	76.3	22.8	100.0
Kentucky	52.2	0.2	0.3	22.4	3.9	19.9	1.1	74.6	24.9	100.0
Louisiana	57.2	0.4	0.2	19.0	6.0	17.2	0.0	76.2	23.2	100.0
Maine 8/	0.0	0.2	0.2	21.1	5.0	11.2	0.2	83.2	16.4	100.0
Maryland 4/ 5/ 6/	79.5	0.0	0.0	0.0	4.4	16.1	0.0	79.5	20.5	100.0
Massachusetts 4/	76.9	0.0	1.0	9.6	3.8	8.1	0.6	86.5	12.5	100.0
Michigan	59.7	1.6	1.6	17.4	4.9	12.6	2.2	77.1	19.7	100.0
Minnesota 4/ 5/	86.0	0.0	0.2	0.0	2.6	10.9	0.3	86.0	13.8	100.0
Mississippi	61.7	0.6	0.5	13.6	4.5	18.1	1.0	75.3	23.6	100.0
Missouri 4/	63.1	0.0	0.7	8.2	3.8	21.8	2.4	71.3	28.0	100.0
Montana	57.7	0.5	0.3	21.4	4.4	13.6	2.1	79.1	20.1	100.0
Nebraska	42.1	0.1	0.2	26.2	3.9	25.7	1.8	68.3	31.4	100.0
Nevada 4/ 5/	67.7	0.0	0.6	0.0	3.9	23.6	4.2	67.7	31.8	100.0
New Hampshire 8/	73.6	0.6	0.2	18.6	3.2	3.7	0.0	92.2	6.9	100.0
New Jersey	74.7	0.5	0.2	13.4	4.8	6.2	0.3	88.1	11.3	100.0
New Mexico	60.7	1.0	0.6	15.5	3.7	16.5	2.0	76.2	22.2	100.0
New York 8/	68.5	0.4	0.6	13.6	2.7	13.5	0.7	82.1	16.9	100.0
North Carolina	68.8	0.7	0.5	8.5	3.7	16.9	0.8	77.3	21.4	100.0
North Dakota	62.8	0.7	0.5	17.5	3.5	14.1	0.9	80.3	18.5	100.0
Ohio	61.8	0.1	0.8	11.0	2.7	21.8	1.7	72.8	26.3	100.0
Oklahoma 7/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oregon	51.0	0.2	0.3	23.3	4.5	16.3	4.4	74.4	25.2	100.0
Pennsylvania 4/ 6/	59.7	0.0	0.0	12.0	4.5	22.3	1.5	71.7	28.3	100.0
Rhode Island	79.6	0.5	0.8	6.1	2.8	9.6	0.5	85.7	12.9	100.0
South Carolina	66.6	0.2	0.8	10.4	2.6	18.4	1.1	76.9	22.1	100.0
South Dakota 4/	66.9	0.0	0.4	17.6	3.0	10.8	1.3	84.5	15.1	100.0
Tennessee 8/	57.5	1.0	0.9	11.4	3.0	24.7	1.5	69.9	29.2	100.0
Texas 4/	59.6	0.0	0.3	17.7	4.1	17.5	0.8	77.3	22.4	100.0
Utah 4/	58.0	0.0	0.1	19.7	3.5	14.3	4.2	77.7	22.1	100.0
Vermont	70.4	0.8	0.8	13.3	3.7	10.5	0.5	83.7	14.7	100.0
Virginia 4/ 8/	68.5	0.0	0.3	13.3	3.2	14.0	0.6	81.9	17.9	100.0
Washington	64.8	0.1	0.2	21.6	3.3	7.8	2.2	86.5	13.3	100.0
West Virginia	66.8	0.1	0.2	14.2	2.5	15.3	0.9	81.0	18.7	100.0
Wisconsin	72.0	0.2	0.6	9.1	2.4	14.7	1.0	81.1	18.1	100.0
Wyoming	40.1	1.7	0.2	24.7	1.8	27.3	4.2	64.8	33.2	100.0

DISTRIBUTION OF ANNUAL VEHICLE DISTANCE TRAVELED BY VEHICLE TYPE - 1995 1/
RURAL OTHER PRINCIPAL ARTERIAL

TABLE VM-4
SHEET 2 OF 7
OCTOBER, 1996

STATE	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS		SUBTOTALS		ALL MOTOR VEHICLES
						SINGLE TRAILER	MULTIPLE TRAILER	PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
Alabama	76.2	0.4	0.2	12.9	2.9	6.3	1.1	89.1	10.3	100.0
Alaska	65.5	0.1	0.1	27.9	4.6	1.7	0.1	93.5	6.3	100.0
Arizona	59.2	0.8	0.8	28.0	3.7	6.6	0.9	87.2	11.2	100.0
Arkansas	66.2	0.2	0.4	18.3	2.8	9.6	0.7	86.4	13.0	100.0
California 8/	69.8	0.5	0.9	14.5	3.2	8.3	2.3	84.3	14.3	100.0
Colorado 4/ 5/	86.7	0.0	0.4	0.0	6.2	6.4	0.3	86.7	12.8	100.0
Connecticut	84.1	0.2	0.3	10.3	2.7	2.3	0.0	94.5	5.0	100.0
Delaware	72.4	0.2	0.7	9.7	7.5	8.5	1.0	82.1	17.0	100.0
District of Columbia 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Florida	72.4	0.4	0.5	15.0	4.3	7.0	0.3	87.4	11.6	100.0
Georgia	72.1	0.5	0.5	13.2	3.0	10.2	0.4	85.3	13.6	100.0
Hawaii	85.0	0.6	0.7	10.1	2.9	0.7	0.1	95.1	3.6	100.0
Idaho	50.3	1.3	0.4	37.0	3.0	6.5	1.5	87.3	11.0	100.0
Illinois 4/	80.8	0.0	0.3	11.5	2.6	4.8	0.0	92.3	7.3	100.0
Indiana	66.9	0.6	0.6	14.8	3.5	13.1	0.6	81.7	17.2	100.0
Iowa 5/ 8/	82.0	1.5	0.5	4.0	4.5	11.0	0.4	82.0	16.0	100.0
Kansas	61.1	0.2	0.3	22.5	3.7	11.4	0.8	83.6	15.9	100.0
Kentucky	56.7	0.2	0.3	31.2	4.5	7.0	0.1	87.9	11.6	100.0
Louisiana	54.0	0.2	0.5	27.0	8.0	10.2	0.0	81.0	18.2	100.0
Maine	75.8	1.3	0.4	16.0	3.2	3.2	0.1	91.8	6.5	100.0
Maryland 4/ 5/ 6/	90.7	0.0	0.0	0.0	6.3	3.1	0.0	90.7	9.3	100.0
Massachusetts 4/	84.2	0.0	0.4	10.8	2.2	2.4	0.0	95.0	4.7	100.0
Michigan	66.2	0.7	1.5	22.0	2.6	5.6	1.3	88.2	9.6	100.0
Minnesota 4/ 5/	88.1	0.0	0.2	0.0	3.5	8.1	0.2	88.1	11.7	100.0
Mississippi	66.8	0.4	0.6	14.8	4.7	12.1	0.6	81.6	17.4	100.0
Missouri 4/	71.1	0.0	0.6	15.5	3.5	8.5	0.9	86.6	12.9	100.0
Montana	55.2	0.7	0.4	30.8	5.4	6.0	1.5	86.0	12.9	100.0
Nebraska	50.1	0.2	0.2	35.7	4.0	9.7	0.2	85.8	13.9	100.0
Nevada 4/ 5/	82.8	0.0	0.7	0.0	5.2	9.5	1.8	82.8	16.5	100.0
New Hampshire 8/	71.9	1.2	0.6	17.2	5.3	3.8	0.0	89.1	9.1	100.0
New Jersey	74.6	0.5	0.2	15.6	3.7	5.3	0.1	90.2	9.1	100.0
New Mexico	55.7	0.7	1.0	23.3	5.8	12.6	0.9	79.1	19.3	100.0
New York 8/	71.7	0.4	0.6	16.1	3.3	7.7	0.2	87.8	11.2	100.0
North Carolina	72.2	0.6	0.4	10.4	4.1	11.8	0.5	82.6	16.4	100.0
North Dakota	62.2	0.5	0.5	23.9	4.6	7.6	0.8	86.1	13.0	100.0
Ohio	69.8	0.2	0.6	13.0	3.5	12.3	0.7	82.8	16.4	100.0
Oklahoma 7/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oregon	54.3	0.8	0.3	29.0	4.3	7.6	3.7	83.3	15.6	100.0
Pennsylvania 4/ 6/	70.7	0.0	0.0	18.0	5.1	5.9	0.2	86.7	11.3	100.0
Rhode Island	97.3	0.7	0.1	1.5	0.3	0.1	0.0	98.8	0.4	100.0
South Carolina	78.2	0.5	0.4	12.4	2.5	5.8	0.2	90.7	8.5	100.0
South Dakota 4/	65.9	0.0	0.4	22.8	4.8	5.4	0.7	88.7	10.9	100.0
Tennessee 8/	74.2	0.7	0.6	15.3	2.6	6.5	0.1	89.5	9.2	100.0
Texas 4/	60.3	0.0	0.3	23.2	5.0	10.9	0.4	83.5	16.2	100.0
Utah 4/	67.6	0.0	0.2	22.0	3.0	5.4	1.8	89.6	10.2	100.0
Vermont	76.4	0.7	0.5	14.1	3.4	4.8	0.1	90.5	8.2	100.0
Virginia 4/ 8/	69.1	0.0	0.8	15.8	4.2	9.8	0.2	84.9	14.3	100.0
Washington	61.8	0.0	0.2	26.5	5.1	4.8	1.6	88.3	11.5	100.0
West Virginia	72.9	0.2	0.1	17.9	3.6	5.2	0.2	90.8	8.9	100.0
Wisconsin	73.3	0.5	0.5	14.9	3.3	7.2	0.4	86.2	10.9	100.0
Wyoming	53.1	1.7	0.3	35.2	2.1	6.2	1.5	88.3	9.8	100.0

DISTRIBUTION OF ANNUAL VEHICLE DISTANCE TRAVELED BY VEHICLE TYPE - 1995 1/
RURAL MINOR ARTERIAL

TABLE VM-4
SHEET 3 OF 7
OCTOBER, 1996

OFFICE OF HIGHWAY
INFORMATION MANAGEMENT

STATE	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS		SUBTOTALS	ALL MOTOR VEHICLES
						SINGLE TRAILER	MULTIPLE TRAILER		
Alabama	72.8	0.5	0.2	13.9	2.7	7.2	2.6	86.7	100.0
Alaska	71.0	0.0	0.1	23.2	5.2	0.5	0.1	94.2	100.0
Arizona	53.2	0.9	0.5	36.2	4.3	4.4	0.4	89.5	100.0
Arkansas	63.6	0.3	0.4	14.7	8.6	12.1	0.4	78.2	100.0
California 8/	73.6	0.5	0.6	15.2	4.6	4.3	1.4	88.8	100.0
Colorado 4/ 5/	83.5	0.0	0.4	0.0	7.2	8.5	0.3	83.5	100.0
Connecticut	83.2	0.2	0.2	10.9	4.0	1.5	0.0	94.1	100.0
Delaware	74.8	0.3	1.1	9.7	10.3	3.6	0.2	84.5	100.0
District of Columbia 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Florida	74.9	0.4	0.5	15.6	3.2	5.1	0.2	90.5	100.0
Georgia	75.6	0.4	0.9	15.3	2.9	4.8	0.1	90.9	100.0
Hawaii	85.5	0.6	0.4	9.3	2.5	1.4	0.2	94.8	100.0
Idaho	56.2	1.4	0.3	35.8	2.4	3.3	0.6	92.0	100.0
Illinois 4/	72.0	0.0	0.5	16.9	3.0	7.4	0.3	88.9	100.0
Indiana	69.6	0.7	0.5	17.9	3.8	7.2	0.3	87.5	100.0
Iowa 5/ 8/	84.4	1.5	0.6	0.0	5.3	7.9	0.3	84.4	100.0
Kansas	49.5	0.3	0.2	32.9	4.5	12.2	0.4	82.4	100.0
Kentucky	62.6	0.2	0.4	29.5	3.8	3.5	0.0	92.1	100.0
Louisiana	54.8	0.3	0.6	27.0	8.0	9.3	0.0	81.8	100.0
Maine	71.9	1.0	0.5	19.6	3.7	3.1	0.2	91.5	100.0
Maryland 4/ 5/ 6/	90.5	0.0	0.0	0.0	7.3	2.3	0.0	90.5	100.0
Massachusetts 4/	82.5	0.0	0.3	13.1	2.1	1.9	0.1	95.6	100.0
Michigan	69.2	0.6	1.6	22.6	2.1	3.1	0.8	91.8	100.0
Minnesota 4/ 5/	91.7	0.0	0.2	0.0	3.8	4.2	0.0	91.7	100.0
Mississippi	68.0	0.3	0.6	17.2	5.0	8.5	0.4	85.2	100.0
Missouri 4/	71.9	0.0	0.5	18.2	4.7	4.4	0.3	90.1	100.0
Montana	50.9	0.8	0.5	33.8	7.9	4.9	1.2	84.7	100.0
Nebraska	48.1	0.2	0.2	39.7	4.7	6.9	0.2	87.8	100.0
Nevada 4/ 5/	87.1	0.0	0.5	0.0	5.2	5.7	1.6	87.1	100.0
New Hampshire 8/	71.7	0.9	0.4	19.8	4.8	2.3	0.0	91.5	100.0
New Jersey	75.3	0.7	0.6	15.7	3.5	4.0	0.1	91.1	100.0
New Mexico	60.4	0.7	0.6	26.3	5.9	5.9	0.3	86.7	100.0
New York 8/	74.6	0.4	0.6	18.2	3.1	3.1	0.0	92.8	100.0
North Carolina	73.7	0.6	0.4	11.0	4.2	9.7	0.4	84.7	100.0
North Dakota	57.3	0.7	0.2	28.6	5.5	7.0	0.7	85.9	100.0
Ohio	70.7	0.2	0.6	17.3	3.4	7.5	0.3	88.0	100.0
Oklahoma 7/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oregon	54.6	0.8	0.5	29.9	6.6	6.2	1.3	84.6	100.0
Pennsylvania 4/ 6/	64.8	0.0	0.0	27.0	5.5	2.6	0.1	91.8	100.0
Rhode Island	97.5	0.6	0.1	1.3	0.3	0.3	0.0	98.8	100.0
South Carolina	77.3	0.3	0.3	14.0	3.2	4.8	0.1	91.3	100.0
South Dakota 4/	69.5	0.0	0.5	22.3	4.1	3.4	0.2	91.8	100.0
Tennessee 8/	75.2	0.5	0.5	16.4	2.8	4.6	0.0	91.6	100.0
Texas 4/	62.1	0.0	0.3	25.2	4.9	7.4	0.1	87.2	100.0
Utah 4/	66.6	0.0	0.2	22.5	3.9	4.9	2.0	89.1	100.0
Vermont	75.6	0.8	0.5	16.0	3.6	3.5	0.1	91.6	100.0
Virginia 4/ 8/	70.3	0.0	0.3	22.9	4.2	2.3	0.0	93.2	100.0
Washington	63.4	0.0	0.2	27.2	4.4	3.7	1.1	90.6	100.0
West Virginia	70.3	0.4	0.8	18.7	4.6	5.0	0.2	89.0	100.0
Wisconsin	71.4	0.5	0.5	18.8	4.0	4.8	0.2	90.1	100.0
Wyoming	51.9	1.7	0.3	39.0	2.3	3.6	1.4	90.9	100.0

DISTRIBUTION OF ANNUAL VEHICLE DISTANCE TRAVELED BY VEHICLE TYPE - 1995 1/
URBAN INTERSTATE

TABLE VM-4
SHEET 4 OF 7
OCTOBER 1996

STATE	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS		SUBTOTALS		ALL MOTOR VEHICLES
						SINGLE TRAILER	MULTIPLE TRAILER	PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
Alabama	63.8	0.2	0.2	25.7	3.1	6.7	0.4	89.4	10.2	100.0
Alaska	77.4	0.0	0.1	18.6	3.0	0.7	0.2	95.9	3.9	100.0
Arizona	54.5	0.3	0.4	24.8	6.1	12.6	1.3	79.3	20.0	100.0
Arkansas	70.6	0.4	0.2	16.8	2.6	8.9	0.6	87.3	12.1	100.0
California 8/	86.1	0.0	0.1	9.2	1.9	2.3	0.4	95.4	4.5	100.0
Colorado 4/ 5/	92.7	0.0	0.3	0.0	3.0	3.0	0.3	92.7	7.1	100.0
Connecticut	82.1	0.1	0.2	8.3	3.9	5.1	0.3	90.4	9.3	100.0
Delaware	61.8	0.8	0.8	22.0	3.6	10.2	0.8	83.8	14.6	100.0
District of Columbia 8/	94.8	0.3	0.6	2.0	2.0	0.3	0.0	96.8	2.3	100.0
Florida	80.5	0.4	0.5	10.4	3.1	4.7	0.3	91.0	8.1	100.0
Georgia	65.5	0.1	0.2	24.6	2.8	6.5	0.3	90.1	9.6	100.0
Hawaii 8/	88.4	0.6	0.4	6.4	2.8	1.4	0.1	94.8	4.2	100.0
Idaho	57.2	1.4	0.3	29.7	2.1	7.8	1.4	86.9	11.4	100.0
Illinois 4/	69.8	0.0	0.5	10.9	2.9	14.5	1.4	80.7	18.8	100.0
Indiana	73.0	0.3	0.4	8.8	2.2	14.0	1.3	81.8	17.5	100.0
Iowa 5/ 8/	80.4	0.3	0.3	8.0	3.0	14.0	1.1	80.4	18.1	100.0
Kansas	70.7	0.3	0.4	19.2	3.0	5.9	0.5	89.9	9.4	100.0
Kentucky	63.6	0.1	0.3	25.0	3.2	7.4	0.4	88.6	11.0	100.0
Louisiana	64.3	0.1	0.5	18.0	6.0	11.1	0.0	82.3	17.1	100.0
Maine 8/	74.3	0.2	0.2	18.7	3.3	3.3	0.0	93.0	6.6	100.0
Maryland 4/ 5/ 6/	91.3	0.0	0.0	0.0	3.5	5.2	0.0	91.3	8.7	100.0
Massachusetts 4/	79.0	0.0	0.6	12.7	2.7	4.7	0.2	91.7	7.7	100.0
Michigan	70.1	0.7	1.3	17.1	3.1	6.3	1.4	87.2	10.8	100.0
Minnesota 4/ 5/	92.8	0.0	0.3	0.0	2.4	4.5	0.1	92.8	7.0	100.0
Mississippi	68.3	0.5	0.5	13.6	4.0	12.4	0.7	81.9	17.1	100.0
Missouri 4/	72.7	0.0	0.5	17.4	3.7	5.1	0.6	90.1	9.4	100.0
Montana	50.7	0.1	3.9	31.1	8.2	4.9	1.1	81.8	14.2	100.0
Nebraska	60.4	0.3	0.2	30.3	3.0	5.7	0.2	90.7	8.8	100.0
Nevada 4/ 5/	86.9	0.0	0.5	0.0	3.1	7.9	1.6	86.9	12.6	100.0
New Hampshire 8/	68.9	0.2	0.2	24.1	2.9	3.7	0.0	92.9	6.7	100.0
New Jersey	76.4	0.3	0.2	12.4	3.2	7.3	0.2	88.8	10.7	100.0
New Mexico	71.6	0.6	0.4	19.3	3.1	4.5	0.5	90.9	8.1	100.0
New York 8/	76.6	0.3	0.5	14.4	2.8	5.2	0.2	91.0	8.2	100.0
North Carolina	75.0	0.7	0.4	11.7	4.4	7.6	0.3	86.6	12.3	100.0
North Dakota	60.6	0.2	0.5	18.2	3.5	16.2	0.8	78.8	20.5	100.0
Ohio	70.3	0.0	0.8	13.0	2.6	12.0	1.1	83.3	15.7	100.0
Oklahoma 7/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oregon	61.8	0.3	0.3	26.1	3.3	6.5	1.7	88.0	11.5	100.0
Pennsylvania 4/ 6/	73.7	0.0	0.0	12.0	4.1	9.7	0.5	85.7	14.3	100.0
Rhode Island	78.4	0.3	0.7	9.7	4.2	6.0	0.7	88.1	10.9	100.0
South Carolina	81.3	7.3	0.1	4.4	1.7	4.9	0.2	85.7	6.8	100.0
South Dakota 4/	78.0	0.0	0.2	15.2	2.6	3.6	0.4	83.2	6.6	100.0
Tennessee 8/	59.2	0.1	0.2	28.3	3.1	8.4	0.7	87.5	12.2	100.0
Texas 4/	72.8	0.0	0.2	17.5	2.9	6.2	0.3	90.3	9.5	100.0
Utah 4/	72.7	0.0	0.1	17.6	3.1	5.0	1.3	90.3	9.5	100.0
Vermont	74.6	0.3	0.5	13.1	3.1	8.2	0.2	87.7	11.5	100.0
Virginia 4/ 8/	77.8	0.0	0.4	12.4	4.2	5.1	0.2	90.2	9.5	100.0
Washington	68.7	0.1	0.1	22.9	3.6	3.6	1.0	91.6	8.2	100.0
West Virginia	63.8	0.1	0.3	14.5	2.6	17.0	1.7	78.3	21.3	100.0
Wisconsin	71.1	1.4	0.6	11.3	3.8	10.5	1.3	82.5	15.5	100.0
Wyoming	48.7	1.3	0.2	28.1	2.0	16.7	2.9	76.8	21.7	100.0

DISTRIBUTION OF ANNUAL VEHICLE DISTANCE TRAVELED BY VEHICLE TYPE - 1995 1/
URBAN OTHER FREEWAYS AND EXPRESSWAYS

TABLE VM-4
SHEET 5 OF 7
OCTOBER 1996

OFFICE OF HIGHWAY
INFORMATION MANAGEMENT

STATE	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS		SUBTOTALS		ALL MOTOR VEHICLES
						SINGLE TRAILER	MULTIPLE TRAILER	PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
Alabama	56.8	0.1	0.2	33.6	4.7	4.5	0.0	90.5	9.2	100.0
Alaska 8/	77.4	0.1	0.3	18.8	3.0	0.5	0.0	96.1	3.5	100.0
Arizona	62.5	0.7	0.3	28.7	4.9	2.9	0.2	91.1	7.9	100.0
Arkansas	68.9	0.2	0.3	18.7	3.4	8.2	0.3	87.6	11.9	100.0
California 8/	83.7	0.1	0.2	9.7	2.8	3.1	0.5	93.4	6.3	100.0
Colorado 4/ 5/	95.7	0.0	0.2	0.0	2.9	1.1	0.0	95.7	4.1	100.0
Connecticut	82.1	0.4	0.1	9.2	4.8	3.5	0.0	91.2	8.4	100.0
Delaware	66.1	0.3	0.5	24.6	4.3	3.9	0.3	90.7	8.5	100.0
District of Columbia 8/	94.9	0.3	0.5	2.0	2.0	0.3	0.0	96.9	2.3	100.0
Florida	83.9	0.3	0.4	10.7	2.8	1.8	0.2	94.6	4.8	100.0
Georgia	69.7	0.1	0.4	25.6	2.4	1.7	0.0	95.3	4.2	100.0
Hawaii 8/	86.1	0.6	0.7	10.8	1.5	0.4	0.0	96.9	1.9	100.0
Idaho 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Illinois 4/	77.1	0.0	0.3	11.4	2.3	8.5	0.5	88.4	11.3	100.0
Indiana	67.2	0.4	0.5	16.3	3.2	11.9	0.5	83.5	15.6	100.0
Iowa 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Kansas	72.7	0.2	0.3	23.1	2.2	1.5	0.0	95.8	3.7	100.0
Kentucky	66.1	0.1	0.5	25.6	3.5	4.1	0.1	91.7	7.7	100.0
Louisiana	63.8	0.6	0.7	25.0	6.0	4.0	0.0	88.8	10.0	100.0
Maine	81.8	0.2	0.4	14.3	2.5	0.8	0.0	96.1	3.3	100.0
Maryland 4/ 5/ 6/	95.4	0.0	0.0	0.0	4.0	0.7	0.0	95.4	4.6	100.0
Massachusetts 4/	82.4	0.0	0.5	11.9	2.2	3.0	0.1	94.3	5.3	100.0
Michigan	70.9	0.6	1.2	19.4	2.1	4.6	1.2	90.3	8.0	100.0
Minnesota 4/ 5/	94.5	0.0	0.2	0.0	1.9	3.3	0.1	94.5	5.3	100.0
Mississippi 8/	67.5	0.2	0.5	12.6	5.1	13.2	0.9	80.1	19.2	100.0
Missouri 4/	79.7	0.0	0.4	13.9	2.8	3.0	0.3	93.5	6.1	100.0
Montana 9/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Nebraska	62.7	0.2	0.2	30.8	2.5	3.5	0.1	93.5	6.1	100.0
Nevada 4/ 5/	92.5	0.0	0.6	0.0	3.2	3.1	0.6	92.5	6.9	100.0
New Hampshire 8/	60.5	0.7	0.6	29.9	5.2	3.1	0.0	90.4	8.3	100.0
New Jersey	78.1	0.2	0.5	9.5	3.3	8.2	0.1	87.6	11.7	100.0
New Mexico	53.9	0.9	0.5	29.9	4.8	0.0	0.0	93.8	4.8	100.0
New York 8/	75.5	0.3	0.6	15.9	2.8	4.8	0.1	91.4	7.7	100.0
North Carolina	75.4	0.7	0.4	11.5	4.3	7.4	0.3	87.0	11.9	100.0
North Dakota	75.4	0.4	0.4	11.5	4.3	7.4	0.3	87.0	11.9	100.0
Ohio	76.8	0.1	0.4	14.8	2.8	4.8	0.2	91.6	7.8	100.0
Oklahoma 7/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oregon	65.5	0.3	0.3	28.6	3.0	2.0	0.5	94.1	5.4	100.0
Pennsylvania 4/ 6/	74.6	0.0	0.0	17.0	4.4	3.8	0.2	91.6	8.4	100.0
Rhode Island	89.0	0.4	0.3	6.7	0.9	2.6	0.1	95.7	3.6	100.0
South Carolina	89.8	0.1	0.2	7.6	1.2	1.1	0.0	97.4	2.3	100.0
South Dakota 4/	70.5	0.0	0.3	22.5	3.4	2.9	0.4	93.0	6.7	100.0
Tennessee 8/	80.4	0.3	0.3	15.7	1.7	1.5	0.1	96.1	3.3	100.0
Texas 4/	75.7	0.0	0.2	18.4	2.9	2.8	0.1	94.1	5.7	100.0
Utah 4/	69.9	0.0	0.1	18.9	4.8	4.7	1.5	88.8	11.1	100.0
Vermont	81.6	0.6	0.2	11.3	3.3	3.0	0.0	92.9	6.4	100.0
Virginia 4/ 8/	85.3	0.0	0.2	10.3	2.5	1.7	0.0	95.6	4.2	100.0
Washington	65.0	0.1	0.1	27.8	3.6	2.7	0.8	92.8	7.0	100.0
West Virginia	73.1	1.5	1.4	14.8	5.6	3.4	0.3	87.9	9.2	100.0
Wisconsin	81.2	0.2	0.4	10.2	3.8	4.1	0.2	91.4	8.1	100.0
Wyoming	56.5	1.7	0.1	29.4	1.6	9.4	1.5	85.9	12.4	100.0

DISTRIBUTION OF ANNUAL VEHICLE DISTANCE TRAVELED BY VEHICLE TYPE - 1995 1/
URBAN OTHER PRINCIPAL ARTERIAL

TABLE VM-4
SHEET 6 OF 7
OCTOBER 1996

STATE	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS		SUBTOTALS		ALL MOTOR VEHICLES
						SINGLE TRAILER	MULTIPLE TRAILER	PASSENGER CARS AND OTHER 2-AXLE 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	
Alabama	77.9	0.4	0.2	12.5	2.7	4.9	1.4	90.4	9.0	100.0
Alaska	72.9	0.1	0.2	23.6	2.7	0.5	0.0	96.5	3.2	100.0
Arizona	56.2	0.4	0.5	32.5	5.1	4.6	0.5	88.8	10.2	100.0
Arkansas	75.3	0.3	0.2	18.9	2.0	3.2	0.1	94.2	5.4	100.0
California 8/	74.9	0.9	0.6	12.6	5.0	4.2	1.9	87.4	11.1	100.0
Colorado 4/ 5/	94.9	0.0	0.4	0.0	2.8	1.9	0.1	94.9	4.7	100.0
Connecticut	86.5	0.2	0.3	9.8	2.1	1.1	0.0	96.3	3.1	100.0
Delaware	81.7	0.0	0.3	12.8	3.7	1.3	0.2	94.5	5.2	100.0
District of Columbia 8/	92.5	0.4	1.2	2.0	3.6	0.3	0.0	93.9	3.9	100.0
Florida	83.5	0.7	0.5	10.4	2.4	2.4	0.2	93.9	5.0	100.0
Georgia	70.3	0.2	0.3	23.8	2.8	2.5	0.1	94.1	5.3	100.0
Hawaii	83.5	0.5	0.6	8.9	3.8	2.4	0.2	92.4	6.5	100.0
Idaho	54.7	0.9	0.3	37.5	2.2	3.4	1.1	92.1	6.7	100.0
Illinois 4/	83.9	0.0	0.6	8.7	2.6	4.2	0.0	92.6	6.8	100.0
Indiana	74.8	0.6	0.4	16.3	2.6	5.0	0.2	91.2	7.8	100.0
Iowa 5/ 8/	90.5	1.5	0.3	0.0	3.4	4.2	0.1	90.5	7.7	100.0
Kansas	74.2	0.3	0.3	22.5	1.6	1.1	0.0	96.7	2.7	100.0
Kentucky	67.5	0.2	0.4	27.6	2.6	1.7	0.0	95.1	4.3	100.0
Louisiana	60.5	0.4	1.0	26.0	7.0	5.2	0.0	86.5	12.2	100.0
Maine	73.1	1.1	0.6	19.0	3.4	2.7	0.1	92.1	6.2	100.0
Maryland 4/ 5/ 6/	93.0	0.0	0.0	0.0	6.2	0.8	0.0	93.0	7.0	100.0
Massachusetts 4/	80.8	0.0	0.3	15.0	2.4	1.3	0.0	95.8	3.9	100.0
Michigan	75.3	0.4	1.2	16.6	1.6	3.7	1.0	91.9	6.4	100.0
Minnesota 4/ 5/	95.5	0.0	0.3	0.0	2.5	1.8	0.1	95.5	4.3	100.0
Mississippi	77.4	0.3	0.4	14.7	3.7	3.3	0.2	92.1	7.2	100.0
Missouri 4/	77.7	0.0	0.4	16.4	3.2	2.2	0.2	94.0	5.6	100.0
Montana	62.9	0.4	0.1	30.6	3.4	2.5	0.1	93.5	6.0	100.0
Nebraska	65.0	0.2	0.2	31.3	2.0	1.4	0.0	96.3	3.4	100.0
Nevada 4/ 5/	96.5	0.0	0.5	0.0	2.0	1.0	0.2	96.5	3.1	100.0
New Hampshire 8/	65.4	1.3	0.8	22.5	6.1	3.8	0.0	87.9	9.9	100.0
New Jersey	77.1	0.2	0.2	15.4	3.3	3.8	0.0	92.5	7.2	100.0
New Mexico	73.4	0.4	0.4	19.4	3.6	2.5	0.4	92.8	6.4	100.0
New York 8/	78.7	0.4	0.7	15.2	2.4	2.6	0.0	93.9	5.0	100.0
North Carolina	76.3	0.7	0.4	11.4	4.3	6.7	0.3	87.6	11.3	100.0
North Dakota	72.6	0.4	0.1	21.7	2.3	2.6	0.3	94.3	5.2	100.0
Ohio	80.1	0.2	0.6	10.9	3.5	4.2	0.4	91.0	8.1	100.0
Oklahoma 7/	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oregon	65.5	0.3	0.6	28.9	2.8	1.5	0.4	94.5	4.7	100.0
Pennsylvania 4/ 6/	75.9	0.0	0.0	18.0	4.1	2.0	0.1	93.9	6.1	100.0
Rhode Island	98.1	0.0	0.6	1.0	0.2	0.1	0.0	99.1	0.2	100.0
South Carolina	81.5	1.2	0.4	10.8	3.2	2.8	0.1	92.3	6.1	100.0
South Dakota 4/	70.5	0.0	0.3	22.5	3.4	2.9	0.0	93.0	6.7	100.0
Tennessee 8/	77.3	0.3	0.4	18.1	2.4	1.5	0.0	95.4	3.9	100.0
Texas 4/	71.4	0.0	0.2	19.3	3.4	5.5	0.2	90.7	9.1	100.0
Utah 4/	76.0	0.0	0.0	17.6	2.6	2.9	0.7	93.6	6.2	100.0
Vermont	80.4	0.7	0.4	11.7	1.6	3.0	0.4	92.1	6.8	100.0
Virginia 4/ 8/	79.4	0.0	0.4	15.8	2.9	1.6	0.0	95.1	4.5	100.0
Washington	65.0	0.1	0.1	27.8	3.6	2.7	0.0	93.8	7.0	100.0
West Virginia	80.5	0.5	0.4	13.3	2.6	2.6	0.2	93.8	5.4	100.0
Wisconsin	77.4	0.6	0.5	15.2	3.2	2.8	0.4	92.6	6.4	100.0
Wyoming	59.0	1.2	0.1	35.2	1.5	2.3	0.7	94.2	4.5	100.0

**MOTOR VEHICLE TRAFFIC FATALITIES AND INJURIES - 1995
BY FUNCTIONAL SYSTEM AND FEDERAL - AID HIGHWAYS**

TABLE FI-1
OCTOBER 1996

OFFICE OF HIGHWAY INFORMATION MANAGEMENT	HIGHWAY CATEGORIES	PUBLIC ROAD MILEAGE	ANNUAL VEHICLE-MILES (MILLIONS)	INJURY ACCIDENTS				PERSONS INJURED 1/				MOST SERIOUS INJURIES 1/2/				PEDESTRIANS INJURED			
				FATAL		NONFATAL 2/		FATAL		NONFATAL 2/		INJURIES 1/2/		FATAL		NONFATAL 2/			
				NUMBER 3/	RATE 4/	NUMBER	RATE 4/	NUMBER 3/	RATE 4/	NUMBER	RATE 4/	NUMBER	RATE 4/	NUMBER 3/	RATE 4/	NUMBER	RATE 4/		
FUNCTIONAL SYSTEM																			
Rural																			
	Interstate	32,580	223,385	2,222	0.99	52,859	23.66	2,691	1.20	86,511	38.73	12,270	5.49	188	0.08	1,319	0.59		
	Other Principal Arterial	97,948	215,568	4,359	2.02	116,019	53.82	5,170	2.40	193,931	89.96	27,120	12.58	347	0.16	2,484	1.15		
	Minor Arterial	137,151	153,028	4,074	2.66	116,371	76.05	4,730	3.09	194,690	127.23	24,444	15.97	317	0.21	3,000	1.96		
	Major Collector	431,712	186,212	4,981	2.67	168,667	90.58	5,681	3.05	289,541	139.38	32,677	17.55	319	0.17	2,795	1.50		
	Minor Collector	274,081	49,936	1,512	3.03	55,113	110.37	1,700	3.40	81,221	162.65	9,485	18.99	105	0.21	965	1.93		
	Local	2,119,048	105,156	3,631	3.45	155,254	147.64	4,015	3.82	231,255	219.92	22,642	21.53	295	0.28	5,207	4.95		
	Subtotal - Rural	3,092,520	933,285	20,779	2.23	664,283	71.18	23,987	2.57	1,047,149	112.20	129,088	13.83	1,571	0.17	15,770	1.69		
Urban																			
	Interstate	13,164	341,528	1,887	0.55	177,021	51.83	2,145	0.63	276,599	80.99	19,418	5.69	350	0.10	6,160	1.80		
	Other Freeways & Expressways	8,970	151,536	1,146	0.76	76,005	50.16	1,281	0.85	118,313	78.08	7,811	5.15	225	0.15	2,016	1.33		
	Other Principal Arterial	52,796	370,358	5,353	1.45	549,964	148.50	5,771	1.56	870,185	234.96	66,340	17.91	1,529	0.41	27,026	7.30		
	Minor Arterial	88,510	293,270	3,492	1.19	344,976	117.63	3,716	1.27	535,171	182.48	42,986	14.66	826	0.28	19,377	6.61		
	Collector	87,331	126,891	1,340	1.06	128,790	101.50	1,425	1.12	193,451	152.45	187,348	147.64	282	0.22	9,742	7.68		
	Local	568,935	205,907	3,224	1.57	393,584	191.15	3,473	1.69	572,196	277.89	33,111	16.08	802	0.39	38,353	18.63		
	Subtotal - Urban	819,706	1,489,490	16,442	1.10	1,670,340	112.14	17,811	1.20	2,565,915	172.27	187,348	12.58	4,014	0.27	102,677	6.89		
	Total	3,912,226	2,422,775	37,221	1.54	2,334,623	96.36	41,798	1.73	3,613,064	149.13	316,436	13.06	5,585	0.23	118,447	4.89		
FEDERAL-AID HIGHWAYS (RURAL & URBAN)																			
	Interstate System	45,744	564,913	4,109	0.73	229,880	40.69	4,836	0.86	363,110	64.28	32,138	5.69	538	0.10	7,480	1.32		
	Other National Highway System 5/	117,227	476,912	8,321	1.74	404,846	84.89	9,587	2.01	655,746	137.50	57,121	11.98	1,348	0.28	13,207	2.77		
	Total National Highway System	156,981	1,041,825	12,430	1.19	634,726	60.92	14,423	1.38	1,018,856	97.80	89,259	8.57	1,885	0.18	20,687	1.99		
	Other Federal-Aid Highways 6/	793,234	1,020,032	16,424	1.61	1,095,946	107.44	18,187	1.78	1,709,536	167.60	161,935	15.88	2,497	0.24	53,235	5.22		
	Total Federal-Aid Highways 7/	950,215	2,061,856	28,854	1.40	1,730,672	83.94	32,610	1.58	2,728,392	132.33	251,194	12.18	4,383	0.21	73,922	3.69		
	Total Non-Federal-Aid Highways 8/	2,962,011	360,919	8,367	2.32	603,951	167.34	9,188	2.55	884,672	245.12	65,242	18.08	1,202	0.33	44,525	12.34		
	Total	3,912,226	2,422,775	37,221	1.54	2,334,623	96.36	41,798	1.73	3,613,064	149.13	316,436	13.06	5,585	0.23	118,447	4.89		

1/ Pedestrians injured are included. Most serious injuries are those categorized as incapacitating.
 2/ 1994 information for nonfatal injury accidents, nonfatal injured persons, most serious injured, and pedestrians injured is shown for the District of Columbia, Georgia, Iowa, Massachusetts, Missouri, New Jersey, New York, Ohio, Utah, and Vermont because of incomplete reporting prior to this publication.
 3/ Fatal accident and fatality numbers have been adjusted to agree with State totals obtained from the National Highway System.
 4/ Per 100 million vehicle-miles of travel.
 5/ Includes data for non-interstate facilities, but excludes accident data for about 514 miles of collectors and locals.
 6/ Includes urban minor arterial and collector and rural minor arterial and major collector functional systems.
 7/ The category Total Federal-Aid Highways includes Other Federal-Aid Highways and Total National Highway System.
 8/ Includes urban local and rural minor collector and local functional systems.

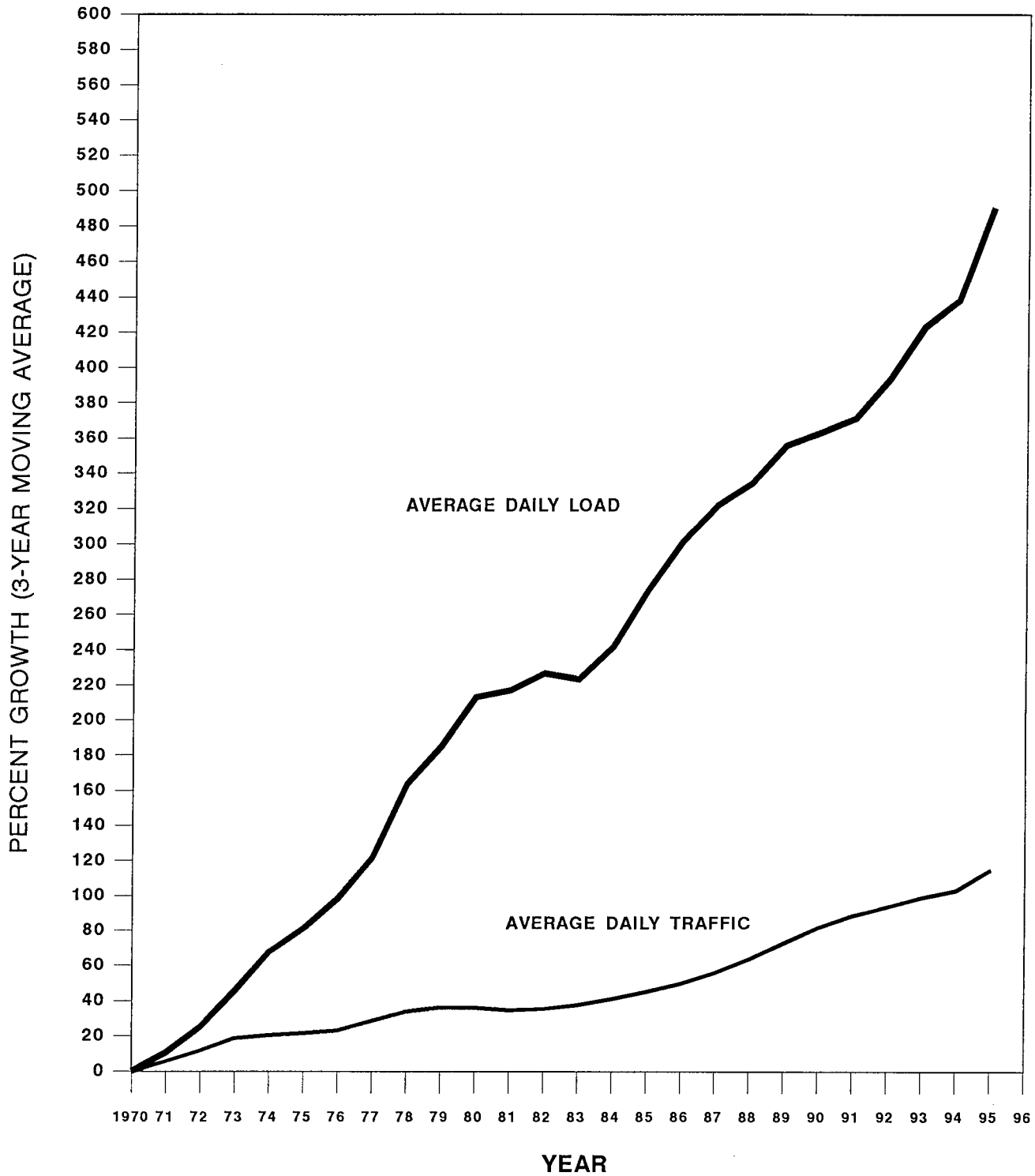
PERCENTAGE DISTRIBUTION OF TRAFFIC VOLUMES AND LOADINGS ON THE RURAL INTERSTATE SYSTEM 1/

TABLE TC-3
SEPTEMBER 1996

YEAR	PASSENGER CARS, BUSES AND LIGHT SINGLE-UNIT TRUCKS		HEAVY SINGLE-UNIT TRUCKS		3- AND 4-AXLE COMBINATION TRUCKS		5-AXLE OR MORE COMBINATION TRUCKS	
	VOLUMES	LOADINGS	VOLUMES	LOADINGS	VOLUMES	LOADINGS	VOLUMES	LOADINGS
1970	87	3	3	6	3	18	8	74
1971	87	4	3	6	2	16	8	75
1972	87	2	3	6	2	13	9	79
1973	86	2	3	6	2	11	9	81
1974	85	3	3	5	2	9	10	83
1975	85	3	3	5	2	9	11	83
1976	85	2	3	5	2	9	11	84
1977	84	3	3	5	2	6	12	87
1978	83	2	3	5	2	6	12	86
1979	82	3	3	4	2	5	13	88
1980	82	1	3	4	1	3	14	91
1981	81	2	3	3	2	4	14	91
1982	81	1	3	4	2	5	14	90
1983	81	1	3	3	2	4	15	92
1984	80	2	3	4	2	3	15	91
1985	80	1	3	3	2	4	15	92
1986	80	1	3	3	2	5	15	91
1987	80	1	3	3	2	4	15	92
1988	80	1	3	3	2	4	15	92
1989	80	1	3	3	2	4	15	92
1990	79	1	4	4	2	4	15	91
1991	79	2	4	4	2	4	14	90
1992	79	1	3	4	2	4	16	90
1993	78	1	4	5	2	3	16	91
1994	78	1	4	6	2	3	16	91
1995	77	1	4	6	2	4	17	90

1/ Based on data from the Truck Weight Study which are collected by the States for varying time periods each year and are not adjusted to typify annual averages. The loadings are based on average equivalent axle loads for each vehicle type. An equivalent axle load is defined as the damage to a pavement caused by an axle of a vehicle relative to a 80 kN (18,000 lb) force which represents a standard single axle.

COMPARISON OF GROWTH IN VOLUME AND LOADINGS ON THE RURAL INTERSTATE SYSTEM



HIGHWAY STATISTICS (MOST CURRENT YEAR) 1/ FOR PUERTO RICO AND THE TERRITORIES

COMPILED FROM REPORTS
OF TERRITORIAL AUTHORITIES

TABLE R-1
OCTOBER 1996

CATEGORY	PUERTO RICO	AMERICAN SAMOA	GUAM	NORTHERN MARIANAS	VIRGIN ISLANDS
I. Motor-Fuel Consumption	1995	1993	1995	1995	1995
A. Territorial Tax Rate per Gallon on December 31:					
1. Gasoline	\$0.16	\$0.115	\$0.11	\$0.10	\$0.14
2. Diesel and LPG	\$0.08	\$0.035	\$0.10	\$0.10	\$0.14
B. Net Gallons Taxed (1,000)					
1. At Prevailing Rates	1,161,994	3,150	N/A	65,932	N/A
2. At Other Rates	2,172	-	N/A	-	N/A
3. Total	1,164,166	3,150	60,676	65,932	30,963
II. Motor-Fuel Tax Receipts (\$1,000)	1994	1993	1995	1995	1995
A. Gross Gallonage Receipts	158,071	61	5,363	6,593	4,335
B. Less:					
1. Refunds Paid	1,474	116	N/A	-	N/A
2. Dedicated Gallonage Tax	104	-	N/A	-	N/A
C. Other Receipts	789	-	N/A	-	N/A
D. Net Total Receipts	157,282	(55)	5,363	6,593	4,335
III. Motor-Vehicle Registrations	1994	1993	1995	1995	1995
A. Automobiles	1,432,000	4,628	78,806	14,559	43,754
B. Buses	4,000	203	902	200	1,121
C. Trucks	225,000	286	33,836	374	12,260
D. Total	1,661,000	5,117	114,544	15,133	57,135
E. Trailers	17,000	52	3,093	36	158
F. Motorcycles	22,000	29	661	57	226
IV. Driver Licenses	1994	1993 2/	1995 2/	1995	1995
A. Learner Permits Issued	81,000	36	3,828	3,530	4,550
B. Operator Licenses Issued	314,000	3,644	27,492	7,951	22,728
C. Chauffeur Licenses Issued	87,000	398	4,071	-	N/A
D. Motorcycle Licenses Issued	-	-	135	-	N/A
E. Driver Licenses in Force	1,529,000	4,111	3/ 21,363	11,481	N/A
V. Motor-Vehicle Tax Receipts (\$1,000)	1994	1993	1995	1995	1995
A. Registration Fees	61,305	219	2,658	849	1,314
B. Driver Licenses	4,823	27	158	179	299
C. Motor Carriers	332	2	N/A	-	N/A
D. Other	4,755	2	N/A	-	N/A
E. Total	71,216	250	2,816	1,028	1,613
VI. Highway Receipts (\$1,000)	1994	1993	1995	1995	1995
A. Highway-User Revenue	290,753	195	N/A	-	2,317
B. General Funds	299,974	277	N/A	899	4,349
C. FHWA Funds	54,204	18,908	27	3,749	12,210
D. Other Federal Funds	-	117	308	800	3,730
E. Total Receipts	650,455	19,497	335	5,448	22,606
VII. Highway Disbursements (\$1,000)	1994	1993	1995	1995	1995
A. Capital Outlay	484,860	19	13,223	3,749	15,370
B. Maintenance	42,468	422	5,558	587	952
C. Administration	103,282	181	1,581	172	5,500
D. Highway Law Enforcement	19,845	-	456	940	50
E. Total Disbursements	650,455	622	20,818	5,448	21,872
1/ N/A means not available.			3/ Estimated.		
2/ Data is licenses in force instead of licenses issued.					

HIGHWAY STATISTICS FOR AMERICAN SAMOA, GUAM, VIRGIN ISLANDS, AND THE NORTHERN MARIANAS - 1995 1/

TABLE R-2
OCTOBER 1996

CATEGORY	AMERICAN SAMOA			GUAM			VIRGIN ISLANDS			NORTHERN MARIANAS		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
POPULATION	47,800	5,200	53,000	90,000	56,000	146,000	64,965	38,502	103,467	57,920	-	57,920
NET LAND AREA - SQUARE MILES	60	17	77	175	37	212	126	6	132	184	-	184
FEDERAL-AID TERRITORIAL HIGHWAY SYSTEM -- ARTERIAL:												
PAVED LENGTH -- MILES	17	6	23	103	26	129	172	12	184	52	-	52
UNPAVED LENGTH -- MILES	-	-	-	-	-	-	2	-	2	14	-	14
TOTAL MILES	17	6	23	103	26	129	174	12	186	66	-	66
DAILY VEHICLE - MILES OF TRAVEL (1,000)	60	28	88	1,142	888	2,030	1,167	116	1,283	400	-	400
FEDERAL-AID TERRITORIAL HIGHWAY SYSTEM -- COLLECTOR:												
PAVED LENGTH -- MILES	49	-	49	24	17	41	96	5	101	20	-	20
UNPAVED LENGTH -- MILES	34	-	34	-	-	-	30	-	30	50	-	50
TOTAL MILES	83	-	83	24	17	41	126	5	131	70	-	70
DAILY VEHICLE - MILES OF TRAVEL (1,000)	104	-	104	102	238	340	164	14	178	200	-	200
OTHER PUBLIC ROADS:												
PAVED LENGTH -- MILES	-	-	-	241	46	287	389	55	444	83	-	83
UNPAVED LENGTH -- MILES	-	-	-	84	-	84	5	-	5	62	-	62
TOTAL MILES	-	-	-	325	46	371	394	55	449	145	-	145
DAILY VEHICLE - MILES OF TRAVEL (1,000)	-	-	-	265	50	315	249	35	284	100	-	100
ALL PUBLIC ROADS:												
TOTAL LENGTH -- MILES	100	6	106	452	89	541	694	72	766	281	-	281
TOTAL VEHICLE-MILES OF DAILY TRAVEL (1,000)	164	28	192	1,509	1,176	2,685	1,580	165	1,745	700	-	700
MOTOR VEHICLE ACCIDENTS ON PUBLIC ROADS:												
NUMBER OF FATAL ACCIDENTS	-	-	6	9	14	23	-	-	8	-	-	10
NUMBER OF NONFATAL INJURY ACCIDENTS	-	-	91	-	-	1,493	-	-	410	-	-	181
NUMBER OF FATALITIES	-	-	6	10	19	29	-	-	8	-	-	11
NUMBER OF NONFATALITY INJURED PERSONS	-	-	100	-	-	2,141	-	-	738	-	-	388

1/ Some entries were estimated by FHWA because of inconsistencies in reported data.

Section VII INTERNATIONAL

This section contains transportation and related data for selected countries. Basic socioeconomic data is provided to establish a framework for the transportation indicators that follow. These include information about each country's network of roadways, ownership and use of roadway vehicles, including the fatalities attributable to those vehicles, and fuel prices. Topics were chosen to correspond with major topics presented elsewhere in this volume. Except as noted, data is for the calendar year 1993, which is the most recent year in which it is available for many countries.

The availability of reliable information was a major consideration in selecting topics; therefore, some useful areas were not covered because of the unavailability of complete and comparable data from an array of countries that could readily be converted to meaningful indicators. Countries were selected, as other developed countries and/or major U.S. trading partners, for comparisons with the U.S. system. Japan, four European countries and our North American Free Trade Agreement (NAFTA) trading partners were chosen as examples of these. Much of the data on the United Kingdom is for Great Britain only, which does not include Northern Ireland; this, too, is noted with the individual tables. Most U.S. data came from *Highway Statistics 1993* or directly from other Federal Highway Administration sources.

Table IN-1 sets forth indicators of social and demographic status for each country, including population, land area, population density, gross domestic product (GDP) and, where available, expenditures for roadways. These are shown for 1993 in order to correspond with the transportation data. The GDP and GDP per capita dollar amount estimates for each country are stated in terms of purchasing power equivalents. This method involves the use of dollar price weights applied to the quantities of goods and services produced by the economy. With this method of conversion, a given sum of dollars in the U.S. will buy the same amount of goods as that same amount, converted to the local currency, will buy in the other country. While population, land area, population density, and GDP vary greatly among the countries, GDP per capita varies only slightly among seven of the eight countries. Mexico is less economically developed than the others and varies from them in all important indicators. Only a limited amount of data is available to address expenditures for roadways. Of that which is available, the percent of GDP consumed on all road expenditures varies considerably while that for new construction is more uniform between countries.

Table IN-2 provides information on roadway systems. Expressways and other main roadways are grouped together

under "major roads" while all others are considered "secondary roads." These are only general categories, as the definitions and data collection processes vary from country to country. The tables and accompanying charts show the inverse relationship between the previously displayed population density and miles per population unit for all roads. The correlation with major roads is somewhat less pronounced.

Table IN-3 shows the numbers of several types of vehicles and vehicles per capita. Some countries count only selected populations of trucks, and possibly use varying methods for counting other vehicle types as well. Although all known variations between data are noted in footnotes, it is possible that some were not apparent from the original data sources and so are not noted. The data on automobiles per population unit clearly show the disparity between Mexico and the more developed countries.

Table IN-4, together with the miles-traveled data, presents a display of the intensity of vehicle usage. Again the disparity between Mexico and the other countries is apparent.

Table IN-5 shows fuel costs and the contribution to the economy of the transportation and related sectors. Fuel prices vary widely between countries and reflect full costs including applicable taxes. More than 50 percent of gasoline prices in the European countries can be attributed to taxes. While diesel fuel taxes are less than those on gasoline they are substantial by comparison with those imposed in the United States. The contribution of the transport, storage and communication sectors to the economies is surprisingly uniform for all countries except Mexico and the employment portion for the U.S.

Table IN-6 provides fatalities and fatality rates for each country. Fatality rates are lowest for the U.K., Canada, and the U.S. and highest for Mexico.

USE OF DATA

The data in this section came from reliable published sources which are noted with the individual tables. Ultimately all data came from the source countries. Data collection methods, definitions of terms, and basic political and economic infrastructures vary from country to country. These differences will manifest themselves in many ways within the data items and may not always be apparent. All data in this section should, then, be used with great care and only for general comparisons.

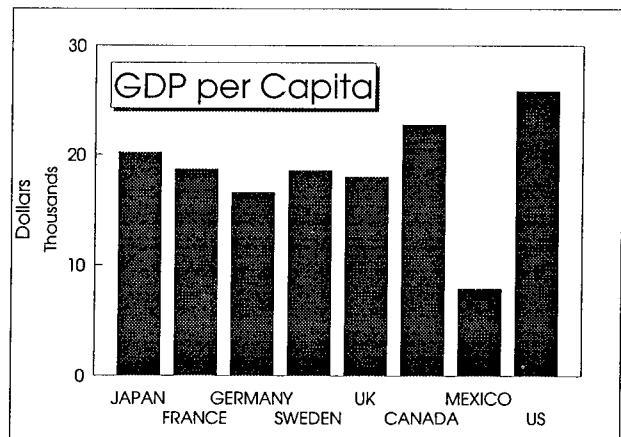
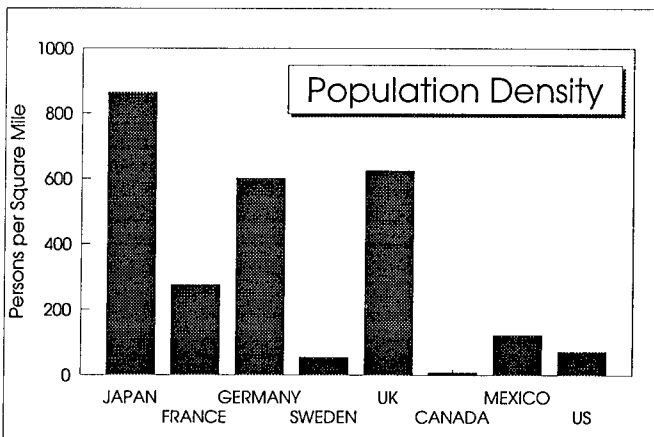
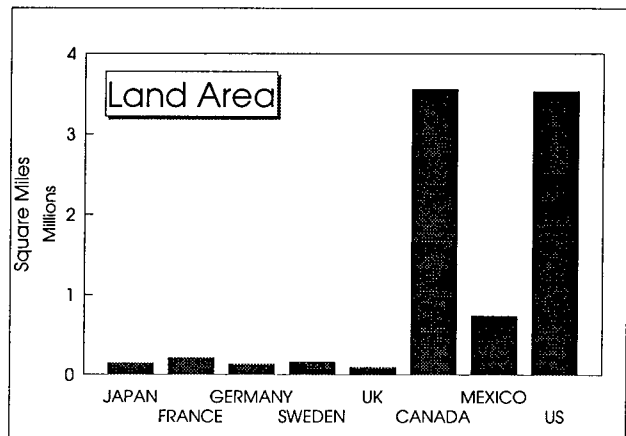
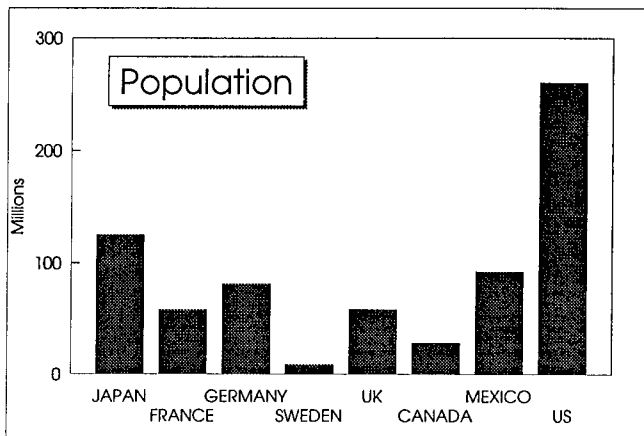
SOCIAL AND DEMOGRAPHIC CHARACTERISTICS
FOR SELECTED COUNTRIES - 1994

TABLE IN-1
OCTOBER 1996

	ASIA	EUROPE				AMERICA		
	JAPAN	FRANCE	GERMANY	SWEDEN	UNITED KINGDOM	CANADA	MEXICO	UNITED STATES
Population	125,106,937	57,840,445	81,087,506	8,778,461	58,135,110	28,113,997	92,202,199	260,713,585
Land Area (square miles)	144,689	210,669	134,950	158,660	93,278	3,560,236	742,490	3,536,338
Population Density (persons per square mile)	864.7	274.6	600.9	55.3	623.2	7.9	124.2	73.7
GDP (billion \$) (purchasing power equivalent)	\$2,527.4	\$1,080.1	\$1,344.6	\$163.1	\$1,045.2	\$639.8	\$728.7	\$6,738.4
GDP per Capita (\$)	\$20,202	\$18,674	\$16,582	\$18,580	\$17,979	\$22,757	\$7,903	\$25,846
Road Investment as % of GDP For New Construction 1/	N/A	1.0	N/A	N/A	0.6	0.7	N/A	N/A
Road Investment as % of GDP For All Road Expenditures 1/	N/A	2.0	N/A	N/A	1.0	1.3	N/A	1.3

Source: Prepared from "The World Factbook," 1994 and 1995, Central Intelligence Agency, Washington, D.C.; and "1995 Annual Bulletin of Transport Statistics for Europe", United Nations.

1/ The data in this row are for 1993 for France, 1993 for the U.K. and 1989 for Canada.



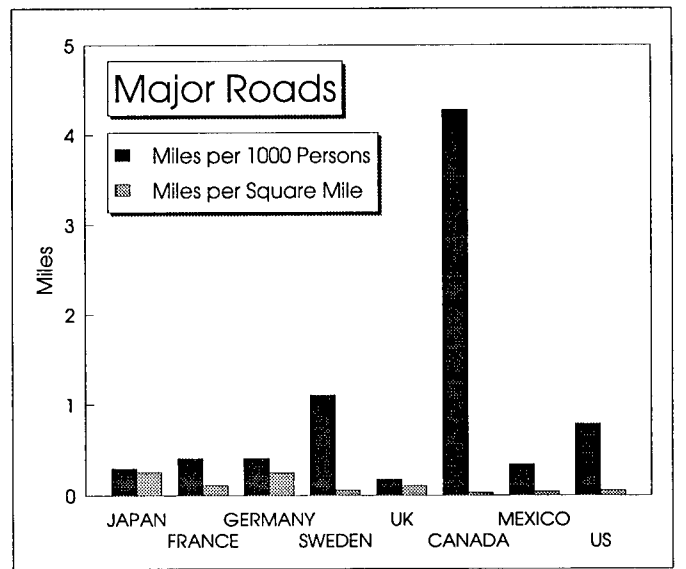
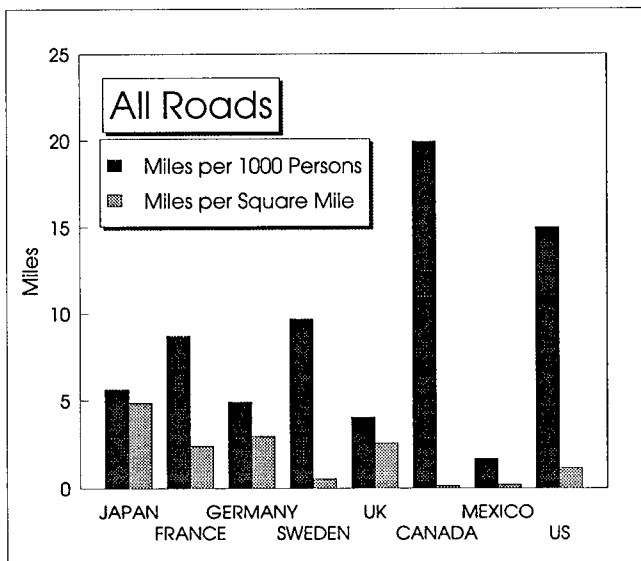
ROAD SYSTEM MEASURES FOR SELECTED COUNTRIES - 1994

TABLE IN-2
OCTOBER 1996

	ASIA	EUROPE				AMERICA		
	JAPAN	FRANCE	GERMANY	SWEDEN 1/	UNITED KINGDOM 1/ 2/	CANADA 3/	MEXICO 1/	UNITED STATES
Major Roads Total Miles	36,587	23,301	32,879	9,713	9,551	120,394	31,077	204,663
Major Roads Miles per 1000 Persons	0.29	0.40	0.41	1.11	0.17	4.28	0.34	0.79
Major Roads Miles per Square Mile	0.25	0.11	0.24	0.06	0.11	0.03	0.04	0.06
Secondary Roads Total Miles	670,194	481,563	365,294	75,393	216,925	440,022	121,428	3,701,891
Secondary Roads Miles per 1000 Persons	5.36	8.33	4.51	8.59	3.87	15.65	1.32	14.20
Secondary Roads Miles per Square Mile	4.63	2.29	2.71	0.48	2.44	0.12	0.16	1.05
All Roads Total Miles	706,781	504,864	398,173	85,105	226,476	560,416	152,505	3,906,554
All Roads Miles per 1000 Persons	5.65	8.73	4.91	9.70	4.04	19.93	1.65	14.98
All Roads Miles per Square Mile	4.89	2.40	2.95	0.54	2.55	0.16	0.21	1.11

Sources: Prepared from "World Road Statistics," International Road Federation, 1994, and "1994 Highway Statistics," FHWA.

- 1/ The data in this column are for 1993.
- 2/ The data in this column do not include Northern Ireland.
- 3/ The data in this column are for 1992.



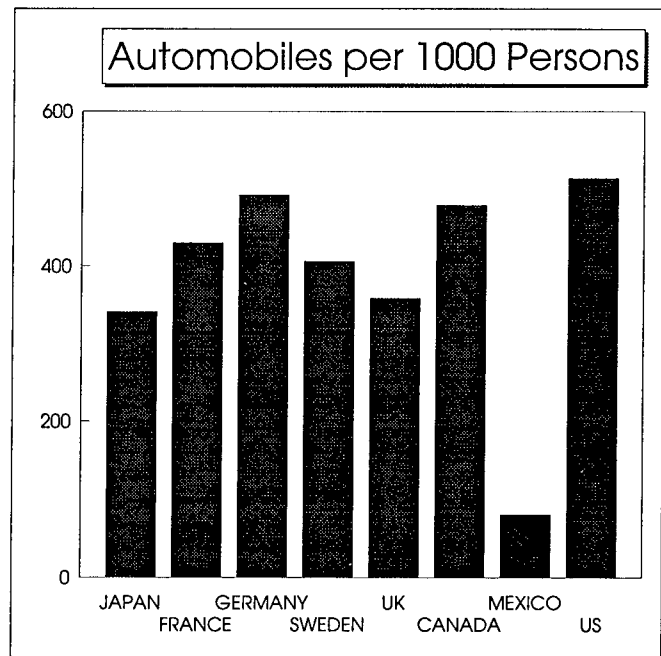
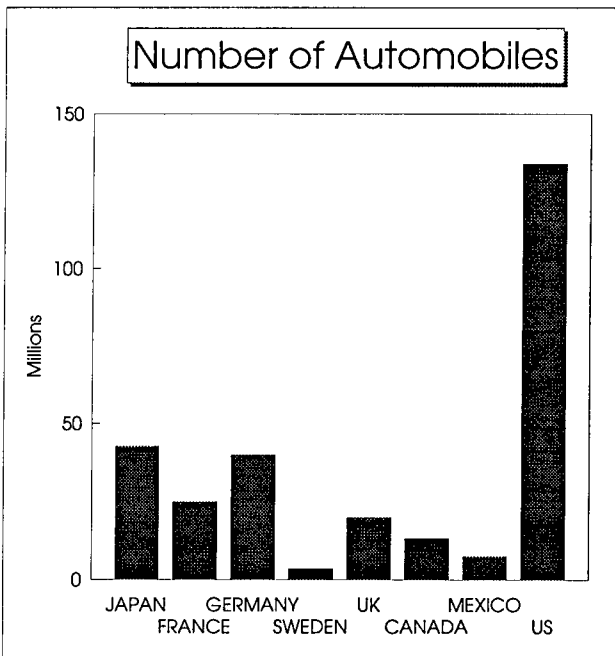
TRANSPORTATION INDICATORS FOR SELECTED COUNTRIES - 1994

TABLE IN-3
OCTOBER 1996

	ASIA	EUROPE				AMERICA		
	JAPAN	FRANCE	GERMANY	SWEDEN 3/	UNITED KINGDOM 3/ 4/	CANADA	MEXICO 5/	UNITED STATES 6/
Number of Automobiles	42,678,566	24,900,000	39,917,577	3,566,040	20,102,000	13,478,000	7,497,128	133,929,662
Age: Less than 6 years 1/	N/A	0.39	N/A	0.20	0.41	N/A	N/A	0.43
Number of Motorcycles and Mopeds	15,908,917	2,990,000	2,121,099	113,940	650,000	339,948	263,568	3,716,127
Number of Buses	245,387	78,000	87,421	14,127	107,000	64,523	106,239	670,423
Number of Trucks 2/	22,198,073	5,062,000	4,066,807	301,867	2,933,000	7,124,200	3,501,043	63,445,280
Automobiles per 1000 Persons	341.1	430.5	492.3	406.2	359.0	479.4	81.3	513.7
Motorcycle and Mopeds per 1000 Persons	127.2	51.7	26.2	13.0	11.6	12.1	2.9	14.3
Buses per 1000 Persons	2.0	1.4	1.1	1.6	1.9	2.3	1.2	2.6
Trucks per 1000 Persons 2/	177.4	87.5	50.2	34.4	52.4	253.4	38.0	243.4

Sources: Prepared from "World Road Statistics," International Road Federation, 1995, and "1994 Highway Statistics," FHWA.

- 1/ The data in this row for the U.S are for 1990.
- 2/ The data for Sweden and Mexico exclude tractor trailers.
- 3/ The data in this column are for 1993.
- 4/ The data in the U.K. column do not include Northern Ireland.
- 5/ The data in this column are for 1992.
- 6/ Note change in the number of automobiles and trucks due to shift of two axle four tire light truck from automobile to truck category.



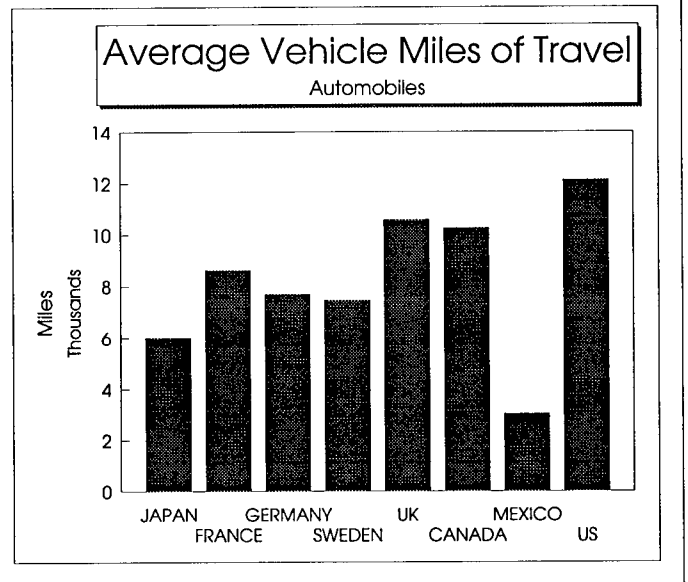
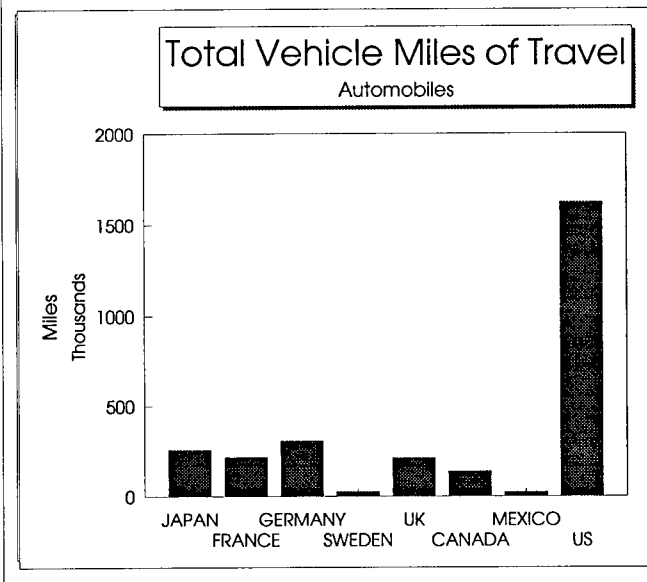
VEHICLE TRAVEL
FOR SELECTED COUNTRIES - 1994

TABLE IN-4
OCTOBER 1996

	ASIA	EUROPE				AMERICA		
	JAPAN	FRANCE	GERMANY 1/ 2/	SWEDEN 2/	UNITED KINGDOM	CANADA 3/	MEXICO 4/	UNITED STATES
Total Vehicle Miles of Travel Automobiles (In millions)	256,645	214,684	306,895	26,588	212,944	138,164	22,696	2,172,902
Total Vehicle Miles of Travel Motorcycles (In millions)	N/A	3,728	7,891	N/A	2,610	743	667	10,251
Total Vehicle Miles of Travel Buses (In millions)	4,309	2,485	2,920	N/A	2,858	1,278	334	6,416
Total Vehicle Miles of Travel Trucks (In millions)	163,912	69,594	33,865	N/A	41,010	48,340	9,679	170,415
Average Vehicle Miles of Travel per Automobile	6,013	8,622	7,688	7,456	10,593	10,251	3,027	16,224
Average Vehicle Miles of Travel per Motorcycle	N/A	1,247	3,720	N/A	4,015	2,184	2,532	2,759
Average Vehicle Miles of Travel per Bus	17,588	31,865	33,407	N/A	26,713	19,809	3,141	9,570
Average Vehicle Miles of Travel per Truck	7,384	13,748	20,400	N/A	13,982	6,785	2,765	2,686

Sources: Prepared from "World Road Statistics," International Road Federation, 1994; and "1994 Highway Statistics," FHWA.

- 1/ The data in this column on trucks includes truck-tractors only.
- 2/ The data in this column are for 1993.
- 3/ The data in this column are for 1990
- 4/ The data in this column are for 1991.



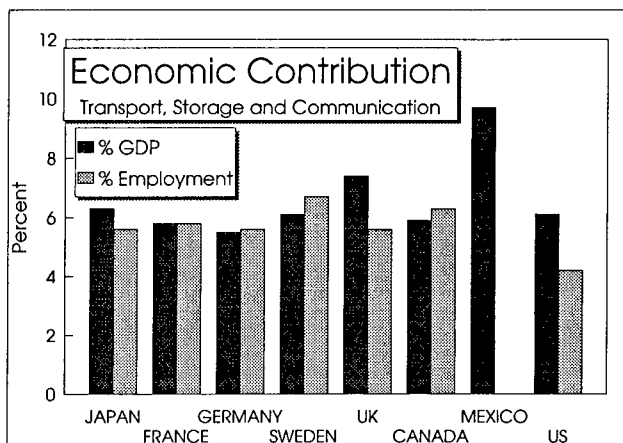
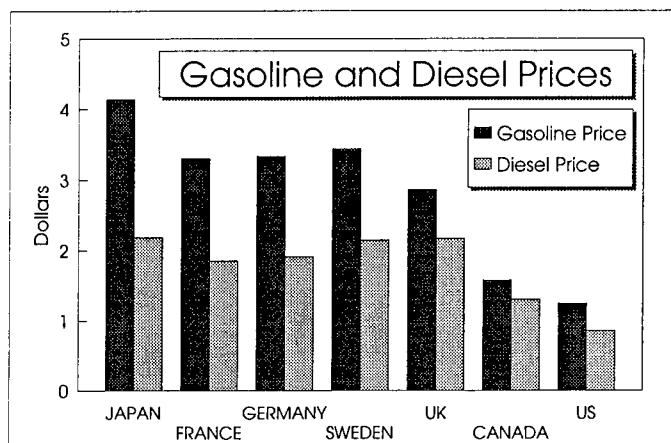
FUEL PRICES AND ECONOMIC INDICATORS
FOR SELECTED COUNTRIES - 1994

TABLE IN-5
OCTOBER 1996

	ASIA	EUROPE				AMERICA		
	JAPAN	FRANCE	GERMANY	SWEDEN	UNITED KINGDOM	CANADA	MEXICO	UNITED STATES
Gasoline Price Current \$/gallon	\$4.14	\$3.31	\$3.34	\$3.44	\$2.86	\$1.57	N/A	\$1.24
Diesel Price Current \$/gallon	\$2.19	\$1.85	\$1.91	\$2.15	\$2.17	\$1.30	N/A	\$0.85
Contribution to GDP %GDP 1/ Transport, Storage, and Communication	6.3	5.8	5.5	6.1	7.4	5.9	9.7	6.1
Contribution to Employment % of Total Employment 2/ Transport, Storage, and Communication	5.6	5.8	5.6	6.7	5.6	6.3	N/A	4.2

Source: Prepared from "Transportation Energy Data Book, Edition 16," Oak Ridge National Laboratory; and OECD in Figures, Statistics on the Member Countries, 1996 Edition.

1/ The data in this row for Japan, Sweden, the United Kingdom, Mexico and the United States are for 1993, and for Canada, 1992.
2/ The data in this row for Japan, France, Sweden and the United States are for 1993; for Germany, 1992, for the United Kingdom 1990.



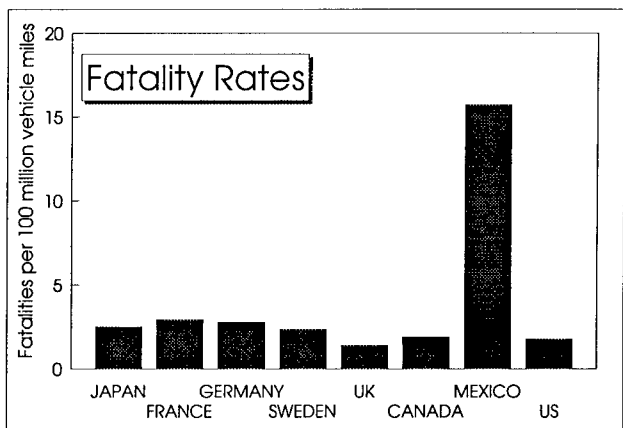
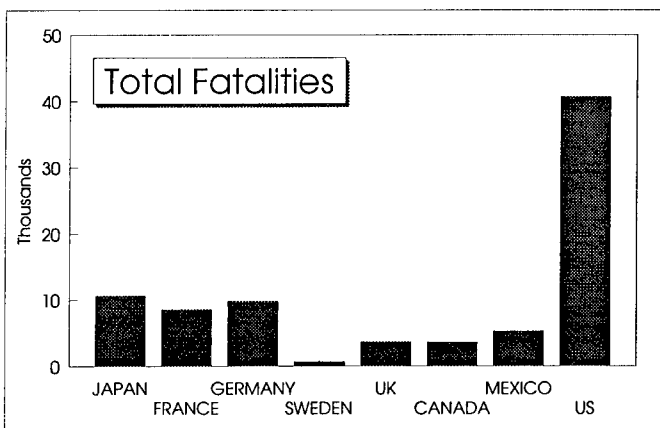
FATALITIES AND FATALITY RATES FOR SELECTED COUNTRIES - 1994

TABLE IN-6
OCTOBER 1996

	ASIA	EUROPE				AMERICA		
	JAPAN	FRANCE	GERMANY	SWEDEN 1/	UNITED KINGDOM 2/	CANADA 1/	MEXICO 1/	UNITED STATES
Fatalities	10,649	8,533	9,805	632	3,650	3,601	5,252	40,676
Fatality Rate per 100 Million Vehicle Miles	2.5	2.9	2.8	2.4	1.4	1.9	15.7	1.8

Source: Prepared from "World Road Statistics," International Road Federation, 1995.

1/ The data in this column are for 1993.
2/ Data in this column, do not include Northern Ireland.



FEDERAL - AID HIGHWAY LENGTH - 1995

KILOMETERS BY JURISDICTION - NATIONAL SUMMARY 1/

TABLE HM-16M
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

JURISDICTION	FEDERAL-AID HIGHWAYS					NON-FEDERAL-AID HIGHWAYS	TOTAL
	NATIONAL HIGHWAY SYSTEM			OTHER	TOTAL		
	INTERSTATE 2/	OTHER	TOTAL				
Rural:							
State Controlled Roads 3/	52,595	135,521	188,116	553,225	741,341	345,955	1,087,296
County Roads	-	524	524	356,247	356,771	2,261,633	2,618,404
Town and Township Roads	-	50	50	9,063	9,113	674,064	683,177
Other Local Governmental Roads	-	50	50	10,027	10,077	288,305	298,382
State Park and Forest Roads	-	12	12	221	233	27,644	27,877
National Park, Forest, and Other Roads	-	134	134	9,974	10,108	264,206	274,314
Total Rural	52,595	136,291	188,886	938,757	1,127,643	3,861,807	4,989,450
Percent - Rural	1.1	2.7	3.8	18.8	22.6	77.4	100.0
Small Urban Areas:							
State Controlled Roads 3/	2,807	9,375	12,182	27,774	39,956	4,686	44,642
County Roads	-	52	52	10,147	10,199	23,911	34,110
Town and Township Roads	-	9	9	3,644	3,653	15,325	18,978
Other Local Governmental Roads	-	155	155	36,555	36,710	134,844	171,554
State Park and Forest Roads	-	-	-	7	7	115	122
National Park, Forest, and Other Roads	-	-	-	83	83	709	792
Total Small Urban Area	2,807	9,591	12,398	78,210	90,608	179,590	270,198
Percent - Small Urban	1.0	3.5	4.6	28.9	33.5	66.5	100.0
Urbanized Areas:							
State Controlled Roads 3/	18,615	28,634	47,249	66,491	113,740	22,291	136,031
County Roads	-	1,346	1,346	51,995	53,341	101,685	155,026
Town and Township Roads	-	47	47	11,641	11,688	66,840	78,528
Other Local Governmental Roads	-	3,101	3,101	132,883	135,984	551,833	687,817
State Park and Forest Roads	-	119	119	251	370	403	773
National Park, Forest, and Other Roads	-	102	102	238	340	1,272	1,612
Total Urbanized Area	18,615	33,349	51,964	263,499	315,463	744,324	1,059,787
Percent - Urbanized	1.8	3.1	4.9	24.9	29.8	70.2	100.0
Total Urban:							
State Controlled Roads 3/	21,422	38,009	59,431	94,265	153,696	26,977	180,673
County Roads	-	1,398	1,398	62,142	63,540	125,596	189,136
Town and Township Roads	-	56	56	15,285	15,341	82,165	97,506
Other Local Governmental Roads	-	3,256	3,256	169,438	172,694	686,677	859,371
State Park and Forest Roads	-	119	119	258	377	518	895
National Park, Forest, and Other Roads	-	102	102	321	423	1,981	2,404
Total Urban	21,422	42,940	64,362	341,709	406,071	923,914	1,329,985
Percent - Urban	1.6	3.2	4.8	25.7	30.5	69.5	100.0
Total Rural and Urban	74,017	179,231	253,248	1,280,466	1,533,714	4,785,721	6,319,435
Percent - Total	1.2	2.8	4.0	20.3	24.3	75.7	100.0

1/ Includes the 50 States, the District of Columbia, and Puerto Rico. 1995 data were estimated by FHWA for the District of Columbia, Hawaii and Iowa. Due to conversion from English to metric units and to rounding, individual cell values may not agree with corresponding mileage table cell values.

2/ Although the Interstate System is part of the National Highway System, its length is shown separately.

3/ Includes State highway agency, State toll and other State agency roads; does not include State park and forest roads.

FEDERAL - AID HIGHWAY LENGTH - 1995

KILOMETERS BY FUNCTIONAL SYSTEM - NATIONAL SUMMARY 1/

COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-18M
OCTOBER 1996

FUNCTIONAL SYSTEM	FEDERAL-AID HIGHWAYS					NON-FEDERAL-AID HIGHWAYS	TOTAL
	NATIONAL HIGHWAY SYSTEM			OTHER	TOTAL		
	INTERSTATE 2/	OTHER	TOTAL				
Rural:							
Principal Arterial:							
Interstate	52,595	-	52,595	-	52,595	-	52,595
Other	-	132,998	132,998	24,786	157,784	-	157,784
Subtotal	52,595	132,998	185,593	24,786	210,379	-	210,379
Minor Arterial	-	2,610	2,610	218,587	221,197	-	221,197
Major Collector	-	626	626	695,384	696,010	-	696,010
Minor Collector	-	27	27	-	27	442,164	442,191
Subtotal	-	653	653	695,384	696,037	442,164	1,138,201
Local	-	30	30	-	30	3,419,643	3,419,673
Total - Rural	52,595	136,291	188,886	938,757	1,127,643	3,861,807	4,989,450
Small Urban:							
Principal Arterial:							
Interstate	2,807	-	2,807	-	2,807	-	2,807
Other Freeways and Expressways	-	1,794	1,794	271	2,065	-	2,065
Other	-	7,597	7,597	12,408	20,005	-	20,005
Subtotal	2,807	9,391	12,198	12,679	24,877	-	24,877
Minor Arterial	-	183	183	31,270	31,453	-	31,453
Collector	-	17	17	34,261	34,278	-	34,278
Local	-	-	-	-	-	179,590	179,590
Total - Small Urban	2,807	9,591	12,398	78,210	90,608	179,590	270,198
Urbanized:							
Principal Arterial:							
Interstate	18,615	-	18,615	-	18,615	-	18,615
Other Freeways and Expressways	-	10,627	10,627	1,816	12,443	-	12,443
Other	-	21,906	21,906	43,481	65,387	-	65,387
Subtotal	18,615	32,533	51,148	45,297	96,445	-	96,445
Minor Arterial	-	694	694	111,093	111,787	-	111,787
Collector	-	97	97	107,109	107,206	-	107,206
Local	-	25	25	-	25	744,324	744,349
Total - Urbanized	18,615	33,349	51,964	263,499	315,463	744,324	1,059,787
Total Urban:							
Principal Arterial:							
Interstate	21,422	-	21,422	-	21,422	-	21,422
Other Freeways And Expressways	-	12,421	12,421	2,087	14,508	-	14,508
Other	-	29,503	29,503	55,889	85,392	-	85,392
Subtotal	21,422	41,924	63,346	57,976	121,322	-	121,322
Minor Arterial	-	877	877	142,363	143,240	-	143,240
Collector	-	114	114	141,370	141,484	-	141,484
Local	-	25	25	-	25	923,914	923,939
Total - Urban	21,422	42,940	64,362	341,709	406,071	923,914	1,329,985
Total - Rural and Urban	74,017	179,231	253,248	1,280,466	1,533,714	4,785,721	6,319,435

1/ Includes the 50 States, the District of Columbia and Puerto Rico. 1995 data were estimated by FHWA for the District of Columbia, Hawaii, and Iowa. Due to conversion from English to metric units and to rounding, individual cell values may not agree with corresponding mileage table cell values.

2/ Although the Interstate System is part of the National Highway System, its length is shown separately.

FEDERAL-AID HIGHWAY LENGTH - 1995
KILOMETERS BY JURISDICTION 1/

TABLE HM-14M
SHEET 2 OF 3
OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with columns for STATE, FEDERAL-AID HIGHWAYS - RURAL, FEDERAL-AID HIGHWAYS - URBAN, and TOTAL. Includes sub-columns for UNDER STATE CONTROL 2/, TOWN AND TOWNSHIP ROADS, UNDER LOCAL CONTROL, UNDER STATE CONTROL 2/, UNDER LOCAL CONTROL, UNDER FEDERAL CONTROL 4/, and TOTAL.

TABLE HM-14M
SHEET 3 OF 3
OCTOBER 1995

FEDERAL - AID HIGHWAY LENGTH - 1995
KILOMETERS BY JURISDICTION 1/

Table with columns for STATE, UNDER STATE CONTROL 2/, UNDER LOCAL CONTROL (COUNTY ROADS, TOWN AND TOWNSHIP ROADS, OTHER JURISDICTIONS 3/), TOTAL, UNDER FEDERAL CONTROL 4/, and TOTAL FEDERAL-AID AND NON-FEDERAL-AID LENGTH. Rows list various US states and include a Grand Total.

JURISDICTION - RURAL - 1995
KILOMETERS BY FUNCTIONAL SYSTEM 1/

TABLE HM-50M
SHEET 1 OF 4
OCTOBER 1996

STATE	INTERSTATE					OTHER PRINCIPAL ARTERIAL					MINOR ARTERIAL					TOTAL
	UNDER STATE CONTROL 2/	UNDER STATE CONTROL 2/	UNDER LOCAL CONTROL			UNDER FEDERAL CONTROL 4/	TOTAL	UNDER STATE CONTROL 2/	UNDER LOCAL CONTROL			UNDER FEDERAL CONTROL 4/	TOTAL			
			COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER JURISDICTIONS 3/				COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER JURISDICTIONS 3/					
Alabama	967	3,313	-	-	-	-	5,838	30	-	-	3	59	5,930			
Alaska	1,661	1,303	-	-	-	-	1,826	177	-	-	16	-	2,019			
Arizona	1,595	1,824	45	-	4	-	3,524	-	-	-	-	-	4,816			
Arkansas	644	3,524	-	-	-	-	8,916	2	-	-	-	-	11,222			
California	2,166	5,828	82	-	10	20	5,940	1,967	-	-	103	136	5,918			
Colorado	1,236	3,471	-	-	-	69	5,703	213	-	-	2	-	801			
Connecticut	163	425	-	-	-	-	792	-	-	9	-	-	169			
Delaware	-	338	-	-	-	9	347	-	-	-	-	-	169			
Dist. of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-			
Florida	1,522	5,484	57	-	-	-	8,725	884	-	-	37	-	4,568			
Georgia	1,299	4,436	54	-	-	-	71	36	-	3	-	149	8,948			
Hawaii 5/	-	201	-	-	-	-	569	-	-	-	-	-	605			
Idaho	856	2,709	-	-	-	-	1,930	-	-	-	-	-	1,932			
Illinois	2,459	4,181	53	-	-	-	7,750	7	-	-	2	-	7,761			
Indiana	1,371	2,729	6	5	1	-	3,571	38	-	-	4	-	3,616			
Iowa 5/	1,021	5,480	-	-	-	-	6,347	15	-	-	7	-	6,363			
Kansas	1,123	5,096	-	-	-	-	6,921	-	-	-	-	-	6,921			
Kentucky	863	3,242	-	-	-	-	2,587	-	-	-	-	-	2,587			
Louisiana	985	1,933	19	-	-	-	2,612	-	-	-	-	-	2,612			
Maine	499	1,259	-	-	-	-	1,718	-	-	-	-	-	1,718			
Maryland	365	884	-	-	-	-	1,511	18	-	-	-	-	1,529			
Massachusetts	261	479	-	31	-	2	681	-	-	388	-	-	1,069			
Michigan	1,191	4,404	26	-	-	-	5,681	726	-	-	-	-	6,436			
Minnesota	1,096	5,739	18	-	-	-	8,623	1,290	-	5	-	-	9,918			
Mississippi	898	2,873	12	4	-	-	5,857	5	-	5	-	442	6,309			
Missouri	1,303	4,897	-	-	-	-	5,470	-	-	-	-	-	5,470			
Montana	1,830	4,133	87	-	-	-	4,220	282	-	-	-	82	4,812			
Nebraska	703	4,415	-	-	2	-	6,728	-	-	-	1	-	6,729			
Nevada	773	2,235	-	-	-	3	1,135	16	-	-	-	-	1,151			
New Hampshire	284	731	-	-	-	-	785	-	-	-	-	-	793			
New Jersey	188	834	15	-	-	-	527	99	1	-	8	-	627			
New Mexico	1,435	2,900	-	-	3	-	3,019	-	-	-	-	-	3,019			
New York	1,281	3,155	46	8	-	-	6,543	122	-	3	9	-	6,677			
North Carolina	1,016	3,565	-	-	-	-	4,370	-	-	-	-	407	4,771			
North Dakota	853	4,711	4	-	-	-	4,044	-	-	-	-	-	4,044			
Ohio	1,336	3,569	2	-	-	-	4,507	38	-	-	14	-	4,559			
Oklahoma	1,160	3,809	-	-	-	-	4,421	-	-	-	-	-	4,421			
Oregon	936	4,562	-	-	-	-	3,088	188	-	-	-	-	3,279			
Pennsylvania	1,739	4,193	-	11	1	-	8,132	-	34	-	32	-	8,198			
Rhode Island	34	101	-	-	-	-	125	-	-	3	-	-	128			
South Carolina	1,080	2,327	-	-	-	-	5,885	7	-	-	-	-	5,892			
South Dakota	1,012	4,079	-	-	-	10	4,069	-	-	-	-	63	5,382			
Tennessee	1,189	2,873	5	-	-	-	5,499	-	-	-	-	-	5,499			
Texas	3,545	10,838	-	-	2	-	15,142	61	-	-	-	1	15,204			
Utah	1,241	1,569	-	-	-	53	2,433	-	-	-	11	-	2,481			
Vermont	451	500	-	-	-	-	511	-	-	1	-	36	1,182			
Virginia	1,140	2,409	-	-	50	-	5,051	-	-	-	-	-	5,524			
Washington	806	3,370	-	-	-	-	2,711	-	-	-	-	-	3,207			
West Virginia	739	1,690	3	-	-	-	2,517	496	-	-	-	-	2,519			
Wisconsin	789	5,442	82	-	-	-	7,813	257	-	4	-	-	8,078			
Wyoming	1,330	2,585	-	-	-	-	2,241	-	-	-	-	-	2,696			
Total	52,434	156,657	616	59	86	209	210,594	7,048	456	327	455	2,301	220,726			
Percent/System	100.0	99.4	0.4	-	0.1	0.1	95.5	3.2	0.2	0.1	1.0	1.0	100.0			

**JURISDICTION - URBAN - 1995
KILOMETERS BY FUNCTIONAL SYSTEM 1/**

TABLE HM-50M
SHEET 3 OF 4
OCTOBER 1995

STATE	INTERSTATE				OTHER FREeways AND EXPRESSWAYS					OTHER PRINCIPAL ARTERIAL				
	UNDER STATE CONTROL 2/	UNDER STATE CONTROL 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER JURIS-DICTIONS 3/	UNDER FEDERAL CONTROL 4/	TOTAL	UNDER STATE CONTROL 2/	COUNTY ROADS	TOWN AND TOWNSHIP ROADS	OTHER JURIS-DICTIONS 3/	UNDER FEDERAL CONTROL 4/	TOTAL	
Alabama	489	33	-	-	-	-	33	1,472	-	-	91	-	1,563	
Alaska	88	-	-	-	-	-	-	91	-	-	-	-	91	
Arizona	284	120	-	-	11	-	131	442	164	-	1,045	-	1,651	
Arkansas	230	166	-	-	-	-	166	842	5	-	82	-	929	
California	1,732	2,088	13	-	36	-	2,137	2,014	1,330	-	6,086	1	9,431	
Colorado	297	325	1	-	22	-	348	772	125	-	458	-	1,355	
Connecticut	393	314	-	-	-	-	314	898	-	77	-	-	975	
Delaware	65	18	-	-	-	-	18	216	-	-	-	-	217	
Dist. of Columbia 7/	19	21	-	-	-	-	31	126	-	-	-	4	130	
Florida	848	627	-	-	-	-	627	3,974	132	-	168	-	4,274	
Georgia	700	264	7	-	-	2	273	2,458	289	83	-	6	2,836	
Hawaii 5/	69	55	-	-	-	-	55	181	36	-	-	-	217	
Idaho	129	-	-	-	-	-	-	231	11	4	111	-	357	
Illinois	1,023	128	1	-	-	-	129	3,732	275	10	156	-	4,173	
Indiana	512	193	9	-	11	-	213	1,760	237	-	496	-	2,493	
Iowa 5/	236	-	-	-	-	-	-	1,006	11	-	106	-	1,122	
Kansas	281	192	-	-	25	-	217	562	-	-	457	-	1,019	
Kentucky	365	147	-	-	-	-	147	1,005	-	66	13	-	1,018	
Louisiana	440	72	-	-	-	-	72	1,112	-	-	183	-	1,361	
Maine	87	30	-	-	-	-	30	280	-	-	1	-	281	
Maryland	411	320	1	-	10	38	369	999	93	-	274	14	1,380	
Massachusetts	649	314	-	-	1	-	315	1,156	-	-	1,353	-	2,509	
Michigan	808	353	-	-	-	-	353	1,500	1,109	-	570	-	3,179	
Minnesota	375	206	-	-	-	-	206	761	83	-	34	-	878	
Mississippi	205	66	-	-	-	-	66	740	14	257	-	-	1,012	
Missouri	593	441	-	-	12	-	453	1,133	111	-	540	-	1,784	
Montana	85	28	-	-	-	-	28	160	26	-	94	-	280	
Nebraska	71	28	-	-	-	-	28	437	34	-	201	-	672	
Nevada	133	38	-	-	-	-	38	292	38	-	42	-	372	
New Hampshire	77	66	-	-	-	-	66	176	-	-	104	-	280	
New Jersey	489	495	-	-	-	-	495	1,439	340	3	91	-	1,873	
New Mexico	174	-	-	-	5	-	5	535	-	-	279	-	814	
New York	1,129	1,132	69	-	134	-	1,335	2,206	349	10	1,483	-	4,048	
North Carolina	546	427	-	-	-	-	427	2,164	-	-	23	-	2,187	
North Dakota	64	-	-	-	-	-	-	242	-	4	17	-	263	
Ohio	1,194	561	8	-	16	-	585	2,632	74	-	490	-	3,196	
Oklahoma	336	208	3	-	5	-	216	824	32	-	444	-	1,300	
Oregon	255	79	3	-	2	-	84	738	59	-	183	-	980	
Pennsylvania	818	801	-	-	2	-	803	3,349	31	65	220	-	3,665	
Rhode Island	77	110	-	-	-	-	110	477	-	51	1	-	529	
South Carolina	254	105	-	-	-	-	105	1,120	1	-	-	-	1,122	
South Dakota	79	5	-	-	5	-	5	134	2	-	45	-	181	
Tennessee	521	174	-	-	9	-	183	1,942	13	-	127	-	2,082	
Texas	1,656	1,845	36	-	115	-	1,996	5,373	332	-	2,285	-	7,990	
Utah	272	13	-	-	-	-	13	406	12	-	17	-	435	
Vermont	64	22	-	-	9	-	31	91	-	5	61	-	157	
Virginia	640	320	1	-	1	40	362	1,703	41	-	25	63	1,832	
Washington	422	502	-	-	6	-	508	434	337	-	942	-	1,713	
West Virginia	145	15	-	-	-	-	15	316	-	7	10	-	326	
Wisconsin	242	308	-	-	1	-	309	1,575	273	-	275	-	2,130	
Wyoming	141	5	-	-	-	-	5	309	4	-	16	-	329	
Total	21,192	13,747	152	-	438	90	14,427	58,537	6,089	576	19,700	89	84,991	
Percent/System	100.0	95.3	1.1	-	3.0	0.6	100.0	68.9	7.2	0.7	23.1	0.1	100.0	

ESTIMATED LANE LENGTH - 1995 LANE KILOMETERS BY FUNCTIONAL SYSTEM 1/

TABLE HM-60M OCTOBER 1996

COMPILED FROM REPORTS OF STATE AUTHORITIES

Table with columns: STATE, INTERSTATE, OTHER PRINCIPAL ARTERIAL, MINOR ARTERIAL, MAJOR COLLECTOR COLLECTOR 2/, MINOR COLLECTOR 2/, LOCAL 2/, TOTAL, INTERSTATE EXPRESSWAYS, OTHER PRINCIPAL ARTERIAL, OTHER FREWAYS AND EXPRESSWAYS, MINOR ARTERIAL, COLLECTOR, LOCAL 2/, TOTAL, ESTIMATED LANE LENGTH. Rows include Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Dist. of Columbia, 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, Total, Percent - Total.

3/ The urban local lane-length was estimated by FHWA.

4/ 1995 data were estimated by FHWA.

5/ North Dakota reports no minor collector length.

1/ Due to conversion from English to metric units and to rounding, individual cell values may not agree with

corresponding mileage table cell values.

2/ Rural minor collector and rural/urban local functional system lane-length estimated by FHWA assuming two

as the number of lanes.

FEDERAL - AID HIGHWAY LENGTH - 1995

KILOMETERS BY TRAFFIC LANES AND ACCESS CONTROL

NATIONAL SUMMARY 1/

COMPILED FROM REPORTS OF STATE AUTHORITIES

TABLE HM-36M
OCTOBER 1996

TRAFFIC LANES AND ACCESS CONTROL 2/	NATIONAL HIGHWAY SYSTEM						OTHER FEDERAL - AID HIGHWAYS		ALL FEDERAL- AID HIGHWAYS	
	INTERSTATE 3/		OTHER		TOTAL		MILEAGE	PERCENT	MILEAGE	PERCENT
	MILEAGE	PERCENT	MILEAGE	PERCENT	MILEAGE	PERCENT				
Rural:										
One-way streets	36	0.1	190	0.1	226	0.1	296	-	522	-
2 lanes	1,630	3.1	97,984	72.0	99,614	52.7	918,648	97.9	1,018,262	90.3
3 lanes	17	-	2,617	1.9	2,634	1.4	1,696	0.2	4,330	0.4
4 or more lanes - undivided	891	1.7	6,882	5.0	7,773	4.1	6,449	0.7	14,222	1.3
Divided highways - 4 or more lanes:										
Degree of access control:										
None	91	0.2	13,295	9.8	13,386	7.1	9,279	1.0	22,665	2.0
Partial	134	0.3	7,963	5.8	8,097	4.3	2,027	0.2	10,124	0.9
Full	49,796	94.6	7,360	5.4	57,156	30.3	362	-	57,518	5.1
Total Rural	52,595	100.0	136,291	100.0	188,886	100.0	938,757	100.0	1,127,643	100.0
Small urban area:										
One-way streets	2	0.1	233	2.4	235	1.9	1,119	1.4	1,354	1.5
2 lanes	10	0.4	3,287	34.4	3,297	26.6	66,105	84.6	69,402	76.5
3 lanes	-	-	163	1.7	163	1.3	725	0.9	888	1.0
4 or more lanes - undivided	15	0.5	1,951	20.3	1,966	15.9	6,349	8.1	8,315	9.2
Divided highways - 4 or more lanes:										
Degree of access control:										
None	6	0.2	1,683	17.5	1,689	13.6	3,132	4.0	4,821	5.3
Partial	12	0.4	1,179	12.3	1,191	9.6	677	0.9	1,868	2.1
Full	2,762	98.4	1,095	11.4	3,857	31.1	103	0.1	3,960	4.4
Total Small Urban Area	2,807	100.0	9,591	100.0	12,398	100.0	78,210	100.0	90,608	100.0
Urbanized Area:										
One-way streets	16	0.1	762	2.3	778	1.5	6,889	2.6	7,667	2.4
2 lanes	25	0.1	6,772	20.3	6,797	13.1	185,489	70.4	192,286	60.9
3 lanes	11	0.1	323	1.0	334	0.6	2,799	1.1	3,133	1.0
4 or more lanes - undivided	502	2.7	6,286	18.8	6,788	13.1	34,726	13.2	41,514	13.2
Divided highways - 4 or more lanes:										
Degree of access control:										
None	302	1.6	7,524	22.6	7,826	15.1	28,034	10.6	35,860	11.4
Partial	82	0.4	3,851	11.5	3,933	7.6	4,485	1.7	8,418	2.7
Full	17,677	95.0	7,831	23.5	25,508	49.0	1,077	0.4	26,585	8.4
Total Urbanized Area	18,615	100.0	33,349	100.0	51,964	100.0	263,499	100.0	315,463	100.0
Total Urban:										
One-way streets	18	0.1	995	2.3	1,013	1.6	8,008	2.3	9,021	2.2
2 lanes	35	0.2	10,059	23.5	10,094	15.7	251,594	73.8	261,688	64.5
3 lanes	11	0.1	486	1.1	497	0.8	3,524	1.0	4,021	1.0
4 or more lanes - undivided	517	2.4	8,237	19.2	8,754	13.6	41,075	12.0	49,829	12.3
Divided highways - 4 or more lanes:										
Degree of access control:										
None	308	1.4	9,207	21.4	9,515	14.8	31,166	9.1	40,681	10.0
Partial	94	0.4	5,030	11.7	5,124	8.0	5,162	1.5	10,286	2.5
Full	20,439	95.4	8,926	20.8	29,365	45.5	1,180	0.3	30,545	7.5
Total Urban	21,422	100.0	42,940	100.0	64,362	100.0	341,709	100.0	406,071	100.0
Total Rural and Urban	74,017	-	179,231	-	253,248	-	1,280,466	-	1,533,714	-

1/ Includes the 50 States, the District of Columbia, and Puerto Rico. 1995 data were estimated by FHWA for the District of Columbia, Hawaii, and Iowa. Due to conversion from English to metric units and to rounding, individual cell values may not agree with corresponding mileage table cell values.

2/ Traffic lanes: reflects the prevailing number of lanes (excluding parking and turning lanes) carrying through traffic during the off-peak period. Access Control: Full Access Control - preference has been given to through traffic movements by providing interchanges with selected public roads and by prohibiting direct driveway connections. Partial Access Control—preference has been given to through traffic movement. In addition to possible interchanges there may be some crossings at grade with public roads, but direct private driveway connections have been minimized.

3/ Although the Interstate System is part of the National Highway System, its length is shown separately.

ANNUAL VEHICLE DISTANCE TRAVELED IN KILOMETERS AND RELATED DATA - 1995 1/
BY HIGHWAY CATEGORY AND VEHICLE TYPE

TABLE VM-1M
OCTOBER, 1996

OFFICE OF HIGHWAY
INFORMATION MANAGEMENT

YEAR	ITEM	PASSENGER CARS	MOTOR-CYCLES	BUSES	OTHER 2-AXLE 4-TIRE VEHICLES 2/	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE TRUCKS 3/	COMBINATION TRUCKS	SUBTOTALS			ALL MOTOR VEHICLES
								PASSENGER CARS AND OTHER 4-TIRE VEHICLES	SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS		
1995	Motor-Vehicle Travel: (millions of vehicle-kilometers)	197,574	1,703	1,144	89,314	10,795	58,973	286,888	69,768		359,503
1994	Interstate Rural	192,374	2,058	1,099	86,963	10,421	54,008	279,337	64,428		346,923
1995	Other Arterial Rural	351,977	2,430	1,825	177,330	20,889	38,747	529,307	59,636		593,198
1994		341,854	2,733	1,857	172,230	19,359	37,033	514,084	56,391		575,065
1995	Other Rural	319,496	2,462	3,174	182,906	20,838	20,400	502,402	41,238		549,276
1994		313,516	2,293	3,046	179,483	22,394	19,113	492,998	41,507		539,845
1995	All Rural	869,047	6,595	6,143	449,550	52,523	118,119	1,318,597	170,642		1,501,977
1994		847,744	7,084	6,003	438,676	52,173	110,153	1,286,419	162,326		1,461,833
1995	Interstate Urban	361,449	2,340	933	143,650	11,504	29,760	505,099	41,264		549,636
1994		349,507	2,285	1,009	138,905	11,243	29,063	488,412	40,306		532,012
1995	Other Urban	1,250,241	6,832	3,196	512,382	36,889	37,926	1,762,623	74,815		1,847,466
1994		1,219,021	7,110	3,302	499,588	35,211	36,093	1,718,609	71,304		1,800,325
1995	All Urban 4/	1,611,689	9,172	4,130	656,033	48,393	67,686	2,267,722	116,079		2,397,102
1994		1,568,528	9,395	4,311	638,492	46,454	65,156	2,207,021	111,610		2,332,337
1995	Total Rural and Urban	2,480,736	15,767	10,272	1,105,582	100,916	185,805	3,586,318	286,721		3,899,078
1994		2,416,272	16,480	10,314	1,077,168	98,627	175,309	3,493,440	273,936		3,794,170
1995	Number of motor vehicles registered 5/	136,066,045	3,767,029	685,504	57,897,398	5,203,810	1,677,264	193,963,443	6,881,074		205,297,050
1994		133,929,661	3,756,553	670,423	57,141,967	4,724,608	1,578,706	191,071,628	6,303,314		201,801,918
1995	Average kilometers traveled per vehicle	18,232	4,185	14,985	19,096	19,393	110,779	18,490	41,668		18,992
1994		18,041	4,387	15,385	18,851	20,875	111,046	18,283	43,459		18,801
1995	Person-kilometers of travel 6/ (millions)	4,561,932	17,344	217,776	1,456,423	100,916	185,805	6,018,354	286,721		6,540,195
1994		4,435,711	18,128	218,663	1,425,713	98,627	175,309	5,861,424	273,936		6,372,151
1995	Fuel consumed 7/ (thousand liters)	258,607,341	741,714	3,649,440	170,152,356	34,742,316	74,428,706	428,759,697	109,171,022		542,321,872
1994		255,578,185	775,252	3,709,719	168,159,303	34,224,146	70,688,662	423,737,489	104,912,809		533,135,268
1995	Average fuel consumption per vehicle (liters) 7/	1,901	197	5,324	2,939	6,676	44,375	2,211	15,865		2,642
1994		1,908	206	5,533	2,943	7,244	44,776	2,218	16,644		2,642
1995	Average kilometers traveled per liter of fuel consumed 7/	9.59	21.26	2.81	6.50	2.90	2.50	8.36	2.63		7.19
1994		9.45	21.26	2.78	6.41	2.88	2.48	8.24	2.61		7.12

1/ The 50 states and the District of Columbia report travel by highway category, number of motor vehicles registered, and total fuel consumed. The travel and fuel data by vehicle type and stratification of trucks, as well as related data, are calculated by the Federal Highway Administration (FHWA). Entries for 1994 have been revised based on the availability of more current data. Estimation procedures include use of the 1992 Census of Transportation Truck Inventory and Use Survey (TIUS) and independent analysis of light truck travel.

2/ Other 2-Axle 4-Tire Vehicles which are not passenger cars. These include vans, pickup trucks, and sport/utility vehicles. Note that in previous years, some minivans and sport/utility vehicles were included in the passenger car category.

3/ Single-Unit 2-Axle 6-Tire or More Trucks on a single frame with at least two axles and six tires.

4/ Urban consists of travel on all roads and streets in urban places with 5,000 or greater population.

5/ Stratification of the truck figures is made by the FHWA based on the 1992 TIUS. The combinations represent approximately the number of tractor-trailers with semi-trailer(s) and a majority of heavy single-unit trucks used regularly in combination with trailer(s).

6/ As estimated by the FHWA using the Nationwide Personal Transportation Study, TIUS, and National Transportation Statistics Annual Report. 1994 data have been revised.

7/ Total fuel consumption figures are derived from state fuel tax records and reflect impacts of improved tax compliance and some one-time changes in Federal and state fuel tax laws. Distribution by vehicle type is estimated by the FHWA based on kilometers per liter for both diesel and gasoline powered vehicles as derived from the 1992 TIUS and other sources.

ANNUAL VEHICLE-KILOMETERS OF TRAVEL - 1995
FEDERAL-AID HIGHWAYS 1/

TABLE VM-3M
OCTOBER 1996

(MILLIONS)

OFFICE OF HIGHWAY
INFORMATION MANAGEMENT

Table with columns: STATE, NATIONAL HIGHWAY SYSTEM (INTERSTATE 2/, OTHER, FEDERAL-AID HIGHWAYS), OTHER FEDERAL-AID HIGHWAYS, ALL FEDERAL-AID HIGHWAYS, ALL NON-FEDERAL-AID HIGHWAYS, TOTAL. Rows list states from Alabama to Wyoming, plus U.S. Total and Grand Total.

1/ Travel for all systems other than Interstate are FHWA estimates based on HPMS and other available data.
Due to conversion from English to metric units and to rounding, individual cell values may not agree with corresponding vehicle-miles table cell values.

2/ Although the Interstate System is part of the National Highway System, its travel is shown separately.

3/ 1995 data were estimated by FHWA.

**MOTOR VEHICLE TRAFFIC FATALITIES AND INJURIES - 1995
BY FUNCTIONAL SYSTEM AND FEDERAL-AID HIGHWAYS**

HIGHWAY CATEGORIES		PUBLIC ROAD LENGTH (KILOMETERS)	ANNUAL VEHICLE-KILOMETERS (MILLIONS)	INJURY ACCIDENTS				PERSONS INJURED 1/				MOST SERIOUS INJURIES 1/2/				PEDESTRIANS INJURED			
				FATAL		NONFATAL 2/		FATAL		NONFATAL 2/		FATAL		NONFATAL 2/		FATAL		NONFATAL 2/	
				NUMBER 3/	RATE 4/	NUMBER	RATE 4/	NUMBER 3/	RATE 4/	NUMBER	RATE 4/	NUMBER	RATE 4/	NUMBER	RATE 4/	NUMBER 3/	RATE 4/	NUMBER	RATE 4/
				FUNCTIONAL SYSTEM				FUNCTIONAL SYSTEM				FUNCTIONAL SYSTEM				FUNCTIONAL SYSTEM			
Rural																			
Interstate	52,434	359,503	2,222	0.62	52,859	14.70	2,691	0.75	86,511	24.06	12,270	3.41	188	0.05	1,319	0.37			
Other Principal Arterial	157,627	346,923	4,359	1.26	116,019	33.44	5,170	1.49	193,931	55.90	7,821	7.82	347	0.10	2,484	0.72			
Minor Arterial	220,726	246,275	4,074	1.65	116,371	47.25	4,730	1.92	194,690	79.05	24,444	9.93	317	0.13	3,000	1.22			
Major Collector	694,771	299,679	4,981	1.66	168,667	56.28	5,681	1.90	259,541	86.61	32,677	10.90	319	0.11	2,795	0.93			
Minor Collector	441,092	80,364	1,512	1.88	55,113	68.58	1,700	2.12	81,221	101.07	9,485	11.80	105	0.13	965	1.20			
Local	3,410,280	169,292	3,631	2.15	155,254	91.74	4,015	2.37	231,255	136.65	22,642	13.38	295	0.17	5,207	3.08			
Subtotal - Rural	4,976,930	1,501,977	20,779	1.38	644,283	44.23	23,987	1.60	1,047,149	69.72	129,088	8.59	1,571	0.10	15,770	1.05			
Urban																			
Interstate	21,192	549,636	1,887	0.34	171,021	32.21	2,145	0.39	274,599	50.32	19,418	3.53	350	0.06	6,160	1.12			
Other Freeways & Expressways	14,427	243,874	1,146	0.47	76,005	31.17	1,281	0.53	116,313	48.51	7,811	3.20	225	0.09	2,016	0.83			
Other Principal Arterial	84,991	596,033	5,353	0.90	549,964	92.27	5,771	0.97	870,185	146.00	66,340	11.13	1,529	0.26	27,026	4.53			
Minor Arterial	142,432	471,972	3,492	0.74	344,976	73.09	3,716	0.79	535,171	113.39	42,986	9.11	826	0.18	19,377	4.11			
Collector	140,537	204,211	1,340	0.66	128,790	63.07	1,425	0.70	193,451	94.73	187,348	91.74	282	0.14	9,742	4.77			
Local	915,598	331,375	3,224	0.97	393,584	118.77	3,473	1.05	572,196	172.67	33,111	9.99	802	0.24	38,353	11.57			
Subtotal - Urban	1,319,177	2,397,102	16,442	0.69	1,670,340	69.68	17,811	0.74	2,555,915	107.04	187,348	7.82	4,014	0.17	102,577	4.28			
Total	6,296,107	3,899,078	37,221	0.95	2,334,623	59.88	41,798	1.07	3,613,064	92.66	316,436	8.12	5,585	0.14	118,447	3.04			
FEDERAL-AID HIGHWAYS (RURAL & URBAN)																			
Interstate System	73,626	909,139	4,109	0.45	229,880	25.29	4,836	0.53	363,110	39.94	32,138	3.53	538	0.06	7,480	0.82			
Other National Highway System 5/	179,013	767,515	8,321	1.08	404,846	52.75	9,587	1.25	655,746	85.44	57,121	7.44	1,348	0.18	13,207	1.72			
Total National Highway System	252,639	1,676,655	12,430	0.74	634,726	37.86	14,423	0.86	1,018,856	60.77	89,259	5.32	1,886	0.11	20,687	1.23			
Other Federal-Aid Highways 6/	1,276,580	1,641,582	16,424	1.00	1,095,946	66.76	18,187	1.11	1,709,536	104.14	161,935	9.86	2,497	0.15	53,235	3.24			
Total Federal-Aid Highways 7/	1,529,219	3,318,236	28,854	0.87	1,730,672	52.16	32,610	0.98	2,728,392	82.22	251,194	7.57	4,383	0.13	73,922	2.23			
Total Non-Federal-Aid Highways 8/	4,766,888	580,843	8,367	1.44	603,951	103.98	9,188	1.58	884,672	152.31	65,242	11.23	1,202	0.21	44,525	7.67			
Total	6,296,107	3,899,078	37,221	0.95	2,334,623	59.88	41,798	1.07	3,613,064	92.66	316,436	8.12	5,585	0.14	118,447	3.04			

1/ Pedestrians injured are included. Most serious injuries are those categorized as incapacitating.
 2/ 1994 information for nonfatal injury accidents, nonfatal injured persons, most serious injured, and pedestrians injured is shown for the District of Columbia, Georgia, Iowa, Massachusetts, Missouri, New Jersey, New York, Ohio, Utah, and Vermont because of incomplete reporting prior to this publication.
 3/ Fatal accident and fatality numbers have been adjusted to agree with State totals obtained from the Fatal Accident Reporting System (FARS) as of June 1, 1996.
 4/ Per 100 million kilometers of travel.
 5/ Includes data for non-interstate facilities, but excludes accident data for about 827 kilometers of collectors and locals.
 6/ Includes urban minor arterial and collector and rural minor arterial and major collector functional systems.
 7/ The category Total Federal-Aid Highways includes Other Federal-Aid Highways and Total National Highway System.
 8/ Includes urban local and rural minor collector and local functional systems.

VEHICLES, DRIVERS AND FUELS

Motor Fuel

Motor Vehicles

Driver Licensing

HIGHWAY FINANCE

Summary for All Units of Government

Federal Highway Finance

State Highway Finance

Local Road and Street Finance

ROAD EXTENT, CHARACTERISTICS, AND PERFORMANCE

National Summaries

Federal – Aid Mileage

Functional System Mileage

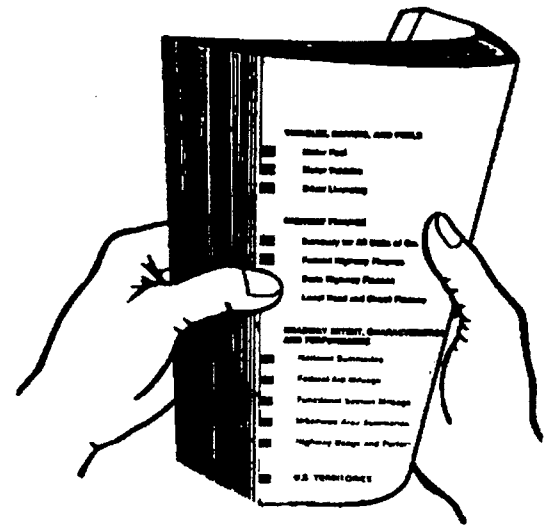
Urbanized Area Summaries

Highway Usage and Performance

U.S. TERRITORIES

INTERNATIONAL

METRIC



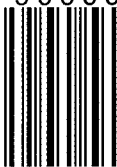
HOW TO USE THIS INDEX

Place left thumb on the outer edge of this page. To locate the desired entry, fold back the remaining page edges and align the index edge with the appropriate page edge mark.

ISBN 0-16-048926-1



9 0000



9 780160 489266