

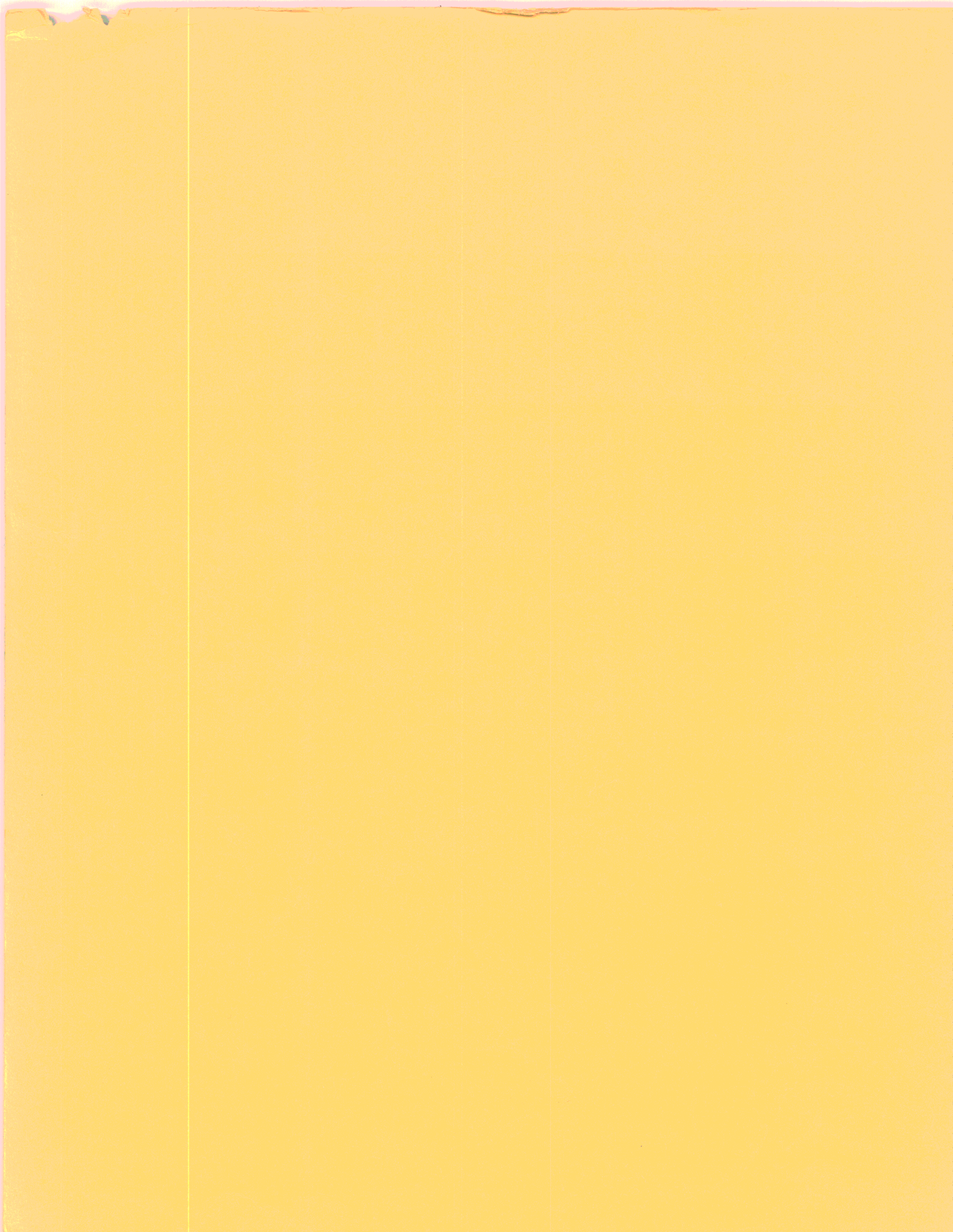
Allen



# HIGHWAY STATISTICS / 1965

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION • BUREAU OF PUBLIC ROADS





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U.S. DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

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BUREAU OF PUBLIC ROADS

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5/15/67

## Preface

This publication was prepared in the Office of Planning of the Bureau of Public Roads by the Highway Statistics Division. The 21st of an annual series, it presents the 1965 statistical and analytical tables of general interest on motor fuel, motor vehicles, driver licensing, highway-user taxation, State highway finance, highway mileage, and Federal aid for highways; and 1964 highway finance data for municipal and rural units of local government.

The Highway Statistics series has been published annually beginning with the year 1945. However, much of the information presented in this and earlier editions will be summarized in a separate publication "Highway Statistics, Summary 1965" that is scheduled for publication immediately after the appearance of this volume. The annual editions of Highway Statistics for 1963 and 1964 are out of print, but those for some earlier years are still available for purchase from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

### COVER PHOTOS:

I-55 (Southwest Expressway) connecting with I-94 (Dan Ryan Expressway), south of the South Branch of the Chicago River, Cook County, Illinois.

U.S. 178, five miles north of Greenwood, South Carolina.

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## MOTOR FUEL

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

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

Diesel fuel is the most widely used of the special fuels, although the use of liquefied petroleum gases, especially butane, is increasing. At the end of 1965, 10 States had imposed higher tax rates on diesel fuel than on gasoline, because of the additional mileage obtained by diesel-powered vehicles from a gallon of fuel. Vermont was the only State that did not tax special fuels in 1965; however, Vermont levied special equalization fees on vehicles that use the special fuels.

The words "exemption" and "refund" have not been used interchangeably; in this publication exemption has been applied when the State purposely

did not collect the tax, and refund has been applied when the State collected the tax and later returned it, in whole or in part. Exemptions are most frequently granted on motor fuel purchased by the Federal Government; they are also granted as allowances for loss through evaporation, spillage, etc. Refunds are granted for nonhighway uses of motor fuel, such as for agriculture, aviation, manufacturing, construction, and marine purposes.

Analyses of 1965 motor-fuel consumption are given in tables G-2 and G-21 through G-25. Table G-2, intended primarily to provide tax data for revenue analysis, shows gallonage taxed, exempted, and refunded regardless of the use of the fuel. The amounts of motor fuel used for highway and nonhighway purposes are shown separately in tables G-21 through G-24. These tables do not include data on fuel purchased by the Federal Government for military use or fuel exported from the United States. The differences that occur between tables G-21 and G-2 are primarily because adjustments have been made to show the gallonage, as nearly as possible, for the period in which it was consumed rather than for the period in which the tax was paid. In tables G-21 through G-24, other adjustments have been made to allow for losses from destruction, evaporation, spillage, etc. Table G-25 gives the 1965 highway use of special fuels by months for all States. Table G-106 shows the provisions governing the disposition of 1965 State motor-fuel tax receipts, and the disposition of motor-fuel tax revenue is given in table G-3.





TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1965<sup>1</sup>

TABLE G-22 JULY 1966

(In thousands of gallons)

Table with columns for STATE, JANUARY through DECEMBER, and TOTAL. Rows list 50 states plus a Total row. The table contains numerical data for fuel consumption in thousands of gallons.

1/ This table is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-23 gives highway use by months, table G-24 gives nonhighway use by purpose of use, and table G-25 gives highway use of special fuels by months (see notes to table G-21). Table G-22 gives a segregation by months of the total consumption reported in the final column of table G-21, and includes losses allowed for evaporation, handling, etc., as well as the highway and nonhighway uses.



## Highway Statistics, 1965

ANALYSIS OF PRIVATE AND COMMERCIAL USE  
OF GASOLINE FOR NONHIGHWAY PURPOSES—1965<sup>1</sup>

(In thousands of gallons)

TABLE G-24  
JULY 1966

STATE	TOTAL NON- HIGHWAY USE 2/	UNCLAS- SIFIED	CLASSIFIED 3/								STATE
			TOTAL	AGRICUL- TURAL USE	OTHER USES						
					TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 4/	CONSTRUC- TION 4/	MARINE	MISCEL- LANEOUS	
Alabama	* 39,208	39,208	(32,498)	(15,623)	(16,875)	(6,078)	-	-	(10,797)	-	Alabama
Alaska	* 35,891	35,891	(26,290)	-	(26,290)	(5,020)	(3,493)	-	(17,777)	-	Alaska
Arizona	25,408	-	25,408	13,713	11,695	6,246	-	1,082	-	812	Arizona
Arkansas	* 30,724	30,724	(28,911)	(20,384)	(8,527)	(8,527)	-	-	-	-	Arkansas
California	207,801	-	207,801	73,103	134,698	5/ 54,626	6,794	14,478	42,593	16,207	California
Colorado	64,698	-	64,698	39,063	25,635	19,486	2,870	1,731	-	1,548	Colorado
Connecticut	14,407	-	14,407	1,791	12,616	3,035	4,756	3,863	829	133	Connecticut
Delaware	9,007	-	9,007	3,917	5,090	2,639	2,137	-	314	-	Delaware
Florida	* 90,767	90,767	(74,721)	(7,585)	(67,136)	(66,104)	-	-	(1,032)	-	Florida
Georgia	* 45,525	45,525	(40,745)	(25,882)	(14,863)	(14,800)	-	-	(63)	-	Georgia
Hawaii	* 14,563	14,563	(13,311)	(3,211)	(10,100)	(9,858)	-	-	(242)	-	Hawaii
Idaho	39,185	-	39,185	32,981	6,204	3,045	3,121	-	38	-	Idaho
Illinois	281,234	-	281,234	243,567	37,667	5,550	20,859	9,314	193	1,751	Illinois
Indiana	135,274	-	135,274	100,723	34,551	19,633	8,098	4,093	130	2,597	Indiana
Iowa	232,765	-	232,765	217,503	15,262	6,321	7,231	1,146	-	564	Iowa
Kansas	158,787	-	158,787	135,738	23,049	8,572	9,756	3,091	46	1,584	Kansas
Kentucky	* 44,647	44,647	(38,384)	(18,084)	(20,300)	(18,437)	-	-	(1,863)	-	Kentucky
Louisiana	* 52,349	52,349	(44,096)	(23,052)	(21,044)	(17,896)	-	-	(3,136)	(12)	Louisiana
Maine	9,743	-	9,743	4,119	5,624	1,251	1,969	-	2,404	-	Maine
Maryland	28,500	-	28,500	12,103	16,397	4,838	6,348	-	4,781	430	Maryland
Massachusetts	38,319	-	38,319	2,443	35,876	28,566	6,220	-	1,090	-	Massachusetts
Michigan	173,989	-	173,989	68,980	105,009	45,306	39,733	4,537	15,433	-	Michigan
Minnesota	181,265	-	181,265	158,579	22,686	14,197	7,334	-	1,155	-	Minnesota
Mississippi	33,860	-	33,860	23,258	10,602	8,016	2,364	-	167	55	Mississippi
Missouri	177,217	-	177,217	124,349	52,868	41,016	11,171	-	681	-	Missouri
Montana	* 46,736	46,736	(42,821)	(37,300)	(5,521)	(5,521)	-	-	-	-	Montana
Nebraska	82,454	-	82,454	73,446	9,008	7,219	1,789	-	-	-	Nebraska
Nevada	11,821	-	11,821	4,400	7,421	5,508	366	750	-	797	Nevada
New Hampshire	3,576	-	3,576	941	2,635	769	544	737	467	118	New Hampshire
New Jersey	* 52,156	52,156	(44,497)	(7,985)	(36,512)	(19,774)	(14,379)	-	(280)	(2,079)	New Jersey
New Mexico	14,356	-	14,356	7,182	7,174	4,177	2,448	512	36	1	New Mexico
New York	206,642	-	206,642	60,578	146,064	42,868	84,577	10,710	4,130	3,779	New York
North Carolina	69,116	-	69,116	45,191	23,925	12,073	7,720	2,359	1,246	527	North Carolina
North Dakota	* 114,909	114,909	(109,401)	(103,349)	(6,052)	(2,913)	(3,139)	-	-	-	North Dakota
Ohio	166,922	-	166,922	92,129	74,793	34,919	11,350	5,724	11,510	11,290	Ohio
Oklahoma	47,075	-	47,075	34,121	12,954	12,954	-	-	-	-	Oklahoma
Oregon	39,880	-	39,880	19,292	20,588	4,901	14,654	-	1,033	-	Oregon
Pennsylvania	* 174,356	174,356	(92,044)	(62,203)	(29,841)	(29,841)	-	-	-	-	Pennsylvania
Rhode Island	1,852	-	1,852	205	1,647	1,110	3	-	534	-	Rhode Island
South Carolina	* 33,017	33,017	(27,952)	(21,743)	(6,209)	(5,803)	-	-	(406)	-	South Carolina
South Dakota	105,462	-	105,462	103,012	2,450	2,261	189	-	-	-	South Dakota
Tennessee	38,221	-	38,221	20,328	17,893	17,076	-	-	-	817	Tennessee
Texas	185,072	-	185,072	97,373	87,699	53,513	5,075	5,298	-	23,813	Texas
Utah	* 22,925	22,925	(14,954)	(9,781)	(5,173)	(5,173)	-	-	-	-	Utah
Vermont	* 4,944	4,944	(4,614)	(4,203)	(411)	(411)	-	-	-	-	Vermont
Virginia	49,074	-	49,074	23,455	25,619	10,349	2,389	9,367	3,089	425	Virginia
Washington	43,848	-	43,848	20,624	23,224	6,796	11,534	-	4,401	493	Washington
West Virginia	10,101	-	10,101	3,578	6,523	3,548	2,939	-	36	-	West Virginia
Wisconsin	118,767	-	118,767	101,647	17,120	8,955	5,147	-	-	3,018	Wisconsin
Wyoming	* 27,040	27,040	(25,264)	(21,429)	(3,835)	(3,835)	-	-	-	-	Wyoming
Dist. of Col.	2,005	2,005	-	-	-	-	-	-	-	-	Dist. of Col.
Partial Totals 6/	-	-	3,005,698	1,963,432	7/ 1,042,266	7/ 501,339	295,040	78,792	96,336	70,759	Partial Totals 6/
Percentage	-	-	100.00	65.32	34.68	-	-	-	-	-	Percentage
Total	3,837,460	831,762	3,005,698	-	-	-	-	-	-	-	Total

1/ This table gives the amounts of gasoline used for nonhighway purposes insofar as data or estimates were available. Table G-24 is one of a series (G-21 through G-25) giving an analysis of motor-fuel consumption. Table G-21 gives the segregation between highway and nonhighway use, table G-22 gives total use by months, table G-23 gives highway use by months, and table G-25 gives highway use of special fuels by months. See notes to table G-21.

2/ Data on private and commercial nonhighway use of gasoline were obtained mainly from an analysis of reported exemptions and refunds. A complete and uniform classification of nonhighway use is impossible because (1) there are considerable differences among the States in the definitions of fluids coming within the purview of the tax, (2) some States allow exemptions or refunds for certain nonhighway uses but did not report the total nonhighway use, (3) some States failed to report a classification of exemptions or refunds according to use, (4) two States, Hawaii and Vermont, do not allow exemptions or refunds for nonhighway use of gasoline. Asterisks (\*) indicate States for which it was necessary to estimate a portion, or all, of the nonhighway use.

3/ For the States for which some but not all nonhighway uses were reported separately, the entire nonhighway gallonage is given in the unclassified column. The known amounts of the respective nonhighway uses are also given in the classified columns in parentheses, but are not added to the column totals.

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

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

6/ Totals for 34 States for which complete classifications of nonhighway use were reported.

7/ Does not include an estimated 3.7 billion gallons of aviation jet fuel.









PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE C-106  
SHEET 1 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>ALABAMA, Tax: 7 Cents, All Motor Fuel</p> <p>Department of Revenue Public Road and Bridge Fund Highway Sinking Fund</p> <p>State Highway Department Public Road and Bridge Fund Cities and Towns</p> <p>State County Aid Fund</p> <p>State Highway Department County Road and Bridge Fund Counties</p> <p>State County Aid Fund</p> <p>County Road and Bridge Fund State Department of Aeronautics Department of Conservation</p>	<p>Amount Required 3 Cents Amount Required</p> <p>The Residue 1 Cent \$62,750</p> <p>Amount Required</p> <p>The Residue 2 Cents 1 Cent</p> <p>Amount Required</p> <p>The Residue 35/100 of 1 Percent Of All State Imposed Taxes On Gasoline (Except Aviation)</p>	<p>Collection and administration of tax. Proceeds are disbursed for the following purposes: Debt service on public road and bridge bonds issued by the various authorities including Alabama Highway Authority (1957, 1959 &amp; 1963 issues), Alabama Highway Finance Corp. and State highway and bridge bonds (4th issue); Administration, construction, and maintenance of public roads and bridges. Construction and maintenance of highways and streets.</p> <p>To provide matching share applied for by the counties for construction of county roads not on State highway system.</p> <p>Administration, construction, and maintenance of public roads and bridges. Construction and maintenance of public roads and bridges in the counties. Construction and maintenance of county roads and bridges outside cities and off the State highway system, subject to inspection by State Highway Department Construction and maintenance of county roads and bridges. Promotion of aviation. To improve boating and boating facilities, seafoods and salt water sports fishing.</p>	<p>Charged monthly; one-half of amount to State's part and one-half to counties' part. Motor fuel other than gasoline: After collection and administration costs, revenue is credited to Public Road and Bridge Fund for administration, construction, and maintenance of public roads and bridges.</p> <p>Distribution of \$5,210 per month to the cities and towns incorporated as of January 1, 1943 is made semiannually on basis of municipal population at last Federal Census.</p> <p>The annual amount required is one-fourth of the four-sevenths credited to the State, less \$62,500 to the cities, of which the amount to each county is not to exceed in any event 1/67 part thereof. Any funds not obligated by a county within a two-year period after the close of the fiscal year are distributed equally among the 67 counties.</p> <p>Distributed equally among the 67 counties.</p> <p>Not to exceed 11 percent of the total amount available.</p> <p>Constitutes the amount counties apply to the County-Aid Fund, which is to be matched by State funds, and expended according to provision governing county aid expenditures.</p> <p>Sixty percent to the State Water Safety Fund of the Water Safety Division. Forty percent to the Seafood Fund of the Seafood Division.</p>
<p>ALASKA, Tax: 8 Cents, All Motor Fuel</p> <p>State General Fund Highway Fuel Tax Account Aviation Fuel Tax Account</p> <p>Marine Fuel Tax Account</p>	<p>Amount Required The Residue 3 Cents On Aviation Gasoline 1-1/2 Cents On Other Aviation Fuels 3 Cents On Fuels Sold For Marine Use</p>	<p>Payment of refunds. Highway construction and maintenance (must be appropriated by legislature). Disbursed by legislative appropriation for aviation facilities.</p> <p>Construction and maintenance of water and harbor facilities (must be appropriated by legislature).</p>	<p>Sixty percent of tax collected at a municipally-owned airport is refunded to that municipality.</p>
<p>ARIZONA, Tax: 7 Cents, All Motor Fuel</p> <p>Motor Vehicle Division, State Highway Department 5 Cents - All Gasoline State Highway Fund</p> <p>Highway Patrol Account Counties and Cities</p> <p>2 Cents - All Gasoline Counties Cities</p> <p>7 Cents - All Other Motor Fuel State Highway Fund Counties State Aviation Fund</p> <p>Lake Improvement Fund</p>	<p>Amount Required Remainder 70 Percent</p> <p>Amount Appropriated 30 Percent</p> <p>20 Percent 40 Percent</p> <p>40 Percent</p> <p>70 Percent 30 Percent Eligible Refunds Not Claimed Within The Statutory Time Period Determined By Formula</p>	<p>Refunds of tax Distributed as follows: Support of Motor Vehicle Division, including collection and administration of motor-fuel, motor-vehicle, and motor-carrier taxes; administration of State Highway Department; construction and maintenance of State highways. Support of Highway Patrol Division (State Highway Police). Construction, improvement, maintenance of county highways or bridges; retirement of and interest on county highway bonds. Improvement, construction, and maintenance of municipal streets and highways; administrative expenses connected therewith; retirement of future issues of bonds for such purposes. Same as County portion of 5 cents gasoline tax. Solely for construction or reconstruction of arterial streets within each city. Same as State portion of 5 cents gasoline tax. Same as State portion of 5 cents gasoline tax. Promotion of aviation. Improvement of water recreational facilities.</p>	<p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues, and expenditures are made from combined revenues.</p> <p>Distributed to each county in proportion to sales of motor fuel; one-third of each county's share to incorporated cities within the county in proportion to their population. If there is no incorporated city or town in a county, the amount allocated thereto shall revert to county.</p> <p>Distributed to each county in proportion to sales of motor fuel. Distributed to the cities in proportion to their population. If arterial needs are complete, a city may then use 25 percent of the tax accruing for maintenance of their streets and the balance of the tax shall revert to the county in which the city is located.</p> <p>Tax on fuel used for aviation purposes is eligible for refund if claimed within specified time limit of 6 months.</p> <p>The amount of fuel tax transferred to the Lake Improvement Fund is determined by a formula based on a survey made each three years of quantity of motor fuels used by watercraft.</p>

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

TABLE G-106  
SHEET 2 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURES	REMARKS
<p>ARKANSAS, Tax: 7.5 Cents, Gasoline, LPG State Apportionment Fund Constitutional and Fiscal Agents Fund Highway Bond and Interest Fund Gasoline Tax Refund Fund County-aid Fund Municipal-Aid Fund State Highway Department Fund</p>	<p>All 3 Percent \$7,175,000 (Annually) Amount Required The Residue 15 Percent 15 Percent 70 Percent</p>	<p>For distribution as shown below: Costs of general State government, including the cost of collection and administration of motor-fuel tax. Debt service on 1941 issue of highway refunding bonds. Gasoline tax refunds - agricultural use and city buses. Construction, maintenance and administration of county roads. Construction, maintenance and administration of municipal streets. Construction, maintenance and administration of State highways.</p>	<p>This is a common fund receiving motor fuel and motor vehicle revenues and distribution is made from combined revenues. Three percent of gross collections is deducted each month prior to distribution.  Distributed among the 75 counties as follows: 31 percent for area, 17.5 percent on motor vehicle license fees, 31 percent on population, and 20.5 percent equally. Distributed among municipalities as follows: \$2.50 per quarter per person up to 1,000 persons; remainder on population basis as per latest Federal census.</p>
<p>CALIFORNIA, Tax: 7 Cents, Gasoline and Diesel 6 Cents, LPG State Motor-Vehicle Fuel Fund Aeronautics Fund Small Craft Harbor Revolving Fund Highway-Users Tax Fund Counties  Cities Cities Cities and Counties State Highway Fund</p>	<p>All Amount Required Appropriation Appropriation Remainder \$0.01625 Per Gallon  \$0.00725 Per Gallon Appropriation Schedule  \$0.0104 Per Gallon The Residue</p>	<p>Administrative expense of the Division of Highway Taxes of the State Board of Equalization and the Tax Collection and Refund Division and Division of Local Government Fiscal Affairs of the State Controller's Office; payment of refunds. Refund, prorata share of collection expenses, administrative expenses of Division of Aeronautics; remainder distributed to cities, counties and airport districts. \$2,000,000 transferred annually for administrative costs and construction and maintenance of small craft harbors and facilities. For distribution as follows: Work on local roads.  Work on city streets. Engineering and administrative costs - city streets.  Acquisition of rights-of-way for, and the construction, reconstruction, improvement, and maintenance of State highways and streets.</p>	<p>A sum equal to the net revenue derived from 1.625 cents per gallon tax is apportioned to counties. (a) Each county shall receive \$1,667 monthly for engineering and administration. (b) Distribution per Sec. 2110 is as follows: 1. \$100,000 annually apportioned to the several counties for snow removal. 2. \$50,000 annually apportioned to 31 counties for storm damage. (c) 75% (of 625 cents per gallon) to the several counties in proportion to the number of fee-paid and exempt vehicles registered in such counties. (d) The number of miles of maintained county roads in each county shall be multiplied by \$42; from the resultant amount, the amount received by each county under subdivision (c) of this paragraph is deducted and the remainder, if any, is paid to the county. (e) Any remaining funds payable after the apportioning of the above is apportioned to the several counties under (c) above. Not less than 20 percent of the funds apportioned under Section 2104 c, d, and e above shall be expended for acquisition of rights-of-way for and construction of roads. The 75 percent of one cent per gallon is transferred to the State Highway Fund for expenditure in cities as provided by Section 194, Streets and Highways Code. Funds transferred to the State Highway Fund for annual apportionment to cities in amounts ranging from \$1,000 to \$20,000 depending upon population bracket specified by law. Above funds to be expended exclusively for engineering costs and administration. Apportioned by Division of Highways to cities and counties for city streets and county roads from funds transferred to State Highway Fund. State highway moneys for construction are to be allocated 45 percent to northern counties and 55 percent to southern counties.</p>
<p>COLORADO, Tax: 6 Cents, All Motor Fuel State Treasurer Department of Revenue, Administration Fund Highway-User Tax Fund  (Continued)</p>	<p>Amount Required Amount Required All Net Revenue</p>	<p>Refund of motor-fuel tax. Collection and refund expense of Motor-Fuel Division and expense of oil inspector. For distribution as follows:</p>	<p>Refunds made by State Treasurer on voucher certified by the Department of Revenue. Expenditures limited to 3 percent of the gross proceeds collected from the motor-fuel tax. This fund receives the net revenue from the following sources: Excise tax on motor fuel; annual registration fees on drivers, motor vehicles, trailers and semitrailers and ton-mile or passenger-mile taxes.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE C-106  
SHEET 3 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURES	REMARKS
<p><u>COLORADO</u> (Continued)</p> <p>Highway-user Tax Fund (Continued)</p> <p>State Patrol Port of Entry Administration</p> <p>State Highway Fund</p> <p>Countries</p> <p>Cities and Incorporated Towns</p>	<p>Appropriation</p> <p>Appropriation</p> <p>Remainder</p> <p>65 Percent</p> <p>26 Percent</p> <p>9 Percent</p>	<p>State police expense.</p> <p>Operation of border inspection stations.</p> <p>Debt service on State highway bonds and notes; State highway construction, maintenance, and administration.</p> <p>Funds may also be used on State highways.</p> <p>Construction, maintenance, and administration of the city street systems.</p> <p>Funds may also be used on State highways.</p>	<p>Legislature appropriates from Highway-User Tax Fund the amount required for operation of State Patrol, and Port of Entry Administration.</p> <p>Allocated to counties as follows: 20 percent in proportion to the rural motor-vehicle registration in each county and 80 percent in proportion to the adjusted mileage of open and used rural roads in each county, excluding mileage of State highways. The city and county of Denver are not considered a county.</p> <p>Allocated to cities as follows: 80 percent in proportion to the adjusted rural motor-vehicle registration in each city and incorporated town and 20 percent in proportion to the mileage of open and used streets in each city and incorporated town, excluding mileage of State highways. The city and county of Denver are considered as a city. Cities and towns having areas of 10 square miles or more and urban vehicle registrations of less than 700 are included with counties.</p>
<p><u>CONNECTICUT</u>, Tax: 6 Cents, All Motor Fuel (7 Cents, Effective 7-1-67)</p> <p>State Comptroller Tax Department</p> <p>State Highway Fund</p> <p>Town-Aid Fund (Improved Road Grant)</p> <p>Town-Aid Fund (Unimproved Road Grant)</p> <p>Motor Vehicle Department</p> <p>State Police Department</p>	<p>Amount Required</p> <p>1965-67 Biennium</p> <p>\$300,000</p> <p>Remainder</p> <p>\$10,000,000 Per Year</p> <p>\$1,000,000 Per Year</p> <p>1965-67 Biennium</p> <p>\$12,482,112</p> <p>\$10,505,353</p> <p>The Residue</p>	<p>Refunds of motor-fuel tax.</p> <p>Collection, administration, and auditing.</p> <p>Construction, reconstruction, improvement, and maintenance of local roads and streets.</p> <p>Construction, reconstruction, improvement, and maintenance of local roads and streets.</p> <p>Collection of motor vehicle revenues, administration of drivers licenses, title law, etc.</p> <p>Salaries and expenses of State Police Department.</p> <p>Right-of-way acquisition, construction, maintenance and administration of State highways, maintenance and operation of Connecticut Turnpike; expenses of Highway Safety Commission; engineering and supervision on Town-Aid roads.</p>	<p>This is a common fund receiving motor-fuel and motor-vehicle revenues; distribution is from combined revenues.</p> <p>Fund is distributed on mileage basis: \$1,400 per mile for first 23 miles in each town, with the balance of the appropriation prorated in the ratio of the remaining mileage in each town to the total of the remaining mileage in all towns.</p> <p>Fund is distributed pro rata to the towns, on the basis of the total mileage of unimproved highways in each town.</p> <p>Represents highway fund share (75 percent) of total budget.</p> <p>Approximately \$500,000 appropriated each year for Town-Aid supervision and engineering.</p>
<p><u>DELAWARE</u>, Tax: 7 Cents, All Motor Fuel</p> <p>State Treasurer State General Fund</p> <p>State Highway Department</p> <p>Motor Vehicle Division</p> <p>Safety Responsibility Division</p> <p>State Police Division</p> <p>Motor Fuel Tax Division</p> <p>Divisions of Construction, Maintenance, Communications, and Administration</p> <p>State Treasurer</p> <p>Municipal Street Aid-Fund</p>	<p>Amount Required</p> <p>Remainder</p> <p>1966-67 Appropriations</p> <p>\$209,370</p> <p>\$31,400</p> <p>\$2,274,346*</p> <p>\$46,420</p> <p>\$8,469,975</p> <p>\$11,679,650</p> <p>\$2,000,000</p>	<p>Refunds of tax.</p> <p>Subject to appropriation for highway or other purposes (see below).</p> <p>Collection and administration.</p> <p>Promote highway safety.</p> <p>Enforcement of traffic laws, general policing duties.</p> <p>Collection and administration.</p> <p>State highway construction and maintenance, suburban community roads.</p> <p>Interest and redemption of State highway bonds, and county highway bonds.</p> <p>For local city street improvements, right-of-way, police equipment, debt service.</p>	<p>Net revenues from road-user taxes go into State General Fund together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues.</p> <p>*Total for all purposes. Total highway portion is sixty percent (estimate).</p> <p>Allocated to each municipality forty percent on the basis of population, sixty percent on the basis of the mileage of streets not maintained by the State. Appropriation is equivalent to the proceeds of one cent of the State motor-fuel tax, but not to exceed \$2,000,000 annually.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

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

TABLE G-106  
SHEET 4 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>FLORIDA</u>, Tax: 7 Cents, All Motor Fuel</p> <p>State Comptroller State Comptroller</p> <p>State General Fund</p> <p>State Road Department</p> <p>State Board of Administration</p> <p>State Road Department</p> <p>Board(s) of County Commissioners</p> <p>State General Fund</p> <p>State Road Department</p> <p>Countries</p>	<p>4 Cents Appropriation</p> <p>Residual</p> <p>4 Percent</p> <p>96 Percent</p> <p>2 Cents</p> <p>Amount Required</p> <p>Residue Of</p> <p>2 Cents</p> <p>80 Percent</p> <p>20 Percent</p> <p>1 Cent</p> <p>4 Percent</p> <p>96 Percent</p> <p>80 Percent</p> <p>20 Percent</p>	<p>Refund of motor-fuel tax.</p> <p>Application to the cost of general State government, including the collection and administration of the motor-fuel tax.</p> <p>State highway construction and maintenance.</p> <p>Payment of principal and interest and establishment of reserves for retirement of county road and bridge bonds issued prior to July 1931.</p> <p>Construction of State-designated roads within the respective counties, or lease of use of any toll road or bridge in the respective counties.</p> <p>Use on roads within the respective counties.</p> <p>Application to the cost of general State government, including the collection and administration of the motor-fuel tax.</p> <p>Construction, maintenance, acquisition of rights-of-way, or payment of debt on State roads within the respective counties.</p> <p>Use on roads within the respective counties.</p> <p>Subject to appropriation for highway purposes.</p> <p>Refund of motor-fuel tax, collection and administration expenses.</p> <p>Construction and maintenance of county and local roads.</p> <p>Construction, maintenance of municipal streets.</p> <p>Construction, maintenance, and administration of highways, including matching Federal-aid funds.</p> <p>Rental payments on roads constructed by authority. Payments are used to retire bonds, pay administrative and operating expenses, and to reimburse the highway department for any funds expended for the authority.</p> <p>Rental payments for bridges and highways constructed by authority.</p> <p>Rental payments on space occupied by highway department.</p> <p>Subject to appropriation for general State purposes.</p>	<p>Annual claims not to exceed \$500,000; excess of appropriation reduces each claim proportionately.</p> <p>This transfer to the State General Fund from State special funds may be reduced only by Act of the Legislature.</p> <p>Credited to the accounts of the 67 counties: 1/3 on the basis of area, 1/3 on population, and 1/3 on contributions each county made to State roads prior to July 1931, or refunded subsequent to that date.</p> <p>This transfer may be reduced only by Act of Legislature.</p> <p>Allocated for expenditure in the 67 counties by same formula as 2-cent tax.</p>
<p><u>GEORGIA</u>, Tax: 6.5 Cents, All Motor Fuel</p> <p>State General Fund</p> <p>Revenue Department</p> <p>Countries</p> <p>Municipalities</p> <p>State Highway Department</p> <p>Rural Roads Authority</p> <p>State Highway Authority</p> <p>State Office Building Authority</p> <p>State General Fund</p>	<p>All</p> <p>Amount Required</p> <p>\$9,317,013</p> <p>\$9,317,000</p> <p>1966-1967</p> <p>Appropriation:</p> <p>\$51,555,394</p> <p>\$16,300,000</p> <p>1 Cent Tax On Unrefunded Aviation, Farm Use, And And Marine Use Fuel</p>	<p>Subject to appropriation for highway purposes.</p> <p>Refund of motor-fuel tax, collection and administration expenses.</p> <p>Construction and maintenance of county and local roads.</p> <p>Construction, maintenance of municipal streets.</p> <p>Construction, maintenance, and administration of highways, including matching Federal-aid funds.</p> <p>Rental payments on roads constructed by authority. Payments are used to retire bonds, pay administrative and operating expenses, and to reimburse the highway department for any funds expended for the authority.</p> <p>Rental payments for bridges and highways constructed by authority.</p> <p>Rental payments on space occupied by highway department.</p> <p>Subject to appropriation for general State purposes.</p>	<p>Net revenues from road-user taxes go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes for a given fiscal year are made from the State General Fund, and must not be less than the motor-fuel tax revenues (less refunds, rebates, and collection costs) received during the preceding fiscal year.</p> <p>\$4,817,013 is distributed among counties in amounts stipulated by statute (1945 Act). \$4,500,000 is distributed in the ratio that the total public road mileage in each county bears to the total public road mileage in the State (1951 Act).</p> <p>Distributed on a population basis.</p> <p>Roads are leased to the highway department for a term not in excess of 50 years. Lease rental not to exceed \$8,500,000 per year.</p> <p>Bridges and highways are leased to the highway department for a term not in excess of 50 years. Lease rental not to exceed \$11,000,000 per year.</p>
<p><u>HAWAII</u>, Tax: 5 Cents, All Motor Fuel</p> <p>State Highway Fund</p> <p>State Airport Fund</p> <p>Small Boat Harbor Maintenance Fund</p>	<p>All</p> <p>1 Cent Tax On Aviation Gasoline</p> <p>5 Cents Tax On Small Boat Fuel</p>	<p>Debt service on county bonds issued prior to January 1, 1945; debt service on State highway bonds and construction and maintenance of State highways.</p> <p>For construction and maintenance of airports.</p> <p>For maintenance and operation of small boat harbors.</p>	<p>The State also levies a special 3-cent tax in Hawaii County with the proceeds dedicated to service of highway bonds. Additional county taxes ranging from 3 to 5 cents per gallon are levied in Hawaii, Honolulu, Kauai, and Maui Counties.</p>
<p><u>TENNESSEE</u>, Tax: 6 Cents, All Motor Fuel</p> <p>Motor Fuels Refund Fund, Motor Fuels Division, State Tax Collector</p> <p>Waterways Improvement Fund</p>	<p>Amount Required</p> <p>1.0 Percent Of Motor Fuel Tax</p>	<p>Refunds of gasoline tax.</p> <p>Construction and improvement of boat ramps and moorings; creation and improvement of parking areas for boating purposes; and promotion of safety, search, and rescue.</p>	<p>15 percent of gross collections credited monthly to Refund Fund. On June 30 of each year all money over \$150,000 in the Refund Fund shall be transferred to the State Highway Fund.</p> <p>1.0 percent of all motor-fuel tax, interest, and penalties, credited to the Waterways Improvement Fund.</p>

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 5 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>ILLINOIS</u> (Continued)</p> <p>State Highway Fund, Department of Highways</p> <p>Cities and Villages</p> <p>County Road and Bridge Fund</p> <p>Department of Law Enforcement</p> <p>Department of Highways</p> <p>State Aeronautics Fund</p>	<p>Remainder</p> <p>4.5 Percent</p> <p>25.5 Percent</p> <p>Amount Required</p> <p>The Residue</p> <p>70.0 Percent</p> <p>\$4,000,592</p> <p>Remainder</p> <p>2.5-Cent Aviation Fuel Tax</p>	<p>Distributed or expended as follows:</p> <p>Construction and maintenance of streets and alleys.</p> <p>Debt service on county highway bonds.</p> <p>County and highway district road and bridge construction and maintenance; debt service on district bonds.</p> <p>State police, safety and ports of entry.</p> <p>Construction, reconstruction, and maintenance of State highways, including State highways in cities; collection and administration of motor-fuel tax.</p> <p>Promotion of aviation.</p>	<p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; the indicated distribution is made from the combined revenues.</p> <p>Apportioned to cities and villages which construct and maintain roads and streets in the proportion that the population of each city or village bears to the total population of all cities and villages in the State.</p> <p>Distributed to the counties on the following basis: 10 percent equal division, 45 percent in proportion to motor-vehicle registration revenue of previous year, and 45 percent in proportion to improved road mileage in each county bears to total in State.</p> <p>Where applicable, counties share with highway and good roads districts on the above formula basis.</p> <p>This appropriation is for the period from July 1, 1965 to June 30, 1967. Proceeds of one-cent fuel tax specifically allocated for matching Federal aid.</p>
<p><u>ILLINOIS</u>, Tax: 5 Cents, All Motor Fuel</p> <p>Motor-Fuel Tax Fund</p> <p>Departments of Revenue and Finance</p> <p>Division of Highways</p> <p>Grade Crossing Protection Fund</p> <p>State Boating Act Fund</p> <p>Road Districts</p> <p>Road Fund, Division of Highways</p> <p>Counties (having less than 500,000 population)</p> <p>Counties (having more than 500,000 population)</p> <p>Municipalities</p>	<p>All</p> <p>Amount Required</p> <p>Amount Required</p> <p>\$100,000 Per Month</p> <p>\$42,000 Per Month</p> <p>Remainder</p> <p>10 Percent</p> <p>35 Percent</p> <p>12 Percent</p> <p>11 Percent</p> <p>32 Percent</p>	<p>For expenditure or distribution as shown below:</p> <p>Collection, administration, and refunds of motor-fuel tax.</p> <p>Administration of counties', cities', and townships' share of motor-fuel tax.</p> <p>To pay part of the cost apportioned by the Illinois Commerce Commission to the State to cover the interest of the public in providing railroad grade-crossing protection on local, county, or township roads or streets in municipalities.</p> <p>Administering boat registration, boat safety education and enforcement, including the construction and improvement of boating facilities.</p> <p>For construction, maintenance, administration and debt service on bonds issued for township and district roads. Also turn over portion of motor-fuel tax to local Mass Transit District if townships are in such district.</p> <p>For construction, maintenance, and administration of State highways. Appropriations may also be made for administrative expenses of other State agencies for related motor vehicle purposes.</p> <p>For construction, administration, and debt service on bonds issued for State highways, county highways and extensions, and 50% for construction of Federal-aid projects on the secondary system. Maintenance of any county highways only. Also may be used for traffic and transportation studies, and local Mass Transit Districts if the county participates in such district.</p> <p>For construction, maintenance, administration and debt service on bonds issued for State highways, county highways, and county highway extensions into municipalities. 50% construction costs of Federal-aid projects. A portion of motor fuel tax may be turned over to local Mass Transit District when the municipality participates in such district and for traffic and transportation studies.</p>	<p>All receipts are placed in Motor-Fuel Tax Fund, from which allocations to other funds are made.</p> <p>Expenditures made by Department of Finance out of Motor-Fuel Tax Fund.</p> <p>Expenditures made by Division of Highways out of Motor-Fuel Tax Fund.</p> <p>Funds are expended by the Department of Public Works and Buildings upon order of the Illinois Commerce Commission.</p> <p>Expenditures made by the Department of Conservation out of State Boating Act Fund.</p> <p>The allocations for road districts are apportioned to each county in the ratio that the mileage of road district roads in that county is to the total road district mileage in the State.</p> <p>This is a common fund receiving motor-fuel and motor-vehicle revenues.</p> <p>Expenditures are made from combined revenues.</p> <p>Funds to counties are allocated in proportion to the amount of motor-vehicle registration fees received from their residents during the preceding year.</p> <p>Under agreement, State may withhold part of county share to provide project matching funds.</p> <p>The municipalities' share is apportioned to the several municipalities in proportion to their population as determined by the last Federal Census.</p> <p>Under agreement, State may withhold part of municipal share to provide matching funds.</p>
<p><u>INDIANA</u>, Tax: 6 Cents, All Motor Fuel</p> <p>Department of State Revenue</p> <p>Motor Vehicle Highway Account</p> <p>Office of Traffic Safety</p> <p>Division of School Traffic Safety Education</p> <p>State Police</p> <p>Cities and Towns</p> <p>Counties</p> <p>State Highway Commission</p>	<p>Amount Required</p> <p>Remainder</p> <p>Amount Appropriated</p> <p>Amount Appropriated</p> <p>Amount Required</p> <p>15 Percent</p> <p>32 Percent</p> <p>The Residue</p>	<p>Collection, administration, and refunds of motor-fuel taxes.</p> <p>For distribution as shown below:</p> <p>Education and improvement of public safety and traffic management.</p> <p>Public education program in schools.</p> <p>Policing the highways of the State</p> <p>Streets and alleys, construction, maintenance, traffic signals and policing.</p> <p>Street cleaning, purchase and repair of street and highway equipment.</p> <p>Construction and maintenance of county highways and bridges including extensions in incorporated towns; and providing for programs of county research and extension to be conducted by Purdue University, and financed by one-eighth of one percent of the counties' share of the motor-vehicle highway account.</p> <p>State highway construction, maintenance, and administration.</p>	<p>This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier revenues; expenditures are made from the combined revenues.</p> <p>Seventy-five percent chargeable to Motor Vehicle Highway Account and 25 percent chargeable to State General Fund.</p> <p>Allocated to cities and towns on the basis that the population of each city and town bears to the total population of all cities and towns at the last preceding U. S. Census.</p> <p>On the basis as follows: 10 of the actual miles, now traveled and in use, of county highways in each county, and 10 percent of the total mileage of all county highways in the State, which shall be determined by the State Highway Commission and the County Highway Department; and 30 percent on basis of motor-vehicle registration to total State registration; and 30 percent on basis of motor-vehicle registration to total State registration; and 30 percent on basis of following year is less than \$22,650,000 then the cities' portion for the following year is reduced by 13 percent of such difference and the counties' portion for the following year is reduced by 54 percent of such difference.</p>

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

TABLE G-106  
SHEET 6 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
IOWA, Tax: 7 Cents, Gasoline and LFG 8 Cents Diesel			
Motor-Vehicle Fuel Tax Fund State Primary Road Fund, State Highway Commission State Road Use Tax Fund	Amount Required 1 Cent Per Gallon On All Motor Fuel Remainder	Collection, administration, and refunds of motor-fuel tax. State highway construction, maintenance and administration. Distributed as shown below:  Whichever is smaller to match Federal-aid for Interstate system construction. For construction and maintenance of institutional and park roads and bridges. To pay expenses of secondary and urban road departments. (For nonprimary expenses, see separate schedule.) For crossing study and for installation of signals.  State highway construction, maintenance and administration. County road construction and maintenance.  Construction of farm-to-market roads. Distributed by the Highway Commission  For construction, reconstruction, or repair and maintenance of roads and streets in cities and towns. Promotion of aviation.	50 percent must be used for improvement on roads and bridges which are 20 feet or less in width. This is a common fund receiving motor-fuel, motor-vehicle, motor-carrier and other revenues; distribution is from the combined revenues.  )Unobligated funds revert to the Road Use Tax Fund for distribution. ) ) )  May not spend more than 35 percent on urban extensions of primary system. Distributed 60 percent on need and 40 percent on area. Counties may authorize portions of their receipts to be transferred to Farm-to-Market Fund. Distributed 60 percent on need and 40 percent on area. 1.5 percent set aside for research. Distributed in proportion that the population of the municipality bears to the total municipal population.
State Primary Road Fund, State Highway Commission  Highway Grade Crossing Safety Fund State Primary Road Fund, State Highway Commission Secondary Road Fund Farm-to-Market Road Fund, State Highway Commission Street Construction Funds of Incorporated Cities and Towns State Aviation Fund	\$2,500,000 Or 1/9 of FRI Funds \$1,000,000 \$200,000  The Residue 17 Percent 30 Percent  10 Percent 13 Percent  Unrefunded Tax On Aviation Fuel		
KANSAS, Tax: 5 Cents, Gasoline and LFG 7 Cents, Diesel			
State General Fund Motor-Vehicle Fuel Tax Refund Fund Highway Fund, State Highway Commission County and Township Road Fund	2 Percent  Amount Required 1/5 Of Remainder  \$3,600,000 Per Year	Costs of collection and administration of tax. Refunds of motor-fuel tax. For expenditure or redistribution as shown below:  Apportioned to counties for construction and maintenance of county and township roads and bridges.  Law enforcement. Parts of Entry and traffic safety promotion and education. \$500 per lane per mile annually to cities for maintenance of connecting links of the State highway system through cities. Construction and maintenance of the State highway system and administration of Highway Commission and Department. For redistribution as follows: Construction and maintenance of city streets.  Construction and maintenance of county roads in addition to matching Federal-aid secondary funds. Same as above.	Additional 2-cent diesel rate does not apply to farm trucks or local urban buses. Expense of Revenue Department paid from State General Fund.  This is a common fund receiving motor-fuel, motor-vehicle and other revenues; distribution is from combined revenues. Apportionment to counties: 40 percent equally and 60 percent on basis of relative assessed valuation of previous years, not less than 50 percent to be in lieu of allocation, State Highway Commission may maintain such streets in any city with consent of governing body.  Funds transferred quarterly to counties and cities by State Treasurer. Distributed in the proportion that the population of each city bears to the total population of all cities in the State. Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage in all counties of the State. 50 percent to cities and 50 percent to counties on same basis as above.
Highway Patrol Fund Highway Fund (Direct Expenditures)  Special County Road and City Street Fund City Streets and Alley Fund County Secondary Funds City and County Funds (above)	\$3,576,828 Amount Required  The Residue  1/5 Of Remainder \$2,500,000 Per Year  \$4,000,000 Per Year  The Residue		
KENTUCKY, Tax: 7 Cents, All Motor Fuel  State Road Fund  Bond Redemption Fund Department of Revenue Department of Motor Transportation Departments of Treasury, Finance, Personnel, Public Relations Department of Commerce Department of Public Safety Department of Highways Division of Rural Highways	All  \$12,793,408 1966-67 Appropriation: \$320,000  \$1,048,760 \$620,000  \$88,125 \$1,500,000 Remainder \$10,000,000 Per Year  2 Cents  The Residue	For expenditure as follows:  Interest and principal on General Obligation Highway Bonds.  Refunds of motor-fuel tax, collection and administration of motor-fuel and motor-vehicle taxes, operators' licenses, usage tax. Motor-carrier tax collection, administration and regulation. General administration, publicity, accounting, etc.  Water investigations, topographic mapping. State police, driver examinations. Maintenance of county roads and bridges.  Construction, reconstruction, and maintenance of rural and secondary roads. Right-of-way, construction, maintenance, and administration of State highways.	All receipts are paid into the State Road Fund, which also receives motor-vehicle and motor-carrier taxes. The indicated expenditures are made from combined revenues.  Revenue from five cents of the seven-cent tax on gasoline used in turnpike operations is allocated to turnpike authorities on a vehicle-mileage basis.  Allocated for expenditure within the several counties as follows: 1/5 equally, 1/5 rural population, 1/5 rural mileage, 2/5 area; any unexpended balances remaining to the credit of any county, carried forward to current year allocation of each county. Secondary or rural roads accepted by Department of Highways become a part of the State Highway system. Department required to pay \$15,650,403 annual rental to Kentucky Turnpike Authority (Ch. 173, laws of 1960).

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 7 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>LOUISIANA, Tax: 7 Cents, All Motor Fuel</p> <p>Department of Revenue</p> <p>Long Range Highway Fund</p> <p>General Highway Fund, Interest and Bond Redemption Account</p> <p>Parish Road System</p> <p>General Highway Fund</p> <p>Special Gasoline Tax Fund to Parishes</p>	<p>Amount Required</p> <p>Remainder</p> <p>5-1/2-Cent Gas Tax</p> <p>7-Cent Motor Fuel Tax</p> <p>Amount Required</p> <p>\$2,357,000</p> <p>Annually</p> <p>The Residue</p> <p>1 Cent</p>	<p>Collection and administration of motor-fuel tax.</p> <p>Interest and principal payments on State highway obligations, including Long Range Highway Bonds.</p> <p>Construction of roads on the Parish Road system.</p> <p>Construction and maintenance of State highways and bridges.</p> <p>Construction and maintenance of roads and bridges in the parishes and streets and bridges in the City of New Orleans. May also be used for drainage purposes in the parish of Concordia.</p>	<p>Not to exceed \$175,000 from 4-cent tax, \$125,000 from 2-cent tax and \$12,000 from 1-cent tax; total \$312,000. Entire amount of inspection fees which is approximately \$400,000 annually, \$10,000 allowed for collection and administration of special fuels tax.</p> <p>Allotted for expenditure among parishes as follows: \$359,000 to Orleans parish (New Orleans); \$2,028,000 allotted to remaining parishes in the ratio that the annual construction and maintenance requirements in each parish bears to the total annual requirements of all parishes, provided no parish receives less than \$5,000. (Act 128, 1955).</p> <p>Apportioned to the parishes and the City of New Orleans in the proportion that the number of gallons of gasoline and motor fuel sold in each parish bears to the total gallons of gasoline and motor fuel sold in each parish. The motor fuel sold in all the parishes and the City of New Orleans for the preceding calendar year as reflected by the annual reports filed by retail dealers under the provisions of R.S. 47:722. Tax refunds made to persons, firms, corporations or associations of persons of any parish shall be used to determine the number of gallons of gasoline and motor fuel to which the refunds apply and the gallons so determined shall be deducted from the total quantity of gasoline and motor fuel sold within said parish during the preceding calendar year, as certified to the Collector of Revenue by the governing body of said parish as required by R.S. 47:722 as amended. Also see R.S. 47:727 as amended.</p>
<p>Lake Charles Harbor and Terminal District</p> <p>Board of Commissioners of Port of New Orleans - Gasoline Tax Account</p> <p>General Highway Fund, Interest and Bond Redemption Account</p>	<p>1/20 Cent</p> <p>9/20 Cent</p> <p>Amount Required</p> <p>The Residue</p>	<p>Debt service, with surplus to be used for current expenses of port.</p> <p>Debt service and current operation of port.</p> <p>Debt service on State highway obligations authorized (\$30,000,000) for construction of tunnel under inner harbor navigation canal, for construction of expressways and approaches to Mississippi River Toll Bridge at New Orleans and for construction and improvement of roads and bridges on Federal-aid primary and urban highway system.</p>	<p>To receive portion necessary to retire annual bond and interest after deducting from debt requirements the amounts received during the year from the New Orleans Levee District and Public Belt Railroad Commission of New Orleans; also the further sum of \$500,000 is to be credited annually for current operating expenses.</p> <p>After crediting the amount due to the Port of New Orleans, the balance, if any, shall be credited to General Highway Interest and Bond Redemption Fund.</p>
<p>MAINE, Tax: 7 Cents, All Motor Fuel</p> <p>General Highway Fund, State Highway Department</p> <p>Sea and Shore Fisheries Commission and Boating Facilities Fund</p> <p>State-Aid Road Fund</p> <p>Town Road Improvement Fund</p> <p>Bureau of Aviation, Excise Tax Division</p> <p>State Police</p> <p>State General Fund</p> <p>Trust Fund</p> <p>Land Damage Board</p> <p>Access Roads - Ski Areas</p> <p>Aeronautical Fund</p> <p>Aeronautical Fund</p>	<p>All</p> <p>1.25 Percent</p> <p>Of All Motor Fuel Tax</p> <p>Remainder</p> <p>1967 Appropriations</p> <p>\$37,104,437</p> <p>\$3,325,000</p> <p>\$1,500,000</p> <p>\$2,825,000</p> <p>\$25,876</p> <p>\$2,308,816</p> <p>\$162,840</p> <p>\$626,586</p> <p>\$56,393</p> <p>\$25,000</p> <p>4 Cents of 7-Cent Tax</p> <p>On Aviation Fuel Used</p> <p>In Piston Engine</p> <p>2 Cents of 7-Cent Tax</p> <p>On Aviation Jet Or</p> <p>Turbo-Jet Fuel</p>	<p>For expenditure or redistribution as follows:</p> <p>Refunds and improvement of commercial fishing and boating facilities.</p> <p>Debt service on State Highway and bridge obligations, State Highway construction and maintenance. Administration of State Highway Commission.</p> <p>State contribution to cities and towns for local road construction.</p> <p>Collection, administration, and refunds of motor-fuel and special-fuels taxes.</p> <p>Support of Highway Police (75 percent of total operating cost).</p> <p>Accounting, auditing, purchasing and legal services rendered to the State Highway Commission.</p> <p>State's share of Employees Retirement Fund (highway employees only).</p> <p>Agency for hearing land damage complaints resulting from land taken for highway purposes.</p> <p>Provide access roads to ski areas.</p> <p>Promotion of aviation.</p> <p>Promotion of aviation.</p>	<p>The General Highway Fund receives entire motor-fuel tax and motor-vehicle revenues. Allotments are appropriated for the fiscal year and transferred out of the General Highway Fund and represent shares of combined motor-fuel tax and motor-vehicle revenue.</p> <p>Net funds distributed 20-80 between Commission and boating fund.</p> <p>Appointments among towns based upon the assessed valuation of the towns.</p> <p>Financing as follows: 50 percent from General Highway Fund, 25 percent from the municipality and/or county and 25 percent from the owner of the ski area. Remainder of tax refunded.</p> <p>Remainder of tax refunded.</p>



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 8 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1961

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>MARYLAND, Tax: 7 Cents, All Motor Fuel Gasoline Tax Division, State Comptroller Gasoline Tax Fund State Roads Commission</p>	<p>Amount Required <math>\frac{5}{7}</math> of Remainder 50 Percent</p> <p>30 Percent</p> <p>20 Percent</p>	<p>Collection, administration, and refunds of tax. Distributed for purposes given below: Payment of principal and interest on State highway construction bonds; to provide sum not in excess of \$5,000,000 in any year to be used for maintenance and operation of State highway system; remainder is used for construction, reconstruction, and major repairs on State highway system. Construction, reconstruction, and maintenance of streets and highways of the city; maintenance on bonds issued for street construction, reconstruction, or maintenance of county road bonds, then for construction and maintenance of local roads.</p>	<p>Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, subject to minimum share adjustment to Kent and Charles Counties. Municipalities which are authorized to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets in the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Roads Commission as of December 1 of each year for the next succeeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.</p>
<p>State Roads Commission Construction Fund</p>	<p><math>\frac{1}{7}</math> of Remainder Amount Required The Residue</p>	<p>Debt service on State highway construction bonds, third issue. Construction, reconstruction and major repairs on State highway system.</p>	<p>Balance will not be subject to transfer to the motor vehicle revenue fund.</p>
<p>MASSACHUSETTS, Tax: 6.5 Cents, All Motor Fuel Highway Fund</p>	<p>Amount Required <math>\frac{98.4}{100}</math> Percent Remainder</p> <p>50 Percent Of All Motor Fuel Tax Remainder</p> <p>1967 Appropriations: \$303,250 \$7,686,250 \$6,889,150* \$6,720,297</p> <p>\$8,750,000*</p> <p>\$7,000,000</p> <p>\$2,700,000</p>	<p>Refunds of tax. Principal and interest on highway debt. Collection and administration of motor-fuel tax. Collection and administration of motor-vehicle fees. Salaries and expenses of State highway police. Purchasing, auditing, personnel, retirement, etc. chargeable to Department of Public Works. Construction and maintenance of boulevards in greater Boston. Construction and maintenance of town and county roads not on State highway system. (See MGLA, Chapter 90.) Repair and improvement of public ways other than State highways. (See MGLA, Chapter 81.) Construction, maintenance, and repair; administration and miscellaneous expenses of State highways. Refunds of tax on marine use. Promotion, access, development, and regulation of fishing and boating.</p>	<p>The Highway Fund receives both motor-fuel and motor-vehicle revenues. Money for refunds furnished by State Treasurer on warrant. Appropriations are from the combined revenues. *Includes general policing costs reimbursed from General Fund. *Includes nonhighway allocations to be reimbursed from General Fund. Expend by Division of Highways, together with funds appropriated by the State and county Quota for each county based on a formula giving 40 percent weight to population, 40 percent to mileage, and 20 percent to area. State provides 50 percent of construction allotments; 33 percent of maintenance allotments. Expend by Division of Highways in towns having a valuation under \$5,000,000 and a "road mileage ratio" of less than twelve (determined by dividing the proportionate part of the State tax per \$1 million by the number of miles of public ways, exclusive of State highways in each town). State appropriates \$275 per mile and the town contributes from a minimum of \$15 per mile to a maximum of \$150 per mile, based on the road mileage ratio.</p>
<p>Metropolitan District Commission Department of Public Works Aid to Towns and Counties</p>	<p>Division of Highways Marine Recreation and Improvement Funds</p>	<p>Collection, administration, and refunds of motor-fuel tax. Collection, administration, and refunds of motor-vehicle taxes. Development of harbors and channels; regulation and control of boating; State participation in certain Federal program.</p>	<p>Distributed to the several funds as follows: Inland Fisheries and Game Fund - <math>\frac{1}{6}</math> Public Access Fund - <math>\frac{2}{6}</math>, Marine Fisheries Fund - <math>\frac{2}{6}</math>, Recreational Boating Fund - <math>\frac{1}{6}</math>.</p>
<p>MICHIGAN, Tax: 6 Cents, All Motor Fuel Motor Vehicle Highway Fund</p>	<p>All</p> <p>Appropriation Appropriation <math>\frac{1}{2}</math> Of 1 Percent of Gasoline Tax Remainder</p>	<p>Department of Revenue Secretary of State State Waterways Commission</p>	<p>The Motor Vehicle Highway Fund receives revenue from motor-vehicle and motor-carrier taxes in addition to that from motor-fuel taxes. The disposition indicated herein applies to the total revenue from all sources.</p>

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE C-106  
SHEET 9 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1947

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>MICHIGAN</u> (Continued)</p> <p>Motor Vehicle Highways Fund (Continued)</p> <p>State Highway Department</p> <p>County Road Commissions</p>	<p>41 Percent Appropriation</p> <p>59 Percent Appropriation</p> <p>The Residue</p> <p>35 Percent Allocation</p> <p>Allocation</p> <p>75 Percent Of The Residue</p> <p>25 Percent Of The Residue</p>	<p>For State trunkline highways - for purposes in order of priority as follows:                      For debt service of highway dedicated tax bonds.                      For debt service of highway dedicated tax bonds.                      For State trunkline highways and bridges.                      Opening, widening, and improving interstate system, specified trunkline highways, and other State trunkline highways.                      For county highways.                      Engineering</p> <p>For snow removal and purchase of equipment used therefore.</p> <p>Debt service on bonds or notes issued under: Act 205, P.A. 1941; Act 143, P.A. 1943; Act 51, P.A. 1951, as amended. Maintenance, improvement, construction, acquisition, and extension of county primary road system and roadside parks and motor parkways appurtenant thereto.</p> <p>Debt service on bonds or notes issued under: Act 143, 1943; Act 51, 1951 as amended. Maintenance, improvement, construction, acquisition, and extension of county local road system and roadside parks and motor parkways appurtenant thereto.</p>	<p>At least 20 percent per annum of each County Commission's share must be used for construction. \$5,000 to each county that employs full-time registered professional engineer.</p> <p>Fund divided among counties having in excess of 71 inches measured snowfall. Divided among 83 counties as follows: 75 percent on basis of registration fees collected within each county; 15 percent on basis of mileage of county roads; 10 percent on basis of mileage of village roads; 15 percent on basis of county roads. Not more than 5 percent may be used for roadside parks. Not to exceed 10 percent of county local road funds may be used on the county primary system. Not to exceed an additional 15 percent of county local road funds may, in case of emergency or, with the approval of the State Highway Commissioner, be used on the county primary system. Divided among the 83 counties as follows: 65 percent on basis of mileage in county local road system; 35 percent on basis of the total population outside of incorporated municipalities. Not more than 5 percent may be used for roadside parks. Not to exceed 10 percent of county primary road funds may be used for the local road system. Not to exceed an additional 15 percent of county primary road funds may, in case of emergency or, with the approval of the State Highway Commissioner, be used on the county local road system.</p>
<p>Incorporated Cities and Villages Major Street Funds</p>	<p>18 Percent 70 Percent</p>	<p>For city and village streets:                      For purposes in order of priority as follows: Amount required for payment of obligations under Act 131, P.A. 1931; debt service of limited access highway dedicated tax bonds; the residue for maintenance, improvement, construction, acquisition, and extension of major street system and roadside parks and parkways appurtenant thereto.</p>	<p>Divided among incorporated cities and villages as follows: 60 percent on basis of population; 25 percent on basis of mileage of major streets; 15 percent on basis of equivalent municipal trunkline mileage. Not more than 5 percent may be used for roadside parks. Any portion of motor-vehicle funds allocated for the local street system may be used on the major street system.</p>
<p>Local Street Funds</p>	<p>30 Percent</p>	<p>Debt service on bonds issued under Act 175, 1952, as amended. Maintenance, improvement, construction, acquisition, and extensions of local street system.</p>	<p>Divided among incorporated cities and villages as follows: 60 percent on basis of population; 40 percent on basis of mileage of local street systems. Up to 25 percent of allocation for major street system may be used additionally for local street system in emergencies.</p>
<p>State Aeronautics Fund - Tax: 3 Cents</p>	<p>Tax On Aviation Use</p>	<p>Development of aviation; improvement of aviation facilities.</p>	<p>This fund also receives revenue from motor-vehicle registration fees. The distribution shown is from combined revenues.                      Collection costs paid from General Fund which is reimbursed from Highway User Tax Distribution Fund by legislative appropriation every two years.</p>
<p><u>MINNESOTA</u>, Tax: 6 Cents, All Motor Fuel Highway User Tax Distribution Fund</p>	<p>All Except Aviation Fuel Tax Amount Required</p>	<p>Redistributed as follows:                      Costs of collection and refunds of motor-fuel tax.                      Costs of collection and refunds of motor-vehicle fees.                      Acquisition and development of parks, game and fish conservation, etc.</p>	<p>Intended to represent fuel used in motor boats.</p>
<p>Gas Tax Collection and Refunds Account</p>	<p>Amount Required 3/4 of 1 Percent Or \$500,000 Which- Ever Is The Lesser</p>	<p>Costs of collection and refunds of motor-vehicle fees.</p>	<p>Amount required during coming fiscal year for debt service is transferred to Trunk Highway Sinking Fund.</p>
<p>Motor Vehicle Fees Collection and Refund Account Conservation Department</p>	<p>3/4 of 1 Percent Or \$500,000 Which- Ever Is The Lesser</p>	<p>Construction and maintenance of county roads including roads in municipalities of less than 5,000 population. Funds are also used to match Federal-aid Secondary Funds.</p>	<p>Before apportionment the following accounts are provided for: One and one-half percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum set aside as is necessary to provide a \$300,000 disaster account; credit to a research account not to exceed one-quarter of one percent of the preceding years apportionment sum; a sum set aside for a State park road account in the amount of three-quarters of one percent of the remainder but not to exceed \$200,000 annually. The residue identified as apportionment sum is apportioned to the several counties under the following formula: 10 percent to equivalent population; 10 percent to equivalent mileage; 20 percent based on County State-Aid Highway mileage; 50 percent based on current estimate of County State-Aid Highway mileage.</p>
<p>Trunk Highway Fund</p>	<p>Residue 62 Percent</p>	<p>Construction, maintenance, and administration of trunk highways systems, including municipal extensions, and support of State Highway Patrol.</p>	<p>Before apportionment the following accounts are provided for: One and one-half percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum equal to two percent of the remainder set aside to provide for a disaster account which shall never exceed five percent of the apportionment sum; credit to a research account not to exceed one-quarter of one percent of the preceding year's apportionment sum. The residue identified as the apportionment sum is apportioned to the various municipalities under the following formula: 50 percent based on current estimate of Municipal State-Aid Street needs; 50 percent based on population.</p>
<p>County-State Aid Highway Fund</p>	<p>29 Percent</p>	<p>Construction and maintenance of roads in municipalities of 5,000 or more population.</p>	<p>Before apportionment the following accounts are provided for: One and one-half percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum equal to two percent of the remainder set aside to provide for a disaster account which shall never exceed five percent of the apportionment sum; credit to a research account not to exceed one-quarter of one percent of the preceding year's apportionment sum. The residue identified as the apportionment sum is apportioned to the various municipalities under the following formula: 50 percent based on current estimate of Municipal State-Aid Street needs; 50 percent based on population.</p>
<p>Municipal-State Aid Fund</p>	<p>9 Percent</p>	<p>Construction and maintenance of roads in municipalities of 5,000 or more population.</p>	<p>Before apportionment the following accounts are provided for: One and one-half percent set aside to reimburse the Trunk Highway Fund for administrative costs; a sum equal to two percent of the remainder set aside to provide for a disaster account which shall never exceed five percent of the apportionment sum; credit to a research account not to exceed one-quarter of one percent of the preceding year's apportionment sum. The residue identified as the apportionment sum is apportioned to the various municipalities under the following formula: 50 percent based on current estimate of Municipal State-Aid Street needs; 50 percent based on population.</p>

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE C-106  
SHEET 10 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>MINNESOTA</u> (Continued)</p> <p>Highway User Tax Distribution Fund (Continued)</p> <p>Trunk Highway Fund County-State Aid Highway Fund Municipal-State Aid Fund Aviation Fuel Tax Fund</p>	<p>5 Percent Of Remainder 70 Percent 21 Percent Unreimbursed Tax On Aviation Fuel</p>	<p>Same as 62 percent of first 95 percent of available funds. Repair and restoration of former trunk highways reverted to counties. Avigation purposes.</p>	<p>Eligible refunds are on a graduated scale based on quantity for which tax was paid in a calendar year. Tax reductions range from one cent per gallon up to 50,000 gallons to five and one-half cents per gallon over 200,000 gallons.</p>
<p><u>MISSISSIPPI</u>, Tax: 7 Cents, Gasoline 10 Cents, Diesel &amp; Kerosene 8 Cents, LFG</p> <p>State Highway Department Fund</p> <p>Motor Vehicle Comptroller Account Aeronautics Commission Fund Boat &amp; Water Safety Commission Fund State Highway Department Fund Highway Bond Sinking Fund County Road Protection Fund - Coast Counties Municipal Aid Fund County Road Fund Municipal Aid Fund</p>	<p>20 Percent</p> <p>Amount Required 1/4 Cent Of This Tax On Aviation Fuel Appropriation 9/14 Of The Remainder Amount Required</p> <p>2 1/4 Cents Per Gallon Taxed In The 3 Counties</p> <p>\$1,000,000</p> <p>The Residue 5/14 Of The Remainder See Remarks</p> <p>The Residue</p>	<p>Construction and reconstruction of highways and roads of the State.</p> <p>Collection, administration and refunds of tax. Construction and improvement of airports. To defray expenses of the commission. Debt service on State Highway bonds. Debt service on seaway bonds, seawall construction and maintenance (as road protection in coast counties). Municipal streets and related usage. State highway construction, maintenance and administration. Municipal streets and related usage. Service of county road and road district obligations, construction and maintenance of roads and bridges in counties.</p>	<p>The 20 percent shall be reduced to a lower percentage if the 20 percent amount required is less than that received in the fiscal year ended June 30, 1965. Amount represents 70 percent of appropriation made by the Legislature.</p> <p>This allocation has priority over all others, but is deducted from the 9/14 State share. Returned to Hancock, Harrison and Jackson Counties. Surplus from Harrison and Jackson Counties to be returned to State Highway Department for debt service on Biloxi Bay Bridge Bonds. The amount paid out of the 9/14 when added to the amount paid out of the 5/14 below cannot exceed \$65,000 to any one municipality in any one calendar year. 1/3 of the 9/14 is designated for construction of roads. 1/12 of product of the total population of all incorporated municipalities in each county times 75 cents. The amount of deductions made and payable to any municipality from any one county's funds shall not exceed \$40,000 in any one calendar year.</p>
<p><u>MISSOURI</u>, Tax: 5 Cents, All Motor Fuel</p> <p>Motor Fuel Tax Fund State Highway Department Fund County Aid Road Trust Fund To incorporated cities and towns with population of more than 200, based on latest decennial census. State Highway Department Fund State Road Fund</p>	<p>All 1 Cent \$65,000 Monthly 25 Percent Of Remainder</p> <p>75 Percent Of Remainder 4 Cents</p> <p>Appropriation</p> <p>The Residue</p>	<p>City and county share of cost of collection and refunds of motor fuel collections. Construction, reconstruction and maintenance of county roads. Construction, maintenance, policing, street lighting and cleaning, and service of debt incurred prior to the effective date of this section. Collection costs and refunds of motor-fuel taxes, motor-vehicle receipts, etc.; expenses of Highway Commission, Highway Department, Highway Patrol, State Auditor, Treasurer, Secretary of State, Director of Revenue, Public Service Commission, as well as the State Highway Department's compensation, etc. (1) Construction, reconstruction, and maintenance of State highways and bridges, including municipal extensions thereof, State parks, public areas, State institution, etc. (2) Construction and maintenance of supplementary highways and bridges. (3) Reimburse counties and other political subdivisions (except incorporated cities and towns) for money expended by them in construction and acquisition of roads and bridges later taken over by the State.</p>	<p>This fund set-up for the distribution of motor-fuel tax receipts. This is a predetermined amount that is refunded every biennium. Fifty percent on ratio of miles of county roads to total miles of county roads in State. Fifty percent on ratio of rural land valuation to total rural land valuation in State. Recalculated annually. Distributed on ratio of population of city, town or village bears to the population of the State. This is a common fund receiving motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues. Expended under direction and supervision of State Highway Commission. Funds allocated for State expenditures in counties in the following manner: One-fourth in the ratio that the area of each county bears to the total area of the State; one-fourth on the basis of population; two-fourths on such basis as the Highway Commission may deem to be in the best interest of highway users.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 11 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>MONTANA, Tax:</b> 6 Cents, Gasoline and LPG 9 Cents, Diesel</p> <p>State Park Fund</p> <p>State Board of Equalization</p> <p>State Highway Fund</p> <p>State Aviation Fund</p>	<p>1 Percent</p> <p>Remainder</p> <p>APPORTIONMENT</p> <p>The Residue</p> <p>1 Cent Of Tax On Aviation Gasoline</p>	<p>Creation, improvement, and maintenance of State parks wherein motor boating is allowed.</p> <p>Refunds of motor-fuel tax.</p> <p>Collection and administration of motor-fuel tax; construction, maintenance, administration of Federal-aid and other roads authorized by law.</p> <p>Regulation of aeronautics and other matters pertaining to aircraft.</p>	<p>One percent represents portion of motor fuel used for propelling boats on waterways of the State.</p> <p>This Fund also receives motor-vehicle revenues.</p> <p>The remaining 5 cents of the tax collected on aviation gasoline is either exempt or refunded.</p>
<p><b>NEBRASKA, Tax:</b> 7.5 Cents, All Motor Fuel</p> <p>Gasoline Tax Fund</p> <p>Division of Motor Fuels, State Tax Commissioner</p> <p>Agricultural and Industrial Refunds, State Tax Commissioner</p> <p>County Treasurers</p> <p>Grade Crossing Protection Fund</p> <p>County Treasurers</p> <p>City and Village Street Funds</p> <p>County Road and Bridge Funds</p> <p>Department of Roads (Highway Cash Fund)</p> <p>City and Village Street Funds</p> <p>County Road Improvement Fund</p> <p>Department of Aeronautics (Aviation Fund)</p>	<p>All</p> <p>Amount Required</p> <p>Amount Required</p> <p>Remainder</p> <p>15 Percent Of 14/15</p> <p>24 Percent Of 14/15</p> <p>\$6,000 Per Month</p> <p>Remainder</p> <p>Amount Required</p> <p>The Residue</p> <p>61 Percent Of 14/15</p> <p>50 Percent Of 14/15</p> <p>20 Percent Of 14/15</p> <p>All Collections From Tax On Aviation Fuel</p>	<p>Refunds on exports, Federal use, errors, to Interstate Carriers, and losses paid out of this fund. The remainder is distributed as shown below:</p> <p>To help pay cost of administering and enforcing motor-fuel tax laws.</p> <p>Six and one-half cents per gallon refund to persons filing claims for gasoline used for agricultural and industrial purposes.</p> <p>For maintenance and improvement of rural free delivery and star mail routes.</p> <p>For local grade crossing protection.</p> <p>Improvements of streets in incorporated cities and villages.</p> <p>Improvements of county roads and bridges.</p> <p>For construction of dustless streets and payment of street improvement bonds.</p> <p>For construction of dustless county roads and payment of dustless road improvement bonds.</p> <p>Development of aviation.</p>	<p>Collection expenses paid out of inspection fees, fuel carrier permits fees, and other incidental fees.</p> <p>Not to exceed one percent of total gasoline tax collected and not to exceed four percent of total special fuels tax collected.</p> <p>Provide two percent deducted from amount of claims for the administration of agricultural and industrial refunds.</p> <p>Distributed among counties each month on a percentage basis set by statute. This percentage remains constant (RSN, 66-422).</p> <p>Distributed among counties each month in same manner as for mail routes. From its share each county credits to the street fund of each incorporated city or village in that county a sum determined by the following formula which is based on the population of the city or village according to the last recent census: 25,500 or less, 10 cents per capita; 25,501 to 27,000, 12 cents; 27,001 to 28,500, 14 cents; 28,501 to 30,000, 16 cents; 30,001 to 31,500, 18 cents; 31,501 to 33,000, 20 cents; 33,001 to 34,500, 22 cents; 34,501 to 36,000, 24 cents; 36,001 to 37,500, 26 cents; 37,501 to 39,000, 28 cents; 39,001 to 40,500, 30 cents; 40,501 to 42,000, 32 cents; 42,001 to 43,500, 34 cents; 43,501 to 45,000, 36 cents; 45,001 to 46,500, 38 cents; 46,501 to 48,000, 40 cents; 48,001 to 49,500, 42 cents; 49,501 to 51,000, 44 cents; 51,001 to 52,500, 46 cents; 52,501 to 54,000, 48 cents; 54,001 to 55,500, 50 cents; 55,501 to 57,000, 52 cents; 57,001 to 58,500, 54 cents; 58,501 to 60,000, 56 cents; 60,001 to 61,500, 58 cents; 61,501 to 63,000, 60 cents; 63,001 to 64,500, 62 cents; 64,501 to 66,000, 64 cents; 66,001 to 67,500, 66 cents; 67,501 to 69,000, 68 cents; 69,001 to 70,500, 70 cents; 70,501 to 72,000, 72 cents; 72,001 to 73,500, 74 cents; 73,501 to 75,000, 76 cents; 75,001 to 76,500, 78 cents; 76,501 to 78,000, 80 cents; 78,001 to 79,500, 82 cents; 79,501 to 81,000, 84 cents; 81,001 to 82,500, 86 cents; 82,501 to 84,000, 88 cents; 84,001 to 85,500, 90 cents; 85,501 to 87,000, 92 cents; 87,001 to 88,500, 94 cents; 88,501 to 90,000, 96 cents; 90,001 to 91,500, 98 cents; 91,501 to 93,000, 100 cents.</p> <p>Distributed among the incorporated cities and villages on a municipal population percentage based on the most recent Federal decennial census. Distributed among the counties on a rural population percentage based on the most recent Federal decennial census.</p> <p>Net collections after administration expenses and refunds have been paid.</p>
<p><b>NEVADA, Tax:</b> 7 Cents Gasoline 6 Cents Special Fuel</p> <p>State Highway Fund</p> <p>Administration</p> <p>Automation</p> <p>Fiscal Accounting</p> <p>Motor License</p> <p>Motor Fuel</p> <p>Motor Carrier</p> <p>Registration</p> <p>Public Service Commission</p> <p>Tax Commission</p> <p>Fish and Game Commission</p> <p>Parks Division</p> <p>TOTAL</p> <p>State Highway Department</p> <p>County Gasoline Tax Fund</p> <p>Tax Commission</p>	<p>4 1/2 Cents (Gas)</p> <p>6 Cents (Special Fuel)</p> <p>Amount Required</p> <p>Fiscal Year 1966-67</p> <p>\$ 239,230</p> <p>251,383</p> <p>71,065</p> <p>1,231,248</p> <p>1,231,248</p> <p>421,200</p> <p>455,387</p> <p>83,053</p> <p>42,000</p> <p>30,000</p> <p>30,000</p> <p>\$3,237,027</p> <p>The Residue</p> <p>1/2 Cent (Gas)</p> <p>\$12,000</p> <p>The Residue</p>	<p>Refunds of tax.</p> <p>The appropriations for 1966-67 are from the combined revenues in the State Highway Fund except as noted.</p> <p>Operation of the various divisions of the Department of Motor Vehicles.</p> <p>Improvement of boating facilities and water craft control.</p> <p>Construction, maintenance and administration of designated State highways and Federal-aid highways.</p> <p>Collection and administration.</p> <p>Construction, maintenance, and repair of county roads.</p>	<p>The State Highway Fund receives both motor fuel tax revenues and motor vehicle taxation revenues.</p> <p>Cost of Administration and collection of the 4 1/2 cent State tax, administered by the fuel tax division, Nevada Tax Commission, is limited by legislative appropriations made from the State Highway Fund, not to exceed one percent of the total proceeds so collected. Cost of Administration and collection of the 6 cent special fuel tax, administered by the carrier division, Department of Motor Vehicles, is also limited by legislative appropriation made from the State Highway Fund.</p> <p>These are considered excise tax on motor fuel used in water craft.</p> <p>Costs of Administration and collection of the 1 1/2 cent, additional tax are made by legislative appropriation from the County Gasoline Tax Fund, administered by fuel tax division, Nevada Tax Commission. The 1/2 cent tax is apportioned equally to the 1/2 cent mandatory tax to go to county road fund, and the 1/2 cent mandatory tax to go to county road fund, following the following apportionment according to latest available Federal census. (a) 25 percent in proportion to road mileage and street mileage. (Non-Federal-Aid Primary Roads). (d) 25 percent in proportion to vehicle miles of travel on roads (Non-Federal-Aid Primary Roads).</p>

(Continued)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 12 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1957

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>NEVADA</u> (Continued) County Gasoline Tax Fund Cities County-City-Regional Street and Highway Fund County Airport Funds</p>	<p>1 Cent Amount Required  1 Cent  6 Cent Tax On Aviation Fuel</p>	<p>Collection, administration and refunds of tax. Construction and maintenance of county roads. Construction and maintenance of city streets, alleys and public highways.  Collection, administration and refunds of tax. Bond payments, project construction of county regional outline. Administrative costs based on contract between county and Nevada Tax Commission, usually about 1/2 percent of collections.  County airport purposes and civilian air patrol.</p>	<p>The 1 cent optional gas tax is allocated monthly to the counties in which tax payments originated. The 1 cent tax is apportioned between the county and incorporated cities within the county in the same ratio as the assessed valuation of property within incorporated cities within the county bears to the total assessed valuation of property within the county. The 1 cent regional optional gas tax is collected on sales within county meeting requirements of creating a regional street highway commission. Tax became effective Aug. 1, 1965 in Clark and Washoe Counties and effective Aug. 1, 1966 in Nye County. The residue (1/4) of counties have not complied with creation of regional street and highway commission as of Aug. 15, 1966 so the tax does not apply at present statewide. If an incorporated city in the county does not become part of the regional commission, the city receives their pro-rated share based on the regional fund and used in the regional area. Administrative expense is limited to 5 percent of gross tax collections. By legislative action \$15,000 is transferred to civilian air patrol prior to disbursement to counties.</p>
<p><u>NEW HAMPSHIRE</u>, Tax: 7 Cents, All Motor Fuel State Treasurer State Highway Fund  State Police Division, Department of Safety State Treasurer Attorney General Motor Vehicle Department State Aid Construction Town Road Aid  State and Town Bridge Aid  Aviation Fund Division of Safety Service, Department of Safety</p>	<p>Amount Required Remainder  Allocation  Amount Required Amount Required Allocation  Allocation  \$250,000  Allocation  The Residue 4-Cent Tax On Aviation Fuel 7-Cent Tax On Motor Boat Fuel</p>	<p>Refunds of tax.  State highway patrol.  Interest and redemption of highway bonds. Legal services for Department of Public Works and Highways. Expenses of conducting and administering motor-fuel and motor-vehicle taxes. Construction and reconstruction of class II highways (State secondary system).  Construction and reconstruction of class IV and V highways (city streets and town roads).  Maintenance of class V highways.  Construction and reconstruction of bridges on class II and V highways.  Construction, maintenance, and administration of State highways, forest roads, and State reservation roads; interest on temporary loans. 50 percent for air navigation facilities; 50 percent for payment of bonds issued for airport construction. Promotion of safety on water navigation facilities.</p>	<p>This is a common fund receiving motor-fuel and motor-vehicle receipts, including all State motor-vehicle fines. Allocations and expenditures are made from the combined revenues. Highway share represents approximately 85 percent of the operating costs of the division.  Expended under direction of Department of Public Works and Highways. Funds are allotted to, and matched by, cities and towns on a sliding scale based on assessed valuation of cities and towns (Ch. 240:6, 240:7). Expended under direction of Department of Public Works and Highways. Funds are apportioned: (A) \$1,250,000 in the ratio that the mileage of class IV and V highways in each city or town bears to the total mileage of class IV and V highways and, (B) \$1,000 per mile of class IV highways which are urban extensions of class II highways. (Ch. 241:1, 241:2, 241:3) 20 percent of appropriations B. (Ch. 241:2, 241:3) Funds are matched by cities and towns on a sliding scale based on assessed valuation. (Ch. 242:9, 242:10.)  Use in motor boats is refundable. Portion not claimed for refunds is paid to Division of Safety Services.</p>
<p><u>NEW JERSEY</u>, Tax: 6 Cents, All Motor Fuel State Treasurer State General Fund  Department of Conservation and Economic Development Department of Law and Public Safety Division of State Police Division of Motor Vehicles Division of Weights and Measures Department of the Treasury Division of Taxation Department of Public Utilities (Continued)</p>	<p>Amount Required Remainder  1967 Appropriations \$125,000 \$11,596,581* \$13,628,727 \$992,777* \$5,663,689* \$2,997,594*</p>	<p>Refunds of tax. Subject to appropriation for highways or other purposes (see below).  Construction of roads and approaches in State parks.  Enforce traffic laws on State highways and turnpikes. Regulation and enforcement of State motor vehicle laws, driver licensing, motor-vehicle inspection, etc. Operates truck weighing stations.  Among other functions, collects and administers motor-fuel taxes through Motor Fuel Tax Bureau. Among other functions, regulates motor carriers and constructs rail-highway grade separation structures on other than State highways.</p>	<p>Net revenues from road-user taxes go into the State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be considered as derived from road-user tax revenues insofar as highway appropriations do not exceed such revenues.  *Traffic activity represents approximately 80 percent of costs of Division. (50 percent of appropriation equals \$9,777,265.) Recoverable costs of financial responsibility and unsatisfied judgment funds are omitted. *Total for all purposes. *Total for all purposes.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 13 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>NEW JERSEY (Continued)</b> State Highway Department Delaware River Joint Toll Bridge Commission State Aid to Counties</p>	<p>\$108,099,890 \$466,544 \$29,155,000</p>	<p>Capital outlay, maintenance and operation of State highways, institutional and park roads, interest and principal on highway improvement bonds. Maintenance and operation of toll bridges. Construction, reconstruction, maintenance and repair of county roads and debt service on local highway bonds issued prior to May 2, 1936.</p>	<p>Cost shared equally with Pennsylvania Construction, reconstruction, maintenance, etc., of county roads, pursuant to R.S. 52:27b-20 - \$8,000,000. Construction, reconstruction, maintenance of county roads on the basis of \$55,000 per county pursuant to R.S. 27:14-1 - \$1,155,000. Extraordinary State aid for county roads of \$30 million (P.L. 1966). Construction, grading and maintenance of municipal roads pursuant to R.S. 27:15-1 - \$4,500,000. Construction or reconstruction of municipal roads on the basis of \$100,000 per county pursuant to R.S. 27:14 - \$2,100,000. Reconstruction of county and municipal roads pursuant to R.S. 27:13 - 10 to 17, \$500,000; extraordinary State aid to municipalities of \$14 million as provided for in P.L. 1966. This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting units at approved locations.</p>
<p>State Aid to Municipalities County and Municipal Aid for Lighting State Highway Department, Division of Local Government Aid</p>	<p>\$20,800,000 \$310,000 \$699,392</p>	<p>Construction, reconstruction, maintenance and grading of municipal roads. Maintenance of highways safety lighting on the State highway system. Administration of State-aid secondary programs.</p>	<p>Construction, reconstruction, maintenance and grading of municipal roads pursuant to R.S. 27:15-1 - \$4,500,000. Construction or reconstruction of municipal roads on the basis of \$100,000 per county pursuant to R.S. 27:14 - \$2,100,000. Reconstruction of county and municipal roads pursuant to R.S. 27:13 - 10 to 17, \$500,000; extraordinary State aid to municipalities of \$14 million as provided for in P.L. 1966. This fund reimburses counties and municipalities for 50 percent of the cost of maintaining lighting units at approved locations.</p>
<p><b>NEW MEXICO, Tax: 6 Cents, All Motor Fuel</b> Gasoline Tax Suspense Fund State General Fund</p>	<p>All 5 Percent</p>	<p>For refund of tax and disposition as follows: Administration</p>	<p>The Bureau of Revenue allocation for administration is provided by legislative appropriation from the State General Fund, provided that 5 percent of the total collections of motor fuel taxes, 3 percent of the municipal sales taxes, and total receipts of liquor, sales and computer taxes are deposited in the State General Fund and the State Highway Patrol Department of Courtesy and Information is allowed 5 percent of total motor-fuel tax collections made by it. Under the jurisdiction of the State Park Commission.</p>
<p>Motorboat Fuel Tax Fund State Aviation Fund Department of Development Highway Debentures Fund State Road Fund</p>	<p>0.2 Percent Unrefunded Taxes Collected on sale of Motor Fuel Used in Aircraft Appropriation Amount Required The Residue</p>	<p>Construction, improvement, and furnishing of boating and related facilities in the State. Construction and development of public airport facilities. Department of Development operations. Debt service on outstanding highway debentures. Maintenance, construction, and improvement of State highways and matching of Federal allotments under the Federal-aid road laws.</p>	<p>Under the jurisdiction of the State Park Commission. \$500,000 for the 1967 fiscal year. Monthly allotments are made to this fund from the Gasoline Tax Suspense Fund. The State Road Fund also receives other highway-user revenues.</p>
<p><b>NEW YORK, Tax: 6 Cents, Gasoline and LFG</b> State Comptroller Highway Account Local Assistance Fund Capital Construction Fund Local Assistance Fund State General Fund</p>	<p>Amount Required 2 Cents Gasoline 3 Cents Diesel Amount Required 20 Percent The Residue 4 Cents Gasoline 6 Cents Diesel 20 Percent Remainder</p>	<p>Refunds of tax. Debt service on State highway obligations. Earmarked for appropriation to counties for local roads and streets. Earmarked for appropriation for highway construction and right-of-way. Distributed as follows: Earmarked for appropriation to counties for local roads and streets. Subject to appropriation for highway or other purposes (see below).</p>	<p>1967 appropriation \$12,739,931. For distribution, see below. See Capital Construction Fund (below). For distribution, see below. Revenues from road-user taxes are deposited in the General Fund for credit to the State General Fund, Local Assistance Fund, and Capital Construction Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from these three funds and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues. *Total for all purposes. (75 percent is applicable to highway law enforcement.) Cost of policing the New York Thruway, and inspecting motor vehicle inspection stations are reimbursed, respectively, by the Thruway Authority, and from vehicle inspection fees. Costs of motor vehicle inspection are reimbursed from receipts of fees from license inspection stations, and from sale of inspection certificates. *Total for all purposes.</p>
<p><b>NEW YORK, Tax: 6 Cents, Gasoline and LFG</b> State Comptroller Highway Account Local Assistance Fund Capital Construction Fund Local Assistance Fund State General Fund State Purposes Fund (General Fund) Executive Department, Division of State Police Conservation Department Department of Motor Vehicles Public Service Department Department of Public Works (Continued)</p>	<p>1967 Appropriations: \$30,125,997* \$1,968,620 \$21,617,551 \$4,605,175* \$51,299,023</p>	<p>Patrolling State highways, thruways, and parkways, and general policing duties. Maintenance and operation of State parkways. Collection and administration of registration and licensing fees, safety promotion, motor vehicle inspection. Registration and operation of motor bus and truck carriers, and other public utility operations. Construction, reconstruction and elimination of grade crossings. Maintenance, repair, operation, snow removal, and administration of State highways.</p>	<p>1967 appropriation \$12,739,931. For distribution, see below. See Capital Construction Fund (below). For distribution, see below. Revenues from road-user taxes are deposited in the General Fund for credit to the State General Fund, Local Assistance Fund, and Capital Construction Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from these three funds and may be considered as derived from road-user taxes insofar as highway appropriations do not exceed such revenues. *Total for all purposes. (75 percent is applicable to highway law enforcement.) Cost of policing the New York Thruway, and inspecting motor vehicle inspection stations are reimbursed, respectively, by the Thruway Authority, and from vehicle inspection fees. Costs of motor vehicle inspection are reimbursed from receipts of fees from license inspection stations, and from sale of inspection certificates. *Total for all purposes.</p>

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

TABLE G-106  
SHEET 14 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>NEW YORK (Continued)</b> Department of Taxation and Finance Miscellaneous Tax Bureau East Hudson Parkway Authority Highway Debt Sinking Fund Highway Serial Bonds Grade Crossing Elimination Debt Fund Local Assistance Fund (General Fund) Department of Public Works State Aid to Counties</p>	<p>\$5,936,128* \$859,141 \$286,731 \$7,094,627 \$2,916,712 1967 Appropriations: \$2,115,723</p>	<p>Collection and administration of motor-fuel taxes, refunds, track use tax, and other State taxes. Operation, maintenance and repair of Taconic State Parkway. Debt service on highway bonds. (Allocations only.) Debt service on grade crossing elimination bonds. (Allocations only.) Construction and improvement of county roads (excludes counties comprising New York City). Repair and improvement of town highways outside of cities and incorporated villages. To aid towns in the improvement, repair, or reconstruction of town highways outside incorporated villages. Administration of State aid for town highways. Construction, reconstruction, and maintenance of county roads, snow removal, bridge construction and debt service. Construction and maintenance of city streets, highways and parkways. Construction and maintenance of county roads and streets; traffic and transportation studies. Construction and maintenance of city, town and village streets; traffic and transportation studies. Installation of grade crossing protective devices, reconstruction of grade separation structures. Construction of shops and storehouses. Right-of-way and construction of State and Federal-aid highways, arterials, etc. Right-of-way and construction of State parkways. Grade crossing elimination projects.</p>	<p>*Total for all purposes.  Reimbursed to some extent from railroad company payments.  Payment on matching basis to each participating county, except that no county shall receive more than \$30 per mile for the total mileage of county highways outside of cities and incorporated villages. (Sec. 112, Highway Law.)  Allocated to towns in amounts from a minimum of \$75 to a maximum of \$150 on each mile of town highway, adjusted by the proceeds of a town highway property tax of 1-1/2 mills. (Sec. 279, Highway Law.)  Paid to towns on claim for work completed. In amounts not less than 25 percent, nor more than 75 percent of a cost of \$9,000 per mile of project. (Article VIII-A, Highway Law.)  Distributed to each county in the proportion that the total mileage of public highways within the county, outside of cities and incorporated villages, not including State and county highways, bears to the total mileage of such highways in the State. Total amount is equal to 10 percent of gasoline and diesel fuel tax collections. (Sec. 112-A, Highway Law.) Includes \$9,400,000 derived from Highway Account (see above).  Distributed to counties comprising the city of New York. Total amount is equal to 10 percent of gasoline and diesel tax collections. (Sec. 112-A, Highway Law.) Includes \$9,400,000 derived from Highway Account (see above).  Payments to each county, including counties comprising the city of New York, in amounts equal to 25 percent of the motor vehicle and operators license fees (in cities as defined in Highway Law) were collected from residents of the county. Amount is equal to 25 percent of additional motor vehicle fees (levied after 1965). Distribution does not include city of New York.  First instance appropriations, i.e., those that will be recovered by Federal fund reimbursement, or from other sources, are omitted. Includes \$128,500,000. Includes \$11,740,000 for East Hudson Parkway Authority. (Advance.)  Highway fund receives 6 cents motor-fuel, motor-vehicle, and motor-carrier taxes, and other revenues. The appropriations shown are from the combined revenues, except as noted.  An amount equal to 1/2 cent of the gasoline tax is allocated to eligible cities and towns 5 percent on the basis of population and 50 percent on the basis of the mileage of public streets that are not a part of the State highway system (Ch. 135-h1.2)</p>
<p>State Aid to Towns Town Highway Improvement Program Bureau of Municipal Public Works Department of Taxation and Finance Counties' Share of Motor Fuel Tax New York City's Share of Motor Fuel Tax Counties' Share of Motor Vehicle Fees Cities, towns and villages share Capital Construction Fund (General Fund) Department of Public Service Department of Public Works Highway Buildings Highways State Parkways Grade crossing elimination</p>	<p>\$5,599,199 \$5,800,000 \$175,055 \$27,600,000 \$27,600,000 \$44,375,000 \$4,625,000 1967 Appropriations: \$100,000 \$4,823,000 \$321,200,000 \$33,561,000 \$17,000,000</p>	<p>Administration of State aid for town highways. Construction, reconstruction, and maintenance of county roads, snow removal, bridge construction and debt service. Construction and maintenance of city streets, highways and parkways. Construction and maintenance of county roads and streets; traffic and transportation studies. Construction and maintenance of city, town and village streets; traffic and transportation studies. Installation of grade crossing protective devices, reconstruction of grade separation structures. Construction of shops and storehouses. Right-of-way and construction of State and Federal-aid highways, arterials, etc. Right-of-way and construction of State parkways. Grade crossing elimination projects.</p>	<p>Distributed for expenditure as follows:  Refunds of gasoline tax. Collection and administration of motor-fuel tax. Collection of motor-vehicle registration fees and motor-carrier taxes; administration of motor-vehicle laws; State Highway Patrol and safety. Bus investigation (regulation of franchise buses and trucks). Administration of State Highway Department; construction, maintenance, and betterment of State primary and secondary highways and municipal extensions, and scenic parkways. Construction, reconstruction, and maintenance of municipal streets.  Interest and redemption of State Highway bonds.</p>
<p><b>NORTH CAROLINA, Tax: 7 Cents, All Motor Fuel</b> State Highway Fund, State Treasurer Department of Revenue Department of Motor Vehicles Utilities Commission State Highway Commission Municipalities State Highway Bond Fund, State Treasurer</p>	<p>6 Cents  Amount Required Appropriation Appropriation Appropriation Appropriation  1/2 Cent  1 Cent</p>	<p>Collection and administration of motor-fuel tax. Collection of motor-vehicle registration fees and motor-carrier taxes; administration of motor-vehicle laws; State Highway Patrol and safety. Bus investigation (regulation of franchise buses and trucks). Administration of State Highway Department; construction, maintenance, and betterment of State primary and secondary highways and municipal extensions, and scenic parkways. Construction, reconstruction, and maintenance of municipal streets.  Interest and redemption of State Highway bonds.</p>	<p>Deduction for collection and administration is entirely from the 6 cent gasoline tax. From April 1 - September 30, each year, refund claims may be assigned to dealers by purchasers of gasoline used for agricultural purposes.  This fund also receives a portion of motor vehicle revenues. Special fuels tax distributed as follows: 79 percent to the State Highway Fund for construction only; of the remainder, an amount to the County Highway Fund of each county not to exceed that received during the fiscal year 1960; the residue allocated equally to counties (on a registration basis) and to cities and villages (on a population basis). Distributed quarterly to the counties in proportion to the number of motor vehicle registrations credited to each county in the preceding year. All unclaimed refunds of tax refundable aviation motor fuel collections are available to the North Dakota Aeronautics Commission.</p>
<p><b>NORTH DAKOTA, Tax: 6 Cents, All Motor Fuel</b> State Auditor - Gas Tax Division Gas Tax Refunds Fund State Highway Fund County Highway Aid Fund Aeronautics Commission</p>	<p>Appropriation Amount Required Remainder 3/6  1/6</p>	<p>Collection and administration fund. Refunds on tax. Construction and maintenance of roads and bridges on the State highway system; costs of State Highway Patrol, including safety. Construction and maintenance of county roads and bridges. For use on small landing strips near highways and communities in State.</p>	<p>Deduction for collection and administration is entirely from the 6 cent gasoline tax. From April 1 - September 30, each year, refund claims may be assigned to dealers by purchasers of gasoline used for agricultural purposes.  This fund also receives a portion of motor vehicle revenues. Special fuels tax distributed as follows: 79 percent to the State Highway Fund for construction only; of the remainder, an amount to the County Highway Fund of each county not to exceed that received during the fiscal year 1960; the residue allocated equally to counties (on a registration basis) and to cities and villages (on a population basis). Distributed quarterly to the counties in proportion to the number of motor vehicle registrations credited to each county in the preceding year. All unclaimed refunds of tax refundable aviation motor fuel collections are available to the North Dakota Aeronautics Commission.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 15 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>OHIO, Tax: 7 Cents, All Motor Fuel</b> Waterways Safety Fund	1/2 of 1 Percent of Gross Tax Receipts	Acquiring, constructing and maintaining harbors, channels and facilities for vessels in navigable waters.	Sufficient amounts are placed in rotary funds to equal refunds certified by the Tax Commission.
Rotary Funds, Gasoline Division	Amount Required	Administration expense and refunds of motor-vehicle fuel taxes.	Amount necessary taken from the fourth tax of 2 cents.
Department of Highway Safety	Remainder	Collection and administration of motor vehicle registration, hospital claims, highway taxes.	
Highway Construction Fund, Department of Highways	47.8 Percent	Distribution of State Highway Funds	Director of Highways may expend funds on urban extensions of State highways, (57-1/2 percent of second 2 cents and remainder of fourth tax of 2 cents).
Maintenance and Repair Fund, Department of Highways	12.9 Percent	Construction of State highways, including grade crossing elimination.	(45 percent of first 2-cent tax.)
Counties (to be paid to Townships)	9.3 Percent	Maintenance of roads.	7.2 percent from maintenance and 2.1 percent from construction funds (25 percent of first 2 cents and 7-1/2 percent of second 2 cents); distributed to counties in equal portions.
Municipalities	5.0 Percent	Construction and maintenance of roads.	From construction funds (7-1/2 percent of second 2 cents). County may expend on streets and highways. County engineer must approve plans and specifications; distributed equally among counties.
State Highway Bond Retirement Fund	10.7 Percent	Construction and maintenance of city streets, street cleaning, and traffic lights.	8.6 percent from maintenance, 2.1 percent from construction funds (30 percent of first 2 cents and 7-1/2 percent of second 2 cents); allocated on basis of number of vehicles registered in preceding year. In cities on State highway system 7-1/2 percent of the 30 percent of the first 2 cents and 7-1/2 percent of the second 2 cents shall be spent on municipal extensions thereof. Remainder of third tax of one (1) cent.
<b>OKLAHOMA, Tax: 6.5 Cents, All Motor Fuel</b> Oklahoma Turnpike Authority Motor Fuel Tax Trust Fund	97 Percent of 97-1/2 Percent of The Tax On All Fuels Consumed On Oklahoma Turnpike Road System's \$1,000,000 Annually	Payments of interest, principal and charges for the issuance and retirement of major thoroughfare construction bonds.	If additional bonds are sold, allotment will be raised to \$3,000,000 annually.
State Tax Commission Fund	3 Percent	Collection and administration of tax.	
State Tax Commission Fund	Remainder Of 4 Cents	Collection and administration of tax.	
State Highway Construction and Maintenance Fund	70 Percent	Construction and maintenance of State highways.	(Special fuels tax distributed as follows: of 4 cents - 3 percent to State Tax Commission, 72-7/5 percent to State Highway Construction and Maintenance Fund, and 24-25 percent to counties in proportion to the population of the State, of first cent county bears to State Highway Construction and Maintenance Fund; and of 1-1/2 cents - 100 percent to counties subject to the same general provisions as for regular tax.)
Incorporated Cities and Towns	5 Percent	Construction and maintenance of streets and alleys.	These funds are distributed to cities and towns in the proportion which the population, as shown by the last Federal Census, bears to the total population of all incorporated cities and towns in the State.
County Highways Funds	22 Percent	Construction and maintenance of county or township highways and debt service of county highway bonds, less one third of one percent to State Examiner for auditing county books.	Distributed among counties as follows: 40 percent in the proportion which the county road mileage of each county bears to the entire State road mileage as certified by the State Highway Commission; 60 percent on the basis which the population and area of each county bears to the total population and area of the State.
State Highway Construction and Maintenance Fund	Remainder Of 2-1/2 Cents	For construction and maintenance of farm-to-market roads.	Apportioned in the same manner as county funds listed above after one third of one percent is paid to State Examiner for auditing county books.
County Highway Funds	1 Cent	Construction and maintenance of township highways and permanent bus routes.	Distributed to counties on following basis: One-third on area; one-third on rural population, defined as including the population of all municipalities with a population of less than 5,000 (according to the 1940 Federal decennial census adjusted by one-half (1/2) the increase or decrease that would result through using the 1950 Federal decennial census); one-third on county road mileage, as certified by the State Highway Commission.
County Special Funds	1 Cent	Construction on bridges and culverts on school bus and mail routes and resurfacing these routes, less one third of one percent to State Examiner for auditing county books.	
Oklahoma Aeronautics Commission State General Fund	8 Cent Tax On Aviation Fuel \$3,000 Per Month The Residue	Aeronautical development. State general purposes.	
<b>OREGON, Tax: 6 Cent, All Motor Fuel</b> Department of Motor Vehicles	Amount Required	Collection, administration, and refunds of tax.	Receipts are deposited in collection account of the Department of Motor Vehicles from which expenses and refunds are paid. Fuel sold to Oregon licensed aircraft fuel retailers is taxed at the rate of one cent per gallon for gasoline and one-half cent per gallon for jet aircraft fuel. Highway fund receives motor-fuel, motor-vehicle and motor-carrier taxes and fines. Allocations below are from combined revenues.
Highway Fund	Remainder	For various purposes given below.	

(Continued)



PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

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

TABLE G-106  
SHEET 16 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
OREGON (Continued) Highway Fund (Continued) Counties	19 Percent	Construction, maintenance, operation and policing of public highways, roads and streets, including debt service on highway obligations; also, the acquisition, development, and maintenance of parks, recreational and historical places, and publicizing of any of the foregoing uses.	Allocations to counties are in the same ratio as county motor-vehicle registrations and total State registrations.
Cities	10 Percent	Same as for counties.	Allocations to cities are based on population except for cities over 100,000 for which a percentage of population enters into the calculation. For the calendar year 1966, the figure is 82 percent and will increase by 4 percent a year until reaching 100 percent in 1971.
General Fund	Appropriation	Traffic Division of the Department of State Police, and its share of administration and redemption of State Highway Bonds. Construction and maintenance of State Highways and administration of State Highway Commission activities in construction of Federal Forest Highways and the establishment and maintenance of State Parks. Repair and maintenance of city streets forming links to State primary and secondary road systems.	Five-cent refund made on aviation fuel when full six cents tax is paid.
State Highway Commission	The Residue	Advance of aviation.	
Aeronautics Fund	1 Cent Of Tax On Gasoline Sold For Aircraft Use		
PENNSYLVANIA, Tax: 7 Cents, All Motor Fuel	6 1/2 Cents	For various purposes given below:	This is a common fund which receives motor-fuel and motor-vehicle revenues. Except as noted, the appropriations in this table are from the combined revenue fund; Fiscal 1967 appropriation; \$515,971,754.
Motor License Fund	Appropriation	Administration, engineering, construction, right-of-way acquisition, maintenance, and operation of State highway system, and State park, forest, and institutional roads. Rental payments to State Highway and Bridge Authority.	Funds are appropriated to Department of Highways for payment to cities, boroughs, towns, and townships on a 60 percent mileage and 40 percent population formula. Payments made semiannually. Since statutes specify an amount equal to 20 percent of 5-1/2 cents of the motor-fuel tax, these payments are considered to be derived exclusively from that source.
Department of Highways	20 Percent Of 5-1/2 Cents (Not Less Than \$30,000,000 Per Calendar Year)	For construction, maintenance and repair of local roads and streets. Not less than 25 percent to be used for construction, reconstruction or widening, if all roads in the community are not improved. If they are improved, the money can be used for maintenance.	
Department of the Treasury	Appropriations: \$5,109,100	Agricultural refunds and refunds of overpayments of motor-fuel tax, motor-vehicle license fees, highway construction and maintenance contributions.	
Department of Labor and Industry	\$4,269,663	Federal Social Security for compensation.	
Department of Property and Supplies	\$824,330	Cost incurred as purchasing agent for Department of Highways.	
Department of Public Instruction	\$2,727,869	Highway safety and driver education program.	
Department of Revenue	\$15,147,867	Collecting motor-fuel and motor-vehicle taxes and fees, accident prevention and vehicle inspection.	
Department of State	\$9,838,592	Retirement benefits for employees.	
Pennsylvania State Police	\$18,345,074	Salaries and expenses of highway and traffic control program, drivers examinations.	Cost of Pennsylvania Turnpike patrol is reimbursed by Turnpike Commission.
Liquid Fuels Tax Fund for Counties	1/2 Cent	Construction and maintenance of county roads and interest on county road bonds, and county aid to cities, boroughs, towns, and townships for roads and streets.	Distributed to counties in proportion to the amount received by the counties based upon the 1929, 1930, and 1931 ratio. As a county, Philadelphia receives a share of these funds. During the two years 1962-1963, the counties (other than Philadelphia) made grants to municipalities totaling 36 percent of these funds, on a formula basis of 30 percent on mileage and 30 percent on population.
Motor License Fund	1-1/2 Cents On Aviation Gasoline	Airport facility improvements.	One and one-half cents on every gallon of aviation gas and one cent on jet fuel purchased in Pennsylvania is set aside for this purpose.
Pennsylvania Aeronautics Commission	1 Cent On Jet Fuel		
Motor License Fund	Appropriation		
RHODE ISLAND, Tax: 7 Cents, All Motor Fuel	Amount Required	Refunds of tax.	Net revenues from road-user taxes go into State General Fund, together with revenues from many other sources, and lose their identity. Appropriations for highway purposes (see below) are made from the State General Fund and may be offset by other State funds. Road-user taxes insofar as highway appropriations do not exceed such revenues.
Department of Administration	Remainder	Subject to appropriation for highway or other purposes (see below).	*Total for all purposes. (65 percent is considered applicable to highway law enforcement.)
State General Fund	1967 Appropriations: \$1,197,875*	Enforcement of traffic laws; general policing duties.	*Total for all purposes. (Includes boat registrations.)
State Police	\$1,391,262*	Collection and administration, licensing operators, safety promotion, and driver training program.	*Total for all purposes.
Registry of Motor Vehicles	\$1,000,817*	Collection and administration of motor-fuel taxes, and other State taxes.	
Department of Administration, Division of Aviation	\$234,913	Administration.	
Department of Motor Vehicle	\$9,500,974	Capital expenditures.	
Division of Roads and Bridges	\$390,000	Payments to towns for maintenance of "unconstructed" State highways.	Allocated to cities and towns on the basis of \$1,000 per mile of "unconstructed" State highways with a maximum payment of \$10,000 to any city or town.
Town Aid			
Jamestown Ferry Division	\$721,074	Operation of toll ferry.	
Treasurer	\$6,295,113	Interest and retirement of highway bonds.	

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
SHEET 17 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
SOUTH CAROLINA, Tax: 7 Cents, All Motor Fuel State Tax Commission	Amount Required	Refunds of tax.	Refunds of 6 cents for gasoline used in agricultural and motor-boat use; all other refunds are of the full tax. Collection expenses paid by appropriations from State Highway Fund.
State Highway Fund, State Highway Department	5/7 Of Remainder	Construction, maintenance, and administration of State highways; construction and maintenance of roads in State parks; surfacing of roads and streets in State institutions; interest and redemption, State highway certificates and bonds, and county highway reimbursement obligations. Highway police functions. Maintenance of roadside parks.	This is a common fund which receives motor-fuel and motor-vehicle revenues. The combined revenues are spent for the purposes indicated.
State Budget and Control Board, State Highway Sinking Fund	Amount Required	Retirement of State highway bonds or State highway certificates of indebtedness.	Payment to sinking fund must be sufficient to maintain an amount equivalent to 200 percent level for annual debt service requirements. Only 5 cents of gasoline tax and registration fees are used for this purpose.
Farm-to-Market Program	1/7 Of Remainder	Expenditure under State supervision for improvement of highways in the State secondary system.	Appropriations for this purpose which are used for the improvement of the land area of the county bears to the total land area of the State: one-third in the ratio that the population of each county bears to total population of the State; and one-third in the ratio which the mileage of all rural public roads in the county bears to total rural public mileage in the State. (1962 Code, 65-1075)
Counties	1/7 Of Remainder	Construction and maintenance of county highways.	Distributed to counties on the basis of the ratio their motor-vehicle registration fees bear to the total registration fees of the State with maximum and minimum share adjustments. (1962 Code, 65-1074.)
SOUTH DAKOTA, Tax: 6 Cents, Gasoline and LPG 7 Cents, Diesel	Amount Required	Distributed for purposes shown below:	Appropriation from State General Fund, reimbursed out of motor-fuel receipts.
Motor Fuel Tax Fund	All	Refunds of tax.	Allocated monthly.
Motor Fuel Refund Account, Department of Finance	Amount Required	Collection and administration of tax.	This is a common fund receiving a portion of motor-vehicle and motor-carrier revenues in addition to motor-fuel revenues.
State General Fund, Department of Finance	4/10 Of 1 Percent Of	Improve boating facilities.	Allocated quarterly, equally according to three factors: Mileages of rural and star mail routes, vehicle registration, and assessed valuation of all real and personal property.
Forestry and Parks Division, Department of Game, Fish and Parks	Net Motor Fuel Taxes	Construction, maintenance, and administration of State highways; State Highway Police.	Refunds on graduated basis for 50,000 gallons or over.
State Highway Fund, State Highway Commission	7/8 Of Remainder	Construction and maintenance of county highways	Two percent of 4-cent State share, one percent of 2-cent county share, and one percent of 1-cent municipal share.
County Highway and Bridge Fund, County Treasurers	1/8 Of Remainder	Support of the Aeronautics Commission; marking and maintaining airports.	Department of Highways may administer fund and make expenditures at option of county. County trustee receives one percent for expenses if funds are administered by county. One-half of fund is distributed equally among the counties, one-fourth according to area, and one-fourth according to population.
State Aeronautics Fund	4-Cent Tax On Aviation Gasoline	Refunds of tax.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
TENNESSEE, Tax: 7 Cents, Gasoline & LPG 8 Cents, Diesel	Amount Required	Collection and administration of tax.	Distributed among municipalities on basis of population.
Department of Revenue	1.57 Percent	State general purposes.	Department of Highways may administer fund and make expenditures at option of county. County trustee receives one percent for expenses if funds are administered by county. One-half of fund is distributed equally among the counties, one-fourth according to area, and one-fourth according to population.
State General Fund	1 Cent	Construction and maintenance of county highways. State Treasurer may withhold any part of funds to pay amounts owed by county for State Old Age Assistance Fund, auditing fees, Central State Hospital dues, etc.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
County Trustees, or 2-Cent Gas Tax Fund of Department of Highways	Remainder 2 Cents	Interest and redemption, all State debt.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
State Sinking Fund Bond Account, State Sinking Fund Board	5 Cents	Construction and maintenance of city streets.	Distributed among municipalities on basis of population.
Municipalities	Amount Required	Construction and maintenance of State highways.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
General Highway Fund, Department of Highways	1 Cent	Collection and administration of tax.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
TEXAS, Tax: 5 Cents, Gasoline and LPG 6.5 Cents, Diesel	The Residue	Refunds of tax.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
Highway Motor Fuel Tax Fund, Comptroller of Public Accounts	Amount Required	Collection and administration of tax.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
Enforcement Fund, Comptroller of Public Accounts	1 Percent	For distribution as follows:	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
Available Free School Fund, State Board of Education	Remainder	Aid to public schools.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
State Highway Fund	One-Fourth	Construction, maintenance, and administration of State highways; State Highway Police.	Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.
(Continued)	One-Half		Annual inspection fees on volatile substances, annual franchise tax, and one-half annual motor-vehicle registration fees also pledged against State debt.

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

TABLE G-106  
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EFFECTIVE JANUARY 1, 1957

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

ITEMS (Continued)	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
County and Road District Highway Fund, Board of County and District Road Indebtedness County and Road District Highway Fund, Board of County and District Road Indebtedness State Highway Fund	State Highway Fund	One-Fourth Amount Required \$7,300,000	State's share of principal and interest on county and road district obligations assumed by the State. Subject to expenditures by counties for following purposes: Interest and principal on obligations issued prior to January 2, 1939, proceeds of which were used to buy right-of-way for State highways; acquisition of right-of-way, construction, and improvement of county lateral roads, principal and interest on county obligations issued prior to January 2, 1939; cooperation with State Highway Department and Federal Government in constructing farm-to-market roads. Construction and improvement of farm-to-market roads on the State highway system.  Distributed as follows: Aid to public schools Acquiring land for recreation purposes and enforcement of Water Safety Act.  Distributed as follows: Aid to public schools. Support of the Aeronautics Commission.	Prior to August 31st each year the Board will determine the amount required for the preceding department. Distribution among the counties as follows: 2/10 on basis of area of each county to total of all counties; 4/10 on basis of rural county population according to last preceding Federal census; 4/10 on basis of lateral road mileage; determined by the ratio of mileage of the lateral roads in the county to the total mileage of lateral roads in the State as of January 1, 1939, as determined by the Highway Planning Survey.
Available School Fund Land and Water Recreation and Safety Fund Available School Fund Aeronautics Commission Fund	Available School Fund Land and Water Recreation and Safety Fund Available School Fund Aeronautics Commission Fund	Unrefunded Motor Fuel Tax on Boats 75 Percent Unrefunded Tax On Aviation Fuel 25 Percent 75 Percent		
DP&H, Tax: 6 Cents, All Motor Fuel Motor Fuel Tax Fund State Tax Commission State Treasurer, Auditor and Finance Department Attorney General General Fund Department of Public Safety Tourist and Publicity Council Highway Construction and Reserve Maintenance Fund Aeronautics Fund	DP&H, Tax: 6 Cents, All Motor Fuel Motor Fuel Tax Fund State Tax Commission State Treasurer, Auditor and Finance Department Attorney General General Fund Department of Public Safety Tourist and Publicity Council Highway Construction and Reserve Maintenance Fund Aeronautics Fund	All \$242,000 \$217,200 \$21,000 \$371,000  \$3,875,800 \$500,000 Remainder 4-Cent Tax On Aviation Gasoline	For distribution as follows: Collection and administration. Administration. Expense for legal assistance. Benefiting and grounds maintenance, and portion of bond amortization; health and Highway Patrol Civil Service Commission. Operation of Highway Patrol, checking stations, safety education and promotion, and Highway Patrol Civil Service Commission. Administration and advertising. Construction, maintenance, and administration of State highways. Promotion, supervision and regulation of aeronautics. Construction and maintenance of airports.	The amounts are appropriations for the period July 1, 1965 to June 30, 1967.  This fund also receives motor-vehicle revenues. 75 percent collected from each airport may be returned for improvement of that airport; 25 percent is used for promotion and regulation of aeronautics.
VERMONT, Tax: 6.5 Cents Gasoline Highway Fund, State Treasury Motor Vehicle Department Department of Public Safety Aeronautics Commission Department of Administration Legislative Council Studies Total General Government and Protection Department of Highways State-aid Highways State-aid Bridges Total State-aid Town Highways Construction State System Maintenance State System Parkways Highway Garage Administration & Building Maintenance Highway Contingency Fund Salary Increase Provision Driver Education Debt Service Interest Principal	Highway Fund, State Treasury Motor Vehicle Department Department of Public Safety Aeronautics Commission Department of Administration Legislative Council Studies Total General Government and Protection Department of Highways State-aid Highways State-aid Bridges Total State-aid Town Highways Construction State System Maintenance State System Parkways Highway Garage Administration & Building Maintenance Highway Contingency Fund Salary Increase Provision Driver Education Debt Service Interest Principal	All 1967 Appropriations \$25,041  \$99,966  \$50,342 \$9,428 \$5,000 \$1,259,377 \$3,143,400  \$400,000 \$3,243,400 \$2,940,925  \$208,576 \$7,019,645 \$4,000,000 \$45,780 \$1,101,707 \$100,000 \$708,190 \$175,000 \$1,164,155 \$3,550,000	For redistribution as shown below:  Expenses of operating department, including collection and administration of motor-fuel tax and motor-vehicle fees. Expenses of operating department including administration of State police and other State investigating agencies. Expenses of administering and enforcing State laws relating to aeronautics. Organization & Operation Analyst (Highways) Study of auto junk disposal methods.  Aid to towns for construction and maintenance of State-aid highways. 10 percent for bridge fund, \$60,000 for emergency fund and remainder paid to towns for construction and maintenance of town highways.  Construction of State system highways, match Federal funds. Maintenance of State system highways. Construction of forest and park roads. New equipment. Supervision, engineering and office expenses.  Interest on bonds issued. Redemption of bonds.	This is a common fund receiving all revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues.  Represents 50 percent of operating costs of the department.  Appropriation amount is equal to \$1,400 per mile of highways in the State-aid system as of June 30 each year and is apportioned to towns on the basis of \$340 per mile of State-aid highway. The balance of this appropriation shall be used by the Highway Board to assist towns in the construction and maintenance of State-aid highways. (19-VSA-17.)  Appropriation amount is equal to \$325 per mile of highways in the town highway system as of June 30 each year and is apportioned to each town in the ratio that the mileage of town highways bears to the total town highway mileage of the State. Towns must match in amounts not less than \$50 per mile. (19-VSA-18.)

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

TABLE G-106  
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EFFECTIVE JANUARY 1, 1967

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

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p>VIRGINIA, Tax: 7 Cents, All Motor Fuel</p> <p>Division of Motor Vehicles Virginia Agricultural Foundation Counties not under "Byrd Road Law"</p>	<p>Amount Required Net Tax On Agricultural Fuel \$3,174,000</p>	<p>Refunds of tax. Agricultural research. For construction and maintenance of county highways.</p>	<p>6.5 cents of 7 cents tax refunded. All but 1 cent (Arlington and Henrico) have elected to place their roads under State control. These two counties receive a percentage of the motor-fuel tax based on a formula computed prior to 1932 using area, population, and the total of all State taxes and local levies collected in a given year. This is a common fund receiving revenues from motor-fuel taxes and motor-vehicle fees. Appropriations are from combined revenues except as noted.</p>
<p>State Highway Maintenance and Construction Fund</p> <p>Corporation Commission, Division of Motor Carrier Taxation, Motor Transportation Division and Enforcement Division Department of Conservation and Economic Development Department of Agriculture and Immigration Division of Motor Vehicles Department of State Police</p>	<p>Remainder 1967 Appropriations: \$808,190 \$8,000 \$65,990 \$8,703,560 \$5,642,040 \$7,250,928</p>	<p>For distribution as follows: Regulating and taxing motor vehicle carriers. Anti-litter program. Inspection and analysis of motor fuel and inspection of measures. Administration of motor-vehicle and motor-fuel tax laws. State Police patrol; highway safety and police radio. Construction and maintenance of State secondary highway system; matching Federal-aid.</p>	<p>Funds allocated from motor-vehicle revenues. Balance of budget paid from State general fund. Funds allocated to the secondary system shall be not less than 33 percent of income derived from taxes existing prior to 1966 (exclusive of Interstate Federal-aid). The amount allocated from 1966 taxes to the secondary system is at the discretion of the highway commission. Includes amounts paid annually to towns (of less than 3,500 population) that elect to maintain their own streets that meet the minimum requirements as to type and width at the same rate per mile as that expended for the next preceding fiscal year on streets in towns of less than 3,500 population where the State performs maintenance, construction, and reconstruction of streets, roads and bridges in cities and towns. Construction and reconstruction of streets, roads and bridges in cities and towns, and for matching Federal-aid. Access roads to industrial sites. Advance purchase of highway right-of-way. Administration, supervision, engineering and general expenses of the State Highway Department. Matching Federal-aid interstate construction. Maintenance and construction of State primary highways; matching Federal-aid. Promotion of aviation and construction and maintenance of airports. Construction of access roads to public recreation and historical areas.</p>
<p>Aid to Cities and Towns</p> <p>Urban Streets</p> <p>Access Road Fund</p> <p>Highway Right-of-Way Fund</p> <p>Administration, Supervision and General Expense</p> <p>Interstate</p> <p>State Primary Highway System</p> <p>Corporation Commission, Division of Aeronautics</p> <p>State Highway Commission</p>	<p>\$13,973,000 \$10,993,365 \$1,500,000 \$923,275 \$11,976,000 \$11,038,601 \$75,353,476 Net Tax On Aviation Fuel \$1,500,000 of Unclaimed Refundable Marine Fuel Tax</p>	<p>State aid for city streets. Construction and maintenance of streets including bridges and ferries; interest and redemption of general obligation city street bonds. State supervision of work and expenditures on city streets. State aid for county roads. Construction and maintenance of county roads, including bridges and ferries; cooperation with Federal or State government; interest and redemption of county road bonds; limited operation of ferries. Allotments to Adams, Franklin, and Grant Counties subject to deductions, (Ch. 121 Laws of 1951 and Ch. 311 Laws 1955). Amount deducted remains in Motor Vehicle Fund for State highway purposes.</p>	<p>Funds allocated from motor-vehicle revenues. Balance of budget paid from State general fund. Funds allocated to the secondary system shall be not less than 33 percent of income derived from taxes existing prior to 1966 (exclusive of Interstate Federal-aid). The amount allocated from 1966 taxes to the secondary system is at the discretion of the highway commission. Includes amounts paid annually to towns (of less than 3,500 population) that elect to maintain their own streets that meet the minimum requirements as to type and width at the same rate per mile as that expended for the next preceding fiscal year on streets in towns of less than 3,500 population where the State performs maintenance, construction, and reconstruction of streets, roads and bridges in cities and towns. Construction and reconstruction of streets, roads and bridges in cities and towns, and for matching Federal-aid. Access roads to industrial sites. Advance purchase of highway right-of-way. Administration, supervision, engineering and general expenses of the State Highway Department. Matching Federal-aid interstate construction. Maintenance and construction of State primary highways; matching Federal-aid. Promotion of aviation and construction and maintenance of airports. Construction of access roads to public recreation and historical areas.</p>
<p>WASHINGTON, Tax: 7.5 Cents, All Motor Fuel</p> <p>Motor Vehicle Fund</p> <p>Department of Motor Vehicles</p> <p>State Treasurer, Auditor and Department of Motor Vehicles</p> <p>State General Fund, Outdoor recreation account</p> <p>Cities and Towns</p> <p>State Department of Highways</p> <p>Counties</p>	<p>All Amount Required Amount Required Unrefunded gas tax used in watercraft Net 6-1/2-Cent Tax 11.2 Percent 0.75 Percent of Above Amount 35.0 Percent</p>	<p>Refund of tax for nonhighway use. Collection and administration of the tax. Acquisition and improvement of recreation facilities. State aid for city streets. Construction and maintenance of streets including bridges and ferries; interest and redemption of general obligation city street bonds. State supervision of work and expenditures on city streets. State aid for county roads. Construction and maintenance of county roads, including bridges and ferries; cooperation with Federal or State government; interest and redemption of county road bonds; limited operation of ferries. Allotments to Adams, Franklin, and Grant Counties subject to deductions, (Ch. 121 Laws of 1951 and Ch. 311 Laws 1955). Amount deducted remains in Motor Vehicle Fund for State highway purposes.</p>	<p>Although the Motor Vehicle Fund receives both motor-fuel and motor-vehicle revenues the allocations are not commingled. See Table MV-106 for disposition of the motor-vehicle revenue share. Allotted and paid monthly to incorporated cities and towns on basis of population. State may set aside portion of these funds required to match Federal aid on projects forming extensions of the State highway system when work is performed by the State. (RCW 47.08.094.) The amount of the motor-vehicle revenue share for each biennium to be credited to cities in proportion to deductions made therein. Allotted and paid monthly to individual counties according to formula specified by law: All of tax from San Juan County and 50 percent of tax from Island County refunded to respective county. The remainder distributed among the 39 counties thus: 10 percent equally; 30 percent on a vehicle registration basis; 30 percent in proportion that the product of the county's trunk highway mileage and its prorated estimated annual cost per trunk mile is to the sum of such products for all counties; 30 percent in the proportion that the product of the trunk highway mileage of the county and its "money need factor" is to the total of such products for all counties. See RCW 47.08.120. State may set aside any portion of these funds required to match Federal aid on projects when work is performed by the State. (RCW 47.08.080.)</p>

(Continued)

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

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

TABLE G-106  
SHEET 20 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1961

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><u>WASHINGTON</u> (Continued)</p> <p>Motor Vehicle Fund (Continued)</p> <p>State Department of Highways</p> <p>State Department of Highways</p> <p>Highway Bond Retirement Fund</p> <p>State Department of Highways</p> <p>Puget Sound Revenue Account</p> <p>Cities and Towns</p>	<p>0.75 Percent Of Above Amount</p> <p>53.8 Percent</p> <p>Amount Required</p> <p>Net 1 Cent Tax</p> <p>1/4-Cent</p> <p>1/2-Cent</p>	<p>State supervision of work and expenditures on county roads.</p> <p>Subject to legislative appropriation: Construction, maintenance and administration of State primary and secondary highways, including city streets forming a part of the State system through cities; operation and maintenance of movable span bridges on the State system within incorporated cities; traffic control; limited operation of ferries.</p> <p>Payment of interest and redemption of State highway bonds.</p> <p>Same as State share of 6-1/2-cent tax.</p> <p>Principal and interest on ferry system and Hood Canal Bridge revenue bonds issued by Washington Toll Bridge Authority.</p> <p>Construction, improvement and repairs of arterial highways or for payment of indebtedness therefor, as defined in RCW 46.04.030.</p>	<p>Unexpended balance at end of biennium to be credited to counties in proportion of deductions made therein.</p> <p>Excess over \$1,000,000 in account shall be expended for State highway purposes.</p> <p>Allotted and paid monthly to incorporated cities and towns on basis of population. Allotments shall be made in ratio of 25 percent by cities and towns to 75 percent from the proceeds of this 1/2-cent tax.</p>
<p><u>WEST VIRGINIA</u>, Tax: 7 Cents, All Motor Fuel</p> <p>Gasoline Tax Division, State Tax Commission</p> <p>State Road Fund, State Road Commission</p> <p>Primary Road Fund</p> <p>Secondary Road Fund</p>	<p>Amount Required</p> <p>Remainder</p> <p>97/100</p> <p>5/100</p>	<p>Refunds of tax and cost of collection and administration.</p> <p>For redistribution as shown below:</p> <p>Interest and redemption payments on State highway bonds; construction and maintenance of primary State highways; administrative expenses of the Commission.</p> <p>Unless necessary for bond requirement, taxes collected shall be used for secondary road purposes.</p>	<p>Cost of collection and administration is limited to 3/4 of 1 percent of net collections.</p> <p>This fund also receives certain motor-vehicle revenues.</p> <p>These are former county roads now under control of the State Road Commission. Twenty percent is set aside by the Commissioner to be used in the manner he prescribes, eighty percent is divided among the counties as follows:</p> <p>Maintenance funds are allocated on the basis of mileage of various types of roads. Construction funds are allocated on the basis of unimproved secondary mileage of the ratio of unimproved secondary mileage in the county to the total unimproved secondary mileage in the State.</p>
<p><u>WISCONSIN</u>, Tax: 7 Cents, All Motor Fuel</p> <p>Department of Taxation</p> <p>State Highway Fund</p> <p>Conservation Fund</p> <p>Towns, Villages, and Cities*</p> <p>Cities and Villages</p> <p>Cities</p> <p>Counties**</p> <p>Towns, Villages, Cities, and Counties</p> <p>(Continued)</p>	<p>Amount Required</p> <p>Remainder</p> <p>4 Cents</p> <p>\$300,000</p> <p>Allocation On Mileage Basis</p> <p>Amount Equal To 11 Percent Of Registration Fees From Commercial Vehicles And 20 Percent Of Registration Fees From Other Vehicle</p> <p>Allocation On Mileage Basis \$130,000 (Not To Exceed)</p> <p>\$3,500,000 Plus \$65 Per Mile</p> <p>\$500,000 (Not To Exceed)</p>	<p>Collection and administration of tax; premiums on motor-fuel wholesaler surety bonds; refunds of tax.</p> <p>For redistribution as shown below:</p> <p>Distributed as follows:</p> <p>Advertising Wisconsin highways.</p> <p>Improvement of public roads not on State or county trunk system. May be used for snow removal, ice prevention and dust alleviation.</p> <p>Any public purpose.</p> <p>Maintenance and construction of streets on routes of and connecting, but not part of, State trunk highway system.</p> <p>Maintenance and operation of swing and lift bridges on connecting streets in cities of 1st, 2nd, and 3rd classes.</p> <p>Construction and maintenance of county trunk highways, including snow removal. Any portion in Milwaukee County (only) can be used for construction of city streets, park roads, or payment of interest or principal on town, village, or city bonds issued for construction of bridges carrying 2,500 vehicles or more per day.</p> <p>Flood damage aid.</p>	<p>Amounts as budgeted by legislature.</p> <p>The appropriations listed are from the State Highway Fund, rather than from the motor-fuel tax alone. The State Highway Fund receives the proceeds of motor-fuel, motor-vehicle, and motor-carrier fees, together with other receipts.</p> <p>*Town roads and village streets, \$65 per mile; city streets, \$120 to \$200 per mile, according to population. Expenditures in towns and villages subject to supervision and approval of County Highway Committee, or work may be done by county.</p> <p>Allotted to towns, villages, and cities according to the net amount of registration fees collected in those political subdivisions, in lieu of property tax on motor vehicles. Not less than property tax on motor vehicles collected from last (1930) levy.</p> <p>\$500 per mile (cities and villages having population over 2,500).</p> <p>Prorated to various cities on basis of actual expenditures.</p> <p>**\$3,500,000 is allocated to counties; 40 percent on basis of motor-vehicle registrations and 60 percent on basis of rural highway mileage; plus \$65 per mile of county trunk highways. These funds may be used to match Federal-aid secondary funds; amounts so used are to be retained by or paid to and expended by Commission.</p> <p>Aid for repair or replacement and 50 percent of improvement of facilities damaged by flood, less 25 percent of road aid, up to \$500,000 in any year.</p>

PROVISIONS GOVERNING THE DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS

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

TABLE G-106  
SHEET 21 OF 21 SHEETS  
EFFECTIVE JANUARY 1, 1967

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WISCONSIN (Continued)			
State Highway Fund (Continued) State Highway Commission	\$8,000,000	Apportioned on county basis for construction of State trunk highways; retirement of county bonds issued for construction of State trunk highways and extensions.	Apportioned to counties: 40 percent on basis of motor-vehicle registrations; 60 percent on basis of rural highway mileage. Amount allocated to each county not less than \$40,000 or amount necessary to meet bond requirements. As necessary to meet above, minimum appropriation of \$5,000,000 is increased. In counties where 60 percent of State trunk system is satisfactorily constructed, such portion of allotment as Commission approves, and not required to retire bonds, may be used on county trunk system. To be used for matching Federal-aid funds allocated for these projects and other construction, under supervision of the State Highway Commission. Funds to maintain roads \$100,000; institutional roads \$140,000; public access roads to navigable waters \$100,000. To be used for State, one-third local unit with exceptions based on valuation of local unit.
	\$3,800,000	Improvement of connecting streets and urban State trunk highways.	As budgeted by legislature.
	\$340,000 (Not To Exceed)	Construction and maintenance of State park, forest, and institutional roads and State's portion of cost of interstates.	Supplemental aid: Towns 18 percent, and cities with more than 10,000 population 15 percent, all other cities with population 10,000 or more. Amount for above item marked with one asterisk; cities with population at more than 10,000 and villages 9 percent; allocated in proportion to the miles on which their aid in above item marked with an asterisk was computed. Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.
	\$200,000 (Not To Exceed)	State's portion of cost of interstates and intrastate bridges not on State trunk highway system or connecting streets.	Supplemental aid from motor-fuel tax increase: Towns 10 percent, and cities with more than 10,000 population 8 1/3 percent, allocated in proportion to the amounts distributed under above item marked with one asterisk; cities with population not more than 10,000 and villages 5 percent, allocated in proportion to the miles on which their aid in above item marked with one asterisk was computed. Allocated in proportion to the amounts distributed under provisions of above item marked with two asterisks.
	\$780,000 (Not To Exceed)	Railroad grade crossing protection \$250,000; roadside improvements \$200,000; topographic mapping \$105,000; maintenance and operation of special bridges not on State trunk highway system \$225,000.	Amount represents unrefunded tax on aviation fuel.
	\$40,000	Minor specific allotments.	Distributed as follows: 33-1/3 percent according to area, 33-1/3 percent according to rural population, and 33-1/3 percent according to the most recent census data.
	\$5,967,500	Administration and supervision.	Apportioned in the ratio which the city's or town's population bears to the total population of all cities and towns at the latest Federal Census. Allocated among counties, 50 percent on basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent. This fund also receives motor-vehicle revenues, and the entire proceeds of the 5-cent LPG and 7-cent diesel fuel tax.
	\$10,700,000 (Not To Exceed)	Maintenance, snow removal, marking and signing, construction of State trunk highways, matching and supplementing Federal-aid, material surveys, and topographic mapping.	Allocated to counties, 50 percent on basis of rural population and 50 percent on area. Provides State's 93 percent share of total cost of these projects. Counties must provide remaining 7 percent. Provided among the incorporated towns on the basis of population. 4 percent of total amount available for these projects is set aside for 4 months after costs of collection are paid; remaining funds are returned to cities, towns, or counties owning and operating airports.
State Highway Commission Towns, Villages, and Cities	The Residue 18 Percent 42 Percent	Same as above item for towns, villages, and cities marked with one asterisk. Same as above item for towns, villages, and cities marked with two asterisks.	This is a common fund receiving revenues from both motor-fuel and motor-vehicle taxes. Appropriations and expenditures are made from combined revenues.
Counties	18 Percent	Same as above item for counties marked with two asterisks.	
State Highway Commission Towns, Villages, and Cities	3 Cents 66 2/3 Percent 23 1/3 Percent	Distributed as follows: Same as for \$10,700,000 above.	
Counties	10 Percent	Same as above item for counties marked with two asterisks.	
Aeronautics Commission	Allocation	Promotion of aviation.	
WYOMING, Tax: 5 Cents, Gasoline and LPG 7 Cents, Diesel	4-Cent Gas Tax Amount Required Remainder Of 4 Cents 23 Percent	Collection and administration of tax, refunds of 4-cent tax. Construction and maintenance of county roads, and debt service on highway obligations.	
State Board of Equalization	2 Percent	Construction and maintenance of streets and alleys in cities and towns of more than 1,500 population.	
County Gas Tax Funds	10 Percent	Construction of county roads.	
Cities and Towns	65 Percent	Construction, maintenance, and administration of State highways, including the State Highway Patrol.	
State-County Road Construction Fund	1-Cent Gas Tax 75 Percent	Refunds of 1-cent tax, construction and reconstruction of county or farm-to-market roads.	
State Highway Fund	25 Percent	Construction and maintenance of streets and alleys.	
County Farm-to-Market Road Fund	4-Cent Tax On Aviation Fuel	Maintenance of airports.	
Incorporated Cities and Towns Cities Having Airports	Amount Required Remainder	Refunds of tax. Administration of Department of Highways and Traffic; construction and maintenance of bridges, roads, streets, and alleys; expenses of the Department of Motor Vehicles.	
DISTRICT OF COLUMBIA, Tax: 7 Cent, All Motor Fuel			
D. C. Treasurer Highway Fund, Department of Highways and Traffic			

## MOTOR VEHICLES AND DRIVER LICENSING

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

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

Motor-vehicle registrations by major vehicle classes are reported in table MV-1. Data on trucks, buses, and trailers and semitrailers are given in tables MV-9, 10, and 11, respectively. Although available motor-vehicle data have improved in recent years, it is not yet possible to obtain for all States separate data on single-unit trucks and combinations or satisfactory weight and capacity groupings of trucks and combinations. The most recent comprehensive information on the subject is contained in the Bureau of Public Roads publication, *Classification of Motor Vehicles, 1956-57*. This publication is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, for 75 cents.

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

Taxes and fees connected with State motor-vehicle registrations and special taxes on motor-carriers are given in table MV-2. The diversity of taxes

and fees collected has made it necessary to group them into broad general classes, the most important being registration fees. The amounts shown are those collected solely as highway-user revenues and do not include any amounts, such as personal property levies, that are derived from taxes other than those incident to motor-vehicle ownership and operation. (Although portions of these revenues are later used in some States for nonhighway purposes, it is the source rather than the expenditure of the revenues that has determined their inclusion here.) The disposition of motor-vehicle revenue is given in table MV-3. Table MV-106 gives the provisions governing the disposition of State motor-vehicle and motor-carrier receipts.

Table DL-1 (formerly MV-12) shows the number of motor-vehicle operator licenses issued, during the current year, by each State; also shown are estimates of the number of motor-vehicle operator licenses in force at the end of the year. Table DL-1A shows the number of motor-vehicle operator licenses in force, during the current year, by State, and by the sex of the driver.

### Vehicle and Travel Characteristics

Table VM-1 shows the estimated travel in 1965 and revised travel estimates for 1963 and 1964 by passenger cars, buses, and trucks on rural roads and urban streets; the number of vehicles registered, and the motor-fuel consumption by these vehicles. In addition, for each type of vehicle, the table shows the calculated average miles of travel, consumption of motor fuel, and the average miles of travel per gallon of fuel consumed. Total travel for 1965 increased 4.9 percent over 1964 and the number of vehicles registered increased by 5.1 percent.

For the first time it was possible to provide estimates separately for (1) single-unit trucks and (2) truck combinations. The average yearly travel of all truck combinations is 41,292 miles or about four times that of the average single-unit truck. These truck usage estimates were developed by the Bureau of Public Roads from information obtained in cooperation with the State highway departments during the 1963 special truck study and data obtained by the Bureau of the Census during the 1963

Census of Transportation, Truck Inventory and Use Survey.

Of the vehicles registered, 83.5 percent were passenger cars, and they accounted for 79.9 percent of the travel in 1965; single-unit trucks accounted for 15.3 percent of the vehicles registered, and 15.9 percent of the travel while truck combinations accounted for 0.9 percent of the vehicles registered, and 3.7 percent of the travel. Buses accounted for 0.3 percent of all vehicles registered and for over 0.5 percent of the travel.

For all motor vehicles, including automobiles, trucks, and buses, travel averaged 9,674 miles per vehicle in 1965, almost half of it in cities, and re-

quired 775 gallons of fuel per vehicle, at an estimated rate of 12.48 miles per gallon. The average for passenger car travel was 9,255 miles, requiring 649 gallons of fuel per vehicle at a rate of 14.27 miles per gallon.

Table HT-1 presents information concerning loadings of trucks and frequencies of heavy loads on main rural roads in 1965 for each Census division and for the United States. In addition, data for 1963 and 1964 are included to reflect the revised truck travel estimates provided in the 1965 table VM-1. The trend of data indicates an increase of 8.5 percent in the ton-miles of freight hauled in 1965 as compared to 1964.

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# PUBLICLY OWNED VEHICLES IN THE UNITED STATES—1965

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

TABLE MW-7  
REVISED SEPTEMBER 1966

STATE	FEDERAL 1/						STATE, COUNTY, AND MUNICIPAL 2/						ALL PUBLICLY OWNED VEHICLES			STATE
	MOTOR VEHICLES				TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	MOTOR VEHICLES				TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL MOTOR VEHICLES	TOTAL TRAILERS	TOTAL MOTOR-CYCLES	
	AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL			AUTO-MOBILES	BUSES	TRUCKS AND TRACTOR TRUCKS	TOTAL						
Alabama	682	5	1,892	2,579	30	-	3,721	4,802	12,050	20,573	331	289	23,152	361	289	Alabama
Alaska	221	10	1,160	1,391	25	-	634	12	1,979	2,625	138	9	4,016	163	9	Alaska
Arizona	863	126	3,207	4,196	34	-	4,953	1,325	7,764	14,042	1,270	204	18,238	1,304	204	Arizona
Arkansas	346	2	1,030	1,378	-	-	1,086	3,433	5,087	9,606	515	24	10,984	515	24	Arkansas
California	3,547	43	9,784	13,374	195	34	42,573	7,225	70,352	120,150	10,524	4,418	133,524	10,719	4,452	California
Colorado	933	11	3,218	4,162	25	-	5,198	966	9,955	16,119	1,365	175	20,281	1,390	175	Colorado
Connecticut	236	5	1,150	1,391	-	-	4,442	7,584	12,340	12,340	1,024	164	13,731	1,024	164	Connecticut
Delaware	31	1	173	205	-	-	1,139	67	1,615	2,821	178	25	3,026	178	25	Delaware
Florida	1,282	7	2,720	4,009	36	-	12,987	5,109	20,770	38,866	5,141	949	42,875	5,177	949	Florida
Georgia	815	5	1,947	2,767	2	-	3,641	5,299	13,775	22,715	1,150	343	25,482	1,152	343	Georgia
Hawaii	178	-	513	691	-	-	2,370	58	2,328	4,756	298	90	5,447	298	90	Hawaii
Idaho	468	119	2,534	3,121	36	-	1,897	1,062	5,175	8,134	1,146	51	11,255	1,182	51	Idaho
Illinois	1,081	14	3,175	4,270	60	-	13,153	6,872	20,200	40,225	1,141	648	44,495	1,201	648	Illinois
Indiana	360	3	1,222	1,585	5	-	5,469	3,070	12,894	21,433	1,144	280	23,018	1,149	280	Indiana
Iowa	288	3	1,271	1,562	5	-	4,263	5,089	10,298	19,650	1,272	144	21,212	1,277	144	Iowa
Kansas	373	6	1,136	1,515	2	-	5,609	1,694	12,877	20,180	727	693	21,695	729	693	Kansas
Kentucky	584	12	1,293	1,889	20	-	2,477	3,373	10,418	16,268	-	126	18,157	20	126	Kentucky
Louisiana	608	1	1,266	1,875	10	-	6,234	1,749	10,625	18,608	1,266	236	20,483	1,276	236	Louisiana
Maine	147	1	474	622	1	-	1,402	646	3,228	5,276	685	17	5,898	686	17	Maine
Maryland	705	13	1,577	2,295	2	-	4,109	1,258	6,569	11,936	380	64	14,231	382	64	Maryland
Massachusetts	681	5	2,094	2,780	5	-	8,296	124	16,851	25,271	104	-	28,051	109	-	Massachusetts
Michigan	706	3	2,287	2,996	8	-	10,842	6,718	21,921	39,481	3,192	750	42,477	3,200	750	Michigan
Minnesota	684	6	1,622	2,312	10	-	5,179	5,483	11,812	22,474	1,430	369	24,766	1,440	369	Minnesota
Mississippi	388	22	1,548	1,958	7	-	836	5,343	7,854	14,033	225	11	15,991	232	11	Mississippi
Missouri	1,056	3	1,710	2,769	13	2	3,795	3,248	11,332	18,375	351	44	21,144	364	46	Missouri
Montana	641	7	2,481	3,129	15	-	855	466	4,326	5,647	550	39	8,776	565	39	Montana
Nebraska	453	-	1,167	1,620	3	-	3,039	1,683	4,717	9,439	1,038	68	11,059	1,041	68	Nebraska
Nevada	770	68	3,245	4,083	23	-	1,168	403	3,161	4,732	915	119	8,815	938	119	Nevada
New Hampshire	254	2	425	681	-	-	1,979	129	5,786	7,894	648	-	8,575	648	-	New Hampshire
New Jersey	403	1	1,663	2,067	13	-	10,008	1,351	22,596	33,955	58	702	36,022	71	702	New Jersey
New Mexico	930	101	3,598	4,679	56	4	3,008	156	3,678	6,842	683	81	11,521	739	85	New Mexico
New York	1,930	25	4,595	6,550	64	-	24,889	10,496	47,790	83,175	3,046	538	89,725	3,110	538	New York
North Carolina	582	17	1,740	2,339	9	-	11,895	12,251	30,882	55,028	3,892	322	57,367	3,901	322	North Carolina
North Dakota	332	45	899	1,276	21	-	1,021	1,194	3,440	5,655	45	44	6,931	66	44	North Dakota
Ohio	1,016	10	3,129	4,155	17	-	10,998	21,661	43,197	43,197	3,039	511	47,352	3,096	511	Ohio
Oklahoma	699	29	1,618	2,346	10	-	3,411	4,248	11,240	18,899	525	15	21,245	535	15	Oklahoma
Oregon	646	10	3,389	4,045	30	6	5,288	2,460	8,642	16,390	1,020	220	20,435	1,050	226	Oregon
Pennsylvania	1,143	11	3,098	4,252	21	-	15,072	1,852	32,951	49,375	2,645	574	54,127	2,666	574	Pennsylvania
Rhode Island	76	-	313	389	-	-	1,608	95	1,947	3,650	177	251	4,039	177	251	Rhode Island
South Carolina	514	7	1,471	1,992	42	-	3,696	5,753	8,418	17,867	521	103	19,899	563	103	South Carolina
South Dakota	388	67	1,364	1,819	18	-	1,084	1,028	5,883	7,995	789	26	9,814	807	26	South Dakota
Tennessee	1,441	30	3,672	5,143	57	-	4,508	3,777	11,990	20,275	70	112	25,418	127	112	Tennessee
Texas	2,101	24	5,448	7,573	36	11	16,139	9,614	46,366	72,119	5,162	985	79,692	5,198	996	Texas
Utah	610	15	1,937	2,562	13	-	1,890	810	5,072	7,772	368	84	10,334	381	84	Utah
Vermont	68	-	198	266	-	-	654	218	1,615	2,487	69	-	2,753	69	-	Vermont
Virginia	693	10	2,298	3,001	10	10	10,950	5,645	12,808	29,403	1,107	211	32,404	1,117	221	Virginia
Washington	1,408	149	4,862	6,419	131	2	8,127	4,404	13,926	26,457	1,085	433	32,876	1,216	435	Washington
West Virginia	258	1	644	903	-	-	3,260	2,111	5,179	10,550	363	60	11,453	363	60	West Virginia
Wisconsin	326	2	1,219	1,547	16	-	6,249	2,593	18,828	27,670	924	387	29,217	940	387	Wisconsin
Wyoming	290	3	1,411	1,704	16	-	846	527	2,652	4,025	480	28	5,789	496	28	Wyoming
Dist. of Col.	1,003	26	1,336	2,365	58	51	3,988	-	1,660	5,648	181	199	8,013	239	250	Dist. of Col.
Total	36,288	1,086	107,223	144,597	1,210	120	311,935	158,141	652,527	1,122,603	64,397	16,235	1,267,209	65,607	16,355	Total

1/ Only the vehicles of the civilian branches of the Federal Government are given in this table. Vehicles of the military services are not included.  
2/ This information, compiled chiefly from reports of State authorities, is incomplete in many cases. Some States give State-owned vehicles only; others exclude from registration certain classes, such as fire apparatus and police vehicles. For the States not reporting State, county,

and municipal vehicles separately from private and commercial vehicles and those reporting unsegregated totals only, classification by vehicle types has been approximated on the basis of other available data.

3/ Includes 3,175 automobiles of the Diplomatic Corps.

NUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED - 1965<sup>1</sup>

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

TABLE MV-9  
REVISED SEPTEMBER 1966

STATE	PRIVATE AND COMMERCIAL	FEDERAL	STATE COUNTY AND MUNICIPAL	TOTAL TRUCKS REGISTERED 1965	COMPARISON OF TOTAL TRUCK REGISTRATIONS, 1964-1965			PARTIAL CLASSIFICATION OF PRIVATE AND COMMERCIAL TRUCKS REGISTERED IN 1965 <sup>2/</sup>		
					TOTAL 1964 TRUCK REGISTRATIONS	INCREASE OR DECREASE, 1965	PERCENTAGE CHANGE	TRACTOR TRUCKS	DIESEL, BUTANE, AND OTHER	FARM TRUCKS <sup>3/</sup>
Alabama	289,554	1,892	12,050	303,496	282,207	21,289	7.5	24,612	7,678	-
Alaska	32,614	1,160	1,979	35,753	33,560	2,193	6.5	258	273	-
Arizona	172,137	3,207	7,764	183,108	174,823	8,285	4.7	16,680	10,472	-
Arkansas	259,582	1,030	5,087	265,699	253,030	12,669	5.0	10,166	4,657	125,819
California	1,476,472	9,784	70,352	1,556,608	1,442,772	113,836	7.9	55,022	41,216	-
Colorado	256,649	3,218	13,775	269,822	256,914	12,908	5.0	8,191	4,121	63,383
Connecticut	147,124	1,150	7,584	155,858	149,302	6,556	4.4	8,592	2,149	-
Delaware	37,181	173	1,615	38,969	35,549	3,420	9.6	2,676	2,683	4,148
Florida	353,875	2,720	20,770	377,365	355,310	22,055	6.2	28,912	22,170	-
Georgia	350,773	1,947	13,775	366,495	346,161	20,334	5.9	18,100	4,618	-
Hawaii	32,663	513	2,328	35,504	33,927	1,577	4.6	1,548	854	-
Idaho	126,229	2,534	5,175	133,938	130,398	3,540	2.7	11,802	6,227	52,179
Illinois	497,565	3,175	20,200	520,940	493,751	27,189	5.5	32,793	7,047	-
Indiana	427,363	1,222	12,894	441,479	415,498	25,981	6.3	29,462	8,530	-
Iowa	292,802	1,271	10,298	304,371	287,432	16,939	5.9	17,161	3,039	-
Kansas	351,564	1,136	12,877	365,577	351,695	13,882	3.9	15,098	6,620	166,540
Kentucky	287,103	1,293	10,418	298,814	282,567	16,247	5.7	12,772	2,342	116,578
Louisiana	273,213	1,266	10,625	285,104	265,320	19,784	7.5	14,339	6,144	88,170
Maine	77,786	474	3,228	81,488	76,884	4,604	6.0	1,853	1,068	5,946
Maryland	166,990	1,577	6,569	175,136	163,561	11,575	7.1	10,108	2,870	8,919
Massachusetts	196,496	2,094	16,851	215,441	204,875	10,566	5.2	12,001	4,853	2,937
Michigan	458,299	2,287	21,921	482,507	454,244	28,263	6.2	44,271	9,639	38,267
Minnesota	320,000	1,622	11,812	333,434	316,942	16,492	5.2	12,243	6,155	101,370
Mississippi	228,965	1,548	7,854	238,367	224,014	14,353	6.4	8,980	5,450	165,276
Missouri	412,660	1,710	11,332	425,702	388,734	36,968	9.5	24,224	3,440	-
Montana	131,169	2,481	4,326	137,976	131,593	6,383	4.9	3,734	1,637	63,895
Nebraska	205,319	1,167	4,717	211,203	208,706	2,497	1.2	8,657	3,206	110,182
Nevada	59,259	3,245	3,161	65,665	61,332	4,333	7.1	1,600	2,043	-
New Hampshire	50,254	425	5,786	56,465	52,971	3,494	6.6	1,506	810	5,817
New Jersey	292,676	1,663	22,596	316,935	303,821	13,114	4.3	16,829	5,734	13,553
New Mexico	123,475	3,598	3,678	130,751	128,537	2,214	1.7	3,050	4,524	4,119
New York	550,568	4,595	47,790	602,953	590,099	12,854	2.2	31,368	18,797	54,231
North Carolina	393,750	1,740	30,882	426,372	399,762	26,610	6.7	22,556	13,183	57,596
North Dakota	128,119	899	3,440	132,458	127,380	5,078	4.0	1,832	1,527	-
Ohio	489,996	3,129	21,661	514,786	485,628	29,158	6.0	39,676	6,149	129,959
Oklahoma	372,493	1,618	11,240	385,351	363,444	21,907	6.0	13,683	11,608	133,900
Oregon	191,206	3,389	8,642	203,237	194,074	9,163	4.7	9,575	8,174	24,393
Pennsylvania	574,913	3,098	32,951	610,962	598,655	12,307	2.1	28,228	7,923	-
Rhode Island	41,003	313	1,947	43,263	41,678	1,585	3.8	2,547	1,140	-
South Carolina	176,734	1,471	8,418	186,623	174,798	11,825	6.8	7,750	3,541	10,061
South Dakota	108,484	1,364	5,883	115,731	112,127	3,604	3.2	1,595	1,333	-
Tennessee	280,217	3,672	11,990	295,879	279,739	16,140	5.8	13,093	7,749	117,168
Texas	1,133,057	5,448	46,366	1,184,871	1,115,486	69,385	6.2	55,602	28,620	205,959
Utah	109,640	1,937	5,072	116,649	109,332	7,317	6.7	3,530	3,339	-
Vermont	35,466	198	1,615	37,279	32,404	4,875	15.0	1,371	558	4,869
Virginia	256,595	2,298	12,808	271,701	256,415	15,286	6.0	10,962	3,350	-
Washington	313,096	4,862	13,926	331,884	307,116	24,768	8.1	11,941	7,948	74,314
West Virginia	130,014	644	5,179	135,837	134,523	1,314	1.0	4,655	1,614	2,532
Wisconsin	274,007	1,219	18,828	294,054	289,435	4,619	1.6	15,386	5,241	104,362
Wyoming	71,109	1,411	2,652	75,172	74,393	779	1.0	3,150	1,996	-
Dist. of Col.	17,023	1,336	1,660	20,019	20,194	-175	-0.9	562	85	-
Total	14,035,301	107,223	652,527	14,795,051	14,013,112	781,939	5.6	736,302	326,144	2,056,442

1/ The registrations given in this table are as reported by the States in most instances, but have been supplemented in some cases by estimates based on data from other sources.  
 2/ In this partial classification a vehicle may be included more than once; for instance, a diesel tractor-truck in farm use could appear in all three columns.  
 3/ Farm registrations are shown for States that have a special "farm" classification. The following trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm are not included in this table; Connecticut, 5,103; New Jersey, 8,443; New York, 14,157; Rhode Island, 1,824.  
 4/ Additional information required the revision of the 1964 data for Montana, Texas, and Wisconsin.

NUMBER AND CLASSIFICATION OF BUSES—1965<sup>1</sup>

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

TABLE MV-10  
REVISED SEPTEMBER 1966

STATE	PRIVATELY OWNED				PUBLICLY OWNED			TOTAL BUSES			STATE
	COMMERCIAL BUSES		SCHOOL BUSES <sup>2/</sup>	TOTAL	FEDERAL	STATE, COUNTY, AND MUNICIPAL (SCHOOL) <sup>3/</sup>	TOTAL	TOTAL SCHOOL <sup>2/</sup>	TOTAL COMMERCIAL AND FEDERAL	GRAND TOTAL	
	GASOLINE	DIESEL, BUTANE, AND OTHER									
Alabama	398	709	1,064	2,171	5	4,802	4,807	5,866	1,112	6,978	Alabama
Alaska	177	61	145	383	10	12	22	157	248	405	Alaska
Arizona	140	319	-	459	126	1,325	1,451	1,325	585	1,910	Arizona
Arkansas	207	406	155	768	2	3,433	3,435	3,588	615	4,203	Arkansas
California	1,167	3,980	2,310	7,457	43	7,225	7,268	9,535	5,190	14,725	California
Colorado	249	467	1,391	2,107	11	966	977	2,357	727	3,084	Colorado
Connecticut	235	822	2,520	3,577	5	314	319	2,834	1,062	3,896	Connecticut
Delaware	43	194	563	800	1	67	68	630	238	868	Delaware
Florida	177	1,843	496	2,516	7	5,109	5,116	5,605	2,027	7,632	Florida
Georgia	299	758	1,153	2,210	5	5,299	5,304	6,452	1,062	7,514	Georgia
Hawaii	335	175	135	645	-	58	58	193	510	703	Hawaii
Idaho	142	126	-	268	119	1,062	1,181	1,062	387	1,449	Idaho
Illinois	1,317	4,857	3,175	9,349	14	6,872	6,886	10,047	6,188	16,235	Illinois
Indiana	503	2,194	4,774	7,471	3	3,070	3,073	7,844	2,700	10,544	Indiana
Iowa	201	439	473	1,113	3	5,089	5,092	5,562	643	6,205	Iowa
Kansas	183	424	-	607	6	1,694	1,700	1,694	613	2,307	Kansas
Kentucky	350	867	1,050	2,267	12	3,373	3,385	4,423	1,229	5,652	Kentucky
Louisiana	386	709	4,716	5,811	1	1,749	1,750	6,465	1,096	7,561	Louisiana
Maine	104	174	621	899	1	646	647	1,267	279	1,546	Maine
Maryland	765	1,318	3,774	5,857	13	1,258	1,271	5,032	2,096	7,128	Maryland
Massachusetts	1,704	1,487	3,012	6,203	5	124	129	3,136	3,196	6,332	Massachusetts
Michigan	939	1,441	2,228	4,608	3	6,718	6,721	8,946	2,383	11,329	Michigan
Minnesota	645	947	2,399	3,991	6	5,483	5,489	7,882	1,598	9,480	Minnesota
Mississippi	169	540	1,207	1,916	22	5,343	5,365	6,550	731	7,281	Mississippi
Missouri	287	1,475	3,138	4,900	3	3,248	3,251	6,385	1,765	8,151	Missouri
Montana	65	301	386	752	7	466	473	852	373	1,225	Montana
Nebraska	292	216	316	824	-	1,683	1,683	1,999	508	2,507	Nebraska
Nevada	55	67	68	190	68	403	471	471	190	661	Nevada
New Hampshire	161	25	584	770	2	129	131	713	188	901	New Hampshire
New Jersey	748	3,942	2,083	6,773	1	1,351	1,352	3,434	4,691	8,125	New Jersey
New Mexico	48	416	1,945	2,409	101	156	257	2,101	565	2,666	New Mexico
New York	1,076	10,173	4,496	15,745	25	10,496	10,521	14,992	11,274	26,266	New York
North Carolina	815	1,032	3,383	5,230	17	12,251	12,268	15,634	1,864	17,498	North Carolina
North Dakota	41	36	290	327	45	1,194	1,239	1,444	122	1,566	North Dakota
Ohio	1,237	3,246	1,383	5,866	10	10,538	10,548	11,921	4,493	16,444	Ohio
Oklahoma	145	494	775	1,414	29	4,248	4,277	5,023	668	5,691	Oklahoma
Oregon	323	643	138	1,104	10	2,460	2,470	2,598	976	3,574	Oregon
Pennsylvania	2,269	4,355	6,331	12,955	11	1,852	1,863	8,183	6,635	14,818	Pennsylvania
Rhode Island	177	340	334	851	-	95	95	429	517	946	Rhode Island
South Carolina	229	586	623	1,438	7	5,753	5,760	6,376	822	7,198	South Carolina
South Dakota	71	85	-	156	67	1,028	1,095	1,028	223	1,251	South Dakota
Tennessee	459	1,074	-	1,533	30	3,777	3,807	3,777	1,563	5,340	Tennessee
Texas	866	2,307	775	3,948	24	9,614	9,638	10,389	3,197	13,586	Texas
Utah	46	229	-	275	15	810	825	810	290	1,100	Utah
Vermont	21	71	271	363	-	218	218	489	92	581	Vermont
Virginia	690	1,379	124	2,193	10	5,645	5,655	5,769	2,079	7,848	Virginia
Washington	399	569	2,176	3,144	149	4,404	4,553	6,580	1,117	7,697	Washington
West Virginia	96	511	49	656	1	2,111	2,112	2,160	608	2,768	West Virginia
Wisconsin	427	825	4,051	5,303	2	2,593	2,595	6,644	1,254	7,898	Wisconsin
Wyoming	137	372	134	643	3	527	530	661	512	1,173	Wyoming
Dist. of Col.	709	1,133	-	1,842	26	-	26	-	1,868	1,868	Dist. of Col.
Total	22,724	61,159	71,174	155,057	1,086	158,141	159,227	229,315	84,969	314,284	Total

<sup>1/</sup> The numbers of private and commercial buses given here are estimates by the Bureau of Public Roads of the numbers in operation, rather than the registration counts of the States.

<sup>2/</sup> 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.

<sup>3/</sup> 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.

## NUMBER AND CLASSIFICATION OF TRAILERS AND SEMITRAILERS REGISTERED—1965<sup>1</sup>

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

TABLE MV-11  
REVISED SEPTEMBER 1966

STATE	PRIVATE AND COMMERCIAL					PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL TRAILERS <sup>2/</sup>		LIGHT FARM TRAILERS, CAR TRAILERS, ETC. <sup>3/</sup>	HOUSE TRAILERS <sup>4/</sup>	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS	TOTAL		
	FULL TRAILERS	SEMI-TRAILERS								
Alabama	-	26,594	3,420	14,343	44,357	30	331	361	44,718	Alabama
Alaska	733	387	27	161	1,308	25	138	163	1,471	Alaska
Arizona	1,617	16,963	88,127	-	106,707	34	1,270	1,304	108,011	Arizona
Arkansas	-	16,998	51,484	-	68,482	-	515	515	68,997	Arkansas
California	77,374	78,681	410,197	342,463	908,715	195	10,524	10,719	919,434	California
Colorado	5,392	13,447	50,382	37,251	106,472	25	1,365	1,390	107,862	Colorado
Connecticut	-	15,723	39,837	-	55,560	-	1,024	1,024	56,584	Connecticut
Delaware	9	4,683	10,456	-	15,148	-	178	178	15,326	Delaware
Florida	-	30,370	188,656	25,380	244,406	36	5,141	5,177	249,583	Florida
Georgia	-	27,172	70,297	2,602	100,071	2	1,150	1,152	101,223	Georgia
Hawaii	281	542	8,251	-	9,074	-	298	298	9,372	Hawaii
Idaho	6,486	14,640	27,948	13,083	62,157	36	1,146	1,182	63,339	Idaho
Illinois	3,393	69,160	173,845	8,339	254,737	60	1,141	1,201	255,938	Illinois
Indiana	3,569	51,079	120,025	14,913	189,586	5	1,144	1,149	190,735	Indiana
Iowa	3,504	23,061	109,233	51,453	187,251	5	1,272	1,277	188,528	Iowa
Kansas	5,907	28,578	10,171	8,002	52,658	2	727	729	53,387	Kansas
Kentucky	-	14,269	2,074	3,654	19,997	20	-	20	20,017	Kentucky
Louisiana	-	17,563	70,592	-	88,155	10	1,266	1,276	89,431	Louisiana
Maine	-	4,456	61,161	-	65,617	1	685	686	66,303	Maine
Maryland	31	12,213	48,353	-	60,597	2	380	382	60,979	Maryland
Massachusetts	-	24,002	107,079	-	131,081	5	104	109	131,190	Massachusetts
Michigan	6,282	67,611	287,637	41,822	403,352	8	3,192	3,200	406,552	Michigan
Minnesota	4,535	40,241	191,771	32,993	269,540	10	1,430	1,440	270,980	Minnesota
Mississippi	-	15,805	23,475	1,416	40,696	7	225	232	40,928	Mississippi
Missouri	1,980	45,929	95,897	-	143,806	13	351	364	144,170	Missouri
Montana	863	4,555	24,229	9,086	38,733	15	550	565	39,298	Montana
Nebraska	41,813	17,588	16,974	4,482	80,857	3	1,038	1,041	81,898	Nebraska
Nevada	715	1,883	9,525	11,991	24,114	23	915	938	25,052	Nevada
New Hampshire	-	3,206	25,653	-	28,859	-	648	648	29,507	New Hampshire
New Jersey	77	32,098	53,648	-	85,823	13	58	71	85,894	New Jersey
New Mexico	2,152	8,144	18,494	16,847	45,637	56	683	739	46,376	New Mexico
New York	-	41,092	187,456	-	228,548	64	3,046	3,110	231,658	New York
North Carolina	-	34,511	132,515	-	167,026	9	3,892	3,901	170,927	North Carolina
North Dakota	63	2,308	4,590	2,699	9,660	21	45	66	9,726	North Dakota
Ohio	6,631	46,421	214,480	45,781	313,313	17	3,039	3,056	316,369	Ohio
Oklahoma	1,094	12,589	1,710	22,551	37,944	10	525	535	38,479	Oklahoma
Oregon	6,230	12,870	14,084	58,804	91,988	30	1,020	1,050	93,038	Oregon
Pennsylvania	1,749	55,657	71,639	22,414	151,459	21	2,645	2,666	154,125	Pennsylvania
Rhode Island	-	6,441	19,057	-	25,498	-	177	177	25,675	Rhode Island
South Carolina	-	10,556	10,529	-	21,085	42	521	563	21,648	South Carolina
South Dakota	217	4,237	33,416	6,574	44,444	18	789	807	45,251	South Dakota
Tennessee	-	16,366	11,466	5,623	33,455	57	70	127	33,582	Tennessee
Texas	-	84,483	468,942	36,750	590,175	36	5,162	5,198	595,373	Texas
Utah	477	3,663	21,366	-	25,506	13	368	381	25,887	Utah
Vermont	80	2,098	15,584	-	17,762	-	69	69	17,831	Vermont
Virginia	-	43,615	47,511	-	91,126	10	1,107	1,117	92,243	Virginia
Washington	1,979	14,926	114,767	63,270	194,942	131	1,085	1,216	196,158	Washington
West Virginia	8,599	4,709	14,267	4,489	32,064	-	363	363	32,427	West Virginia
Wisconsin	3,430	23,369	3,415	14,219	44,433	16	924	940	45,373	Wisconsin
Wyoming	7,937	4,127	9,254	12,660	33,978	16	480	496	34,474	Wyoming
Dist. of Col.	-	868	950	-	1,818	58	181	239	2,057	Dist. of Col.
Total	205,199	1,152,547	3,795,916	936,115	6,089,777	1,210	64,397	65,607	6,155,384	Total

<sup>1/</sup> The amount and significance of data on trailer registrations vary greatly. Data are reported to the extent available.

<sup>2/</sup> These columns include all commercial type trailers and semitrailers that are in private or for-hire use.

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

<sup>4/</sup> House trailers are classified as light car trailers in many States, and in others they are not required to be registered.

# MOTOR VEHICLES OWNED BY THE FEDERAL GOVERNMENT-1965<sup>1</sup>

## CLASSIFIED BY TYPES

TABLE MV-24  
MARCH 1966

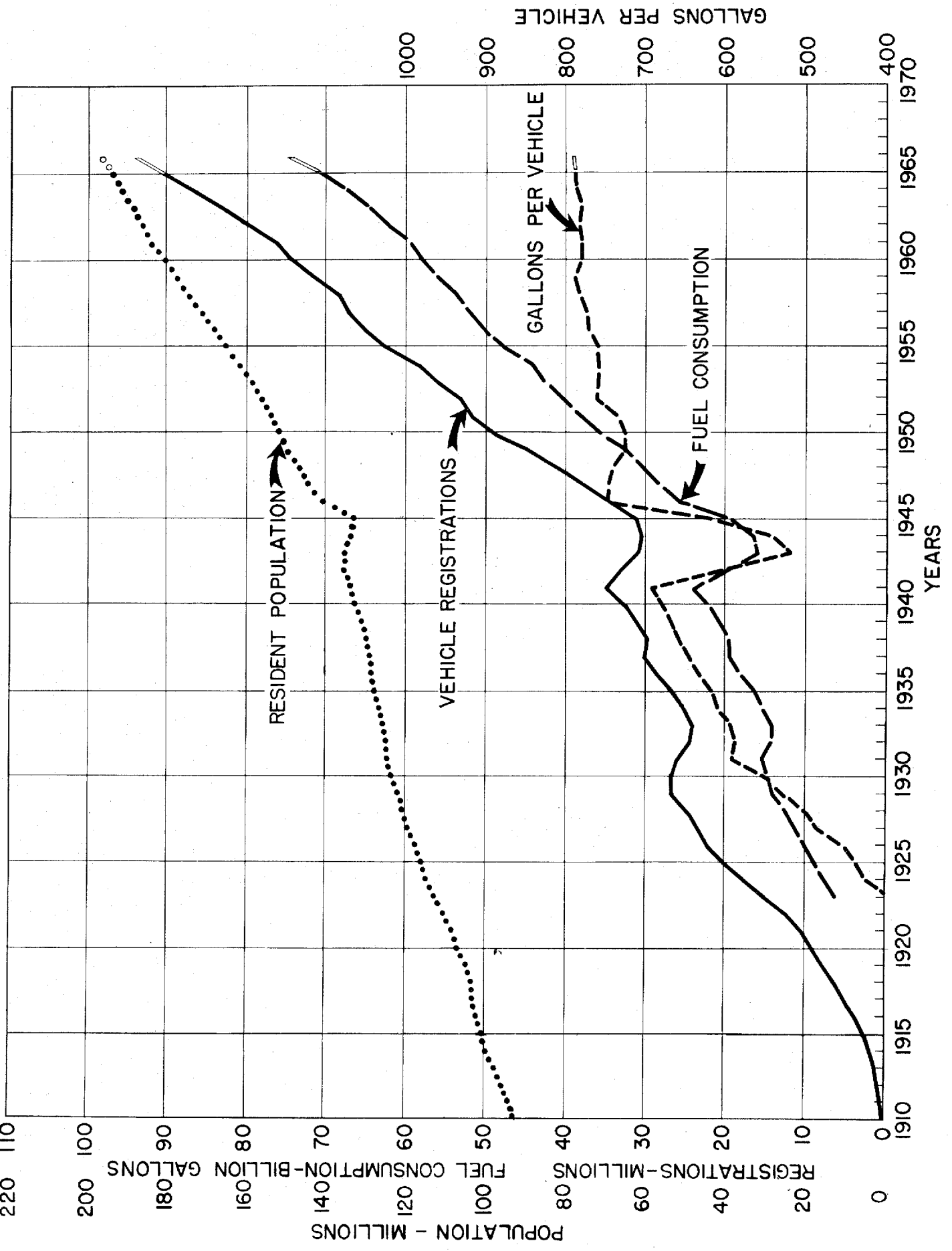
STATE	AUTO-MOBILES	STATION WAGONS	AMBU-LANCES	BUSES	TRUCKS AND COMBINATIONS					TOTAL TRUCKS AND COMBI-NATIONS	TOTAL VEHICLES
					SINGLE-UNIT TRUCKS (GROSS VEHICLE WEIGHTS IN POUNDS)				VEHICLE COMBI-NATIONS 2/		
					LESS THAN 12,500	12,500- 16,999	17,000 AND OVER	TOTAL			
Alabama	622	50	10	5	1,624	182	72	1,878	14	1,892	2,579
Alaska	136	83	2	10	854	177	104	1,135	25	1,160	1,391
Arizona	673	176	14	126	2,747	256	170	3,173	34	3,207	4,196
Arkansas	319	27	-	2	956	62	12	1,030	-	1,030	1,378
California	3,072	461	14	43	8,852	632	243	9,727	57	9,784	13,374
Colorado	786	142	5	11	2,935	182	76	3,193	25	3,218	4,162
Connecticut	200	32	4	5	1,082	47	21	1,150	-	1,150	1,391
Delaware	30	1	-	1	161	10	2	173	-	173	205
Florida	1,118	164	-	7	2,409	230	45	2,684	36	2,720	4,009
Georgia	750	63	2	5	1,804	115	26	1,945	2	1,947	2,767
Hawaii	145	33	-	-	491	10	12	513	-	513	691
Idaho	391	73	4	119	2,205	186	107	2,498	36	2,534	3,121
Illinois	980	93	8	14	2,688	278	149	3,115	60	3,175	4,270
Indiana	328	32	-	3	1,157	45	15	1,217	5	1,222	1,585
Iowa	244	42	2	3	1,184	81	1	1,266	5	1,271	1,562
Kansas	323	50	-	6	1,062	63	9	1,134	2	1,136	1,515
Kentucky	527	52	5	12	1,166	76	31	1,273	20	1,293	1,889
Louisiana	548	57	3	1	1,166	74	16	1,256	10	1,266	1,875
Maine	106	39	2	1	428	34	11	473	1	474	622
Maryland	541	155	9	13	1,377	138	60	1,575	2	1,577	2,295
Massachusetts	587	90	4	5	1,893	126	70	2,089	5	2,094	2,780
Michigan	644	61	1	3	2,116	107	56	2,279	8	2,287	2,996
Minnesota	554	130	-	6	1,428	113	71	1,612	10	1,622	2,312
Mississippi	330	52	6	22	1,395	112	34	1,541	7	1,548	1,958
Missouri	928	123	5	3	1,563	77	57	1,697	13	1,710	2,769
Montana	482	154	5	7	2,093	290	83	2,466	15	2,481	3,129
Nebraska	394	59	-	-	1,104	43	17	1,164	3	1,167	1,620
Nevada	691	72	7	68	2,784	189	249	3,222	23	3,245	4,083
New Hampshire	229	23	2	2	392	25	8	425	-	425	681
New Jersey	369	31	3	1	1,525	85	40	1,650	13	1,663	2,067
New Mexico	807	160	13	101	3,202	218	122	3,542	56	3,598	4,679
New York	1,657	256	17	25	3,838	516	177	4,531	64	4,595	6,550
North Carolina	518	62	2	17	1,643	72	16	1,731	9	1,740	2,339
North Dakota	239	92	1	45	754	78	46	878	21	899	1,276
Ohio	890	117	9	10	2,832	194	86	3,112	17	3,129	4,155
Oklahoma	601	95	3	29	1,424	147	37	1,608	10	1,618	2,346
Oregon	549	95	2	10	3,044	206	109	3,359	30	3,389	4,045
Pennsylvania	992	144	7	11	2,812	184	81	3,077	21	3,098	4,252
Rhode Island	64	11	1	-	284	22	7	313	-	313	389
South Carolina	475	33	6	7	1,307	89	33	1,429	42	1,471	1,992
South Dakota	265	119	4	67	1,149	110	87	1,346	18	1,364	1,819
Tennessee	1,338	94	9	30	3,063	322	230	3,615	57	3,672	5,143
Texas	1,902	193	6	24	5,014	266	132	5,412	36	5,448	7,573
Utah	493	117	-	15	1,730	121	73	1,924	13	1,937	2,562
Vermont	59	8	1	-	190	6	2	198	-	198	266
Virginia	579	104	10	10	2,021	181	86	2,288	10	2,298	3,001
Washington	1,219	176	13	149	4,271	309	151	4,731	131	4,862	6,419
West Virginia	226	28	4	1	611	31	2	644	-	644	903
Wisconsin	275	48	3	2	1,116	60	27	1,203	16	1,219	1,547
Wyoming	219	69	2	3	1,202	115	78	1,395	16	1,411	1,704
Dist. of Col.	704	292	7	26	1,009	182	87	1,278	58	1,336	2,365
Total	31,118	4,933	237	1,086	95,157	7,474	3,536	106,167	1,056	107,223	144,597
Percent	21.5	3.4	0.2	0.8	65.8	5.2	2.4	73.4	0.7	74.1	100.0

1/ Only vehicles of the civilian branches of the Federal Government are given in this table.

2/ The segregation of vehicle combinations from single-

unit trucks was estimated by the Bureau of Public Roads. Only tractor truck-semitrailer combinations are shown.

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



MOTOR-VEHICLE OPERATORS AND CHAUFFEURS LICENSES—1965

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

(Formerly Table MW-12) TABLE DL-1  
REVISED SEPTEMBER 1966

Table with columns for STATE, LEARNERS PERMITS 1/, OPERATORS LICENSES, CHAUFFEURS LICENSES 2/, ESTIMATED TOTAL LICENSES IN FORCE DURING 1965 3/, PRIVATE AND COMMERCIAL MOTOR VEHICLES REGISTERED IN 1965, LICENSED OPERATORS PER REGISTERED MOTOR VEHICLE IN 1965, and STATE. Rows list 50 states and a Total row.

1/ In many States an instruction or learner's permit is provided but is not required except under certain circumstances. Only in the States indicated with an asterisk (\*) is such a permit mandatory for applicants not possessing a valid operator's license. An instruction or learner's permit is not provided in the States for which dashes (-) appear. The number of permits issued is not available in the States for which N.A. appears.
2/ Includes public service and other special licenses that are issued to operators of vehicles for hire.
3/ No allowance was made for deaths, emigration, or revocation. Chauffeurs' licenses have not been added to operators' licenses in the States that require an operator's license in addition to the chauffeur's license. Such States are indicated with an asterisk (\*).
4/ Special licenses to operate school buses. The numbers shown include: 11,204 in Minnesota, which are also valid chauffeurs' licenses, issued annually on July 1 @ \$2.00; 5,059 in Wisconsin @ \$2.50 for a two-year term.
5/ The following student training and driver education permits are included with the regular learners permits: California, 162,407 student licenses; Indiana, 57,133 driver education permits; Missouri, 24,741 student permits; New Jersey, 25,129 student permits.
6/ Permit fee is credited to operator license fee; in Maryland the \$5.00 fee must be paid by persons holding valid licenses from other States even though a permit is not issued; in Texas the permit fee is \$3.00, \$4.50, or \$6.00, the same as the drivers license for which application is being made; in Washington \$1.50 of permit fee is credited to operator license fee.
7/ Since September 15, 1961, drivers' licenses have not been designated as "Operator" or "Chauffeur" licenses by the State. The applicant is required to take an examination appropriate to the type of motor vehicle he will operate, Class 1, 2, or 3. Class 3 corresponds to the former "Operator" license.
8/ Licenses having major restrictions which do not permit them to be included with regular operators licenses are as follows: California, 95 junior permits; Illinois, 4,967 hardship permits; Iowa, 472 school licenses; Michigan, 42 restricted licenses; Nebraska, 2,700 school permits; New Jersey, 509 farm vehicle driver licenses; Oregon, 10 student permits; Washington, 239 agricultural permits and 722 occupational licenses.
9/ \$5.00 examination fee, plus 25 cents per month from date of issue to last day of next birth month, plus \$3.00 or \$6.00, depending upon year of birth.
10/ Drivers meeting certain requirements and having a motor-vehicle operation record that shows no previous arrest or conviction may obtain licenses for an indefinite period for \$10.00. Included in the number of issues shown are: 1,870 permanent operators, 229 permanent chauffeurs, and 255 one-year taxi operator licenses.
11/ Free permanent licenses are issued to veterans.
12/ Every applicant for an instruction permit or operator's license who is required to take or who elects to take a driver training course in a public school shall be required to pay additional fee of \$3.00.
13/ The following special commercial licenses are included: 19,747 Public Passenger in Indiana; 46,991 Commercial Chauffeur in Oklahoma; 877,260 Commercial Operator in Texas @ \$4.50 for a one-year term.
14/ The difference between new and renewal license fees is the charge for examination when one is required, except in Wisconsin, where the examination fee is \$2.00.
15/ An additional nominal local service charge of 25 cents is collected at the time the license is issued, if issued by the sheriff's office or renewal agent.
16/ Probationary licenses are issued to persons between ages 16 and 20 at \$5.00 for original issue and \$2.00 for renewal to expire September 1 of each year.
17/ Special Bus Drivers Licenses. Issued for an indefinite period, but evidence of physical fitness, good character, and experience must be furnished every twelve months.
18/ License fee for those under age 18 is \$1.50.
19/ Original license fees vary, \$2.50, \$3.00, or \$3.50, depending upon length of time from date of application to date of first renewal.
20/ A permit to operate "For Hire" vehicles is required.
21/ Original license is issued for a three-year term.



ESTIMATED TOTAL DRIVERS LICENSES IN FORCE,  
BY STATE AND SEX-1965

TABLE DL-1A

STATE	MALE DRIVERS	FEMALE DRIVERS	TOTAL DRIVERS	PERCENT MALE DRIVERS OF TOTAL	STATE
	(000)	(000)	(000)		
Alabama	1,013	677	1,690	59.9	Alabama
Alaska	70	49	119	58.8	Alaska
Arizona	544	364	908	59.9	Arizona
Arkansas	568	380	948	59.9	Arkansas
California	5,764	4,152	9,916	58.1	California
Colorado	709	414	1,123	63.1	Colorado
Connecticut	1,030	736	1,766	58.3	Connecticut
Delaware	157	120	277	56.7	Delaware
Florida	1,849	1,243	3,092	59.8	Florida
Georgia	1,308	875	2,183	59.9	Georgia
Hawaii	213	149	362	58.8	Hawaii
Idaho	262	165	427	61.4	Idaho
Illinois	3,294	2,303	5,597	58.9	Illinois
Indiana	1,610	1,076	2,686	59.9	Indiana
Iowa	873	638	1,511	57.8	Iowa
Kansas	745	610	1,355	55.0	Kansas
Kentucky	834	519	1,353	61.6	Kentucky
Louisiana	921	616	1,537	59.9	Louisiana
Maine	307	198	505	60.8	Maine
Maryland	967	672	1,639	59.0	Maryland
Massachusetts	1,602	1,033	2,635	60.8	Massachusetts
Michigan	2,228	2,078	4,306	51.7	Michigan
Minnesota	1,133	841	1,974	57.4	Minnesota
Mississippi	531	356	887	59.9	Mississippi
Missouri	1,443	963	2,406	60.0	Missouri
Montana	220	162	382	57.6	Montana
Nebraska	507	389	896	56.6	Nebraska
Nevada	155	112	267	58.1	Nevada
New Hampshire	235	152	387	60.7	New Hampshire
New Jersey	1,975	1,423	3,398	58.1	New Jersey
New Mexico	307	205	512	60.0	New Mexico
New York	4,536	2,866	7,402	61.3	New York
North Carolina	1,385	955	2,340	59.2	North Carolina
North Dakota	217	146	363	59.8	North Dakota
Ohio	3,326	2,174	5,500	60.5	Ohio
Oklahoma	773	617	1,390	55.6	Oklahoma
Oregon	639	474	1,113	57.4	Oregon
Pennsylvania	3,805	2,297	6,102	62.4	Pennsylvania
Rhode Island	272	175	447	60.9	Rhode Island
South Carolina	662	426	1,088	60.8	South Carolina
South Dakota	229	167	396	57.8	South Dakota
Tennessee	1,116	746	1,862	59.9	Tennessee
Texas	3,164	2,250	5,414	58.4	Texas
Utah	355	207	562	63.2	Utah
Vermont	124	80	204	60.8	Vermont
Virginia	1,292	868	2,160	59.8	Virginia
Washington	920	659	1,579	58.3	Washington
West Virginia	523	299	822	63.6	West Virginia
Wisconsin	1,252	889	2,141	58.5	Wisconsin
Wyoming	137	86	223	61.4	Wyoming
Dist. of Col.	203	141	344	59.0	Dist. of Col.
Total	58,304	40,192	98,496	59.2	Total



## DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS-1965

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE MV-3  
SEPTEMBER 1966

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNDIS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIB- UTION	FOR COLLEC- TING MOTOR- VEHICLE AND MOTOR CARRIER TAXES 2/	NET FUNDS DISTRIB- UTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 5/				TOTAL
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINIS- TRATION	HIGHWAY LAW ENFORCE- MENT AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWN- SHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDI- TIVE) 8/		
Alabama	17,463	-704	16,759	3,511	13,248	3,831	3,619	45	7,495	2/ 2,506	2,827	5,333	242	178	(3,619)	420	
Alaska 2/	4,024	-	4,024	3,464	3,464	3,229	-	-	3,229	195	40	235	-	-	-	-	
Arizona	19,166	809	19,975	3,773	16,202	15,576	2,621	-	16,197	5	5	5	-	-	-	-	
Arkansas	23,448	-	23,448	689	22,759	13,640	1,797	2,040	17,477	1,501	2,647	4,148	1,134	-	-	1,134	
California	378,326	138	378,464	39,695	338,769	85,491	59,798	1,045	146,334	17,285	21,903	39,188	-	153,247	(1,752)	10/ 153,247	
Colorado	22,565	80	22,645	2/ 1,582	21,063	10,623	1,425	648	12,696	4,999	2,683	7,682	61	624	-	685	
Connecticut	28,430	-	28,430	5,844	22,586	8,447	1,706	10,230	20,383	746	1,283	1,929	-	-	(129)	274	
Delaware 2/	7,688	-	7,688	788	6,900	2,189	457	3,582	6,228	(3/)	672	672	-	-	-	-	
Florida	100,330	-1,099	99,231	7,242	92,089	979	6,624	-	7,603	282	-	282	55,637	27,767	(6,607)	83,404	
Georgia	27,656	-2	27,654	3,377	24,277	106	4,964	-	5,070	-	-	-	19,207	-	(4,858)	19,207	
Hawaii	6,745	-	6,745	(2/)	6,745	57	-	-	57	6,066	-	6,066	622	-	(57)	622	
Idaho	12,829	146	12,975	1,258	11,717	7,586	1,314	-	8,900	2,394	423	2,817	-	-	-	-	
Illinois	129,409	9,990	139,399	17,747	121,652	80,102	18,621	-	98,723	20,965	1,964	22,929	-	-	(2,194)	-	
Indiana	90,545	612	91,157	7,803	83,354	19,104	1,371	-	20,475	14,083	8,596	28,679	-	-	-	-	
Iowa	62,352	191	62,543	3,365	59,178	26,127	3,873	-	30,005	21,807	7,165	28,972	201	-	(3,687)	201	
Kansas	30,171	-576	29,595	3,600	25,995	21,917	1,923	-	23,840	1,908	187	2,095	60	-	-	60	
Kentucky	32,370	-9	32,361	3,135	29,226	20,236	522	3,353	24,111	5,115	-	5,115	-	-	(102)	-	
Louisiana	14,911	1,044	15,955	3,630	12,325	7,929	1,090	1,523	10,542	1,082	701	1,783	-	-	-	-	
Maine	10,954	82	11,036	1,317	9,719	7,037	490	1,454	8,581	566	172	738	-	-	-	-	
Maryland	57,087	-	57,087	4,514	52,573	26,960	11,413	7,245	45,618	2,477	4,120	6,597	11/ 358	-	-	358	
Massachusetts	30,398	5,119	35,517	9,077	26,440	20,274	1,774	-	22,048	3,760	507	4,267	125	-	(1,961)	125	
Michigan	90,971	-3,618	87,353	8,321	79,032	22,922	6,836	12,490	42,248	24,682	12,102	36,784	-	-	(6,528)	-	
Minnesota	53,984	-1,439	52,545	5,209	47,336	25,511	2,000	1,491	29,002	13,378	4,165	17,543	791	-	-	791	
Mississippi	18,431	-403	18,028	1,808	16,220	392	4,138	-	4,530	11,661	29	11,690	-	-	(4,138)	-	
Missouri	53,043	-1,094	51,949	3,809	48,140	45,306	2,834	-	48,140	-	-	-	-	-	(1,142)	-	
Montana	10,596	-	10,596	1,444	9,152	4,150	1,200	-	5,350	3,496	346	3,802	-	-	(822)	-	
Nebraska	18,348	-	18,348	2,168	16,180	6,385	2,199	-	8,584	5,199	2,397	7,986	-	-	-	-	
Nevada	6,624	11	6,635	1,759	4,876	4,665	211	-	4,876	-	-	-	-	-	-	-	
New Hampshire	8,726	-162	8,564	2/ 190	8,374	5,834	699	1,388	7,222	268	185	453	-	-	-	-	
New Jersey 2/	93,650	-266	93,384	11,516	81,868	35,102	3,882	825	39,829	4,492	1,512	6,208	35,866	45	-	35,911	
New Mexico	14,266	-186	14,080	2,470	11,610	4,199	1,866	-	3,322	3,282	616	4,438	-	1,107	(1,850)	1,107	
New York 2/	173,363	-15,608	157,755	22,533	135,222	55,562	9,202	2,782	67,546	30,552	10,249	40,801	26,875	-	-	26,875	
North Carolina	47,523	-	47,523	2/ 3,801	43,722	39,243	4,479	-	43,722	(5/)	-	-	-	-	-	-	
North Dakota	14,558	-163	14,395	1,014	13,381	6,504	384	-	6,888	4,147	629	4,776	1,717	-	(27)	1,717	
Ohio	128,541	4,524	133,065	12,687	120,378	1,616	1,681	23,156	26,453	72,168	21,757	93,925	-	-	-	-	
Oklahoma	49,691	8	49,699	2,270	47,429	7,804	3,954	-	11,758	9,242	3,176	12,418	-	23,253	(11,160)	23,253	
Oregon	38,931	-881	38,050	4,741	33,309	16,287	2,950	3,305	22,542	6,687	3,197	9,884	883	-	(1,808)	883	
Pennsylvania	105,678	-127	105,551	8,713	96,838	86,432	7,338	3,026	96,796	42	42	42	-	-	(5,514)	-	
Rhode Island 2/	11,184	2	11,186	306	10,880	6,257	618	1,565	8,440	176	237	413	2,027	-	-	2,027	
South Carolina	12,762	-38	12,724	2,418	10,306	8,729	685	-	10,101	-	-	-	-	205	-	205	
South Dakota	13,945	24	13,969	768	13,201	7,444	394	-	7,838	4,716	647	5,363	-	-	-	-	
Tennessee	41,047	-14	41,033	2,865	38,168	19,991	3,827	4,000	27,818	6,044	18	6,062	4,288	-	(3,827)	4,288	
Texas	199,054	-891	198,173	9,876	188,297	112,406	3,711	-	116,117	29,738	1,462	29,738	30,631	11,811	(15,000)	42,442	
Utah	6,296	-233	6,063	1,380	4,683	2,218	792	-	3,010	-	-	3,662	11	-	-	11	
Vermont	11,434	497	11,931	2/ 407	11,524	7,627	630	3,267	11,524	-	-	-	-	-	-	-	
Virginia	51,116	26	51,144	6,306	44,838	29,297	10,716	-	40,313	(5/)	4,518	4,518	7	-	(565)	7	
Washington	69,218	-125	69,093	5,724	63,369	20,839	8,314	254	29,469	795	31	826	3,366	29,708	(1,516)	10/ 33,074	
West Virginia	31,599	-436	31,163	1,671	29,492	26,196	708	2,558	29,492	(5/)	-	-	-	-	(273)	-	
Wisconsin	52,657	-	52,657	5,035	47,622	22,702	4,090	133	26,925	11,462	6,642	18,104	-	2,593	-	10/ 2,593	
Wyoming	7,373	-142	7,231	1,228	6,003	5,392	482	-	5,874	-	129	129	-	-	-	-	
Dist. of Col.	8,416	-	8,416	1,747	6,669	-	-	-	-	-	1,798	1,798	4,871	-	-	4,871	
Total	2,511,904	-4,853	2,507,051	257,391	2,249,660	1,016,817	216,424	92,122	1,325,363	352,298	132,207	484,505	189,254	250,538	(79,136)	439,792	

1/ See table MV-2 for details of receipts.

2/ Collection expenses in many States include service charges deducted by county and local collectors. Amounts shown include costs of administering motor-fuel tax laws as follows: Colo. \$122,000; N. H. \$18,000; N. C. \$83,000; Vt. \$9,000. Amount for Hawaii not reported.

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

4/ Includes direct expenditures by States on local roads and streets as well as fund transfers. In many States, funds transferred under "county and township roads" may ultimately have been used in part for municipal streets. Entries include amounts used for service of obligations for local roads.

5/ Former county roads are under State control in Ala. (eight counties), Del., N. C., Va. (all but two counties), and W. Va.

6/ The amounts shown do not necessarily constitute diversions from highway use requiring a

penalty under the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

7/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.

8/ Gross nonhighway allocations of motor-vehicle and motor-carrier revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and thus are included with allocations for State and local highway purposes.

9/ In Alaska, Del., N. J., N. Y., and R. I., motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

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

11/ Includes \$185,000 for mass transit studies.

Motor Vehicles

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

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

TABLE MV-106 (SHEET 1 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE $\frac{1}{2}$	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Alabama	1	County Probate Judges	75 cents per registration for autos, motorcycles, and pick-up trucks registered at auto rates; 50 cents per registration for all other vehicles; and 2-1/2 percent of gross collections.	Collection and administration.	The 75-cent and 50-cent fees are service fees charged by local officials.
		State Revenue Department	10 percent of gross collections.	Collection and administration.	Unexpended balance at end of fiscal year goes to State Highway Fund.
		Municipalities	Remainder 63 percent of net urban fees.	Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective cities.	
		Counties	63 percent of net rural fees.	Administration, construction, and maintenance of public roads and bridges. Distributed on basis of collections in respective counties.	
		State Highway Department	37 percent of net urban and rural fee and special fee on for-hire trucks.	Administration, construction, and maintenance of public roads and bridges.	
	2	Highway Sinking Fund	Amount required.	Debt Service on 1951 Highway and Bridge Bond Issue, Alabama Highway Authority (1955, 1959 & 1963 Issue) and Alabama Highway Finance Corporation Bonds.	Not obligated for Debt Service, but used if needed.
		County Probate Judges	10 cents per license	Collection and administration.	
		Public Highway and Traffic Fund	15 cents per license	Public purposes, including administration, construction, and maintenance of public roads and bridges.	
4,11	State General Fund	Remainder	Appropriated to Department of Public Safety for State Police.		
	Motor Carrier Fund (Department of Revenue)	Amount required	Collection and distribution.		
8	Public Service Commission	\$50,000 appropriation	Collection and administration, and regulation of for-hire carriers.		
	State Highway Department	The residue	Administration, construction, and maintenance of public roads and bridges.		
Alaska	1,2,5,1,7,11	State General Fund	All	Appropriated to Department of Public Safety for State Police.	
Arizona	1	State General Fund	All	State general purposes.	
		County Assessors	\$1.00 per registration	Collection, administration, and local road purposes.	
	2,3,5,1,7,8,9,12,1	Primary and Secondary State Road Fund	\$2.25 per registration	Construction and maintenance of Primary and Secondary roads.	
Arkansas	1,2,2,5,8,9,10,13	State Highway Fund	The residue	See table G-106 for authorized distribution and expenditures.	
		State Highway Fund	All	See table G-106 for authorized distribution and expenditures.	
	11	State Apportionment Fund	All	See table G-106 for authorized distribution of expenditures.	
		Constitutional and Fiscal Agencies Fund	3 percent	Collection, administration, and general State government services.	
7	State Police Fund	97 percent	Support of State police.		
	Constitutional and Fiscal Agencies Fund	1.5 percent	Collection, administration, and general State government services.		
California	1,2,9,10,12	Arkansas Commerce Commission	96.5 percent	Advertising and other expense.	
		Revenue Department Building Fund	All	Construction of new building.	
		Motor Vehicle Fund	All	Redistributed as follows:	
		Highway Transportation Agency	Appropriation	General supervision.	
		Motor Vehicle Department	Appropriation	Collection and administration.	
	3	Highway Patrol	Appropriation	State Highway Police.	
		Highway Users Tax Fund	The residue	See table G-106 for authorized distribution and expenditures.	
		Motor Vehicle Transportation Tax Fund	All	Redistributed as follows:	
	6	State Controller and Board of Equalization	Appropriation	Collection and administration.	
		Highway Users Tax Fund	The residue	See table G-106 for authorized distribution and expenditures.	
11	Motor Vehicle License Fee Fund	All	Redistribution as follows:		
	Motor Vehicle Department	Appropriation	Collection and administration.	Shared equally with school districts and cities.	
	Counties	33-1/3 percent of fees paid by trailer coaches after deduction of administrative costs.	Schools and other local general purposes.		
	Counties	Net collections of County Vehicle license fee ordinance after deduction of administrative costs.	Planning, acquiring, constructing, operating or maintaining a Rapid Transit System.		
	Cities	Residue	Local general purposes.		
11	Public Utilities Commission	50 percent	Local general purposes.	}Substantial amounts are expended for road purposes or deposited in road funds by local option.	
	Counties	50 percent	Collection and administration.		
Colorado	1,10	County Clerks	All	Collection and administration.	
11	Department of Revenue Fund	30 cents per registration	Administration.		
	County Road and Bridge Fund	Additional \$1.50 registration fee per vehicle.	County roads and bridges.		
	Cities		Maintenance and repair of city streets.	}Distribution to counties and cities based on the place of residence of registrants paying such fees.	

Footnotes appear on sheet 10

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

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

TABLE MV-106 (SHEET 2 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Colorado (Continued)	2	Highway User Tax Fund Department of Revenue Fund	Remainder All net revenue 25 percent of operators and 60 percent of chauffeurs fees. (All of fees from operators and chauffeurs licenses issued by the State)	See table G-106 for authorized distribution and expenditures. Collection and administration.	Balance in fund at end of year to Highway Users Tax Fund for apportionment.
		County General Funds	75 percent of operators and 40 percent of chauffeurs fees.	County general purposes.	
	4	Department of Revenue Fund Public Utilities Commission	Appropriation	Administration and enforcement. Regulation of motor vehicle carriers.	
		Highway Users Tax Fund Department of Revenue Fund	The residue 33-1/3 percent (All of fees when issued by State)	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	8	County General Funds State Highway Fund	66-2/3 percent 50 percent	County general purposes. Construction, maintenance, and administration of State highways.	
	9	County General Funds Motor Vehicle Administrator's Fund	50 percent All	County general purposes. Collection and administration.	
11	State General Fund	All	State general purposes.	Any excess over \$10,000 remaining at end of any biennial fiscal period shall be transferred to the State General Fund.	
Connecticut	1,2,7,9,10,11,13 5,2 8	Highway Debt Service Fund	Amount Required	Interest and redemption of State highway system bonds.	Public Utilities Commission plate charge.
		State Highway Fund	The residue	See table G-106 for authorized distribution and expenditures.	
		State General Fund State General Fund	All All	For general State purposes. For general State purposes.	
Delaware	1,2,7,8,9	State General Fund	All	See table G-106 for highway appropriations from State General Fund.	
Florida	1,7  (Overweight Fees)	County Tax Collectors Department of Motor Vehicles Minimum Foundation Fund State General Fund	50 cents per application Appropriation \$400 per teacher unit The residue	Collection Collection and administration. Construction of new school buildings. State general purposes.	Service fee charged by local officials.  Includes fees for special tag markers. General Fund supports Department of Public Safety.
		State General Fund Weight's Division, State Highway Patrol State Road Primary Fund County Judges	4 percent Amount required The residue 50 cents per license for first 10,000 licenses, 20 cents each thereafter, \$1.00 per license The residue	State general purposes. Truck weighing and collection costs. Construction and maintenance of State roads. Collection and administration.	
	2	Driver Education Fund State General Fund	The residue	Driver training instruction for high school students. General State purposes.	Department of Public Safety is supported by an appropriation from the State General Fund.
		4	Florida Public Service Commission	5 percent	Collection and administration.
	5,2,11	State General Fund Cities and Towns State Board of Administration Florida Public Service Commission	25 percent \$25.00 per certificate holder The residue 100 percent	General State purposes For street purposes. For payment of county road and bridge bonds. Collection and administration.	Only to cities and towns having stations and/or agents. Distributed same as 2 cent gas tax.
Georgia	1	County Agent	50 cents per license plate for first 4,000 plates and 25 cents per plate in excess of 4,000.	Collection.	Department of Public Safety is supported by annual appropriation from the State General Fund.  1966-67 appropriation \$8,142,341.
		Revenue Department State General Fund	Amount required The residue	Collection and administration. State general purposes.	
	2,13	State General Fund Department of Public Safety	All Appropriation	State general purposes. Drivers license administration and support of State Patrol including nonhighway expenses of Bureau of Identification. These funds to be made available to State Highway Department for highway purposes.	
		3	State General Fund	All	
	6 5,2,11	(Overweight permits) State Revenue Department Public Service Commission State General Fund	All Amount required The residue	State general purposes. Collection and administration. State general purposes.	
Hawaii	1,8	County Road Fund	All	Expended in the county in which collected for construction, improvement and maintenance of county roads and streets and debt service on county bonds issued to finance highway and street construction and improvements.	
		County General Fund State General Fund	All All	County general purposes. State general purposes.	
	2,10 5,1,11,13 9	State General Fund Motor Vehicle Dealers Licensing Board Fund	All All	Expenses of board - excess to county highway fund for employment of temporary clerks and assistants to facilitate prompt completion of motor vehicle registrations.	

Footnotes appear on sheet 10

Motor Vehicles

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

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

TABLE WF-106 (SHEET 3 OF 10 SHEETS) RESPECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Idaho	1, 4, 8, 12, 12.1, 2, 7, 9, 11	State Highway Fund Motor Vehicle Fund, Department of Law Enforcement	All All	See table G-106 for authorized distribution and expenditures. Collection, administration, and State Police.	Includes \$3.00 of driver's license and \$3.00 of chauffeur's license to be used for driver education program.
Illinois	1, 2, 8, 9, 10	Road Fund Secretary of State State Treasurer Department of Public Safety Driver Education Fund Division of Highways State General Fund	All Appropriation Appropriation Appropriation \$2.00 of \$3.00 operator's license fee. Residual All	Redistributed as follows: Collection and administration. Debt service on State highway bonds. State Highway Police. Driver education program of Illinois secondary schools. See table G-106 for authorized distribution and expenditures. State general purposes; collection expenses paid from General Fund.	Fund also receives certificate of junking and title search fees.
Indiana	1, 7, 10	Branch Offices, Bureau of Motor Vehicles	50 cents per registration, \$1.00 per title or transfer	Collection.	Service fees charged by local officials.
	2	Motor Vehicle Highway Account Branch Offices, Bureau of Motor Vehicles	The residue 50 cents per license	See table G-106 for authorized distribution and expenditures. Collection and administration.	
	5, 2, 11	Motor Vehicle Highway Account Motor Vehicle Highway Account	The residue All	See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	
Iowa	1	County Treasurer	50 cents per registration, 65 cents per certificate of title and 57 cents per lien.	Collection and administration.	
	2	Motor Vehicle Registration Division, Department of Public Safety	3 percent The residue	Collection and administration. See table G-106 for authorized distribution and expenditures.	Unexpended balances of the 1 percent and 3 percent funds revert to the State Road Use Tax Fund.
	2	State Road Use Tax Fund	The residue	See table G-106 for authorized distribution and expenditures.	
	5, 2	Iowa State Commerce Commission State General Fund	Amount required The residue	Collection and administration. General State purposes.	Department of Public Safety is supported by an annual appropriation from the State General Fund.
Kansas	1, 7, 9, 10	County Treasurers	25 cents per registration, 50 cents per certificate of title.	Collection and administration.	
	2	Highway Fund, State Highway Commission State Safety Fund	The residue 50 percent of operators license fees, and 25 percent of chauffeurs license fees.	See table G-106 for authorized distribution and expenditures. Student driver training program.	
	5, 2	Highway Fund, State Highway Commission State Corporation Commission Special Motor Carrier County Road Fund	The residue Amount required All excess fees over \$200,000 on January 1 and July 1 of each year.	See table G-106 for authorized distribution and expenditures. Collection and administration. Construction of county Federal-aid secondary roads.	Distributed in the proportion that the secondary road mileage in each county bears to the total secondary road mileage in all counties of the State.
Kentucky	1	County Clerks	50 cents per registration for vehicles of 18,000 pounds or less, \$1.00 for vehicles over 18,000 pounds.	Collection and administration.	Service fees charged by local officials.
	2, 1, 2, 2	County Road Fund State Road Fund Circuit Clerks	30 percent of truck registration fees. The residue 25 cents per operators license 25 cents per chauffeurs license	Construction and maintenance of county roads. Collection and administration.	Divided equally among the 120 counties.
	5, 1	State Road Fund Circuit Clerk	The residue	See table G-106 for authorized distribution and expenditures.	
	4, 6, 11	State Road Fund State Road Fund	25 cents per plate issued The residue All	See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	2 percent of use tax retained by county clerks.
Louisiana	1, 6, 10	Department of Revenue State Highway Fund No. 2	\$250,000 All receipts from six parishes bordering Lake Pontchartrain.	Collection and administration. Debt service highway bonds and other highway purposes including repairs to St. Remond and other bridges and to Mississippi River bridge authority. Funds allocated to each agency to be used for toll facility debt service. Also \$50,000 annually to each of the parishes of St. Charles and St. John the Baptist for local roads. Construction and maintenance of State highways and bridges. Operation of State Police and State Police retirement purposes.	For more detail see Act 90 of 1952 Amending Sub-section (C) of Sec. 22 of Art. VI of the Constitution.
	2	Long Range Highway Fund Division of State Police	The residue \$1.00 of \$2.50 drivers license collected outside of municipalities over 300,000 population. Also fifty cents of each chauffeur's license and fifty cents of each taxicab license collected in municipalities of over 300,000 population.	See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	This additional fee is considered to be a locally imposed tax which is collected by the State for a municipality.
	7	Board of Trustees-Police Pension Fund (city of New Orleans)	\$1.00 of \$2.50 drivers license fee collected within municipalities over 300,000 population.	See table G-106 for authorized distribution and expenditures.	Settlement fees 50 cents per certificate having liens paid to local officials. Surplus to State General Fund.
		Department of Public Safety	The residue	Collection and administration, furnishing of Highway Safety Education. Surplus in funds to State General Fund at end of each biennium.	
		Department of Revenue	\$1.00 of \$3.70 title and copy fees.	Collection and administration, and to purchase reflectorized license plates.	

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

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

TABLE MV-106 (SHEET 4 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Louisiana (Continued)	11 13	Division of State Police Motor Carrier Fund General Fund (filing fees)	\$2.50 of \$3.50 title and copy fees. All All	To support additional State Police personnel and equipment. Collection and administration by Public Service Commission. To help defray the expenses and to augment the appropriation of the Public Service Commission.	
Maine	1,2,4,1,5,1,8, 9,10 5,2,11,13	General Highway Fund, State Highway Department Public Utilities Commission	All All	See table G-106 for authorized distribution and expenditures. Collection and administration.	
Maryland	1,2,7,8        4,1 6   13	Department of Motor Vehicles County Trial Magistrates and Baltimore Municipal Court State Police  Driver Education Fund  Motor Vehicle Revenue Fund State Roads Commission City of Baltimore  Counties and Municipalities (other than Baltimore)   Gasoline Tax Division, State Comptroller State Roads Commission  State Police	\$5,600,000 annually Amount required  Amount required \$4.00 of \$5.00 learner's permit fee. The Residue 50 percent 30 percent  20 percent   All All  Supervision of inspection stations	Collection, administration and refunds. Administration and enforcement of traffic laws.  To pay 85 percent of operating cost of State Police, including retirement system and truck weighing. Driver training instruction for public high school students.  Redistributed as follows: State Roads Maintenance Fund, Construction and maintenance of city streets in Baltimore and debt service on local highway bonds. After service of State Roads Commission County Highway Construction Bonds, residue for service of county road bonds, then for construction and maintenance of local roads.     See table G-106 for authorized distribution and expenditures.  Amount required for debt service on State highway construction bonds and the residue to the construction fund for the State Roads Commission. Represents portion of fee retained by the State.	Remainder of budget paid from State General Fund.  Remainder of budget paid from State General Fund.          Share to each county determined by the proportion which the total mileage of county roads in that county bears to the total mileage of county roads in all counties, subject to minimum share adjustments to Kent and Charles counties. Municipalities which are authorized to construct and maintain streets receive a portion of the share of the county in which they lie. Such portion is determined by the proportion which the total mileage of surfaced streets in the municipality bears to the total mileage of county roads in such county. Mileage proportions are computed by the State Roads Commission as of December 1 of each year for the next succeeding fiscal year. State Roads Commission retains the funds and constructs and maintains county roads in six counties.
Massachusetts	1,2,1,2,2,10 4,1 2,3,5,2,11	Highway Fund Department of Corporation and Taxation Highway Fund State General Fund	All Amount required The residue All	See table G-106 for authorized distribution and expenditures. Collection and administration. See table G-106 for authorized distribution and expenditures. Expenses of Division of Commercial Motor Vehicles paid from General Fund.	
Michigan	1,7 2    4,11	Motor Vehicle Highway Fund Counties or Municipalities  Driver Education Fund  State General Fund  State General Fund State Motor Vehicle Highway Fund	All \$2.00 original application, 50 cents renewal, \$3.00 original permit, \$2.50 operators permit, \$1.35 chauffeurs permit The residue  Amount appropriated by legislature The residue	See table G-106 for authorized distribution and expenditures. Collection expenses.  Administration and cost of driver education.  Collection and administration of Driver Services Division of the Secretary of State, General State purposes. Collection and administration.  See table G-106 for authorized distribution and expenditures.	Amount distributed to schools to be \$30 per student.    State Police annually receive an appropriation from the State General Fund
Minnesota	1 2,1   2,2 8 11	The Highway User Tax Distribution Fund, State Auditor Clerk of Court  Trunk Highway Fund  State General Fund Highway Patrol Fund Trunk Highway Fund General Revenue Fund	All   10 cents per instruction permit or duplicate license and 25 cents for new or renewal license. The residue  All, less collection expense. Amount required The residue All	See table G-106 for authorized distribution and expenditures. Collection.  See table G-106 for authorized expenditures from Trunk Highway Fund. General State purposes. Payment of prisoners' costs and incidental expense.  Appropriations are made from this fund for operation of Motor Bus and Truck Division.	Agent may charge additional 25 cents per application received.
Mississippi	1,9	County Sheriff and Tax Collector Municipalities  Motor Vehicle Comptroller Account  State Highway Department  County Road Funds	Commission allowed by law. Fees on passenger coaches.  Amount required  All privilege taxes collected on all classes of vehicles in excess of 64,000 gross weight. The residue	Collection. No specific purpose of expenditure.  Collection and administration  Maintenance of roads.  Service on county road and road district obligations; construction and maintenance of roads and bridges in counties.	Allocated on basis that miles traveled on city streets bears to total mileage traveled. Amount represents 30 percent of appropriation made by the Legislature.  Funds are retained in the county of collection.

Footnotes appear on sheet 10

Motor Vehicles

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

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

TABLE MV-106 (SHEET 5 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
Mississippi (Continued)	Tag Fee	County Sheriff and Tax Collector Highway Patrol Operating Fund	5 percent 95 percent	Collection. Purchase of license plates and administration and operation of Highway Patrol.		
	2 5,2,11 13	Highway Patrol Operating Fund Public Service Commission Highway Patrol Operating Fund	All All 25 cents per certificate of inspection.	Support of State Highway Patrol. Collection and administration. Administration of Motor Vehicle Safety Inspection Act.		
Missouri	1,2,5,2,7,8, 9,10,12	State Highway Department Fund	All	See table G-106 for authorized distribution and expenditures.		
Montana	1	County Motor Vehicle License Fund  City Road Funds	All revenue from flat fees on all vehicles. 50 percent of fees collected in municipalities over 35,000 population or incorporated city within one mile of city over 35,000 (1960 Census), 25 percent of fees collected in cities over 10,000 population (1960 Census), within a county of less than 750 square miles. The residue	Redistributed as follows:  Construction of permanent city streets.	In any county which does not have a city that receives either 50 or 25 percent of the registration fee collected in that city, the registration fee is divided into a county road fund and a city road fund into the proportion that the total incorporated city mileage bears to the total county mileage outside the cities. The city road fund is then distributed to each city within the county in proportion that the mileage in each city bears to the total city mileage in the county.	
		County Road Funds		To county of collection for road and bridge construction and maintenance. Collection and administration.		
		County Treasurers	5 percent of all revenue from the gross vehicle weight tax.	See table G-106 for authorized distribution and expenditures.		
		State Highway Fund	95 percent of all revenue from the gross vehicle weight tax.	State general purposes. State's share of Highway Patrol retirement program. State driver education program.		
		2	State General Fund Highway Patrol Retirement Fund Automobile Driver Education Account	80 percent 15 percent 5 percent		Redistributed as follows: Administration of registrar's office. Construction and maintenance of city streets and county roads.
		7,10	County Treasurers State Motor Vehicle Recording Fund City and County Road Funds	All \$1.00 per certificate or transfer \$1.00 per certificate or transfer		State general purposes. State general purposes. Motor vehicle license plate equipment; administration of registrar's office. Administration. See table G-106 for authorized distribution and expenditures.
	8 3,5,2,11,13 9	State General Fund State General Fund State Motor Vehicle Recording Fund	All All, less collection expense. All			
	12,1	State Motor Vehicle Recording Fund State Highway Fund	5 percent of trip fees. 95 percent of trip fees.			
Nebraska	1,10	State Recreation Road Fund	50 cents per registration	For county matching to construct or improve access roads to State recreation areas. Collection. For reflectorizing license plates. State general purposes.	Department of Motor Vehicles receives appropriation from State General Fund for administrative expenses.	
		County General Fund State General Fund State General Fund	25 cents per registration 50 cents per registration 2-1/2 percent of balance			
		Highway Cash Fund City or Village Street Funds	Remainder 40 percent 60 percent	Maintenance of State highways. The street funds of the various cities and villages are credited with the following percentage of the total fees paid by the residents of the cities and villages in each county: In any county where the population of all cities and villages in the county exceeds 200,000, 50 percent; is between 10,000 and 200,000, 30 percent; in all other counties 20 percent. Balance to counties for construction and maintenance of county roads.	These amounts are distributed among the cities and villages in each county in the proportion that the motor vehicle registration of each bears to the total motor vehicle registration of all cities and villages in that county.	
		County Road Fund		Collection.		
		7	County General Fund	\$1.00 per certificate of title, 50 cents per notation of lien, and \$3.00 for duplicate copies	State general purposes.	Department of Motor Vehicles receives appropriation from State General Fund for administrative expenses.
		State General Fund	\$1.00 per certificate of title, 50 cents per notation of lien, 10 cents per license \$1.50 per license	Collection. Driver Education.		
		2	County General Fund Driver Education Fund (Motor Vehicle Department) State General Fund	The residue	State general purposes.	Department of Motor Vehicles and Highway Safety Patrol receive appropriations from State General Fund for administration, driver examining and highway patrol costs.
		4,5,1,5,2,12,13 8,12,1	Highway Cash Fund County General Fund State General Fund	All 5 percent of permits and 25 percent of fines Allocation	Construction and maintenance of State highways. Collection and county general purposes. State general purposes.	Share of each county based on collection by such county. Department of Motor Vehicles receives appropriation from State General Fund for administrative expenses.
		9	Highway Cash Fund Motor Vehicle Dealers Code License Fund	Residue All	Construction and maintenance of State highways. Administration and Enforcement of act.	All permit receipts collected by permit stations are credited to the Highway Cash Fund.

Footnotes appear on sheet 10



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

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

TABLE MV-106 (SHEET 6 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
Nevada	1	County General Funds	\$1.00 per registration in all counties except Clark and Washoe (except pro rata fleets and exempt plates which go to State Highway Fund). The residue All	County collection purposes.  See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures.	Funds are retained in the county of collection. Collection costs for any motor vehicle fee is limited to 22 percent of total proceeds.	
	2, 4, 5, 6, 7, 8, 9, 10, 12, 12.1, 13	State Highway Fund State Highway Fund	All	See table G-106 for authorized distribution and expenditures.		
New Hampshire	1, 2, 5, 2, 8, 9, 10	State Highway Fund	All	See table G-106 for authorized distribution and expenditures.		
New Jersey	1, 2	Registration and Licensing Agents State General Fund	Fee determined by Motor Vehicle Commissioner Remainder All	Collection.  See table G-106 for highway appropriations from State General Fund. Municipal general purposes.		
	4 (Intrastate) 4, 4.1 (Interstate) 7, 8	Municipalities State General Fund	All All	Subject to appropriation for highway or other purposes.		
New Mexico	1, 2, 7, 8, 8, 10, 12, 13	Motor Vehicle Suspense Fund State General Fund	All 6 percent	For disposition as indicated below: Administration	Administrative allocations for the Department of Motor Vehicles are made by legislative appropriation from the State General Fund, provided that all driver-license fees and 6 percent of total collections of motor-vehicle registration fees, plus 50 percent of the miscellaneous fees under Section 64-11-10 and all other miscellaneous fees collected by the Department (including administrative service fees but excluding caravan and proration fees) are credited to the State General Fund. (Provision is made by law allowing for appointment of local officials to serve as license distributors when necessary. Administrative service fees are then credited to the local General Fund.) Department of Courtesy and Information is allowed 6 percent of the total collections made by it.	
		State Road Fund	<u>The remainder</u> 37.5 percent	See table G-106 for authorized expenditures. Improvement and maintenance of public roads within the counties.	50 percent distributed to each county in the proportion that the total amount of registration fees paid in each county bears to the total amount of registration fees paid in the State. 50 percent distributed to each county in the proportion that the total mileage of public roads maintained by each county bears to the total mileage maintained by all counties of the State.	
		County Road Fund	37.5 percent	County general purposes	Distributed to each county in the proportion that the total amount of registration fees paid in each county bears to the total amount of registration fees paid in the State. Distributed to each county as indicated above (county levy), and redistributed to the municipalities in the proportion that the total assessed valuation of a municipality bears to the total assessed valuation of all municipalities within the county.	
		County Levy	15 percent	Administration	See remarks above for administrative allocation to the Department of Motor Vehicles. General Fund supports Highway Patrol.	
		County Municipalities Road Fund	10 percent	Construction, maintenance, and repair of streets within the municipality and for payment of paving assessments against Federal, State and municipally owned property.	Mileage tax levied on commercial vehicles not licensed in the State or operating under an existing proportional registration agreement with the State.	
		2	State General Fund	All	Administration	Same as above.
		4	Department of Courtesy & Information Administration Fund	Appropriation from Collections	Administration	See remarks above for administrative allocation to the Department of Motor Vehicles.
			State Road Fund County Road Fund State General Fund	The residue 50 percent 50 percent	See table G-106 for authorized expenditures. See above for authorized expenditures Administration	
		7, 10				
		11	State General Fund	All	State General purposes.	
	8, 9, 13	State General Fund	All	Administration	See remarks above for administrative allocation to the Department of Motor Vehicles.	

Footnotes appear on sheet 10

Motor Vehicles

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

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

TABLE MV-106 (SHEET 7 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FES 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
New York	1,2	County Clerks	50 cents registration and transfer, 20 cents operator and chauffeur license, 50 cents learners permit	Collection.	County clerks in Albany County and the five counties comprising New York City do not receive this fee.
	4,5,2	State General Fund	Remainder	See table G-106 for highway appropriations.	
	8	State Comptroller State General Fund Local Enforcement Agents State General Fund	Amount required Remainder Amount required Remainder	Refunds. See table G-106 for highway appropriations. Collection. See table G-106 for highway appropriations.	
North Carolina	1,3,4,1,7,8,9,10	State Highway Fund	All	See table G-106 for authorized distribution and expenditures.	\$1.00 of registration fee used for driver education program
	2	Operators and Chauffeurs License Fund	All	Collection and administration.	
	11	State General Fund	All	Credited to Utilities Commission Account.	
	13	Motor Vehicle Safety Equipment Inspection Fund	All	Administration of Motor Vehicle Inspection Laws.	
North Dakota	1,7,8,9,10,12	Motor Vehicle Registration Department	All	Distributed as follows:	
		State Highway Fund	First 9 percent of all passenger vehicle fees. First 14 1/2 percent of all truck fees.	Construction of roads on the secondary State highway system.	
		Motor Vehicle Operating Fund	1966 - 1967 Biennium \$1,292,300	Collection and administration.	
		State Highway Fund	\$ 200,000	Administration.	
		State Highway Fund	Remainder	Construction, maintenance and administration of roads on State highway system.	
		County Road Funds	50 percent	Construction and maintenance of county roads and bridges.	Distributed quarterly in proportion to the number of motor vehicle registrations credited to each county the preceding year.
		County Road Funds	An amount equal to that credited and transferred to counties the fiscal year ended June 30, 1960.	Construction and maintenance of county roads and bridges.	Distributed annually in proportion to the number of motor vehicle registrations credited to each county the preceding year.
		County Road Funds	35 Percent of excess	Construction and maintenance of county roads and bridges.	Distributed annually in proportion to the number of motor vehicle registrations credited to each county the preceding year.
		Incorporated Cities and Villages	Remainder of excess	Construction and maintenance of city and village streets and highways.	Distributed annually in proportion to the population of each city and village.
		State General Fund	All	General State purposes.	
Ohio	1,10	Deputy Registrars	35 cents per registration Remainder	Collection. Distributed as follows: May be used, as required, for retirement and interest on debt incurred by State for highway improvements.	Service fees charged by local officials.
		Counties and Municipalities	34 percent	Construction and maintenance of roads and streets.	Distributed to the counties and municipalities in which the vehicle is registered.
		Counties	61 percent	Construction and maintenance of county roads.	5 percent is divided equally among the counties, 47 percent distributed to county in which the vehicle is registered, 9 percent distributed to each county in the ratio that the total mileage of county roads under the jurisdiction of the county commissioners bears to the total mileage of county roads in the State.
		Townships	5 percent	Construction and maintenance of township roads.	Distributed to the several townships in the ratio that the total number of miles of township roads under the jurisdiction of the board of trustees in each township bears to the total number of miles of township roads in the State.
		Deputy Registrars	25 cents per license	Collection.	Service fees charged by local officials.
		Department of Highway Safety	Remainder	Collection and administration.	
		Department of Taxation	Amount required	Collection and administration.	
		State Highway Construction and Bond Retirement Fund	Remainder	Expenses of Highway Council. Construction on main thoroughfares of State highway system. Retirement of and interest on debt incurred by State for highway improvements.	
		Department of Highway Safety	All	Collection and administration, hospital claims, and highway patrol.	
		Department of Highway Safety	Amount required	Collection and administration.	
		Motor Transportation Department, Public Utilities Commission Department of Highway Safety	Remainder	Administration. May be used, as required, for retirement and interest on debt incurred by State for highway improvements.	
	County Clerks	75 cents per title; 30 cents per notation of lien	Collection and administration.	State share - 25 cents per title; 30 cents per notation of lien.	
	Department of Highway Safety	Remainder	Collection and administration.	State's share is 45 percent of total fines and forfeitures collected.	
	State Highway Maintenance and Repair Fund	All	Maintenance and repair of State highways.		
	Department of Highway Safety	All	Collection and administration.		

Footnotes appear on sheet 10

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

PAHLER MV-106 (SHEET 8 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

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

STATE	CLASSIFICATION OR FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Oklahoma	1	Motor License Agents State Penitentiary Tax Commission Fund County School Fund Department of Public Safety County State Comptroller and Inspector Revolving Fund	50 cents per registration 15 cents on each license plate issued. 5 percent of auto and farm truck fees. 95 percent of auto and farm truck fees. First \$36,600 of commercial vehicle fees. 52.25 percent of remainder of commercial vehicle fees. 1/3 percent commercial vehicle fees. The residue	Collection. Production of Registered Plates Collection and administration. Country common schools. Highway Patrol. Redistributed as follows: Local county books. Adult county books. Local roads. City streets.	40 percent distributed to the various counties in the pro- portion which the county road mileage of each county bears to the entire State road mileage. 60 percent distributed to the various counties on the basis which the population and area of each county bears to total population and area of the State. Allocated to cities and incorporated towns of each county in that proportion which the population of the cities and incorporated towns bears to the total city and incorpo- rated town population of the county. State Highway Patrol is supported by an appropriation from State General Fund. Distributed to counties as indicated above less one-third fund for auditing county books and Inspector Revolving Fund for auditing county books as indicated above. Notary fees retained by local officials.
	2	Tax Commission Fund Motor License Agents Highway Patrol Pension Fund State General Fund	19 percent of remainder of commercial vehicle fees. 5 percent of remainder of commercial vehicle fees. 20 cents per application commercial vehicle fees. 10 percent of net The residue	Matching Federal funds for the construction of farm-to-market and secondary roads. Collection expenses. Collection. Highway Patrol pension and retirement. State general purposes.	20 cents is retained by agent. State Highway Patrol is supported by an appropriation from State General Fund. Distributed to counties as indicated above less one-third fund for auditing county books and Inspector Revolving Fund for auditing county books as indicated above. Notary fees retained by local officials.
	4	Tax Commission Fund	5 percent of net The residue	Collection and administration. Local road purposes.	
	7	Cities and towns State Highway Commission State General Fund State General Fund Department of Public Safety State Highway Construction and Maintenance Fund	23.75 percent of remainder of commercial vehicle fees. City streets. Secondary roads. Collection. State general purposes. State General Fund. Highway Patrol. Construction and maintenance of State highways.		
Oregon	1, 1/2, 11, 12, 1	Motor Vehicle Department account General Fund Highway Fund Motor Vehicle Department account Motor Vehicle Accident Fund Student Driver Training Fund Highway Fund Public Utilities Commission General Fund Highway Fund	Amount required Appropriation The residue Amount required \$1.00 per operator's license High School student driver training program administered by vehicle accidents. See table G-106 for authorized distribution and expenditures. Collection and administration. Department of Financial Responsibility Law by the Depart- ment of State Police. See table G-106 for authorized distribution and expenditures. Collection and administration. See table G-106 for authorized distribution and expenditures. The residue Appropriation Traffic Division of the Department of State Police. See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures. The residue Department of Education. Balance in fund at end of fiscal year reverts to the Highway Fund.	Collection and administration. Department of Financial Responsibility Law by the Depart- ment of State Police. See table G-106 for authorized distribution and expenditures. Collection and administration. See table G-106 for authorized distribution and expenditures. See table G-106 for authorized distribution and expenditures. The residue Department of Education. Balance in fund at end of fiscal year reverts to the Highway Fund.	
Pennsylvania	1, 2, 4, 1/2, 10, 13	Motor License Fund	All	See table G-106 for authorized distribution and expenditures.	
Rhode Island	1, 2, 2, 2	State General Fund	All	See table G-106 for highway appropriations from State General Fund.	
South Carolina	1, 2, 1, 1/2, 9, 10	State Highway Fund Public Service Commission Cities and towns	All The residue Amount required	See table G-106 for authorized distribution and expenditures. City general purposes. See table G-106 for authorized distribution and expenditures. City general purposes.	\$1.00 of Highway Safety fee used to hire additional highway patrolmen.

Footnotes appear on sheet 10

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

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

TABLE MV-106 (SHEET 9 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
South Dakota	1  2,7,9,10 5,1 8 8 11	Motor Vehicle Fund	2 percent	Legislature appropriates from the Motor Vehicle Fund for collection and administration of motor vehicle law.	Amounts in excess \$50,000 as of July 1 of each year are transferred to the State Highway Fund. Retained by the county in which it was collected. Same as above. Each county shall distribute its retainage among the municipalities on the basis of street mileage.
		County Motor Vehicle Fund	45 percent	Construction and maintenance of county roads.	
		Special Highway Fund	28 percent	Construction and maintenance of township roads.	
		Municipalities	10 percent	Construction and maintenance of streets and alleys.	
		State Highway Fund	15 percent plus all additional fees.	See table G-106 for authorized distribution and expenditures.	
		Motor Vehicle Fund	All	Administration.	
Motor Vehicle Fund	5 percent	Collection and administration.			
State Highway Fund	95 percent	See table G-106 for authorized distribution and expenditures.			
State School Fund (Fines)	All	School purposes.			
Motor Vehicle Fund (Penalties on late application for new certificates of title after transfer)	All	Collection and administration.			
State General Fund	All	Collection and administration paid from an appropriation by the State Legislature from the State General Fund.			
Tennessee	1,9,10 2 5,11 7 8	County Court Clerks	75 cents per registration	Collection.	Service fees charged by local officials.
		State General Fund	25 percent of remainder	Collection and administration.	Department of Safety is supported by an appropriation from the State General Fund.
		General Highway Fund	75 percent of remainder	Construction, maintenance, and administration of State highways.	
		State General Fund	All	State general purposes.	
State General Fund	All	Collection and administration.	Service fees charged by local officials.		
County Court Clerks	50 cents per title and 25 cents for notarizing application	Collection.			
State General Fund	The residue	Collection and administration.			
Department of Safety	All	Administration and operation of department.			
Texas	1 2 5 6 11	County Assessor - Collector	Sliding scale	Collection and administration.	Retained by county of collection.
		County Road and Bridge Funds	100 percent of first \$50,000; 50 percent of next \$250,000 of fees collected in each county.	Local road construction and maintenance.	
		State Highway Fund	The residue	See table G-106 for authorized distribution and expenditures.	
		State General Fund	1/3 of operators' and chauffeurs' fees collected.	State general purposes.	
		Operators and Chauffeurs License Fund	Amount required	Collection and administration for Drivers License Division.	
		State Motor Carrier Fund and State Motor Transportation Fund	The residue	Support of Department of Public Safety.	
Railroad Commission Operating Fund	Amount required	Collection and administration.			
Available Free School Fund	The residue	Support of the Railroad Commission.			
Camibus Tax Clearance Fund	25 percent	Aid to Public Schools.			
State Highway Fund	75 percent	General State purposes.			
State Highway Fund	All	See table G-106 for authorized distribution and expenditures.			
Utah	1        2,7   4,11	Automobile Drivers Education Fund	\$1.00 per vehicle registered.	Distributed as follows:	The amounts are appropriated for the period July 1, 1965 to June 30, 1967.
		State Tax Commission	\$58,000	Collection and administration.	
		Motor Vehicle Registration Fund	The residue	Driver education in high schools.	
		State Tax Commission	Remainder of registration fees	For distribution as follows:	
		State Treasurer, Auditor, Finance Department and Department of Business Regulations	\$1,000,000	Collection and administration.	
		General Fund	\$317,100	Administration	
		Department of Public Safety	\$28,000	Building and grounds maintenance	
		Class B and C Road Fund	\$543,000	Operation of checking stations and law enforcement.	
		Class B and C Road Fund	\$2,000,000	County and city road purposes.	
		Highway Construction and Maintenance Reserve Fund	The residue	County and city road purposes.	
Motor Vehicle Control and Drivers Control Funds	75 percent	See table G-106 for authorized distribution and expenditures.			
State Tax Commission	25 percent				
Department of Public Safety	All	For distribution as follows:			
General Fund	\$531,000	Collection and administration.			
Finance Department	\$892,000	Support of Drivers License Division.			
Highway Construction and Maintenance Reserve Fund	\$25,000	Buildings and grounds maintenance.			
Highway Fund	\$15,000	Health benefits.			
Highway Fund	All	See table G-106 for authorized distribution and expenditures.			
Vermont	1,2,6,9,10,11	Highway Fund, State Treasury	All	See table G-106 for authorized distribution and expenditures.	
Virginia	1,2,3,4,1,6,7,8,9,10,11,12,1,13	State Highway Maintenance and Construction Fund	All	See table G-106 for authorized distribution and expenditures.	\$1.00 of operator's and chauffeur's license fees used for driver education.

Footnotes appear on sheet 10

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

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

TABLE MV-106 (SHEET 10 OF 10 SHEETS)  
EFFECTIVE JANUARY 1, 1967

STATE	CLASSIFICATION OF FEE 1/	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
Washington	1,7	County Auditors, State Patrol Motor Vehicle Fund	50 cents per registration All (exclusive of local service fee)	Collection and administration.	Service fees for collecting officials.  *All of the fees from San Juan County and 50 percent of the fees from Island County, returned to respective county, and in turn credited to each city, town and road district in the county on the basis of assessed valuation.  RCW 46.68.040 provides collection costs not to exceed \$50,000 biennially shall be paid from park and parkways account. Appropriations \$50,000 for 1967.  Account also receives the special 10 percent penalty assessment on fines.  A portion is allotted to the University of Washington for studies and research in municipal government.  Highway Safety Fund receives 100 percent of all fines for violations of Financial and Safety responsibility laws.
		State Patrol Highway Account Island Counties	\$4.60 per license. *	Highway policing and enforcement of vehicle size and weight restrictions. Road and street purposes.	
	2	State Department of Highways Parks and Parkway Account	Remainder \$2.20 of original or renewal fee of \$4.00.	See table G-106 for authorized distribution and expenditures. Expenditure in State parks.	
		Highway Safety Fund Driver Education Account	\$1.80 of original or renewal fee. All fees for duplicates. \$1.00 Instruction permit and \$1.00 Agriculture permits	Collection, administration, and State Highway Police. Driver education in public schools.	
	3,5,11,13 6	Public Service Revolving Fund Motor Vehicle Fund	All 2 percent Remainder	Collection and administration. Cost of collecting motor-vehicle excise tax.	
8	State General Fund Cities and Towns	5 percent 17 percent	General State purpose. Police and fire protection and preservation of public health.		
	State School Equalization Fund Parks and Parkway Account Highway Safety Fund	78 percent 50 percent 50 percent	To counties for common school support, including debt service. Expenditure in State Parks. Expenditures for State Highway Police.		
	West Virginia	1,7,9,10	Motor Vehicle Department State Road Fund, Primary and Secondary Road Funds	Amount required The residue	Collection and administration. Administration expenses of the commission; construction, reconstruction and maintenance of primary and secondary State highways and interest and redemption on State highway bonds. General State purposes.
2	General Revenue Fund	\$3.00 of \$4.00 drivers-learners permit fee	The residue	See table G-106 for authorized distribution and expenditures.	
	6	State Road Fund, Primary Road Fund	All	Administration and enforcement.	
	4,5,11 13	State Road Fund, Federal Matching Fund Public Service Commission	All	Support of Motor Vehicle Inspection Division	
	8	Department of Public Safety Department of Education	All, less court costs	Support of free schools.	
Wisconsin	1,7,9,10	Motor Vehicle Department State Highway Fund	Amount required The residue	Collection, administration, and State Highway Patrol. See table G-106 for authorized distribution and expenditures.	
	2	Department of Public Instruction	50 cents on new and \$1.00 on renewal of operators licenses; net chauffeurs fees.	Drivers training in high schools and schools of vocational and adult education.	
	11	State Highway Fund Public Service Commission State Highway Fund	The residue Amount required The residue	See table G-106 for authorized distribution and expenditures. Collection expense and regulation of carriers. See table G-106 for authorized distribution and expenditures.	
Wyoming	1	Department of Revenue State Highway Fund	Amount required The residue	Cost of collection. See table G-106 for authorized distribution and expenditures.	County treasurers collect and remit fees.
	2	Department of Revenue Motor Carrier Administration Fund	All	Collection, administration, and safety education.	
	4,5,2,12,1,13	State Highway Fund	Amount required The residue	Collection and administration.	
Dist. of Col.	1,10	Highway Fund, Department of Highways and Traffic	34 percent	See table G-106 for authorized distribution and expenditures.	Collection expenses paid from General Fund.
	2,1	General Fund, District of Columbia Treasurer, District of Columbia	66 percent \$3.00 of the \$5.00 Learner's Permit Fee	General purposes. Driver education in schools	
	7,13 4,8,9	Highway Fund, Department of Highways and Traffic General Fund, District of Columbia	Remainder of Learner's Permit and all of operator's license fees. All All	See table G-106 for authorized distribution and expenditures. General purposes.	

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

1. Registration fees. Includes "plate fees", "tag fees", etc.
2. Operators, chauffeurs, and motor-carrier drivers licenses fees. For States that distribute these fees separately, operators licenses are shown as 2.1, chauffeurs licenses as 2.2, and motor carrier driver licenses as 2.3.
3. Gross receipts taxes. Special taxes on motor carriers, excluding gross receipts taxes that are levied in connection with general State sales taxes or that are imposed on all transportation companies or public utilities.
4. Mileage, ton-mile, and passenger-mile taxes. Taxes imposed by certain States on out-of-State carriers in amounts that are the equivalent of the motor-fuel taxes and are computed on a mileage basis are identified as 4.1.
5. Special license fees, franchise taxes, and special weight fees. Where imposed on weight or capacity basis, these taxes are designated as 5.1; where on a flat rate basis, they are designated as 5.2.
6. Special taxes. Vehicle license fee (in lieu tax) in California; use tax in Kentucky; titling tax in Maryland, Vermont, and West Virginia; sales tax in Texas; excise tax (in lieu tax) in Washington.
7. Certificate of title fees.
8. Fines and penalties. (Represents only that portion received and retained by the State.) (Excludes traffic fines.)
9. Dealers Licenses.
10. Transfer and reregistration fees.
11. Certificate or permit fees.
12. Caravan or intramit fees. Special trip permits are designated as 12.1.
13. Miscellaneous fees. Supervision and inspection fees, etc.

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

# ESTIMATED MOTOR-VEHICLE TRAVEL IN THE UNITED STATES AND RELATED DATA

CALENDAR YEAR 1965 AND REVISED 1963 AND 1964<sup>1</sup>

TABLE VM-1  
DECEMBER 1966

YEAR	ITEM	PASSENGER VEHICLES					CARGO VEHICLES			TOTAL
		PASSENGER CARS <sup>2/</sup>	BUSES			ALL PASSENGER VEHICLES	SINGLE-UNIT TRUCKS	COMBINATIONS	TOTAL	
			COMMERCIAL	SCHOOL	ALL BUSES					
1965	Motor-vehicle travel: (million vehicle-miles)									
1964 <sup>4/</sup>	Main rural roads <sup>3/</sup> . . . . .	254,975	922	687	1,609	256,584	56,832	21,994	78,826	335,410
1963 <sup>4/</sup>		243,429	908	674	1,582	245,011	52,929	20,592	73,521	318,532
1965		231,298	877	642	1,519	232,817	50,043	19,900	69,943	302,760
1965	Local rural roads. . . . .	97,662	184	758	942	98,604	28,378	1,395	29,773	128,377
1964 <sup>4/</sup>		93,539	181	743	924	94,463	27,112	1,307	28,419	122,882
1963 <sup>4/</sup>		89,080	170	708	878	89,958	25,981	1,302	27,283	117,241
1965	All rural roads. . . . .	352,637	1,106	1,445	2,551	355,188	85,210	23,389	108,599	463,787
1964 <sup>4/</sup>		336,968	1,089	1,417	2,506	339,474	80,041	21,899	101,940	441,414
1963 <sup>4/</sup>		320,378	1,047	1,350	2,397	322,775	76,024	21,202	97,226	420,001
1965	Urban streets. . . . .	356,663	1,815	318	2,133	358,796	55,949	9,108	65,057	423,853
1964 <sup>4/</sup>		340,645	1,803	307	2,110	342,755	53,670	8,661	62,331	405,086
1963 <sup>4/</sup>		324,993	1,794	292	2,086	327,079	49,729	8,614	58,343	385,422
1965	Total travel. . . . .	709,300	2,921	1,763	4,684	713,984	141,159	32,497	173,656	887,640
1964 <sup>4/</sup>		677,613	2,892	1,724	4,616	682,229	133,711	30,560	164,271	846,500
1963 <sup>4/</sup>		645,371	2,841	1,642	4,483	649,854	125,753	29,816	155,569	805,423
1965	Number of vehicles registered (thousands).	76,643	85.0	229.3	314.3	76,957	14,008	787	14,795	91,752
1964 <sup>4/</sup>		72,969	82.3	223.1	305.4	73,274	13,275	738	14,013	87,287
1963 <sup>4/</sup>		69,842	82.2	215.7	297.9	70,140	12,654	706	13,360	83,500
1965	Average miles traveled per vehicle. . . .	9,255	34,365	7,689	14,903	9,278	10,077	41,292	11,737	9,674
1964 <sup>4/</sup>		9,286	35,140	7,727	15,115	9,311	10,072	41,409	11,723	9,698
1963 <sup>4/</sup>		9,240	34,562	7,612	15,049	9,265	9,938	42,232	11,644	9,646
1965	Fuel consumed (million gallons). . . . .	49,723	628	247	875	50,598	13,848	6,658	20,506	71,104
1964 <sup>4/</sup>		47,567	622	242	864	48,431	13,199	6,271	19,470	67,901
1963 <sup>4/</sup>		45,246	606	232	838	46,084	12,348	6,084	18,432	64,516
1965	Average fuel consumption per vehicle (gallons). . . . .	649	7,388	1,077	2,784	657	989	8,460	1,386	775
1964 <sup>4/</sup>		652	7,558	1,085	2,829	661	994	8,497	1,389	778
1963 <sup>4/</sup>		648	7,372	1,076	2,813	657	976	8,618	1,380	773
1965	Average miles traveled per gallon of fuel consumed. . . . .	14.27	4.65	7.14	5.35	14.11	10.19	4.88	8.47	12.48
1964 <sup>4/</sup>		14.25	4.65	7.12	5.34	14.09	10.13	4.87	8.43	12.47
1963 <sup>4/</sup>		14.26	4.69	7.08	5.35	14.10	10.18	4.90	8.44	12.48

<sup>1/</sup> For the 50 States and District of Columbia, 1963 data are adjusted based in part on the 1963 Census of Transportation Truck Inventory and Use Survey to provide data separately for (1) single-unit trucks and (2) truck combinations.

<sup>2/</sup> Includes taxicabs; also motorcycles--1963, 786,318; 1964, 984,763; 1965, 1,381,956; which are estimated to account for less than 1 percent of all travel--1963, 0.5 percent; 1964, 0.6 percent; 1965, 0.7 percent.

<sup>3/</sup> Main rural roads include roads on the State highway systems, together with the Interstate system, and other mileage on the Federal-aid systems and major toll roads, which approximate in total--1963, 518,000; 1964, 521,000; and 1965, 523,000 road miles.

<sup>4/</sup> Revised.

OPERATION OF TRUCKS AND COMBINATIONS ON MAIN RURAL ROADS,  
CALENDAR YEAR 1965, AND REVISED 1963 AND 1964<sup>1</sup>

TABLE HT-1

YEAR	CLASSIFICATION	EASTERN REGIONS 2/					CENTRAL REGIONS 2/						WESTERN REGION 2/				AVERAGE ALL DIVISIONS 3/	TOTAL ALL DIVISIONS 3/
		NEW ENGLAND	MIDDLE ATLANTIC	SOUTH ATLANTIC	REGIONAL AVERAGE	REGIONAL TOTAL	EAST NORTH CENTRAL	EAST SOUTH CENTRAL	WEST NORTH CENTRAL	WEST SOUTH CENTRAL	REGIONAL AVERAGE	REGIONAL TOTAL	MOUNTAIN	PACIFIC	REGIONAL AVERAGE	REGIONAL TOTAL		
FREQUENCY OF HEAVY AXLE LOADS 4/																		
1965	18,000 pounds or more } 20,000 pounds or more } 22,000 pounds or more }	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.	
1964	18,000 pounds or more } 20,000 pounds or more } 22,000 pounds or more }	136 81 41	88 37 12	113 52 21	108 51 20	75 21 7	73 34 16	39 13 9	49 14 6	56 21 9	47 21 9	47 13 5	46 7 2	47 9 3	76 29 11			
1963	18,000 pounds or more } 20,000 pounds or more } 22,000 pounds or more }	121 69 37	106 44 14	136 50 16	125 50 17	76 21 5	68 28 13	55 13 4	63 18 6	66 19 6	53 17 7	38 3 1	45 9 3	81 27 9				
FREQUENCY OF HEAVY LOADS 4/																		
1965	30,000 pounds or more } 40,000 pounds or more } 50,000 pounds or more }	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.		
1964	30,000 pounds or more } 40,000 pounds or more } 50,000 pounds or more }	193 124 87	216 158 101	195 141 98	200 144 96	272 190 135	172 133 89	189 140 107	166 127 93	201 149 111	173 135 111	186 151 131	179 143 121	200 146 109				
1963	30,000 pounds or more } 40,000 pounds or more } 50,000 pounds or more }	174 115 77	220 159 102	192 137 92	198 141 93	269 186 128	169 126 82	184 136 104	180 137 107	204 149 107	201 156 127	208 167 144	205 162 136	205 148 108				
TRAVEL IN VEHICLE-MILES - LOADED AND EMPTY 5/																		
1965	All trucks and combinations } Single-unit trucks } Truck combinations }	2,807 2,112 695	7,100 4,710 2,390	13,587 9,857 3,730	23,494 15,679 8,815	11,986 7,271 4,715	7,515 5,677 1,838	8,448 6,317 2,131	14,490 10,900 3,590	42,439 30,165 12,274	5,758 4,465 1,293	6,776 5,187 1,589	12,534 9,652 2,882	78,826 56,832 21,994				
1964	All trucks and combinations } Single-unit trucks } Truck combinations }	2,621 1,971 650	6,661 4,415 2,246	13,243 9,601 3,642	22,525 15,987 6,538	11,044 6,693 4,351	6,952 5,249 1,703	7,901 5,904 1,997	13,336 10,026 3,310	39,233 27,872 11,361	5,356 4,151 1,205	6,085 4,618 1,467	11,441 8,769 2,672	73,521 52,389 20,592				
1963	All trucks and combinations } Single-unit trucks } Truck combinations }	2,325 1,766 559	6,553 4,322 2,231	12,716 9,168 3,548	21,594 15,256 6,338	10,732 6,441 4,290	6,641 4,991 1,649	7,284 5,389 1,895	12,484 9,424 3,060	37,140 26,386 10,754	5,097 3,836 1,261	5,827 4,291 1,536	10,924 8,127 2,797	69,943 52,389 19,900				
PERCENT CARRYING LOADS																		
1965	All trucks and combinations } Single-unit trucks } Truck combinations }	52.5 64.5	57.3 54.1 63.7	52.9 49.1 62.8	54.5 51.0 63.3	61.5 58.2 66.5	53.7 48.9 68.6	59.4 56.4 68.3	58.6 55.4 68.5	58.7 55.1 67.7	59.7 56.2 71.7	59.3 55.3 72.2	59.4 55.7 72.0	57.6 54.0 66.9				
1964	All trucks and combinations } Single-unit trucks } Truck combinations }	55.6 52.9 64.1	56.6 53.8 62.2	56.6 46.1 62.4	58.9 49.0 62.5	62.0 59.1 66.5	58.0 47.7 67.6	58.0 54.7 69.4	58.9 55.4 69.4	58.5 54.7 67.9	58.4 55.5 70.7	58.4 53.5 73.8	57.5 52.9 72.4	56.6 52.7 66.8				
1963	All trucks and combinations } Single-unit trucks } Truck combinations }	56.7 54.9 62.4	56.9 55.0 60.5	53.3 49.5 63.0	54.7 51.7 62.1	61.7 58.0 67.7	53.5 48.5 68.8	55.2 50.7 67.7	59.2 56.3 68.0	58.1 54.1 68.0	57.3 53.3 68.7	55.8 49.4 73.5	56.5 51.0 71.4	56.8 52.9 66.6				
AVERAGE CARRIED LOAD IN TONS																		
1965	All trucks and combinations } Single-unit trucks } Truck combinations }	4.974 2.637 10.768	5.630 1.981 11.738	5.885 2.776 12.311	5.693 2.520 11.948	7.388 2.478 14.015	6.449 3.176 13.694	5.825 2.645 13.609	5.886 2.978 13.027	6.409 2.812 13.597	5.599 1.984 15.384	5.892 2.893 14.893	5.757 2.112 15.112	6.083 2.612 13.327				
1964	All trucks and combinations } Single-unit trucks } Truck combinations }	4.835 2.505 10.661	5.524 2.064 11.407	6.029 2.748 12.410	5.723 2.509 11.839	7.398 2.601 13.947	6.366 3.356 13.124	5.612 2.566 12.898	5.897 3.030 12.827	6.363 2.847 13.305	5.809 2.079 15.321	6.188 2.381 14.866	6.014 2.239 15.066	6.112 2.649 13.134				
1963	All trucks and combinations } Single-unit trucks } Truck combinations }	4.391 2.427 9.848	5.265 2.011 10.991	5.825 2.809 11.945	5.488 2.521 11.431	7.435 2.697 13.823	6.335 3.100 13.240	5.892 2.641 12.693	5.780 3.184 12.303	6.393 2.962 13.101	6.079 2.154 15.377	6.515 2.543 14.543	6.308 2.200 14.906	6.101 2.711 12.878				
CARRIED LOAD IN TON-MILES 6/																		
1965	All trucks and combinations } Single-unit trucks } Truck combinations }	7,754 2,930 4,824	22,913 3,048 17,865	42,268 13,436 28,832	72,935 21,414 51,521	54,424 10,487 43,937	26,035 8,817 17,218	29,222 9,421 19,801	50,017 17,984 32,033	159,698 46,709 112,989	19,239 4,978 14,261	23,658 5,576 17,082	42,897 11,554 31,343	276,213 80,204 196,009				
1964	All trucks and combinations } Single-unit trucks } Truck combinations }	7,051 2,609 4,442	20,827 4,901 15,926	40,370 12,152 28,218	68,248 19,662 48,586	50,559 10,280 40,279	23,398 7,986 15,412	25,706 8,289 17,417	46,301 16,831 29,470	146,064 43,386 102,678	17,573 4,517 13,056	21,981 5,878 16,103	39,554 10,395 29,159	254,505 73,880 180,625				
1963	All trucks and combinations } Single-unit trucks } Truck combinations }	5,795 2,355 3,440	19,626 4,779 14,847	39,456 12,746 26,710	64,877 19,880 44,997	49,252 10,479 38,773	22,508 7,499 15,009	23,511 7,221 16,290	42,705 17,108 25,597	137,976 42,307 95,669	17,755 4,425 13,330	21,168 4,747 16,421	38,923 9,172 29,751	242,402 71,766 170,634				

Motor Vehicles

1/ Main rural roads consist of approximately 500,000 miles of primary importance in the State highway systems.  
2/ Regions are those established by the U.S. Bureau of the Census.  
3/ Includes data for Alaska and Hawaii.

4/ Number per 1,000 loaded and empty trucks and combinations.  
5/ Data given are in millions of vehicle-miles.  
6/ Data given are in millions of ton-miles.

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

The total revenues from the Federal excise taxes on motor fuel and lubricating oil, and the estimated portions paid by highway users, are given in table FE-205 (formerly E-5). Total revenues from Federal excise taxes on motor vehicles, tires, tubes, tread rubber, and parts and accessories, and the estimated portions paid by highway users, are given in table FE-206 (formerly E-6). The amounts of these Federal excise revenues estimated to have been paid in the final instance in 1965 by highway users in each State are shown in tables FE-7 and FE-8. As the Federal taxes on automotive products, except diesel fuel, are collected in the first instance at the point of manufacture or production, these estimated payments differ from the actual Internal Revenue Service collections in the different States. The diesel tax is applied to the fuel that is placed in supply tanks of highway vehicles. Federal excise tax rates, together with their history, are given in table FE-101.

The Federal Highway Trust Fund was established by the Highway Revenue Act of 1956 as the source of Federal funds for highway aid. The Trust Fund receives: All of the revenues from the 4-cent-per-gallon tax on gasoline, diesel, and special

fuels used in motor vehicles; all of the 10-cent-per-pound tax on tires and inner tubes and the 5-cent-per-pound tax on tread rubber; all of the 10-percent tax on new trucks, buses, and trailers; the 8-percent tax on truck parts and accessories; the 10-cent-per-gallon tax on lubricating oil; and all of the proceeds of the annual tax of \$3 per 1,000 pounds on vehicles of more than 26,000 pounds gross weight. A statement of the operation of the Fund, including receipts, disbursements, and unexpended balances for fiscal year 1966, is shown in table FE-10. Table FE-201 shows the net revenues to the Fund since its inception, together with an explanation of the tax rates.

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

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



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

Summary by Years  
(In thousands of dollars)

TABLE FE-205  
NOVEMBER 1966

CALENDAR YEAR	NET AMOUNT COLLECTED BY U. S. INTERNAL REVENUE SERVICE <sup>2/</sup>						ESTIMATES OF PORTIONS PAID BY HIGHWAY USERS <sup>3/</sup>					
	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	MOTOR FUEL			LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL
	GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL				GASOLINE	HIGHWAY SPECIAL FUEL	TOTAL			
1919	-	-	-	-	2,066	2,066	-	-	-	-	2,066	2,066
1920	-	-	-	-	1,807	1,807	-	-	-	-	1,807	1,807
1921	-	-	-	-	1,796	1,796	-	-	-	-	1,796	1,796
1922	-	-	-	-	1,845	1,845	-	-	-	-	1,845	1,845
1923	-	-	-	-	2,088	2,088	-	-	-	-	2,088	2,088
1924	-	-	-	-	1,894	1,894	-	-	-	-	1,894	1,894
1925	-	-	-	-	1,871	1,871	-	-	-	-	1,871	1,871
1926	-	-	-	-	176	176	-	-	-	-	176	176
1932	62,840	-	62,840	7,067	-	69,907	56,870	-	56,870	4,099	-	60,969
1933	181,126	-	181,126	22,290	-	203,416	163,919	-	163,919	12,928	-	176,847
1934	170,109	-	170,109	24,844	-	194,953	153,949	-	153,949	14,409	-	168,358
1935	172,262	-	172,262	28,819	-	201,081	155,898	-	155,898	16,715	-	172,613
1936	186,542	-	186,542	28,986	-	215,528	168,820	-	168,820	16,812	-	185,632
1937	203,025	-	203,025	33,681	-	236,706	183,738	-	183,738	19,535	-	203,273
1938	200,881	-	200,881	30,495	-	231,376	181,797	-	181,797	17,687	-	199,484
1939	215,217	-	215,217	29,837	-	245,054	198,410	-	198,410	17,306	-	215,716
1940	281,654	-	281,654	34,420	-	316,074	258,632	-	258,632	19,965	-	278,597
1941	371,136	-	371,136	43,852	-	414,988	341,187	-	341,187	25,434	-	366,621
1942	336,685	-	336,685	41,176	210,158	588,019	300,317	-	300,317	23,882	210,158	534,357
1943	265,303	-	265,303	49,211	134,619	449,133	288,453	-	288,453	22,845	134,619	385,917
1944	328,598	-	328,598	66,283	128,054	522,935	236,587	-	236,587	24,645	128,054	389,286
1945	424,585	-	424,585	96,998	124,501	646,084	275,745	-	275,745	26,719	124,501	426,965
1946	413,953	-	413,953	73,442	849	488,244	369,346	-	369,346	34,199	849	404,394
1947	455,350	-	455,350	78,649	2	534,001	400,031	-	400,031	35,090	2	435,123
1948	498,363	-	498,363	81,884	-	580,247	431,778	-	431,778	35,982	-	467,760
1949	506,916	-	506,916	77,464	-	584,380	459,856	-	459,856	38,321	-	498,177
1950	568,339	-	568,339	74,859	-	643,198	509,466	-	509,466	42,163	-	551,629
1951	618,016	180	618,196	75,841	-	694,037	552,136	180	552,316	45,108	-	597,424
1952	870,214	14,683	884,897	73,613	-	958,510	786,072	14,683	800,755	48,045	-	848,800
1953 <sup>4/</sup>	821,511	15,733	837,244	68,748	-	905,992	760,411	15,733	776,144	45,625	-	821,769
1954	928,955	23,299	952,254	67,530	-	1,019,784	850,117	23,299	873,416	43,671	-	917,087
1955	998,657	24,523	1,023,180	71,804	-	1,094,984	917,798	24,523	942,321	47,116	-	989,437
1956	1,184,324	28,889	1,213,213	81,004	-	1,294,217	1,110,395	28,889	1,139,284	49,556	-	1,188,840
1957	1,586,754	44,050	1,630,804	65,834	55,276	1,751,914	1,484,052	44,050	1,528,102	47,185	55,276	1,630,563
1958	1,549,033	46,633	1,595,666	70,481	33,102	1,699,249	1,518,025	46,633	1,564,658	48,085	33,102	1,645,845
1959	1,646,738	59,407	1,706,145	77,538	35,967	1,819,650	1,611,631	59,407	1,671,038	45,590	35,967	1,752,595
1960	2,224,154	82,497	2,306,651	79,399	44,539	2,430,589	2,186,035	82,497	2,268,532	45,371	44,539	2,358,442
1961	2,254,663	95,018	2,349,681	72,314	59,624	2,481,619	2,220,171	95,018	2,315,189	44,868	59,624	2,419,681
1962	2,286,085	101,956	2,388,041	74,714	89,477	2,552,232	2,253,830	101,956	2,355,786	45,655	89,477	2,490,918
1963	2,431,305	120,852	2,552,157	75,399	106,443	2,733,999	2,399,163	120,852	2,520,015	47,848	106,443	2,674,306
1964	2,534,478	143,148	2,677,626	75,939	100,996	2,854,561	2,500,970	143,148	2,644,118	48,845	100,996	2,793,959
1965 <sup>5/</sup>	2,626,590	151,172	2,777,762	80,813	103,405	2,954,697	2,562,683	150,823	2,713,506	50,126	103,405	2,867,037

<sup>1/</sup> Tax bases, rates, and effective dates are given in table FE-101.  
<sup>2/</sup> Since June 1, 1944, the Federal Government has paid the taxes on its own purchases, and the amounts are included in these columns.  
<sup>3/</sup> Estimated by Bureau of Public Roads.  
<sup>4/</sup> Totals for 1953 are not comparable with totals for prior years. Reports and payments to the U. S. Internal Revenue Service were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than accrued tax liability, since a large portion of October-December earnings were collected in 1954.  
<sup>5/</sup> A deduction for highway special fuel used by the Federal Government was made for 1965.

Federal Taxes



# ESTIMATED AMOUNTS OF FEDERAL TAXES ON MOTOR FUEL, LUBRICATING OIL, AND MOTOR-VEHICLE USE PAID BY HIGHWAY USERS—1965<sup>1</sup>

(In thousands of dollars)

TABLE FE-7  
NOVEMBER 1966

STATE	MOTOR FUEL	LUBRICATING OIL	MOTOR-VEHICLE USE TAX	TOTAL	STATE
Alabama	47,758	866	1,706	50,330	Alabama
Alaska	2,442	45	290	2,777	Alaska
Arizona	25,778	466	1,344	27,588	Arizona
Arkansas	29,849	551	1,458	31,858	Arkansas
California	284,768	5,052	8,407	298,227	California
Colorado	30,550	557	1,882	32,989	Colorado
Connecticut	37,989	702	527	39,218	Connecticut
Delaware	8,412	155	889	9,456	Delaware
Florida	87,108	1,558	2,678	91,344	Florida
Georgia	65,395	1,180	2,389	68,964	Georgia
Hawaii	6,512	120	321	6,953	Hawaii
Idaho	11,668	221	610	12,499	Idaho
Illinois	138,739	2,558	5,160	146,457	Illinois
Indiana	77,606	1,434	3,516	82,556	Indiana
Iowa	43,416	839	1,220	45,475	Iowa
Kansas	37,175	687	2,037	39,899	Kansas
Kentucky	41,517	767	2,264	44,548	Kentucky
Louisiana	44,230	792	3,071	48,093	Louisiana
Maine	14,653	279	486	15,418	Maine
Maryland	45,587	822	1,251	47,660	Maryland
Massachusetts	65,938	1,234	2,347	69,519	Massachusetts
Michigan	122,922	2,271	3,361	128,554	Michigan
Minnesota	52,099	990	2,266	55,355	Minnesota
Mississippi	30,391	561	1,510	32,462	Mississippi
Missouri	70,822	1,336	2,730	74,888	Missouri
Montana	12,211	230	548	12,989	Montana
Nebraska	24,300	463	1,075	25,838	Nebraska
Nevada	9,497	175	331	10,003	Nevada
New Hampshire	9,226	170	290	9,686	New Hampshire
New Jersey	91,988	1,750	3,009	96,747	New Jersey
New Mexico	18,915	356	982	20,253	New Mexico
New York	173,976	3,203	5,573	182,752	New York
North Carolina	70,822	1,276	3,319	75,417	North Carolina
North Dakota	9,320	170	682	10,172	North Dakota
Ohio	144,105	2,700	4,178	150,983	Ohio
Oklahoma	42,331	782	1,954	45,067	Oklahoma
Oregon	32,833	607	1,448	34,888	Oregon
Pennsylvania	140,288	2,770	5,873	148,931	Pennsylvania
Rhode Island	10,854	210	290	11,354	Rhode Island
South Carolina	34,462	637	962	36,061	South Carolina
South Dakota	11,425	214	486	12,125	South Dakota
Tennessee	53,999	998	2,099	57,096	Tennessee
Texas	178,791	3,271	8,396	190,458	Texas
Utah	15,196	281	403	15,880	Utah
Vermont	5,970	110	238	6,318	Vermont
Virginia	60,783	1,114	1,810	63,707	Virginia
Washington	43,687	807	1,737	46,231	Washington
West Virginia	21,979	415	1,065	23,459	West Virginia
Wisconsin	55,898	1,040	2,275	59,213	Wisconsin
Wyoming	8,100	160	538	8,798	Wyoming
Dist. of Col.	9,226	174	124	9,524	Dist. of Col.
Total	2/ 2,713,506	50,126	103,405	2,867,037	Total

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

<sup>2/</sup> Includes \$150,823,000 from tax on special fuels used on the highways.

# ESTIMATED AMOUNTS OF FEDERAL VEHICLE AND AUTOMOTIVE PRODUCTS TAXES PAID BY HIGHWAY USERS—1965<sup>1</sup>

(In thousands of dollars)

TABLE FE-8  
NOVEMBER 1966

STATE	AUTOMOBILES	TRUCKS, BUSES, AND TRAILERS	PARTS AND ACCESSORIES	TIRES AND TUBES	TREAD RUBBER	TOTAL	STATE
Alabama	25,279	8,747	3,784	7,055	418	45,283	Alabama
Alaska	1,780	986	193	361	21	3,341	Alaska
Arizona	11,393	4,974	2,042	3,808	225	22,442	Arizona
Arkansas	12,105	7,632	2,365	4,409	261	26,772	Arkansas
California	169,828	45,317	22,638	42,211	2,500	282,494	California
Colorado	15,132	6,174	2,408	4,490	266	28,470	Colorado
Connecticut	27,771	3,987	3,010	5,612	332	40,712	Connecticut
Delaware	5,697	1,286	645	1,243	74	8,945	Delaware
Florida	56,255	11,791	6,901	12,868	762	88,577	Florida
Georgia	35,604	11,662	5,181	9,661	572	62,680	Georgia
Hawaii	5,341	772	494	962	57	7,626	Hawaii
Idaho	5,163	3,344	924	1,724	102	11,257	Idaho
Illinois	119,448	17,193	11,007	20,524	1,215	169,387	Illinois
Indiana	50,202	12,777	6,148	11,465	679	81,271	Indiana
Iowa	24,923	7,975	3,440	6,414	380	43,132	Iowa
Kansas	19,760	6,817	2,945	5,492	325	35,339	Kansas
Kentucky	21,007	6,603	3,289	6,133	363	37,395	Kentucky
Louisiana	29,018	10,547	3,504	6,534	387	49,990	Louisiana
Maine	7,655	2,315	1,161	2,165	128	13,424	Maine
Maryland	37,029	7,375	3,612	6,735	399	55,150	Maryland
Massachusetts	46,642	5,274	5,224	9,741	577	67,458	Massachusetts
Michigan	121,762	20,452	9,738	18,159	1,075	171,186	Michigan
Minnesota	33,646	8,146	4,128	7,697	456	54,073	Minnesota
Mississippi	12,818	6,346	2,408	4,490	266	26,328	Mississippi
Missouri	41,657	12,091	5,611	10,463	620	70,442	Missouri
Montana	5,198	3,344	946	1,804	107	11,399	Montana
Nebraska	12,818	4,802	1,849	3,447	204	23,120	Nebraska
Nevada	4,095	1,972	795	1,403	83	8,348	Nevada
New Hampshire	6,943	1,758	752	1,363	81	10,897	New Hampshire
New Jersey	74,057	9,347	7,288	13,589	805	105,086	New Jersey
New Mexico	7,121	3,773	1,483	2,766	164	15,307	New Mexico
New York	160,927	19,765	13,823	25,776	1,526	221,817	New York
North Carolina	36,672	11,148	5,611	10,463	620	64,514	North Carolina
North Dakota	4,985	2,187	731	1,363	81	9,347	North Dakota
Ohio	107,861	17,579	11,437	21,326	1,263	159,486	Ohio
Oklahoma	19,760	9,518	3,354	6,253	370	39,255	Oklahoma
Oregon	17,268	8,018	2,601	4,850	287	33,024	Oregon
Pennsylvania	102,363	17,279	11,114	20,725	1,227	152,708	Pennsylvania
Rhode Island	7,833	1,115	860	1,603	95	11,506	Rhode Island
South Carolina	17,624	5,317	2,730	5,091	301	31,063	South Carolina
South Dakota	4,967	2,144	881	1,643	97	9,732	South Dakota
Tennessee	29,730	9,090	4,278	7,977	472	51,547	Tennessee
Texas	93,105	35,029	14,188	26,457	1,567	170,346	Texas
Utah	6,943	3,087	1,204	2,245	133	13,612	Utah
Vermont	3,916	1,115	473	882	52	6,438	Vermont
Virginia	38,453	9,175	4,794	8,979	532	61,933	Virginia
Washington	18,692	7,632	3,461	6,454	382	36,621	Washington
West Virginia	12,462	3,816	1,741	3,247	192	21,458	West Virginia
Wisconsin	37,385	7,289	4,429	8,258	489	57,850	Wisconsin
Wyoming	2,670	1,758	602	1,122	66	6,218	Wyoming
Dist. of Col.	9,435	1,115	752	1,363	81	12,746	Dist. of Col.
Total	1,780,218	428,755	214,977	400,865	23,737	2,848,552	Total

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

FEDERAL TAXES ON MOTOR VEHICLES AND RELATED PRODUCTS

TABLE FE-101

EFFECTIVE DATE OF NEW TAX OR REVISION OF EXISTING TAX	MANUFACTURERS EXCISE TAXES												MOTOR-VEHICLE USE TAXES
	GASOLINE 1/	SPECIAL FUELS 2/	LUBRICATING OIL 3/	MOTOR VEHICLES AND PARTS									
				AUTOMOBILES	MOTORCYCLES	BUSES	TRUCKS	TRAILERS	PARTS AND ACCESSORIES	TIRES 4/	TUBES 4/	THREAD RUBBER (CAMELPACK) 5/	
(CENTS PER GALLON)	(CENTS PER GALLON)	(CENTS PER GALLON)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(PERCENT OF MANUFACTURER'S SALES PRICE)	(CENTS PER POUND)	(CENTS PER POUND)	
October 4, 1917	-	-	-	3 percent	3 percent	3 percent	3 percent	-	-	-	-	-	-
January 1, 1919	-	-	-	↓	↓	↓	↓	-	-	-	-	-	Automobiles for hire \$10 for 7-passenger or less, \$20 for over 7
February 25, 1919	-	-	-	5 percent	5 percent	5 percent	↓	-	-	5 percent	5 percent	5 percent	-
July 3, 1924	-	-	-	↓	↓	↓	↓	Exempted truck chassis sold for \$1,000 or under and truck bodies for \$200 or under	-	2-1/2 percent	2-1/2 percent	2-1/2 percent	-
February 26, 1926	-	-	-	↓	↓	↓	↓	Repealed	-	Repealed	Repealed	Repealed	-
March 29, 1926	-	-	-	3 percent	3 percent	3 percent	-	-	-	-	-	-	-
June 30, 1926	-	-	-	↓	↓	↓	↓	-	-	-	-	-	Repealed
May 29, 1928	-	-	-	Repealed	Repealed	Repealed	-	-	-	-	-	-	-
June 21, 1932	1 cent	-	4 cents	3 percent	3 percent	3 percent	2 percent	-	-	2 percent	2-1/4 cents a pound	4 cents a pound	-
June 17, 1933	1-1/2 cents	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-
January 1, 1934	1 cent	-	↓	↓	↓	↓	↓	-	-	↓	↓	↓	-
July 1, 1940	1-1/2 cents	-	4-1/2 cents	3-1/2 percent	3-1/2 percent	3-1/2 percent	2-1/2 percent	-	-	2-1/2 percent	2-1/2 cents a pound	4-1/2 cents a pound	-
October 1, 1941	-	-	↓	7 percent	7 percent	5 percent	5 percent	House trailers, 7 percent; others, 5 percent	-	5 percent	5 cents a pound	9 cents a pound	-
February 1, 1942	-	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	All motor vehicles, \$5
November 1, 1942	-	-	6 cents	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
June 30, 1946	-	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	Repealed
November 1, 1951	2 cents	2 cents	-	10 percent	10 percent	8 percent	8 percent	House trailers, exempted; others, 6 percent	-	8 percent	-	-	-
September 1, 1955	↓	↓	↓	↓	Repealed	↓	↓	↓	↓	↓	↓	↓	-
July 1, 1956	3 cents	3 cents	-	↓	↓	10 percent	10 percent	House trailers, exempted; others, 10 percent	-	↓	8 cents a pound	↓	Motor vehicles over 26,000 pounds gross weight - \$1.50 per 1,000 pounds annual tax 6/
October 1, 1959	4 cents	4 cents	-	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
July 1, 1961	-	-	-	↓	↓	↓	↓	↓	↓	↓	10 cents a pound	10 cents a pound	5 cents 6/
June 22, 1965	-	-	-	7 percent 7/	-	-	School buses, exempted; others, 10 percent 8/	10 percent 8/	-	-	-	-	-
January 1, 1966	-	-	Cutting oil, exempted; other, 6 cents 3/	6 percent	-	-	-	-	-	Automobile parts and accessories, exempted; others, 8 percent	-	-	-
March 16, 1966	↓	↓	↓	7 percent	-	-	↓	↓	↓	↓	↓	↓	↓
Existing rates, January 1, 1967	4 cents	4 cents	Cutting oil, exempted; other, 6 cents 3/	7 percent	-	School buses, exempted; other, 10 percent	10 percent 8/	House trailers, exempted; others, 10 percent	-	Automobile parts and accessories, exempted; others, 8 percent	10 cents a pound	10 cents a pound	5 cents 6/
(Scheduled change or reversion under law existing January 1, 1967)	1-1/2 cents Oct. 1, 1972	1-1/2 cents Oct. 1, 1972	No change	1 percent Jan. 1, 1969 7/	-	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972	5 percent Oct. 1, 1972 9/	5 percent Oct. 1, 1972 9/	5 cents a pound Oct. 1, 1972	9 cents a pound Oct. 1, 1972	Termination Sept. 30, 1972

1/ The 4-cent gasoline tax applies to all gallonage imported or produced. The entire tax became refundable for fuel used for farming effective July 1, 1955; and the additional two cents (one cent levied July 1, 1956 and one cent levied October 1, 1959) are refundable for nonhighway uses, and for use by local transit systems.  
 2/ The 4-cent tax applies to all diesel and special fuels (butane, propane, etc.,) used in highway vehicles. Diesel and special fuels used by local transit systems are taxed at 2 cents a gallon, as are special fuels used in motor boats and airplanes.  
 3/ The tax originally applied to all lubricating oil, regardless of use. Effective January 1, 1966, cutting oil became exempt and the entire tax on other oil became refundable for nonhighway uses.  
 4/ 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 a pound, effective July 1, 1956, and two cents a pound, effective July 1, 1961, apply to tires for highway vehicles only.  
 5/ Applies to use for tires "of the type used on highway vehicles."  
 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. Legislation of 1965 provided for a reduction of the tax rate as follows: 7 percent from June 22, 1965 (made retroactive in effect to May 15, 1965 by a refund provision) through December 31, 1965; 6 percent in 1966; 4 percent in 1967; 2 percent in 1968; 1 percent after December 31, 1968. This was further altered by P.L. 89-368 that provided for the rate to be 7 percent from March 16, 1966 to March 31, 1968; 2 percent from April 1, 1968 to December 31, 1968; and 1 percent after December 31, 1968.  
 8/ The following are tax exempt: Bodies for camper coaches and self-propelled mobile homes; bodies designed for seed, feed and fertilizer; and small 3-wheeled trucks.  
 9/ Although the "basic" tax on parts and accessories is 5 percent of the manufacturer's wholesale price, the 8 percent rate that became effective on a temporary basis November 1, 1951, has remained in effect through periodic extensions.

Federal Taxes

# STATUS OF THE FEDERAL HIGHWAY TRUST FUND

## FISCAL YEAR ENDED JUNE 30, 1966<sup>1</sup>

TABLE FE-10

	\$
I. Opening Balance:	284,857,512.12
II. Receipts:	
A. Excise Taxes (Transferred general receipts)	
1. Gasoline (including floor taxes)-----	2,830,443,289.92
2. Diesel-----	163,565,795.27
3. Tires - highway vehicles-----	442,154,291.32
4. Tires - other-----	0.00
5. Innertubes-----	30,175,548.96
6. Tread rubber-----	24,283,699.86
7. Trucks, buses, trailers, etc.-----	441,968,806.75
8. Truck use tax-----	101,983,249.79
9. Parts and accessories for trucks and buses-----	7,000,000.00
10. Lubricating oil-----	23,000,000.00
11. Total excise taxes-----	<u>\$4,064,574,681.87</u>
B. Deduct - Reimbursement to General Fund Receipts (Refunds)	
1. Gasoline used on farms-----	98,051,634.89
2. Gasoline used for all other nonhighway purposes or local transit systems-----	<u>21,720,105.02</u>
Subtotal-----	119,771,739.91
3. Other gasoline-----	22.88
4. Tires of the type used on highway vehicles and tread rubber-----	0.00
5. Trucks, buses, trailers, etc.-----	<u>0.00</u>
Subtotal-----	22.88
6. Total-----	119,771,762.79
C. Transfers to Land and Water Conservation Fund-----	28,000,000.00
D. Net Excise Taxes-----	3,916,802,919.08
E. Interest-----	7,983,464.85
F. Advances from General Fund-----	<u>70,000,000.00</u>
G. Total Receipts-----	<u>3,994,786,383.93</u>
III. Expenditures: (Checks issued basis)	
A. Bureau of Public Roads	
1. Payment from General Fund reimbursed-----	70,000,000.00
2. Direct from Trust Fund-----	3,966,270,489.44
3. Total-----	<u>4,036,270,489.44</u>
B. Administration and Enforcement of Labor standards - Labor Department -----	0.00
C. Interest on Advances from General Fund-----	<u>678,319.42</u>
D. Total Expenditures-----	<u>4,036,948,808.86</u>
IV. Balances in Trust Fund:	
A. Investments	
U. S. Treasury Special Certificates of Indebtedness <sup>2/</sup> -----	237,763,000.00
B. Undisbursed Balances:	
1. Highway Trust Fund-----	1,626.21
2. Advances to Bureau of Public Roads-----	4,840,904.28
3. Pentagon Road Network-----	89,556.70
4. Total-----	<u>4,932,087.19</u>
C. Total Balance-----	<u>242,695,087.19</u>
<sup>1/</sup> Fund created June 29, 1956 with enactment of Highway Revenue Act of 1956. <sup>2/</sup> Certificates held June 30, 1966 bore interest at the rate of 4 1/8 percent, maturing June 30, 1967.	

# NET REVENUES TO THE HIGHWAY TRUST FUND

## 1957-1966<sup>1</sup>

Millions of dollars

FE-201

ITEMS	TAX RATE <sup>2/</sup>	FISCAL YEAR									
		1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
Motor Fuel	3 cents per gallon July 1, 1956 through September 30, 1959; 4 cents per gallon thereafter.	1,326	1,608	1,657	2,044	2,361	2,374	2,462	2,643	2,736	2,846
Tires	8 cents per pound for highway tires, and 5 cents per pound for "other tires" July 1, 1956 through June 30, 1961; 10 cents per pound for highway tires and 5 cents per pound for "other tires" thereafter. For fiscal year 1957 only, 3 cents per pound on highway tires accrued to the Trust Fund. After June 30, 1957 all tire tax accrued to the Trust Fund.	82	244	247	281	246	327	366	369	382	442
Innertubes	9 cents per pound July 1, 1956 through June 30, 1961; 10 cents per pound thereafter. None of the revenues accrued to the Trust Fund in fiscal year 1957. After June 30, 1957 all innertube tax accrued to the Trust Fund.	-	17	15	19	15	17	19	22	24	30
Tread Rubber	3 cents per pound July 1, 1956 through June 30, 1961; 5 cents per pound thereafter.	11	13	14	15	14	23	24	22	24	25
Trucks, Buses and Trailers	10 percent of manufacturer's wholesale price of which one half accrued to the Trust Fund during the period July 1, 1957 through June 30, 1962; all thereafter. During fiscal year 1957, one fifth of the tax accrued to the Trust Fund.	34	111	107	142	115	128	311	357	393	442
Vehicle Use	\$1.50 per 1,000 pounds gross weight for vehicles that weigh more than 26,000 pounds when loaded, July 1, 1956 through June 30, 1961; \$3.00 per 1,000 pounds gross weight thereafter.	26	33	34	38	47	80	97	106	99	102
Lubricating Oil	6 cents per gallon effective January 1, 1966.	-	-	-	-	-	-	-	-	-	23
Parts and Accessories	8 percent of manufacturer's wholesale price of truck and bus parts and accessories effective January 1, 1966.	-	-	-	-	-	-	-	-	-	7
<b>Total from excises</b>		1,479	2,026	2,074	2,539	2,798	2,949	3,279	3,519	3,658	3,917
Interest on investments		3	18	13	-3	1	7	14	20	11	7
<b>Total</b>		1,482	2,044	2,087	2,536	2,799	2,956	3,293	3,539	3,669	3,924

<sup>1/</sup> All amounts are net, after refunds for nonhighway uses have been paid.  
<sup>2/</sup> For details of the terms of the motor-fuel and automotive taxes, see table FE-101.

Federal Taxes

## HIGHWAY FINANCE

This section contains a series of tables reporting the highway receipts, disbursements, changes in debt status, and other financial information of Federal, State, and local agencies. Federal and State highway finance data are for the calendar year 1965, with only minor exceptions; finance data of the local governments are for different 1964 fiscal periods, the latest year for which complete information is available. The combined highway finances of all government agencies for 1964, and for 1965 (with local government data estimated) are summarized as follows:

	<i>(In millions of dollars)</i>	
	<i>1964</i>	<i>1965</i>
<b>Receipts:</b>		
Highway-user taxes, tolls, and fees.....	10, 037	10, 700
Property taxes, general funds, etc.....	2, 554	2, 598
<b>Total current income.....</b>	<b>12, 591</b>	<b>13, 298</b>
Bond proceeds (par value).....	1, 098	1, 073
<b>TOTAL RECEIPTS.....</b>	<b>13, 689</b>	<b>14, 371</b>
<b>Disbursements:</b>		
Capital outlay.....	8, 248	8, 390
Maintenance.....	3, 060	3, 232
Administration and highway police.....	1, 158	1, 259
Interest on debt.....	515	521
<b>Total current disbursements...</b>	<b>12, 981</b>	<b>13, 402</b>
Debt retirement.....	752	851
<b>TOTAL DISBURSEMENTS.....</b>	<b>13, 733</b>	<b>14, 253</b>

Finances and debt status of State highway agencies are given in the SF and SB table series; those of county and township governments are given in the LF and LB series; and those of municipalities in the UF and UB series. Federal funds administered by the Bureau of Public Roads are shown in table FA-3, but most of these funds are paid as a reimbursement to the States and to that extent also appear in the SF table series. A consolidation of the highway finances of all government agencies for 1964 is given in tables F-1 and 2. Intergovernmental receipts and payments are shown in the SF, LF, and UF series but have been eliminated from tables F-1 and 2.

### Agencies Providing Highway Services

#### Federal agencies

The Bureau of Public Roads, the principal highway agency of the Federal Government, administers the Federal-aid highway program. Other

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

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

Highway expenditures by Federal agencies for 1965, are summarized in the following tabulation, and are also shown in table FA-5.

	<i>(In millions of dollars)</i>		
	<i>Bureau of Public Roads</i>	<i>Other agencies</i>	<i>Total</i>
Payments to States and local governments.....	3, 834. 7	91. 7	3, 926. 4
<b>Direct expenditures:</b>			
Capital outlay.....	56. 6	115. 1	171. 7
Maintenance.....	. 5	17. 2	17. 7
Administration.....	51. 0	—	51. 0
<b>Total.....</b>	<b>108. 1</b>	<b>132. 3</b>	<b>240. 4</b>
<b>GRAND TOTAL.....</b>	<b>3, 942. 8</b>	<b>224. 0</b>	<b>4, 166. 8</b>

#### State agencies

In the Bureau of Public Roads analyses, special commissions and authorities, both toll and nontoll, as well as State highway departments, have been included under the phrase State highway agencies. Other executive branches of the State government also have been included when, and to the extent, they are responsible for the collection and distribution of road-user taxes or perform highway and



related functions. Examples of these executive agencies are treasury and revenue departments, public safety departments (highway police and law enforcement activities), and conservation departments when they are responsible for roads within State parks, forests, or reservations. The District of Columbia, although a municipal type of government, has been classed as a State.

### County and township governments

For the local highway finance summaries, counties, townships, and highway and road improvement districts have been included. Organized county governments exist in all States except Alaska, Connecticut, Louisiana (where they do exist but are called parishes), and Rhode Island. Counties, however, have little or no responsibility for roads in the New England States, in Delaware, North Carolina, Virginia (except for Arlington and Henrico Counties), or in West Virginia. In addition, at the option of the counties, Alabama has assumed legal responsibility for county roads in eight counties, and Maryland performs this function on behalf of six counties.

Because some counties are entirely or nearly comprised of incorporated cities, towns, and villages, Public Roads in its LF tables has listed their capital outlay and maintenance expenditures under municipal streets. These counties are: Bergen, Essex, Hudson, and Union, N.J.; Nassau, N.Y.; Cuyahoga, Ohio; and Milwaukee, Wis.

Certain counties have boundaries coextensive with cities and others have been merged with cities for governmental purposes. Data for these counties have been included only in the municipal (UF) highway finance summaries. The counties considered as cities are: San Francisco, Calif.; Denver, Colo.; Orleans (New Orleans), La.; Suffolk (Boston), Mass.; Bronx, Kings, New York, Queens, and Richmond (New York), N.Y.; Philadelphia, Pa.; and Davidson (Nashville), Tenn. Arlington County, Va., has also been included in the UF summaries because it is entirely urban in character.

Organized township governments exist in 21 States and provide funds for or perform highway functions in varying degrees. In the six New England States and in New York and Wisconsin these governments are known as towns. Although generally considered as rural governments, many of the townships in these eight States, as well as in New Jersey and Pennsylvania, serve heavily populated areas and ordinarily perform functions of municipal governments. For the Public Roads analyses, some of the townships in New England,

New Jersey, and New York have been classed as municipalities; this classification was based on population density criteria. Pennsylvania considers as municipalities those townships of the first class having a population density of 300 or more per square mile. Special districts having a degree of autonomy exist primarily in Idaho, Illinois, and Missouri and are responsible, except in Missouri, for separate road systems.

Data for county-created toll authorities, parkway commissions, etc., have been included in the tables with those for the county and township governments.

### Municipalities

Municipal governments included in the summaries, in addition to the specific counties and townships described, are those incorporated places legally designated as cities, boroughs, villages, and towns other than the New England type. The term "urban" has been avoided in reference to these political entities and is used in this bulletin solely in connection with Federal-aid statistics that refer specifically to areas including and adjacent to a municipality or other urban place having a population of 5,000 or more. These special urban areas may extend beyond corporate boundaries and thus are not necessarily coextensive with cities or other municipal jurisdictions. Also included as municipal governments are special parking authorities and commissions and municipal toll authorities.

### Expenditures by population groups

The Bureau has collected city street finance data by population groups for a number of years. However, only partial information has been obtainable for some years. State-by-State tabulations of receipts and expenditures by population groups have been published for the representative years 1955-59, inclusive, in the Bureau's historical publication of highway receipts, disbursements, and debt transactions of municipal governments titled *A Quarter Century of Financing Municipal Highways, 1937-61*, published in 1964.

A complete analysis of the 1964 statistics State-by-State by population groups is not available because of insufficient data. However, preliminary population group nationwide summaries of expenditures by municipalities have been compiled, and are given in the following tabulation together with the corresponding number of government units based on a 1962 count (including municipal-type townships as previously described):

Population group	Municipalities		Highway and parking expenditures	
	Number	Percent of total	Amount (in millions)	Percent of total
5,000 and under---	15,307	82.0	\$237	9.97
5,000 to 9,999----	1,441	7.7	173	7.28
10,000 to 24,999---	1,167	6.2	317	13.34
25,000 to 49,999---	421	2.3	274	11.54
50,000 to 99,999---	199	1.1	264	11.11
100,000 and over--	136	.7	1,111	46.76
TOTAL-----	18,671	100.0	2,376	100.00

This table is intended to reflect the summary of financial activities of the municipalities insofar as highways are concerned including among other highway expenditures, interagency payments and debt retirement. Expenditures by State and local rural governments on the city streets are excluded and listed only in the respective summaries. The State-by-State listing according to source of income and type of expenditures for 1964 will be available at a future date as part of a special summary.

### Intergovernmental Payments

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

#### Federal aid to State governments

The improvement of Interstate and other Federal-aid highways is financed from the proceeds of motor-fuel and other excise taxes deposited in the Federal Highway Trust Fund. Administered by the Bureau of Public Roads, this is a grant-in-aid type of program; that is, funds for use in highway improvements are allotted to States in accordance with formulas that give weight to population, area, mileage, and (for the Interstate System) relative costs (needs). Other programs administered by Public Roads but not financed from Trust Fund revenues include those for Forest Highways and Public Lands Highways. The funds for these programs are usually expended directly for construction and are not allotted as payments to the States.

State and local governments also receive assistance from other Federal programs. Typical of this assistance is the return to the State of origin of 25 percent of Federal revenue from national forests. The States in turn distribute these funds for schools and roads to the counties in which such forests are located. Details of the different Federal assistance programs are given in table F-106, which last appeared in *Highway Statistics, 1964*.

#### State aid to local governments

By definition, State transactions or activities that benefit local governments but that do not in-

volve the flow of funds are excluded from intergovernmental payments. Among these transactions are: (1) Advisory, consulting, and supervisory services or aid in kind (for example, free provision of road materials or loans of equipment); (2) assumption by a State of responsibility for construction and maintenance of former county roads or municipal streets; (3) payments made by the State for materials or direct to contractors for the State's share of the cost of joint State-local projects on local road systems.

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

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

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

In 1965 the statutes of 48 States provided for the sharing of State-collected funds, chiefly highway-user tax revenues, with local governments for road and street purposes; only 2 States, Alaska and West Virginia, did not have such statutes. This assistance is in the form of direct grants-in-aid and shared revenue. Table SF-5A shows the sources and payments of these State funds.

Forty-two States in 1965 provided aid from road-user taxes to municipalities, including New England towns; counties in 41 States received grants-in-aid. Townships, including those in New England, in 14 States received State grants. Many States, of course, provided aid to more than one type of local government.

### Intergovernmental payments of local agencies

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

Payments between similar government units have been eliminated; for example, those between counties, between States, or between municipalities. But payments made between different government classes, such as those between counties and municipalities, have been shown.

### Classification of Highway Receipts

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

#### Funds attributable to highway users

Chief among groups of revenues that can be attributed to highway users are the highway-user taxes and fees. The States and the Federal Government have largely preempted this field of taxation for highways; however, counties in Alabama, Hawaii, and Mississippi and municipalities in Alabama, Florida, New Mexico, and Wyoming levy local motor-fuel taxes. Vehicle fees also are levied in many local communities. By definition, highway-user imposts are those levied on owners and operators of motor vehicles because of their use of the public highways. These imposts consist chiefly of motor-fuel taxes, registration fees, operators licenses, and other fees closely allied with the ownership and operation of motor vehicles. Also included are fines and penalties for registration violations and vehicle size and weight violations. Not all taxes paid by highway users are included in the definition. Sales and use taxes, gross receipt taxes, and ad valorem property taxes are among those that have been excluded when such taxes are part of a general tax structure applicable to a variety of commodities, operations, and commercial activities.

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

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

In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to specific highway purposes. Some States, however, place all highway-user revenues in a general highway fund, and others have a general State fund obtained from many types of revenues, including those from highway users. For the latter group of States, each appropriation or expenditure for highway purposes has been considered in this bulletin to have been made from motor-fuel taxes and from motor-vehicle taxes and fees in proportion to the revenue received from each of these sources.

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

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

Closely allied to highway-user imposts are toll receipts and parking fees. Tolls provide more revenue to State agencies than to local governments, but income from parking meters and lots is chiefly an item of municipal finance. Parking revenues

used for highways are the net sum that remains after deduction of costs of maintenance and operation of meters and parking lots.

#### **Other taxes and fees**

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

#### **Investment income and miscellaneous receipts**

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

#### **Income from sale of bonds and notes**

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

Special tables have been included that give details of State obligations (SB series) and local obligations (LB and UB series). State bond issues for highways usually can be identified readily. Bond issues of local governments are occasionally components of general improvement loan series, and the road and street share of local general improvement loans has been estimated in the special tables.

### **Classification of Highway Expenditures**

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

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

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

Classed as administration costs are those for general overhead, engineering, and research not assignable to specific road projects. Included in the tables as highway police expenditures are activities of State highway patrols, safety education and promotion, driver training programs, and enforcement of vehicle size and weight limitations. Costs of municipal traffic police also have been included where the function is separate and distinct from that of general policing activities.

#### **Indirect Municipal Street Functions**

The municipal highway summaries do not include receipts and disbursements for street lighting and cleaning, sidewalks, storm drainage, nor parking revenues used for maintenance and operation of parking meters and lots. This information has been excluded so that the data presented for municipalities are comparable to those shown for other types of governments or agencies. Parking funds that were used for highways, however, are listed separately on table UF-1. Tables UF-11 and UF-12 present the data that have been reported for the items excluded from the municipal summaries. Although programs related to street lighting and cleaning, sidewalks, and storm sewers are frequently administered by the municipal government in connection with street programs, expenditures for such programs are considered to be for the protection of the health and safety of the public rather than expenditures for highways.



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

TABLE S-106  
SHEET 1 OF 2  
STATUS AS OF JANUARY 1, 1967

STATE AND SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>Alabama</u> Lubricating oil tax	State General Fund	All	Appropriated to Department of Public Safety for State Police.	Unexpended balances revert to the General Fund.
<u>Arkansas</u> Severance tax on natural resources	County Highway Fund	12.5 percent of 97 percent of gross receipts	Construction, maintenance, and administration of county roads.	Collected by Commission of Revenue and returned to county of origin. (Except on timber to State Forestry Department, and tax credits allowed petroleum producers for approved salt water disposal.)
<u>Colorado</u> Specific ownership tax on motor vehicles Class A & C - For Hire Vehicles	County Fund	All	Construction, maintenance and administration of the county highway system.	Collected by Department of Revenue and apportioned to counties in proportion to the distance traveled across each county as compared to the total distance of the route within the State. This tax is also levied on not-for-hire vehicles (class B & D) and is collected by county clerks and distributed in the same manner as ad valorem tax proceeds. (Not required to be used for highway purposes.) Allocations to cities and towns on same basis as ad valorem tax proceeds if county does make a distribution.
<u>Hawaii</u> Diesel and LPG - 1¢ per gallon	State Highway Fund	All	For expenditure, see distribution on G-106.	Collected by Department of Taxation.
<u>Iowa</u> 2 percent gross receipts tax 2 percent tax on purchase price of motor vehicles	Road Use Tax Fund Road Use Tax Fund  State Primary Road Fund, State Highway Commission Secondary Road Fund Farm-to-Market Road Fund, State Highway Commission Street Construction Funds of incorporated cities and towns	10 percent <u>All</u>  47 percent 30 percent 10 percent 13 percent	}Distributed as follows: }  State highway construction, maintenance, and administration.  County road construction and maintenance. Construction of Farm-to-Market roads. Distributed by the Highway Commission to the counties. For construction, reconstruction or repair and maintenance of roads and streets in cities and towns.	Collected by State Tax Commission. Collected by County Treasurers.  Distributed 60 percent on need and 40 percent on area. Distributed 60 percent on need and 40 percent on area. Distributed in proportion that the population of the municipality bears to the total municipal population.
<u>Kentucky</u> 3 percent sales and use tax on motor vehicles	State Road Fund	All	For expenditure, see distribution shown on table G-106.	Collected by Department of Revenue.
<u>Louisiana</u> General Fund Mineral leases on State owned lands Lubricating oil tax 8 cents per gallon	Parishes Parish Road Fund Department of Revenue Long Range Highway Fund	\$1,920,000 10 percent Amount required Remainder	Construction and maintenance of parish roads. Construction of roads and operation and maintenance of automobile ferries. Collection and administration expenses. Construction and maintenance of State highways and bridges.	Distributed equally among the parishes, including the city of New Orleans, (Orleans parish). Collected by Register of State Land Office. Credited to parish where production occurred, and subject to expenditure by the State highway department. Not to exceed \$50,000 annually.
<u>Mississippi</u> General sales tax	Division of State-Aid Road Construction	6.6 percent plus amount equivalent to 1/2 cent of motor fuel tax receipts  Amount required Remainder	For expenditure as follows:  Administrative expenses of the division.  Construction and reconstruction of State-aid road system.	Amount "equivalent to 1/2 cent of motor fuel tax receipts" is derived entirely from sales tax proceeds.  Not to exceed \$300,000 per year.  Allocated for expenditure by divisions in each county on the following basis: \$833.33 monthly to each county and remainder on a statutory percentage basis. Title 40, Chapter 3, Section 10127 of the Mississippi Code.

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

TABLE S-106  
SHEET 2 OF 2  
STATUS AS OF JANUARY 1, 1967

STATE AND SOURCE OF FUNDS	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<u>Mississippi</u> (Continued) Lubricating oil tax 8 cents per gallon	Motor Vehicle Comptroller Division of State-Aid Road Construction	Amount required Remainder	Collection and administration expenses, refunds. Construction and reconstruction of State-aid road system.	Same as above for sales tax revenues.
<u>Missouri</u> 3 percent use tax on purchase price of motor vehicles	State Highway Department Fund State Road Fund	All The Residue	Administration of State Highway System. Construction, reconstruction and maintenance of State Highway System.	Collected by Department of Revenue. Transfer by Comptroller to State Road Fund from State Highway Department Fund.
<u>North Dakota</u> 2 percent excise (sales) tax on special fuels  5 percent severance tax on gas and oil	County Road Funds  County Road and Bridge Fund	All  40 percent of county share	Construction and maintenance of county roads and bridges on county FAS system.  Construction and maintenance of county roads and bridges and water resources surveys conducive to control, distribution and utilization of water supplies.	Collected by Gas Tax Division. Distribution to counties gives equal weight - each county - to land areas, population and mileage of rural roads exclusive of State highways. (Tax applies to retail sales of agricultural, railroad, industrial, and heating fuel.) Collected by State Tax Commission. County share of proceeds is distributed to county of origin.
<u>Oklahoma</u> Severance tax on natural resources	County Highway Construction and Maintenance Fund	10 percent	Construction and maintenance of county roads.	Collected by State Tax Commission. County share is distributed to county of origin.
<u>Pennsylvania</u> Gross receipts tax	Motor License Fund	All	For expenditure, see distribution shown on table G-106.	Collected by Department of Revenue on gross receipts of vehicles operating over routes when only part of the route is in the State.
<u>South Dakota</u> Petroleum Inspection Fees (Nonhighway use)  Game and Fish Licenses 2 percent sales tax on purchase price of motor vehicles	Petroleum Products Inspection Fund State Highway Fund Special Highway Fund (Township) State Highway Fund	Amount required Remainder 10 percent All	Collection and administration. Construction and maintenance of State highways. Construction and maintenance of Township highways. Construction and maintenance of State highways.	  Distributed to county of origin. Collected by county treasurers at time of registration.
<u>Tennessee</u> Petroleum Inspection Fees (Nonhighway use)	General Highway Fund	one-third of total	For expenditure, see distribution shown on table G-106.	
<u>Texas</u> 2 percent excise (sales) tax on lube oil used in motor vehicles	State Highway Fund	All	For expenditure, see distribution shown on table G-106.	Collected by State Comptroller on that portion of motor oils and lubricating oils consumed on public highways.
<u>West Virginia</u> Capitation tax \$1.00 per male inhabitant age 21 or over	State Road Fund	All	Maintenance of State Secondary roads.	Collected by county assessor and deposited in State Road Fund. Expended in county which tax is raised.
<u>District of Columbia</u> Parking meter fees	Motor Vehicle Parking Agency Highway Fund	Amount required Remainder	Operating expenses of the Agency. Maintenance of D. C. highways, including snow removal.	

Highway Finance

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-SUMMARY-1965<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SP-21 REVISED NOVEMBER 1966

Table with columns for STATE, RECEIPTS (State Highway-User Tax Revenues, Road, Bridge, and Ferry Tolls, Other State Imposts, General Fund Revenues, Miscellaneous Income, Federal Funds, Transfers from Local Governments, Bond Proceeds, Total Receipts), CAPITAL OUTLAY (Federal-Aid Systems, Other Roads and Streets, Total), MAINTENANCE AND TRAFFIC SERVICES, ADMINISTRATION AND HIGHWAY POLICE, Bond Interest, Transfers to Local Governments, Subtotal, Current Expenditures, Bond Retirement, Total Disbursements.

1/ This table is one of a series on State highway finance. Table 21 summarizes the receipts and disbursements for (1) State highway-user revenue, excluding amounts allocated for collection and nonhighway purposes, and (2) all other receipts and disbursements by the States for highways. Data in greater detail are given in Tables SP-1, 2, 3, 3A, 3B, 4, 4A, 4B, 4C, 5, 5A, 6, 11, and 15. See table DF for allocations for collection and nonhighway purposes. 2/ The entries in this column are identical with the combined receipts allocated for State-administered highways

and for local roads and streets as shown on Table DF. 3/ Toll receipts allocated for nonhighway purposes are excluded. See Table SP-4B for amounts. 4/ Par value of bonds issued and redeemed by refunding are excluded. See SB tables for complete information on highway debt.









DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS-1965<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-4 OCTOBER 1966

Table with columns for STATE, CAPITAL OUTLAY FOR ROADS AND BRIDGES, MAINTENANCE AND TRAFFIC SERVICES, ADMINISTRATION AND MISCELLANEOUS, HIGHWAY LAW ENFORCEMENT AND SAFETY, BOND INTEREST, SUBTOTAL, CURRENT EXPENDITURES, BOND RETIREMENT, TOTAL DISBURSEMENTS, and BALANCES ON DECEMBER 31, 1965 (RESERVES FOR CURRENT HIGHWAY WORK, RESERVES FOR DEBT SERVICE, TOTAL).

1/ See table SF-21 for general note on SF series. Tables SF-3 and 4 are concerned solely with receipts and disbursements for state-administered roads and bridges. In addition to the receipts and disbursements of the State highway departments for primary and secondary State highways and county roads under State control, these tables also include State highway debt service transactions and the receipts and disbursements for roads and bridges of other State agencies, such as State park boards and special State and quasi-State toll authorities.

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

3/ County roads are under State control in Alabama (eight counties), Delaware, North Carolina, Virginia (all but two counties), and West Virginia. Maintenance expenditures by Delaware are not segregated from primary State highway expenditures.

4/ Includes toll facilities, parkways, and roads in forests, institutions, parks and reservations.

5/ The classification of administration and miscellaneous expenditures is not uniform for all States because of indeterminate amounts charged to construction and maintenance. For this analysis, undistributed equipment expenditures are included with construction and maintenance expenditures on a pro rata basis. Preliminary and construction engineering expenditures are included with capital outlay.

6/ Includes \$2,408,000 redemption by refunding in Colorado (\$183,000 for Denver-Boulder Turnpike Revenue Bonds, \$2,225,000 for Revenue Anticipation Warrants), \$524,000 in Florida (\$100,000 for Escambia County Road Revenue Bonds, \$145,000 for Leon County Road Revenue Bonds, \$150,000 for Polk County Road Revenue Bonds, \$50,000 for Pasco County Road Revenue Bonds, \$79,000 for Sunshine State Parkway Revenue Bonds), \$65,000 in Pennsylvania (Delaware River Port Authority Revenue Bonds), \$2,000 in Virginia (Chesapeake Bay Bridge and Tunnel District Revenue Bonds).







STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS -1965<sup>1</sup>Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SF-5  
OCTOBER 1966

STATE	BALANCES ON JANUARY 1, 1965 <sup>2/</sup>			CURRENT STATE INCOME <sup>3/</sup>						PAYMENTS FROM OTHER GOVERNMENTS				ISSUE OF BONDS	TOTAL RECEIPTS	
	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEPT SERVICE	TOTAL	HIGHWAY-USER REVENUES <sup>4/</sup>			APPROPRIATIONS FROM GENERAL FUNDS	OTHER STATE IMPOSTS <sup>5/</sup>	MISCELLANEOUS RECEIPTS	TOTAL	FEDERAL FUNDS		FROM COUNTIES AND TOWNSHIPS			FROM MUNICIPALITIES
				MOTOR-FUEL TAXES	MOTOR-VEHICLE AND CARRIER TAXES	TOTAL					BUREAU OF PUBLIC ROADS	OTHER AGENCIES				
Alabama <sup>6/</sup>	10,521	-	10,521	37,491	5,333	42,824	-	-	-	42,824	3,252	109	-	-	26,384	72,569
Alaska	-	-	-	344	235	579	-	-	-	579	-	-	-	-	-	579
Arizona	1,328	-	1,328	15,225	5	15,230	-	-	-	15,230	3,011	145	1,272	692	-	20,350
Arkansas	2,389	-	2,389	13,165	4,148	17,313	-	469	-	17,782	780	220	850	-	-	19,632
California	5,689	-	5,689	251,986	39,188	291,174	-	-	500	291,674	6,083	2,733	2,851	428	-	303,769
Colorado	1,419	-	1,419	14,240	7,682	21,922	-	780	-	22,702	-	1,861	-	-	-	24,563
Connecticut	8,500	-	8,500	9,779	1,929	11,708	-	-	-	11,708	-	-	-	-	-	11,708
Delaware <sup>6/</sup>	-	-	-	1,328	672	2,000	-	-	-	2,000	-	-	-	-	-	2,000
Florida	-	-	-	15,366	282	15,648	-	-	-	15,648	-	95	-	-	-	15,741
Georgia	12,348	10,054	22,402	45,365	45,365	90,730	-	-	702	46,067	7,529	124	-	248	-	53,968
Hawaii	-	-	-	371	6,066	6,437	-	-	-	6,437	-	-	-	-	-	6,437
Idaho	2,507	-	2,507	5,286	2,817	8,103	-	-	-	8,103	1,706	1,074	424	258	-	11,565
Illinois	93,104	-	93,104	126,816	22,929	149,775	-	-	-	149,775	6,540	11	2,975	-	-	159,301
Indiana	-	-	-	73,170	22,679	95,849	-	-	-	95,849	2,844	-	1,951	200	-	100,844
Iowa	10,800	-	10,800	33,904	28,972	62,876	-	9,241	958	73,075	7,304	-	-	-	-	80,379
Kansas	7,040	-	7,040	12,030	2,095	14,125	-	-	-	14,125	5,258	69	-	-	-	19,452
Kentucky	2,637	-	2,637	7,452	5,115	12,567	162	-	-	12,729	-	44	-	-	-	12,773
Louisiana	3,594	-	3,594	14,780	1,783	16,563	4,668	2,496	-	23,727	-	179	5,361	925	-	30,192
Maine	319	-	319	2,067	738	2,805	-	-	-	2,805	-	-	-	-	-	2,805
Maryland	1,766	3,042	4,808	35,619	6,597	42,216	-	-	124	42,370	4,678	-	3,676	2,087	2,527	55,338
Massachusetts	-	-	-	12,046	4,267	16,313	-	-	-	16,313	-	-	-	-	9,771	26,084
Michigan	21,189	-	21,189	92,418	36,784	129,202	-	-	-	129,202	4,492	67	2,653	-	-	136,414
Minnesota	37,919	-	37,919	17,543	7,795	25,338	-	-	1,684	27,022	4,274	57	-	-	-	31,353
Mississippi	14,168	-	14,168	21,091	11,690	32,781	-	10,669	3	43,453	3,920	449	40	-	1,865	49,727
Missouri	1,944	-	1,944	18,017	-	18,017	-	-	-	18,017	-	20	-	-	-	18,037
Montana	-	-	-	3,802	3,802	7,604	-	-	-	7,604	-	677	-	-	-	8,281
Nebraska	-	-	-	19,263	7,596	26,859	-	-	21	26,880	2,642	455	1,646	343	-	31,966
Nevada	-	-	-	3,708	3,708	7,416	-	-	-	7,416	-	20	-	-	-	7,436
New Hampshire	-	-	-	889	453	1,342	-	-	-	1,342	-	-	392	434	-	2,168
New Jersey	3,867	-	3,867	10,907	6,208	17,115	-	-	-	17,115	2,231	-	1,104	-	-	20,450
New Mexico	-	-	-	4,438	4,438	8,876	-	-	-	8,876	-	142	-	-	-	9,018
New York	-	-	-	59,696	40,801	100,497	-	-	-	100,497	6,262	-	-	-	-	106,759
North Carolina <sup>6/</sup>	-	-	-	8,776	-	8,776	-	-	-	8,776	-	-	-	179	-	8,955
North Dakota	1,481	-	1,481	2,531	4,776	7,307	-	1,418	-	8,725	3,335	69	2,025	-	-	14,154
Ohio	4,053	-	4,053	62,762	93,925	156,687	-	-	-	156,687	1,958	-	1,853	1,678	-	162,176
Oklahoma	2,872	-	2,872	28,428	12,418	40,846	-	4,169	-	45,015	1,431	76	232	-	-	46,754
Oregon	10,671	-	10,671	15,598	9,884	25,482	-	-	-	25,482	2,244	11,676	740	19	-	41,121
Pennsylvania	2,191	-	2,191	54,830	42	54,872	-	-	-	54,872	-	54	-	-	-	55,026
Rhode Island	-	-	-	742	413	1,155	-	-	-	1,155	-	-	-	-	-	1,155
South Carolina	-	-	-	8,541	-	8,541	-	-	-	8,541	-	17	-	-	-	8,558
South Dakota	-1,514	-	-1,514	2,176	5,363	7,539	-	150	-	7,689	2,635	272	1,947	-	-	12,543
Tennessee	-	-	-	51,870	6,062	57,932	-	-	-	57,932	6,145	23	-	735	-	64,835
Texas	-	-	-	7,300	29,738	37,038	-	-	-	37,038	-	295	-	-	-	37,333
Utah	916	-	916	24	3,662	3,686	-	-	-	3,686	-	429	267	-	-	4,382
Vermont	-	-	-	5,828	-	5,828	-	-	-	5,828	598	30	-	-	-	6,456
Virginia <sup>6/</sup>	8,841	-	8,841	10,548	4,518	15,066	-	-	-	15,066	107	-	32	34	-	15,239
Washington	6,408	-	6,408	39,458	826	40,284	-	-	-	40,284	2,140	3,411	1,132	736	-	48,051
West Virginia <sup>6/</sup>	-	-	-	-	-	-	-	-	7/ 328	-	-	-	-	-	-	-
Wisconsin	-4,813	-	-4,813	36,408	18,104	54,512	-	-	-	54,512	5,026	-	5,160	983	-	65,681
Wyoming	2,056	-	2,056	4,527	4,656	9,183	-	-	-	9,183	-	1,127	127	-	-	10,437
Dist. of Col.	1,058	-	1,058	13,461	1,798	15,259	-	878	418	16,555	21,218	-	-	-	4,200	41,973
Total	277,278	13,096	290,374	1,337,859	484,505	1,822,364	4,830	30,270	4,738	1,862,202	119,643	26,028	38,710	9,979	44,747	2,101,309

1/ See table SF-21 for general note on SF series. Tables SF-5 and 6 are concerned solely with State receipts and disbursements applicable to county and other local roads and streets not under State control.

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

3/ Gross nonhighway allocations of highway-user revenues that were offset against appropriations out of State general funds appear on Table DF.

4/ The entries in these columns are identical with the totals for local roads and streets on tables G-3,

MV-3, and DF, respectively.

5/ Ark., severance tax; Colo., specific ownership tax on class A and C (for hire) vehicles; Iowa, sales and tax; La., oil royalties; Miss., sales tax; N. Dak. severance tax on gas and oil \$606,000, excise tax on special fuels \$812,000; Okla., severance tax; S. Dak., game and fish licenses; D. C., parking meter fees.

6/ County roads are under State control in Ala. (eight counties), Del., N. C., Va. (all but two counties), and W. Va.

7/ Toll receipts transferred to Pierce County.









# STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS-1965<sup>1</sup>

TABLE SF-15, 1965  
SHEET 1 OF 7  
DECEMBER 1966

(In thousands of dollars)

STATE	STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY						TOTAL CAPITAL OUTLAY	MAINTENANCE						TOTAL MAINTENANCE	
			STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			
			STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	CITY STREETS		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	CITY STREETS		TOTAL
Alabama	Birmingham Columbus, Georgia - Alabama Gadsden Huntsville Mobile Montgomery Tuscaloosa Total	Jefferson Russell Etowah Madison Mobile Montgomery Tuscaloosa	11,560 - 2,051 - 8,466 3,273 3,319 28,669	- - - - - - - -	1,553 311 2,505 14 1,481 1,431 571 7,866	13,113 311 4,556 14 9,947 4,704 3,890 36,535	597 - 27 13 163 343 199 1,342	1,962 828 - 583 1,082 467 10 4,919	2,559 828 27 597 1,245 810 209 6,261	15,672 1,139 4,583 597 11,192 5,514 4,099 42,796	1,903 - 336 - 1,386 535 527 4,787	- - - - 242 234 93 1,288	2,159 51 746 2 1,628 769 620 5,975	- - - - - - - -	- - - - - - - -	2,159 51 746 2 1,628 769 620 5,975	
Arizona	Phoenix Tucson Total	Maricopa Pima	8,082 4,319 12,401	366 625 991	3,895 2,907 6,792	12,333 7,851 20,184	- - -	- - -	- - -	12,333 7,851 20,184	342 163 505	318 161 479	170 83 253	830 407 1,237	- - -	- - -	830 407 1,237
Arkansas	Forth Smith, Arkansas - Oklahoma Little Rock - North Little Rock Memphis, Tennessee - Arkansas Texarkana, Arkansas - Texas Total	Sebastian Crawford Pulaski Crittenden Miller	300 1,898 1,793 980 921 5,922	- - - - - -	1,221 463 653 - 951 2,337	1,521 2,361 2,446 980 951 8,259	- - - - - -	- - - - - -	- - - - - -	1,521 2,361 2,446 980 951 8,259	200 64 205 257 110 836	- - - - - -	51 8 121 24 118 212	251 72 326 281 118 1,048	- - - - - -	- - - - - -	251 72 326 281 118 1,048
California	Fresno Los Angeles - Long Beach Sacramento Yolo San Bernardino - Riverside - Ontario San Diego San Francisco - Oakland Marin San Francisco San Mateo Santa Clara Santa Barbara Stockton Bakersfield Anaheim - Santa Ana - Garden Grove Vallejo - Napa Total	Fresno Los Angeles Sacramento Placer Yolo San Bernardino Riverside San Diego Alameda Contra Costa Marin San Francisco San Mateo Santa Clara Santa Barbara San Joaquin Kern Orange Solano Napa	1,256 23,974 3,652 5,797 3,217 21,896 11,141 13,805 14,240 15,044 385 905 6,802 6,433 5,344 11,124 9,131 10,052 3,333 167,531	- -	7,388 112,551 16,637 836 27 4,449 5,204 21,949 25,967 3,505 2,839 11,864 16,395 13,159 2,427 2,804 5,096 16,206 108 620 269,646	8,644 136,525 20,289 6,633 3,244 26,345 16,345 35,754 40,207 18,549 2,839 11,864 17,300 19,961 8,860 8,148 16,220 25,337 10,160 3,953 437,177	4 4 105 6 - 2 - 1 - 1 - 11 3 6 2 18 3 4 - 65 713	195 93 106 129 - - 93 107 260 139 90 129 11 361 164 97 - 18 19 98 65 2,144	199 97 106 135 - - 2 108 260 140 97 129 11 364 810 99 - 18 22 102 65 2,857	8,643 136,622 20,395 6,768 3,244 26,347 16,438 35,862 40,467 18,689 2,936 11,993 17,311 20,325 9,670 8,247 16,238 25,399 10,262 4,018 440,034	865 2,124 862 935 635 2,470 1,216 852 349 550 431 - 330 398 780 612 1,443 494 715 261 16,322	- -	1,252 7,725 1,243 1,036 648 3,040 1,576 2,155 1,846 1,074 516 669 1,106 1,198 948 700 1,626 1,735 619 303 31,215	- -	1,252 7,725 1,243 1,036 648 3,040 1,576 2,155 1,846 1,074 516 669 1,106 1,198 948 700 1,626 1,735 619 303 31,215		
Colorado	Colorado Springs Denver Pueblo Total	El Paso Adams Arapahoe Boulder Denver Jefferson Pueblo	2,203 5,154 7,128 1,548 6,835 4,280 4,331 31,479	- - - - - - - -	2,203 5,154 7,128 1,548 6,835 4,280 4,331 31,479	- - - - - - - -	- - - - - - - -	- - - - - - - -	2,203 5,154 7,128 1,548 6,835 4,280 4,331 31,479	375 365 462 343 342 627 293 2,827	- - - - - - - -	375 365 462 343 342 627 293 2,827	- - - - - - - -	- - - - - - - -	375 365 462 343 342 627 293 2,827		
Connecticut	Bridgeport Hartford Meriden New Britain New Haven New London - Groton - Norwich Norwalk Stamford Waterbury Total	- - - - - - - - - -	11,021 30,034 2,851 7,149 13,934 6,133 2,380 467 21,871 95,840	- - - - - - - - - -	11,021 30,034 2,851 7,149 13,934 6,133 2,380 467 21,871 95,840	- - - - - - - - - -	- - - - - - - - - -	- - - - - - - - - -	11,021 30,034 2,851 7,149 13,934 6,133 2,380 467 21,871 95,840	1,541 3,131 122 427 1,757 1,500 738 965 776 10,957	- - - - - - - - - -	1,541 3,131 122 427 1,757 1,500 738 965 776 10,957	- - - - - - - - - -	- - - - - - - - - -	1,541 3,131 122 427 1,757 1,500 738 965 776 10,957		
Delaware	Wilmington, Delaware - New Jersey - Maryland	New Castle	19,503	1,731	284	21,518	-	-	-	21,518	1,862	636	218	2,716	-	-	2,716
Florida	Fort Lauderdale - Hollywood Jacksonville Miami Orlando Tampa - St. Petersburg West Palm Beach Pensacola Tallahassee Total	Broward Duval Dade Orange Seminole Hillsborough Pinellas Palm Beach Escambia Santa Rosa Leon	5,713 11,409 3,203 998 5,681 3,771 4,764 1,088 36,627	1,807 1,959 308 1,101 3,093 3,910 950 787 13,915	4,286 1,526 19,756 2,761 5,080 5,162 493 2,756 41,820	11,806 14,894 23,267 4,860 13,854 12,843 6,207 4,631 92,362	- - - - - - - - -	- - - - - - - - -	11,806 14,894 23,267 4,860 13,854 12,843 6,207 4,631 92,362	578 1,731 205 140 1,949 628 1,022 442 8,086	116 21 - 140 192 222 326 115 1,337	39 - - - 18 - - - 81	733 1,776 1,187 894 2,159 850 1,348 557 9,504	- - - - - - - - -	- - - - - - - - -	733 1,776 1,187 894 2,159 850 1,348 557 9,504	

Highway Statistics, 1965











# STATE HIGHWAY DEPARTMENT EXPENDITURES WITHIN COUNTIES COMPRISING STANDARD METROPOLITAN STATISTICAL AREAS-1965<sup>1</sup>

(In thousands of dollars)

TABLE SF-15  
SHEET 6 OF 7  
DECEMBER 1966

STATE	STANDARD METROPOLITAN STATISTICAL AREA	COUNTY	CAPITAL OUTLAY						TOTAL CAPITAL OUTLAY	MAINTENANCE						TOTAL MAINTENANCE		
			STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS			STATE ADMINISTERED HIGHWAYS				LOCAL ROADS AND STREETS				
			STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	CITY STREETS		STATE PRIMARY	STATE SECONDARY	MUNICIPAL EXTENSIONS	TOTAL	LOCAL ROADS	CITY STREETS		TOTAL	
Rhode Island	Fall River, Massachusetts - Rhode Island Providence - Pawtucket - Warwick, Rhode Island - Massachusetts Total		-	-	27 41,655 41,682	27 41,655 41,682	13 223 236	13 224 237	26 447 473	53 42,102 42,155	-	-	211 3,659 3,870	211 3,659 3,870	-	-	-	211 3,659 3,870
South Carolina	Augusta, Georgia - South Carolina Charleston Columbia Greenville Total	Aiken Charleston Berkeley Richland Lexington Greenville Pickens	1,600 6,000 158 4,316 1,151 641 584 14,490	400 700 400 500 500 500 450 3,700	77 6,750 75 200 200 2,000 50 9,352	2,077 13,450 643 5,116 1,881 3,291 1,084 27,542	-	-	-	2,077 13,450 643 5,116 1,881 3,291 1,084 27,542	190 303 117 279 203 120 120 1,534	115 140 55 130 90 120 65 715	83 110 40 100 72 130 45 560	388 553 212 509 365 572 230 2,829	-	-	-	388 553 212 509 365 572 230 2,829
South Dakota	Sioux Falls	Minnehaha	279	-	2,441	2,720	114	-	114	2,834	180	-	29	209	-	-	-	209
Tennessee	Chattanooga, Tennessee - Georgia Knoxville Memphis, Tennessee - Arkansas Nashville Total	Hamilton Knox Anderson Blount Shelby Davidson Sumner Wilson	5,374 3,808 1,487 901 3,735 2,304 2,372 3,477 23,458	-	7,032 4,268 287 8 14,555 9,719 448 1,001 37,318	12,406 8,076 1,774 909 18,290 12,023 2,820 4,478 60,776	277 187 8 95 132 84 80 99 962	-	277 187 8 95 132 87 80 99 3	12,683 8,263 1,782 1,004 18,422 12,110 2,900 4,577 61,741	101 237 100 111 321 210 146 104 1,330	-	79 48 11 11 178 52 7 4 390	180 285 111 122 499 262 153 108 1,720	-	-	-	180 285 111 122 499 262 153 108 1,720
Texas 2/	Abilene Amarillo Austin Beaumont - Port Arthur Brownsville - Harlingen - San Benito Corpus Christi Dallas El Paso Forth Worth Galveston - Texas City Houston Laredo Lubbock Midland Odessa San Angelo San Antonio Texarkana, Texas - Arkansas Tyler Waco Wichita Falls Total	Jones Taylor Potter Randall Travis Jefferson Orange Cameron Nueces Dallas Collin Denton Ellis El Paso Tarrant Johnson Galveston Harris Webb Lubbock Midland Ector Tom Green Bexar Guadalupe Bowie Smith McLennan Wichita Archer	599 818 8,139 443 3,510 5,745 611 4,067 6,224 25,633 1,632 1,396 4,351 3,584 10,781 4,269 7,246 39,935 1,764 1,975 4,103 2,238 1,030 20,427 3,551 5,205 6,805 5,534 2,788 101 184,504	-	-	599 818 8,139 443 3,510 5,745 611 4,067 6,224 25,633 1,632 1,396 4,351 3,584 10,781 4,269 7,246 39,935 1,764 1,975 4,103 2,238 1,030 20,427 3,551 5,205 6,805 5,534 2,788 101 184,504	-	-	-	599 818 8,139 443 3,510 5,745 611 4,067 6,224 25,633 1,632 1,396 4,351 3,584 10,781 4,269 7,246 39,935 1,764 1,975 4,103 2,238 1,030 20,427 3,551 5,205 6,805 5,534 2,788 101 184,504	327 555 360 314 634 765 407 707 737 1,297 738 665 738 542 1,140 399 1,284 2,932 394 550 198 279 254 1,827 399 288 623 663 550 210 20,776	-	-	-	327 555 360 314 634 765 407 707 737 1,297 738 665 738 542 1,140 399 1,284 2,932 394 550 198 279 254 1,827 399 288 623 663 550 210 20,776			
Utah	Ogden Provo - Orem Salt Lake City Total	Weber Utah Salt Lake	6,343 7,032 16,909 30,284	-	615 250 550 1,435	6,948 7,282 17,459 31,689	-	-	-	6,948 7,282 17,459 31,689	243 507 916 1,666	-	-	243 507 916 1,666	-	-	-	243 507 916 1,666
Virginia	Washington, D. C. - Maryland - Virginia	Alexandria Arlington Fairfax City Fairfax Falls Church	- 2,779 8,115 -	-	25 161 73	25 161 9,960 73	-	-	-	25 2,779 9,960 73	-	-	185 1,744	185 1,744	-	-	-	185 1,744

(Continued on page 7)

Highway Finance



STATE OBLIGATIONS FOR HIGHWAYS—1965  
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>

TABLES GS-1  
SHEET 1 OF 2  
NOVEMBER 1966

Compiled for calendar year  
from reports of State authorities

STATE AND OBLIGATIONS	DATED 2/	GROSS PROCEEDS OF SALES			APPLICATION OF PROCEEDS 1/	POSTED RATE	NET INVEST COST	SPECIAL TERMS	REDEMPTION PROVISIONS		SOURCE OF FUNDS FOR DEPT SERVICE 1/
		PAR VALUE	PREMIUM DISCOUNT	ACCRUED INTEREST					GROSS PROCEEDS	MATURITY DATES AND AMOUNTS	
Alabama Highway Authority, Series L State Highway Authority, Series M State Highway Authority, Series N Subtotal Reborement Obligations Assumed Total	2-1-65 6-1-65 11-1-65 5-1-65	15,000 15,000 20,000 50,277	- - - -	1,000 1,000 29 29	1,000 1,000 15,029 15,000 20,000 50,277	3.0-4.4 3.2-5.0 3.2-5.0 3.2-5.0	3.20 3.37 3.58 -	S S S S	1970-1985, \$225,000-\$5,500,000 1970-1985, \$250,000-\$5,000,000 1970-1985, \$400,000-\$11,000,000 -	1975 @ 105 1975 @ 105 1975 @ 105 -	Motor-fuel taxes Motor-fuel taxes Motor-fuel taxes -
Connecticut Highway System Bonds, Series F	6-1-65	47,900	1	113	48,014	2.7-3.1	2.99	S	1968-1987, \$1,000,000-\$3,200,000	None	Road-user taxes*
Delaware Highway Improvement Bonds Highway Improvement Bonds Total	5-15-65 12-15-65	10,000 6,000 16,000	4 4	19 22	10,083 6,003 16,086	2.75-3.1 3.25-3.5	3.00 3.26	S S	1966-1985, \$500,000 1966-1985, \$300,000	None None	General State Revenues*
Florida State Development Commission: 8/ Alachua County Road Revenue Bonds Baker County Road Revenue Bonds Bay County Road Revenue Bonds Brevard County Road Revenue Bonds Lakes County Road Revenue Bonds Liberty County Road Revenue Bonds Pasco County Road Revenue Bonds Pasco County Road Revenue Bonds St. Johns County Road Revenue Bonds St. Lucie County Road Revenue Bonds Taylor County Road Revenue Bonds Volusia County Bridge Bonds Assured (Harbortoll Road and Bridge District) Orange County Expressway Authority Bonds Total	11-1-65 2-1-65 11-1-65 2-1-65 10-1-65 8-1-65 10-1-65 11-1-65 11-1-65 11-1-65 11-1-65 7-1-65 6-1-65	500 1,500 500 19,460 1,600 1,600 6,000 500 500 500 300 1,500 7,000 17,620	- - - - - - 3 2 3	- 18 104 19 24 17	500 1,518 500 19,604 1,619 1,624 6,020 500 500 500 303 1,516 7,132 17,636	3.5 3.2 3.5 3.4-4.5 2.55 3.5-4.5 3.2-4.75 3.5 3.5 3.5 3.5 3.4-3.6 4.0-5.0	3.50 3.20 3.50 3.74 2.55 3.69 3.59 3.50 3.50 3.50 3.50 3.49 4.06	S S S S S S S S S S S S S	1966-1970, \$100,000 1961-1986, \$30,000-\$95,000 1966-1970, \$100,000 1961-1985, \$1,000-\$2,110,000 1965-1969, \$250,000-\$370,000 1961-1990, \$45,000-\$120,000 1966-1992, \$65,000-\$330,000 1966-1970, \$100,000 1966-1970, \$100,000 1966-1970, \$100,000 1966-1969, \$79,000 1965-1991, \$25,000-\$95,000 1975-2005, \$100,000-\$115,000	None None None None None None None None None None None None None	Gasoline tax Gasoline tax and sales taxes Gasoline tax Gasoline tax and road tolls
Illinois State Improvement Bonds, Series H State Improvement Bonds, Series I Total	5-1-65 12-1-65	2,621 2,234 4,855	- -	- -	2,621 2,234 4,855	3.1-3.5 3.4-4.25	3.14 3.46	S S	1968-1985, \$145,600 1968-1985, \$107,200-\$141,100	None None	Motor-fuel taxes*
Indiana Indiana Toll Bridge Commission Revenue Bonds	1-1-65	5,400	15	37	5,452	4.1	4.09	T	1995	1970 @ 103	Bridge tolls
Maryland State Highway Construction Bonds: Second Issue, Series U County Highway Construction Bonds: Twelfth Series Total	7-1-65 10-1-65	20,000 2,527 22,527	- -	48 55	20,048 2,527 22,575	3.0-5.0 3.2-5.0	3.21 3.26	S S	1966-1980, \$400,000-\$7,000,000 1966-1980, \$10,000-\$950,000	1975 @ 102.5 1973 @ 102.5	Road-user taxes Road-user taxes
Massachusetts Highway Improvement Loan Bonds- 593	6-1-65	30,000	36	8	30,044	3.6	3.59	S	1966-1985, \$1,500,000	None	Motor-fuel taxes*
Minnesota Trunk Highway Bonds Total	4-1-65 12-31-65	2,270 500 2,770	- -	- -	2,270 500 2,770	2/	-	S S	1968-1985, \$20,000-\$180,000 1967-1991, \$20,000	None None	Road-user taxes*
Mississippi Highway Revenue Bonds, Series 31 Highway Revenue Bonds, Series 32 Subtotal State-Aid Road Bonds Total	2-1-65 8-1-65 6-1-65	6,000 17,000 1,855 12,255	1 1 2	110 110 119	6,111 17,000 1,855 12,276	3.2-6.0 0.5-6.0 0.1-6.0	3.31 3.44 3.47	S S S	1970-1985, \$250,000-\$405,000 1970-1985, \$120,000-\$410,000 1965-1985, \$3,000-\$63,000	1970 @ 102.5 1970 @ 102.5 None	Motor-fuel taxes Sales tax
New Hampshire State Highway Bonds Total	10-1-65	10,000	18	11	10,029	3.0	2.98	S	1966-1975, \$500,000-\$1,500,000	None	Motor-fuel taxes*
New Mexico Highway Rebovements, Series 1955	2-1-65	2,500	-	3	2,503	2.6	2.60	S	1966-1970, \$500,000	None	Motor-fuel taxes

STATE OBLIGATIONS FOR HIGHWAYS-1965  
OBLIGATIONS ISSUED OR ASSUMED DURING YEAR<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

TABLE SB-1  
SHEET 2 OF 2  
NOVEMBER 1966

STATE AND OBLIGATIONS	DATED <sup>2/</sup>	GROSS PROCEEDS OF SALES				APPLICATION OF PROCEEDS <sup>4/</sup>	INTEREST <sup>5/</sup>		REDEMPTION PROVISIONS			SOURCE OF FUNDS FOR DEBT SERVICE <sup>7/</sup>
		PAR VALUE	PREMIUM OR DISCOUNT	ACCRUED INTEREST <sup>3/</sup>	GROSS PROCEEDS		POSTED RATE	NET INTEREST COST	SERIAL OR TERM	MATURITY DATES AND AMOUNTS	CALL FEATURES <sup>6/</sup>	
New York Highway Construction Bonds	10-1-65	72,000	2	-	72,002	Construction of State Highways	3.0-4.0	3.05	S	1966-1985, \$3,600,000	None	Motor-fuel taxes*
Ohio Highway Improvement Bonds, Series A	5-1-65	40,000	-	2	40,002	Construction of State highways	2.5-6.0	2.77	S	1965-1975, \$2,000,000-\$4,000,000	None	Road-user taxes
Ohio Highway Improvement Bonds, Series B	10-15-65	50,000	-	2	50,002		2.5-6.0	3.20	S	1966-1975, \$5,000,000	None	
Pennsylvania State Highway and Bridge Authority Revenue Bonds: Series 1965	6-15-65	15,000	-222	9	14,787	Construction of State highways	0.1-4.0	3.03	S	1966-1985, \$600,000-\$1,030,000	1973 @ 103	Highway Department Rentals
Rhode Island Primary and Secondary Highway Construction Bonds: Loan of 1960; Series G	4-1-65	2,000	3	1	2,004	Construction of State Highways	3.05	3.03	S	1966-1985, \$100,000	None	General State revenues*
Interstate Highway Construction Bonds: Loan of 1960; Series F	4-1-65	1,000	1	-	1,001		3.05	3.03	S	1966-1985, \$50,000	None	
Highway Improvement Loan of 1964: Series A	4-1-65	1,000	1	-	1,001		3.05	3.03	S	1966-1985, \$50,000	None	
Interstate Highway Construction Bonds: Loan of 1960; Series G	10-1-65	1,000	2	2	1,004		3.375	3.36	S	1968-1985, \$50,000-\$60,000	None	
Highway Improvement Loan of 1955: Series F	10-1-65	500	6	1	507		3.50	3.37	S	1966-1985, \$25,000	None	
Highway Improvement Loan of 1964: Series B	10-1-65	2,000	3	4	2,007		3.375	3.36	S	1968-1985, \$100,000-\$120,000	None	
South Carolina Reimbursement Obligations Assumed	1965	270	-	-	270	Construction of State highways	-	-	-	-	-	Road-user taxes
Tennessee Highway Improvement Bonds	2-1-65	13,000	1	175	13,176	Construction of State highways	0.1-4.0	3.12	S	1981-1995, \$500,000-\$1,000,000	None	Road-user taxes*
Texas Texas Turnpike Authority Revenue Bonds	4-1-65	33,650	-431	299	33,518	Construction of Dallas North Tollway; \$5,158,000 for capitalized interest.	4.0	4.06	T	2005	1975 @ 103	Road tolls
Vermont Highway Construction Bonds - 1965	11-1-65	6,000	23	21	6,044	Construction of State highways	3.25	3.21	S	1967-1985, \$300,000	None	Road-user taxes*
Virginia Norfolk-Virginia Beach Toll Road Revenue Bonds	7-1-65	34,000	-510	997	34,087	Construction of Norfolk-Virginia Beach Toll Road; \$4,760,000 for capitalized interest.	4.0	4.03	T	2005	1976 @ 104	Road tolls
Washington Motor Vehicle Fuel Tax Revenue Bonds: Series 1965	9-1-65	11,000	-	37	11,037	Construction or purchase of new vessels for State ferry system	3.2-6.0	3.35	S	1966-1985, \$390,000-\$750,000	1975 @ 100	Motor-fuel taxes
West Virginia State Road Bonds: First Issue	5-1-65	20,000	-	21	20,021	Construction of State highways	.25-4.0	3.12	S	1966-1990, \$800,000	None	Road-user taxes*
West Virginia State Road Bonds: Second Issue	12-1-65	20,000	4	4	20,008			3.14	S			
West Virginia Subtotal		40,000	4	25	40,029							
Washington Huntingdon Toll Bridge Revenue Bonds	1-1-65	16,600	-291	248	16,557	Construction of East End and West End Bridges and improvements to Huntington-Chesapeake Bridge; \$4,036,000 for capitalized interest.	3.25-3.7	3.67	S	1977-2005, \$145,000-\$2,040,000	1975 @ 103	Bridge tolls
West Virginia Total		56,600	-287	273	56,586							
Dist. of Col. Highway Construction Obligations	7-1-65	4,200	-	-	4,200	Construction of municipal streets	3.87-4.12	3.88	S	1968-1996, \$10,000-\$201,000	None	Road-user taxes
Total		590,256	-1,327	2,108	591,118							

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

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

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

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

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

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

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

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

<sup>9/</sup> Non-interest bearing bonds issued to the cities of St. Paul and Minneapolis.

**STATE OBLIGATIONS FOR HIGHWAYS—1965**  
**CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>**

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SB-2  
SHEET 1 OF 3  
NOVEMBER 1966

STATE	OBLIGATIONS		OBLIGATIONS OUTSTANDING JANUARY 1, 1965	OBLIGATIONS ISSUED <sup>3/</sup>			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1965	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1965 <sup>4/</sup>	NET INDEBTEDNESS DECEMBER 31, 1965
	ISSUE	CLASSIFI- CATION <sup>2/</sup>		ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
Alabama	State Highway Bonds	1	13,400	-	-	-	2,600	-	2,600	10,800	-	10,800
	Highway Authority Revenue Bonds-State Share	1*	123,950	23,600	-	23,600	5,250	-	5,250	142,300	-	142,300
	Highway Finance Corporation Bonds	1*	2,400	-	-	-	1,600	-	1,600	800	-	800
	Bridge Revenue Bonds Assumed	6*	1,209	-	-	-	-	-	-	1,209	-	1,209
	Reimbursement Obligations Assumed	6*	1,173	-	-	277	-	305	305	1,145	277	868
	Highway Authority Revenue Bonds-Local Share	7*	10,600	26,400	-	26,400	-	-	-	37,000	-	37,000
	Total		152,732	50,000	-	50,277	9,755	-	9,755	193,254	277	192,977
Alaska	General Obligation Ferry and Road Bonds	1	17,205	-	-	-	335	-	335	16,870	-	16,870
Arkansas	State Highway Refunding Bonds	1	32,615	-	-	-	3,776	-	3,776	28,839	5,323	23,516
	Refunding Reimbursement Bonds	5	16,086	-	-	-	1,862	-	1,862	14,224	2,626	11,598
	State Toll Bridge Bonds	4*	5,485	-	-	-	85	-	85	5,400	-	5,400
	Total		54,186	-	-	-	5,723	-	5,723	48,463	7,949	40,514
California	State Highway Bonds	1	1,000	-	-	-	1,000	-	1,000	-	-	-
	Richmond-San Rafael Bridge Revenue Bonds	4*	60,963	-	-	-	1,124	-	1,124	59,839	-	59,839
	Carguinez Straits Bridge Revenue Bonds	4*	74,070	-	-	-	3,565	-	3,565	70,505	1,208	69,297
	San Pedro-Terminal Island Bridge Revenue Bonds	4*	5,000	-	-	-	-	-	-	5,000	701	4,299
	Total		141,033	-	-	-	5,689	-	5,689	135,344	1,909	133,435
Colorado	Revenue Anticipation Warrants	1*	38,858	-	-	-	1,605	2,225	3,830	35,028	17,433	17,595
	Highway Office Building Construction Bonds	3*	765	-	-	-	172	-	172	593	-	593
	Turnpike Revenue Bonds	4*	5,500	-	-	-	510	183	693	4,807	2,075	2,732
	Total		45,123	-	-	-	2,287	2,408	4,695	40,428	19,508	20,920
Connecticut	State Highway Bonds	1	237,155	47,900	-	47,900	3,530	-	3,530	281,525	-	281,525
	Connecticut Turnpike Revenue Bonds	4*	343,200	-	-	-	2,913	-	2,913	340,287	2,487	337,800
	Connecticut Turnpike Guaranteed Bonds	4	111,750	-	-	-	250	-	250	111,500	-	111,500
	Toll Bridge Bonds	4	43,510	-	-	-	1,110	-	1,110	42,400	470	41,930
	Total		735,615	47,900	-	47,900	7,803	-	7,803	775,712	2,957	772,755
Delaware	State Highway Bonds	1	108,946	16,000	-	16,000	7,527	-	7,527	117,419	-	117,419
	Delaware Turnpike Revenue Bonds	4*	30,000	-	-	-	-	-	-	30,000	149	29,851
	Delaware Memorial Bridge Revenue Bonds	4*	103,000	-	-	-	-	-	-	103,000	-	103,000
	State Assumed County Bonds	6*	375	-	-	-	75	-	75	300	-	300
	Total		242,321	16,000	-	16,000	7,602	-	7,602	250,719	149	250,570
Florida	State Development Commission Bonds:											
	County Road Revenue Bonds	1*	145,180	11,105	4,095	15,200	4,605	445	5,050	155,330	15,480	139,850
	Toll Road and Bridge Bonds	4*	69,227	26,460	-	26,460	2,407	-	2,407	93,280	-	93,280
	State Road Department Lease-Purchase Agreements:											
	Toll Road and Bridge Bonds Assumed	4*	9,942	-	-	-	162	-	162	9,780	-	9,780
	Special Road and Bridge Obligations Assumed	6*	19,966	-	-	-	677	-	677	19,289	-	19,289
	Turnpike Authority Revenue Bonds	4*	157,787	-	-	-	-	79	79	157,708	43	157,665
	Jacksonville Expressway Authority Bonds	4*	202,054	-	-	-	300	-	300	201,754	67,054	134,700
	Total		604,156	37,565	4,095	41,660	8,151	524	8,675	637,141	82,577	554,564
Georgia	State Highway Authority Revenue Bonds	2*	125,708	-	-	-	4,110	-	4,110	121,598	-	121,598
	Rural Roads Authority Bonds	7*	30,102	-	-	-	5,488	-	5,488	84,614	-	84,614
	Total		215,810	-	-	-	9,598	-	9,598	206,212	-	206,212
Hawaii	State Highway Bonds	1	10,905	5,154	-	5,154	355	-	355	15,704	-	15,704
	State Revenue Bonds	1*	43,870	-	-	-	1,260	-	1,260	42,610	-	42,610
	State Issues For Local Roads	7*	18	-	-	-	3	-	3	15	-	15
	Total		54,793	5,154	-	5,154	1,618	-	1,618	58,329	-	58,329
Illinois	State Highway Bonds	1	25	-	-	-	-	-	-	25	25	-
	Turnpike Revenue Bonds	4*	441,279	-	-	-	15,210	-	15,210	426,069	-	426,069
	Total		441,304	-	-	-	15,210	-	15,210	426,094	25	426,069
Indiana	Turnpike Revenue Bonds	4*	262,948	-	-	-	4,916	-	4,916	258,032	129	257,903
	Toll Bridge Revenue Bonds	4*	-	5,400	-	5,400	-	-	-	5,400	-	5,400
	Total		262,948	5,400	-	5,400	4,916	-	4,916	263,432	129	263,303
Kansas	Turnpike Revenue Bonds	4*	193,268	-	-	-	251	-	251	193,017	18,695	174,322
Kentucky	State Highway Bonds	1	169,500	-	-	-	5,000	-	5,000	164,500	-	164,500
	State Toll Bridge Revenue Bonds	4*	4,442	-	-	-	76	-	76	4,366	-	4,366
	Turnpike Revenue Bonds	4*	291,173	-	-	-	2,747	-	2,747	288,426	2,739	285,687
	Total		465,115	-	-	-	7,823	-	7,823	457,292	2,739	454,553
Louisiana	State Highway Bonds	1	141,144	-	-	-	7,938	-	7,938	132,206	1,128	132,078
	State Highway Bonds	1*	7,640	-	-	-	288	-	288	7,352	15	7,337
	Toll Bridge Bonds	4*	80,550	-	-	-	617	-	617	79,933	-	79,933
	Total		229,334	-	-	-	8,843	-	8,843	220,491	1,143	219,348

STATE OBLIGATIONS FOR HIGHWAYS—1965  
CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SB-2  
SHEET 2 OF 2  
NOVEMBER, 1965

STATE	ISSUE	CLASSIFI- CATION	OBLIGATIONS OUTSTANDING JANUARY 1, 1965			OBLIGATIONS ISSUED <sup>3/</sup>			OBLIGATIONS RETIRED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1965	STRIKING FUND AND OTHER REDUCTION RESERVES DECEMBER 31, 1965	NET INDEBTEDNESS DECEMBER 31, 1965
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL						
Maine	State Highway Bonds	1	-	-	-	-	-	-	-	-	4,595	-	27,850	
	Fore River Bridge Bonds	2	-	-	-	-	-	-	-	-	1,000	-	6,000	
	State Toll Bridge Bonds	4	-	-	-	-	-	-	-	-	3,140	-	2,907	
	Maine Port Authority Bonds (Island Ferry Service)	4*	-	-	-	-	-	-	-	-	110	-	2,000	
	Peer Isle-Sedgwick Bonds	4*	-	-	-	-	-	-	-	-	26	-	54	
Maine Turnpike Authority Bonds	4*	78,231	-	-	2,877	-	-	2,877	-	8,768	-	75,354		
Total		123,166	-	-	2,877	-	-	2,877	-	11,763	-	111,165		
Maryland	State Highway Bonds	1*	294,569	-	-	20,000	-	-	-	-	12,501	14,113 <sup>4</sup>	247,934	
	Bridge and Tunnel Revenue and Refunding Bonds	4*	92,476	-	-	-	-	-	-	-	11,858	-	80,013	
	Turnpike Revenue Bonds	4*	74,000	-	-	-	-	-	-	-	74,000	-	74,000	
	County Construction Bonds	7*	24,824	-	-	2,520	-	-	-	-	1,565	-	23,889	
Total		445,871	-	-	22,520	-	-	-	-	25,924	-	442,467		
Massachusetts	Highway Improvement Loan-State Share	1	409,500	-	-	20,229	-	-	-	-	32,202	-	397,527	
	Highway Improvement Loan-Local Share	1	30,194	-	-	9,171	-	-	-	-	2,374	-	37,921	
	Subtotal	3	439,694	-	-	30,000	-	-	-	-	34,576	-	435,118	
	Highway Flood Bond-State Share	3	5,019	-	-	-	-	-	-	-	434	-	4,585	
	Highway Flood Bond-Local Share	7	6,556	-	-	-	-	-	-	-	566	-	5,990	
	Turnpike Revenue Bonds	4*	447,910	-	-	-	-	-	-	-	6,857	-	441,053	
	Turnpike (East Boston Tunnel) Revenue Bonds	4*	22,800	-	-	-	-	-	-	-	-	-	22,800	
	Port Authority Bonds-Highway Share	4*	44,152	-	-	-	-	-	-	-	251	-	42,801	
	Total		996,131	-	-	30,000	-	-	-	-	42,684	-	953,447	
	Michigan	Limited Access Highway Revenue Bonds	1*	515,840	-	-	-	-	-	-	-	24,400	-	521,440
International Bridge Authority Bonds		4*	15,862	-	-	-	-	-	-	-	51	-	15,811	
Mackinac Bridge Authority Revenue Bonds		4*	22,800	-	-	-	-	-	-	-	75	-	22,725	
Total			654,502	-	-	-	-	-	-	-	24,526	-	636,774	
Minnesota	State Highway and Central Office Building Bonds	3	2,400	-	-	-	-	-	-	-	600	-	1,800	
	State Bridge and Right-of-Way Bonds	3	30,000	-	-	-	-	-	-	-	2,300	-	28,700	
	Trunk Highway Bonds (City of St. Paul)	1	4,550	-	-	2,270	-	-	-	-	240	-	4,310	
	Trunk Highway Bonds (City of Minneapolis)	1	37,850	-	-	500	-	-	-	-	500	-	37,850	
	Total		75,000	-	-	2,770	-	-	-	-	3,140	-	71,860	
Mississippi	State Highway Bonds	1*	79,464	-	-	11,000	-	-	-	-	4,305	-	86,159	
	Blount Bay Bridge Bonds	2*	5,180	-	-	-	-	-	-	-	520	-	4,660	
	State-Aid Construction Bonds	7*	11,843	-	-	1,855	-	-	-	-	457	-	13,241	
	State Toll Bridge Bonds	4*	7,837	-	-	-	-	-	-	-	1,237	-	6,600	
	State Highway Revenue Refunding Bonds	5*	816	-	-	-	-	-	-	-	115	-	701	
Total		105,140	-	-	12,855	-	-	-	-	6,534	-	111,331		
Missouri	Bridge Revenue Bonds	4*	9,527	-	-	-	-	-	-	-	869	-	8,658	
	Reimbursement Obligations Assumed	6*	9,606	-	-	-	-	-	-	-	869	-	8,737	
New Hampshire	State Highway Bonds	1	29,050	-	-	10,000	-	-	-	-	3,100	-	35,950	
	New Hampshire Turnpike Bonds	4	4,140	-	-	-	-	-	-	-	290	-	3,850	
	Spaulding Turnpike Bonds	4	12,040	-	-	-	-	-	-	-	340	-	11,700	
	Central (Everett) Turnpike Bonds	4	16,015	-	-	-	-	-	-	-	565	-	15,450	
	State Toll Bridge Bonds	4	180	-	-	-	-	-	-	-	43	-	137	
Total		61,425	-	-	10,000	-	-	-	-	4,338	-	67,087		
New Jersey	Highway Improvement Bonds-State Share	1	11,663	-	-	-	-	-	-	-	1,984	-	9,679	
	Highway Improvement Bonds-Local Share	7	6,863	-	-	-	-	-	-	-	402	-	6,461	
	Delaware River Joint Toll Bridge Commission Revenue Bonds	4	12,451	-	-	-	-	-	-	-	1,117	-	11,334	
	Garden State Parkway Guaranteed Bonds	4*	275,200	-	-	-	-	-	-	-	3,530	-	271,670	
	Garden State Parkway Revenue Bonds	4*	83,635	-	-	-	-	-	-	-	3,530	-	80,105	
	New Jersey Turnpike Authority Revenue Bonds	4*	341,748	-	-	-	-	-	-	-	11,677	-	330,071	
	New Jersey Expressway Authority Revenue Bonds	4*	22,625	-	-	-	-	-	-	-	-	-	22,625	
Total		788,385	-	-	-	-	-	-	-	18,715	-	769,670		
New Mexico	State Highway Bonds	1*	6,500	-	-	2,500	-	-	-	-	1,500	-	7,500	
	State Highway Grade Crossing Elimination Bonds	1	93,500	-	-	76,000	-	-	-	-	19,900	-	145,600	
New York	New York State Bridge Authority Bonds	4*	36,000	-	-	-	-	-	-	-	7,911	-	43,911	
	Niagara Falls Bridge Commission Refunding Bonds	4*	20,000	-	-	-	-	-	-	-	-	-	20,000	
	Vanderbilt Bridge Authority Revenue and Refunding Bonds	4*	29,028	-	-	-	-	-	-	-	2,150	-	26,878	
	Adirondack Mountain Authority Refunding Bonds-Highway Share	4*	692	-	-	-	-	-	-	-	53	-	639	
	Thousand Islands Bridge Authority Refunding Bonds	4*	492	-	-	-	-	-	-	-	28	-	520	
	Buffalo and Port Erie Bridge Authority Refunding Bonds	4*	1,192	-	-	-	-	-	-	-	24	-	1,216	
	New York Turnpike Authority Revenue Bonds	4*	478,158	-	-	-	-	-	-	-	2,688	-	475,470	
	New York Turnpike Authority Revenue Bonds	4*	469,119	-	-	-	-	-	-	-	5,000	-	474,119	
	New York Turnpike Authority Revenue Bonds	4*	4,724	-	-	-	-	-	-	-	12,105	-	16,829	
	Total		1,333,912	-	-	76,000	-	-	-	-	31,053	-	1,404,965	

# STATE OBLIGATIONS FOR HIGHWAYS—1965 CHANGE IN INDEBTEDNESS DURING YEAR<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SB-2  
SHEET 3 OF 3  
NOVEMBER 1966

STATE	OBLIGATIONS			OBLIGATIONS ISSUED <sup>3/</sup>			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1965	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1965 <sup>4/</sup>	NET INDEBTEDNESS DECEMBER 31, 1965
	ISSUE	CLASSIFI- CATION <sup>2/</sup>	OBLIGATIONS OUTSTANDING JANUARY 1, 1965	ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
North Carolina	State Secondary Road Bonds	1	63,000	-	-	-	11,400	-	11,400	51,600	-	51,600
Ohio	State Highway Bonds	1*	261,065	90,000	-	90,000	34,625	-	34,625	316,440	-	316,440
	Turnpike Revenue Bonds	4*	285,970	-	-	-	15,024	-	15,024	270,946	-	270,946
	Bridge Revenue Bonds	4*	4,194	-	-	-	145	-	145	4,049	285	3,764
	Total		551,229	90,000	-	90,000	49,794	-	49,794	591,435	285	591,150
Oklahoma	Turnpike Bonds	4*	178,774	-	-	-	3,197	-	3,197	175,577	635	174,942
Oregon	State Highway Bonds	1	42,950	-	-	-	7,300	-	7,300	35,650	-	35,650
	Astoria-Ft. Ellice Bridge Bonds	4	24,000	-	-	-	400	-	400	23,600	-	23,600
	Total		66,950	-	-	-	7,700	-	7,700	59,250	-	59,250
Pennsylvania	State Highway Bonds	1*	116,180	15,000	-	15,000	6,250	-	6,250	124,930	-	124,930
	Delaware River Port Authority Bonds	4*	81,479	-	-	-	3,315	65	3,380	78,099	19,563	58,536
	Turnpike Revenue and Refunding Bonds	4*	339,624	-	-	-	55,457	-	55,457	284,237	-	284,237
	Total		537,333	15,000	-	15,000	65,022	65	65,087	487,266	19,563	467,703
Rhode Island	State Highway Bonds	1	52,940	7,500	-	7,500	2,490	-	2,490	57,950	-	57,950
	Special State Bridge Bonds	2	4,574	-	-	-	-	-	-	4,574	1,682	2,892
	Jamestown Bridge Commission Bonds	4*	196	-	-	-	59	-	59	137	-	-
	Total		57,710	7,500	-	7,500	2,549	-	2,549	62,661	1,819	60,842
South Carolina	State Highway Bonds	1	14,900	-	-	-	3,800	-	3,800	11,100	11,100	-
	Reimbursement Obligations Assumed	6*	1,703	270	-	270	330	-	330	1,643	-	-
	Total		16,603	270	-	270	4,130	-	4,130	12,743	12,743	-
Tennessee	State Highway Bonds	1	81,411	13,000	-	13,000	700	-	700	93,711	8,011	85,700
	State Issues for Local Roads	7	3,005	-	-	-	5	-	5	3,000	-	3,000
	Total		84,416	13,000	-	13,000	705	-	705	96,711	8,011	88,700
Texas	Turnpike Revenue Bonds	4*	54,582	33,650	-	33,650	2,007	-	2,007	86,225	106	86,119
	Reimbursement Obligations Assumed	6*	1,536	-	-	-	390	-	390	1,146	-	-
	Total		56,118	33,650	-	33,650	2,397	-	2,397	87,371	1,252	86,119
Vermont	State Highway Bonds	1	31,430	6,000	-	6,000	3,395	-	3,395	34,035	-	34,035
Virginia	State Toll Bridge and Tunnel Revenue and Refunding Bonds	4*	20,993	-	-	-	4,726	-	4,726	76,267	714	75,553
	Chesapeake Bay Bridge and Tunnel Authority Bonds	4*	200,006	-	-	-	-	2	2	200,004	4	200,000
	Richmond-Petersburg Turnpike Revenue Bonds	4*	73,812	-	-	-	2,575	-	2,575	71,237	501	70,736
	Elizabeth River Tunnel District Revenue Bonds	4*	41,700	-	-	-	650	-	650	41,050	645	40,405
	Chincoteague-Assateague Bridge Revenue Bonds	4*	500	-	-	-	-	-	-	500	-	500
	Norfolk-Virginia Beach Toll Road Revenue Bonds	4*	-	34,000	-	34,000	-	-	-	34,000	-	34,000
	Total		397,011	34,000	-	34,000	7,951	2	7,953	423,056	1,864	421,194
Washington	Highway Construction Revenue Bonds-State Share	1*	92,604	-	-	-	4,142	-	4,142	88,462	-	88,462
	Highway Construction Revenue Bonds-Local Share	7*	4,936	-	-	-	658	-	658	4,278	-	4,278
	Subtotal		97,540	-	-	-	4,800	-	4,800	92,740	-	92,740
	Washington Toll Bridge Authority Bonds	4*	88,890	11,000	-	11,000	4,735	-	4,735	95,155	-	95,155
Total		186,430	11,000	-	11,000	9,535	-	9,535	187,895	-	187,895	
West Virginia	State Highway Bonds	1	49,980	40,000	-	40,000	3,692	-	3,692	86,288	-	86,288
	State Secondary Road Bonds	1	6,534	-	-	-	2,734	-	2,734	3,800	-	3,800
	Toll Bridge Revenue Bonds	4*	4,870	16,600	-	16,600	75	-	75	21,395	-	21,395
	Turnpike Revenue Bonds	4*	133,000	-	-	-	-	-	-	133,000	-	133,000
Total		194,384	56,600	-	56,600	6,501	-	6,501	244,483	-	244,483	
Wisconsin	Reimbursement Obligations Assumed	6*	1,226	-	-	-	399	-	399	827	-	827
Dist. of Col.	Highway Construction Bonds	1*	37,659	4,200	-	4,200	733	-	733	41,126	-	41,126
Summary	General Highway Bond Issues	1	3,411,707	417,958	4,095	422,053	232,657	2,670	235,327	3,598,433	83,246	3,515,187
	Special State Issues for Bridges and Grade Crossings	2	269,310	-	-	-	15,841	-	15,841	253,469	4,082	249,387
	Special Construction Issues-State Highway Share	3	8,184	-	-	-	1,206	-	1,206	6,978	600	6,378
	Issues for Toll Roads, Bridges and Ferries	4	7,008,363	127,110	-	127,110	193,783	329	194,112	6,941,361	152,013	6,789,348
	State Issues for Reimbursements	5	16,902	-	-	-	1,977	-	1,977	14,925	2,626	12,299
	Subtotal, State Issues for State-Administered Highways		10,714,466	545,068	4,095	549,163	445,464	2,999	448,463	10,815,166	242,567	10,572,599
	Reimbursement Obligations Assumed	6	27,267	270	-	270	2,176	-	2,176	25,638	3,066	22,572
	Total Obligations for State-Administered Highways		10,741,733	545,338	4,372	549,710	447,640	2,999	450,639	10,840,804	245,633	10,595,171
	State Issues for Local Roads and Bridges	7	188,941	40,546	-	40,546	11,518	-	11,518	217,969	1,890	216,079
	Total Highway Obligations of State		10,930,674	585,884	4,372	590,256	459,158	2,999	462,157	11,058,773	247,523	10,811,250

<sup>1/</sup> See table SB-1 for general note on SB series. The following States reported no indebtedness during 1965: Arizona, Idaho, Iowa, Montana, Nebraska, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

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

only. All other issues are understood to be supported by the full faith and credit of the State as well as by specific revenues.

<sup>3/</sup> See table SB-1 for additional information.

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

STATE OBLIGATIONS FOR HIGHWAYS—1965  
OBLIGATIONS OUTSTANDING AT END OF YEAR  
BY TYPE OF SECURITY

TABLE SB-2B  
OCTOBER 1966

(In thousands of dollars)

STATE	FULL-FAITH OBLIGATION BONDS <sup>1/</sup>			LIMITED OBLIGATION BONDS <sup>2/</sup>			TOLL REVENUE BONDS <sup>3/</sup>			REIMBURSEMENT OBLIGATIONS ASSUMED <sup>4/</sup>			TOTAL OBLIGATIONS		
	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL	CROSSING BONDS	ROAD BONDS	TOTAL	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL	FOR FREE HIGHWAYS	FOR TOLL FACILITIES	TOTAL
Alabama	10,800	-	10,800	180,100	-	180,100	-	-	-	2,354	-	2,354	193,254	-	193,254
Alaska	-	16,870	16,870	-	-	-	-	-	-	-	-	-	-	16,870	16,870
Arizona	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arkansas	43,063	-	43,063	-	-	-	5,400	-	5,400	-	-	-	43,063	5,400	48,463
California	-	-	-	-	-	-	135,344	-	135,344	-	-	-	-	135,344	135,344
Colorado	-	-	-	35,621	4,807	40,428	-	-	-	-	-	-	35,621	4,807	40,428
Connecticut	281,525	153,950	435,475	-	340,237	340,237	-	-	-	-	-	-	281,525	494,187	775,712
Delaware	117,419	-	117,419	-	-	-	103,000	30,000	133,000	300	-	300	117,719	133,000	250,719
Florida	-	-	-	155,330	290,619	445,949	4,415	157,708	162,123	19,289	9,780	29,069	174,619	462,522	637,141
Georgia	-	-	-	206,212	-	206,212	-	-	-	-	-	-	206,212	-	206,212
Hawaii	15,704	-	15,704	42,625	-	42,625	-	-	-	-	-	-	58,329	-	58,329
Idaho	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Illinois	25	-	25	-	-	-	-	426,069	426,069	-	-	-	25	426,069	426,094
Indiana	-	-	-	-	-	-	5,400	258,032	263,432	-	-	-	-	263,432	263,432
Iowa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kansas	-	-	-	-	37,049	37,049	-	155,968	155,968	-	-	-	-	193,017	193,017
Kentucky	164,500	-	164,500	-	256,900	256,900	4,366	31,526	35,892	-	-	-	164,500	292,792	457,292
Louisiana	133,206	-	133,206	7,352	79,933	87,285	-	-	-	-	-	-	140,558	79,933	220,491
Maine	33,850	5,140	38,990	-	-	-	54	75,354	75,408	-	-	-	33,850	80,548	114,398
Maryland	-	-	-	287,847	-	287,847	80,620	74,000	154,620	-	-	-	287,847	154,620	442,467
Massachusetts	445,693	-	445,693	-	-	-	96,701	441,053	537,754	-	-	-	445,693	537,754	983,447
Michigan	-	-	-	521,440	-	521,440	115,536	-	115,536	-	-	-	521,440	636,976	752,416
Minnesota	37,460	-	37,460	-	-	-	-	-	-	-	-	-	37,460	-	37,460
Mississippi	-	-	-	104,731	-	104,731	6,600	-	6,600	-	-	-	104,731	6,600	111,331
Missouri	-	-	-	-	-	-	8,658	-	8,658	79	-	79	79	8,658	8,737
Montana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nebraska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nevada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New Hampshire	35,950	31,137	67,087	-	-	-	-	-	-	-	-	-	35,950	31,137	67,087
New Jersey	16,340	271,430	287,770	-	-	-	11,334	466,571	477,905	-	-	-	16,340	749,335	765,675
New Mexico	-	-	-	7,500	-	7,500	-	-	-	-	-	-	7,500	-	7,500
New York	233,667	473,158	706,825	-	-	-	215,150	482,884	698,034	-	-	-	233,667	1,171,192	1,404,859
North Carolina	51,600	-	51,600	-	-	-	-	-	-	-	-	-	51,600	-	51,600
North Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	-	-	-	316,440	-	316,440	4,049	270,946	274,995	-	-	-	316,440	274,995	591,435
Oklahoma	-	-	-	-	87,500	87,500	-	88,077	88,077	-	-	-	-	175,577	175,577
Oregon	35,650	23,600	59,250	-	-	-	-	-	-	-	-	-	35,650	23,600	59,250
Pennsylvania	-	-	-	124,930	-	124,930	78,099	284,237	362,336	-	-	-	124,930	362,336	487,266
Rhode Island	62,524	-	62,524	-	-	-	137	-	137	-	-	-	62,524	137	62,661
South Carolina	11,100	-	11,100	-	-	-	-	-	-	1,643	-	1,643	12,743	-	12,743
South Dakota	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	96,711	-	96,711	-	-	-	-	-	-	-	-	-	96,711	-	96,711
Texas	-	-	-	-	-	-	-	86,225	86,225	1,146	-	1,146	1,146	86,225	87,371
Utah	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vermont	34,035	-	34,035	-	-	-	-	-	-	-	-	-	34,035	-	34,035
Virginia	-	-	-	-	-	-	351,821	71,237	423,058	-	-	-	-	423,058	423,058
Washington	-	-	-	92,740	79,190	171,930	15,965	-	15,965	-	-	-	92,740	95,155	187,895
West Virginia	90,088	-	90,088	-	-	-	21,395	133,000	154,395	-	-	-	90,088	154,395	244,483
Wisconsin	-	-	-	-	-	-	-	-	-	827	-	827	827	-	827
Wyoming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dist. of Col.	-	-	-	41,126	-	41,126	-	-	-	-	-	-	41,126	-	41,126
Total	1,950,910	975,285	2,926,195	2,123,994	1,176,235	3,300,229	1,264,044	3,532,887	4,796,931	25,638	9,780	35,418	4,100,542	6,958,231	11,058,773

<sup>1/</sup> Full-faith obligations are secured by the general taxing power of the State, in addition to a usual pledge of road-user revenues or tolls for debt service.

<sup>2/</sup> Limited obligations are secured only by a pledge of road-user revenues, highway fund rentals or lease payments, or by a combination of tolls and road-user revenues.

<sup>3/</sup> Revenue bonds are secured only by earnings from operation of the facility.

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



STATE OBLIGATIONS FOR HIGHWAYS—1965  
 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

TABLE SB-3  
 SHEET 1 OF 3  
 NOVEMBER 1966

Compiled for calendar year  
 from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS				BALANCE IN STRIKING FUND OR DEBT RESERVE DECEMBER 31, 1965
	ISSUE	CLASSI- FICATION 2/	HIGHWAY REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAYING AGENCY FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	PAR VALUE	PREMIUM OR DISCOUNT	TOTAL DISBURSE- MENTS			
Alabama	State Highway Bonds Reimbursement Obligations Assumed State Issues for Local Roads Total	A C D	13,156 377 846 14,379	- - - -	1,026 - - 1,026	- - - -	58 1/22 846 15,867	14,242 399 846 15,487	5,088 94 846 6,028	50 - - 50	5,138 94 846 6,078	9,475 395 846 10,716	- - - -	9,475 395 846 10,716	14,613 399 846 15,858	1,162 - - 1,162	
Alaska	Ferry and Road Bonds	B	-	-	-	-	1/986	986	651	-	651	335	-	335	986	-	
Arkansas	State Highway Bonds Toll Bridge Bonds Total	A B	12,343 545 12,888	261 261 522	- - -	225 253 478	- - -	7,400 229 7,629	1,446 229 1,675	6 6 12	1,452 229 1,681	5,638 62 5,700	- - -	5,638 62 5,700	7,090 314 7,404	12,653 - 12,653	
California	State Highway Bonds Toll Bridge Bonds Total	A B	4,684 4,684	2,330 9,330	- -	251 251	- -	1,045 1,045	45 2,330 5,383	18 48	1,063 2,378 5,441	1,000 1,000 5,681	122 122	1,000 1,000 5,681	1,045 10,267 11,312	4,058 4,058	
Colorado	Highways and Office Building Bonds Turnpike Bonds Total	A B	20,370 3,856 24,226	772 772	- -	327 333 660	- -	2,629 220 2,849	1,068 1,149 2,217	- -	1,068 1,149 2,217	4,002 692 4,694	- -	4,002 692 4,694	5,070 842 5,912	18,029 3,202 21,231	
Connecticut	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	4,298 34,211 38,509	22,220 22,220	114 114	181 1,504 1,685	- -	14,449 23,721 38,170	7,228 13,718 20,946	24 26 50	7,252 13,744 20,996	3,530 1,643 5,173	-10 -10	3,530 1,643 5,173	10,792 21,571 32,363	7,915 36,370 44,285	
Delaware	State Highway Bonds Turnpike and Toll Bridge Bonds Reimbursement Obligations Assumed Total	A B C	8,450 8,450	6,159 6,159	26 26	418 418	- -	10,647 10,647	3,090 5,143 8,233	24 24	3,090 5,143 8,233	7,527 75 7,602	- -	7,527 75 7,602	10,647 5,143 15,790	10,049 - 10,049	
Florida	State Highway Bonds Toll Road and Bridge Bonds Special Road and Bridge Obligations Assumed Total	A B C	26,216 109,026 2,322 146,564	19,106 19,106	4,376 6,505 11,881	1,210 4,004 5,214	- -	16,868 33,010 49,878	5,441 13,068 18,509	63 101 164	5,504 13,169 18,673	5,075 2,948 8,023	-28 -28	5,075 2,948 8,023	10,579 118,921 1,331 130,831	42,567 118,921 2,565 164,053	
Georgia	Highway Authority Bonds Rural Roads Authority Bonds Total	A D	4,520 10,051 14,571	- -	- -	163 223 386	- -	8,757 8,757	4,485 3,035 7,520	- -	4,485 3,035 7,520	4,110 5,468 9,578	15 15	4,110 5,468 9,578	8,596 8,538 17,134	4,761 9,880 14,641	
Hawaii	State Highway Bonds State Issues for Local Roads Total	A D	4,453 4,453	- -	- -	159 159	- -	3,947 3,947	2,250 2,251	- -	2,250 2,251	1,615 1,615	- -	1,615 1,615	3,865 3,865	4,535 4,535	
Illinois	State Highway Bonds Turnpike Bonds Total	A B	36,402 36,402	28,137 28,137	- -	1,757 1,757	- -	28,894 28,894	17,017 17,017	- -	17,017 17,017	15,210 15,210	41 41	15,210 15,210	32,269 32,269	34,122 34,122	
Indiana	Turnpike Bonds	B	27,880	12,444	802	1,055	29	14,340	9,480	100	9,580	4,916	-284	4,632	14,212	28,006	
Kansas	Turnpike Bonds	B	27,472	7,211	-	1,058	-	8,279	6,718	1	6,719	251	-	251	6,970	28,761	
Kentucky	State Highway Bonds Turnpike and Toll Bridge Bonds Total	A B	1,361 37,361 38,722	4,448 4,448	- -	2,090 336 2,426	1/140	12,429 8,045 20,474	5,333 12,736 18,069	25 10 35	5,358 12,836 18,194	5,000 2,823 7,823	- 37 37	5,000 2,860 7,860	10,358 15,696 26,054	3,432 29,710 33,142	
Louisiana	State Highway Bonds Toll Bridge Bonds Total	A B	11,452 12,342 23,794	98 98	- -	296 345	1/187	12,058 11,972 14,030	4,728 3,155 7,883	9 9	4,737 3,164 7,901	4,758 3,155 7,913	- 8	4,758 3,155 7,913	9,486 3,760 13,246	14,024 10,534 24,558	

STATE OBLIGATIONS FOR HIGHWAYS—1965  
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

TABLE BB-3  
SHEET 2 OF 3  
NOVEMBER 1966

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

STATE	OBLIGATIONS		RECEIPTS APPLICABLE TO DEBT SERVICE							DISBURSEMENTS					BALANCE IN STIMULING FUND OR DEBT RESERVE DECEMBER 31, 1965	
	ISSUE	CLASSI- FICATION 2/	HIGHWAY REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVEST- MENTS	MISCEL- LANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINIS- TRATION, PAVING, AGENCY FEES, ETC.	TOTAL INTEREST AND ADMINIS- TRATION	REDEMPTIONS		TOTAL DISBURSE- MENTS		
												PAR VALUE 3/	PREMIUM OR DISCOUNT			TOTAL
Maine	State Highway Bonds	A	5,498	5,684	-	37	43	5,578	955	-	955	5,600	-	5,600	6,555	8,422
	Turpike and Toll Bridge Bonds Total	B	29	5,684	-	307	4/ 284	6,261	3,222	25	4,209	3,173	86	8,559	6,513	8,422
Maryland	State Highway Bonds	A	22,707	16,739	71	683	-	22,426	8,032	22	8,054	12,501	-	12,501	20,555	24,578
	Turpike and Toll Bridge Bonds State Issues for Local Roads Total	B D	2,042	2,668	18	124	-	17,345	5,637	4	5,641	11,698	288	12,146	17,787	16,055
Massachusetts	State Highway Bonds	A	44,646	20,683	44	3,030	-	44,690	12,054	-	12,054	32,636	-	32,636	44,690	51,614
	Turpike and Toll Bridge Bonds State Issues for Local Roads Total	B D	3,982	48,635	44	3,030	-	47,708	21,783	11	21,794	7,107	-39	7,068	28,895	51,614
Michigan	State Highway Bonds	A	43,869	5,872	-	1,036	-	44,905	18,124	52	18,176	24,400	-	24,400	42,576	31,294
	Toll Bridge Bonds Total	B	43,869	5,872	-	1,331	-	46,170	4,708	15	4,723	2,940	3	2,943	47,428	10,150
Minnesota	Highway and Office Building Bonds	A	4,052	-	-	-	-	4,052	888	-	888	3,140	-	3,140	4,028	4,092
Mississippi	State Highway Bonds	A	7,746	1,629	111	20	-	7,877	2,728	8	2,736	4,940	-	4,940	7,681	3,794
	Toll Bridge Bonds State Issues for Local Roads Total	B D	7,746	1,629	23	12	4/ 971	9,441	276	-	276	1,237	18	1,255	1,531	1,643
Missouri	Toll Bridge Bonds	B	-	1,111	-	35	-	1,146	166	1	167	869	4	873	1,040	893
	Reimbursement Obligations Assumed Total	C	-	1,111	-	35	-	1,146	166	1	167	869	4	873	1,040	893
New Hampshire	State Highway Bonds	A	3,917	2,163	29	-	3,946	740	846	-	846	3,100	-	3,100	3,946	4,191
	Turpike and Toll Bridge Bonds Total	B	4,117	2,163	29	-	6,334	740	1,386	-	1,386	4,338	-	4,338	5,244	5,191
New Jersey	State Highway Bonds	A	2,273	35,788	-	-	2,273	319	24,437	-	24,437	1,978	-	1,978	2,297	440
	Turpike and Toll Bridge Bonds State Issues for Local Roads Total	B D	559	35,788	-	1,333	-	37,121	24,437	-	24,437	17,709	51	17,748	42,185	62,400
New Mexico	State Highway Bonds	A	1,906	-	-	-	-	1,906	178	1	179	1,500	-	1,500	1,679	1,433
	State Highway Bonds Turpike and Toll Bridge Bonds Total	B	15,120	64,099	2	-	3,423	18,545	5,057	-	5,057	27,811	-	27,811	32,868	11,109
New York	State Highway Bonds	A	17,120	64,099	2	-	3,423	36,160	36,255	95	36,350	23,242	-479	25,871	52,038	76,246
	Turpike and Toll Bridge Bonds Total	B	17,120	64,099	2	-	3,423	36,160	36,255	95	36,350	23,242	-479	25,871	52,038	76,246
North Carolina	State Highway Bonds	A	18,979	-	-	-	-	18,979	1,047	-	1,047	11,400	-	11,400	12,447	36,692
	State Highway Bonds Turpike and Toll Bridge Bonds Total	B	59,109	22,791	2	871	-	59,982	7,958	280	8,238	34,625	-	34,625	42,863	63,988
Ohio	State Highway Bonds	A	59,109	22,791	2	871	-	59,982	7,958	280	8,238	34,625	-	34,625	42,863	63,988
	Turpike and Toll Bridge Bonds Total	B	59,109	22,791	2	871	-	59,982	7,958	280	8,238	34,625	-	34,625	42,863	63,988
Oklahoma	Turpike Bonds	B	887	6,055	-	495	-	7,437	7,364	26	7,390	3,197	-	3,197	10,387	17,056
Oregon	State Highway Bonds	A	8,507	-	-	6	-	8,513	998	2	1,000	7,300	-	7,300	8,300	9,680
	Toll Bridge Bonds Total	B	8,507	-	-	6	-	8,513	998	2	1,000	7,300	-	7,300	8,300	9,680

## STATE OBLIGATIONS FOR HIGHWAYS-1965 RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE<sup>1</sup>

Compiled for calendar year  
from reports of State authorities

(In thousands of dollars)

TABLE SB-3  
SHEET 3 OF 3  
NOVEMBER 1966

STATE	OBLIGATIONS		BALANCE IN SINKING FUND OR DEBT RESERVE JAN. 1, 1965	RECEIPTS APPLICABLE TO DEBT SERVICE						DISBURSEMENTS					BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1965	
	ISSUE	CLASSIFICATION <sup>2/</sup>		HIGHWAY USER-REVENUES	TOLLS	PROCEEDS OF SALE OF BONDS	NET EARNINGS FROM INVESTMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION, PAYING AGENT FEES, ETC.	TOTAL INTEREST AND ADMINISTRATION	REDEMPTIONS			TOTAL DISBURSEMENTS
												PAR VALUE <sup>3/</sup>	PREMIUM OR DISCOUNT	TOTAL		
Pennsylvania	State Highway Bonds	A	2,439	9,325	-	10	5	-	9,340	3,482	21	3,503	6,250	-	6,250	9,753
	Turmpike and Toll Bridge Bonds	B	66,296	-	53,369	-	2,498	-	55,827	12,134	47	12,181	28,837	487	29,324	71,505
	Total		68,735	9,325	53,369	10	2,463	-	65,167	15,616	68	15,684	65,087	487	65,574	81,258
Rhode Island	State Highway Bonds	A	2,682	4,375	-	24	108	-	4,507	1,873	2	1,875	2,490	-	2,490	4,365
	Toll Bridge Bonds	B	215	-	-	-	1	-	1	4	-	4	59	-	59	63
	Total		2,897	4,375	-	24	109	-	4,508	1,877	2	1,879	2,549	-	2,549	4,428
South Carolina	State Highway Bonds	A	11,508	4,112	-	-	-	-	4,555	309	-	312	3,800	-	3,800	4,112
	Reimbursement Obligations Assumed	C	1,643	330	-	-	-	-	330	-	3	-	330	-	330	1,643
	Total		13,151	4,442	-	-	-	-	4,885	309	3	312	4,130	-	4,130	4,442
Tennessee	State Highway Bonds	A	16	10,922	-	176	-	-	11,098	2,391	12	2,403	700	-	700	3,103
	State Issues for Local Roads	D	-	65	-	-	-	65	60	-	-	60	5	-	65	8,011
	Total		16	10,987	-	176	-	65	11,163	2,451	12	2,463	705	-	705	3,168
Texas	Turmpike Bonds	B	3,414	-	2,951	5,158	150	-	8,259	2,525	-	2,525	2,007	-102	1,905	4,430
	Reimbursement Obligations Assumed	C	2,966	386	-	96	-	482	69	69	-	138	390	-	390	528
	Total		6,380	386	2,951	5,158	246	-	8,741	2,594	69	2,663	2,397	-102	2,295	4,958
Vermont	State Highway Bonds	A	224	4,450	-	44	-	-	4,494	932	6	938	3,395	-	3,395	4,333
Virginia	Turmpike and Toll Bridge Bonds	B	38,066	-	20,898	4,760	1,358	-	27,016	17,688	3	17,691	7,953	65	8,018	25,709
Washington	State Highway Bonds	A	6,677	6,142	-	-	275	-	6,417	2,952	-	2,952	4,141	-	4,141	7,093
	Toll Bridge Bonds	B	4,936	728	6,889	37	165	-	7,819	3,676	-	3,676	4,735	38	4,773	8,449
	State Issues for Local Roads	D	-	536	-	-	-	-	536	132	-	132	404	-	404	536
	Total		11,613	7,406	6,889	37	440	-	14,772	6,760	-	6,760	9,280	38	9,318	16,078
West Virginia	State Highway Bonds	A	299	6,180	-	29	37	4/ 1,968	8,214	1,691	33	1,724	6,426	-	6,426	8,150
	Turmpike and Toll Bridge Bonds	B	1,930	3,941	4,036	371	-	8,348	6,579	11	6,590	75	-	75	6,665	3,613
	Total		2,229	6,180	3,941	4,065	408	1,968	16,562	8,270	44	8,314	6,501	-	6,501	14,815
Wisconsin	Reimbursement Obligations Assumed	C	-	399	-	-	-	-	399	-	-	-	399	-	399	399
Dist. of Col.	Highway Construction Bonds	A	-	2,152	-	-	-	-	2,152	1,419	-	1,419	733	-	733	2,152
Summary	State Highway Bonds	A	294,541	379,202	-	6,086	7,923	5,679	398,890	114,445	610	115,055	250,596	6	250,602	365,657
	Turmpike and Toll Bridge Bonds	B	693,025	9,123	380,851	21,698	25,930	2,610	440,212	253,536	761	254,299	196,511	450	196,961	451,260
	Reimbursement Obligations Assumed	C	7,011	3,001	-	-	170	22	3,193	822	71	893	2,176	-	2,176	3,069
	Total for State Roads and Bridges		994,577	391,326	380,851	27,784	34,023	8,311	842,295	368,805	1,442	370,247	449,283	456	449,739	1,016,886
	State Issues for Local Roads	D	13,096	16,808	-	41	347	971	18,167	6,532	43	6,575	11,264	15	11,279	17,844
Grand Total		1,007,673	408,134	380,851	27,825	34,370	9,282	860,462	375,337	1,485	376,822	460,547	471	461,018	1,030,295	

<sup>1/</sup> See table SB-1 for general note on SB series. The following States reported no indebtedness during 1965: Arizona, Idaho, Iowa, Montana, Nebraska, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

<sup>2/</sup> For purposes of this analysis, bond issues have been classified in accordance with the types of issues summarized on sheet 3.

<sup>3/</sup> Differences between redemptions reported in this column and on table SB-2 are caused by January 1

maturities paid in December. Table SB-2 reports such redemptions in the year due, while SB-3 reports them in the year paid.

<sup>4/</sup> Income from counties in Alabama and New York (\$7,000); from concessions and rentals in Kentucky, Louisiana, Maine (\$68,000), and New York (\$3,416,000); from general fund appropriations in Alaska, Maine (\$172,000) and West Virginia; from sales tax in Mississippi.

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1965<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-3B  
SHEET 1 OF 3  
OCTOBER 1966

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1965 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS		
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE									
Alaska	Chilkat and Nenana Ferries Southeastern and Southwestern Ferry Systems Total	Alaska Department of Public Works Alaska Department of Public Works	-	-	-	74	-	-	-	4/ 83	157		
			-	-	-	3,091	-	-	4/ 2,032	5,123			
			-	-	-	3,165	-	-	-	2,115	5,280		
Arkansas	Mississippi River Bridge (Helena-Friars Point)	Arkansas State Highway Department	171	545	-	465	-	28	-	-	493		
California	San Francisco-Oakland Bay and San Mateo-Alameda Bridges Richmond-San Rafael Bridge San Francisco Bay-South Crossing (proposed) Carquinez Straits Bridges Vincent Thomas Bridge Total	California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority California Toll Bridge Authority	49,254	-	2,011	18,442	-	1,439	299	144	22,335		
			1,037	937	824	3,841	-	227	-	7	4,899		
			21	-	-	-	-	-	-	-	-	-	
			13,502	2,676	520	6,079	-	550	-	-	16	7,165	
			882	1,071	73	924	-	71	-	-	-	1,068	
			64,696	4,684	3,425	29,285	-	2,287	299	167	35,467		
Colorado	Denver-Boulder Turnpike	Colorado Department of Highways	-	3,856	-	966	-	133	-	-	1,099		
Connecticut	Charter Oak, William H. Putnam, and John Bissell Bridges Groton-New London Bridge Raymond E. Baldwin Bridge Thames River Bridge Merritt and Wilbur Cross Parkways Connecticut Turnpike (Greenwich-Killingly) Rockyhill-Glastonbury, Chester-Hadlyme Ferries Total	Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department Connecticut State Highway Department	-	1,354	-	2,728	-	17	-	-	2,745		
			-	1,647	-	-	-	35	-	-	35		
			182	1,809	-	786	-	74	-	-	-	860	
			-	-	-	-	-	-	-	-	-	-	
			-	-	-	4,199	-	-	-	635	-	-	4,834
			19,193	29,407	2,740	20,233	-	2,259	1,686	-	19	26,937	
			-	-	74	23	-	-	-	-	-	-	97
			19,375	34,217	2,814	27,969	-	2,385	2,321	19	35,508		
Delaware	Delaware Memorial Bridge and Lewes-Cape May Ferry John F. Kennedy Memorial Highway Total	Delaware River and Bay Authority * Delaware State Highway Department	77,139	6,184	-	9,674	-	3,304	15	373	13,366		
			2,291	2,266	-	2,560	-	250	865	4	3,679		
			79,430	8,450	-	12,234	-	3,554	880	377	17,045		
Florida	Sunshine Skyway (Lower Tampa Bay Bridge) Santa Rosa (Narvaez) Bridge Miami 36th Street and East-West Expressways Pinellas Bayway Emory L. Bennett Causeway St. George Island (Bryant Patton) Bridge 5/ Pensacola Beach Bridge Jacksonville Expressway System Buccaneer Trail Road Sunshine State Parkway and Extension Everglades Parkway Orlando-Orange County Expressway St. George Island Ferries Total	Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Florida State Road Department Santa Rosa Island Authority Jacksonville Expressway Authority Ocean Highway and Port Authority Florida State Turnpike Authority Florida State Road Department Orlando-Orange County Expressway Authority Florida State Road Department	154	1,232	81	2,182	-	17	-	-	2,280		
			66	226	127	22	7	-	-	-	156		
			190	5,428	177	1,958	192	19,603	182	-	-	21,920	
			3,883	1,915	955	357	136	-	-	-	-	1,448	
			141	832	14	536	38	-	-	-	-	588	
			2,357	318	114	1	103	-	-	-	-	218	
			7	217	22	206	6	-	-	-	-	234	
			63,125	84,084	2,459	4,696	5,691	-	-	67	-	12,913	
			9	88	313	203	3	-	-	-	-	519	
			5,754	11,078	-	14,268	409	1,730	1,759	-	-	18,166	
			14,124	2,608	755	-	517	-	-	-	-	1,272	
			-	-	-	-	-	7,132	-	-	-	-	7,132
			-	-	-	44	17	-	-	-	-	8	69
			89,810	108,026	5,061	24,446	26,735	7,109	1,730	1,834	66,915		
Illinois	Northern Illinois Toll Highway System	Illinois State Toll Highway Commission	3,674	36,496	-	35,030	-	1,785	979	30	37,824		
Indiana	Wabash Memorial, Brandenburg-Maukport, Hawesville-Cannelton Bridges Indiana Turnpike Total	Indiana Toll Bridge Commission Indiana Toll Road Commission	3,055	-	-	217	5,452	135	-	6/ 1,591	7,395		
			7,693	27,880	-	14,717	-	1,324	2,296	235	18,572		
			10,748	27,880	-	14,934	5,452	1,459	2,296	1,826	25,967		
Kansas	Kansas Turnpike	Kansas Turnpike Authority	1,669	27,472	-	9,599	-	1,103	879	79	11,660		
Kentucky	Earl C. Clements (Shawneetown) Bridge Kentucky Turnpike (Louisville-Elizabethtown) Mountain, Western, Blue Grass and Purchase Parkways 7/ Total	Kentucky Department of Highways Kentucky Department of Highways The Turnpike Authority of Kentucky	-	426	53	293	-	17	-	-	363		
			1,362	2,619	-	3,716	-	127	440	-	4,283		
			43,284	34,316	2,821	2,859	-	2,857	-	1	8,538		
			44,646	37,361	2,874	6,868	-	3,001	440	1	13,184		
Louisiana	Mississippi River Bridge (New Orleans); Canal Street Ferry Sunshine Bridge (Donaldsonville) Larose-Lafitte Toll Road Total	Mississippi River Bridge Authority Ascension-St. James Bridge and Ferry Authority Larose-Lafitte Toll Road Authority	827	9,932	2,750	-	-	372	21	131	3,274		
			1,576	2,410	-	344	-	12	-	-	356		
			75	-	-	-	-	-	-	-	-		
			2,478	12,342	2,750	344	-	384	21	131	3,630		

# RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1965<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-3B  
SHEET 2 OF 3  
OCTOBER 1966

STATE	NAME OF FACILITY	OPERATING AUTHORITY 2/	BALANCES ON JANUARY 1, 1965 3/		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION OPERATION, ETC.	RESERVES FOR DEBT SERVICE							
Maine	Augusta Bridge	Maine State Highway Commission	62	-	-	125	-	1	-	-	126
	Carlton Bridge	Maine State Highway Commission	-	234	-	-	8	-	-	69	77
	Deer Isle-Sedgwick Bridge	Maine State Highway Commission	-	1	29	-	-	-	-	-	29
	Joshua L. Chamberlain Bridge	Maine State Highway Commission	59	214	-	169	8	-	-	-	177
	Jonesport Reach Bridge	Maine State Highway Commission	110	-	-	43	6	-	-	-	49
	Maine Turnpike	Maine Turnpike Authority	1,513	8,225	-	6,674	320	368	64	8/ 282	7,426
	Island Ferry Service	Maine Port Authority	165	258	-	14	-	-	-	-	554
<b>Total</b>			<u>1,909</u>	<u>8,674</u>	<u>29</u>	<u>7,269</u>	<u>343</u>	<u>382</u>	<u>415</u>	<u>8,438</u>	
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges;	Maryland State Roads Commission	9,791	9,714	-	16,706	-	712	-	33	17,451
	Baltimore Harbor Tunnel		3,980	6,783	-	8,196	507	1,172	-	-	9,875
	John F. Kennedy Memorial Highway	Maryland State Roads Commission	13,771	16,497	-	24,902	1,219	1,172	-	33	27,326
Massachusetts	Mystic River Bridge	Massachusetts Port Authority	-	24,095	-	4,346	-	1,797	37	-	6,180
	East Boston Tunnel	Massachusetts Turnpike Authority	868	3,167	-	4,278	151	-	54	4,483	
	Massachusetts Turnpike and Extension 9/	Massachusetts Turnpike Authority	40,570	29,534	-	22,918	2,183	1,477	156	26,734	
	<b>Total</b>		<u>41,438</u>	<u>56,796</u>	<u>-</u>	<u>31,542</u>	<u>4,131</u>	<u>1,514</u>	<u>210</u>	<u>37,397</u>	
Michigan	Mackinac Straits Bridge	Mackinac Bridge Authority	398	7,808	417	5,823	-	301	-	34	6,575
	Sault Ste. Marie Bridge	International Bridge Authority of Michigan*	282	1,054	-	794	27	-	65	906	
	<b>Total</b>		<u>680</u>	<u>8,862</u>	<u>417</u>	<u>6,617</u>	<u>328</u>	<u>-</u>	<u>119</u>	<u>7,481</u>	
Mississippi	Pascagoula Bridge	Mississippi State Highway Department	26	804	34	834	-	-	-	-	868
	Bay St. Louis Bridge	Mississippi State Highway Department	64	729	47	616	12	-	-	872	
	<b>Total</b>		<u>90</u>	<u>1,533</u>	<u>81</u>	<u>1,450</u>	<u>12</u>	<u>-</u>	<u>-</u>	<u>1,743</u>	
Missouri	Paseo Bridge (Kansas City)	Missouri State Highway Commission	259	787	-	1,307	-	35	-	-	1,342
New Hampshire	Hampton Harbor Bridge	New Hampshire Department of Public Works and Highways	-	160	-	-	-	-	25	25	
	Maine-New Hampshire Interstate Bridge	Maine-New Hampshire Interstate Bridge Authority*	1,738	-	-	662	74	28	1	765	
	New Hampshire Turnpike System	New Hampshire Department of Public Works and Highways	857	621	200	3,582	-	-	4	3,786	
	<b>Total</b>		<u>881</u>	<u>781</u>	<u>200</u>	<u>4,244</u>	<u>74</u>	<u>28</u>	<u>30</u>	<u>4,576</u>	
New Jersey	Various Toll Bridges	Delaware River Joint Toll Bridge Commission*	1,504	1,074	-	4,150	-	101	-	16	4,267
	New Jersey Turnpike System	New Jersey Turnpike Authority	9,533	33,286	-	46,129	1,605	3,544	57	51,335	
	Garden State Parkway	New Jersey Highway Authority	41,348	28,310	-	30,476	2,802	1,568	46	34,892	
	Atlantic City Expressway 10/	New Jersey Expressway Authority	11,475	4,794	-	331	26	26	46	2,614	
	<b>Total</b>		<u>63,860</u>	<u>67,464</u>	<u>-</u>	<u>83,006</u>	<u>4,839</u>	<u>5,138</u>	<u>125</u>	<u>93,108</u>	
New York	Kingston, Rip Van Winkle, Mid-Hudson, Bear Mountain, and Newburgh-Beacon Bridges	New York State Bridge Authority	2,750	2,860	-	4,154	-	184	-	42	4,380
	Rouses Point and Crown Point Bridges	Lake Champlain Bridge Commission*	486	-	-	212	16	-	-	288	
	Thousand Islands Bridge	Thousand Islands Bridge Commission*	305	46	-	714	-	-	15	789	
	Peace Bridge	Buffalo and Ft. Erie Public Bridge Authority*	1,555	217	-	1,911	30	29	-	1,970	
	Rainbow, Lewiston-Queenston and Whirlpool Rapids Bridges	Niagara Bridge Commission*	2,002	2,070	-	1,975	130	157	3	2,265	
	George Washington and Staten Island Bridges;	Port of New York Authority*	32,651	19,071	-	62,917	747	-	11/ 102	63,766	
	Holland and Lincoln Tunnels		-19,159	371	-	371	59	-	33	463	
	Ogdensburg-Prescott Bridge	St. Lawrence Seaway Development Corporation*	-1,188	-	-	423	-	-	-	423	
	Cornwall-Massena Bridge	Jones Beach State Parkway Authority	-17,749	-	-	5,836	96	131	56	6,119	
	Long Island Causeways; Southern State Parkway	East Hudson Parkway Authority	6,986	2,702	892	3,686	675	301	8	5,562	
	Hutchinson River and Saw Mill River Parkways	Adirondack Mountain Authority	39	68	-	161	21	-	-	182	
	Veterans Memorial Highway	New York State Thruway Authority	37,496	40,341	-	69,111	4,047	7,539	621	81,316	
	Thomas E. Dewey Thruway		46,174	67,375	892	151,471	5,925	8,237	880	167,405	
	<b>Total</b>										
North Carolina	Cedar Island Ferry	North Carolina State Highway Commission	-	-	169	138	-	-	-	-	307
Ohio	Portsmouth-Fullerton and Ironton-Russell Bridges	State Bridge Commission of Ohio	142	340	-	709	-	-	15	724	
	Ohio Turnpike	Ohio Turnpike Commission	3,314	26,648	-	25,362	1,014	3,913	123	30,412	
	<b>Total</b>		<u>3,456</u>	<u>26,988</u>	<u>-</u>	<u>26,071</u>	<u>1,014</u>	<u>3,913</u>	<u>138</u>	<u>31,136</u>	
Oklahoma	Turner and Will Rogers Turnpikes	Oklahoma Turnpike Authority	1,345	10,840	-	7,519	388	311	-	8,218	
	H. E. Bailey Turnpike	Oklahoma Turnpike Authority	6,406	3,850	887	2,193	387	61	-	3,528	
	Indian Nation Turnpike, Section A	Oklahoma Turnpike Authority	16,854	5,516	-	-	635	-	-	635	
	<b>Total</b>		<u>24,605</u>	<u>20,206</u>	<u>887</u>	<u>9,712</u>	<u>1,410</u>	<u>372</u>	<u>-</u>	<u>12,381</u>	
Oregon	Astoria-Megler Ferry	Oregon State Highway Commission	-	-	261	283	-	-	-	-	544
	Astoria-Pt. Ellice Bridge	Oregon State Highway Commission	10,162	876	-	-	297	-	-	297	
	<b>Total</b>		<u>10,162</u>	<u>876</u>	<u>261</u>	<u>283</u>	<u>297</u>	<u>-</u>	<u>-</u>	<u>841</u>	

Highway Finance

RECEIPTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1965<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-3B  
SHEET 3 OF 3  
OCTOBER 1966

STATE	NAME OF FACILITY	OPERATING AUTHORITY <sup>2/</sup>	BALANCES ON JANUARY 1, 1965 <sup>3/</sup>		HIGHWAY-USER REVENUES	ROAD, BRIDGE, AND FERRY TOLLS	RECEIPTS FROM ISSUE OF BONDS	NET INCOME FROM INVESTMENTS	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS	TOTAL RECEIPTS			
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE										
Pennsylvania	Delaware River Bridges (Ben Franklin and Walt Whitman) Pennsylvania Turnpike System Chester-Bridgeport Ferry <sup>12/ 13/</sup> Total	Delaware River Port Authority* Pennsylvania Turnpike Commission Delaware River Port Authority*	19,933	27,408	-	14,115	-	1,385	11	-	15,511			
			27,399	38,888	-	49,621	-	2,157	2,171	75	54,024			
			-	-	-	1,595	-	-	-	4	-	1,599		
			47,332	66,296	-	65,331	-	3,542	2,186	75	74,134			
Rhode Island	Jamestown Bridge Mt. Hope Bridge Jamestown-Newport Bridge <sup>15/</sup> Jamestown Ferry Total	Jamestown Bridge Commission Rhode Island Turnpike and Bridge Authority <sup>14/</sup> Rhode Island Turnpike and Bridge Authority <sup>14/</sup> Rhode Island Department of Public Works	31	215	-	212	-	1	-	-	213			
			120	-	86	45	-	-	-	-	131			
			-	-	-	202	-	-	-	-	-	202		
			-	-	-	662	-	-	-	-	-	662		
			151	215	86	1,121	-	I	-	-	-	1,208		
Texas	Dallas-Ft. Worth Turnpike Dallas North Tollway Total	Texas Turnpike Authority Texas Turnpike Authority	3,516	3,414	-	4,541	-	268	90	5	4,904			
			-	-	-	-	33,518	99	-	-	33,617			
			3,516	3,414	-	4,541	33,518	367	90	5	38,521			
Virginia	Robert O. Morris Jr., James River and George P. Coleman Bridges; Hampton Roads Tunnel Elizabeth River Bridge and Tunnels Chesapeake Bay Bridge and Tunnel System Chincoteague-Assateague Bridge Richmond-Petersburg Turnpike Norfolk-Virginia Beach Toll Road Scotland and Hopewell Ferries Total	Virginia Department of Highways Elizabeth River Tunnel Commission Chesapeake Bay Bridge and Tunnel District Chincoteague-Assateague Bridge and Beach Authority Richmond-Petersburg Turnpike Authority Virginia Department of Highways Virginia Department of Highways	3,627	6,808	-	8,498	-	232	8	7	8,745			
			1,716	4,172	-	3,749	-	152	-	16/ 315	4,216			
			5,426	21,835	-	7,581	-	946	-	-	48	8,575		
			16	5	-	54	-	-	-	2	-	56		
			1,515	5,246	-	6,067	-	257	-	-	2	7,126		
			4,407	-	-	-	34,087	15	-	-	-	34,102		
			-	-	278	217	-	-	-	-	-	495		
			-	-	278	26,966	34,087	1,602	-	-	-	63,315		
			Washington	Fox Island Bridge <sup>17/</sup> Tacoma Narrows Bridge <sup>17/</sup> Longview Bridge <sup>18/</sup> Vancouver-Portland Bridge Maple Street Bridge Port Washington Narrows Bridge Second Lake Washington Bridge Sammel Hill Bridge Vernita Toll Bridge <sup>19/</sup> Hood Canal Bridge; Puget Sound Ferry Service Proposed Bridge Projects Total	Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority Washington Toll Bridge Authority	18	-	-	25	-	-	-	-	25
						127	610	37	605	-	7	-	-	649
40	41	-				499	-	-	-	-	1	500		
302	684	-				2,922	-	29	-	-	-	2,951		
39	9	67				223	-	2	-	-	-	292		
66	362	-				673	-	17	-	-	-	690		
2,121	-	-				2,349	-	102	-	11/ 30	-	2,481		
39	311	-				367	-	15	-	-	-	382		
2,676	175	-				53	-	76	-	-	-	129		
1,565	2,744	2,083				9,259	11,037	130	-	-	207	22,716		
144	-	43				-	-	5	-	-	-	48		
7,137	4,936	2,230				16,975	11,037	385	-	-	238	30,863		
West Virginia	Winfield Bridge New Martinsville Bridge Huntington Bridge West Virginia Turnpike Total	West Virginia State Road Commission West Virginia State Road Commission West Virginia State Road Commission West Virginia Turnpike Commission				-198	-50	-	60	-	-	-	-	60
			124	14	1	263	-	-	-	11/ 2	266			
			-	-	-	-	16,557	330	-	-	-	16,887		
			396	1,966	-	4,531	-	48	205	4	4,788			
			322	1,930	I	4,854	16,557	578	205	6	22,001			
Summary	Total Bridge and Tunnel Facilities Total Road Facilities Total Ferry Facilities Grand Total		300,178	258,479	12,847	216,986	33,046	20,345	367	3,765	287,356			
			289,990	434,546	8,785	409,962	94,340	28,763	32,707	3,055	577,632			
			165	-	626	6,358	-	18	-	2,405	9,607			
			590,333	693,025	22,458	633,306	127,386	49,126	33,092	9,225	874,595			

<sup>1/</sup> See table SF-21 for general note on SF series. Tables SF-3B and 4B are concerned solely with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Data for public and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities are shown in tables LF-32 and 42, and UF-32 and 42.

<sup>2/</sup> Interstate or international authorities are marked with an asterisk.

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

<sup>4/</sup> General fund appropriation.

<sup>5/</sup> Opened to traffic December 1965.

<sup>6/</sup> Subsidy from Indiana State cigarette tax revenues to the Toll Bridge Commission to con-

struct the Brandenburg and Hawesville Bridges.

<sup>7/</sup> Blue Grass Parkway opened to traffic October 1965.

<sup>8/</sup> Includes general fund appropriation of \$281,000.

<sup>9/</sup> Remaining 4 miles of turnpike extension opened to traffic February 1965.

<sup>10/</sup> Remaining 7 miles of expressway opened to traffic July 1965.

<sup>11/</sup> Federal-aid funds.

<sup>12/</sup> Acquired by Delaware River Port Authority May 1965.

<sup>13/</sup> Toll receipts include \$1,241,000 of toll revenue from the Delaware River Bridges.

<sup>14/</sup> Represents 7 months ending June 1965.

<sup>15/</sup> Tolls from Mt. Hope Bridge allocated for engineering costs of Newport bridge.

<sup>16/</sup> Payment from City of Norfolk.

<sup>17/</sup> Tolls removed May 1965.

<sup>18/</sup> Tolls removed October 1965.

<sup>19/</sup> Opened to traffic October 1965.

# DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1965<sup>1</sup>

TABLE SF-4B  
SHEET 1 OF 3  
OCTOBER 1966

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATIONS <sup>2/</sup>	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY LAW ENFORCEMENT	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1965 <sup>3/</sup>	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alaska	Chilkat and Nenana Ferries	-	157	-	-	-	-	157	-	157	-	-
	Southeastern and Southwestern Ferry Systems	267	2,814	1,056	-	651	335	5,123	-	5,123	-	-
	Total	267	2,971	1,056	-	651	335	5,280	-	5,280	-	-
Arkansas	Mississippi River Bridge (Helena-Friars Point)	-	40	15	-	229	85	369	-	369	320	520
California	San Francisco-Oakland Bay and San Mateo-Alameda Bridges	14,843	4,979	1,226	-	-	-	21,048	4/ 9,500	30,548	41,041	-
	Richmond-San Rafael Bridge	-	1,229	234	-	2,386	1,167	5,016	-	5,016	938	919
	San Francisco Bay-South Crossing (proposed)	21	-	-	-	-	-	21	-	21	-	-
	Carquinez Straits Bridges	4,603	1,217	378	-	2,754	3,654	12,606	-	12,606	9,090	1,647
	Vincent Thomas Bridge	49	267	99	-	246	-	661	-	661	868	1,492
	Total	19,516	7,692	1,937	-	5,386	4,821	39,352	9,500	48,852	51,937	4,058
Colorado	Denver-Boulder Turnpike	-	172	19	-	149	693	1,033	-	1,033	-	3,922
Connecticut	Charter Oak, William H. Putnam and John Bissell Bridges	-	716	-	-	1,411	830	2,957	34	2,991	-	1,108
	Groton-New London Bridge	-	-	-	-	22	220	242	43	285	-	1,397
	Raymond E. Baldwin Bridge	-	263	52	-	44	200	559	-	559	208	2,084
	Thames River Bridge	839	-	-	-	-	-	839	-	839	-839	-
	Merritt and Wilbur Cross Parkways	-	717	-	-	-	-	717	4,117	4,834	-	-
	Connecticut Turnpike (Greenwich-Killingly)	431	4,090	267	-	15,241	3,603	23,632	-	23,632	20,124	32,781
	Rockyhill-Glastonbury, Chester-Hadlyme Ferries	-	97	-	-	-	97	-	-	97	-	-
	Total	1,270	5,883	319	-	16,718	4,853	29,043	4,194	33,237	19,493	36,370
Delaware	Delaware Memorial Bridge and Lewes-Cape May Ferry	22,375	4,542	690	-	3,832	-	31,439	-	31,439	57,847	7,403
	John F. Kennedy Memorial Highway	721	315	132	48	1,311	-	2,527	-	2,527	3,063	2,646
	Total	23,096	4,857	822	48	5,143	-	33,966	-	33,966	60,910	10,049
Florida	Sunshine Skyway (Lower Tampa Bay Bridge)	-	285	-	-	223	1,824	2,332	-	2,332	162	1,172
	Santa Rosa (Navarre) Bridge	42	27	-	-	82	45	196	-	196	24	228
	Miami 36th Street and East-West Expressways	-	154	-	-	1,093	510	1,757	-	1,757	13,757	12,024
	Pinellas Bayway	3,069	181	-	-	815	55	4,120	-	4,120	1,153	1,973
	Emory L. Bennett Causeway	5	145	-	-	192	-	342	-	342	141	1,078
	St. George Island (Bryant Patton) Bridge	2,103	-	-	-	122	-	2,225	-	2,225	347	321
	Pensacola Beach Bridge	-	84	-	-	26	100	210	-	210	7	241
	Jacksonville Expressway System	9,437	606	115	-	8,277	300	18,735	-	18,735	59,222	82,165
	Buccaneer Trail Road	-	318	-	-	134	60	512	-	512	10	94
	Sunshine State Parkway and Extension	2,055	2,996	711	673	7,462	82	13,979	-	13,979	4,277	16,742
	Everglades Parkway	4,881	-	-	-	643	-	5,524	-	5,524	10,384	2,096
	Orlando-Orange County Expressway	250	-	-	-	-	-	250	-	250	6,025	857
	St. George Island Ferries	-	69	-	-	-	-	69	-	69	-	-
	Total	21,842	4,865	826	673	19,069	2,976	50,251	-	50,251	95,509	118,991
Illinois	Northern Illinois Toll Highway System	215	5,220	1,273	649	17,017	15,251	39,625	-	39,625	4,247	34,122
Indiana	Wabash Memorial, Brandenburg-Maukport, Hawesville-Cannelton Bridges	2,795	143	121	-	321	-	3,380	-	3,380	6,577	493
	Indiana Turnpike	303	2,257	760	612	2,252	4,632	18,523	-	18,523	8,107	27,515
	Total	3,098	3,100	881	612	9,580	4,632	21,903	-	21,903	14,684	28,008
Kansas	Kansas Turnpike	1	2,136	436	320	6,719	251	9,863	-	9,863	2,357	28,781
Kentucky	Earl C. Clements (Shawneetown) Bridge	-	53	-	-	154	75	282	-	282	-	507
	Kentucky Turnpike	541	362	92	67	1,093	2,195	4,350	-	4,350	1,619	2,295
	Mountain, Western, Bluegrass and Purchase Parkways	26,885	1,183	407	-	11,582	590	40,654	-	40,654	18,576	26,908
	Total	27,426	1,598	499	67	12,836	2,860	45,286	-	45,286	20,195	29,710
Louisiana	Mississippi River Bridge (New Orleans); Canal Street Ferry	426	615	128	2	1,778	625	3,574	-	3,574	1,056	9,403
	Sunshine Bridge (Donaldsonville)	988	44	110	-	1,377	-	2,519	-	2,519	692	1,131
	Larose-Lafitte Toll Road	49	-	-	-	-	-	49	-	49	26	-
	Total	1,463	659	238	2	3,155	625	6,142	-	6,142	1,774	10,534

Highway Finance

DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1965<sup>1</sup>TABLE SF-4B  
SHEET 2 OF 3  
OCTOBER 1966Compiled for calendar year from  
reports of State authorities

(In thousands of dollars)

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATIONS 2/	ADMINIS- TRATION AND MISCEL- LANEOUS	HIGHWAY LAW ENFORCE- MENT	INTEREST ON OBLIGA- TIONS	RETIRE- MENT OF OBLIGA- TIONS	SUBTOTAL, DIRECT EXPEN- DITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSE- MENTS	BALANCES ON DECEMBER 31, 1965 3/	
											RESERVES FOR CONSTRUC- TION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Maine	Augusta Bridge	-	72	-	-	-	-	72	102	174	14	-
	Carlton Bridge	-	-	-	-	8	70	78	-	78	-	233
	Deer Isle-Sedgwick Bridge	-	-	-	-	3	26	29	-	29	-	1
	Joshua L. Chamberlain Bridge	-	82	-	-	34	50	166	154	320	-	130
	Jonesport Reach Bridge	-	20	-	-	15	40	75	-	75	90	-6
	Maine Turnpike	45	1,430	230	13	3,132	2,963	7,813	-	7,813	1,287	8,064
	Island Ferry Service	-	341	11	-	62	110	524	-	524	195	-
Total	45	1,945	241	13	3,254	3,259	8,757	256	9,013	1,586	8,422	
Maryland	Susquehanna, Potomac, and Chesapeake Bay Bridges; Baltimore Harbor Tunnel	6	2,693	809	-	2,586	12,146	18,240	-	18,240	9,685	9,031
	John F. Kennedy Memorial Highway	871	663	163	458	3,052	-	5,210	-	5,210	8,404	7,024
Total	877	3,356	972	458	5,641	12,146	23,450	-	23,450	18,089	16,055	
Massachusetts	Mystic River Bridge	-	628	214	-	1,459	257	2,558	2/ 3,131	5,689	-	24,586
	East Boston Tunnel	109	935	280	-	2,708	-	3,832	-	3,832	813	3,873
	Massachusetts Turnpike and Extension	21,430	5,143	1,143	559	17,860	6,811	52,946	-	52,946	20,737	23,155
Total	21,539	6,706	1,637	559	21,827	7,068	59,336	3,131	62,467	21,550	27,614	
Michigan	Mackinac Straits Bridge	-	690	202	-	4,257	76	5,225	-	5,225	510	9,046
	Sault Ste. Marie Bridge	5	250	80	-	466	53	854	-	854	254	1,134
Total	5	940	282	-	4,723	129	6,079	-	6,079	764	10,180	
Mississippi	Pascagoula Bridge	-	34	26	-	125	660	845	-	845	21	832
	Bay St. Louis Bridge	-	47	6	-	151	595	792	-	792	58	811
	Total	-	81	32	-	276	1,255	1,644	-	1,644	79	1,643
Missouri	Paseo Bridge (Kansas City)	25	137	35	-	167	873	1,237	-	1,237	258	893
New Hampshire	Hampton Harbor Bridge	-	-	-	-	3	43	46	-	46	-	139
	Maine-New Hampshire Interstate Bridge	4	181	110	-	-	-	295	-	295	2,208	-
	New Hampshire Turnpike System	1,959	1,048	-	146	737	1,195	5,085	-	5,085	-2,587	1,052
Total	1,963	1,229	110	146	740	1,238	5,426	-	5,426	-2,379	1,191	
New Jersey	Various Toll Bridges	438	1,167	507	-	281	1,084	3,477	-	3,477	2,277	1,091
	New Jersey Turnpike System	11,323	12,520	1,854	1,461	10,877	11,647	49,682	-	49,682	14,628	29,844
	Garden State Parkway	12,443	5,640	2,129	971	10,891	5,017	37,091	-	37,091	39,755	27,704
	Atlantic City Expressway	9,073	481	241	261	2,388	-	12,444	-	12,444	2,678	3,761
Total	33,277	19,868	4,731	2,693	24,437	17,748	102,694	-	102,694	59,338	62,400	
New York	Kingston, Rip Van Winkle, Mid-Hudson, Bear Mountain, and Newburgh-Beacon Bridges	84	1,125	137	-	1,333	-	2,679	-	2,679	3,567	3,744
	Rouses Point and Crown Point Bridges	-	100	16	-	-	-	116	-	116	598	-
	Thousand Islands Bridge	154	291	196	-	14	25	680	-	680	353	47
	Peace Bridge	285	888	817	-	30	94	2,114	400	2,514	1,093	135
	Rainbow, Lewiston-Queenston and Whirlpool Rapids Bridges	12	754	114	-	1,219	-	2,099	-	2,099	1,814	2,424
	George Washington and Staten Island Bridges; Holland and Lincoln Tunnels	6,400	29,476	-	40	4,963	2,688	43,527	2/ 12,315	55,842	41,334	18,312
	Ogdensburg-Prescott Bridge	24	117	40	-	-	-	181	-	181	-18,877	-
	Cornwall-Massena Bridge	-	180	40	-	-	-	220	-	220	-985	-
	Long Island Causeways; Southern State Parkway	2,909	2,375	-	-	800	2,135	8,219	-	8,219	-19,849	-
	Hutchinson River and Saw Mill River Parkways	6,591	2,523	64	782	205	444	10,609	-	10,609	-2,082	6,723
	Veterans Memorial Highway	-	137	-	-	14	53	204	-	204	66	19
	Thomas E. Dewey Thruway	3,939	24,428	2,941	1,902	27,677	17,324	78,211	-	78,211	36,102	44,842
	Total	20,398	62,394	4,365	2,684	36,255	22,763	148,859	12,715	161,574	43,134	76,245
	North Carolina	Cedar Island Ferry	-	307	-	-	-	-	307	-	307	-
Ohio	Portsmouth-Fullerton and Ironton-Russell Bridges	6	230	-	-	186	145	567	-	567	188	451
	Ohio Turnpike	760	5,303	937	1,084	2,311	15,204	32,599	-	32,599	2,320	23,455
Total	766	5,533	937	1,084	2,497	15,349	33,166	-	33,166	2,508	23,906	
Oklahoma	Turner and Will Rogers Turnpikes	111	1,499	340	211	3,301	3,197	8,659	-	8,659	980	10,764
	H. E. Bailey Turnpike	1,204	300	115	112	2,695	-	4,426	-	4,426	7,188	2,170
	Indian Nation Turnpike, Section A	12,402	6	122	-	1,394	-	13,924	-	13,924	4,959	4,122
	Total	13,717	1,805	577	323	7,390	3,197	27,009	-	27,009	13,127	17,056



# DISBURSEMENTS FOR STATE-ADMINISTERED TOLL ROAD AND CROSSING FACILITIES-1965<sup>1</sup>

Compiled for calendar year from reports of State authorities

(In thousands of dollars)

TABLE SF-4B  
SHEET 3 OF 3  
OCTOBER 1966

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATIONS <sup>2/</sup>	ADMINISTRATION AND MISCELLANEOUS	HIGHWAY LAW ENFORCEMENT	INTEREST ON OBLIGATIONS	RETIREMENT OF OBLIGATIONS	SUBTOTAL, DIRECT EXPENDITURES	FUND TRANSFERS TO STATE OR FOR OTHER PURPOSES	TOTAL DISBURSEMENTS	BALANCES ON DECEMBER 31, 1965 <sup>3/</sup>	
											RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Oregon	Astoria-Megler Ferry	-	499	45	-	-	-	544	-	544	-	-
	Astoria-Pt. Ellice Bridge	10,534	-	-	-	-	-	11,707	-	11,707	-372	-
	Total	10,534	499	45	-	-	-	12,251	-	12,251	-372	-
Pennsylvania	Delaware River Bridges (Ben Franklin and Walt Whitman)	40	4,056	810	-	2,763	3,406	11,075	6/ 746	11,821	22,143	28,888
	Pennsylvania Turnpike System	2,272	12,668	2,600	2,279	9,418	55,918	85,155	-	85,155	13,426	21,730
	Chester-Bridgeport Ferry	1,107	429	63	-	-	-	1,599	-	1,599	-	-
	Total	3,419	17,153	3,473	2,279	12,181	59,324	97,829	746	98,575	35,569	50,618
Rhode Island	Jamestown Bridge	-	152	46	-	4	59	261	-	261	45	153
	Mt. Hope Bridge	-	49	25	-	-	-	74	-	74	177	-
	Jamestown-Newport Bridge	202	-	-	-	-	-	202	-	202	-	-
	Jamestown Ferry	-	649	-	-	-	-	649	13	662	-	-
	Total	202	850	71	-	4	59	1,186	13	1,199	222	153
Texas	Dallas-Ft. Worth Turnpike	12	1,188	154	149	1,516	1,905	4,924	-	4,924	3,816	3,094
	Dallas North Tollway	3,160	-	62	-	1,009	-	4,231	-	4,231	22,237	4,149
	Total	3,172	1,188	216	149	2,525	1,905	9,155	-	9,155	29,053	7,243
Virginia	Robert O. Norris, Jr., James River, and George P. Coleman Bridges;	-	-	-	-	-	-	-	-	-	-	-
	Hampton Roads Tunnel	9	1,326	400	35	2,417	4,710	8,897	-	8,897	3,825	6,458
	Elizabeth River Bridge and Tunnels	95	1,200	205	-	1,878	673	4,051	-	4,051	1,688	4,365
	Chesapeake Bay Bridge and Tunnel System	628	862	103	54	10,812	2	12,461	-	12,461	5,134	18,241
	Chincoteague-Assateague Bridge	3	34	-	-	12	-	49	-	49	13	15
	Richmond-Petersburg Turnpike	25	974	208	191	2,572	2,633	6,603	-	6,603	1,751	5,533
	Norfolk-Virginia Beach Toll Road	1,173	-	-	-	-	-	1,173	-	1,173	23,761	4,761
	Scotland-Mopewell Ferries	-	493	-	-	-	-	493	-	493	-	-
	Total	1,933	4,891	916	280	17,691	8,018	33,729	-	33,729	36,172	39,373
Washington	Fox Island Bridge	-	29	-	-	-	-	29	-	29	14	-
	Tacoma Narrows Bridge	-	104	-	-	15	802	921	7/ 328	1,249	137	-
	Longview Bridge	-	53	-	-	9	440	502	-	502	79	-
	Vancouver-Portland Bridge	-	501	-	-	127	2,404	3,032	-	3,032	330	575
	Maple Street Bridge	-	72	-	-	225	-	297	-	297	29	14
	Port Washington Narrows Bridge	-	168	-	-	193	362	723	-	723	67	328
	Second Lake Washington Bridge	120	309	-	-	1,470	232	2,131	-	2,131	2,410	61
	Samuel Hill Bridge	-	57	-	-	193	68	318	-	318	30	384
	Vernita Toll Bridge	2,069	8	-	-	117	-	2,194	119	2,313	568	99
	Hood Canal Bridge; Puget Sound Ferry Service	1,220	8,501	20	-	1,327	465	11,533	-	11,533	12,647	2,845
	Proposed Bridge Projects	-	-	49	-	-	-	49	-	49	124	-
	Total	3,409	9,802	69	-	3,676	4,773	21,729	466	22,195	16,435	4,306
	West Virginia	Winfield Bridge	-	44	2	-	58	35	139	-	139	-243
New Martinsville Bridge		2	64	4	-	158	40	268	-	268	122	14
Huntington Bridge		433	-	131	-	683	-	1,247	-	1,247	11,957	3,683
West Virginia Turnpike		-	679	152	140	5,691	-	6,662	-	6,662	488	-
Total	435	787	289	140	6,590	75	8,316	-	8,316	12,324	3,613	
Summary	Total Bridge and Tunnel Facilities	84,502	73,122	8,582	91	67,333	42,203	275,843	26,891	302,734	285,051	258,228
	Total Road Facilities	128,034	99,625	17,482	13,088	186,253	154,313	598,865	4,117	602,982	275,437	423,749
	Total Ferry Facilities	1,374	5,857	1,175	-	713	445	9,564	13	9,577	195	-
	Grand Total	213,910	178,604	27,319	13,179	254,299	196,961	884,272	31,021	915,293	560,683	681,977

<sup>1/</sup> See table SF-21 for general note on SF series. Tables SF-3B and 4B are concerned with receipts and disbursements for State and quasi-State toll facilities, including (A) those owned or operated by State highway departments, (B) those the title of which will ultimately be vested in the State, and (C) other major facilities that have more than local importance. Former toll facilities, now toll-free, are included where bonded indebtedness is still outstanding. Other facilities for which no tolls are shown were under construction, or preliminary costs had been incurred during the year. Data for public and quasi-public facilities operated by or for counties, local road and bridge districts, and municipalities are shown in tables SF-32 and 42, and UF-32 and 42.

<sup>2/</sup> Includes costs of toll collection.  
<sup>3/</sup> Includes funds of special toll authorities as well as State highway department funds dedicated for toll facility construction, maintenance, operation and debt service.  
<sup>4/</sup> Construction of rapid transit tube.  
<sup>5/</sup> Toll revenue in excess of estimated expenditures, considered to have been allocated to other than highway facilities of the port authority.  
<sup>6/</sup> Port development expenses.  
<sup>7/</sup> Paid to Pierce county.  
<sup>8/</sup> Transfers to State general fund.





## DISBURSEMENTS BY COUNTIES AND TOWNSHIPS FOR HIGHWAYS—1964<sup>1</sup> CLASSIFIED BY FUNCTION

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE LF-21  
OCTOBER 1966

STATE	CAPITAL OUTLAY				MAINTENANCE				MISCELLANEOUS			
	RIGHT OF-WAY 2/	PRELIMINARY, CONSTRUCTION ENGINEERING 3/	CONSTRUCTION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICES	TOTAL	ADMINISTRATION	TRAFFIC POLICE 4/	OTHER	TOTAL
Alabama 5/	210	1,331	13,571	15,112	25,718	-	-	25,718	1,302	673	-	1,975
Alaska 6/	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	65	376	9,098	9,539	4,643	-	261	4,904	511	-	-	511
Arkansas	4	-	572	576	14,557	-	-	14,557	773	-	-	773
California	-	-	82,654	82,654	50,660	1,027	-	51,687	14,831	-	-	14,831
Colorado	238	194	9,534	9,966	14,130	-	-	14,130	1,283	-	394	1,677
Connecticut	-	10	1,592	1,602	4,458	864	18	5,340	53	-	-	53
Delaware 5/	-	-	9	9	-	-	-	-	-	-	-	-
Florida	735	283	9,686	10,704	28,649	-	503	29,152	486	4,997	-	5,483
Georgia	2,793	-	11,463	14,256	19,972	-	279	20,251	422	1,498	-	1,920
Hawaii	1,690	1,695	8,807	12,192	5,107	-	35	5,142	1,535	780	810	3,125
Idaho	137	-	3,141	3,278	9,042	-	-	9,042	680	-	293	973
Illinois	3,124	7,218	56,301	66,643	43,600	914	868	45,382	11,003	4	-	11,007
Indiana	204	-	21,229	21,433	21,408	1,271	2,543	25,222	3,626	-	-	3,626
Iowa	1,671	-	24,075	25,746	35,673	1,102	-	36,775	5,654	-	-	5,654
Kansas	263	-	10,516	10,779	31,471	-	-	31,471	1,552	-	-	1,552
Kentucky	426	-	301	727	7,631	156	-	7,787	478	162	-	640
Louisiana	228	558	4,825	5,611	19,433	-	41	19,474	1,478	31	143	1,652
Maine	-	-	1,083	1,083	1,950	2,683	10	4,643	-	-	-	-
Maryland	1,016	707	10,108	11,831	14,765	552	22	15,339	2,651	38	-	2,689
Massachusetts	66	41	4,201	4,308	5,554	1,937	60	7,551	2,122	31	-	2,153
Michigan	-	-	41,373	41,373	34,230	6,316	2,013	42,559	6,913	-	129	7,042
Minnesota	1,540	3,521	26,210	31,271	26,132	3,584	3,681	33,397	1,760	-	-	1,760
Mississippi	-	-	7,213	7,213	39,977	-	-	39,977	148	-	-	148
Missouri	2,856	1	5,806	8,663	20,870	84	269	21,223	1,464	-	-	1,464
Montana	-	-	780	780	8,618	-	-	8,618	641	-	-	641
Nebraska	74	224	9,068	9,366	18,865	32	15	18,912	734	-	5	739
Nevada	9	-	773	782	2,504	-	-	2,504	259	-	-	259
New Hampshire	-	1	298	299	2,149	1,621	2	3,772	-	-	-	-
New Jersey	104	20	7,523	7,647	35,811	332	162	36,305	2,499	686	77	3,262
New Mexico	26	-	314	340	3,464	-	-	3,464	265	-	-	265
New York	3,870	-	41,074	44,944	71,135	16,743	489	88,367	11,791	39	3,127	14,957
North Carolina 5/	-	-	-	-	-	-	-	-	-	-	-	-
North Dakota	99	109	7,805	8,013	6,548	247	41	6,836	344	-	-	344
Ohio	1,035	3,386	19,480	23,901	85,988	-	40	86,028	6,213	11	628	6,852
Oklahoma	1,648	219	9,692	11,559	32,186	-	6	32,192	506	-	-	506
Oregon	1,434	1,237	14,693	17,364	13,905	274	388	14,567	1,439	-	32	1,471
Pennsylvania	569	286	22,741	23,596	26,252	3,817	249	30,318	2,686	435	-	3,121
Rhode Island	-	-	10	10	229	-	38	267	-	-	-	-
South Carolina	-	-	938	938	7,446	-	-	7,446	339	-	-	339
South Dakota	-	-	8,156	8,156	8,251	-	-	8,251	496	-	99	595
Tennessee	240	-	7,511	7,751	24,224	-	49	24,273	1,012	-	349	1,361
Texas	9,334	1,873	21,814	33,021	47,728	-	44	47,772	8,377	589	-	8,966
Utah	273	90	2,213	2,576	4,087	35	1	4,123	358	69	145	572
Vermont	10	-	3,366	3,376	3,099	1,883	-	4,982	-	-	-	-
Virginia 5/	27	2	68	97	1,412	-	46	1,458	540	-	-	540
Washington	755	1,844	16,512	19,111	20,513	2,085	695	23,293	3,523	-	-	3,523
West Virginia 5/	-	-	-	-	-	-	-	-	-	-	-	-
Wisconsin	-	-	27,364	27,364	36,422	4,251	622	41,295	3,749	-	493	4,242
Wyoming	51	9	891	951	1,831	76	-	1,907	322	173	-	495
Total	36,824	25,235	586,452	648,511	942,297	51,924	13,452	1,007,673	106,818	10,216	6,724	123,758

1/ This table gives further segregation of capital outlay, maintenance and miscellaneous disbursements as shown on table LF-2. Refer to table LF-1, note 1 for additional information on local highway finance series. Classification by function is incomplete for several States.

2/ Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs.

3/ Where entries do not appear, complete classification of expenditures was not available. In these cases, engineering costs are included with construction.

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

5/ All county roads are under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama, and all but two counties in Virginia. In Delaware transactions are under provisions of the 1945 Suburban Community Road Act.

6/ Alaska has no organized county and township governments.

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

## COUNTY, TOWNSHIP OBLIGATIONS FOR HIGHWAYS—1964

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE LP-2  
OCTOBER 1966

STATE	TOTAL DEBT OUTSTANDING AT BEGINNING OF YEAR 2/	LONG TERM DEBT						SHORT TERM DEBT						TOTAL DEBT OUTSTANDING AT END OF YEAR	STATE
		AMOUNT OUTSTANDING AT BEGINNING OF YEAR 2/	ISSUED		REDEEMED		AMOUNT OUTSTANDING AT END OF YEAR	AMOUNT OUTSTANDING AT BEGINNING OF YEAR 2/	ISSUED		REDEEMED		AMOUNT OUTSTANDING AT END OF YEAR		
			ORIGINAL	REFUNDING BONDS, FUNDING NOTES	FROM CURRENT OR SINKING FUNDS	BY REFUNDING			ORIGINAL	EXTENSIONS	FROM CURRENT OR SINKING FUNDS	BY EXTENSIONS OR FUNDING			
Alabama 3/ Alaska 4/ Arizona Arkansas	53,487 - 5,562 319	51,712 - 5,562 319	4,763 - 497 -	- - - -	4,564 - 1,240 90	- - - -	51,911 - 4,819 229	1,775 - - -	726 - - -	- - - -	1,337 - - -	- - - -	1,164 - - -	53,075 - 4,819 229	Alabama 3/ Alaska 4/ Arizona Arkansas
California Colorado 5/ Connecticut Delaware 3/	92,300 - 92 895	92,300 - 92 895	15,261 - 90 35	- - - -	6,973 - 10 115	- - - -	100,588 - 110 815	- - 62 -	- - - -	- - - -	46 - - -	- - - -	16 126 815 -	100,588 - - -	California Colorado 5/ Connecticut Delaware 3/
Florida Georgia Hawaii Idaho	41,866 75,703 10,803 296	41,855 75,703 10,803 283	2,518 740 937 -	- - - -	3,867 2,618 447 27	- - - -	40,506 73,825 11,293 256	11 - - 13	- - - 89	- - - -	11 - - 45	- - - -	57 - - -	40,506 73,825 11,293 313	Florida Georgia Hawaii Idaho
Illinois Indiana Iowa Kansas	214,600 10,158 861 10,294	206,450 10,158 771 9,126	20,889 - - -	11 - - -	22,706 1,154 344 1,029	- - - -	204,633 9,004 427 8,097	8,550 - 30 1,468	7,948 - - 1,008	- - - 316	8,388 - - 404	- - - 316	7,910 - 30 1,772	212,543 9,004 457 9,869	Illinois Indiana Iowa Kansas
Kentucky Louisiana Maine Maryland	1,985 100,369 1,285 18,226	1,892 99,384 1,132 18,226	8 10,996 52 8,783	- - - -	250 6,100 206 1,074	- - - -	1,650 104,280 978 25,935	93 985 153 -	204 1,081 57 -	- - - -	239 740 96 -	- - - -	58 1,326 114 -	1,708 105,606 1,092 25,935	Kentucky Louisiana Maine Maryland
Massachusetts Michigan Minnesota Mississippi	127 15,415 5,233 22,890	127 13,650 5,233 22,821	- 560 685 10,305	- - - -	24 1,923 735 2,694	- - - -	103 12,287 5,183 30,432	- 1,765 - 69	- 297 - 258	- - - -	52 - 58 -	- - - -	2,010 14,297 5,183 20,701	103 14,297 5,183 20,701	Massachusetts Michigan Minnesota Mississippi
Missouri Montana Nebraska Nevada	34,945 1,422 11,722 170	30,064 1,422 11,472 162	31 - 1,022 186	- - - -	1,499 109 105 31	- - - -	28,596 1,313 12,388 321	4,881 - 250 4	5,201 - 221 15	- - - -	4,967 - 327 4	- - - -	5,115 - 144 15	33,711 1,313 12,532 336	Missouri Montana Nebraska Nevada
New Hampshire New Jersey New Mexico 5/ New York	707 59,956 - 76,417	707 55,546 - 67,262	122 9,720 - 29,331	- - - -	202 5,457 - 11,114	- - - -	627 59,809 - 85,479	- 4,410 - 9,155	- 4,560 - 12,047	- 154 - -	- 4,295 - 4,297	- 154 - -	- 4,715 - 16,905	627 64,524 - 102,384	New Hampshire New Jersey New Mexico 5/ New York
North Carolina 3/ North Dakota Ohio Oklahoma	12,819 549 42,930 18,493	12,819 308 40,450 18,493	- - 201 6,465	69 - 425 -	756 40 4,370 1,809	- 69 - -	12,063 268 36,706 23,149	- 241 2,480 -	- 99 2,789 26	- - - -	212 - 38 -	- - 451 -	128 4,806 23,149 -	12,063 396 41,512 23,149	North Carolina 3/ North Dakota Ohio Oklahoma
Oregon Pennsylvania Rhode Island South Carolina	17,067 69,582 12 5,547	17,010 63,331 12 5,547	77 5,030 - 332	- - - -	1,290 4,558 12 812	- - - -	15,797 63,853 - 5,067	57 6,201 - -	- 7,444 - -	- - - -	3 3,702 - -	- - - -	54 9,943 - -	15,851 73,796 - 5,067	Oregon Pennsylvania Rhode Island South Carolina
South Dakota Tennessee Texas Utah 5/	209 29,332 204,259 -	192 28,955 203,620 -	- 1,364 10,834 -	- 268 852 -	37 3,335 18,259 -	- 268 852 -	155 26,984 196,195 -	17 377 639 -	14 704 240 -	- - 50 -	9 295 463 -	- - 50 -	22 786 416 -	177 27,770 196,611 -	South Dakota Tennessee Texas Utah 5/
Vermont Virginia 3/ Washington West Virginia 3/	36 60 3,582 -	36 60 3,582 -	- 3,474 1,152 -	- - - -	4 31 642 -	- - - -	32 3,503 4,092 -	- - - -	30 - - -	- - - -	14 - - -	- - - -	16 - - -	48 3,503 4,092 -	Vermont Virginia 3/ Washington West Virginia 3/
Wisconsin Wyoming 5/	47,002 -	47,002 -	9,553 -	- -	3,519 -	- -	53,036 -	- -	- -	- -	- -	- -	- -	53,036 -	Wisconsin Wyoming 5/
Total	1,319,724	1,276,538	156,013	1,625	116,182	1,200	1,316,794	43,186	45,032	546	30,002	971	57,791	1,374,585	Total

1/ This table shows the change in status of the highway obligations of the county and township governments including toll authorities. Refer to note 1 of table LP-1 for additional information concerning the local highway finance series.

2/ Any difference between amount outstanding at the beginning of the year and the amount outstanding at the end of the previous year may have resulted from one of the following: Changes in county-township and municipal classifications, accounting adjustments, inclusions of obligations

previously omitted, etc.

3/ All rural roads under State control in Delaware, North Carolina, West Virginia, eight counties in Alabama and all but two counties in Virginia. In some instances, the debt which existed prior to State control is retained by the counties.

4/ Alaska has no organized county and township governments.

5/ Colorado, New Mexico, Utah and Wyoming counties reported no highway debt activities.





## DISBURSEMENTS BY MUNICIPALITIES FOR HIGHWAYS—1964<sup>1</sup>

### CLASSIFIED BY FUNCTION

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE UF-21  
NOVEMBER 1966

STATE	CAPITAL OUTLAY				MAINTENANCE				MISCELLANEOUS			TOTAL
	RIGHT-OF-WAY 2/	PRELIMINARY, CONSTRUCTION ENGINEERING 3/	CONSTRUCTION	TOTAL	ROADS AND BRIDGES	SNOW REMOVAL	TRAFFIC SERVICE	TOTAL	ADMINISTRATION	TRAFFIC POLICE 4/	OTHER	
Alabama	488	38	7,337	7,863	11,341	-	678	12,019	739	519	-	1,258
Alaska	100	445	3,555	4,100	700	250	100	1,050	120	230	6	356
Arizona	99	198	17,005	17,302	4,788	-	566	5,354	550	-	-	550
Arkansas	231	-	1,305	1,536	6,922	-	93	7,015	404	-	-	404
California	12,645	-	73,463	86,108	79,686	-	-	79,686	19,937	-	-	19,937
Colorado	177	197	4,701	5,075	5,834	601	1,334	7,769	544	1,344	88	1,976
Connecticut	1	256	4,923	5,180	24,717	2,195	838	27,750	1,814	919	-	2,733
Delaware	28	44	758	830	392	78	149	619	79	749	-	828
Florida	1,019	89	17,213	18,321	16,673	-	1,780	18,453	2,377	17,741	-	20,118
Georgia	342	57	6,308	6,707	10,053	-	844	10,897	139	315	-	454
Hawaii 5/	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	115	161	1,525	1,801	3,493	-	-	3,493	527	-	-	527
Illinois	5,677	4,192	35,839	45,708	32,907	2,606	6,197	41,710	4,246	8,101	6/ 3,539	15,886
Indiana	49	-	6,054	6,103	11,538	679	1,357	13,574	3,074	-	-	3,074
Iowa	664	1,985	19,186	21,835	13,760	1,077	989	15,826	953	-	-	953
Kansas	21	168	11,217	11,406	8,384	8	-	8,392	443	-	3	446
Kentucky	3	80	3,598	3,681	4,874	258	17	5,149	476	2,241	-	2,717
Louisiana	2,804	859	8,215	11,878	9,692	-	507	10,199	693	1,645	27	2,365
Maine	-	-	1,988	1,988	5,159	3,472	127	8,758	-	-	-	-
Maryland	9	9	3,136	3,154	9,730	720	2,117	12,567	521	1	-	522
Massachusetts	431	1,419	23,651	25,501	32,084	10,500	3,242	45,826	2,895	2,505	177	5,577
Michigan	751	-	40,640	41,391	23,552	4,050	127	30,127	5,060	21,153	-	26,213
Minnesota	278	1,749	18,263	20,290	13,291	3,061	1,907	18,259	2,510	961	-	3,471
Mississippi	-	-	5,286	5,286	7,543	-	-	7,543	-	-	-	-
Missouri	104	1,210	7,822	9,136	16,153	186	2,058	18,397	1,101	151	-	1,252
Montana	-	-	1,969	1,969	2,994	-	80	3,074	89	-	-	89
Nebraska	101	528	9,846	10,475	5,161	112	219	5,492	855	162	-	1,017
Nevada	175	-	2,681	2,856	1,526	-	-	1,526	276	-	-	276
New Hampshire	5	-	500	505	4,034	3,102	178	7,314	312	-	-	312
New Jersey	106	5	16,816	16,927	34,069	1,151	1,620	36,840	491	2,162	30	2,683
New Mexico	-	-	4,126	4,126	2,770	-	360	3,130	49	-	-	49
New York	16,929	-	84,783	101,712	86,628	12,997	3,547	103,172	4,269	23,157	2,631	30,057
North Carolina	1,155	575	12,954	14,684	9,227	135	1,405	10,767	1,823	4,952	-	6,775
North Dakota	20	388	4,386	4,794	2,125	40	4	2,169	229	-	-	229
Ohio	189	3,659	34,215	38,063	39,756	-	5,100	44,856	3,370	-	130	3,500
Oklahoma	334	215	8,818	9,367	7/ 5,764	-	744	6,508	1,575	-	-	1,575
Oregon	16	510	6,739	7,265	3,011	82	1,155	4,248	917	9	12	938
Pennsylvania	331	2,036	19,812	22,179	44,692	2,938	4,361	51,991	2,413	756	-	3,169
Rhode Island	152	156	7/ 1,318	1,626	7/ 5,801	7/ 923	416	7,140	406	13	6	425
South Carolina	283	41	276	600	2,364	-	386	2,750	150	961	14	1,125
South Dakota	-	-	2,614	2,614	2,770	-	-	2,770	395	-	36	431
Tennessee	1,314	29	10,244	11,587	9,575	10	1,110	10,695	959	1,527	1	2,487
Texas	10,355	3,552	49,499	63,406	25,570	-	3,580	29,150	2,215	31,950	-	34,165
Utah	3	41	1,682	1,726	2,126	57	63	2,246	197	379	24	600
Vermont	8	-	512	520	1,589	565	-	2,154	-	-	-	-
Virginia 8/	426	71	7,081	7,578	13,605	508	1,545	15,658	1,664	844	26	2,534
Washington	952	1,404	17,717	20,073	7,966	258	2,503	10,727	2,366	6,456	12	8,834
West Virginia	-	-	682	682	4,635	-	143	4,778	85	13	2	100
Wisconsin	-	-	21,597	21,597	16,606	2,821	536	19,963	1,522	-	-	1,522
Wyoming 9/	5	-	1,392	1,397	1,150	130	120	1,400	180	40	-	220
Total	58,895	26,366	645,247	730,508	688,780	55,570	56,600	800,950	76,009	131,956	6,764	214,729

1/ This table records further segregation of capital outlay, maintenance and miscellaneous disbursements by municipal governments on all systems as shown on table UF-2. See table UF-1, note 1 for additional information on local highway finance series. Classification by function is incomplete for several States.

2/ Identifiable disbursements for right-of-way. In some cases, these expenditures may be included with construction costs.

3/ Where entries do not appear, complete classification of expenditures was not available. In these cases, engineering costs are included with construction.

4/ Traffic police costs when commingled with general police activities are usually not reported. In some instances, these costs may be included with traffic services.

5/ Local highway finance data are included in the county and township summaries.

6/ Includes public benefit principal, \$1,724,263 and interest, \$276,000.

7/ Includes direct expenditures on local rural roads; Oklahoma, maintenance, \$15,000; Rhode Island, construction, \$3,000, maintenance, \$342,000, and snow removal, \$31,000.

8/ Municipal extensions of State primary and secondary systems are maintained by cities over 3,500 population but disbursements cannot be segregated. These cities receive an apportionment at the basic rate of \$4,000 and \$300 per mile for the primary and secondary systems, respectively.

9/ Estimated.



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

## MUNICIPAL OBLIGATIONS FOR HIGHWAYS— 1964

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE UB-2  
NOVEMBER 1966

STATE	TOTAL DEBT OUTSTANDING AT BEGINNING OF YEAR 2/	LONG TERM DEBT						SHORT TERM DEBT						TOTAL DEBT OUTSTANDING AT END OF YEAR	STATE
		AMOUNT OUTSTANDING AT BEGINNING OF YEAR 2/	ISSUED		REDEEMED		AMOUNT OUTSTANDING AT END OF YEAR	AMOUNT OUTSTANDING AT BEGINNING OF YEAR 2/	ISSUED		REDEEMED		AMOUNT OUTSTANDING AT END OF YEAR		
			ORIGINAL	REFUNDING BONDS, FUNDING NOTES	FROM CURRENT OR SINKING FUNDS	BY REFUNDING			ORIGINAL	EXTENSIONS	FROM CURRENT OR SINKING FUNDS	BY EXTENSIONS OR FUNDING			
Alabama	41,626	40,070	6,872	20	5,856	20	41,086	1,556	1,164	-	1,342	-	1,378	42,464	Alabama
Alaska	10,510	10,510	-	-	-	-	10,510	-	-	-	-	-	-	10,510	Alaska
Arizona	21,170	21,170	9,820	-	2,655	-	28,335	-	-	-	-	-	-	28,335	Arizona
Arkansas	7,927	7,927	550	-	1,036	-	7,441	-	-	-	-	-	-	7,441	Arkansas
California	151,660	151,660	10,985	-	15,236	-	147,409	-	-	-	-	-	-	147,409	California
Colorado	15,747	15,747	1,654	-	318	-	17,083	-	-	-	-	-	-	17,083	Colorado
Connecticut	9,710	9,452	1,250	-	1,051	-	9,651	258	750	-	258	-	750	10,401	Connecticut
Delaware	5,566	5,566	600	-	422	-	5,744	-	-	-	-	-	-	5,744	Delaware
Florida	107,605	107,391	7,670	547	8,025	547	107,036	214	18	-	97	-	135	107,171	Florida
Georgia	28,938	28,938	600	-	1,421	-	28,117	-	-	-	-	-	-	28,117	Georgia
Hawaii 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hawaii 3/
Idaho	3,412	3,412	1,003	-	734	-	3,681	-	-	-	-	-	-	3,681	Idaho
Illinois	237,730	237,305	3,019	-	10,679	-	229,645	425	668	-	523	-	570	230,215	Illinois
Indiana	10,674	10,665	81	-	1,275	-	9,471	9	-	-	9	-	-	9,471	Indiana
Iowa	41,318	41,291	9,948	-	7,979	-	43,260	27	15	-	16	-	26	43,266	Iowa
Kansas	81,320	74,635	9,604	2,100	12,149	-	74,190	6,685	993	20	418	2,120	5,160	79,350	Kansas
Kentucky	19,448	19,437	309	-	486	-	19,260	11	303	-	174	-	140	19,400	Kentucky
Louisiana	99,095	98,344	6,774	-	8,805	-	98,313	751	123	-	837	-	837	99,150	Louisiana
Maine	1,171	1,683	777	-	284	-	2,176	34	136	-	37	-	133	2,309	Maine
Maryland	7,558	7,466	962	-	3,580	-	4,848	92	-	-	62	-	30	4,878	Maryland
Massachusetts	33,154	33,154	11,616	-	6,958	-	37,812	-	-	-	-	-	-	37,812	Massachusetts
Michigan	53,995	53,995	21,871	-	10,017	-	65,849	-	-	-	-	-	-	65,849	Michigan
Minnesota	69,887	69,250	4,874	-	6,658	-	67,466	637	769	-	634	-	772	68,238	Minnesota
Mississippi	26,202	25,389	6,532	132	3,500	-	28,553	813	1,034	-	573	132	1,142	29,695	Mississippi
Missouri	78,548	78,541	4,885	-	4,400	-	79,026	7	3	-	-	-	10	79,036	Missouri
Montana	10,958	10,958	1,529	-	1,446	-	11,041	-	-	-	-	-	-	11,041	Montana
Nebraska	31,858	25,341	6,798	101	3,728	101	28,411	6,517	5,070	-	4,906	-	6,681	35,092	Nebraska
Nevada	3,027	2,279	71	-	587	-	1,763	748	1,140	-	300	-	1,588	3,351	Nevada
New Hampshire	3,687	3,687	259	-	583	-	3,363	-	-	-	-	-	-	3,363	New Hampshire
New Jersey	50,478	41,724	5,047	-	5,001	-	41,770	8,754	13,769	155	8,584	155	13,939	55,709	New Jersey
New Mexico	14,343	14,343	2,241	-	3,498	-	13,085	-	-	-	-	-	-	13,085	New Mexico
New York	581,954	575,414	36,745	-	42,859	-	569,300	6,540	20,583	-	10,747	-	16,376	585,676	New York
North Carolina	36,537	34,452	1,195	-	2,782	-	32,865	2,085	1,160	-	2,085	-	1,160	34,025	North Carolina
North Dakota	33,773	33,773	5,405	-	3,054	-	36,124	-	-	-	-	-	-	36,124	North Dakota
Ohio	218,232	204,399	13,983	6,790	19,821	-	205,351	13,833	7,990	2,710	662	9,500	14,371	219,722	Ohio
Oklahoma	33,678	33,678	3,734	-	1,812	-	35,600	-	-	-	-	-	-	35,600	Oklahoma
Oregon	12,151	10,500	938	-	1,572	-	9,866	1,651	575	-	263	-	1,963	11,829	Oregon
Pennsylvania	178,720	178,202	11,141	-	12,182	-	177,161	518	584	-	518	-	584	177,745	Pennsylvania
Rhode Island	13,817	13,512	1,103	-	1,201	-	13,414	305	409	-	124	-	590	14,004	Rhode Island
South Carolina	4,180	4,179	-	-	338	-	3,841	1	-	-	1	-	-	3,841	South Carolina
South Dakota	2,190	2,190	495	-	532	-	2,153	-	-	-	-	-	-	2,153	South Dakota
Tennessee	67,092	67,053	10,153	-	4,258	-	72,958	29	26	-	35	-	20	72,978	Tennessee
Texas	383,230	383,162	52,859	1,941	22,014	1,941	414,007	68	224	-	74	-	218	414,225	Texas
Utah	1,446	1,446	412	-	248	-	1,610	-	-	-	-	-	-	1,610	Utah
Vermont	1,279	1,279	15	-	149	-	1,145	-	35	-	2	-	33	1,178	Vermont
Virginia	54,281	54,022	5,400	-	3,681	-	55,741	259	-	-	244	-	15	55,756	Virginia
Washington	44,258	44,258	6,733	737	5,613	737	45,378	-	-	-	-	-	-	45,378	Washington
West Virginia	16,911	16,911	200	-	275	-	16,836	-	-	-	-	-	-	16,836	West Virginia
Wisconsin	52,696	52,696	8,331	-	5,768	-	55,259	-	-	-	-	-	-	55,259	Wisconsin
Wyoming 4/	3,897	3,897	1,215	-	600	-	4,512	-	-	-	-	-	-	4,512	Wyoming 4/
<b>Total</b>	<b>3,019,190</b>	<b>2,966,363</b>	<b>298,258</b>	<b>12,368</b>	<b>255,126</b>	<b>3,346</b>	<b>3,018,517</b>	<b>52,827</b>	<b>57,627</b>	<b>2,885</b>	<b>32,811</b>	<b>11,907</b>	<b>68,621</b>	<b>3,087,138</b>	<b>Total</b>

<sup>1/</sup> This table records the change during the year in highway indebtedness of local municipal governments including those of municipal toll authorities. See table LF-1, note 1 for additional information on local highway finance series.

<sup>2/</sup> Any difference between amount outstanding at the beginning of the year and the amount outstanding at the end of the previous year may have resulted from one of the following: Change in

county-township and municipal classifications, accounting adjustments, inclusions of obligations previously omitted, segregation of allied or non-highway functions data, etc.

<sup>3/</sup> Local highway finance data included in county-township summaries.

<sup>4/</sup> Estimated.





# RECEIPTS OF COUNTY TOLL FACILITIES—1964<sup>1</sup>

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE LP-32  
OCTOBER 1966

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR <sup>2/</sup>		ROAD AND CROSSING TOLLS	NOTE PROCEEDS	NET INVESTMENT INCOME	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS <sup>3/</sup>	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE						
Alabama	Dauphin Island Bridge <sup>4/</sup>	Mobile County	14	-	33	25	-	-	142	200
California	Golden Gate Bridge	Golden Gate Bridge and Highway District	9,663	10,744	5,358	-	725	-	-	6,083
Florida	Belleair Beach Toll Causeway	Pinellas County	9	328	118	-	7	-	-	125
	Biscayne Key (Rickenbacker) and Venetian Causeways	Dade County and Dade County Port Authority	273	266	898	-	16	-	-	1,183
	Cape Coral Toll Bridge	Lee County	638	139	85	-	10	-	269	95
	Port Orange Toll Bridge	Volusia County	16	203	68	-	8	-	1	77
	Sanabel-Captive Toll Bridge and Causeway	Lee County	448	17	335	-	26	-	-	361
	Total		1,384	953	1,504	-	67	-	270	1,841
Georgia	Brunswick-St. Simon Bridge and Causeway	Glynn County	168	137	251	-	6	-	-	257
	Chatham County Toll Road and Bridge Islands Expressway	Chatham County	500	112	75	-	23	-	-	98
	Savannah River Toll Bridge and Causeway (Eugene Talma Memorial Toll Bridge)	Coastal Highway District	195	1,004	922	-	31	-	-	953
	Total		863	1,253	1,248	-	60	-	-	1,308
Illinois	New Harmony Bridge	White County Bridge Commission	25	-	187	-	-	-	1	188
Louisiana	Greater New Orleans Expressway	Greater New Orleans Expressway Commission	760	4,521	1,905	-	127	-	5/ 1,756	3,788
	Jatcher-Vacherie Ferry	St. James Parish	56	-	155	-	-	-	-	155
	Sabine Lake Bridge and Causeway	Cameron Parish, Louisiana-Jefferson County, Texas	62	75	37	-	-	-	-	166
	Total		878	4,596	2,097	-	127	-	1,757	4,141
Maryland	Bear Creek Bridges <sup>6/</sup>	Baltimore County Revenue Authority	107	290	521	-	17	-	-	538
Michigan	Drummond Island Ferry	Chippewa County Road Commission	-	-	67	-	-	-	-	67
	Ironton Ferry	Charlevoix County Road Commission	-	-	8	-	-	-	-	37
	Total		-	-	75	-	-	-	9	84
Mississippi	Vicksburg Bridge	Warren County	538	2,082	571	-	64	346	-	981
Missouri	Brownville Bridge	Atchison County	37	7	64	-	-	-	-	64
	Platte Purchase Bridge	Platte County	99	399	317	-	3	9	-	329
	St. Francisville Bridge	Wayland Special Road District	16	6	23	-	-	-	-	29
	Total		152	412	404	-	3	9	-	416
Nebraska	Burt County Missouri River Bridge (Decatur) <sup>7/</sup>	Burt County Bridge Commission	15	50	52	-	-	7	-	59
	Morrison Pioneer Memorial Bridge, Douglas County	North Omaha Bridge Commission	22	78	206	-	-	-	2	208
	Rulo Bridge	Richardson County Parkway Authority	-	49	56	-	-	6	-	62
	Total		37	177	314	-	-	13	2	329
New Jersey	Burlington-Bristol Bridge	Burlington County Bridge Commission	671	-	450	-	4	-	2/ 231	683
	Tacony-Palmira Bridge		-	-	1,477	-	-	-	135	1,616
	Cape May County Bridges	Cape May Bridge Commission	209	320	242	-	2	-	-	511
	Total		880	320	2,469	-	6	-	366	2,843
New York	Atlantic Beach Bridge	Nauyasau County Bridge Authority	1,167	-	891	-	45	-	-	936
Oregon	The Dalles Bridge	Wasco County	79	162	396	-	21	-	2	419
	Umatilla Bridge	Umatilla County	128	515	312	-	13	-	1	326
	Total		207	707	708	-	34	-	3	745
Pennsylvania	East Rochester-Monaca Toll Bridge	Beaver County Municipal Authority	-	-	250	-	-	-	-	250
Texas	Cameron County International Toll Bridge	Cameron County	299	104	459	-	8	2	-	479
	International Toll Bridge	Starr County	58	58	132	-	-	15	-	147
	Padre Island Toll Causeway	Nueces County	20	446	352	-	-	12	-	364
	Port Aransas Ferry	Nueces County, District #4	94	106	173	-	4	2	12	191
	Queen Isabella Toll Causeway	Cameron County	179	5	264	-	-	-	111	277
	Total		550	719	1,290	-	12	33	123	1,458
Washington	Guemes Island Ferry	Skagit County	-	-	25	-	-	-	46	71
	Harstene Island Ferry	Mason County	-	-	11	-	-	-	23	34
	Lummi Island-Gooseberry Point Ferry	Whatcom County	-	-	30	-	-	-	51	81
	Puget Island Ferry	Wahkiakum County	-	-	14	-	-	-	7	21
	Tacoma-McNeil Island-Anderson Island Ferry	Pierce County	-	-	25	-	-	-	33	58
	Total		-	-	105	-	-	-	160	255
GRAND TOTAL			16,565	22,253	18,025	25	1,162	401	2,093	22,606

<sup>1/</sup> This table is concerned with the receipts for publicly-owned facilities operated by county governments, local road and bridge districts, and specially created authorities. Facilities owned by counties but located in urban areas are also included. For additional information on local highway finance series, see note 1 of table LP-1.

<sup>2/</sup> Any differences between balances at the beginning of the year and those at end of the previous year are the result of accounting adjustments, inclusion of funds not previously reported, etc.

<sup>3/</sup> Includes transfers from county general funds.

<sup>4/</sup> The State has assumed the bond obligations and made the bridge toll free during November 1963.

<sup>5/</sup> Greater New Orleans Expressway, includes \$1,741,000 from the State Highway Fund, No. 2; Burlington-Bristol Bridge includes \$229,000 of State funds.

<sup>6/</sup> Reporting period changed from calendar year to year ending 6-30-64.

<sup>7/</sup> Includes data for the period July 1 to December 31, 1964.

# DISBURSEMENTS BY COUNTY TOLL FACILITIES—1964<sup>1</sup>

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE LF-42  
OCTOBER 1966

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION	ADMINISTRATION AND MISCELLANEOUS	INTEREST ON OBLIGATIONS <sup>2/</sup>	SUBTOTAL CURRENT DISBURSEMENTS	RETIREMENT OF OBLIGATIONS	TRANSFERS <sup>3/</sup>	TOTAL DISBURSEMENTS	BALANCES AT THE END OF THE YEAR	
										RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alabama	Dauphin Island Bridge <sup>4/</sup>	-	10	28	4	42	150	-	192	22	-
California	Golden Gate Bridge	-	1,620	478	814	2,912	1,600	-	4,512	11,501	10,477
Florida	Belleair Beach Toll Causeway	-	34	-	43	77	20	-	97	44	321
	Biscayne Key (Rickenbacker) and Venetian Causeways	-	383	6	315	704	468	-	1,172	298	252
	Cape Coral Toll Bridge	426	32	-	104	562	-	-	562	229	81
	Port Orange Toll Bridge	-	16	-	15	31	35	-	66	-	230
	Sanabel-Captive Toll Bridge and Causeway	88	64	7	172	331	-	28	359	408	52
	Total	514	529	13	649	1,705	523	28	2,256	979	943
Georgia	Brunswick-St. Simon Bridge and Causeway	-	70	43	52	165	98	-	263	165	134
	Chatham County Toll Bridge and Bridge Islands Expressway	19	37	7	88	151	-	-	151	496	63
	Savannah River Toll Bridge and Causeway (Eugene Talmadge Memorial Toll Bridge)	-	70	47	242	359	-	-	359	1,144	649
	Total	19	177	97	382	675	98	-	773	1,805	846
Illinois	New Harmony Bridge	-	130	70	-	200	-	-	200	13	-
Louisiana	Greater New Orleans Expressway	12	675	2	1,729	2,418	1,582	-	4,000	730	4,339
	Latcher-Vacherie Ferry	-	119	18	-	137	-	-	137	74	-
	Sabine Lake Bridge and Causeway	5/ 13	33	37	44	127	69	-	196	59	80
	Total	25	827	57	1,773	2,682	1,651	-	4,333	863	4,419
Maryland	Bear Creek Bridges	-	145	47	179	371	150	-	521	110	304
Michigan	Drummond Island Ferry	-	58	3	-	61	-	-	61	6	-
	Ironton Ferry	-	17	-	-	17	-	-	17	-	-
	Total	-	75	3	-	78	-	-	78	6	-
Mississippi	Vicksburg Bridge	-	187	148	24	359	384	100	843	504	2,254
Missouri	Brownville Bridge	-	31	9	14	54	22	-	76	27	5
	Platte Purchase Bridge	-	49	13	201	263	-	-	263	114	450
	St. Francisville Bridge	-	8	-	1	9	5	3	17	20	8
	Total	-	88	22	216	326	27	3	356	161	463
Nebraska	Burt County Missouri River Bridge (Decatur)	19	12	8	-	39	-	-	39	29	56
	Mormon Pioneer Memorial Bridge, Douglas County	2	43	14	129	188	-	-	188	26	94
	Rulo Bridge	-	13	1	9	23	-	-	53	-	58
	Total	21	68	23	138	250	30	-	280	55	208
New Jersey	Burlington-Bristol Bridge	138	271	124	-	533	-	5	538	1,292	-
	Tacony-Palmyra Bridge	251	572	271	-	1,094	-	46	1,140	-	-
	Cape May County Bridges	31	194	102	30	363	292	-	662	134	277
	Total	420	1,037	503	30	1,990	299	51	2,340	1,426	277
New York	Atlantic Beach Bridge	11	533	4	61	609	189	-	798	1,305	-
Oregon	The Dalles Bridge	12	46	18	70	146	170	-	316	88	163
	Umatilla Bridge	5	71	30	209	315	120	-	435	101	556
	Total	17	117	48	279	461	290	-	751	189	719
Pennsylvania	East Rochester-Monaca Toll Bridge	-	6	5	126	137	60	-	197	53	-
Texas	Cameron County International Toll Bridge	8	66	10	83	167	-	291	458	274	150
	International Toll Bridge	29	23	12	28	92	-	65	157	33	73
	Fedre Island Toll Causeway	17	53	42	65	177	212	-	389	20	421
	Fort Aransas Ferry	4	122	30	17	173	24	-	197	114	80
	Queen Isabella Toll Causeway	1	44	20	87	152	140	-	292	167	2
	Total	59	308	114	280	761	376	356	1,493	608	726
Washington	Gumes Island Ferry	-	71	-	-	71	-	-	71	-	-
	Harstene Island Ferry	-	34	-	-	34	-	-	34	-	-
	Lummi Island-Gooseberry Point Ferry	-	81	-	-	81	-	-	81	-	-
	Puget Island Ferry	-	21	-	-	21	-	-	21	-	-
	Tacoma-McNeil Island-Anderson Inland Ferry	-	38	-	-	58	-	-	58	-	-
	Total	-	265	-	-	265	-	-	265	-	-
	<b>GRAND TOTAL</b>	<b>1,086</b>	<b>6,122</b>	<b>1,660</b>	<b>4,955</b>	<b>13,823</b>	<b>5,827</b>	<b>538</b>	<b>20,188</b>	<b>19,600</b>	<b>21,636</b>

<sup>1/</sup> This table is concerned with the disbursements for publicly-owned facilities operated by county governments, local road and bridge districts, and specially created authorities. For additional information refer to the initial notes of Tables LF-1 and LF-32.

<sup>2/</sup> Includes small charges for debt administration.

<sup>3/</sup> Transfers to respective counties for general fund purposes except in lieu of taxes transfers of

\$90,000 and \$51,000 by Warren County, Mississippi and Burlington County Bridge Commission, New Jersey respectively.

<sup>4/</sup> The State has assumed the bond obligations and made the bridge free of tolls during November 1963.

<sup>5/</sup> Includes \$2,000 for land acquisition.

RECEIPTS FOR LOCAL MUNICIPAL TOLL FACILITIES—1964<sup>1</sup>

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE UF-32  
OCTOBER 1966

STATE	NAME OF FACILITY	OPERATING AUTHORITY	BALANCES AT THE BEGINNING OF THE YEAR		ROAD AND CROSSING TOLLS	BOND PROCEEDS	NET INVESTMENT INCOME	CONCESSIONS AND RENTALS	MISCELLANEOUS RECEIPTS <sup>2/</sup>	TOTAL RECEIPTS
			RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE						
Alabama	Bankhead Tunnel	City of Mobile	2,324	1,458	1,225	-	160	5	238	1,628
California	San Pedro-Terminal Island Ferry <sup>3/</sup>	Los Angeles Harbor Department	-	-	115	-	-	-	105	220
Colorado	Pikes Peak Toll Highway	City of Colorado Springs	-196	-	235	247	-	24	-	506
Florida	Broad Causeway Clearwater Toll Bridge Treasure Island Causeway Total	Town of Bay Harbor Islands City of Clearwater City of Treasure Island	52 141 80 273	270 52 168 490	433 139 189 761	- - - -	8 5 5 18	11 - - 11	98 38 15 151	550 182 209 941
Illinois	Chicago Skyway Toll Bridge Chain of Rocks Bridge (Kings Highway) Chester Bridge (Mississippi River Bridge) Greater Rockford Bridge McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	City of Chicago City of Madison City of Chester City of Loves Park City of Venice City of Rock Island City of East St. Louis	231 1,901 240 242 552 209 500 3,875	- - 166 89 1,207 455 1,293 3,210	2,839 779 338 289 1,244 636 2,194 8,319	- - - - - - - -	27 59 8 7 36 15 24 186	- 7 15 - 254 - - 276	4 - 1 - - 2 - 7	2,870 845 362 296 1,534 653 2,228 8,788
Iowa	MacArthur (Burlington) Bridge Iowa-Illinois Memorial Bridge Keokuk Municipal Bridge Lyons-Fulton Bridge New South Bridge (The Gateway Bridge) Muscatine Bridge Total	City of Burlington Davenport Bridge Commission City of Keokuk Clinton Bridge Commission Muscatine Bridge Commission	137 235 144 179 9 704	148 1,331 - 123 - 1,602	414 887 244 995 198 2,738	- - - - - -	2 10 - 2 - 14	- 4 77 - - 81	4 - 22 - - 26	416 905 321 1,019 198 2,859
Kansas	Leavenworth Centennial Bridge	Leavenworth Bridge Commission	59	107	211	-	5	7	4	227
Massachusetts	Sumner Vehicular Traffic Tunnel	City of Boston	-	11,357	-	-	-	-	418	418
Minnesota	Baudette-Rainy River International Bridge	Village of Baudette	14	12	66	-	-	6	1	73
Mississippi	Greenville-Lake Village Bridge	City of Greenville	399	99	-	-	15	149	-	164
Missouri	Broadway Bridge MacArthur Bridge Total	City of Kansas City City of St. Louis	601 122 723	736 - 736	723 1,081 1,804	- - -	36 - 36	- - -	36 36 72	759 1,117 1,876
Montana	Poplar Ferry	City of Poplar	-	-	1	-	-	-	-	1
Nebraska	Bellevue Bridge	Bellevue Bridge Commission	-	17	25	-	-	-	-	25
New York	Battery-Staten Island Ferry <sup>4/</sup> Triborough Bridge and Tunnels Total	City of New York Triborough Bridge and Tunnel Authority	- 5/ 91,848 91,848	1,500 32,799 34,299	2,103 45,154 47,257	1,864 5,000 6,864	60 1,762 1,822	500 - 500	11,137 77,518 11,655	15,664 52,434 68,098
Oregon	Cascade Locks Bridge Hood River, Oregon-White Salmon Bridge, Washington Total	Port of Cascade Locks Commission Port of Hood River Commission	76 15 91	82 113 195	160 239 399	- - -	3 3 6	- - -	1 - 1	164 242 406
Texas	Del Rio International Bridge Eagle Pass-Piedras Negras International Bridge Laredo-Nuevo Laredo International Bridge McAllen International Toll Bridge Total	City of Del Rio City of Eagle Pass City of Laredo City of McAllen	145 109 349 359 962	59 28 175 250 512	215 336 672 545 1,768	- - - 221 221	5 - 12 10 27	3 2 8 68 81	- - - - -	223 338 692 844 2,097
West Virginia	Dunbar City Bridge Parkersburg Bridge Fairmont Bridge Total	Dunbar City Bridge Commission City of Parkersburg City of Fairmont	13 80 8 101	74 80 56 210	226 247 74 547	- - - -	1 - 2 3	- - - -	- - - -	227 247 76 550
	GRAND TOTAL		101,177	54,304	65,471	7,332	2,292	1,140	12,642	88,877

<sup>1/</sup> This table is concerned with the receipts for publicly-owned facilities operated by municipalities, local road and bridge districts, and specially created authorities. For additional information on local highway finance series, see note 1 of table LF-1.

<sup>2/</sup> Includes transfers from municipal general funds.

<sup>3/</sup> Operated as one of the various activities of the Los Angeles City Harbor Department. Ferry debt data not available.

<sup>4/</sup> Partially estimated.

<sup>5/</sup> Amount outstanding at beginning of year differs with the amount outstanding at end of previous year resulted from accounting adjustment.

<sup>6/</sup> Short-term notes.

<sup>7/</sup> Includes parking receipts from Battery and New York Coliseum parking garages.

# DISBURSEMENTS FOR LOCAL MUNICIPAL TOLL FACILITIES—1964<sup>1</sup>

Fiscal year data compiled from reports of State and local authorities

(In thousands of dollars)

TABLE UF-42  
OCTOBER 1966

STATE	NAME OF FACILITY	CAPITAL OUTLAY	MAINTENANCE AND OPERATION <sup>2/</sup>	ADMINISTRATION AND MISCELLANEOUS	INTEREST ON OBLIGATION <sup>3/</sup>	SUBTOTAL CURRENT DISBURSEMENTS	RETIREMENT OF OBLIGATIONS	TRANSFERS <sup>4/</sup>	TOTAL DISBURSEMENTS	BALANCES AT THE END OF THE YEAR	
										RESERVES FOR CONSTRUCTION, OPERATION, ETC.	RESERVES FOR DEBT SERVICE
Alabama	Bankhead Tunnel	52	204	14	603	873	2,850	-	3,723	295	1,392
California	San Pedro-Terminal Island Ferry	-	220	-	-	220	-	-	220	-	-
Colorado	Pikes Peak Toll Highway	78	123	43	13	257	-	-	257	53	-
Florida	Broad Causeway Clearwater Toll Bridge Treasure Island Causeway Total	168 - 16 184	189 70 96 355	20 - 9 29	43 74 44 161	420 144 165 729	136 - 21 157	- - - -	556 144 186 886	90 148 98 336	226 83 173 482
Illinois	Chicago Skyway Toll Bridge Chain of Rocks Bridge (Kings Highway) Chester Bridge (Mississippi River Bridge) Greater Rockford Bridge McKinley Bridge Rock Island Centennial Bridge Veterans Memorial Bridge Total	- - 26 254 47 1 175 503	451 114 28 67 90 144 342 1,236	194 152 88 17 177 88 247 963	1,843 - 49 10 801 189 404 3,296	2,488 266 191 348 1,115 422 1,168 5,998	- - 12 20 307 117 957 1,413	- 414 110 - 100 - 428 1,052	2,488 680 313 368 1,522 539 2,553 6,463	209 2,066 233 175 568 269 337 3,857	404 - 222 84 1,203 509 1,131 3,553
Iowa	MacArthur (Burlington) Bridge Iowa-Illinois Memorial Bridge Keokuk Municipal Bridge Lyons-Fulton Bridge New South Bridge (The Gateway Bridge) Muscotine Bridge Total	- - - - 106 106	83 279 132 - 58 696	42 14 8 - 24 145	16 169 - - 7 307	141 462 140 - 195 1,254	45 1,095 - - - 1,778	265 - 168 - - 433	451 1,557 308 - 954 195 3,465	92 264 157 - 179 12 704	158 650 - - 188 - 996
Kansas	Leavenworth Centennial Bridge	3	20	33	94	150	49	-	199	58	136
Massachusetts	Summer Vehicular Traffic Tunnel	-	-	-	188	188	655	-	843	-	10,932
Minnesota	Baudette-Rainy River International Bridge	-	16	11	57	84	-	-	84	7	8
Mississippi	Greenville-Lake Village Bridge	-	18	-	7	25	117	-	142	429	91
Missouri	Broadway Bridge MacArthur Bridge Total	1 - 1	117 228 345	16 - 16	331 36 367	465 264 729	428 - 428	- 853 853	893 1,117 2,010	541 122 663	662 - 662
Montana	Poplar Ferry	-	1	-	-	1	-	-	1	-	-
Nebraska	Bellevue Bridge	-	16	7	-	23	-	-	23	6	13
New York	Battery-Staten Island Ferry <sup>5/</sup> Triborough Bridges and Tunnels Total	3,399 40,884 44,283	11,035 10,520 21,555	50 51 101	280 13,215 13,495	14,764 64,670 79,434	1,000 14,799 15,799	- - -	15,764 79,469 95,233	- 74,121 74,121	1,400 23,491 24,891
Oregon	Cascade Locks Bridge Hood River, Oregon-White Salmon Bridge, Washington Total	10 2 12	36 25 61	12 24 36	48 42 90	106 93 199	- 81 81	30 110 140	136 284 420	75 -29 46	111 115 226
Texas	Del Rio International Bridge Eagle Pass-Piedras Negras International Bridge Laredo-Nuevo Laredo International Bridge McAllen International Toll Bridge Total	5 - 22 261 288	35 40 99 86 260	13 17 4 94	17 1 9 96 123	70 58 147 490 765	20 - 65 15 100	115 235 336 270 956	205 293 548 775 1,821	162 182 492 376 1,212	60 - 176 302 538
West Virginia	Dunbar City Bridge Parkersburg Bridge Fairmont Bridge Total	- 4 - 4	50 84 30 164	- 11 4 15	197 160 32 389	247 259 66 572	- - 10 10	- - - -	247 259 76 582	19 66 16 101	48 82 48 178
GRAND TOTAL		45,514	25,290	1,507	19,190	92,501	23,437	3,434	118,372	81,888	44,098

<sup>1/</sup> This table is concerned with disbursements for publicly-owned facilities operated by municipalities, local road and bridge districts, and specially created authorities. Refer to initial note on UF-32 for names of operating authorities. For additional information on local highway finance series, see table LF-1, note 1.  
<sup>2/</sup> Includes cost of toll collection.

<sup>3/</sup> Includes small charges for debt administration.  
<sup>4/</sup> These are payments to respective general funds except \$13,000 to street fund from the MacArthur Bridge.  
<sup>5/</sup> Partially estimated.





# TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL

(In thousands of dollars)

STATE	CAPITAL OUTLAY										STATE ADMIN-ISTERED HIGHWAYS	LOCAL RURAL ROADS
	STATE-ADMINISTERED HIGHWAYS		LOCAL RURAL ROADS		LOCAL MUNICIPAL STREETS		FEDERAL ROADS AND UNCLASSIFIED <sup>2/</sup>	SUMMARY				
	RIGHT-OF-WAY ONLY	TOTAL CAPITAL OUTLAY	RIGHT-OF-WAY ONLY	TOTAL CAPITAL OUTLAY	RIGHT-OF-WAY ONLY	TOTAL CAPITAL OUTLAY		RIGHT-OF-WAY ONLY	TOTAL CAPITAL OUTLAY			
Alabama	18,435	105,868	210	29,435	488	11,332	1,388	19,133	147,964	23,006	25	
Alaska	2,107	54,940	-	188	100	4,100	3,718	2,207	62,946	9,721	4	
Arizona	4,762	58,694	65	11,968	99	19,001	10,093	4,926	99,756	8,447	14	
Arkansas	3,329	57,982	4	2,151	231	1,536	3,243	3,564	64,912	17,058	14	
California	190,495	623,838	-	101,919	12,645	86,065	10,966	203,140	822,788	56,125	50	
Colorado	8,632	73,425	238	9,966	177	5,075	4,188	9,047	92,654	10,133	14	
Connecticut	13,316	126,823	-	2,153	1	5,280	821	13,317	134,977	23,060	5	
Delaware	3,071	45,290	-	9	28	830	-	3,099	46,129	8,547	14	
Florida	35,274	213,076	735	10,704	1,019	18,321	371	37,028	242,472	27,221	29	
Georgia	10,689	109,961	1,889	34,546	1,889	9,809	676	13,108	154,992	16,021	20	
Hawaii	2,916	15,783	-	1,263	1,690	11,688	1,321	4,606	30,055	2,937	2	
Idaho	2,844	31,717	137	5,710	115	1,850	6,632	3,096	45,909	7,079	8	
Illinois	26,075	318,263	1,092	55,655	5,805	50,033	2,232	32,972	426,183	49,396	47	
Indiana	9,855	132,590	204	23,965	49	7,792	1,717	10,108	166,064	49,366	25	
Iowa	10,031	94,532	1,671	43,603	664	22,180	-	12,366	165,315	16,065	36	
Kansas	7,805	77,265	263	22,220	21	11,420	2,434	8,089	113,339	22,352	31	
Kentucky	16,923	144,669	-	301	3	3,681	8,145	16,926	156,796	31,356	12	
Louisiana	18,960	162,636	228	14,720	2,804	12,183	1,459	22,012	190,998	20,850	22	
Maine	1,358	38,358	-	1,083	-	1,988	1,82	1,358	41,611	17,653	3	
Maryland	10,594	103,150	1,016	17,541	9	8,037	1,060	11,619	129,788	13,971	16	
Massachusetts	32,220	196,097	66	7,291	431	26,417	913	32,717	230,718	38,886	7	
Michigan	33,148	159,112	-	52,166	751	41,391	1,373	33,699	254,042	42,559	4	
Minnesota	23,088	131,732	1,540	43,318	278	20,325	958	24,906	196,337	33,207	14	
Mississippi	12,264	70,036	-	19,737	-	5,286	4,121	12,264	99,176	11,618	21	
Missouri	33,378	180,299	129	4,777	2,775	11,638	199	36,282	196,913	37,126	25	
Montana	8,023	67,206	-	780	-	1,969	6,354	8,023	76,309	7,905	1	
Nebraska	5,859	58,119	74	15,596	101	11,042	444	6,034	85,208	9,909	18	
Nevada	6,122	50,112	9	782	175	2,856	1,913	6,366	55,663	4,668	2	
New Hampshire	1,939	26,926	-	1,454	5	1,267	165	1,944	29,812	10,981	10	
New Jersey	18,066	124,852	67	5,660	143	22,904	1,459	18,276	153,416	19,947	14	
New Mexico	5,107	52,509	7	321	-	4,126	5,177	5,114	62,433	3,046	5	
New York	62,030	435,110	2,329	49,402	1,601	50,882	705	65,960	536,099	103,090	39	
North Carolina	13,433	100,405	-	-	938	14,393	3,537	14,421	118,335	56,963	6	
North Dakota	2,207	41,706	99	12,703	20	4,888	2,604	4,926	61,901	6,793	2	
Ohio	86,277	303,612	469	22,313	755	44,007	1,134	87,501	371,066	40,823	8	
Oklahoma	13,912	98,670	265	14,286	182	9,189	6,952	14,359	129,097	16,487	17	
Oregon	12,837	103,363	1,434	20,931	16	7,493	24,353	14,287	156,140	14,478	14	
Pennsylvania	57,780	342,821	569	23,600	331	22,179	6,979	58,680	395,579	90,833	30	
Rhode Island	10,703	46,939	-	402	152	2,913	-	10,855	49,354	6,431	6	
South Carolina	6,382	60,250	-	938	283	600	155	6,665	61,943	18,877	7	
South Dakota	1,555	64,075	-	15,077	-	2,931	7,108	1,555	89,191	4,726	8	
Tennessee	21,384	146,924	108	28,924	882	11,155	1,342	22,374	188,345	14,787	14	
Texas	58,397	368,372	1,315	22,574	7,174	60,204	3,132	66,846	454,382	72,001	46	
Utah	7,332	68,168	273	2,819	3	1,774	5,198	7,608	77,979	4,086	2	
Vermont	282	25,715	10	4,916	8	585	17	300	31,233	6,903	5	
Virginia	37,203	218,316	27	168	426	7,573	5,893	37,656	231,955	44,833	9	
Washington	16,705	113,458	755	24,137	952	20,672	7,436	18,412	165,707	23,447	23	
West Virginia	8,330	94,725	-	-	682	3,496	8,330	8,330	98,903	20,042	3	
Wisconsin	14,871	86,714	-	29,226	-	24,702	661	14,871	141,303	19,427	40	
Wyoming	866	53,123	43	6,216	5	1,397	5,283	914	66,019	4,853	1	
Dist. of Col.	-	-	-	-	-	37,674	1,561	-	39,235	-	-	
Undistributed by States	-	-	-	-	-	-	3,460	-	3,460	-	-	
Total	1,009,261	6,478,586	15,981	824,715	46,224	766,331	173,269	1,071,466	8,242,901	1,228,924	989,219	

<sup>1/</sup> Disbursements are classified by system on which expended, rather than by expending agencies, e.g., capital outlay on county and other local rural roads includes expenditures from Federal, State, and local funds.  
<sup>2/</sup> Includes small amounts for right-of-way on Federal roads.

Highway Finance

# MILEAGE OF PUBLIC ROADS AND STREETS

This section presents data on highway construction during 1965 and statistics of public roads and streets existing in the United States as of December 31, 1965.

## Contracts Awarded and Mileage Built

Table CA-3 shows the numbers, dollar value, and miles covered by highway construction contracts awarded and by force account authorizations made by State agencies during 1965 for both State and Federal-aid road projects. Although many of these contracts and force account projects were completed during the year, this was not necessarily the case, particularly for the larger undertakings. Except for contracts financed in part with Federal-aid funds, data on construction contracted for or performed by counties and other local governments have not been included in the CA-3 table.

The miles of construction and reconstruction completed during 1965 on roads and streets in the State highway systems are shown in table SMB-2. Table OMB supplements the information in table SMB-2 by showing the miles of construction and reconstruction on local roads and streets and on Federal domain roads (when reported) which were not integral parts of the State highway systems. Local city street mileage included in table OMB is negligible. Except for construction of municipal extensions of State systems, mileage constructed in municipalities has not been included in table SMB-2.

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 surfacing those not previously surfaced, widening pavements, reducing grades, minimizing curves, eliminating grade crossings, and other improvements that provide safer, more efficient highways having greater traffic and load-bearing capacities.

## Existing Mileage of Roads and Streets

The SM tables present the mileage data for State administered roads and streets, classified by system and type of surface. For the State primary system only, they provide additional information on the width of roadways, number of lanes, access control,

and traffic volumes. The remaining mileage of public roads and streets, under control of the Federal and local governments, is reported in table OM.

In tables M-1, 2, 3, and 21, all mileage under State, local, and Federal jurisdictions has been combined to show the total existing mileage of roads and streets in the United States, classified by system and surface type. Table M-21 shows the extent to which State, local, and other roads comprise the Federal-aid systems.

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

## Surface Types

The classification used in the mileage tables identifies only the visible surface types on existing streets and roadways. These tables do not give information concerning the base course and subbase materials. Many highways, either by original design or because of reconstruction, consist of more than one major type of construction material. No practical way exists for presenting useful data on their vertical composition.

## State Highway Systems

The term "State primary system" as used in this bulletin refers to highways that have been officially designated by States as the "primary system," the "State highway system," or some similar term. Because the criteria for selecting these highways have varied greatly among the States, these highway systems differ in scope. However, they do encompass the principal intercounty, intercity, and interstate roads of all States.

Mileage for "State secondary systems" is reported in the tables for States that have designated both a primary and a secondary system. Some States, in addition to having designated secondary systems, have absorbed the responsibility for constructing and maintaining specified county roads, and these have been shown as "county roads under State control."

### **Municipalities**

A "municipality" has been defined by the Bureau of the Census as a political subdivision within which a municipal corporation has been established to provide general local government for a specific population concentration in a defined area. Political units so identified are those incorporated as cities, boroughs, towns, and villages. All such incorporated places, regardless of population, have been classed here as municipalities, except as noted in the following statements.

Towns in the six New England States and New York are minor civil subdivisions similar to townships in other States. Some of these towns and certain incorporated townships in New Jersey and Pennsylvania have been classified as municipalities on the basis of population. In addition to town and township governments in these States, certain counties have been classified as municipalities in a number of States, where the area of the county is coextensive, or virtually so, with the area of one

or more municipal corporations or where the county is urban in fact. Additional information concerning the municipal definition has been included in the Highway Finance section of this bulletin.

### **Municipal Extensions of State Systems**

The term "municipal extensions" is used exclusively here to identify the extensions of State Highway system into or through municipalities as defined in the preceding paragraphs.

### **Local City Streets**

The term "local city streets" refers to all roads and streets other than municipal extensions of State systems in the areas defined as follows: (1) Municipalities; (2) delimited unincorporated places having an estimated population of 1,000 or more; (3) the unincorporated fringe around cities of 50,000 population or more, defined as urbanized areas by the Bureau of the Census in the latest enumeration or as determined by the State highway departments.





## MILEAGE BUILT ON STATE HIGHWAYS—1965

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

Compiled for calendar year  
from reports of State authoritiesTABLE SM-2  
SHEET 1 OF 2  
DECEMBER 1966

STATE	PRIMARY STATE HIGHWAYS - RURAL							PRIMARY STATE HIGHWAYS - MUNICIPAL EXTENSIONS							TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE GRADED AND SURFACED	TOTAL MILEAGE GRADED AND SURFACED
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED AND SURFACED			
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED				
Alabama	-	-	495	723	40	1,258	1,258	-	-	-	143	2	145	145	-	1,403	1,403
Alaska	152	-	65	32	-	97	249	-	-	-	3	-	3	3	152	100	252
Arizona	-	13	23	113	-	149	149	-	-	-	16	9	25	25	-	174	174
Arkansas	-	12	347	344	70	773	773	-	-	10	65	4	79	79	-	852	852
California	-	5	14	356	109	484	484	-	-	-	57	45	102	102	-	586	586
Colorado	-	27	-	370	48	445	445	-	-	-	25	2	27	27	-	472	472
Connecticut	-	-	-	2	4	6	6	-	-	-	10	48	58	58	-	64	64
Delaware	-	-	1	9	6	16	16	-	-	-	-	2	2	-	18	18	18
Florida	-	-	43	612	2	657	657	-	-	-	83	3	86	86	-	743	743
Georgia	-	-	104	842	46	992	992	-	-	1	109	9	119	119	-	1,111	1,111
Hawaii	-	-	-	3	-	3	3	-	-	-	2	1	3	3	-	6	6
Idaho	-	-	24	175	-	199	199	-	-	-	9	-	9	9	-	208	208
Illinois	-	13	25	189	118	345	345	-	-	2	45	25	72	72	-	417	417
Indiana	-	-	-	454	300	754	754	-	-	-	32	23	55	55	-	809	809
Iowa	-	14	1	302	159	476	476	-	1	1	33	10	45	45	-	521	521
Kansas	-	-	66	249	8	323	323	-	-	1	20	8	29	29	-	352	352
Kentucky	-	90	149	1,205	44	1,488	1,488	-	1	-	56	-	57	57	-	1,545	1,545
Louisiana	-	-	-	39	39	39	39	-	-	-	19	25	44	44	-	83	83
Maine	-	-	10	86	-	96	96	-	-	-	6	-	6	6	-	102	102
Maryland	-	-	-	127	17	144	144	-	-	-	4	1	5	5	-	149	149
Massachusetts	-	-	-	20	-	20	20	-	-	-	44	-	44	44	-	64	64
Michigan	-	-	137	133	36	306	306	-	-	2	28	9	39	39	-	345	345
Minnesota	-	14	4	333	68	419	419	-	-	1	51	29	81	81	-	500	500
Mississippi	-	22	159	129	28	338	338	-	-	4	7	2	13	13	-	351	351
Missouri	-	-	44	48	101	193	193	-	-	2	20	17	39	39	-	232	232
Montana	-	-	-	166	-	166	166	-	-	-	-	-	-	-	-	166	166
Nebraska	-	86	169	53	72	380	380	-	1	4	4	6	15	15	-	395	395
Nevada	-	-	-	197	-	197	197	-	-	-	3	-	3	3	-	200	200
New Hampshire	-	-	8	28	2	38	38	-	-	-	1	-	1	1	-	39	39
New Jersey	-	-	-	25	3	28	28	-	-	-	30	13	43	43	-	71	71
New Mexico	-	3	120	284	46	453	453	-	-	1	5	1	7	7	-	460	460
New York	-	-	-	408	5	413	413	-	-	-	70	38	108	108	-	521	521
North Carolina	-	-	27	761	18	806	806	-	-	2	85	-	87	87	-	893	893
North Dakota	-	104	198	37	11	350	350	-	1	3	1	6	11	11	-	361	361
Ohio	-	3	114	1,992	100	2,209	2,209	-	-	1	172	39	212	212	-	2,421	2,421
Oklahoma	-	-	55	214	55	324	324	-	-	4	26	13	43	43	-	367	367
Oregon	-	-	3	162	-	165	165	-	-	-	16	1	17	17	-	182	182
Pennsylvania	-	1	66	1,130	183	1,380	1,380	-	-	-	-	-	-	-	-	1,380	1,380
Rhode Island	-	-	-	-	-	-	-	-	-	-	10	-	10	10	-	10	10
South Carolina	-	-	208	129	14	351	351	-	-	8	24	-	32	32	-	383	383
South Dakota	-	31	110	114	2	257	257	-	-	3	8	2	13	13	-	270	270
Tennessee	-	-	72	837	1	910	910	-	-	23	95	20	138	138	-	1,048	1,048
Texas	25	12	1,878	1,145	140	3,175	3,200	5	-	44	259	60	363	368	30	3,538	3,568
Utah	10	7	13	215	2	237	247	-	-	2	21	2	25	25	10	262	272
Vermont	-	-	-	46	-	46	46	-	-	-	-	-	-	-	-	46	46
Virginia	-	-	19	445	31	495	495	-	-	1	77	12	90	90	-	585	585
Washington	-	-	26	113	10	149	149	-	-	1	22	12	35	35	-	184	184
West Virginia	-	-	4	514	33	551	551	-	-	-	37	2	39	39	-	590	590
Wisconsin	-	8	8	316	32	364	364	-	1	1	48	17	67	67	-	431	431
Wyoming	-	-	8	129	-	137	137	-	-	-	5	-	5	5	-	142	142
Total	187	465	4,817	16,316	2,003	23,601	23,788	5	5	122	1,906	518	2,551	2,556	192	26,152	26,344

# MILEAGE BUILT ON STATE HIGHWAYS—1965

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SMB-2  
SHEET 2 OF 2  
DECEMBER 1966

Compiled for calendar year  
from reports of State authorities

STATE	SECONDARY ROADS UNDER STATE CONTROL - RURAL							SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS							TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE SURFACED	TOTAL MILEAGE GRADED AND SURFACED
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED AND SURFACED			
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED				
<b>SECONDARY STATE HIGHWAYS</b>																	
Connecticut	-	-	1	7	-	8	8	-	-	-	12	2	14	14	-	22	22
Delaware	-	-	3	14	2	19	19	-	-	1	2	-	3	3	-	22	22
Florida	2	-	198	140	1	339	341	-	-	12	22	-	34	34	2	373	375
Hawaii	-	-	-	10	-	10	10	-	-	-	21	-	21	21	-	31	31
Louisiana: Secondary	-	-	-	90	-	90	90	-	-	-	14	-	14	14	-	104	104
Farm-to-market	-	4	-	225	-	229	229	-	-	-	9	2	11	11	-	240	240
Total	-	4	-	315	-	319	319	-	-	-	23	2	25	25	-	344	344
Maine	-	9	82	15	-	106	106	-	-	3	7	-	10	10	-	116	116
Maryland	-	-	-	65	14	79	79	-	-	-	6	-	6	6	-	85	85
Missouri	-	20	1,301	28	34	1,383	1,383	-	-	4	10	2	16	16	-	1,399	1,399
Montana	15	18	1	73	-	92	107	-	-	2	1	-	3	3	15	95	110
Nevada	-	16	-	36	-	52	52	-	-	2	8	-	10	10	-	62	62
New Hampshire	-	-	13	3	-	16	16	-	-	-	-	-	-	-	-	16	16
Oregon	-	3	11	37	-	51	51	-	-	-	7	-	7	7	-	58	58
Pennsylvania	-	191	337	918	14	1,460	1,460	-	-	12	24	107	143	143	-	1,603	1,603
South Carolina	-	-	746	11	-	757	757	-	-	87	3	-	90	90	-	847	847
Washington	-	-	50	33	-	83	83	-	-	-	3	-	3	3	-	86	86
<b>Total</b>	<b>17</b>	<b>261</b>	<b>2,743</b>	<b>1,705</b>	<b>65</b>	<b>4,774</b>	<b>4,791</b>	<b>-</b>	<b>-</b>	<b>123</b>	<b>149</b>	<b>113</b>	<b>385</b>	<b>385</b>	<b>17</b>	<b>5,159</b>	<b>5,176</b>
<b>COUNTY ROADS UNDER STATE CONTROL 2</b>																	
Alabama	9	24	492	-	-	516	525	-	-	-	-	-	-	-	9	516	525
Delaware	1	1	87	4	-	92	93	-	-	-	12	-	12	12	1	104	105
Nevada	-	36	-	25	-	61	61	-	-	-	5	-	5	5	-	66	66
North Carolina	59	460	653	725	-	1,838	1,897	-	1	6	63	-	70	70	59	1,908	1,967
Virginia	-	568	603	205	-	1,376	1,376	-	2	17	8	-	27	27	-	1,403	1,403
West Virginia	-	183	300	366	-	849	849	-	-	1	6	-	7	7	-	856	856
<b>Total</b>	<b>69</b>	<b>1,272</b>	<b>2,135</b>	<b>1,325</b>	<b>-</b>	<b>4,732</b>	<b>4,801</b>	<b>-</b>	<b>3</b>	<b>24</b>	<b>94</b>	<b>-</b>	<b>121</b>	<b>121</b>	<b>69</b>	<b>4,853</b>	<b>4,922</b>
<b>ALL SECONDARY STATE ROADS</b>																	
<b>Total</b>	<b>86</b>	<b>1,533</b>	<b>4,878</b>	<b>3,030</b>	<b>65</b>	<b>9,506</b>	<b>9,592</b>	<b>-</b>	<b>3</b>	<b>147</b>	<b>243</b>	<b>113</b>	<b>506</b>	<b>506</b>	<b>86</b>	<b>10,012</b>	<b>10,098</b>

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

bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1 and H-1.

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









# EXISTING MILEAGE OF STATE HIGHWAYS—1965

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE SM-3  
SHEET 2 OF 2  
DECEMBER 1966

Compiled for end of calendar year  
from reports of State authorities

STATE	SECONDARY ROADS UNDER STATE CONTROL - RURAL							SECONDARY ROADS UNDER STATE CONTROL - MUNICIPAL EXTENSIONS 1/							TOTAL NON-SURFACED MILEAGE	TOTAL SURFACED MILEAGE	TOTAL STATE SECONDARY ROADS	STATE
	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/					TOTAL RURAL	NON-SURFACED MILEAGE 2/	SURFACED MILEAGE 3/				TOTAL MUNICIPAL					
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE			D E	F G-1 H-1	G-2 H-2 I	J		TOTAL SURFACED MILEAGE				
<b>SECONDARY STATE HIGHWAYS</b>																		
Connecticut	-	1	676	228	59	964	964	-	-	573	506	222	1,301	1,301	-	2,265	2,265	Connecticut
Delaware	1	46	885	246	111	1,288	1,289	-	-	61	89	37	187	187	1	1,475	1,476	Delaware
Florida	44	-	4,260	1,350	3	5,613	5,657	-	-	262	203	3	468	468	44	6,081	6,125	Florida
Hawaii	67	34	96	370	-	500	567	-	-	-	21	-	21	21	67	521	588	Hawaii
Louisiana:																		Louisiana:
Secondary	-	114	-	3,598	196	3,908	3,908	-	-	-	238	63	301	301	-	4,209	4,209	Secondary
Farm-to-market	-	1,295	-	5,057	89	6,441	6,441	-	13	-	342	60	415	415	-	6,856	6,856	Farm-to-market
Total	-	1,409	-	8,655	285	10,349	10,349	-	13	-	580	123	716	716	-	11,065	11,065	Total
Maine 5/	29	765	6,248	241	6	7,260	7,289	-	3	282	126	7	418	418	29	7,678	7,707	Maine 5/
Maryland	-	8	305	2,030	521	2,864	2,864	-	-	1	139	32	172	172	-	3,036	3,036	Maryland
Missouri	-	5,375	16,232	161	257	22,025	22,025	-	25	449	56	100	630	630	-	22,655	22,655	Missouri
Montana	726	2,578	569	1,757	-	4,904	5,630	1	7	24	39	1	71	72	727	4,975	5,702	Montana
Nevada	389	1,160	592	1,347	-	3,099	3,488	-	1	10	39	-	50	50	389	3,149	3,538	Nevada
New Hampshire	2	44	2,081	54	10	2,189	2,191	-	-	100	34	5	139	139	2	2,328	2,330	New Hampshire
Oregon	-	106	635	1,820	31	2,592	2,592	-	1	22	130	24	177	177	-	2,769	2,769	Oregon
Pennsylvania	129	3,780	6,714	14,277	394	25,165	25,294	-	97	516	1,893	248	2,754	2,754	129	27,919	28,048	Pennsylvania
South Carolina	2,542	95	17,329	92	33	17,549	20,091	156	4	2,770	110	20	2,904	3,060	2,698	20,453	23,151	South Carolina
Washington	-	40	1,642	469	165	2,316	2,316	-	-	49	108	46	203	203	-	2,519	2,519	Washington
<b>Total</b>	<b>3,929</b>	<b>15,441</b>	<b>58,264</b>	<b>33,097</b>	<b>1,875</b>	<b>108,677</b>	<b>112,606</b>	<b>157</b>	<b>151</b>	<b>5,119</b>	<b>4,073</b>	<b>868</b>	<b>10,211</b>	<b>10,366</b>	<b>4,086</b>	<b>118,888</b>	<b>122,974</b>	<b>Total</b>
<b>COUNTY ROADS UNDER STATE CONTROL 6</b>																		
Alabama	1,399	3,981	3,690	31	-	7,702	9,101	-	2	51	10	-	63	63	1,399	7,765	9,164	Alabama
Delaware	10	473	1,185	42	5	1,705	1,715	1	6	103	390	6	505	506	11	2,210	2,221	Delaware
Nevada	65	52	138	398	-	588	653	6	1	6	27	-	34	40	71	622	693	Nevada
North Carolina	8,182	19,967	20,077	9,480	253	49,777	57,959	69	135	823	730	66	1,754	1,823	8,251	51,531	59,782	North Carolina
Virginia	506	18,104	21,035	1,341	16	40,496	41,002	5	53	566	40	7	666	671	511	41,162	41,673	Virginia
West Virginia	9,358	9,470	3,460	3,793	181	16,904	26,262	3	13	20	116	16	165	166	9,361	17,069	26,430	West Virginia
<b>Total</b>	<b>19,520</b>	<b>52,047</b>	<b>49,585</b>	<b>15,085</b>	<b>455</b>	<b>117,172</b>	<b>136,692</b>	<b>84</b>	<b>210</b>	<b>* 1,569</b>	<b>1,313</b>	<b>95</b>	<b>3,187</b>	<b>3,271</b>	<b>19,604</b>	<b>120,359</b>	<b>139,963</b>	<b>Total</b>
<b>ALL SECONDARY STATE ROADS</b>																		
<b>Total</b>	<b>23,449</b>	<b>67,488</b>	<b>107,849</b>	<b>48,182</b>	<b>2,330</b>	<b>225,849</b>	<b>249,298</b>	<b>241</b>	<b>361</b>	<b>6,688</b>	<b>5,386</b>	<b>963</b>	<b>13,398</b>	<b>13,639</b>	<b>23,690</b>	<b>239,247</b>	<b>262,937</b>	<b>Total</b>

1/ May include mileage in some States that is not designated by law as part of the State system but which constitutes the municipal portion of a State route within a city or town.

2/ Non-surfaced mileage includes primitive, unimproved, and graded and drained roads.

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

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

4/ Excludes 754 miles of ferry routes.

5/ State-aid system.

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

EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEM—RURAL—1965

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled for end of calendar year from reports of State authorities

TABLE SH-8  
DECEMBER 1966

STATE	WIDTH IN FEET AND TYPE OF SURFACE										TOTAL SURFACED MILEAGE							
	LOW-TYPE SURFACE 1/					INTERMEDIATE-TYPE SURFACE 2/						HIGH-TYPE SURFACE 3/						
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	LESS THAN 20	20-21		22-23	24-26	27-35	36-43	44-47	48 AND OVER	TOTAL
Alabama	8							7								593	8,277	
Alaska	19															1	2,058	
Arizona	14															556	4,868	
Arkansas	1,930															207	12,038	
California	682															1,801	8,992	
Colorado	35															599	7,603	
Connecticut																45	276	
Delaware																94	436	
Florida	95															1,392	7,004	
Georgia	111															1,010	11,311	
Hawaii																5	152	
Iowa	129															867	4,933	
Illinois	11															1,056	13,064	
Indiana																911	9,607	
Iowa	7															413	8,284	
Kansas																411	4,378	
Kentucky	2,314															639	12,149	
Louisiana	15															379	3,790	
Maryland	2															682	1,832	
Massachusetts																88	685	
Michigan																253	2,330	
Minnesota	6															454	8,742	
Mississippi	997															345	9,807	
Missouri	5															702	4,668	
Montana	11															139	1,284	
Nebraska																288	2,175	
Nevada																299	2,024	
New Hampshire																86	576	
New Jersey																37	921	
New Mexico																603	5,239	
New York																827	10,365	
North Carolina																88	7,872	
North Dakota																313	5,735	
Ohio																284	2,031	
Oklahoma																689	11,564	
Oregon																307	2,898	
Pennsylvania																157	12,626	
Rhode Island																8	289	
South Carolina																640	8,000	
South Dakota																14	4,908	
Tennessee																536	6,140	
Texas																1,779	7,729	
Utah																239	1,933	
Vermont																229	3,893	
Virginia																102	1,130	
Washington																314	2,916	
West Virginia																115	1,968	
Wisconsin																443	4,492	
Wyoming																44	1,135	
Total	8,539	2,889	2,134	1,997	640	22	4	15	15,820	31,043	51,895	16,271	24,077	4,604	794	95	436	159,085
1/ Consists of all stabilized soil and gravel or stone surfaces (types D and E). 2/ Consists of bituminous treated and mixed bituminous surfaces (types F, G-1, and H-1). 3/ Consists of bituminous macadam, bituminous concrete, sheet asphalt, and portland cement concrete surfaces (types G-2, H-2, and H-3).																		

# EXISTING SURFACED MILEAGE

## STATE PRIMARY SYSTEM—MUNICIPAL EXTENSIONS—1965

CLASSIFIED BY WIDTH

Compiled for end of calendar year  
from reports of State authorities

TABLE SM-9  
DECEMBER 1966

STATE	WIDTH IN FEET								TOTAL MUNICIPAL SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	30	395	107	170	91	114	91	339	1,337	Alabama
Alaska	7	13	7	20	6	8	4	6	71	Alaska
Arizona	-	1	9	10	27	69	5	147	268	Arizona
Arkansas	227	311	145	204	77	78	14	118	1,174	Arkansas
California	29	77	75	80	69	124	118	1,394	1,966	California
Colorado	8	20	53	70	14	25	13	249	452	Colorado
Connecticut	38	150	105	93	43	34	34	409	906	Connecticut
Delaware	3	4	18	23	17	23	12	79	179	Delaware
Florida	78	176	85	317	109	180	74	598	1,617	Florida
Georgia	149	425	167	514	178	297	100	289	2,119	Georgia
Hawaii	-	2	5	3	-	2	9	39	60	Hawaii
Idaho	21	24	27	44	31	30	13	85	275	Idaho
Illinois	472	326	252	246	176	811	139	743	3,165	Illinois
Indiana	55	171	147	193	154	220	47	222	1,209	Indiana
Iowa	131	97	87	319	93	80	90	234	1,131	Iowa
Kansas	2	11	25	105	56	84	54	272	609	Kansas
Kentucky	241	106	61	68	147	201	31	108	963	Kentucky
Louisiana	44	73	23	231	30	81	35	183	700	Louisiana
Maine	21	71	36	59	42	73	26	56	384	Maine
Maryland	1	2	6	22	17	15	4	66	133	Maryland
Massachusetts	56	75	24	444	335	251	107	509	1,801	Massachusetts
Michigan	13	118	103	59	58	168	163	530	1,212	Michigan
Minnesota	3	188	103	608	86	110	128	561	1,787	Minnesota
Mississippi	70	413	58	55	47	73	19	134	869	Mississippi
Missouri	56	245	93	171	17	104	27	288	1,001	Missouri
Montana	3	25	12	38	16	16	9	53	172	Montana
Nebraska	5	28	38	100	64	60	15	111	421	Nebraska
Nevada	-	1	1	15	1	1	5	60	84	Nevada
New Hampshire	20	43	7	66	27	19	5	36	223	New Hampshire
New Jersey	30	208	8	16	86	154	89	444	1,035	New Jersey
New Mexico	10	136	35	100	59	70	27	264	701	New Mexico
New York	129	257	97	171	160	111	29	222	1,176	New York
North Carolina	150	210	181	203	183	184	92	270	1,473	North Carolina
North Dakota	-	8	19	158	12	9	2	39	247	North Dakota
Ohio	237	349	97	345	444	502	109	770	2,853	Ohio
Oklahoma	60	144	132	180	50	106	37	315	1,024	Oklahoma
Oregon	13	36	32	39	12	27	32	166	357	Oregon
Pennsylvania	509	199	298	271	526	363	125	379	2,670	Pennsylvania
Rhode Island	180	107	15	52	79	169	25	88	715	Rhode Island
South Carolina	54	114	70	192	82	185	49	194	940	South Carolina
South Dakota	-	25	14	92	9	18	6	70	234	South Dakota
Tennessee	106	98	226	234	69	114	62	449	1,358	Tennessee
Texas	378	655	208	1,202	281	336	374	1,868	5,302	Texas
Utah	43	74	62	187	54	28	21	196	665	Utah
Vermont	18	14	12	16	4	1	-	8	73	Vermont
Virginia	98	171	74	60	142	251	106	287	1,189	Virginia
Washington	13	53	50	52	21	51	30	133	403	Washington
West Virginia	94	77	53	50	97	70	12	48	501	West Virginia
Wisconsin	43	173	337	189	145	191	161	358	1,597	Wisconsin
Wyoming	4	16	12	28	22	12	13	43	150	Wyoming
Total	3,952	6,715	3,911	8,184	4,565	6,303	2,792	14,529	50,951	Total









# EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1965

Compiled for end of calendar year  
from reports of State authorities

## CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-110  
SHEET 1 OF 2  
DECEMBER 1966

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	PRIMARY STATE HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	36,665	23,264	13,800	4,401	1,592	913	779	121	49	2	5	2	58	81,651
20-21	35,649	31,794	25,387	9,852	4,501	2,468	2,630	308	95	20	1	1	10	112,716
22-23	9,372	17,342	16,204	9,381	4,951	2,642	2,632	254	79	14	-	-	14	62,885
24-26	14,628	24,742	27,320	16,816	9,463	5,167	6,118	533	100	11	-	-	27	104,925
27-35	2,908	3,401	2,535	1,074	725	541	1,515	335	68	16	-	-	3	13,121
36-43	266	328	839	627	431	382	891	262	123	90	9	1	1	4,250
44-47	28	73	93	69	79	68	263	165	79	27	11	1	-	956
48 and over	80	150	-	244	252	211	671	430	157	115	15	12	-	2,337
<b>Total Undivided 1/</b>	<b>99,596</b>	<b>101,094</b>	<b>86,178</b>	<b>42,464</b>	<b>21,994</b>	<b>12,392</b>	<b>15,499</b>	<b>2,408</b>	<b>750</b>	<b>295</b>	<b>41</b>	<b>17</b>	<b>113</b>	<b>382,841</b>
Divided:														
No access control:														
Less than 44	-	-	39	32	58	64	137	67	41	23	12	1	-	474
44-47	-	-	35	141	144	307	549	238	79	45	1	5	1	1,545
48 and over	-	-	<u>215</u>	<u>475</u>	<u>678</u>	<u>747</u>	<u>1,889</u>	<u>797</u>	<u>311</u>	<u>210</u>	<u>63</u>	<u>19</u>	-	<u>5,404</u>
Subtotal	-	-	<u>289</u>	<u>648</u>	<u>880</u>	<u>1,118</u>	<u>2,575</u>	<u>1,102</u>	<u>431</u>	<u>278</u>	<u>76</u>	<u>25</u>	<u>1</u>	<u>7,423</u>
Partial access control: 2/														
Less than 44	-	-	5	9	20	25	35	9	16	16	-	2	-	137
44-47	-	-	16	40	36	57	279	80	56	50	4	2	-	620
48 and over	-	-	<u>110</u>	<u>340</u>	<u>376</u>	<u>449</u>	<u>1,434</u>	<u>575</u>	<u>227</u>	<u>114</u>	<u>18</u>	<u>22</u>	<u>21</u>	<u>3,686</u>
Subtotal	-	-	<u>131</u>	<u>389</u>	<u>432</u>	<u>531</u>	<u>1,748</u>	<u>664</u>	<u>299</u>	<u>180</u>	<u>22</u>	<u>26</u>	<u>21</u>	<u>4,443</u>
Full access control: 2/														
Less than 44	-	-	7	1	4	8	23	3	1	1	-	-	-	48
44-47	-	-	-	1	-	2	11	12	31	8	1	-	-	66
48 and over	-	-	<u>1,219</u>	<u>1,816</u>	<u>1,743</u>	<u>1,802</u>	<u>4,978</u>	<u>1,818</u>	<u>798</u>	<u>472</u>	<u>181</u>	<u>190</u>	<u>107</u>	<u>15,124</u>
Subtotal	-	-	<u>1,226</u>	<u>1,818</u>	<u>1,747</u>	<u>1,812</u>	<u>5,012</u>	<u>1,833</u>	<u>830</u>	<u>481</u>	<u>182</u>	<u>190</u>	<u>107</u>	<u>15,238</u>
<b>Total Divided</b>	<b>-</b>	<b>-</b>	<b>1,646</b>	<b>2,855</b>	<b>3,059</b>	<b>3,461</b>	<b>9,335</b>	<b>3,599</b>	<b>1,560</b>	<b>939</b>	<b>280</b>	<b>241</b>	<b>129</b>	<b>27,104</b>
<b>Total Surfaced Mileage</b>	<b>99,596</b>	<b>101,094</b>	<b>87,824</b>	<b>45,319</b>	<b>25,053</b>	<b>15,853</b>	<b>24,834</b>	<b>6,007</b>	<b>2,310</b>	<b>1,234</b>	<b>321</b>	<b>258</b>	<b>3/ 242</b>	<b>409,945</b>

Highway Mileage

## EXISTING SURFACED MILEAGE OF STATE PRIMARY SYSTEMS—SUMMARY—1965

Compiled for end of calendar year  
from reports of State authorities

## CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

TABLE SM-110  
SHEET 2 OF 2  
DECEMBER 1966

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	PRIMARY STATE HIGHWAY SYSTEM - MUNICIPAL EXTENSIONS													TOTAL MUNICIPAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	446	769	912	595	326	181	280	36	14	5	-	7	381	3,952
20-21	293	973	1,378	964	826	472	903	210	26	8	1	1	660	6,715
22-23	101	426	759	610	507	394	684	188	29	3	-	-	210	3,911
24-26	206	628	1,214	1,121	1,016	807	1,582	298	88	14	1	-	1,209	8,184
27-35	50	199	426	461	460	471	1,415	590	153	51	2	1	286	4,565
36-43	35	149	440	449	461	511	1,651	1,067	534	345	57	21	300	6,020
44-47	12	45	135	153	169	118	483	353	237	117	24	9	265	2,120
48 and over	50	98	180	269	282	269	1,215	918	657	812	166	80	655	5,651
Total Undivided <sup>4/</sup>	1,193	3,287	5,444	4,622	4,047	3,223	8,213	3,660	1,738	1,355	251	119	3,966	41,118
Divided:														
No access control:														
Less than 44	-	-	5	4	6	5	40	54	36	31	20	7	39	247
44-47	-	-	8	10	7	27	90	97	96	72	26	9	96	538
48 and over	-	-	65	83	117	135	697	532	460	538	286	227	563	3,703
Subtotal	-	-	78	97	130	167	827	683	592	641	332	243	698	4,488
Partial access control: <sup>2/</sup>														
Less than 44	-	-	-	-	3	2	4	1	5	4	3	-	-	22
44-47	-	-	-	4	1	-	28	27	12	10	4	1	13	100
48 and over	-	-	14	44	46	54	324	189	122	105	32	13	136	1,079
Subtotal	-	-	14	48	50	56	356	217	139	119	39	14	149	1,201
Full access control: <sup>2/</sup>														
Less than 44	-	-	1	-	-	-	5	-	-	2	1	1	4	14
44-47	-	-	-	1	-	-	7	2	9	10	2	1	2	34
48 and over	-	-	60	58	76	90	654	528	412	482	299	844	593	4,096
Subtotal	-	-	61	59	76	90	666	530	421	494	302	846	599	4,144
Total Divided	-	-	153	204	256	313	1,849	1,430	1,152	1,254	673	1,103	1,446	9,833
Total Surfaced Mileage	1,193	3,287	5,597	4,826	4,303	3,536	10,062	5,090	2,890	2,609	924	1,222	3/ 5,412	50,951
<p><sup>1/</sup> Includes 390 miles with partial control of access and 153 miles with full control of access. See footnotes 3, 5, 6 and 7 on table SM-11.</p> <p><sup>2/</sup> Partial control--The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or private driveway connections. Full control--Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.</p> <p><sup>3/</sup> States not reporting average daily traffic volume data are listed in table SM-15.</p> <p><sup>4/</sup> Includes 8 miles with partial control of access and 1 mile with full control of access. See footnotes 4 and 8 on table SM-11.</p>														





# TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1965

## CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

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

TABLE M-2  
DECEMBER 1966

SYSTEM	NONSURFACED MILEAGE <sup>1/</sup>			SURFACED MILEAGE <sup>2/</sup>					TOTAL EXISTING MILEAGE
	A B	C	TOTAL	D E	F G-1 H-1	G-2 H-2 I	J	TOTAL SURFACED MILEAGE	
<b>Rural Mileage:</b>									
Under State control:									
State primary systems	643	3,360	4,003	15,820	129,086	218,921	46,118	409,945	413,948
Secondary roads under State control:									
State secondary systems <sup>3/</sup>	2,969	960	3,929	15,441	58,264	33,097	1,875	108,677	112,606
County roads under State control <sup>4/</sup>	11,493	8,027	19,520	52,047	49,585	15,085	455	117,172	136,692
Subtotal	15,105	12,347	27,452	83,308	236,935	267,103	48,448	635,794	663,246
State park, forests, and reservations, etc. <sup>5/</sup>	1,954	6,894	8,848	8,197	1,368	2,774	2,270	14,609	23,457
Total	17,059	19,241	36,300	91,505	238,303	269,877	50,718	650,403	686,703
Under local control:									
County roads	253,655	282,271	535,926	820,756	277,806	96,428	8,575	1,203,565	1,739,491
Town and township roads	66,921	64,207	131,128	283,271	63,553	42,801	2,021	391,646	522,774
Other local roads	58,550	9,445	67,995	11,858	3,733	451	141	16,183	84,178
Total	379,126	355,923	735,049	1,115,885	345,092	139,680	10,737	1,611,394	2,346,443
Under Federal control:									
National parks, forests, reservations, etc. <sup>5/</sup>	59,773	49,979	109,752	33,176	3,576	3,422	148	40,322	150,074
<b>Total Rural Mileage</b>	<b>455,958</b>	<b>425,143</b>	<b>881,101</b>	<b>1,240,566</b>	<b>586,971</b>	<b>412,979</b>	<b>61,603</b>	<b>2,302,119</b>	<b>3,183,220</b>
<b>Municipal Mileage</b>									
Under State control:									
Extensions of State primary systems	10	35	45	163	5,756	33,290	11,742	50,951	50,996
Extensions of secondary roads under State control <sup>3/ 4/</sup>	196	45	241	361	6,688	5,386	963	13,398	13,639
Total	206	80	286	524	12,444	38,676	12,705	64,349	64,635
Under local control:									
Local city streets	9,080	23,142	32,222	80,367	158,882	129,504	40,836	409,589	441,811
<b>Total Municipal Mileage</b>	<b>9,286</b>	<b>23,222</b>	<b>32,508</b>	<b>80,891</b>	<b>171,326</b>	<b>168,180</b>	<b>53,541</b>	<b>473,938</b>	<b>506,446</b>
<b>TOTAL RURAL AND MUNICIPAL MILEAGE IN THE UNITED STATES</b>	<b>465,244</b>	<b>448,365</b>	<b>913,609</b>	<b>1,321,457</b>	<b>758,297</b>	<b>581,159</b>	<b>115,144</b>	<b>2,776,057</b>	<b>3,689,666</b>
<p><sup>1/</sup> Nonsurfaced includes A and B, primitive and unimproved, and C, graded and drained roads.</p> <p><sup>2/</sup> Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2, mixed bituminous, and H-2, bituminous penetration having a combined thickness of surface and base 7 inches or more and/or a high load-bearing capacity with or without portland cement concrete base; I, bituminous concrete and sheet asphalt with or without portland cement concrete base; and J, portland cement concrete with or without bituminous wearing surface less than one inch in compacted thickness. Segregation of G and H surfaces according to thickness and load-bearing capacity is not uniform for all States. Where no segregation was reported for them, the mileage was classified as G-1, and H-1.</p> <p><sup>3/</sup> Includes mileage designated as farm-to-market in Louisiana and as State-aid in Maine.</p> <p><sup>4/</sup> Includes mileage of county roads under State control in all counties of Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but two counties in Virginia; and some county mileage in Nevada.</p> <p><sup>5/</sup> State and national park, forest, reservation, toll, and other roads that are not a part of the State system.</p>									

Highway Mileage



## TOTAL ROAD AND STREET MILEAGE IN THE UNITED STATES—1965

## CLASSIFIED BY FEDERAL-AID AND NONFEDERAL-AID SYSTEM MILEAGE

Data as of December 31, 1965

TABLE M-21  
DECEMBER 1966

STATE OR LOCAL ROAD SYSTEM	TRAVELED WAY FEDERAL-AID PRIMARY HIGHWAY SYSTEM <u>1/</u>		TRAVELED WAY FEDERAL-AID SECONDARY HIGHWAY SYSTEM		NOT ON FEDERAL-AID SYSTEMS	TOTAL
	RURAL	URBAN	RURAL	URBAN		
State primary highway system:						
Rural	205,018	5,193	173,921	1,433	28,383	413,948
Municipal 5,000 and over	1,770	19,045	499	4,899	3,655	29,868
Municipal under 5,000	11,645	594	7,492	130	1,267	21,128
Subtotal	218,433	24,832	181,912	6,462	33,305	464,944
State secondary highway system:						
Rural	900	93	70,745	657	40,211	112,606
Municipal 5,000 and over	105	350	399	1,512	3,787	6,153
Municipal under 5,000	67	3	1,712	31	2,402	4,215
Subtotal	1,072	446	72,856	2,200	46,400	122,974
County roads under State control:						
Rural	131	2	44,431	65	92,063	136,692
Municipal 5,000 and over	-	45	-	397	899	1,341
Municipal under 5,000	5	-	629	1	1,295	1,930
Subtotal	136	47	45,060	463	94,257	139,963
Total State highways	219,641	25,325	299,828	9,125	173,962	727,881
County roads	717	38	296,897	3,693	1,438,146	1,739,491
Town, township and other	70	8	5,689	15	601,170	606,952
City streets <u>2/</u>	157	1,449	7,232	7,647	425,326	441,811
Roads not overlapping State, county, or other local systems:						
State park, forest, and reservation roads	174	276	21	11	19,746	20,228
National park, forest, and reservation roads	238	12	115	1	149,708	150,074
Toll facilities	1,745	466	11	-	1,007	3,229
<b>TOTAL EXISTING MILEAGE <u>3/</u></b>	<b>222,742</b>	<b>27,574</b>	<b>609,793</b>	<b>20,492</b>	<b>2,809,065</b>	<b>3,689,666</b>

1/ Mileage of Interstate System included.2/ Municipal extensions of county, town, and township roads included.3/ Does not include mileage in Puerto Rico.

# FEDERAL AID

The Federal Government acts in cooperation with the States in the financing of a large volume of highway activity. Federal-aid for highways began in 1916. An important step came in 1921 when the use of Federal aid was restricted to a limited, connected system of principal roads, now called the Federal-aid primary highway system. Provision was made in 1944 for designation of a Federal-aid secondary system of principal farm-to-market and feeder roads. Also in 1944, for the first time, specific authorization of Federal-aid funds was made for the urban extensions of the primary and secondary systems.

In the use of Federal aid for highway construction, the States determine the systems to be improved, the projects to be built, and the design and construction standards to be used. They make the surveys and plans, let the contracts, and supervise the construction. In all of these steps the States consult with and obtain the approval of the Bureau of Public Roads, acting for the Federal Government. The roads remain under the administrative control of the States, who are responsible for their operation and maintenance.

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

The National System of Interstate and Defense Highways, now a dominant feature of the Federal-aid program, was authorized in 1944, but prior to 1956 only modest funds were provided for it, first at a 50-50 and then a 60-40 matching ratio. The congressional acts of 1956 and 1961 provided for completion of the system by 1972, on a 90-percent Federal, 10-percent State matching basis.

During 1965, two major Federal assistance programs were authorized. One provides funds to aid the States in Appalachia to develop a system of main and feeder roads. The Highway Beautification Act provides for a program of landscaping and scenic enhancement of the Federal-aid highway systems, including the control of outdoor advertising devices and junkyards.

## Federal-Aid Financing

Pursuant to congressional authorization, apportionment to the States of \$3,940 million for the fiscal year 1967 was made during 1965. Of this amount \$985 million was for the ABC program and \$2,955 million was for the Interstate System. Also during 1965, \$33 million of 1967 forest highway funds were apportioned.

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

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

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

The major factors of Federal-aid financing for the fiscal years 1965-67 are as follows:

	<i>(In millions of dollars)</i>		
	<i>1965</i>	<i>1966</i>	<i>1967</i>
Authorizations:			
Interstate funds.....	2,700	2,800	3,000
ABC funds.....	975	1,000	1,000
Total.....	<u>3,675</u>	<u>3,800</u>	<u>4,000</u>
Apportionments to States (I and ABC).....	3,611	3,753	3,940
Reimbursable obligation schedule, Interstate and ABC.....	3,840	3,061	<sup>1</sup> 2,030
Net receipts of the Highway Trust Fund.....	3,670	3,925	<sup>2</sup> 4,163
Highway Trust Fund expenditures.....	4,026	3,967	<sup>2</sup> 4,087

<sup>1</sup> First two quarter advances available.

<sup>2</sup> Estimated.



The expenditure of Federal funds administered by the Bureau of Public Roads during the calendar year 1965, shown in table FA-3, totaled \$3,943 million, of which \$3,865 million was charged to the Federal Highway Trust Fund and \$78 million of other funds were expended. Table FA-5 shows the receipts and disbursements for highways of all Federal agencies.

### Federal-Aid System Mileage

The mileages of the Federal-aid systems shown in the tables of this section are not additive to the State and local mileages presented in the "Mileage" section, but they are the segments of those mileages that are eligible for improvement with Federal aid. Table M-21 shows the extent to which the Federal-aid systems are superimposed on the State and local systems. All highways in the Federal-aid systems are selected by the State and local governments, subject to the approval of the Bureau of Public Roads.

#### Federal-aid primary system

The Federal-aid primary system was authorized by the Federal Highway Act of 1921. Originally the system mileage in each State was limited to seven percent of the rural road mileage existing in the State at the time the 1921 act was passed but, under specified conditions, this proportion can be increased and has been in some States.

#### Interstate System

The 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, provided for funds for its completion by 1972. The system is limited by law to a total of not more than 41,000 miles. The law also provides that the Interstate System shall be included in the Federal-aid primary system.

The Interstate System connects, as directly as practicable, the Nation's principal metropolitan areas, cities, and industrial centers; serves the national defense; and connects as suitable border points with routes of continental importance. The map of the United States included here shows the location and status of improvement of the Interstate System as of September 30, 1966.

#### Federal-aid secondary system

In 1944, Congress also approved the designation of a Federal-aid secondary system. It is comprised of the principal secondary and feeder roads

linking farms, distribution outlets, and smaller communities with the Federal-aid primary system.

#### Urban extensions of Federal-aid systems

The term "urban extensions" is used exclusively here to identify the portions of Federal-aid routes in urban areas. Although reference to extensions continues in the law and originated because for many years the use of Federal aid was restricted to rural roads, the urban portions of Federal-aid routes are now considered to be integral and important parts of the systems. An urban area as defined in Federal-aid legislation is an area, including and adjacent to a municipality or other urban place, that has a population of 5,000 or more. The boundaries are fixed by the State highway departments and approved by the Bureau of Public Roads. The term "urban" is not synonymous with the term "municipal" as used in this bulletin.

#### Traveled way versus designated mileage

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

As construction progresses, the traveled way and the officially designated system will ultimately be the same. Meanwhile, the traveled way is a useful indicator of the progress made in improving or completing the officially designated Federal-aid systems.

#### Construction data and mileage characteristics

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

Table FB-2 data show the total mileage improved during 1965 on the Federal-aid primary (including Interstate) and secondary systems. Information on projects financed by the States without Federal participation has been included in this table, as well as on work accomplished with Federal aid. In this respect, table FB-2 differs from tables FA-1 and 2 of this section, which show information only on mileage improvements that were financed, at least in part, with Federal funds.

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1965

## MILEAGE CLASSIFIED BY SYSTEM

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-1  
DECEMBER 1966

STATE	INTERSTATE HIGHWAY SYSTEM			FEDERAL-AID HIGHWAY SYSTEMS						STATE	
	RURAL	URBAN	TOTAL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM 1/			FEDERAL-AID SECONDARY HIGHWAY SYSTEM				TOTAL FEDERAL- AID SYSTEMS
				RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL		
Alabama	736	132	868	5,207	626	5,833	24,243	484	24,727	30,560	Alabama
Alaska	-	-	-	2/1,618	33	2/1,651	1,728	15	1,743	3,394	Alaska
Arizona	1,118	84	1,202	2,823	114	2,937	3,478	399	3,877	6,814	Arizona
Arkansas	452	59	511	3,414	293	3,707	13,581	233	13,814	17,521	Arkansas
California	1,532	612	2,144	7,586	1,589	9,175	11,494	1,173	12,667	21,842	California
Colorado	862	83	945	3,875	399	4,274	4,094	69	4,163	8,437	Colorado
Connecticut	119	153	272	773	463	1,236	942	288	1,230	2,466	Connecticut
Delaware	6	31	37	472	147	619	1,338	138	1,476	2,095	Delaware
Florida	929	240	1,169	4,097	742	4,839	13,453	757	14,210	19,049	Florida
Georgia	954	166	1,120	7,328	676	8,004	19,338	482	19,820	27,824	Georgia
Hawaii	21	28	49	441	69	510	580	26	606	1,116	Hawaii
Idaho	597	32	629	3,112	88	3,200	5,585	60	5,645	8,845	Idaho
Illinois	1,351	313	1,664	9,651	1,607	11,258	13,950	415	14,365	25,623	Illinois
Indiana	963	124	1,087	4,732	521	5,253	18,464	285	18,749	24,002	Indiana
Iowa	636	61	697	9,135	574	9,709	33,209	235	33,444	43,153	Iowa
Kansas	685	115	800	7,237	458	7,695	24,117	201	24,318	32,013	Kansas
Kentucky	666	104	770	3,720	369	4,089	14,773	257	15,030	19,119	Kentucky
Louisiana	574	123	697	2,520	357	2,877	8,579	201	8,780	11,657	Louisiana
Maine	282	36	318	1,699	181	1,880	2,399	78	2,477	4,357	Maine
Maryland	186	174	360	1,619	471	2,090	6,953	583	7,536	9,626	Maryland
Massachusetts	207	198	405	1,341	941	2,282	1,573	710	2,283	4,565	Massachusetts
Michigan	737	343	1,080	5,641	1,141	6,782	25,838	501	26,339	33,121	Michigan
Minnesota	762	191	953	7,166	743	7,909	30,300	360	30,660	38,569	Minnesota
Mississippi	560	122	682	5,656	396	6,052	16,059	236	16,295	22,347	Mississippi
Missouri	938	166	1,104	8,023	625	8,648	22,983	180	23,163	31,811	Missouri
Montana	1,189	42	1,231	5,800	147	5,947	5,615	87	5,702	11,649	Montana
Nebraska	470	21	491	5,534	181	5,715	17,516	61	17,577	23,292	Nebraska
Nevada	516	20	536	2,229	59	2,288	3,246	103	3,349	5,637	Nevada
New Hampshire	176	22	198	1,119	118	1,237	1,611	55	1,666	2,903	New Hampshire
New Jersey	145	195	340	1,152	708	1,860	1,625	574	2,199	4,059	New Jersey
New Mexico	929	69	998	3,728	218	3,946	5,602	101	5,703	9,649	New Mexico
New York	820	453	1,273	8,975	2,373	11,348	16,652	1,884	18,536	29,884	New York
North Carolina	726	86	812	3,886	463	4,349	28,270	746	29,016	33,365	North Carolina
North Dakota	565	18	583	4,585	77	4,662	13,239	21	13,260	17,922	North Dakota
Ohio	1,050	406	1,456	6,534	1,474	8,008	18,830	2,011	20,841	28,849	Ohio
Oklahoma	628	160	788	7,238	603	7,841	12,815	537	13,352	21,193	Oklahoma
Oregon	611	80	691	3,628	330	3,958	7,733	349	8,082	12,040	Oregon
Pennsylvania	1,325	312	1,637	6,469	1,379	7,848	12,135	1,334	13,469	21,317	Pennsylvania
Rhode Island	28	42	70	263	203	466	322	162	484	950	Rhode Island
South Carolina	712	42	754	4,519	398	4,917	19,745	259	20,004	24,921	South Carolina
South Dakota	699	20	719	5,552	102	5,654	12,808	37	12,845	18,499	South Dakota
Tennessee	851	208	1,059	5,350	697	6,047	11,490	178	11,668	17,715	Tennessee
Texas	2,374	642	3,016	14,506	2,069	16,575	35,306	952	36,258	52,833	Texas
Utah	831	77	908	2,167	151	2,318	3,642	183	3,825	6,143	Utah
Vermont	308	30	338	1,253	82	1,335	1,868	18	1,886	3,221	Vermont
Virginia	939	148	1,087	4,554	598	5,152	18,139	546	18,685	23,837	Virginia
Washington	545	182	727	3,346	486	3,832	11,254	690	11,944	15,776	Washington
West Virginia	542	62	604	2,350	219	2,569	10,652	119	10,771	13,340	West Virginia
Wisconsin	410	58	468	5,539	612	6,151	18,162	987	19,149	25,300	Wisconsin
Wyoming	923	22	945	3,580	67	3,647	2,465	13	2,478	6,125	Wyoming
Dist. of Col.	-	28	28	-	137	137	-	119	119	256	Dist. of Col.
Puerto Rico	-	-	-	375	118	493	1,070	52	1,122	1,615	Puerto Rico
Total	34,185	7,135	41,320	223,117	27,692	250,809	610,863	20,544	631,407	882,216	Total

1/ Mileage of Interstate System included.

2/ Excludes 754 miles of ferry routes.







**TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—URBAN—1965**  
**SURFACED MILEAGE CLASSIFIED BY WIDTH**

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-9  
DECEMBER 1966

STATE	WIDTH IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	4	52	40	84	37	61	54	294	626	Alabama
Alaska	-	3	2	13	4	2	2	6	32	Alaska
Arizona	-	-	1	-	1	8	3	101	114	Arizona
Arkansas	14	25	19	66	27	37	8	97	293	Arkansas
California	8	38	31	36	28	77	86	1,285	1,589	California
Colorado	-	2	8	67	8	17	8	289	399	Colorado
Connecticut	7	54	24	22	31	67	30	228	463	Connecticut
Delaware	1	3	12	17	11	18	11	74	147	Delaware
Florida	4	20	23	83	24	55	50	483	742	Florida
Georgia	5	47	28	132	47	111	40	264	674	Georgia
Hawaii	-	2	4	6	3	2	12	40	69	Hawaii
Idaho	-	2	2	16	5	14	2	47	88	Idaho
Illinois	64	90	81	92	80	398	100	702	1,607	Illinois
Indiana	-	11	52	56	54	103	37	208	521	Indiana
Iowa	31	33	14	148	44	44	55	205	574	Iowa
Kansas	10	6	29	64	17	45	41	246	458	Kansas
Kentucky	18	23	34	25	32	96	23	118	369	Kentucky
Louisiana	8	6	9	85	18	52	24	155	357	Louisiana
Maine	-	7	15	27	23	40	13	56	181	Maine
Maryland	-	19	10	30	21	33	19	339	471	Maryland
Massachusetts	7	13	2	90	151	202	69	407	941	Massachusetts
Michigan	-	51	63	30	40	137	152	668	1,141	Michigan
Minnesota	1	44	26	98	40	72	66	396	743	Minnesota
Mississippi	2	126	21	37	15	35	16	144	396	Mississippi
Missouri	27	63	28	94	23	91	23	276	625	Missouri
Montana	-	16	10	40	9	10	5	55	145	Montana
Nebraska	2	7	3	23	12	17	36	81	181	Nebraska
Nevada	1	-	1	4	3	1	5	39	54	Nevada
New Hampshire	8	10	4	34	16	11	4	31	118	New Hampshire
New Jersey	6	81	4	10	44	116	56	391	708	New Jersey
New Mexico	-	13	3	29	5	18	7	143	218	New Mexico
New York	49	159	122	264	214	262	178	1,120	2,368	New York
North Carolina	9	16	31	47	53	63	27	217	463	North Carolina
North Dakota	-	4	1	28	5	3	1	35	77	North Dakota
Ohio	10	73	37	125	209	276	70	674	1,474	Ohio
Oklahoma	30	34	36	85	21	66	17	312	601	Oklahoma
Oregon	6	5	12	25	22	29	39	192	330	Oregon
Pennsylvania	40	40	100	104	266	234	113	482	1,379	Pennsylvania
Rhode Island	9	11	3	2	30	77	21	50	203	Rhode Island
South Carolina	12	10	14	80	37	78	31	136	398	South Carolina
South Dakota	-	14	4	8	5	9	1	61	102	South Dakota
Tennessee	3	13	51	86	32	75	48	389	697	Tennessee
Texas	5	40	37	271	53	133	213	1,312	2,064	Texas
Utah	1	1	-	12	7	8	12	110	151	Utah
Vermont	14	10	4	4	12	12	6	20	82	Vermont
Virginia	13	36	23	16	65	117	71	257	598	Virginia
Washington	13	55	25	68	12	51	61	201	486	Washington
West Virginia	13	25	13	20	44	41	15	48	219	West Virginia
Wisconsin	5	26	53	43	83	90	70	242	612	Wisconsin
Wyoming	-	2	-	4	11	4	4	42	67	Wyoming
Dist. of Col.	-	-	-	-	8	17	9	103	137	Dist. of Col.
Puerto Rico	7	11	11	15	14	11	3	46	118	Puerto Rico
Total	467	1,452	1,180	2,865	2,076	3,646	2,067	13,917	27,670	Total



**TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—1965**  
**SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES**

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-15  
SHEET 1 OF 2  
DECEMBER 1966

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE	STATE	
	AVERAGE DAILY TRAFFIC VOLUMES															
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED			
Alabama	115	1,075	1,888	716	548	352	371	79	60	3	-	-	-	5,207	Alabama	
Alaska	900	243	64	5	41	19	9	-	-	-	-	-	-	1,281	Alaska	
Arizona	29	366	835	322	342	405	459	31	4	1	-	-	-	2,794	Arizona	
Arkansas	69	291	1,013	922	419	247	428	20	-	2	-	-	-	3,411	Arkansas	
California	295	957	1,396	1,029	740	611	1,344	406	378	284	91	55	-	7,586	California	
Colorado	70	628	1,460	997	256	138	253	70	3	-	-	-	-	3,875	Colorado	
Connecticut	-	1	70	85	111	88	260	61	57	9	2	-	29	773	Connecticut	
Delaware	-	62	90	83	42	51	88	28	17	10	-	1	-	472	Delaware	
Florida	16	64	859	690	550	532	1,079	233	65	9	-	-	-	4,097	Florida	
Georgia	184	950	2,623	1,529	675	489	689	165	12	10	1	1	-	7,328	Georgia	
Hawaii	117	43	73	91	43	20	26	3	14	9	-	-	-	439	Hawaii	
Idaho	408	1,096	830	274	218	145	97	-	-	-	-	-	-	3,068	Idaho	
Illinois	176	915	3,088	2,155	1,110	672	1,117	304	75	29	5	2	-	9,648	Illinois	
Indiana	59	208	370	576	948	1,023	1,075	310	158	4	1	-	-	4,732	Indiana	
Iowa	637	2,456	3,255	1,402	741	413	215	1	-	15	-	-	-	9,135	Iowa	
Kansas	320	2,221	2,571	1,286	482	171	181	5	-	-	-	-	-	7,237	Kansas	
Kentucky	1	126	956	1,001	492	367	588	181	1	5	2	-	-	3,720	Kentucky	
Louisiana	2	58	581	456	398	258	625	122	19	1	-	-	-	2,520	Louisiana	
Maine	9	212	568	367	255	113	163	12	-	-	-	-	-	1,699	Maine	
Maryland	5	61	274	261	167	167	331	194	105	18	3	-	33	1,619	Maryland	
Massachusetts	-	45	182	144	111	142	446	115	88	65	3	-	-	1,341	Massachusetts	
Michigan	37	549	1,504	1,060	662	483	889	270	146	27	9	5	-	5,641	Michigan	
Minnesota	171	1,400	3,095	1,290	690	240	284	34	-	2	-	-	-	7,166	Minnesota	
Mississippi	197	1,460	1,811	1,055	553	298	275	7	-	-	-	-	-	5,656	Mississippi	
Missouri	416	1,951	2,047	1,313	880	409	800	145	47	15	-	-	-	8,023	Missouri	
Montana	1,441	2,484	1,413	315	57	25	25	2	-	-	-	-	-	5,782	Montana	
Nebraska	418	2,174	1,483	814	302	178	150	8	-	3	-	-	-	5,534	Nebraska	
Nevada	640	695	136	195	333	37	110	10	3	-	-	-	-	2,159	Nevada	
New Hampshire	9	108	535	226	128	27	73	13	-	-	-	-	-	1,119	New Hampshire	
New Jersey	-	9	31	81	118	117	419	198	79	63	17	8	12	1,152	New Jersey	
New Mexico	215	1,307	1,128	350	234	289	205	-	-	-	-	-	-	3,728	New Mexico	
New York	283	1,369	2,385	1,485	1,040	510	1,366	497	24	9	7	-	-	8,975	New York	
North Carolina	11	174	643	1,026	773	367	675	164	46	7	-	-	-	3,886	North Carolina	
North Dakota	1,057	2,100	961	280	129	39	14	5	-	-	-	-	-	4,585	North Dakota	
Ohio	-	267	1,347	1,585	1,027	489	1,217	483	98	19	1	1	-	6,534	Ohio	
Oklahoma	169	1,295	2,134	1,582	804	595	618	10	3	-	-	-	-	7,210	Oklahoma	
Oregon	433	671	888	641	305	177	413	62	33	-	-	-	5	3,628	Oregon	
Pennsylvania	36	455	1,356	1,084	833	531	1,400	672	74	24	1	3	-	6,469	Pennsylvania	
Rhode Island	-	6	28	33	39	25	103	27	2	-	-	-	-	263	Rhode Island	
South Carolina	62	613	1,471	979	553	343	451	36	8	-	-	-	-	4,516	South Carolina	
South Dakota	1,118	2,330	1,554	381	110	31	14	6	-	-	-	-	-	5,544	South Dakota	
Tennessee	189	954	1,264	991	544	574	742	61	26	5	-	-	-	5,350	Tennessee	
Texas	126	2,114	4,715	2,674	1,605	883	1,423	140	24	6	-	-	-	14,468	Texas	
Utah	242	425	609	573	128	42	95	40	7	6	-	-	-	2,167	Utah	
Vermont	26	221	465	277	147	78	36	3	-	-	-	-	-	1,253	Vermont	
Virginia	2	164	830	1,056	601	444	1,008	142	112	50	7	7	131	4,554	Virginia	
Washington	343	497	983	636	286	172	263	115	36	10	5	-	-	3,346	Washington	
West Virginia	18	287	687	581	362	155	244	16	-	-	-	-	-	2,350	West Virginia	
Wisconsin	23	670	2,191	1,182	539	264	539	97	31	3	-	-	-	5,539	Wisconsin	
Wyoming	448	1,697	837	428	147	14	9	-	-	-	-	-	-	3,580	Wyoming	
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
Puerto Rico	7	19	84	49	16	34	116	33	4	13	-	-	-	375	Puerto Rico	
Total	11,549	40,543	61,661	38,613	22,594	14,293	23,820	5,636	1,863	736	155	83	988	222,534	Total	



# TRAVELED WAY OF THE FEDERAL-AID PRIMARY SYSTEM—1965

## SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE FM-15  
SHEET 2 OF 2  
DECEMBER 1966

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	-	2	50	80	68	49	133	100	60	79	5	-	-	626	Alabama
Alaska	-	1	3	1	1	-	14	7	5	-	-	-	-	32	Alaska
Arizona	-	-	-	-	1	-	29	26	29	21	1	7	-	114	Arizona
Arkansas	3	4	2	12	21	19	115	66	31	16	4	-	-	293	Arkansas
California	2	2	5	14	15	14	118	190	163	373	208	485	-	1,589	California
Colorado	9	-	4	7	18	33	121	72	45	62	13	15	-	399	Colorado
Connecticut	-	-	-	2	2	18	89	123	79	25	32	56	37	463	Connecticut
Delaware	-	-	2	3	7	6	38	39	29	14	4	5	-	147	Delaware
Florida	-	5	1	9	12	15	172	166	144	140	52	26	-	742	Florida
Georgia	15	5	41	55	46	57	213	107	45	56	22	12	-	674	Georgia
Hawaii	-	-	-	3	1	2	9	8	5	16	14	11	-	69	Hawaii
Idaho	-	-	3	1	9	10	43	16	5	1	-	-	-	88	Idaho
Illinois	10	2	25	51	73	88	439	342	200	200	58	119	-	1,607	Illinois
Indiana	2	10	27	51	86	98	95	65	34	19	23	11	-	521	Indiana
Iowa	-	12	36	66	66	77	202	69	24	14	-	8	-	574	Iowa
Kansas	-	6	23	42	59	43	158	63	32	26	5	1	-	458	Kansas
Kentucky	-	-	4	18	20	17	104	95	29	34	31	17	-	369	Kentucky
Louisiana	2	-	6	13	14	17	114	58	45	44	32	12	-	357	Louisiana
Maine	-	-	-	13	8	25	89	33	9	4	-	-	-	181	Maine
Maryland	-	-	-	1	7	5	49	52	83	148	45	77	4	471	Maryland
Massachusetts	-	-	2	18	15	39	276	205	117	119	76	74	-	941	Massachusetts
Michigan	-	-	3	19	35	47	272	237	144	154	85	145	-	1,141	Michigan
Minnesota	-	2	15	55	54	47	222	135	91	91	18	13	-	743	Minnesota
Mississippi	-	1	15	43	38	31	170	52	36	10	-	-	-	396	Mississippi
Missouri	-	-	-	-	58	112	231	74	38	69	28	15	-	625	Missouri
Montana	-	6	23	17	14	12	56	14	3	-	-	-	-	145	Montana
Nebraska	-	-	5	13	14	16	46	21	17	16	4	-	29	181	Nebraska
Nevada	-	-	-	-	-	2	10	10	16	12	3	1	-	54	Nevada
New Hampshire	1	2	2	12	23	25	38	13	2	-	-	-	-	118	New Hampshire
New Jersey	-	-	2	5	8	17	70	133	116	113	68	169	7	708	New Jersey
New Mexico	1	4	21	14	26	8	87	43	6	6	2	-	-	218	New Mexico
New York	4	43	63	127	155	133	604	466	322	255	98	98	-	2,368	New York
North Carolina	-	-	3	15	27	34	206	88	43	39	8	-	-	463	North Carolina
North Dakota	-	3	11	19	11	6	18	9	-	-	-	-	-	77	North Dakota
Ohio	-	2	6	21	51	84	494	339	212	161	48	56	-	1,474	Ohio
Oklahoma	7	5	11	67	61	42	203	112	56	33	1	3	-	601	Oklahoma
Oregon	-	1	2	2	9	11	104	86	50	36	16	13	-	330	Oregon
Pennsylvania	-	2	4	26	45	50	369	395	213	162	51	62	-	1,379	Pennsylvania
Rhode Island	-	-	-	3	7	2	39	53	37	32	14	16	-	203	Rhode Island
South Carolina	-	1	10	40	40	51	136	75	32	13	-	-	-	398	South Carolina
South Dakota	-	2	4	16	21	12	32	10	3	2	-	-	-	102	South Dakota
Tennessee	-	-	19	23	57	70	186	103	93	116	30	-	-	697	Tennessee
Texas	-	-	5	9	10	11	55	38	13	21	7	-	1,895	2,064	Texas
Utah	11	3	1	5	10	8	16	20	30	38	9	-	-	151	Utah
Vermont	1	-	5	12	8	13	35	7	1	-	-	-	-	82	Vermont
Virginia	-	-	4	15	24	19	164	123	100	88	27	13	21	598	Virginia
Washington	28	-	9	16	22	31	105	82	63	83	23	24	-	486	Washington
West Virginia	-	-	2	12	23	16	75	50	22	17	2	-	-	219	West Virginia
Wisconsin	-	-	16	27	32	56	228	124	55	38	22	14	-	612	Wisconsin
Wyoming	1	1	2	8	5	8	34	8	-	-	-	-	-	67	Wyoming
Dist. of Col.	-	-	-	-	1	-	13	16	23	43	25	16	-	137	Dist. of Col.
Puerto Rico	-	-	-	4	5	8	22	27	9	17	11	15	-	118	Puerto Rico
<b>Total</b>	<b>97</b>	<b>127</b>	<b>497</b>	<b>1,105</b>	<b>1,443</b>	<b>1,614</b>	<b>6,960</b>	<b>4,865</b>	<b>3,099</b>	<b>3,076</b>	<b>1,225</b>	<b>1,609</b>	<b>1,993</b>	<b>27,670</b>	<b>Total</b>

Federal Aid

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1965

## MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-21  
SHEET 1 OF 3  
DECEMBER 1966

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL						FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN						TOTAL FEDERAL-AID PRIMARY HIGHWAY SYSTEM	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 1/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL RURAL	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 1/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL URBAN		
Alabama	5,177	-	28	2	-	5,207	549	-	-	77	-	626	5,833	Alabama
Alaska	1,618	-	-	-	-	1,618	33	-	-	-	-	33	1,651	Alaska
Arizona	2,792	-	-	-	31	2,823	114	-	-	-	-	114	2,937	Arizona
Arkansas	3,414	-	-	-	-	3,414	293	-	-	-	-	293	3,707	Arkansas
California	7,462	-	-	-	124	7,586	1,589	-	-	-	-	1,589	9,175	California
Colorado	3,875	-	-	-	-	3,875	399	-	-	-	-	399	4,274	Colorado
Connecticut	599	169	2	3	-	773	328	106	-	28	1	463	1,236	Connecticut
Delaware	472	-	-	-	-	472	147	-	-	-	-	147	619	Delaware
Florida	4,027	8	9	-	53	4,097	720	13	1	8	-	742	4,839	Florida
Georgia	7,273	-	52	3	-	7,328	653	-	1	22	-	676	8,004	Georgia
Hawaii	441	-	-	-	-	441	60	-	-	9	-	69	510	Hawaii
Idaho	3,109	-	2	1	-	3,112	88	-	-	-	-	88	3,200	Idaho
Illinois	9,527	-	119	5	-	9,651	1,537	-	12	58	-	1,607	11,258	Illinois
Indiana	4,602	-	-	-	130	4,732	494	-	-	-	27	521	5,253	Indiana
Iowa	9,120	-	-	15	-	9,135	566	-	-	8	-	574	9,709	Iowa
Kansas	7,068	-	-	-	169	7,237	433	-	-	-	25	458	7,695	Kansas
Kentucky	3,720	-	-	-	-	3,720	369	-	-	-	-	369	4,089	Kentucky
Louisiana	2,497	23	-	-	-	2,520	339	18	-	-	-	357	2,877	Louisiana
Maine	1,646	-	-	-	53	1,699	167	3	-	-	11	181	1,880	Maine
Maryland	1,330	237	2	-	50	1,619	324	49	-	81	17	471	2,090	Maryland
Massachusetts	1,145	-	37	76	83	1,341	602	-	-	280	59	941	2,282	Massachusetts
Michigan	5,641	-	-	-	-	5,641	1,141	-	-	-	-	1,141	6,782	Michigan
Minnesota	7,088	-	74	4	-	7,166	702	-	3	-	-	743	7,909	Minnesota
Mississippi	5,656	-	-	-	-	5,656	396	-	-	-	-	396	6,052	Mississippi
Missouri	7,828	185	-	10	-	8,023	526	18	-	79	2	625	8,648	Missouri
Montana	5,800	-	-	-	-	5,800	147	-	-	-	-	147	5,947	Montana
Nebraska	5,534	-	-	-	-	5,534	152	-	-	29	-	181	5,715	Nebraska
Nevada	2,104	125	-	-	-	2,229	48	11	-	-	-	59	2,288	Nevada
New Hampshire	1,067	51	-	1	-	1,119	109	2	1	6	-	118	1,237	New Hampshire
New Jersey	1,119	-	28	-	5	1,152	612	-	16	29	51	708	1,860	New Jersey
New Mexico	3,728	-	-	-	-	3,728	218	-	-	-	-	218	3,946	New Mexico
New York	8,274	-	258	-	443	8,975	1,578	-	-	368	427	2,373	11,348	New York
North Carolina	3,875	11	-	-	-	3,886	420	36	-	7	-	463	4,349	North Carolina
North Dakota	4,585	-	-	-	-	4,585	77	-	-	-	-	77	4,662	North Dakota
Ohio	6,346	-	-	-	188	6,534	1,455	-	-	-	19	1,474	8,008	Ohio
Oklahoma	6,942	-	132	3	161	7,238	568	-	5	17	13	603	7,841	Oklahoma
Oregon	3,618	10	-	-	-	3,628	285	44	-	1	-	330	3,958	Oregon
Pennsylvania	5,916	242	-	-	311	6,469	1,149	156	2	22	50	1,379	7,848	Pennsylvania
Rhode Island	263	-	-	-	-	263	155	-	-	48	-	203	466	Rhode Island
South Carolina	4,506	13	-	-	-	4,519	391	7	-	-	-	398	4,917	South Carolina
South Dakota	5,366	-	-	-	186	5,552	84	-	-	5	13	102	5,654	South Dakota
Tennessee	5,307	-	43	-	-	5,350	690	-	-	7	-	697	6,047	Tennessee
Texas	14,506	-	-	-	-	14,506	2,069	-	-	-	-	2,069	16,575	Texas
Utah	2,155	-	-	-	12	2,167	151	-	-	-	-	151	2,318	Utah
Vermont	1,217	-	1	34	1	1,253	22	-	5	55	-	82	1,335	Vermont
Virginia	4,509	-	-	-	45	4,554	552	-	-	9	37	598	5,152	Virginia
Washington	3,212	134	-	-	-	3,346	446	30	-	10	-	486	3,832	Washington
West Virginia	2,266	-	-	-	84	2,350	217	-	-	-	2	219	2,569	West Virginia
Wisconsin	5,538	-	-	-	1	5,539	601	-	-	11	-	612	6,151	Wisconsin
Wyoming	3,553	-	-	-	27	3,580	67	-	-	-	-	67	3,647	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	137	137	Dist. of Col.
Puerto Rico	375	-	-	-	-	375	118	-	-	-	-	118	493	Puerto Rico
Total	218,808	1,208	287	157	2,157	223,117	26,050	402	46	1,140	251	27,000	250,117	Total

# TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1965

## MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-21  
SHEET 2 OF 3  
DECEMBER 1966

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL						FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN						TOTAL FEDERAL-AID SECONDARY HIGHWAY SYSTEM	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 1/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL RURAL	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 1/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL URBAN		
Alabama	3,628	1,970	18,258	387	-	24,243	103	18	-	363	-	484	24,727	Alabama
Alaska	1,728	-	-	-	-	1,728	15	-	-	-	-	15	1,743	Alaska
Arizona	1,747	-	1,708	23	-	3,478	14	-	12	373	-	399	3,877	Arizona
Arkansas	8,936	-	4,479	97	69	13,561	149	-	-	84	-	233	13,814	Arkansas
California	3,356	-	7,884	248	6	11,494	198	-	328	647	-	1,173	12,667	California
Colorado	4,094	-	-	-	-	4,094	69	-	-	-	-	69	4,163	Colorado
Connecticut	89	833	6	14	-	942	43	208	-	37	-	288	1,230	Connecticut
Delaware	-	1,338	-	-	-	1,338	-	138	-	-	-	138	1,476	Delaware
Florida	5,583	4,863	3,007	-	-	13,453	488	177	-	92	-	757	14,210	Florida
Georgia	8,411	-	10,510	417	-	19,338	216	-	93	173	-	482	19,820	Georgia
Hawaii	-	567	13	-	-	580	-	21	-	5	-	26	606	Hawaii
Idaho	1,669	-	3,834	78	4	5,585	10	-	-	50	-	60	5,645	Idaho
Illinois	1,782	-	11,709	459	-	13,950	179	-	33	203	-	415	14,365	Illinois
Indiana	5,654	-	12,319	491	-	18,464	148	-	58	79	-	285	18,749	Indiana
Iowa	-	-	32,527	682	-	33,209	-	-	-	56	-	235	33,444	Iowa
Kansas	2,795	-	21,044	278	-	24,117	12	-	81	106	-	201	24,318	Kansas
Kentucky	11,584	-	3,169	20	-	14,773	196	-	37	24	-	257	15,030	Kentucky
Louisiana	1,566	6,941	68	2	2	8,579	70	129	-	2	-	201	8,780	Louisiana
Maine	1,574	825	-	-	-	2,399	34	42	-	2	-	78	2,477	Maine
Maryland	217	2,063	4,605	68	-	6,953	56	171	261	91	4	583	7,536	Maryland
Massachusetts	434	-	503	636	-	1,573	156	-	-	546	8	710	2,283	Massachusetts
Michigan	2,280	-	23,019	539	-	25,838	94	-	-	407	-	501	26,339	Michigan
Minnesota	4,064	-	25,069	1,164	3	30,300	28	-	16	316	-	360	30,660	Minnesota
Mississippi	4,449	-	11,450	160	-	16,059	74	-	60	102	-	236	16,295	Mississippi
Missouri	284	22,039	634	26	-	22,983	8	136	-	36	-	180	23,163	Missouri
Montana	-	5,615	-	-	-	5,615	-	87	-	-	-	87	5,702	Montana
Nebraska	3,793	-	13,517	164	42	17,516	7	-	3	51	-	61	17,577	Nebraska
Nevada	-	2,721	520	5	-	3,246	-	50	-	53	-	103	3,349	Nevada
New Hampshire	568	1,014	26	2	1	1,611	16	37	-	2	-	55	1,666	New Hampshire
New Jersey	32	-	1,569	21	3	1,625	12	-	532	30	-	574	2,199	New Jersey
New Mexico	5,446	-	155	1	-	5,602	101	-	-	-	-	101	5,703	New Mexico
New York	3,357	-	13,282	-	13	16,652	458	-	1,220	206	-	1,884	18,536	New York
North Carolina	8,224	20,041	-	5	-	28,270	291	380	-	75	-	746	29,016	North Carolina
North Dakota	1,863	-	11,175	201	-	13,239	2	-	-	19	-	21	13,260	North Dakota
Ohio	9,497	-	8,996	337	-	18,830	560	-	292	1,159	-	2,011	20,841	Ohio
Oklahoma	4,035	-	8,595	185	-	12,815	125	-	57	355	-	537	13,352	Oklahoma
Oregon	830	2,605	4,231	67	-	7,733	17	88	166	78	-	349	8,082	Oregon
Pennsylvania	5,889	6,142	104	-	-	12,135	698	598	-	38	-	1,334	13,469	Pennsylvania
Rhode Island	246	-	76	-	-	322	93	-	-	69	-	162	484	Rhode Island
South Carolina	4,368	13,784	1,586	7	-	19,745	115	138	-	6	-	259	20,004	South Carolina
South Dakota	2,030	-	10,665	112	1	12,808	11	-	10	16	-	37	12,845	South Dakota
Tennessee	2,929	-	8,561	-	-	11,490	93	-	85	-	-	178	11,668	Tennessee
Texas	35,306	-	-	-	-	35,306	952	-	-	-	-	952	36,258	Texas
Utah	2,705	-	853	84	-	3,642	113	-	50	20	-	183	3,825	Utah
Vermont	932	-	880	56	-	1,868	1	-	-	17	-	18	1,886	Vermont
Virginia	3,496	14,474	146	23	-	18,139	183	-	-	363	-	546	18,685	Virginia
Washington	518	2,040	8,555	141	-	11,254	25	203	258	204	-	690	11,944	Washington
West Virginia	2,582	8,041	-	29	-	10,652	52	42	-	25	-	119	10,771	West Virginia
Wisconsin	5,400	-	12,759	-	3	18,162	165	-	-	822	-	987	19,149	Wisconsin
Wyoming	1,942	-	520	3	-	2,465	12	-	-	1	-	13	2,478	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	119	-	119	119	Dist. of Col.
Puerto Rico	-	1,070	-	-	-	1,070	-	52	-	-	-	52	1,122	Puerto Rico
Total	181,912	118,986	302,586	7,232	147	610,863	6,462	2,715	3,708	7,647	12	20,544	631,407	Total

TRAVELED WAY OF THE FEDERAL-AID HIGHWAY SYSTEMS—1965

MILEAGE CLASSIFIED BY STATE AND LOCAL ADMINISTRATIVE SYSTEMS

TABLE FM-21  
SHEET 3 OF 3  
DECEMBER 1966

Data as of December 31, 1965

Compiled in cooperation with State highway departments

STATE	FEDERAL-AID HIGHWAY SYSTEMS - RURAL AND URBAN - SUMMARY							MILEAGE NOT ON FEDERAL-AID HIGHWAY SYSTEMS							TOTAL FEDERAL-AID AND NON-FEDERAL-AID MILEAGE	STATE
	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 1/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL MILEAGE ON FEDERAL-AID SYSTEMS	ON STATE PRIMARY SYSTEM	ON STATE SECONDARY ROADS 1/	ON COUNTY, TOWN, OR TOWNSHIP ROADS	ON LOCAL CITY STREETS	IN STATE AND FEDERAL PARK AND FOREST AREAS 2/	TOTAL MILEAGE NOT ON FEDERAL-AID SYSTEMS				
Alabama	9,457	1,988	18,286	829	-	30,560	157	7,176	29,711	8,329	864	46,237	76,797	Alabama		
Alaska	3,394	-	-	-	-	3,394	-	-	-	-	-	3,193	6,587	Alaska		
Arizona	4,667	-	1,720	396	31	6,814	588	-	4,721	12,327	1,822	32,273	39,087	Arizona		
Arkansas	12,792	-	4,479	181	69	17,921	503	-	1,682	1,682	-	62,434	79,955	Arkansas		
California	12,605	-	8,212	895	130	21,842	1,610	-	36,085	33,916	-	142,406	164,248	California		
Colorado	8,437	-	-	-	-	8,437	93	-	5,607	120	-	71,686	80,123	Colorado		
Connecticut	1,059	1,316	-	-	-	2,375	178	949	10,178	204	-	15,206	17,672	Connecticut		
Delaware	619	1,476	-	-	-	2,095	-	2,221	475	-	-	2,696	4,791	Delaware		
Florida	10,818	5,061	3,017	100	53	19,049	347	1,064	16,147	213	-	60,107	79,156	Florida		
Georgia	16,553	-	10,656	615	-	27,824	561	-	10,875	122	-	68,995	96,819	Georgia		
Hawaii	501	-	13	14	-	1,116	-	-	761	93	-	2,192	3,308	Hawaii		
Iaho	4,876	-	3,836	129	4	8,645	18	-	8,036	19,255	-	44,490	53,335	Iaho		
Illinois	13,025	-	11,873	725	-	25,623	3,205	-	22,121	-	-	102,944	128,567	Illinois		
Indiana	10,898	-	12,577	570	157	24,002	270	-	15,862	-	-	79,892	103,894	Indiana		
Iowa	9,686	-	32,583	884	-	43,153	377	-	58,027	201	-	69,120	112,273	Iowa		
Kansas	10,308	-	21,125	386	194	32,013	51	-	8,036	50	-	100,758	132,771	Kansas		
Kentucky	15,869	-	3,206	44	-	19,119	5,988	-	3,782	365	-	51,086	70,145	Kentucky		
Louisiana	4,472	7,111	68	4	2	11,657	18	3,954	7,955	30	-	38,275	49,932	Louisiana		
Maine	3,421	870	-	2	64	4,357	260	6,837	1,644	325	-	16,784	21,081	Maine		
Maryland	1,927	2,520	4,868	240	71	9,626	42	516	3,299	274	-	15,573	25,199	Maryland		
Massachusetts	2,337	-	540	1,538	150	4,565	237	-	16,341	155	-	22,594	27,089	Massachusetts		
Michigan	9,156	-	23,019	946	3	33,121	54	-	63,764	-	-	80,077	113,198	Michigan		
Minnesota	11,882	-	25,162	1,522	262	38,569	110	-	12,215	2,901	-	87,183	125,782	Minnesota		
Mississippi	10,575	-	11,510	262	-	22,347	227	-	5,013	198	-	42,945	65,292	Mississippi		
Missouri	8,646	22,378	634	151	2	31,811	227	277	12,559	598	-	82,196	113,937	Missouri		
Montana	5,947	5,702	13,520	244	42	11,649	-	-	73,904	7,932	-	61,062	72,771	Montana		
Nebraska	5,486	2,907	520	58	-	23,292	-	-	5,366	472	-	79,742	103,034	Nebraska		
Nevada	2,152	-	520	-	-	5,637	-	1,324	1,379	1	-	41,043	46,680	Nevada		
New Hampshire	1,760	1,104	26	11	2	2,903	154	1,226	8,808	126	-	11,556	14,459	New Hampshire		
New Jersey	6,527	-	2,145	80	59	4,059	181	-	17,173	796	-	28,293	32,452	New Jersey		
New Mexico	9,493	-	155	1	-	9,649	2,700	-	45,856	5,304	-	56,737	66,366	New Mexico		
New York	13,667	-	14,760	574	883	29,884	1,107	-	16,258	487	-	53,230	103,114	New York		
North Carolina	12,810	20,468	-	87	-	33,365	230	39,314	9,261	1,776	-	50,581	83,946	North Carolina		
North Dakota	6,527	-	11,175	220	-	17,922	2	-	2,825	569	-	89,190	107,112	North Dakota		
Ohio	17,858	-	9,288	1,496	207	28,849	742	-	17,959	34	-	106,674	124,532	Ohio		
Oklahoma	11,670	-	8,709	560	174	21,193	335	-	10,327	336	-	85,576	106,769	Oklahoma		
Oregon	4,750	2,747	4,397	146	-	12,040	33	22	4,886	36,553	-	71,552	83,592	Oregon		
Pennsylvania	13,652	7,138	106	60	361	21,317	1,640	20,910	17,119	4,657	-	90,204	111,521	Pennsylvania		
Rhode Island	757	-	76	117	-	2,950	227	-	410	64	-	3,694	4,644	Rhode Island		
South Carolina	9,360	13,942	1,586	13	-	24,921	83	9,209	10,327	143	-	33,499	58,420	South Carolina		
South Dakota	7,491	-	10,675	133	200	18,499	573	-	61,944	1,749	-	66,754	85,253	South Dakota		
Tennessee	9,019	-	8,689	-	-	17,715	64	-	49,773	1,308	-	58,722	76,437	Tennessee		
Texas	52,833	-	-	7	-	52,033	10,272	-	36,141	30	-	187,694	240,527	Texas		
Utah	5,124	-	-	104	12	6,143	667	-	18,952	8,683	-	31,605	37,748	Utah		
Vermont	2,172	-	886	162	1	3,221	31	-	9,774	83	-	10,560	13,761	Vermont		
Virginia	8,740	14,474	146	389	82	23,637	213	27,199	5,270	1,762	-	35,038	58,875	Virginia		
Washington	4,203	2,407	8,613	352	-	15,776	19	112	8,436	16,914	-	55,961	71,737	Washington		
West Virginia	5,117	8,083	-	54	86	13,340	55	18,347	2,327	1,062	-	21,791	35,131	West Virginia		
Wisconsin	11,704	-	12,759	833	4	25,300	28	-	10,610	527	-	74,998	100,298	Wisconsin		
Wyoming	5,574	-	520	256	27	6,125	19	-	1,036	3,907	-	70,149	76,274	Wyoming		
Dist. of Col.	-	-	-	-	-	256	-	-	827	-	-	6,224	1,083	Dist. of Col.		
Puerto Rico	-	1,122	-	-	-	1,615	-	4,122	1,249	-	-	7,839	7,839	Puerto Rico		
Total	432,132	123,402	307,127	16,485	3,070	882,216	33,321	144,779	426,575	170,461	2,815,289	3,697,505	Total			

1/ Includes mileage of county roads under State control for all counties in Delaware, North Carolina, and West Virginia; 8 counties in Alabama; all but 2 counties in Virginia; some county mileage in Nevada; mileage designated as farm-to-market in Louisiana; and the State-aid system in Maine.

2/ Excludes mileage in parks and forests that is reported in the columns under State or local systems. Includes toll roads not a part of the State system.

3/ Excludes 754 miles of ferry routes.

# TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1965

## SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-110  
SHEET 1 OF 2  
DECEMBER 1966

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	1,050	3,845	6,524	2,806	982	378	503	29	3	4	-	3	12	16,139
20-21	3,194	10,312	15,856	7,551	3,424	1,871	1,953	150	28	16	-	-	41	44,397
22-23	1,666	8,718	12,124	8,068	4,326	2,276	2,202	185	60	14	-	-	32	39,671
24-26	4,566	15,207	22,462	15,215	8,883	4,714	5,669	328	62	7	-	-	304	77,417
27-35	806	1,859	2,088	1,032	723	607	1,557	240	38	11	-	-	66	9,027
36-43	140	324	967	746	620	508	1,003	212	56	36	-	-	45	4,659
44-47	26	78	123	141	163	118	370	104	38	12	-	-	36	1,212
48 and over	101	200	-	362	351	384	833	434	142	72	5	6	239	3,129
Total Undivided <u>1/</u>	11,549	40,543	60,144	35,921	19,472	10,856	14,090	1,682	427	172	10	10	775	195,651
Divided:														
No access control:														
Less than 44	-	-	25	24	51	57	147	74	38	22	7	1	5	451
44-47	-	-	28	150	150	303	475	251	72	35	2	5	17	1,488
48 and over	-	-	202	441	694	773	1,853	685	280	72	11	7	59	5,077
Subtotal	-	-	255	615	895	1,133	2,475	1,010	390	129	20	13	81	7,016
Partial access control: <u>2/</u>														
Less than 44	-	-	2	22	23	26	31	7	5	7	1	2	-	126
44-47	-	-	14	41	37	59	266	73	48	43	9	2	-	592
48 and over	-	-	167	360	400	496	1,364	492	179	59	15	17	43	3,592
Subtotal	-	-	183	423	460	581	1,661	572	232	109	25	21	43	4,310
Full access control: <u>2/</u>														
Less than 44	-	-	2	2	4	5	25	3	1	1	-	-	1	44
44-47	-	-	-	1	-	4	18	9	34	6	-	-	-	72
48 and over	-	-	1,077	1,651	1,763	1,714	5,551	2,360	779	319	100	39	88	15,441
Subtotal	-	-	1,079	1,654	1,767	1,723	5,594	2,372	814	326	100	39	89	15,557
Total Divided	-	-	1,517	2,692	3,122	3,437	9,730	3,954	1,436	564	145	73	213	26,883
Total Surfaced Mileage	11,549	40,543	61,661	38,613	22,594	14,293	23,820	5,636	1,863	736	155	83	3/ 988	222,534

Federal Aid

# TRAVELED WAY OF FEDERAL-AID PRIMARY SYSTEM—SUMMARY—1965

## SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE FM-110  
SHEET 2 OF 2  
DECEMBER 1966

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
<b>Undivided:</b>														
Under 20 feet	7	7	34	56	85	77	142	27	9	7	3	8	5	467
20-21	12	18	84	166	215	180	542	156	25	13	-	2	39	1,452
22-23	6	40	52	117	155	157	432	146	33	10	-	1	31	1,180
24-26	47	32	101	335	320	343	969	359	85	12	2	3	257	2,865
27-35	5	6	38	98	113	165	914	485	144	52	3	2	51	2,076
36-43	2	3	43	78	130	182	1,002	872	503	358	50	23	108	3,354
44-47	11	2	33	41	83	53	313	326	232	132	33	6	149	1,414
48 and over	7	19	-	48	103	162	912	885	744	928	212	113	295	4,428
<b>Total Undivided <sup>4/</sup></b>	<b>97</b>	<b>127</b>	<b>385</b>	<b>939</b>	<b>1,204</b>	<b>1,319</b>	<b>5,226</b>	<b>3,256</b>	<b>1,775</b>	<b>1,512</b>	<b>303</b>	<b>158</b>	<b>935</b>	<b>17,236</b>
<b>Divided:</b>														
<b>No access control:</b>														
Less than 44	-	-	-	1	2	2	21	49	30	30	24	7	21	187
44-47	-	-	-	9	9	14	75	89	95	75	26	11	62	465
48 and over	-	-	25	47	78	116	564	501	437	614	310	257	370	3,319
Subtotal	-	-	25	57	89	132	660	639	562	719	360	275	453	3,971
<b>Partial access control: <sup>2/</sup></b>														
Less than 44	-	-	1	1	1	-	48	11	10	4	10	-	1	87
44-47	-	-	-	1	-	1	26	47	22	16	32	1	13	159
48 and over	-	-	13	35	46	47	339	254	194	170	51	22	111	1,282
Subtotal	-	-	14	37	47	48	413	312	226	190	93	23	125	1,528
<b>Full access control: <sup>2/</sup></b>														
Less than 44	-	-	1	1	1	-	6	-	1	3	-	2	3	18
44-47	-	-	-	-	-	-	4	4	4	9	3	3	2	29
48 and over	-	-	72	71	102	115	651	654	491	643	466	1,148	475	4,888
Subtotal	-	-	73	72	103	115	661	658	496	655	469	1,153	480	4,935
<b>Total Divided</b>	<b>-</b>	<b>-</b>	<b>112</b>	<b>166</b>	<b>239</b>	<b>295</b>	<b>1,734</b>	<b>1,609</b>	<b>1,284</b>	<b>1,564</b>	<b>922</b>	<b>1,451</b>	<b>1,058</b>	<b>10,434</b>
<b>Total Surfaced Mileage</b>	<b>97</b>	<b>127</b>	<b>497</b>	<b>1,105</b>	<b>1,443</b>	<b>1,614</b>	<b>6,960</b>	<b>4,865</b>	<b>3,059</b>	<b>3,076</b>	<b>1,225</b>	<b>1,609</b>	<b>3/ 1,993</b>	<b>27,670</b>

<sup>1/</sup> Includes 413 miles with partial control of access and 166 miles with full control of access. See footnotes 3, 5, 6, 7 and 9 on table FM-11.

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

<sup>3/</sup> States not reporting average daily traffic volume data are listed in table FM-15.

<sup>4/</sup> Includes 6 miles with partial control of access and 2 miles with full control of access. See footnotes 4 and 8 on table FM-11.

# MILEAGE BUILT ON FEDERAL-AID SYSTEMS—1965

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year  
from reports of State authorities

TABLE FB-2  
SHEET 1 OF 2  
DECEMBER 1966

STATE	FEDERAL-AID PRIMARY HIGHWAY SYSTEM - RURAL							FEDERAL-AID PRIMARY HIGHWAY SYSTEM - URBAN							TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE SURFACED	TOTAL MILEAGE GRADED AND SURFACED
	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED 1/					TOTAL MILEAGE GRADED AND SURFACED			
		D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED			D E	F G-1 H-1	G-2 H-2 I	J	TOTAL MILEAGE SURFACED				
Alabama	-	-	284	669	40	993	993	-	-	4	83	3	90	90	-	1,083	1,083
Alaska	77	-	29	27	-	56	133	-	-	-	3	3	3	3	77	59	136
Arizona	-	-	15	109	-	124	124	-	-	-	4	8	12	12	-	136	136
Arkansas	-	-	-	277	71	348	348	-	-	-	24	3	27	27	-	375	375
California	-	-	12	299	91	402	402	-	-	1	41	64	106	106	-	508	508
Colorado	-	1	-	172	43	216	216	-	2	-	51	6	59	59	-	275	275
Connecticut	-	-	-	8	20	28	28	-	-	-	5	29	34	34	-	62	62
Delaware	-	-	1	9	8	18	18	-	-	-	-	-	-	-	-	18	18
Florida	-	-	-	377	-	377	377	-	-	-	30	4	34	34	-	411	411
Georgia	-	-	-	346	42	388	388	-	-	-	21	12	33	33	-	421	421
Hawaii	-	-	-	3	-	3	3	-	-	-	2	1	3	3	-	6	6
Idaho	-	-	4	133	-	137	137	-	-	-	4	-	4	4	-	141	141
Illinois	-	5	10	171	116	302	302	-	-	1	30	20	51	51	-	353	353
Indiana	-	-	-	204	294	498	498	-	-	-	13	21	34	34	-	532	532
Iowa	-	14	2	317	147	480	480	-	-	14	331	156	501	501	-	981	981
Kansas	-	-	40	195	-	235	235	-	-	1	15	16	32	32	-	267	267
Kentucky	-	-	-	192	8	200	200	-	-	-	21	-	21	21	-	221	221
Louisiana	-	-	-	69	46	115	115	-	-	-	11	23	34	34	-	149	149
Maine	-	-	-	65	-	65	65	-	-	-	3	-	3	3	-	68	68
Maryland	-	-	-	125	13	138	138	-	-	-	7	5	12	12	-	150	150
Massachusetts	-	-	1	14	-	15	15	-	-	1	52	-	53	53	-	68	68
Michigan	-	-	100	108	13	221	221	-	-	1	32	21	54	54	-	275	275
Minnesota	-	-	-	271	70	341	341	-	-	1	17	27	45	45	-	386	386
Mississippi	-	-	29	57	26	114	114	-	-	30	8	2	40	40	-	154	154
Missouri	-	-	42	51	100	193	193	-	-	-	17	15	32	32	-	225	225
Montana	-	-	-	168	-	168	168	-	-	-	4	-	4	4	-	172	172
Nebraska	-	25	44	55	72	196	196	-	-	-	2	2	4	4	-	200	200
Nevada	-	-	-	218	-	218	218	-	-	-	1	-	1	1	-	219	219
New Hampshire	-	-	-	21	2	23	23	-	-	-	-	-	-	-	-	23	23
New Jersey	-	-	-	36	9	45	45	-	-	-	14	3	17	17	-	62	62
New Mexico	-	-	-	241	46	287	287	-	-	-	2	2	4	4	-	291	291
New York	-	-	-	268	5	273	273	-	-	-	61	23	84	84	-	357	357
North Carolina	-	-	-	279	18	297	297	-	-	-	26	-	26	26	-	323	323
North Dakota	-	20	102	37	11	170	170	-	-	-	1	6	7	7	-	177	177
Ohio	-	-	-	579	97	676	676	-	-	-	67	34	101	101	-	777	777
Oklahoma	-	-	9	168	43	220	220	-	-	-	13	3	16	16	-	236	236
Oregon	-	-	-	141	-	141	141	-	-	-	16	-	16	16	-	157	157
Pennsylvania	-	2	5	654	158	819	819	-	-	-	88	22	110	110	-	929	929
Rhode Island	-	-	-	-	-	-	-	-	-	-	7	-	7	7	-	7	7
South Carolina	-	-	97	114	14	225	225	-	-	-	4	-	4	4	-	229	229
South Dakota	-	-	58	111	22	191	191	-	-	-	3	3	6	6	-	197	197
Tennessee	-	-	33	613	1	647	647	-	-	-	46	20	66	66	-	713	713
Texas	11	-	149	729	129	1,007	1,018	4	-	4	115	54	173	177	15	1,180	1,195
Utah	-	-	-	128	-	128	128	-	-	-	8	3	11	11	-	139	139
Vermont	-	-	-	40	-	40	40	-	-	-	1	-	1	1	-	41	41
Virginia	-	-	1	272	32	305	305	-	-	-	32	10	42	42	-	347	347
Washington	-	-	25	123	8	156	156	-	-	-	19	13	32	32	-	188	188
West Virginia	-	-	-	221	21	242	242	-	-	-	16	12	28	28	-	270	270
Wisconsin	-	4	4	215	30	253	253	-	-	-	14	-	14	14	-	267	267
Wyoming	-	-	4	81	-	85	85	-	-	-	2	-	2	2	-	87	87
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	3	-	3	3	-	3	3
Puerto Rico	-	-	-	14	7	21	21	-	-	-	14	1	15	15	-	36	36
<b>Total</b>	<b>88</b>	<b>71</b>	<b>1,100</b>	<b>9,794</b>	<b>1,875</b>	<b>12,840</b>	<b>12,928</b>	<b>4</b>	<b>2</b>	<b>58</b>	<b>1,404</b>	<b>647</b>	<b>2,111</b>	<b>2,115</b>	<b>92</b>	<b>14,951</b>	<b>15,043</b>

MILEAGE BUILT ON FEDERAL-AID SYSTEMS—1965

CLASSIFIED BY TYPE OF SURFACE

Compiled for calendar year from reports of State authorities

TABLE FB-2  
SHEET 2 OF 2  
DECEMBER 1966

STATE	FEDERAL-AID SECONDARY HIGHWAY SYSTEM - RURAL										FEDERAL-AID SECONDARY HIGHWAY SYSTEM - URBAN										
	MILEAGE GRADED AND DRAINED					MILEAGE SURFACED					TOTAL MILEAGE GRADED AND SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED					TOTAL MILEAGE GRADED AND SURFACED	TOTAL MILEAGE GRADED AND DRAINED	TOTAL MILEAGE SURFACED	TOTAL MILEAGE GRADED AND SURFACED
	D	F	G-1	G-2	J	D	F	G-1	G-2	J			D	F	G-1	G-2	J				
Alabama	58	47	1,593	294	-	1,934	1,992	-	-	-	70	56	-	-	-	2,004	-	-	-	-	
Alaska	75	-	37	3	-	40	115	-	-	-	2	75	-	-	-	42	-	-	-	-	
Arizona	-	7	10	4	-	74	117	-	-	-	2	-	-	-	-	85	-	-	-	-	
Arkansas	-	60	486	100	1	647	648	-	-	-	16	-	-	-	-	663	-	-	-	-	
California	11	97	280	261	6	644	655	-	-	-	52	11	-	-	-	696	-	-	-	-	
Colorado	-	24	-	199	-	183	183	-	-	-	7	-	-	-	-	190	-	-	-	-	
Connecticut	-	-	1	9	-	10	10	-	-	-	1	-	-	-	-	11	-	-	-	-	
Delaware	-	-	3	16	2	21	21	-	-	-	1	-	-	-	-	22	-	-	-	-	
Florida	2	-	131	329	1	461	463	-	-	-	38	4	-	-	-	499	-	-	-	-	
Georgia	10	10	343	774	1	1,128	1,138	-	-	-	9	10	-	-	-	1,147	-	-	-	-	
Hawaii	-	-	-	10	-	10	10	-	-	-	-	-	-	-	-	10	-	-	-	-	
Idaho	-	13	29	80	-	122	122	-	-	-	12	-	-	-	-	134	-	-	-	-	
Illinois	-	53	129	1	-	183	183	-	-	-	5	-	-	-	-	188	-	-	-	-	
Indiana	-	-	-	267	4	271	271	-	-	-	6	-	-	-	-	277	-	-	-	-	
Iowa	-	14	-	317	147	480	480	-	-	-	4	-	-	-	-	484	-	-	-	-	
Kansas	10	81	336	59	1	477	487	-	-	-	2	10	-	-	-	479	-	-	-	-	
Kentucky	-	39	59	648	1	747	747	-	-	-	5	-	-	-	-	752	-	-	-	-	
Louisiana	-	-	-	285	-	285	285	-	-	-	18	-	-	-	-	303	-	-	-	-	
Maine	-	-	11	35	-	46	46	-	-	-	4	-	-	-	-	50	-	-	-	-	
Maryland	-	10	41	136	12	199	199	-	-	-	24	-	-	-	-	223	-	-	-	-	
Massachusetts	-	-	-	1	37	38	38	-	-	-	20	-	-	-	-	58	-	-	-	-	
Michigan	-	56	298	37	11	402	402	-	-	-	3	-	-	-	-	405	-	-	-	-	
Minnesota	19	476	210	629	-	1,315	1,334	-	-	-	21	-	-	-	-	1,336	-	-	-	-	
Mississippi	-	129	580	69	1	779	779	-	-	-	2	-	-	-	-	761	-	-	-	-	
Missouri	-	20	1,261	18	10	1,329	1,329	-	-	-	9	-	-	-	-	1,338	-	-	-	-	
Montana	15	18	1	73	-	92	107	-	-	-	3	15	-	-	-	110	-	-	-	-	
Nebraska	9	551	236	10	5	802	811	-	-	-	1	9	-	-	-	803	-	-	-	-	
Nevada	-	36	-	59	-	95	95	-	-	-	12	-	-	-	-	107	-	-	-	-	
New Hampshire	-	-	15	9	-	24	24	-	-	-	1	-	-	-	-	25	-	-	-	-	
New Jersey	-	-	-	8	-	8	8	-	-	-	7	-	-	-	-	15	-	-	-	-	
New Mexico	-	3	68	39	-	110	110	-	-	-	2	-	-	-	-	112	-	-	-	-	
New York	-	-	-	140	-	140	140	-	-	-	18	-	-	-	-	158	-	-	-	-	
North Carolina	-	-	57	129	960	1,146	1,146	-	-	-	31	-	-	-	-	1,177	-	-	-	-	
North Dakota	86	208	141	30	-	379	379	-	-	-	1	87	-	-	-	379	-	-	-	-	
Ohio	-	5	218	1,215	5	2,145	2,145	-	-	-	79	-	-	-	-	2,224	-	-	-	-	
Oklahoma	-	68	357	27	1	473	473	-	-	-	8	-	-	-	-	481	-	-	-	-	
Oregon	2	23	33	112	-	168	170	-	-	-	16	2	-	-	-	184	-	-	-	-	
Pennsylvania	-	5	110	817	12	944	944	-	-	-	81	-	-	-	-	1,025	-	-	-	-	
Rhode Island	-	-	-	8	-	8	8	-	-	-	1	-	-	-	-	9	-	-	-	-	
South Carolina	-	-	583	38	-	621	621	-	-	-	10	-	-	-	-	631	-	-	-	-	
South Dakota	-	104	222	35	-	361	361	-	-	-	-	-	-	-	-	361	-	-	-	-	
Tennessee	13	96	207	319	3	624	624	-	-	-	16	-	-	-	-	640	-	-	-	-	
Texas	8	15	1,437	452	-	1,921	1,921	-	-	-	53	13	-	-	-	1,974	-	-	-	-	
Utah	-	17	12	86	123	238	246	-	-	-	7	8	-	-	-	245	-	-	-	-	
Vermont	-	-	12	9	-	21	21	-	-	-	-	-	-	-	-	21	-	-	-	-	
Virginia	-	58	274	332	-	664	664	-	-	-	10	-	-	-	-	674	-	-	-	-	
Washington	-	231	483	79	18	811	811	-	-	-	5	-	-	-	-	816	-	-	-	-	
West Virginia	-	69	215	569	2	875	875	-	-	-	5	-	-	-	-	880	-	-	-	-	
Wisconsin	-	4	5	135	4	148	148	-	-	-	3	-	-	-	-	151	-	-	-	-	
Wyoming	-	5	9	57	-	71	71	-	-	-	1	-	-	-	-	71	-	-	-	-	
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	-	-	-	-	
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	319	2,672	10,564	10,093	1,372	24,701	25,020	3	1	83	561	49	714	322	25,415	25,737	-	-	-	-	

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



# MILEAGE COMPLETED DURING CALENDAR YEAR 1965 ON PROJECTS FINANCED WITH FEDERAL-AID HIGHWAY FUNDS

TABLE FA-1  
DECEMBER 1966

STATE OR COMMONWEALTH	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED OR DRAINED	MILEAGE SURFACED										STATE OR COMMONWEALTH
			TOTAL MILEAGE SURFACED	SOIL-SURFACED	GRAVEL OR STONE	BITUMINOUS SURFACE-TREATED	MIXED BITUMINOUS	BITUMINOUS PENETRATION	BITUMINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	COMBINATION	BRIDGES	
Alabama	619.2	132.0	487.2	2.0	11.5	287.7	2.2	18.6	123.3	37.4	-	4.5	Alabama
Alaska	241.3	138.1	103.2	-	-	68.3	-	-	32.8	-	-	2.1	Alaska
Arizona	434.3	65.5	368.8	-	3.7	20.3	321.1	-	-	18.3	-	5.4	Arizona
Arkansas	611.2	148.4	462.8	-	31.6	216.3	-	-	138.6	67.9	-	8.4	Arkansas
California	362.4	30.0	332.4	1.0	2.5	-	39.1	-	133.0	150.3	-	6.5	California
Colorado	350.0	28.9	321.1	-	14.2	-	254.2	-	12.9	35.9	-	3.9	Colorado
Connecticut	36.8	5.2	31.6	-	-	-	-	-	20.8	8.9	-	1.9	Connecticut
Delaware	26.9	-	26.9	-	-	4.4	-	-	15.8	6.2	-	.5	Delaware
Florida	293.3	11.1	282.2	-	-	51.6	-	-	225.6	1.6	-	3.4	Florida
Georgia	398.2	13.1	385.1	4.0	-	196.9	-	-	123.7	55.9	-	4.6	Georgia
Hawaii	33.8	.5	33.3	-	-	-	-	12.0	19.9	1.0	-	.4	Hawaii
Idaho	204.2	.2	204.0	-	3.2	19.9	174.4	-	-	5.7	-	.8	Idaho
Illinois	604.1	35.3	568.8	-	102.1	133.7	45.7	-	131.4	147.6	2.9	5.4	Illinois
Indiana	94.6	2.5	92.1	-	.5	-	5.6	-	29.3	52.9	.5	3.3	Indiana
Iowa	773.7	74.8	698.9	-	35.1	74.5	225.1	-	117.0	243.5	1.5	2.2	Iowa
Kansas	620.1	190.7	429.4	3.0	144.6	32.1	184.1	-	39.0	23.9	-	2.7	Kansas
Kentucky	138.9	39.6	99.3	-	6.7	-	-	-	56.0	33.8	-	2.8	Kentucky
Louisiana	228.1	4.3	223.8	-	-	27.5	-	-	119.5	70.0	-	6.8	Louisiana
Maine	107.8	9.2	98.6	-	24.4	1.9	-	-	72.0	-	-	.3	Maine
Maryland	116.2	.2	116.0	-	5.5	29.1	-	1.5	64.1	14.7	-	1.1	Maryland
Massachusetts	76.7	9.0	67.7	-	-	-	-	-	66.3	-	-	1.4	Massachusetts
Michigan	623.7	14.7	609.0	-	75.0	31.3	294.0	-	140.1	49.6	13.2	5.8	Michigan
Minnesota	851.1	11.6	839.5	92.1	171.2	5.0	476.8	.9	1.6	90.3	-	1.6	Minnesota
Mississippi	504.8	128.7	376.1	-	90.2	205.5	4.5	-	26.1	47.2	-	2.6	Mississippi
Missouri	328.1	10.9	317.2	-	7.6	25.1	30.3	-	44.9	178.4	25.4	5.5	Missouri
Montana	348.4	19.5	328.9	-	21.7	6.4	212.1	-	73.0	13.2	-	2.5	Montana
Nebraska	360.4	18.9	341.5	-	123.1	73.3	102.3	-	.8	39.3	.6	2.1	Nebraska
Nevada	178.4	-	178.4	13.2	52.4	-	67.2	-	44.9	-	-	.7	Nevada
New Hampshire	19.1	-	19.1	-	-	-	-	-	19.0	-	-	.1	New Hampshire
New Jersey	49.8	3.3	46.5	-	-	-	-	-	28.2	17.0	-	1.3	New Jersey
New Mexico	372.0	-	372.0	-	-	27.2	27.9	-	280.2	35.5	-	1.2	New Mexico
New York	270.1	.4	269.7	-	-	-	-	-	200.8	64.1	-	4.8	New York
North Carolina	273.5	17.8	255.7	-	-	9.9	4.6	-	214.6	23.3	-	3.3	North Carolina
North Dakota	986.1	160.4	825.7	-	313.4	358.3	96.5	-	-	56.7	-	.8	North Dakota
Ohio	199.0	3.0	196.0	-	-	-	-	-	85.9	105.9	-	4.2	Ohio
Oklahoma	497.6	93.8	403.8	-	6.4	181.7	-	-	141.6	70.5	-	3.6	Oklahoma
Oregon	216.1	31.3	184.8	-	17.7	21.8	-	18.6	113.8	5.4	-	7.5	Oregon
Pennsylvania	230.0	5.9	224.1	-	-	-	-	-	59.5	160.0	-	4.6	Pennsylvania
Rhode Island	24.9	3.6	21.3	-	-	-	-	-	17.2	3.1	-	1.0	Rhode Island
South Carolina	632.2	53.8	578.4	9.0	-	374.3	-	-	175.6	14.0	-	4.5	South Carolina
South Dakota	609.8	110.4	499.4	-	86.8	258.0	129.8	-	4.1	19.3	-	1.4	South Dakota
Tennessee	596.1	120.2	475.9	-	103.7	113.8	61.3	-	174.0	18.2	-	4.9	Tennessee
Texas	1,229.6	44.5	1,185.1	-	7.3	737.4	-	-	290.3	131.9	-	18.2	Texas
Utah	170.5	35.6	134.9	-	-	4.9	89.9	-	36.2	2.6	-	1.3	Utah
Vermont	100.5	46.0	54.5	-	-	10.0	-	-	43.4	-	-	1.1	Vermont
Virginia	416.1	47.8	368.3	4.3	34.0	68.0	-	-	202.4	55.1	1.7	2.8	Virginia
Washington	300.6	83.8	216.8	-	23.6	77.7	-	-	97.7	15.8	-	2.0	Washington
West Virginia	56.3	2.7	53.6	-	-	-	1.7	-	31.6	19.4	-	.9	West Virginia
Wisconsin	307.3	12.7	294.6	-	102.4	-	99.9	-	42.4	48.6	-	1.3	Wisconsin
Wyoming	279.8	34.0	245.8	-	-	3.8	170.9	-	41.7	28.0	.5	.9	Wyoming
Dist. of Col.	14.6	.3	14.3	-	-	-	1.4	-	11.0	1.1	.1	.7	Dist. of Col.
Puerto Rico	14.7	1.8	12.9	-	-	2.8	-	-	7.4	2.3	-	.4	Puerto Rico
Total 1/	17,433.2	2,055.8	15,377.4	128.5	1,622.3	3,760.6	3,122.8	51.6	4,191.9	2,291.5	46.4	161.8	Total 1/

1/ Column totals may not add due to rounding.

Federal Aid

## FEDERAL-AID AND FOREST HIGHWAY PROJECTS COMPLETED DURING CALENDAR YEAR 1965

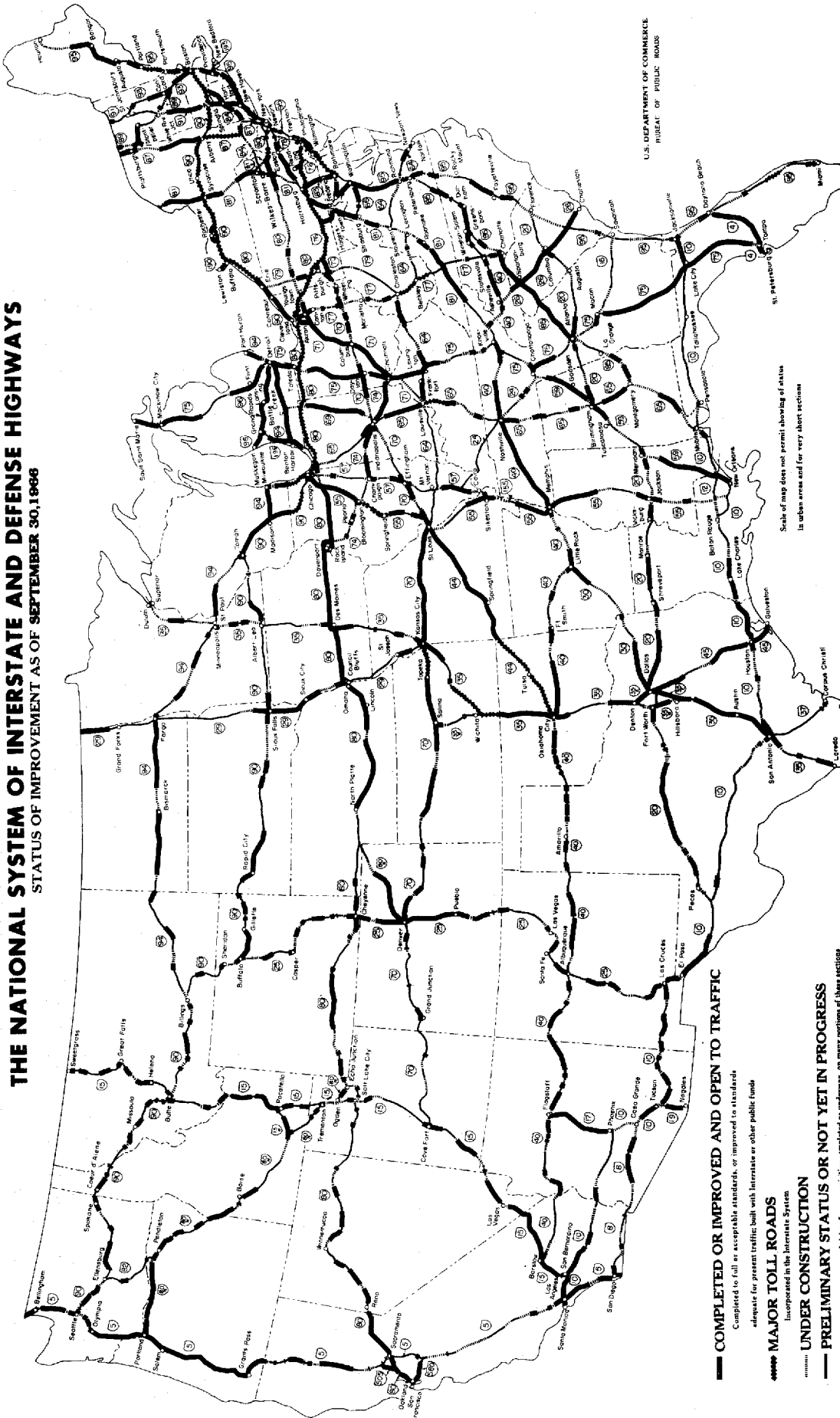
TABLE FA-2  
DECEMBER 1966

(In thousands of dollars)

STATE OR COMMONWEALTH	FEDERAL-AID PROJECTS												FOREST HIGHWAY CONSTRUCTION PROJECTS			STATE OR COMMONWEALTH
	PRIMARY SYSTEM RURAL			SECONDARY SYSTEM RURAL			URBAN AREAS			TOTAL FEDERAL-AID			TOTAL COST	FEDERAL FUNDS	MILES	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	MILES				
Alabama	\$54,865	\$43,097	180.0	\$14,629	\$7,032	403.2	\$21,302	\$12,559	36.0	\$90,796	\$62,688	619.2	\$66	\$66	3.6	Alabama
Alaska	33,278	31,619	109.9	25,107	23,853	129.1	1,393	1,207	2.3	59,778	56,759	241.3	2,924	2,924	10.5	Alaska
Arizona	76,814	70,153	277.7	11,791	8,990	128.1	19,535	17,097	28.5	108,140	96,240	434.3	3,274	3,274	52.4	Arizona
Arkansas	82,571	65,462	340.5	12,461	6,121	241.0	35,288	29,007	29.6	130,260	100,590	611.1	1,916	1,568	34.1	Arkansas
California	159,190	118,033	198.7	10,538	6,224	78.0	147,797	111,271	85.7	317,525	235,528	362.4	7,548	7,532	61.5	California
Colorado	48,477	39,771	170.5	9,485	5,431	137.0	25,266	17,664	42.6	83,228	62,886	350.1	225	225	-	Colorado
Connecticut	17,906	11,909	8.5	3,635	1,888	11.9	67,979	51,033	16.3	89,520	64,830	36.7	-	-	-	Connecticut
Delaware	5,116	3,698	6.0	3,018	1,509	18.6	2,119	1,348	2.4	10,253	6,555	27.0	-	-	-	Delaware
Florida	51,337	38,525	177.3	9,816	4,623	99.5	29,289	23,744	16.6	90,442	66,892	293.4	-	-	-	Florida
Georgia	63,637	48,980	170.6	9,830	4,931	203.8	19,333	15,149	23.7	92,800	69,060	398.1	-	-	-	Georgia
Hawaii	8,602	4,332	22.1	4,483	2,155	8.3	10,891	8,625	3.4	23,976	15,112	33.8	-	-	-	Hawaii
Idaho	19,477	16,257	123.0	4,986	3,084	75.7	5,105	3,809	5.5	29,568	23,150	204.2	3,959	3,959	38.8	Idaho
Illinois	114,494	89,349	186.4	18,780	9,264	370.5	124,928	98,733	47.2	258,202	197,346	604.1	70	32	.8	Illinois
Indiana	37,825	30,676	52.6	8,220	4,146	35.4	8,220	8,838	6.7	44,883	40,998	94.7	58	29	-	Indiana
Iowa	46,525	33,336	326.9	11,462	5,768	435.0	6,035	3,692	11.8	64,022	42,796	773.7	-	-	-	Iowa
Kansas	13,763	8,019	127.1	11,541	5,741	466.0	8,755	6,286	27.0	34,056	20,046	620.1	-	-	-	Kansas
Kentucky	41,602	32,508	102.6	9,490	4,725	30.4	14,135	10,484	5.7	65,227	47,717	138.7	389	194	5.9	Kentucky
Louisiana	47,851	38,651	116.0	8,931	4,118	76.8	77,457	65,684	35.3	134,239	108,453	228.1	-	-	-	Louisiana
Maine	20,881	16,242	85.8	3,152	1,570	17.1	1,910	963	4.9	25,943	18,775	107.8	-	-	-	Maine
Maryland	29,827	24,769	47.5	1,995	999	50.7	24,227	19,284	18.0	56,049	45,052	116.2	-	-	-	Maryland
Massachusetts	36,158	30,764	31.4	3,512	1,712	13.2	59,282	47,670	32.1	98,952	80,146	76.7	-	-	-	Massachusetts
Michigan	34,514	20,926	152.9	13,032	6,449	423.5	47,309	34,843	47.1	94,855	62,218	623.5	824	417	8.9	Michigan
Minnesota	46,432	35,007	278.4	13,094	5,968	540.7	77,218	65,924	32.0	136,744	106,899	851.1	856	773	29.5	Minnesota
Mississippi	43,089	34,110	161.9	10,323	4,814	315.6	15,529	10,888	27.3	68,941	49,752	504.8	134	66	5.2	Mississippi
Missouri	84,957	64,592	229.2	10,355	5,272	76.3	43,531	32,823	22.8	138,843	102,687	328.3	-	-	-	Missouri
Montana	62,969	53,080	223.7	8,494	4,807	116.6	7,514	6,250	8.1	78,977	64,137	348.4	-	-	-	Montana
Nebraska	12,140	8,266	102.4	8,465	4,337	253.4	10,396	8,101	4.6	31,001	20,704	360.4	1,679	1,679	43.8	Nebraska
Nevada	24,539	23,228	102.4	4,282	3,732	75.2	1,124	1,007	.8	29,945	27,967	178.4	353	353	6.1	Nevada
New Hampshire	9,065	7,440	7.3	2,523	1,144	11.9	2,106	1,510	-	13,694	10,094	19.2	394	394	1.2	New Hampshire
New Jersey	35,987	28,110	29.1	562	291	2.1	56,177	42,742	18.6	92,726	71,143	49.8	-	-	-	New Jersey
New Mexico	46,052	39,846	301.0	5,810	3,799	63.0	5,198	4,356	8.0	57,060	48,001	372.0	81	81	-	New Mexico
New York	66,654	40,806	155.8	11,754	5,321	51.2	170,489	122,376	63.0	248,897	168,503	270.0	-	-	-	New York
North Carolina	27,423	17,860	108.7	17,626	8,379	143.2	7,148	3,999	21.7	52,197	30,238	273.6	825	412	10.2	North Carolina
North Dakota	30,025	23,095	295.4	10,985	5,539	686.0	2,969	1,964	4.6	43,979	30,598	986.0	-	-	-	North Dakota
Ohio	89,550	72,969	107.7	11,941	6,490	62.0	58,130	43,442	29.4	159,621	122,901	199.1	33	33	1.1	Ohio
Oklahoma	35,458	23,935	203.2	10,173	5,114	255.8	22,352	15,377	38.6	67,983	44,426	497.6	84	84	4.5	Oklahoma
Oregon	73,744	59,237	138.8	5,297	3,356	63.7	24,649	16,152	13.6	103,690	78,745	216.1	3,892	3,892	59.4	Oregon
Pennsylvania	143,003	109,518	156.5	12,316	6,158	58.7	36,225	27,204	14.6	191,544	142,880	229.8	-	-	-	Pennsylvania
Rhode Island	6,828	4,932	5.7	2,219	1,098	10.0	38,188	30,001	9.2	47,235	36,031	24.9	-	-	-	Rhode Island
South Carolina	39,291	30,811	226.4	7,640	3,727	385.0	16,511	11,122	22.8	63,442	45,660	632.2	69	34	3.6	South Carolina
South Dakota	31,393	23,647	246.0	7,640	4,185	358.3	4,094	2,259	5.4	43,127	30,091	609.7	-	-	-	South Dakota
Tennessee	86,864	72,483	269.0	13,422	6,440	304.9	26,246	21,565	22.3	126,532	100,488	596.2	261	130	.2	Tennessee
Texas	95,134	76,192	407.4	29,537	15,177	738.5	90,898	69,481	83.7	215,569	160,850	1,229.6	124	61	5.0	Texas
Utah	20,771	18,260	88.6	7,516	5,707	56.8	15,953	14,607	25.1	44,240	38,574	170.5	119	119	-	Utah
Vermont	43,251	37,443	84.4	2,477	1,225	14.7	662	331	1.4	46,390	38,999	100.5	109	109	1.2	Vermont
Virginia	114,467	94,804	248.0	12,765	6,379	146.8	15,797	8,932	21.3	143,029	110,115	416.1	3	3	-	Virginia
Washington	36,707	20,727	124.5	8,137	4,228	135.8	63,491	55,575	40.4	108,335	80,530	300.7	2,108	2,108	12.4	Washington
West Virginia	26,539	21,726	33.1	8,454	4,154	22.5	390	351	.7	35,383	26,231	56.3	250	250	3.3	West Virginia
Wisconsin	25,861	19,601	99.6	9,816	4,882	200.0	29,942	19,048	7.6	65,619	43,531	307.2	-	-	-	Wisconsin
Wyoming	47,306	40,882	241.7	3,040	2,016	36.5	1,360	1,053	1.6	51,706	43,951	279.8	204	169	-	Wyoming
Dist. of Col.	-	-	-	-	-	-	42,668	28,001	14.6	-	-	-	-	-	-	Dist. of Col.
Puerto Rico	2,759	1,368	2.4	2,028	916	10.1	2,131	1,057	2.2	6,918	3,341	14.7	44	44	.3	Puerto Rico
Total 1/	2,452,969	1,921,052	7,692.1	468,584	254,985	8,646.2	1,647,196	1,253,866	1,094.9	4,568,749	3,429,903	17,433.2	32,875	31,014	403.6	Total 1/

1/ Column totals may not add due to rounding.

**THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS**  
STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1966



- COMPLETED OR IMPROVED AND OPEN TO TRAFFIC**  
Completed to full or acceptable standards, or improved to standards adequate for present traffic built with Interstate or other public funds
- MAJOR TOLL ROADS**  
Incorporated in the Interstate System
- - - - UNDER CONSTRUCTION**  
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections
- PRELIMINARY STATUS OR NOT YET IN PROGRESS**

**INTERSTATE**  
**TOTAL**  
**41,000**  
**MILES**

	Under Construction	Open to Traffic
Preliminary Status or Not Yet in Progress	6,382 Miles	22,141 Miles
Engineering and Right-of-Way in Progress	10,544 Miles	
Not Yet in Progress	1,985 Miles	
<b>TOTAL</b>	<b>28,523 Miles</b>	<b>41,000 Miles</b>

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1965<sup>1</sup>

## MILEAGE CLASSIFIED BY TYPE OF SURFACE

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE INT-2  
DECEMBER 1966

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL							INTERSTATE HIGHWAY SYSTEM - URBAN							TOTAL INTERSTATE MILEAGE							STATE
	NON-SUR-FACED MILEAGE 2/	SURFACED MILEAGE 3/					TOTAL RURAL	NON-SUR-FACED MILEAGE 2/	SURFACED MILEAGE 3/					TOTAL URBAN	NON-SUR-FACED MILEAGE 2/	SURFACED MILEAGE 3/					TOTAL INTER-STATE SYSTEM	
		D	F	G-2	H-2	J			D	F	G-2	H-2	J			D	F	G-2	H-2	J		
Alabama	-	-	1	595	140	736	736	-	-	-	118	14	132	132	-	-	1	713	154	868	868	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	130	964	24	1,118	1,118	-	-	-	40	44	84	84	-	-	130	1,004	68	1,202	1,202	Arizona
Arkansas	-	-	2	254	196	452	452	-	-	-	16	43	59	59	-	-	2	270	239	511	511	Arkansas
California	-	-	1	998	533	1,532	1,532	-	-	4	229	379	612	612	-	-	5	1,227	912	2,144	2,144	California
Colorado	-	-	-	592	270	862	862	-	-	-	55	28	83	83	-	-	-	647	298	945	945	Colorado
Connecticut	-	-	-	44	75	119	119	-	-	1	18	134	153	153	-	-	1	62	209	272	272	Connecticut
Delaware	-	-	-	-	6	6	6	-	-	-	15	16	31	31	-	-	-	15	22	37	37	Delaware
Florida	-	-	24	844	61	929	929	-	-	1	183	56	240	240	-	-	25	1,027	117	1,169	1,169	Florida
Georgia	-	-	-	701	253	954	954	-	-	-	94	72	166	166	-	-	-	795	325	1,120	1,120	Georgia
Hawaii	-	-	5	15	1	21	21	-	-	-	27	1	28	28	-	-	5	42	49	49	49	Hawaii
Idaho	-	-	53	533	11	597	597	-	-	-	32	-	32	32	-	-	53	565	11	629	629	Idaho
Illinois	-	-	2	496	853	1,351	1,351	-	-	3	97	213	313	313	-	-	5	593	1,066	1,664	1,664	Illinois
Indiana	-	-	-	180	783	963	963	-	-	-	54	70	124	124	-	-	-	234	853	1,087	1,087	Indiana
Iowa	-	-	-	270	366	636	636	-	-	-	7	54	61	61	-	-	-	277	420	697	697	Iowa
Kansas	-	-	39	346	300	685	685	-	-	-	30	85	115	115	-	-	39	376	385	800	800	Kansas
Kentucky	-	-	1	421	244	666	666	-	-	-	61	43	104	104	-	-	1	482	287	770	770	Kentucky
Louisiana	-	-	-	292	282	574	574	-	-	-	78	45	123	123	-	-	-	370	327	697	697	Louisiana
Maine	-	-	3	264	15	282	282	-	-	1	34	1	36	36	-	-	4	298	16	318	318	Maine
Maryland	-	-	-	130	56	186	186	-	-	-	68	106	174	174	-	-	-	198	162	360	360	Maryland
Massachusetts	-	-	-	200	7	207	207	-	-	-	185	13	198	198	-	-	-	385	20	405	405	Massachusetts
Michigan	-	-	-	10	194	533	737	-	-	-	103	240	343	343	-	-	10	297	773	1,080	1,080	Michigan
Minnesota	-	-	22	318	422	762	762	-	-	4	85	102	191	191	-	-	26	403	524	953	953	Minnesota
Mississippi	-	-	11	176	373	560	560	-	-	4	23	95	122	122	-	-	15	199	468	682	682	Mississippi
Missouri	-	-	1	152	785	938	938	-	-	-	23	143	166	166	-	-	1	175	928	1,104	1,104	Missouri
Montana	-	-	121	1,033	35	1,189	1,189	-	-	3	36	3	42	42	-	-	124	1,069	38	1,231	1,231	Montana
Nebraska	-	-	112	106	252	470	470	-	-	-	4	17	21	21	-	-	112	110	269	491	491	Nebraska
Nevada	-	-	-	516	-	516	516	-	-	-	20	-	20	20	-	-	-	536	-	536	536	Nevada
New Hampshire	-	-	73	103	-	176	176	-	-	8	12	2	22	22	-	-	81	115	2	198	198	New Hampshire
New Jersey	-	-	-	56	89	145	145	-	-	-	102	93	195	195	-	-	-	158	182	340	340	New Jersey
New Mexico	-	-	10	793	126	929	929	-	-	-	59	10	69	69	-	-	10	852	136	998	998	New Mexico
New York	-	-	45	273	502	820	820	-	-	-	90	363	453	453	-	-	45	363	865	1,273	1,273	New York
North Carolina	-	-	49	407	270	726	726	-	-	-	33	53	86	86	-	-	49	440	323	812	812	North Carolina
North Dakota	-	-	8	183	374	565	565	-	-	-	3	15	18	18	-	-	2	186	388	583	583	North Dakota
Ohio	-	-	-	230	820	1,050	1,050	-	-	-	210	196	406	406	-	-	-	440	1,016	1,456	1,456	Ohio
Oklahoma	-	-	6	433	189	628	628	-	-	-	115	45	160	160	-	-	6	548	234	788	788	Oklahoma
Oregon	-	-	-	549	62	611	611	-	-	-	59	21	80	80	-	-	-	608	83	691	691	Oregon
Pennsylvania	-	-	1	690	674	1,325	1,325	-	-	3	127	182	312	312	-	-	4	777	896	1,637	1,637	Pennsylvania
Rhode Island	-	-	-	5	23	28	28	-	-	-	36	6	42	42	-	-	-	41	29	70	70	Rhode Island
South Carolina	-	-	97	570	45	712	712	-	-	4	34	4	42	42	-	-	101	604	49	754	754	South Carolina
South Dakota	-	-	5	403	291	699	699	-	-	-	2	18	20	20	-	-	5	405	309	719	719	South Dakota
Tennessee	-	-	-	726	125	851	851	-	-	-	128	80	208	208	-	-	-	854	205	1,059	1,059	Tennessee
Texas	9	-	381	1,507	477	2,365	2,374	-	-	-	328	314	642	642	9	-	381	1,835	791	3,007	3,016	Texas
Utah	-	-	7	817	7	831	831	-	-	2	67	8	77	77	-	-	9	884	15	908	908	Utah
Vermont	-	-	30	275	3	308	308	-	-	-	29	1	30	30	-	-	30	304	4	338	338	Vermont
Virginia	-	-	4	754	181	939	939	-	-	-	91	57	148	148	-	-	4	845	298	1,087	1,087	Virginia
Washington	-	-	109	280	156	545	545	-	-	-	90	92	182	182	-	-	109	370	248	727	727	Washington
West Virginia	-	-	-	334	208	542	542	-	-	-	37	25	62	62	-	-	-	371	233	604	604	West Virginia
Wisconsin	-	-	-	116	294	410	410	-	-	-	23	35	58	58	-	-	-	139	329	468	468	Wisconsin
Wyoming	-	-	1	844	37	923	923	-	-	-	13	9	22	22	-	-	1	857	46	945	945	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	24	-	28	28	-	-	-	24	4	28	28	Dist. of Co.
Total	9	1	1,404	20,942	11,829	34,176	34,185	-	-	38	3,447	3,650	7,135	7,135	9	3	1,441	24,389	15,476	41,311	41,320	Total

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

2/ Non-surfaced mileage includes primitive, unimproved, and graded and drained roads.

3/ Surface types indicated by symbols in these columns are as follows: D, soil-surfaced; E, slag, gravel, or stone; F, bituminous surface treated; G-1, mixed bituminous, and H-1, bituminous penetration having a combined thickness of surface and base less than 7 inches and/or low load-bearing capacity; G-2,

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

# TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—RURAL—1965<sup>1</sup>

## SURFACED MILEAGE CLASSIFIED BY WIDTH AND TYPE OF SURFACE

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE INT-8  
DECEMBER 1966

STATE	WIDTH IN FEET AND TYPE OF SURFACE																	TOTAL RURAL SURFACED MILEAGE	STATE	
	INTERMEDIATE-TYPE SURFACE 2/								HIGH-TYPE SURFACE 3/											
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER	TOTAL	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER			TOTAL
Alabama	-	1	-	-	-	-	-	1	-	64	91	172	-	12	25	371	735	736	Alabama	
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska	
Arizona	-	-	-	-	23	61	16	30	130	38	11	19	89	374	-	457	988	1,118	Arizona	
Arkansas	-	-	-	-	-	-	-	2	2	-	15	241	4	-	-	182	450	452	Arkansas	
California	-	1	-	-	-	-	-	1	1	266	86	103	73	54	96	852	1,531	1,532	California	
Colorado	-	-	-	-	-	-	-	-	-	46	119	283	12	16	15	371	862	862	Colorado	
Connecticut	-	-	-	-	-	-	-	-	-	-	-	1	-	4	18	96	119	119	Connecticut	
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	6	6	Delaware	
Florida	-	8	1	14	-	-	-	1	24	-	32	286	33	2	44	507	905	929	Florida	
Georgia	-	-	-	-	-	-	-	-	-	19	105	417	7	6	1	399	954	954	Georgia	
Hawaii	-	1	4	-	-	-	-	-	-	1	-	-	3	-	3	9	16	21	Hawaii	
Idaho	1	-	-	8	25	15	-	4	53	-	23	11	122	42	56	241	544	597	Idaho	
Illinois	-	-	1	1	-	-	-	-	2	122	21	153	269	9	39	714	1,349	1,351	Illinois	
Indiana	-	-	-	-	-	-	-	-	-	6	8	30	24	17	24	109	745	963	Indiana	
Iowa	-	-	-	-	-	-	-	-	-	113	16	12	154	2	3	333	636	636	Iowa	
Kansas	-	-	9	6	24	-	-	-	39	-	39	59	58	-	12	474	646	685	Kansas	
Kentucky	1	-	-	-	-	-	-	-	1	32	165	132	27	13	23	270	665	666	Kentucky	
Louisiana	-	-	-	-	-	-	-	-	-	1	24	3	206	-	8	304	574	574	Louisiana	
Maine	2	1	-	-	-	-	-	-	3	1	21	40	56	3	1	157	279	282	Maine	
Maryland	-	-	-	-	-	-	-	-	-	-	-	20	20	7	7	146	186	186	Maryland	
Massachusetts	-	-	-	-	-	-	-	-	-	-	-	8	1	3	-	195	207	207	Massachusetts	
Michigan	-	10	-	-	-	-	-	-	10	-	58	13	13	-	10	606	727	737	Michigan	
Minnesota	-	-	-	22	-	-	-	-	22	-	247	30	232	12	2	211	740	762	Minnesota	
Mississippi	2	5	3	-	1	-	-	-	11	-	250	7	53	1	3	235	549	560	Mississippi	
Missouri	-	-	-	1	-	-	-	-	1	10	162	29	91	-	18	49	578	937	938	Missouri
Montana	8	38	32	28	6	4	-	5	121	8	60	121	714	24	2	1,068	1,068	1,109	Montana	
Nebraska	-	-	55	53	3	-	-	-	112	-	11	5	121	-	2	219	358	470	Nebraska	
Nevada	-	-	-	-	-	-	-	-	-	-	2	11	238	-	1	264	516	516	Nevada	
New Hampshire	1	8	-	40	-	1	-	23	73	-	-	17	2	3	-	81	103	176	New Hampshire	
New Jersey	-	-	-	-	-	-	-	-	-	21	-	-	1	2	13	90	145	145	New Jersey	
New Mexico	-	-	-	-	-	4	-	6	10	-	92	11	305	3	1	492	919	929	New Mexico	
New York	12	27	-	-	-	6	-	-	45	-	77	22	49	46	10	562	775	820	New York	
North Carolina	36	2	1	9	-	-	-	1	49	26	30	103	74	13	3	400	677	726	North Carolina	
North Dakota	-	-	1	7	-	-	-	-	8	-	6	72	212	1	-	266	557	565	North Dakota	
Ohio	-	-	-	-	-	-	-	-	-	-	47	27	69	9	6	873	1,050	1,050	Ohio	
Oklahoma	-	6	-	-	-	-	-	-	6	1	23	8	66	1	21	456	622	628	Oklahoma	
Oregon	-	-	-	-	-	-	-	-	-	-	40	25	105	21	27	392	611	611	Oregon	
Pennsylvania	1	-	-	-	-	-	-	-	1	61	62	191	80	98	41	756	1,324	1,325	Pennsylvania	
Rhode Island	-	-	-	-	-	-	-	-	-	-	5	-	-	-	8	15	28	28	Rhode Island	
South Carolina	1	7	31	54	2	1	1	-	97	-	7	6	192	26	10	371	615	712	South Carolina	
South Dakota	-	-	4	1	-	-	-	-	5	-	21	28	385	-	1	259	694	699	South Dakota	
Tennessee	-	-	-	-	-	-	-	-	-	-	3	211	203	14	27	375	851	851	Tennessee	
Texas	4	99	19	121	-	25	3	110	381	-	67	129	621	22	30	1,093	1,984	2,365	Texas	
Utah	1	5	-	1	-	-	-	-	7	18	6	40	383	96	63	197	824	831	Utah	
Vermont	1	13	14	2	-	-	-	-	30	63	33	50	29	7	-	96	278	308	Vermont	
Virginia	-	2	1	1	-	-	-	-	4	34	140	19	32	165	24	458	935	939	Virginia	
Washington	-	23	63	6	-	-	-	-	109	-	20	83	43	1	8	234	436	545	Washington	
West Virginia	-	-	-	-	-	-	-	-	-	75	57	162	122	22	9	93	542	542	West Virginia	
Wisconsin	-	-	-	-	-	-	-	-	-	-	42	69	5	5	3	283	410	410	Wisconsin	
Wyoming	3	15	-	1	17	-	-	1	41	-	42	13	215	181	14	415	882	923	Wyoming	
Total	74	272	239	376	101	117	25	200	1,404	601	2,361	2,384	7,136	1,087	1,000	17,335	32,772	34,176	Total	

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

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

# TRAVELED WAY

## NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—URBAN—1965<sup>1</sup>

### SURFACED MILEAGE CLASSIFIED BY WIDTH

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE INT-9  
DECEMBER 1966

STATE	WIDTH IN FEET								TOTAL URBAN SURFACED MILEAGE	STATE
	LESS THAN 20	20-21	22-23	24-26	27-35	36-43	44-47	48 AND OVER		
Alabama	-	2	6	12	1	3	6	102	132	Alabama
Alaska	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	-	-	1	83	84	Arizona
Arkansas	-	1	1	9	3	3	1	41	59	Arkansas
California	-	3	2	6	3	18	33	547	612	California
Colorado	-	-	-	4	-	2	-	77	83	Colorado
Connecticut	1	6	1	1	2	4	2	136	153	Connecticut
Delaware	-	-	-	-	-	3	6	22	31	Delaware
Florida	1	-	1	18	5	11	11	193	240	Florida
Georgia	-	-	3	24	10	9	11	109	166	Georgia
Hawaii	-	2	-	2	-	1	7	16	28	Hawaii
Idaho	-	-	-	7	1	3	-	21	32	Idaho
Illinois	1	13	4	9	5	27	14	240	313	Illinois
Indiana	-	-	2	1	1	14	12	94	124	Indiana
Iowa	2	2	-	2	-	2	2	51	61	Iowa
Kansas	-	-	4	4	-	4	7	96	115	Kansas
Kentucky	-	4	2	3	5	24	6	60	104	Kentucky
Louisiana	-	1	6	17	3	21	10	65	123	Louisiana
Maine	-	1	1	2	2	5	-	25	36	Maine
Maryland	-	-	-	1	-	2	7	164	174	Maryland
Massachusetts	-	-	1	4	5	13	11	164	198	Massachusetts
Michigan	-	2	1	1	2	12	10	315	343	Michigan
Minnesota	1	1	4	7	8	14	11	145	191	Minnesota
Mississippi	-	12	2	8	-	9	3	88	122	Mississippi
Missouri	-	1	1	4	-	12	1	147	166	Missouri
Montana	-	4	-	14	1	1	-	22	42	Montana
Nebraska	-	-	-	-	-	1	-	20	21	Nebraska
Nevada	-	-	-	2	-	-	-	18	20	Nevada
New Hampshire	2	-	-	2	1	-	-	17	22	New Hampshire
New Jersey	-	3	1	1	1	12	3	174	195	New Jersey
New Mexico	-	2	-	12	-	4	1	50	69	New Mexico
New York	-	-	-	6	14	14	6	413	453	New York
North Carolina	-	-	2	3	3	7	2	69	86	North Carolina
North Dakota	-	-	-	6	-	-	-	12	18	North Dakota
Ohio	2	14	-	10	19	44	15	302	406	Ohio
Oklahoma	-	-	-	3	1	13	2	141	160	Oklahoma
Oregon	-	2	-	3	-	3	1	71	80	Oregon
Pennsylvania	5	2	11	23	33	31	17	190	312	Pennsylvania
Rhode Island	-	3	5	-	-	10	3	21	42	Rhode Island
South Carolina	-	-	1	1	1	9	4	26	42	South Carolina
South Dakota	-	3	-	1	-	-	-	16	20	South Dakota
Tennessee	-	-	8	4	5	11	8	172	208	Tennessee
Texas	-	1	2	14	3	21	30	571	642	Texas
Utah	1	1	-	4	3	3	6	59	77	Utah
Vermont	7	3	1	1	5	2	-	11	30	Vermont
Virginia	-	1	2	7	15	21	14	88	148	Virginia
Washington	7	4	2	9	1	5	6	148	182	Washington
West Virginia	2	3	5	2	9	8	9	24	62	West Virginia
Wisconsin	-	1	4	-	8	3	6	36	58	Wisconsin
Wyoming	-	-	-	1	-	-	1	20	22	Wyoming
Dist. of Col.	-	-	-	-	1	2	1	24	28	Dist. of Col.
Total	32	98	86	275	180	441	307	5,716	7,135	Total

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

TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1965<sup>1</sup>

SURFACED MILEAGE CLASSIFIED BY TRAFFIC LANES AND ACCESS CONTROL

Compiled in cooperation with State highway departments

Data as of December 31, 1965

TABLE INT-11  
DECEMBER 1965

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL										INTERSTATE HIGHWAY SYSTEM - URBAN										TOTAL SURFACED MILEAGE
	2-LANES	3-LANES	ONE-WAY STREETS 2/	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES			TOTAL RURAL	2-LANES	3-LANES	ONE-WAY STREETS 2/	4-LANES OR MORE UNDIVIDED	DIVIDED HIGHWAYS - 4 OR MORE TRAFFIC LANES			TOTAL URBAN					
					DEGREES OF ACCESS CONTROL 3/								NONE	PARTIAL	FULL		NONE	PARTIAL	FULL		
					NO	1	2														
Alabama	329	-	-	-	115	-	-	280	-	-	-	41	46	-	-	21	67	132	868		
Alaska	1,118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	1,202		
Arizona	271	-	-	-	-	-	-	179	-	-	-	-	-	-	-	-	38	59	511		
Arkansas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
California	587	3	-	-	17	263	62	-	-	-	-	53	75	17	448	448	540	612	2,144		
Colorado	476	-	-	-	10	21	351	-	-	-	-	1	3	8	75	83	137	153	945		
Connecticut	3	-	-	-	10	-	116	6	-	-	-	2	7	-	137	137	18	31	272		
Delaware	-	-	-	-	-	-	6	-	-	-	-	9	-	-	-	-	-	-	37		
Florida	428	-	-	-	169	-	393	-	-	-	-	23	123	2	60	185	240	240	1,169		
Georgia	586	-	-	-	67	-	398	-	-	-	-	25	25	-	74	74	22	166	1,120		
Hawaii	6	-	-	-	1	-	31	5	-	-	3	4	14	1	5	5	2	28	166		
I Idaho	345	-	-	-	17	15	235	-	-	-	4	4	5	5	10	15	32	59	629		
Illinois	586	3	-	-	4	181	731	-	-	-	66	66	9	6	185	200	313	1,664			
Indiana	191	-	-	-	190	-	531	-	-	-	38	38	18	68	68	124	124	1,087			
Iowa	302	-	-	-	4	-	338	-	-	-	43	43	3	3	40	43	61	1,697			
Kansas	197	-	-	-	15	-	488	-	-	-	14	14	-	-	87	87	115	800			
Kentucky	373	7	-	-	37	2	240	-	-	-	19	19	10	4	48	79	104	770			
Louisiana	233	-	-	-	119	23	187	-	-	-	19	19	36	1	76	123	36	697			
Maine	124	-	-	-	-	-	158	-	-	-	2	2	1	1	19	20	36	318			
Maryland	31	2	-	-	2	30	112	-	-	-	17	17	28	-	124	152	174	360			
Massachusetts	9	1	-	-	8	7	182	-	-	-	16	16	22	-	145	167	198	405			
Michigan	95	-	-	-	34	-	600	-	-	-	56	56	78	-	203	281	343	1,080			
Minnesota	606	-	-	-	-	-	156	-	-	-	30	30	12	49	66	127	191	953			
Mississippi	327	-	-	-	15	-	233	-	-	-	4	4	-	55	55	38	93	682			
Missouri	293	-	-	-	12	135	480	-	-	-	15	15	9	17	109	135	166	1,104			
Montana	1,054	-	-	-	-	6	129	-	-	-	7	7	4	2	7	13	42	1,231			
Nebraska	253	-	-	-	-	1	216	-	-	-	4	4	8	-	16	16	21	491			
Nevada	249	-	-	-	4	-	251	-	-	-	11	11	-	-	-	8	20	556			
New Hampshire	72	-	-	-	59	-	104	-	-	-	5	5	90	-	17	17	22	198			
New Jersey	25	-	-	-	-	-	36	-	-	-	5	5	-	-	86	86	176	340			
New Mexico	929	-	-	-	-	-	569	-	-	-	26	26	-	-	-	-	69	998			
New York	231	-	-	-	-	-	569	-	-	-	8	8	-	-	399	399	453	1,273			
North Carolina	288	8	-	-	84	36	393	-	-	-	7	7	5	16	45	66	86	612			
North Dakota	299	-	-	-	26	-	262	-	-	-	1	1	2	74	74	11	18	313			
Ohio	174	-	-	-	89	73	787	-	-	-	12	12	27	13	182	207	267	1,456			
Oklahoma	122	-	-	-	43	42	497	-	-	-	4	4	27	33	68	130	160	788			
Oregon	218	-	-	-	32	3	382	-	-	-	4	4	1	-	66	66	80	691			
Pennsylvania	414	111	-	-	51	9	709	-	-	-	48	48	16	-	132	168	312	1,637			
Rhode Island	4	-	-	-	4	-	6	-	-	-	18	18	5	1	6	6	12	42			
South Carolina	320	-	-	-	43	9	317	-	-	-	10	10	12	1	1	19	42	734			
South Dakota	442	-	-	-	-	1	274	-	-	-	2	2	2	-	13	13	13	719			
Tennessee	456	12	-	-	71	204	368	-	-	-	75	75	29	-	86	115	208	1,079			
Texas	1,090	10	-	-	146	13	876	-	-	-	64	64	75	47	423	545	642	3,007			
Utah	606	-	-	-	52	13	160	-	-	-	35	35	6	2	24	32	77	908			
Vermont	212	-	-	-	-	-	96	-	-	-	1	1	1	-	9	9	30	338			
Virginia	229	148	-	-	115	-	531	-	-	-	10	10	39	2	2	103	148	1,087			
Washington	261	-	-	-	-	142	247	-	-	-	2	2	2	8	63	71	182	1,277			
West Virginia	451	-	-	-	3	-	88	-	-	-	2	2	15	-	16	31	62	604			
Wisconsin	410	-	-	-	-	4	401	-	-	-	2	2	-	-	14	14	58	468			
Wyoming	197	-	-	-	-	-	409	-	-	-	10	10	2	5	11	13	28	945			
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	28	28			
Total	15,790	308	2	513	1,466	1,230	13,867	34,176	91	1,123	26	864	966	289	3,806	5,031	7,135	41,311			

1/ These are mileages of routes that are serving Interstate traffic at the present time. Included are completed sections on final Interstate system locations open to and serving Interstate traffic, and those existing routes that will be replaced eventually by a new road.  
 2/ The mileage of one-way streets given here is the average length of the two roadways serving a single route.  
 3/ Partial control—The State has legal authority to prohibit access and exercises this authority to some degree to deny crossings at grade or at private driveway connections. Full control—Authority to control access is exercised to give preference to through traffic by providing access connections with selected public roads and streets only and by prohibiting crossings at grade or direct private driveway connections.  
 4/ Includes 39 miles with full control of access.  
 5/ Includes 2 miles with full control of access.  
 6/ Includes 41 miles with partial control of access and 43 miles with full control of access.  
 7/ Includes 284 miles with partial control of access.  
 8/ Includes 84 miles with full control of access.

# TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1965<sup>1</sup>

## SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

TABLE INT-15  
SHEET 1 OF 2  
DECEMBER 1966

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

STATE	INTERSTATE HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	-	-	62	80	239	136	151	39	29	-	-	-	-	736	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	42	274	353	425	19	4	1	-	-	-	1,118	Arizona
Arkansas	6	-	9	16	72	61	271	15	-	2	-	-	-	452	Arkansas
California	-	-	-	40	225	184	421	142	254	197	55	14	-	1,532	California
Colorado	-	-	140	364	99	79	109	68	3	-	-	-	-	862	Colorado
Connecticut	-	-	-	-	5	6	18	17	50	8	-	-	15	119	Connecticut
Delaware	-	-	-	-	-	-	-	6	-	-	-	-	-	6	Delaware
Florida	-	9	7	68	138	148	438	96	20	5	-	-	-	929	Florida
Georgia	5	5	106	178	116	120	303	106	4	9	1	1	-	954	Georgia
Hawaii	-	-	-	-	-	-	1	6	13	1	-	-	-	21	Hawaii
Idaho	-	65	102	130	142	105	53	-	-	-	-	-	-	597	Idaho
Illinois	1	7	67	217	157	127	485	212	49	22	6	1	-	1,351	Illinois
Indiana	-	-	19	101	149	168	333	124	67	2	-	-	-	963	Indiana
Iowa	-	10	88	197	121	155	65	-	-	-	-	-	-	636	Iowa
Kansas	-	18	171	156	172	64	101	3	-	-	-	-	-	685	Kansas
Kentucky	-	-	21	65	66	69	308	137	-	-	-	-	-	666	Kentucky
Louisiana	-	-	-	16	62	78	307	99	11	1	-	-	-	574	Louisiana
Maine	-	1	66	30	81	32	72	-	-	-	-	-	-	282	Maine
Maryland	-	-	-	-	2	-	50	75	52	7	-	-	-	186	Maryland
Massachusetts	-	-	-	-	-	13	73	29	40	51	1	-	-	207	Massachusetts
Michigan	-	-	25	81	94	61	174	135	126	27	9	5	-	737	Michigan
Minnesota	3	6	182	209	214	49	80	18	-	1	-	-	-	762	Minnesota
Mississippi	-	-	6	106	145	132	164	7	-	-	-	-	-	560	Mississippi
Missouri	-	-	-	42	64	114	563	120	23	12	-	-	-	938	Missouri
Montana	1	224	703	200	35	18	8	-	-	-	-	-	-	1,189	Montana
Nebraska	2	13	39	96	102	134	80	4	-	-	-	-	-	470	Nebraska
Nevada	-	-	-	172	257	7	75	5	-	-	-	-	-	516	Nevada
New Hampshire	4	25	43	18	42	10	21	13	-	-	-	-	-	176	New Hampshire
New Jersey	-	-	-	-	-	3	33	20	33	36	13	6	1	145	New Jersey
New Mexico	-	111	185	80	150	246	157	-	-	-	-	-	-	929	New Mexico
New York	-	-	25	61	40	47	370	255	10	8	4	-	-	820	New York
North Carolina	-	-	34	41	68	105	315	122	39	2	-	-	-	726	North Carolina
North Dakota	-	65	222	159	116	-	3	-	-	-	-	-	-	565	North Dakota
Ohio	-	-	13	65	50	28	449	349	79	15	1	-	-	1,050	Ohio
Oklahoma	-	4	3	22	69	194	333	-	3	-	-	1	-	628	Oklahoma
Oregon	-	-	32	135	76	52	227	56	33	-	-	-	-	611	Oregon
Pennsylvania	-	26	172	117	145	70	359	403	27	6	-	-	-	1,325	Pennsylvania
Rhode Island	-	-	-	-	-	-	15	13	-	-	-	-	-	28	Rhode Island
South Carolina	2	22	48	108	176	93	248	14	1	-	-	-	-	712	South Carolina
South Dakota	-	80	300	185	97	28	4	5	-	-	-	-	-	699	South Dakota
Tennessee	28	3	49	129	64	196	338	26	17	1	-	-	-	851	Tennessee
Texas	7	102	341	269	300	353	731	110	13	6	-	-	133	2,365	Texas
Utah	47	27	171	382	84	29	50	32	3	6	-	-	-	831	Utah
Vermont	-	4	79	101	60	48	14	2	-	-	-	-	-	308	Vermont
Virginia	-	-	63	100	44	76	375	48	81	41	5	3	-	939	Virginia
Washington	38	39	3	90	16	87	126	105	26	10	5	-	-	545	Washington
West Virginia	-	30	106	172	111	34	86	3	-	-	-	-	-	542	West Virginia
Wisconsin	-	-	-	12	5	30	276	60	24	3	-	-	-	410	Wisconsin
Wyoming	1	194	240	342	133	9	4	-	-	-	-	-	-	923	Wyoming
Dist. of Col.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dist. of Col.
<b>Total</b>	<b>145</b>	<b>1,090</b>	<b>3,942</b>	<b>5,194</b>	<b>4,877</b>	<b>4,151</b>	<b>9,662</b>	<b>3,118</b>	<b>1,134</b>	<b>480</b>	<b>100</b>	<b>31</b>	<b>252</b>	<b>34,176</b>	<b>Total</b>



# TRAVELED WAY OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—1965<sup>1</sup>

## SURFACED MILEAGE CLASSIFIED BY AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE INT-15  
SHEET 2 OF 2  
DECEMBER 1966

STATE	INTERSTATE HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE	STATE
	AVERAGE DAILY TRAFFIC VOLUMES														
	LESS THAN 400	400-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-9,999	10,000-14,999	15,000-19,999	20,000-29,999	30,000-39,999	40,000 AND OVER	UN-CLASSIFIED		
Alabama	-	-	-	9	11	9	27	22	13	41	-	-	-	132	Alabama
Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Alaska
Arizona	-	-	-	-	-	-	14	17	26	19	1	7	-	84	Arizona
Arkansas	-	4	-	-	1	-	27	9	9	5	4	-	-	59	Arkansas
California	1	-	-	-	1	1	22	34	38	151	100	264	-	612	California
Colorado	-	-	-	3	3	3	14	20	7	15	7	11	-	83	Colorado
Connecticut	-	-	-	-	-	-	14	14	9	13	27	50	26	153	Connecticut
Delaware	-	-	-	-	-	-	-	15	4	6	4	2	-	31	Delaware
Florida	-	-	1	2	2	2	32	56	58	42	21	24	-	240	Florida
Georgia	7	1	4	5	6	15	43	26	6	25	16	12	-	166	Georgia
Hawaii	-	-	-	-	-	-	3	4	2	6	8	5	-	28	Hawaii
Idaho	-	-	1	1	1	5	13	7	2	1	1	-	-	32	Idaho
Illinois	-	-	5	5	7	9	54	46	37	43	22	85	-	313	Illinois
Indiana	-	-	-	-	-	3	11	44	24	11	20	11	-	124	Indiana
Iowa	-	4	-	6	8	15	16	7	2	3	-	-	-	61	Iowa
Kansas	-	-	7	3	21	8	42	15	9	6	3	1	-	115	Kansas
Kentucky	-	-	-	1	1	2	18	30	5	15	16	16	-	104	Kentucky
Louisiana	2	-	2	-	1	-	38	20	18	16	18	8	-	123	Louisiana
Maine	-	-	-	5	1	2	15	8	2	3	-	-	-	36	Maine
Maryland	-	-	-	-	-	-	3	3	25	50	23	67	3	174	Maryland
Massachusetts	-	-	1	-	-	6	15	38	28	49	29	32	-	198	Massachusetts
Michigan	-	-	-	1	2	11	27	68	56	60	43	75	-	343	Michigan
Minnesota	-	-	-	3	4	5	47	32	39	38	11	12	-	191	Minnesota
Mississippi	-	-	-	2	2	3	47	27	31	10	-	-	-	122	Mississippi
Missouri	-	-	-	-	-	-	3	33	73	16	17	24	-	166	Missouri
Montana	-	-	5	3	3	4	23	4	-	-	4	-	-	42	Montana
Nebraska	-	-	-	-	-	2	4	4	-	6	4	1	-	21	Nebraska
Nevada	-	-	-	-	-	1	3	2	6	4	3	1	-	20	Nevada
New Hampshire	-	-	-	-	4	5	10	3	-	-	-	-	-	22	New Hampshire
New Jersey	-	-	2	2	-	4	-	4	21	41	36	78	7	195	New Jersey
New Mexico	-	1	5	3	2	3	35	10	3	5	2	-	-	69	New Mexico
New York	-	-	-	1	7	5	73	109	69	37	54	98	-	453	New York
North Carolina	-	-	-	-	1	1	18	32	21	10	3	-	-	86	North Carolina
North Dakota	-	-	2	3	1	1	8	1	1	1	-	-	-	18	North Dakota
Ohio	-	2	-	-	-	3	52	84	93	83	36	53	-	406	Ohio
Oklahoma	-	-	-	-	1	1	55	44	24	31	2	2	-	160	Oklahoma
Oregon	-	-	1	1	2	2	22	15	12	8	5	12	-	80	Oregon
Pennsylvania	-	-	-	2	3	3	53	104	44	43	24	36	-	312	Pennsylvania
Rhode Island	-	-	-	-	-	-	11	-	3	7	8	13	-	42	Rhode Island
South Carolina	-	-	-	1	2	4	9	10	8	8	-	-	-	42	South Carolina
South Dakota	-	-	-	6	6	2	6	-	-	-	-	-	-	20	South Dakota
Tennessee	-	-	-	4	1	10	40	52	33	40	28	-	-	208	Tennessee
Texas	-	-	4	3	4	2	4	20	9	17	4	-	575	642	Texas
Utah	9	2	-	2	9	3	5	9	19	16	3	-	-	77	Utah
Vermont	-	-	1	1	4	6	15	3	-	-	-	-	-	30	Vermont
Virginia	-	-	-	4	-	4	30	19	38	25	8	7	13	148	Virginia
Washington	9	-	-	-	-	4	25	27	25	46	22	24	-	182	Washington
West Virginia	-	-	-	1	4	3	27	9	8	8	2	-	-	62	West Virginia
Wisconsin	-	-	-	-	1	-	14	10	8	9	9	7	-	58	Wisconsin
Wyoming	-	-	2	3	4	4	6	3	-	-	-	-	-	22	Wyoming
Dist. of Col.	-	-	-	-	-	-	2	1	4	7	10	4	-	28	Dist. of Col.
<b>Total</b>	<b>28</b>	<b>14</b>	<b>43</b>	<b>86</b>	<b>131</b>	<b>176</b>	<b>1,095</b>	<b>1,174</b>	<b>972</b>	<b>1,096</b>	<b>654</b>	<b>1,042</b>	<b>624</b>	<b>7,135</b>	<b>Total</b>

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

# TRAVELED WAY

## NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1965

### SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE INT-110  
SHEET 1 OF 2  
DECEMBER 1966

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - RURAL													TOTAL RURAL SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
<b>Undivided:</b>														
Under 20 feet	20	82	149	227	127	27	36	6	-	-	-	-	1	675
20-21	22	264	367	598	503	491	370	16	1	1	-	-	-	2,633
22-23	45	181	412	626	481	354	482	28	14	-	-	-	-	2,623
24-26	45	438	1,695	1,581	1,391	790	1,462	62	13	-	-	-	35	7,512
27-35	5	21	148	216	206	171	361	48	9	-	-	-	3	1,188
36-43	-	3	68	107	149	129	272	20	13	10	-	-	7	778
44-47	7	36	9	9	39	32	53	20	9	-	2	-	7	223
48 and over	1	65	-	143	329	467	741	137	54	13	1	3	27	1,981
<b>Total Undivided 1/</b>	<b>145</b>	<b>1,090</b>	<b>2,848</b>	<b>3,507</b>	<b>3,225</b>	<b>2,461</b>	<b>3,777</b>	<b>337</b>	<b>113</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>17,613</b>
<b>Divided:</b>														
<b>No access control:</b>														
Less than 44	-	-	1	1	2	48	34	16	6	5	5	1	-	119
44-47	-	-	-	18	27	37	162	101	33	12	1	5	1	397
48 and over	-	-	7	55	51	126	340	252	82	22	6	4	5	920
Subtotal	-	-	8	74	80	211	536	369	121	39	12	10	6	1,466
<b>Partial access control: 2/</b>														
Less than 44	-	-	-	5	4	4	5	3	-	7	-	-	-	28
44-47	-	-	-	-	-	13	89	45	30	41	7	-	-	225
48 and over	-	-	25	22	58	36	379	281	113	40	11	-	12	977
Subtotal	-	-	25	27	62	53	473	329	143	88	18	-	12	1,230
<b>Full access control: 2/</b>														
Less than 44	-	-	2	9	52	31	93	3	-	1	-	-	1	192
44-47	-	-	-	-	-	3	4	4	31	6	-	-	-	48
48 and over	-	-	1,059	1,577	1,458	1,392	4,779	2,076	726	322	67	18	153	13,627
Subtotal	-	-	1,061	1,586	1,510	1,426	4,876	2,083	757	329	67	18	154	13,867
<b>Total Divided</b>	<b>-</b>	<b>-</b>	<b>1,094</b>	<b>1,687</b>	<b>1,652</b>	<b>1,690</b>	<b>5,885</b>	<b>2,781</b>	<b>1,021</b>	<b>456</b>	<b>97</b>	<b>28</b>	<b>172</b>	<b>16,563</b>
<b>Total Surfaced Mileage</b>	<b>145</b>	<b>1,090</b>	<b>3,942</b>	<b>5,194</b>	<b>4,877</b>	<b>4,151</b>	<b>9,662</b>	<b>3,118</b>	<b>1,134</b>	<b>480</b>	<b>100</b>	<b>31</b>	<b>3/ 252</b>	<b>34,176</b>

# TRAVELED WAY

## NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS—SUMMARY—1965

### SURFACED MILEAGE CLASSIFIED BY WIDTHS AND AVERAGE DAILY TRAFFIC VOLUMES

Compiled in cooperation with  
State highway departments

Data as of December 31, 1965

TABLE INT-110  
SHEET 2 OF 2  
DECEMBER 1966

SURFACE WIDTH AND DEGREE OF ACCESS CONTROL	INTERSTATE HIGHWAY SYSTEM - URBAN													TOTAL URBAN SURFACED MILEAGE
	AVERAGE DAILY TRAFFIC VOLUMES													
	LESS THAN 400	400- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 9,999	10,000- 14,999	15,000- 19,999	20,000- 29,999	30,000- 39,999	40,000 AND OVER	UN- CLASSI- FIED	
Undivided:														
Under 20 feet	-	2	-	2	5	5	9	2	-	1	-	6	-	32
20-21	-	1	-	5	4	7	59	17	3	1	-	-	1	98
22-23	1	-	1	2	8	6	43	17	4	1	1	-	2	86
24-26	1	1	8	9	14	24	133	53	16	3	-	1	12	275
27-35	1	-	1	3	2	9	76	52	23	10	-	-	3	180
36-43	-	-	-	-	2	7	67	119	67	76	13	6	21	378
44-47	-	1	-	-	-	3	18	42	35	26	8	3	15	151
48 and over	25	9	-	1	9	11	98	166	144	244	88	61	48	904
<b>Total Undivided <sup>4/</sup></b>	<b>28</b>	<b>14</b>	<b>10</b>	<b>22</b>	<b>44</b>	<b>72</b>	<b>503</b>	<b>468</b>	<b>292</b>	<b>362</b>	<b>110</b>	<b>77</b>	<b>102</b>	<b>2,104</b>
Divided:														
No access control:														
Less than 44	-	-	-	-	-	-	6	3	8	9	15	2	-	43
44-47	-	-	-	1	1	-	7	16	23	32	17	8	7	112
48 and over	-	-	$\frac{1}{1}$	$\frac{1}{2}$	$\frac{4}{5}$	$\frac{2}{9}$	$\frac{64}{77}$	$\frac{121}{140}$	$\frac{106}{137}$	$\frac{164}{205}$	$\frac{121}{153}$	$\frac{112}{122}$	$\frac{68}{75}$	$\frac{771}{926}$
Subtotal	-	-	$\frac{1}{1}$	$\frac{1}{2}$	$\frac{5}{5}$	$\frac{2}{9}$	$\frac{77}{77}$	$\frac{140}{140}$	$\frac{137}{137}$	$\frac{205}{205}$	$\frac{153}{153}$	$\frac{122}{122}$	$\frac{75}{75}$	$\frac{926}{926}$
Partial access control: <sup>2/</sup>														
Less than 44	-	-	-	-	-	-	1	-	6	2	-	-	-	9
44-47	-	-	-	-	-	-	1	6	8	7	-	-	6	28
48 and over	-	-	-	-	$\frac{1}{1}$	$\frac{2}{2}$	$\frac{35}{37}$	$\frac{70}{76}$	$\frac{73}{87}$	$\frac{34}{43}$	$\frac{2}{9}$	$\frac{7}{7}$	$\frac{31}{37}$	$\frac{262}{299}$
Subtotal	-	-	-	-	$\frac{1}{1}$	$\frac{2}{2}$	$\frac{37}{37}$	$\frac{76}{76}$	$\frac{87}{87}$	$\frac{43}{43}$	$\frac{9}{9}$	$\frac{7}{7}$	$\frac{37}{37}$	$\frac{299}{299}$
Full access control: <sup>2/</sup>														
Less than 44	-	-	-	-	1	-	5	-	1	-	-	2	2	11
44-47	-	-	-	-	-	-	2	-	4	5	1	2	2	16
48 and over	-	-	32	62	80	93	471	490	451	481	381	832	406	3,779
Subtotal	-	-	$\frac{32}{32}$	$\frac{62}{62}$	$\frac{80}{81}$	$\frac{93}{93}$	$\frac{478}{478}$	$\frac{490}{490}$	$\frac{456}{456}$	$\frac{486}{486}$	$\frac{382}{382}$	$\frac{836}{836}$	$\frac{410}{410}$	$\frac{3,806}{3,806}$
<b>Total Divided</b>	<b>-</b>	<b>-</b>	<b>33</b>	<b>64</b>	<b>87</b>	<b>104</b>	<b>592</b>	<b>706</b>	<b>680</b>	<b>734</b>	<b>544</b>	<b>965</b>	<b>522</b>	<b>5,031</b>
<b>Total Surfaced Mileage</b>	<b>28</b>	<b>14</b>	<b>43</b>	<b>86</b>	<b>131</b>	<b>176</b>	<b>1,095</b>	<b>1,174</b>	<b>972</b>	<b>1,096</b>	<b>654</b>	<b>1,042</b>	<b><math>\frac{3}{624}</math></b>	<b>7,135</b>

<sup>1/</sup> Includes 305 miles with partial control of access and 166 miles with full control of access. See footnotes 4, 6, 7, and 8 on table INT-11.

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

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

<sup>4/</sup> Includes 2 miles with full control of access. See footnote 5 on table INT-11.

Federal Aid

## EXPENDITURE OF FEDERAL FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS DURING CALENDAR YEAR 1965<sup>1</sup>

TABLE FA-3, 1965  
MARCH 1966

STATE	FEDERAL-AID HIGHWAY FUNDS - PAID FROM HIGHWAY TRUST FUND						FOREST HIGHWAY FUNDS 3/	OTHER FUNDS 4/	TOTAL
	PRIMARY	SECONDARY	URBAN	INTERSTATE	OTHER 2/	FEDERAL-AID TOTAL			
Alabama	\$ 6,826,950	\$ 6,863,258	\$ 3,409,493	\$ 68,211,092	\$ 1,132,850	\$ 86,443,643	\$ 34,411	\$ 274,047	\$ 86,752,101
Alaska	26,162,949	16,900,858	324,613	-	9,160,802	52,549,222	2,040,221	1,328,232	55,917,675
Arizona	6,795,351	2,961,358	2,046,301	44,961,101	724,782	57,488,893	1,190,498	891,693	59,571,084
Arkansas	3,986,821	4,107,381	429,029	32,126,266	338,022	40,987,519	282,816	304,396	41,574,731
California	14,092,370	9,553,624	30,479,203	241,661,138	13,610,341	309,396,676	3,682,317	956,340	314,035,333
Colorado	7,715,139	5,529,226	2,214,110	39,492,430	1,524,794	56,475,699	1,663,837	566,248	58,705,784
Connecticut	3,688,215	2,740,214	5,764,636	31,393,864	780,855	44,367,784	-	20,168	44,387,952
Delaware	1,553,732	1,220,876	633,074	16,046,514	372,432	19,826,628	-	-	19,826,628
Florida	6,804,760	3,867,850	4,047,125	68,686,476	1,363,117	84,769,328	198,350	206,153	85,173,831
Georgia	6,184,564	8,546,824	5,428,798	58,315,862	1,053,187	79,529,235	66,530	649,899	80,245,664
Hawaii	-750,162	1,526,412	1,176,044	10,351,273	339,231	12,628,798	-	1,446,648	14,089,446
Idaho	4,402,877	3,075,144	1,128,199	22,911,893	1,552,797	33,070,870	3,879,598	449,690	37,400,158
Illinois	13,753,466	6,887,750	11,725,720	103,208,951	1,712,482	137,288,369	39,613	128,759	137,456,741
Indiana	9,287,820	6,997,032	4,816,718	64,758,222	701,095	86,560,887	39,318	5,745	86,605,950
Iowa	7,085,587	7,345,241	2,210,567	29,001,757	730,715	46,373,867	-	20,494	46,394,361
Kansas	10,109,040	6,174,936	2,718,034	27,156,544	443,986	46,602,540	-	17,705	46,620,245
Kentucky	7,894,640	4,183,693	1,868,155	50,484,998	194,456	64,625,942	104,701	1,305,960	66,036,603
Louisiana	5,810,218	5,800,939	3,026,298	74,327,688	1,835,760	90,800,863	38,580	88,824	90,928,267
Maine	4,330,429	2,083,100	968,851	19,990,101	264,421	27,636,902	2,936	72,825	27,712,653
Maryland	2,052,422	2,210,946	2,351,279	25,836,996	1,015,287	33,466,930	-	761,651	34,228,581
Massachusetts	5,358,645	3,328,602	8,148,858	68,566,415	39,330	85,441,850	-	219,663	85,661,513
Michigan	12,692,472	7,257,016	8,442,750	112,477,779	1,378,373	142,248,390	302,145	809,016	143,359,551
Minnesota	10,170,806	6,871,511	5,984,208	76,197,860	1,401,101	100,625,486	278,604	76,357	100,980,447
Mississippi	7,608,551	5,911,183	1,702,723	46,229,588	305,280	61,757,325	58,213	213,378	62,028,916
Missouri	6,135,884	3,362,232	2,565,044	79,110,998	598,800	91,772,958	51,823	732,096	92,556,877
Montana	8,589,685	5,052,485	914,101	36,813,543	4,471,359	55,841,173	1,620,287	1,530,747	58,992,207
Nebraska	4,905,134	6,016,799	1,392,143	21,266,482	330,970	33,911,528	109,571	147,126	34,168,225
Nevada	3,251,336	5,518,462	528,594	27,262,769	391,088	36,952,249	332,976	2,007,184	39,292,409
New Hampshire	2,321,209	1,815,258	453,049	10,922,084	212,309	15,723,909	347,014	38,553	16,109,476
New Jersey	4,894,279	2,035,166	5,344,467	54,313,410	124,963	66,712,285	-	14,270	66,726,555
New Mexico	9,491,179	5,112,796	597,181	42,293,802	237,669	57,732,627	1,365,237	129,777	59,227,641
New York	20,658,772	14,544,056	30,735,890	132,329,562	1,610,742	199,879,022	-	105,128	199,984,150
North Carolina	11,593,380	12,322,384	2,925,491	28,915,671	1,174,708	56,931,634	287,538	544,890	57,764,062
North Dakota	3,571,351	4,486,047	599,027	14,776,229	154,633	23,589,287	-	1,853,877	25,443,164
Ohio	15,965,037	9,346,676	14,536,509	157,551,109	100,184	197,499,515	3,848	-	197,503,363
Oklahoma	9,855,692	4,146,519	3,210,508	34,488,583	756,418	52,457,720	51,238	863,225	53,372,183
Oregon	6,240,230	6,100,605	1,032,834	60,977,627	12,295,048	86,646,344	3,976,521	9,189,923	99,812,788
Pennsylvania	18,381,561	7,679,948	8,397,301	122,682,031	3,099,120	160,239,961	54,935	735,974	161,030,870
Rhode Island	3,619,979	1,975,403	1,787,951	11,394,493	293,674	19,071,500	19,071,500	73,148	19,144,648
South Carolina	7,687,910	4,324,596	2,001,892	24,137,548	405,162	38,557,068	9,322	15,143	38,581,533
South Dakota	7,657,143	4,835,630	1,106,958	18,103,897	364,171	32,067,799	359,799	349,444	32,777,042
Tennessee	8,790,295	6,151,303	3,019,452	77,943,641	1,340,274	97,244,965	-	1,548,573	98,793,538
Texas	18,146,441	15,109,802	11,181,990	147,778,935	6,444,712	198,661,880	123,700	10,294	198,795,874
Utah	4,963,291	3,877,622	1,547,257	46,070,760	921,310	57,380,240	1,918,228	3,830,573	63,129,041
Vermont	2,462,200	1,977,420	271,647	23,765,993	252,261	28,729,481	96,422	184,057	29,009,960
Virginia	10,034,448	7,493,369	6,776,627	119,308,166	1,648,628	145,261,238	95,332	2,161,300	147,517,870
Washington	6,637,027	4,235,756	3,484,184	58,398,280	1,060,899	73,816,146	1,422,643	1,744,284	76,983,073
West Virginia	4,125,496	6,329,971	1,964,167	54,799,404	1,159,484	68,378,522	194,106	779,433	69,352,061
Wisconsin	7,607,952	6,325,978	5,977,334	30,297,007	781,489	50,989,760	260,560	27,798	51,278,118
Wyoming	6,319,070	3,714,579	513,201	29,403,569	476,931	40,427,350	1,323,661	1,656,913	43,407,924
Dist. of Col.	3,323,954	1,289,151	-1,511,690	17,744,271	857,231	21,698,917	-	562,163	22,261,080
U. S. Total	400,847,597	287,120,987	222,397,815	2,815,244,592	83,539,733	3,809,150,724	27,907,449	41,649,784	3,878,707,957
Puerto Rico	2,197,719	2,386,051	3,358,684	-	86,715	8,029,169	-	43,348	8,072,517
Undistributed 5/	-	-	-	-	-	-	-	5,027,716	5,027,716
Administration and Research	-	-	-	-	-	48,096,236	976,899	1,903,004	50,976,139
Grand Total	403,045,316	289,507,038	225,756,499	2,815,244,592	83,626,448	3,865,276,129	28,884,348	48,623,852	3,942,784,329

1/ Excludes foreign programs, and the costs of national park and parkway projects supervised by the Bureau but paid by the National Park Service.

2/ Includes expenditures for emergency relief, dam and bridge design, construction and maintenance of the Pentagon road network in Virginia, and highway planning research funds.

3/ Forest highway funds administered by the Bureau.

4/ Includes public lands highway funds and other miscellaneous funds administered directly by the Bureau; and expenditure of funds transferred to the Bureau by the National Park Service, Department of Defense, Bureau of Land Management, Bureau of Indian Affairs, Forest Service, and others.

5/ Expenditures for Parkways and Park Roads and Trails, involving two or more States, that cannot be segregated.

# APPORTIONMENTS OF FEDERAL-AID HIGHWAY FUNDS AND ALLOCATION OF OTHER FUNDS ADMINISTERED BY THE BUREAU OF PUBLIC ROADS

FOR FISCAL YEAR 1967

TABLE FA-4  
OCTOBER 1966

STATE	FEDERAL-AID HIGHWAY FUNDS					FOREST HIGHWAY FUNDS 2/	PUBLIC LAND FUNDS 3/	
	ABC FUNDS 1/				INTER- STATE 1/			
	PRIMARY	SECONDARY	URBAN	TOTAL				
Alabama	8,806,470	6,702,293	3,360,862	18,869,625	64,300,800	83,170,425	94,499	-
Alaska	23,992,375	16,101,603	164,138	40,258,116	-	40,258,116	2,876,562	-
Arizona	6,354,111	4,117,139	1,868,888	12,340,138	45,743,400	58,083,538	1,857,514	400,000
Arkansas	6,603,624	5,230,373	1,362,214	13,196,211	23,255,850	36,452,061	448,621	440,000
California	21,777,468	9,877,680	27,061,682	58,716,830	289,205,850	347,922,680	4,726,164	210,000
Colorado	7,726,804	5,017,122	2,545,267	15,289,193	35,607,750	50,896,943	2,369,913	-
Connecticut	3,247,600	1,772,952	3,936,945	8,957,497	62,675,550	71,633,047	-	-
Delaware	2,216,250	1,477,500	573,920	4,267,670	5,319,000	9,586,670	-	-
Florida	8,705,480	5,414,619	7,029,598	21,149,697	65,364,600	86,514,297	191,703	-
Georgia	10,588,222	8,031,625	4,051,015	22,670,862	42,670,200	65,341,062	116,265	-
Hawaii	2,216,250	1,477,500	927,917	4,621,667	25,472,100	30,093,767	-	-
Idaho	4,942,771	3,547,936	528,437	9,019,144	17,464,050	26,483,194	3,359,992	400,000
Illinois	16,606,445	9,080,985	16,053,115	41,740,545	169,557,900	211,298,445	38,034	-
Indiana	9,807,076	7,109,692	5,609,598	22,526,366	64,950,900	87,477,466	22,122	-
Iowa	10,331,682	7,674,572	2,672,472	20,678,726	35,903,250	56,581,976	-	-
Kansas	10,100,635	7,051,053	2,453,067	19,604,755	22,073,850	41,678,605	-	-
Kentucky	7,479,376	6,307,208	2,495,770	16,282,354	61,759,500	78,041,854	67,837	-
Louisiana	6,921,289	4,965,191	3,913,085	15,799,565	74,997,900	90,797,465	76,149	-
Maine	3,325,306	2,523,286	848,370	6,696,962	13,179,300	19,876,262	12,360	300,000
Maryland	4,261,740	2,666,510	4,520,510	11,448,760	48,048,300	59,497,060	-	-
Massachusetts	5,345,190	2,295,825	8,626,731	16,267,746	64,419,000	80,686,746	-	-
Michigan	13,642,995	8,560,550	11,337,387	33,540,932	88,177,200	121,718,132	354,118	-
Minnesota	11,586,433	8,154,032	4,098,503	23,838,968	68,733,300	92,572,268	456,382	-
Mississippi	7,372,654	6,121,637	1,468,213	14,962,504	32,593,650	47,556,154	155,676	-
Missouri	12,294,841	8,408,821	5,555,416	26,259,078	71,865,600	98,124,678	168,664	-
Montana	8,132,607	5,643,943	572,309	14,348,859	30,259,200	44,608,059	2,630,564	325,000
Nebraska	7,845,651	5,600,540	1,441,651	14,887,842	16,813,950	31,701,792	30,806	-
Nevada	4,984,671	3,315,193	377,163	8,677,027	8,616,500	27,293,527	591,987	-
New Hampshire	2,216,250	1,477,500	661,295	4,355,045	14,302,200	18,657,245	176,347	300,000
New Jersey	6,023,416	1,989,893	10,742,004	18,755,313	78,100,650	96,855,963	-	-
New Mexico	6,741,122	4,549,640	1,208,586	12,499,348	35,519,100	48,018,448	1,322,373	400,000
New York	19,832,283	8,550,458	28,793,606	57,176,347	151,030,050	208,206,397	-	-
North Carolina	10,615,044	9,455,591	3,279,196	23,349,831	27,097,350	50,447,181	203,323	500,000
North Dakota	5,921,343	4,322,321	439,186	10,682,850	13,740,750	24,423,600	117	-
Ohio	14,900,758	9,267,491	14,127,520	38,295,769	182,295,600	221,269,369	18,072	-
Oklahoma	9,107,382	6,333,738	2,757,684	18,198,804	31,116,150	49,314,954	22,759	400,000
Oregon	6,891,505	4,815,533	2,088,723	13,795,761	52,037,550	65,833,311	4,546,062	400,000
Pennsylvania	16,023,037	10,263,926	15,911,245	42,198,208	143,140,200	185,338,408	88,077	-
Rhode Island	2,216,250	1,477,500	1,503,131	5,196,881	16,488,900	21,685,781	-	-
South Carolina	5,745,748	5,006,050	1,790,441	12,542,239	19,059,750	31,601,989	108,183	-
South Dakota	6,316,115	4,565,885	454,521	11,336,521	26,772,300	38,108,821	258,544	130,000
Tennessee	9,158,910	7,174,171	3,561,173	19,894,254	64,448,550	84,342,804	110,626	200,000
Texas	27,709,368	17,530,458	13,893,673	59,133,499	148,784,250	207,917,749	104,466	-
Utah	4,659,154	3,018,760	1,304,077	8,981,991	45,181,950	54,163,941	1,095,947	600,000
Vermont	2,216,250	1,477,500	267,785	3,961,535	21,157,800	25,119,335	59,046	-
Virginia	8,400,177	6,560,423	4,334,274	19,294,874	91,752,750	111,047,624	214,596	-
Washington	6,983,560	4,721,094	3,739,773	15,444,427	71,836,050	87,280,477	2,293,686	650,000
West Virginia	4,518,978	4,027,023	1,315,743	9,861,743	67,994,550	77,856,294	130,230	360,000
Wisconsin	10,390,974	7,313,176	4,836,951	22,541,101	24,733,350	47,274,451	184,550	-
Wyoming	5,013,860	3,412,041	294,981	8,720,882	29,165,850	37,886,732	1,407,757	800,000
Dist. of Col.	2,216,250	1,477,500	1,569,349	5,263,099	39,537,900	44,800,999	-	-
Puerto Rico	2,216,250	2,464,748	1,920,840	6,601,838	-	6,601,838	9,307	-
<b>Total</b>	<b>443,250,000</b>	<b>295,500,000</b>	<b>246,250,000</b>	<b>985,000,000</b>	<b>2,955,000,000</b>	<b>3,940,000,000</b>	<b>33,000,000</b>	<b>6,815,000</b>

1/ Apportioned August 30, 1965.

2/ Apportioned September 1, 1965. No National Forest in States for which no apportionments are shown.

3/ These funds are not apportioned among the States; instead, projects are selected on the basis of needs.

# RECEIPTS AND EXPENDITURES FOR HIGHWAYS BY FEDERAL AGENCIES, SUMMARY 1965<sup>1</sup>

TABLE FA-5  
NOVEMBER 1966

(In millions of dollars)

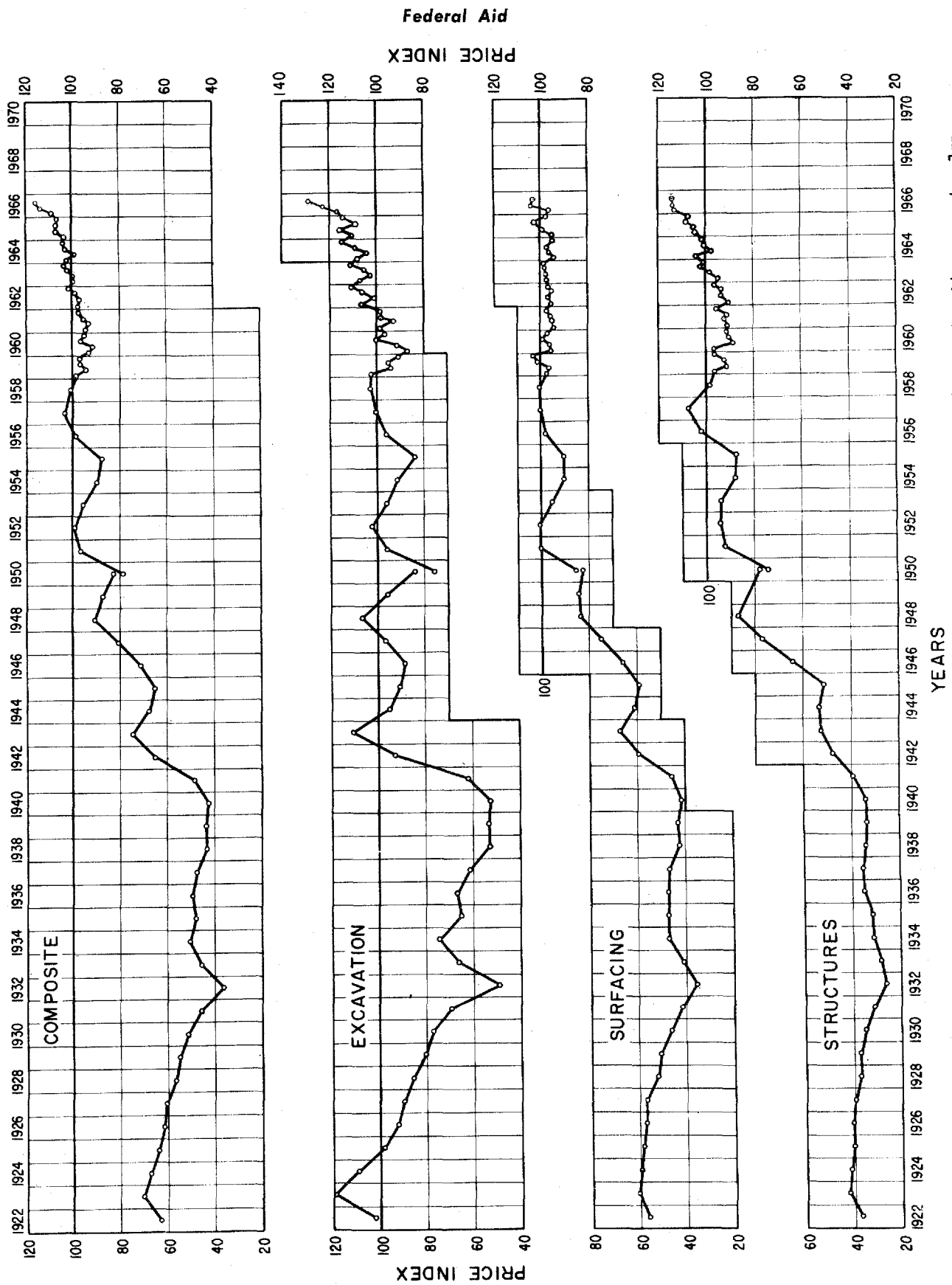
AGENCY AND FUND	RECEIPTS					EXPENDITURES FOR HIGHWAYS											
	AUTO- MOTIVE EXCISES	GENERAL FUND APPRO- PRIATIONS	TIMBER SALES	OTHER	TOTAL	PAYMENTS TO STATES & D.C.			PAYMENTS TO LOCAL GOVERN- MENTS	ADMINIS- TRATION & RESEARCH	DIRECT EXPENDITURES					GRAND TOTAL EXPEN- DITURES	
						FEDERAL-AID AND OTHER REIMBURSE- MENTS	FOR RETURN TO COUNTIES	TOTAL 2/			CAPITAL OUTLAY				MAIN- TENANCE		TOTAL
											RIGHT- OF- WAY	ENGI- NEER- ING	CON- STRUC- TION	TOTAL			
<b>Bureau of Public Roads:</b>																	
Highway Trust Fund	3,778.7	-	-	3/ 8.5	3,787.2	4/ 3,802.4	-	3,802.4	8.0	48.1	-	1.6	5.2	6.8	-	54.9	3,865.3
Forest Highway Funds	-	28.9	-	-	28.9	4.3	-	4.3	-	1.0	-	4.3	19.3	23.6	-	24.6	28.9
Public Lands Funds	-	9.6	-	-	9.6	7.1	-	7.1	-	0.3	-	0.2	2.0	2.2	-	2.5	9.6
Outdoor Advertising Bonus Funds	-	0.4	-	-	0.4	0.4	-	0.4	-	-	-	-	-	-	-	-	0.4
Alaska Omnibus Funds	-	0.8	-	-	0.8	0.8	-	0.8	-	-	-	-	-	-	-	-	0.8
Appalachian Development Funds	-	2.1	-	-	2.1	2.0	-	2.0	-	0.1	-	-	-	-	-	0.1	2.1
Miscellaneous	-	0.1	-	-	0.1	-	-	-	-	0.1	-	-	-	-	-	0.1	0.1
<b>Funds transferred from other agencies:</b>																	
Forest Service	-	1.0	-	-	1.0	-	-	-	-	-	-	0.2	0.8	1.0	-	1.0	1.0
Park Service	-	14.0	-	-	14.0	0.1	-	0.1	-	0.9	-	3.9	9.1	13.0	-	13.9	14.0
Bureau of Land Management	-	-	8.3	-	8.3	-	-	-	-	0.1	-	1.4	6.5	7.9	0.3	8.3	8.3
National Aeronautics and Space Admin.	-	1.0	-	-	1.0	0.9	-	0.9	-	0.1	-	-	-	-	-	0.1	1.0
Department of Defense 5/	-	8.7	-	-	8.7	7.5	-	7.5	0.1	0.3	-	0.1	0.5	0.6	0.2	1.1	8.7
Public Works Acceleration (ARA etc.)	-	0.5	-	-	0.5	0.4	-	0.4	-	-	-	-	0.1	0.1	-	0.1	0.5
Other 6/	-	2.1	-	-	2.1	0.7	-	0.7	-	-	0.2	0.2	1.0	1.4	-	1.4	2.1
Total Transferred Funds	-	27.3	8.3	-	35.6	9.6	-	9.6	0.1	1.4	0.2	5.8	18.0	24.0	0.5	25.9	35.6
<b>Total Funds Administered by BPR</b>	<b>3,778.7</b>	<b>69.2</b>	<b>8.3</b>	<b>8.5</b>	<b>3,864.7</b>	<b>3,826.6</b>	<b>-</b>	<b>3,826.6</b>	<b>7/ 8.1</b>	<b>51.0</b>	<b>0.2</b>	<b>11.9</b>	<b>44.5</b>	<b>56.6</b>	<b>0.5</b>	<b>108.1</b>	<b>3,942.8</b>
<b>Other Agencies:</b>																	
Forest Service	-	10.2	21.8	-	32.0	-	21.8	21.8	-	-	-	-	8/ 6.8	6.8	3.4	10.2	32.0
National Park Service	-	38.6	-	-	38.6	-	-	-	-	-	-	-	29.1	29.1	9.5	38.6	38.6
Bureau of Indian Affairs	-	21.2	-	-	21.2	-	-	-	-	-	-	-	17.6	17.6	3.6	21.2	21.2
Bureau of Reclamation	-	3.4	-	-	3.4	1.8	-	1.8	-	-	-	-	1.6	1.6	-	1.6	3.4
U. S. Corps of Engineers	-	77.9	-	0.6	78.5	18.9	0.7	19.6	3.0	-	-	-	55.9	55.9	-	55.9	78.5
Bureau of Land Management	-	-	6.8	9/ 9.4	16.2	6.8	2.6	9.4	4.0	-	-	-	2.1	2.1	0.7	2.8	16.2
Area Redevelopment Administration	-	23.2	-	-	23.2	-	-	-	23.2	-	-	-	-	-	-	-	23.2
All others 10/	-	8.9	-	-	8.9	2.9	-	2.9	4.0	-	-	-	2.0	2.0	-	2.0	8.9
Total, other agency Funds	-	183.4	28.6	10.0	222.0	30.4	25.1	55.5	34.2	-	-	-	115.1	115.1	17.2	132.3	222.0
<b>Grand total, All Funds</b>	<b>3,778.7</b>	<b>252.6</b>	<b>36.9</b>	<b>18.5</b>	<b>4,086.7</b>	<b>3,857.0</b>	<b>25.1</b>	<b>3,882.1</b>	<b>42.3</b>	<b>51.0</b>	<b>0.2</b>	<b>11.9</b>	<b>159.6</b>	<b>171.7</b>	<b>17.7</b>	<b>240.4</b>	<b>4,164.8</b>

1/ Bureau of Public Roads funds, and payments to States by other agencies are for calendar year. All other expenditures by other agencies are for 1965 fiscal year.  
 2/ Differences between amounts in this column and those shown on table SF-21 are due to funds in transit.  
 3/ Income from Trust Fund investments.  
 4/ Includes \$72.8 million paid to States for research and planning.  
 5/ Does not include work performed within the confines of military reservations.

6/ AEC, FAA, etc.  
 7/ Payments to Puerto Rico.  
 8/ Represents 10 percent of Forest Development Roads and Trails program considered to be for public highways. Remaining 90 percent considered to be for timber access and forest management trails not providing an unrestricted public facility, and hence omitted.  
 9/ Income from oil and mineral royalties; grazing fees on public lands.  
 10/ Fish & Wild Life Service, FAA, GSA, OEP, etc.

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

1957 - 1959 = 100



<sup>1/</sup> Detailed information is available from the Bureau of Public Roads in its quarterly publication "Price Trends for Federal-Aid Highway Construction".

PERCENTAGE DISTRIBUTION OF THE COSTS OF MAJOR HIGHWAY CONSTRUCTION ITEMS  
CONTRACTS FOR FEDERAL-AID PRIMARY PROJECTS AWARDED

CALENDAR YEAR 1965

TABLE PT-2, 1965  
AUGUST 1966

MAJOR ITEMS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
<b>GRADING AND DRAINAGE</b>									
Roadway Excavation:									
Borrow	8.1	7.3	7.8	7.2	6.7	7.0	7.8	7.2	7.6
Common	6.2	6.6	6.4	8.8	4.8	7.3	6.9	6.1	6.6
Unclassified	20.6	10.5	16.9	14.4	10.3	12.9	19.0	10.4	15.8
Solid Rock	0.5	0.8	0.6	0.6	0.3	0.5	0.5	0.7	0.6
Culvert Pipe:									
Clay - 6"	0.3	0.2	0.3	0.2	0.5	0.3	0.3	0.3	0.3
Reinforced Concrete - 24"	0.4	0.4	0.4	0.4	0.7	0.5	0.4	0.4	0.4
Corrugated Steel - 24"	0.2	0.1	0.1	0.3	0.1	0.2	0.2	0.1	0.2
Subtotal	36.3	25.9	32.5	31.9	23.4	28.7	35.1	25.2	31.5
<b>BASES AND SURFACES</b>									
Bases:									
Gravel and Clay Gravel	5.1	3.1	4.4	6.6	3.4	5.4	5.5	3.1	4.6
Macadam or Stone	3.9	1.6	3.0	7.1	3.9	5.9	4.7	2.2	3.8
Portland Cement Concrete <sup>1/</sup>	0.3	0.7	0.4	1.2	3.9	2.2	0.5	1.6	0.9
Bituminous Plant Mix	4.1	0.9	2.9	6.3	2.9	5.0	4.7	1.5	3.5
Surfaces:									
Bituminous Concrete	6.7	3.0	5.4	15.2	8.5	12.7	9.0	4.5	7.3
Portland Cement Concrete <sup>1/</sup>	16.6	11.7	14.8	11.4	15.6	13.0	15.2	12.8	14.3
Pavement Reinforcement	2.9	1.8	2.5	1.1	1.9	1.4	2.4	1.8	2.2
Liquid Bitumens									
Prime, Tack, and Seal	0.6	0.2	0.5	1.2	0.4	0.9	0.8	0.3	0.6
Subtotal	40.2	23.0	33.9	50.1	40.5	46.5	42.8	27.8	37.2
<b>STRUCTURES <sup>2/</sup></b>									
Structural Concrete <sup>3/</sup>	11.9	23.0	15.9	10.3	16.6	12.7	11.5	21.2	15.1
Structural Reinforcement	4.3	9.0	6.0	3.4	5.5	4.2	4.0	8.0	5.5
Structural Steel	5.9	15.7	9.5	3.4	12.3	6.7	5.2	14.8	8.7
Steel H-Piling	0.9	2.0	1.3	0.6	1.4	0.9	0.9	1.9	1.2
Prestressed Concrete I-Beams									
36-inch depth	0.1	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.2
45-inch depth	0.4	1.1	0.7	0.2	0.2	0.2	0.4	0.9	0.6
Subtotal	23.5	51.1	33.6	18.0	36.1	24.8	22.1	47.0	31.3
<b>TOTAL</b>	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Ratio of total amount bid for major items to total amount bid for all items	71.5	62.0	67.7	71.8	60.1	66.9	71.6	61.4	67.5
<sup>1/</sup> Excludes costs of reinforcement and joints.									
<sup>2/</sup> Includes costs of bridges, box culverts, retaining walls, tunnels, etc.									
<sup>3/</sup> Includes costs of superstructure concrete, substructure concrete and concrete for foundations and footings; excludes cost of reinforcing steel.									



PERCENTAGE DISTRIBUTION OF THE COSTS OF MATERIALS AND SUPPLIES,  
LABOR, EQUIPMENT OWNERSHIP, OVERHEAD AND PROFIT  
FEDERAL-AID PRIMARY PROJECTS REPORTED AS COMPLETED

CALENDAR YEAR 1965

TABLE PT-2A  
ISSUED 1966

ELEMENTS	FEDERAL-AID PRIMARY SYSTEM								
	INTERSTATE			NONINTERSTATE			ALL PRIMARY		
	RURAL	URBAN	TOTAL <sub>%</sub>	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Cement <u>1/</u>	5.5	2.8	4.6	4.0	3.3	3.7	5.0	3.0	4.3
Aggregates Purchased <u>2/</u>	11.3	9.7	10.7	10.8	9.7	10.4	11.1	9.7	10.6
Bitumens <u>3/</u>	2.0	0.4	1.5	2.5	0.9	1.9	2.2	0.6	1.6
Lumber	0.7	1.1	0.9	0.5	1.0	0.7	0.6	1.1	0.8
Timber Piling	0.2	0.3	0.2	0.1	0.1	0.1	0.2	0.2	0.2
Corrugated Steel Culvert Pipe	0.7	0.2	0.5	1.1	0.4	0.8	0.8	0.3	0.6
Reinforcing Steel <u>4/</u>	4.3	5.3	4.6	2.7	3.6	3.0	3.8	4.6	4.1
Structural Steel	3.1	8.5	4.9	2.4	4.0	3.0	2.9	6.7	4.3
Ready-mix Concrete	3.4	6.5	4.5	2.9	7.0	4.5	3.3	6.7	4.5
Premixed Bituminous Paving Materials	3.8	2.0	3.2	3.7	4.1	3.9	3.8	2.8	3.5
Aggregates Produced <u>5/</u>	0.5	0.1	0.4	0.6	0.2	0.4	0.6	0.1	0.4
Concrete Culvert Pipe	1.0	1.4	1.1	1.0	2.3	1.5	1.0	1.7	1.2
Clay Pipe	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Miscellaneous Steel	1.0	1.9	1.3	0.7	1.1	0.9	0.9	1.6	1.2
Fencing	0.9	0.2	0.6	0.4	0.2	0.3	0.7	0.2	0.5
Guardrail	1.1	0.6	0.9	0.8	0.6	0.7	1.0	0.6	0.9
Bridge Rail	0.4	0.5	0.4	0.2	0.5	0.3	0.3	0.5	0.4
Petroleum Products <u>6/</u>	4.8	2.2	3.9	4.8	2.5	3.9	4.8	2.3	3.9
Explosives	1.4	0.2	1.0	1.0	0.4	0.8	1.3	0.3	0.9
Materials not reported	2.0	7.3	4.0	6.9	8.1	7.5	3.5	7.7	5.0
<b>Total Materials</b>	<b>48.2</b>	<b>51.3</b>	<b>49.3</b>	<b>47.2</b>	<b>50.1</b>	<b>48.4</b>	<b>47.9</b>	<b>50.8</b>	<b>49.0</b>
<b>Labor</b>	<b>23.7</b>	<b>23.5</b>	<b>23.7</b>	<b>26.2</b>	<b>26.6</b>	<b>26.3</b>	<b>24.6</b>	<b>24.7</b>	<b>24.6</b>
<b>Equipment ownership, overhead, and profit</b>	<b>28.1</b>	<b>25.2</b>	<b>27.0</b>	<b>26.6</b>	<b>23.3</b>	<b>25.3</b>	<b>27.5</b>	<b>24.5</b>	<b>26.4</b>
<b>TOTAL</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

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

# AVERAGE BID PRICES OF MAJOR ITEMS ON FEDERAL-AID PRIMARY HIGHWAY CONSTRUCTION CONTRACTS AWARDED

CALENDAR YEAR 1965

TABLE PT-3  
AUGUST 1966

MAJOR ITEM <u>1/</u>	UNIT	TOTAL BID QUANTITY REPORTED (THOUSANDS)	WEIGHTED AVERAGE CONTRACT UNIT PRICE
Grading and Drainage			
Roadway Excavation			
Borrow	Cubic Yard	222,713	\$ 0.66
Common	Cubic Yard	271,843	.47
Unclassified	Cubic Yard	537,917	.59
Solid Rock	Cubic Yard	8,552	1.28
Culvert Pipe			
Clay - 6" diameter	Linear Foot	3,833	1.50
Reinforced Concrete - 24" diameter	Linear Foot	1,085	7.83
Corrugated Steel - 24" diameter	Linear Foot	355	7.62
Bases and Surfaces			
Bases			
Gravel and Clay Gravel	Ton	64,043	1.43
Macadam or Stone	Ton	38,403	1.96
Portland Cement Concrete	Square Yard <u>2/</u>	3,939	<u>3/</u> 4.55
Bituminous Plant-Mix	Ton	13,619	5.00
Surfaces			
Bituminous Concrete	Ton	21,925	6.50
Portland Cement Concrete	Square Yard <u>4/</u>	62,993	<u>3/</u> 4.37
Pavement Reinforcement	Pound	403,157	.104
Liquid Bitumens			
Prime, Tack and Seal	Gallon	70,356	.168
Structures <u>5/</u>			
Structural Concrete <u>6/</u>	Cubic Yard	4,897	<u>7/</u> 59.82
Structural Reinforcement	Pound	867,449	.123
Structural Steel	Pound	846,767	.200
Steel H-Piling	Pound	196,863	.121
Prestressed Concrete I-Beams			
36-inch depth	Linear Foot	214	14.60
45-inch depth	Linear Foot	554	19.81
<u>1/</u> Total cost of major items is 67.5 percent of total contract cost. <u>2/</u> Weighted average thickness is 7.9 inches. <u>3/</u> Excludes costs of reinforcement and joints. <u>4/</u> Weighted average thickness is 8.9 inches. <u>5/</u> Includes bridges, box culverts, retaining walls, tunnels, etc. <u>6/</u> Includes superstructure concrete, substructure concrete, and concrete for foundations and footings. <u>7/</u> Excludes cost of reinforcing steel.			

## USAGE FACTORS FOR MAJOR HIGHWAY CONSTRUCTION MATERIALS AND LABOR<sup>1</sup>

(U.S. WEIGHTED AVERAGES FOR FEDERAL-AID PRIMARY PROJECTS REPORTED AS COMPLETED  
DURING CALENDAR YEARS 1963, 1964, AND 1965)

TABLE PT-4  
ISSUED 1966

MATERIAL	UNIT	NUMBER OF UNITS PER MILLION DOLLARS OF CONSTRUCTION COST <u>2/</u>
Cement (excludes cement in concrete pipe)	Barrels	12,500
Bituminous material	Tons	1,191
Aggregates <u>3/</u> Purchased (by contractors) Produced (by contractors)	Tons Tons	52,000 49,000
Steel Structural (shapes, plates, H and sheet piling) Reinforcing (pavement and structural reinforcement) Culvert pipe (corrugated metal and structural plate, pipe arches and arches) Miscellaneous (guardrail, fences, tubular piling, etc.)	Tons Tons Tons Tons	178 203 36 29
Concrete pipe (plain and reinforced)	Tons	466
Clay pipe and tile	Tons	13
Lumber (all lumber products except timber piling)	Board feet	59,000
Timber piling	Linear feet	1,260
Petroleum products (all fuel and lubricants) <u>4/</u>	Gallons	146,000
Explosives (excludes weights of caps and fuses)	Pounds	28,000
Labor	Man-hours	83,000

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 work. The data in this table are obtained from Form PR-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/ Grease converted to gallons on basis of 8 pounds per gallon.

## COST TRENDS

### HIGHWAY MAINTENANCE AND OPERATION<sup>1</sup>

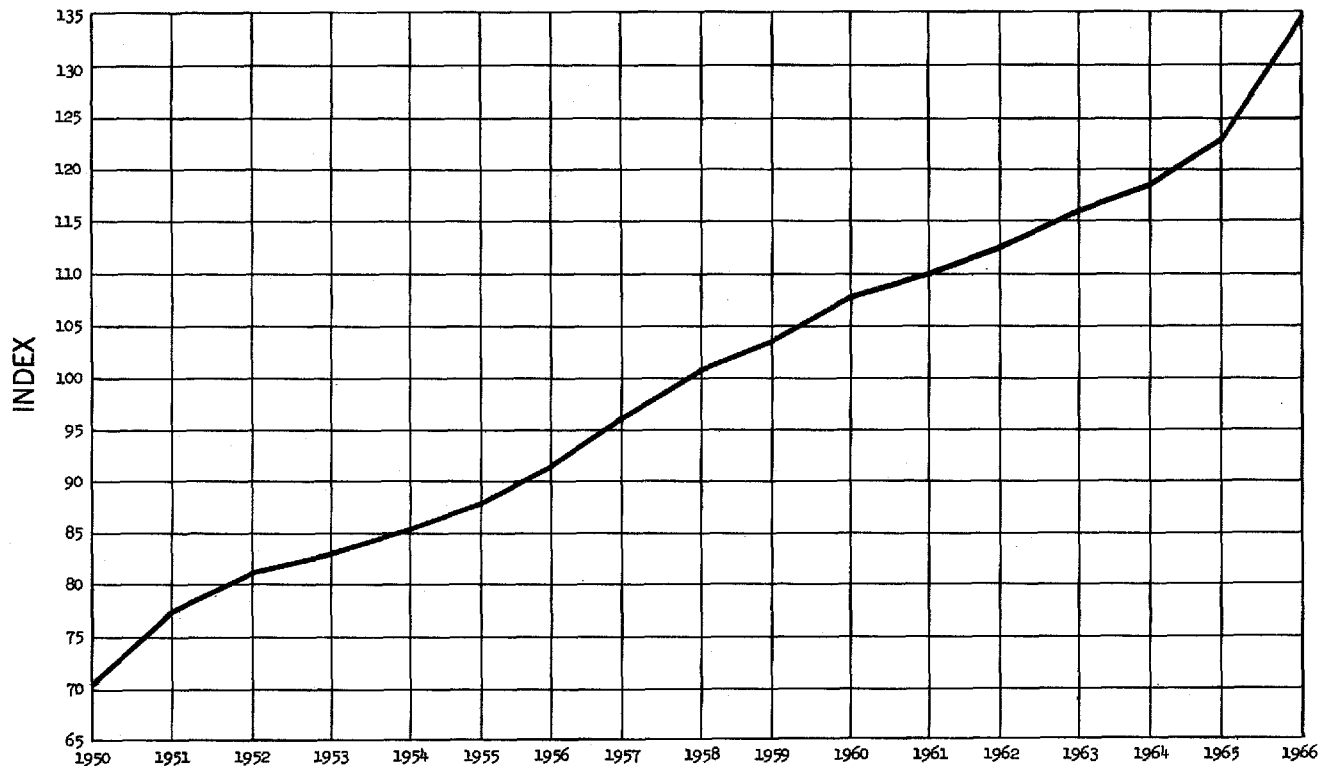
1957-59=BASE PERIOD

TABLE PT-5  
DECEMBER 1966

YEAR	LABOR	MATERIAL	EQUIPMENT	OVERHEAD	TOTAL
1950	66.44	81.15	72.77	70.95	70.49
1951	72.82	88.27	81.20	77.36	77.50
1952	77.99	89.27	84.38	80.87	81.44
1953	79.28	89.87	86.78	81.72	82.89
1954	83.69	90.90	88.85	82.57	85.94
1955	85.30	90.15	93.69	84.18	88.05
1956	89.50	94.63	93.47	87.71	91.10
1957	96.36	98.93	95.48	97.25	96.56
1958	100.24	100.46	99.58	100.96	100.16
1959	103.40	100.61	104.94	101.79	103.28
1960	108.28	103.09	109.77	104.66	107.65
1961	111.68	103.63	110.03	105.77	109.66
1962	115.97	105.24	112.02	107.50	112.79
1963	121.15	105.47	112.63	109.46	115.85
1964	124.70	106.14	115.16	111.86	118.64
1965	130.66	108.04	118.92	114.39	123.19
1966	149.46	108.53	122.03	119.64	134.32

<sup>1/</sup> These data are prepared from the unit cost information submitted each year by State highway departments, and cover both physical maintenance and major traffic service items including snow and ice control.

## HIGHWAY MAINTENANCE AND OPERATION COST INDEX



# HIGHWAY STATISTICS FOR THE COMMONWEALTH OF PUERTO RICO—1965

## MOTOR FUEL, VEHICLES, AND FINANCE

TABLE PR-1  
SHEET 1 OF 2  
NOVEMBER 1966

Compiled in cooperation with the  
Commonwealth Highway Department

MOTOR FUEL, MOTOR VEHICLES, AND DRIVER LICENSES		HIGHWAY AND RELATED FINANCE <sup>1/</sup>		LOCAL GOVERNMENTS		
				COMMON-WEALTH	ROADS AND STREETS	PARKING
(Thousands of dollars)						
<b>I Motor-fuel consumption</b> A. Tax rate per gallon (excluding Federal): 1. Gasoline <span style="float: right;">11¢</span> 2. Special fuels <span style="float: right;">4¢</span> B. Net gallons taxed (000 gallons) <span style="float: right;">304,625</span> C. Motor fuel - gallons used: 1. Highway <span style="float: right;">280,275</span> 2. Nonhighway <span style="float: right;">2/ 24,350</span>	<b>VI Highway-user revenues and other receipts applicable to highways</b> A. Net highway-user revenues: 1. Motor-fuel taxes <span style="float: right;">28,149</span> 2. Motor-vehicle and carrier taxes <span style="float: right;">12,104</span> 3. Subtotal <span style="float: right;">40,253</span> B. Property taxes <span style="float: right;">-</span> 1,995 C. General fund appropriation <span style="float: right;">2,202</span> D. Federal funds <span style="float: right;">3/ 7,586</span> 4/ 1,475 E. Interagency payments <span style="float: right;">2,268</span> 1,255 F. Proceeds from bonds <span style="float: right;">23,319</span> 652 G. Other Commonwealth taxes <span style="float: right;">6,450</span> - H. Miscellaneous receipts <span style="float: right;">-</span> 6 I. Total receipts <span style="float: right;">51,053</span> 7,585		84 805 8,625 4/ 9 170 - 5/ 6 90 2,425 12,034			
<b>II Motor-fuel tax receipts (\$000)</b> A. Gross receipts <span style="float: right;">\$28,383</span> B. Less: 1. Refunds paid <span style="float: right;">508</span> 2. Tax on aviation gasoline <span style="float: right;">487</span> C. Net receipts <span style="float: right;">\$27,388</span>	<b>J. Reserves at beginning of year</b> <span style="float: right;">30,026</span> <b>K. Total funds available</b> <span style="float: right;">111,079</span>		9,111 211 2,425 12,034			
<b>III Motor-vehicle registrations <sup>6/</sup></b> A. Automobiles <span style="float: right;">254,958</span> B. Trucks <span style="float: right;">7/ 49,809</span> C. Buses <span style="float: right;">8/ 14,131</span> D. Total <span style="float: right;">318,898</span> E. Trailers <span style="float: right;">6,464</span> F. Motorcycles <span style="float: right;">9/ 5,299</span>	<b>VII Disbursements from highway-user revenues and other receipts applicable to highways</b> A. Expenses of collecting and administering highway-user revenues <span style="float: right;">1,270</span> B. Capital outlay by systems: 1. Primary <span style="float: right;">7,321</span> 2. Secondary <span style="float: right;">16,212</span> 3. Municipal <span style="float: right;">13,537</span> 4. Other <span style="float: right;">119</span> 5. Local roads and streets <span style="float: right;">-</span> 6. Subtotal <span style="float: right;">37,189</span> C. Maintenance <span style="float: right;">7,679</span> D. Administration <span style="float: right;">4,045</span> E. Highway police and safety <span style="float: right;">2,022</span> F. Interagency payments <span style="float: right;">1,255</span> G. Bond interest <span style="float: right;">4,125</span> H. Bond retirement <span style="float: right;">4,818</span> I. Nonhighway <span style="float: right;">17,372</span> J. Total disbursements <span style="float: right;">79,775</span> 7,684		- - - - - 1,313 1,313 2,149 10/ 6 - 21 47 - 74 227 301 8,627 9,311 2,723 12,034			
<b>IV Drivers licenses</b> A. Learners permits issued <span style="float: right;">48,798</span> B. Operators licenses issued <span style="float: right;">57,338</span> C. Chauffeurs licenses issued <span style="float: right;">33,672</span> D. Total licenses in force <span style="float: right;">378,104</span>	<b>K. Reserves at end of year</b> <span style="float: right;">31,304</span> <b>L. Total funds accounted for</b> <span style="float: right;">111,079</span>		9,012 227 2,723			
<b>V Motor-vehicle tax receipts (\$000)</b> A. Registration fees <span style="float: right;">\$11,298</span> B. Operators licenses <span style="float: right;">633</span> C. Motor carriers <span style="float: right;">28</span> D. Other <span style="float: right;">145</span> E. Total <span style="float: right;">\$12,104</span>	<b>VIII Bonded indebtedness</b> A. Amount outstanding beginning of year <span style="float: right;">102,321</span> B. Obligations issued (par value) <span style="float: right;">23,200</span> C. Obligations redeemed (par value) <span style="float: right;">4,818</span> D. Amount outstanding end of year <span style="float: right;">120,703</span>		16,307 652 1,509 618 650 - 32 618 6,570 170 339 6,401			

Puerto Rico

# HIGHWAY STATISTICS FOR THE COMMONWEALTH OF PUERTO RICO—1965

## ROAD AND STREET MILEAGE CLASSIFIED BY ADMINISTRATIVE SYSTEMS

Compiled in cooperation with the  
Commonwealth Highway Department

TABLE PR-1  
SHEET 2 OF 2  
DECEMBER 1966

SURFACE TYPES, WIDTHS, LANES, AND TRAFFIC VOLUMES <small>1/</small>	RURAL MILEAGE				MUNICIPAL MILEAGE				TOTAL RURAL & MUNICIPAL MILEAGE <small>2/</small>
	UNDER CONTROL OF THE COMMONWEALTH		UNDER LOCAL CONTROL	TOTAL RURAL MILEAGE	UNDER CONTROL OF THE COMMONWEALTH		UNDER LOCAL CONTROL CITY & VICINAL STREETS	TOTAL MUNICIPAL MILEAGE	
	PRIMARY SYSTEM	SECONDARY ROADS			EXTENSIONS OF PRIMARY SYSTEM	EXTENSIONS OF SECOND- ARY ROADS			
<b>MILEAGE BUILT</b>									
Graded and drained	-	-	-	-	-	-	-	-	-
Surfaced:									
D, E	-	1	2	3	-	-	-	-	3
F, G-1, H-1	-	7	12	19	-	-	-	-	19
G-2, H-2, I	12	136	16	164	16	7	-	23	187
J	-	9	-	9	-	-	-	-	9
Total Mileage Built	21	144	30	195	16	7	N.A.	23	218
<b>EXISTING MILEAGE</b>									
Nonsurfaced	-	147	499	646	-	11	49	60	706
Surfaced:									
D, E	1	106	142	249	-	15	68	83	332
F, G-1, H-1	25	2,019	145	2,189	13	124	7	144	2,333
G-2, H-2, I	287	652	51	990	102	94	709	905	1,895
J	55	2	-	57	26	43	416	485	542
Total Existing Mileage	368	2,926	837	4,131	141	287	1,249	1,677	5,808
<b>SURFACED MILEAGE BY WIDTH</b>									
Less than 20 feet	132	2,644	-	2,776	10	89	-	99	2,875
20 - 21	58	55	-	113	13	21	-	34	147
22 - 23	29	18	-	47	14	21	-	35	82
24 - 26	75	51	-	126	22	29	-	51	177
27 - 35	33	6	-	39	22	22	-	44	83
36 - 43	2	1	-	3	14	8	-	22	25
44 - 47	-	3	-	3	3	-	-	3	6
48 and over	39	1	-	40	43	2	-	45	85
Unclassified by width	-	-	338	338	-	84	1,200	1,284	1,622
Total Surfaced Mileage	368	2,779	338	3,485	141	276	1,200	1,617	5,102
<b>SURFACED MILEAGE BY LANES AND ACCESS CONTROL</b>									
2 lanes	330	1,061	-	1,391	88	102	-	190	1,581
3 lanes	-	-	-	-	-	-	-	-	-
One way streets	-	-	-	-	4	2	-	6	6
Undivided 4 or more lanes	-	-	-	-	14	1	-	15	15
Divided 4 or more lanes:									
No access control	11	2	-	13	14	-	-	14	27
Partial access control	24	-	-	24	16	-	-	16	40
Full access control	3	-	-	3	5	-	-	5	8
Unclassified by lanes	-	1,716	338	2,054	-	171	1,200	1,371	3,425
Total Surfaced Mileage	368	2,779	338	3,485	141	276	1,200	1,617	5,102
<b>SURFACED MILEAGE BY AVERAGE DAILY TRAFFIC VOLUMES</b>									
Vehicles per day									
Less than 400	7	1,168	-	1,175	-	13	-	13	1,188
400 - 999	19	928	-	947	-	30	-	30	977
1,000 - 1,999	81	427	-	508	5	40	-	45	553
2,000 - 2,999	46	126	-	172	8	31	-	39	211
3,000 - 3,999	15	60	-	75	6	26	-	32	107
4,000 - 4,999	35	27	-	62	10	11	-	21	83
5,000 - 9,999	111	37	-	148	34	31	-	65	213
10,000 - 14,999	35	6	-	41	26	6	-	32	73
15,000 - 19,999	4	-	-	4	10	4	-	14	18
20,000 - 29,999	15	-	-	15	15	-	-	15	30
30,000 - 39,999	-	-	-	-	11	-	-	11	11
40,000 and over	-	-	-	-	16	-	-	16	16
Unclassified by ADT	-	-	338	338	-	84	1,200	1,284	1,622
Total Surfaced Mileage	368	2,779	338	3,485	141	276	1,200	1,617	5,102

1/ For definition of surface types, see table OMB, in the Highway Mileage section.  
2/ See FM tables for the classification of Federal-aid mileage.



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