

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

SENATE

EDWIN H. GREELEY, VALLEY, CHAIRMAN

JOHN H. McNALLY, HANCOCK

WARD P. CYR, ARDOSTOOK

ISABEL G. BRADBURY, COMMITTEE ASSISTANT



HOUSE

REP. EMILE J. FRASER, MEXICO, HOUSE CHAIRMAN

REP. DONALD J. WEBBER, BELFAST

REP. EMILE JACQUES, LEWISTON

REP. JOSEPH E. BINNETTE, OLD TOWN

REP. JOHN W. JENSEN, PORTLAND

REP. GEORGE S. WINSHIP, MILB

REP. DONALD A. STROUT, CORINTH

REP. HELENYS W. BERRY, MADISON, SECRETARY

REP. FRANK R. KAUFFMAN, KITTERY

REP. FREDRICK D. LUNT, PRESQUE ISLE

STATE OF MAINE

ONE HUNDRED AND SEVENTH LEGISLATURE

COMMITTEE ON TRANSPORTATION

Legislative Council
107th Legislature
State House
Augusta, Maine 04330

Gentlemen:

In accordance with your order directing the Committee on Transportation to study the role of the trucking industry in Maine, I enclose herein the final report of the Committee.

Respectfully submitted,

A handwritten signature in cursive script that reads "Edwin H. Greeley".

Edwin H. Greeley, Chairman
Committee on Transportation

REPORT OF THE TRANSPORTATION
COMMITTEE OF 106th MAINE LEGISLATURE
ON THE ROLE OF THE TRUCKING
INDUSTRY IN MAINE

January 3, 1975

Senate

Edwin H. Greeley, Chairman
Elden H. Shute, Jr.
Alton E. Cianchette

House

Myron E. Wood, Chairman
Cecil H. McNally
Philip E. Dunn
Dorothy McCormick
Glenys W. Berry
Donald A. Strout
Harold J. Keyte
Emile J. Fraser
Donald J. Webber
Emile Jacques

INDEX

	Page
I. Introduction	1
II. Vehicle Weights and Their Effect on Highways	2
III. Fees and Taxes Paid by Vehicle Owners and Operators in Maine and Other States	7
IV. Truck Registration Fee Schedules of Each of the United States	9
V. Public Utilities Commission Registration	13
VI. Federal User Fees and Taxes	16
VII. An Example of Transportation Problems in Maine -- Transporting Maine Potatoes	25

TABLES

I Required Pavement Thickness	6
2 Fuel Taxes Paid in Maine	7
3 United States Fuel Taxes	8
4 Truck Fee Schedule of Each State	10
5 Maine Schedule of Truck Fees	11
6 Interstate Carriers - Registration Nos.	14
7 Registration, Taxes, Regulations - N.E.	15
8 Federal Highway User Taxes	17
9 Ave., Low & High User and Pers. Prop. Tax	18
10 Maine's Ranking in User, etc. Taxes	19
11 Trucking Firm Employment Statistics	21
12 Employment in Trucking Services	22
13 Trucking Related Employment	23
14 Employment in Industries w. Trucking Ser.	24

Appendices

State Size and Weight Laws - Current Status	A
Expenditures per mile for Maintenance on Roads and Streets under State Jurisdiction	B
American Association of State Highway Officials Study	C
Effects on Highways and Bridges of Proposed Increased Truck Weights	D
State Road User and Personal Property Taxes on a Motorcycle	E
Truck Transportation of Potatoes	F
Commodities Handled by Bangor and Aroostook Railroad Company	G
Effect of Proposed Increased Truck Weights on Maine Central Railroad	H
Costs and Taxes for Right-of-way	I
Comparative Data on Emission for Locomotives and Trucks	J
Freight Traffic	K
Intercity Tonnage of New England in Manufactured Products and Mode of Transport	L
Railroad Employment Statistics	M
Maine Communities Dependent on Trucks for Land Transport (Percentages by county)	N
Turnpike Revenues	O

INTRODUCTION

Section 9 of Chapter 796 of Public Laws of 1973 enacted during the First Special Session of the 106th Maine Legislature directed the Joint Standing Committee on Transportation to study motor truck transportation in the State of Maine and report its findings to the Regular Session of the 107th Legislature. The study was to include the role of the motor truck industry in the economy of the State of Maine and in other states including allowable types of vehicles, lengths and widths, axles and gross weights and highway user taxes and fees paid for the use of public highways. Prior to the effective date of the Act -- June 28, 1974 -- a petition with sufficient signatures was filed in the Office of the Secretary of State suspending the efficacy of the Act. The Governor ordered the required referendum on the Act to take place at the general election in November, 1974, pursuant to Article IV, Part 3 §17 of the Maine Constitution. A decision was made to carry out the study even though the outcome of the election would not be known for several months. The Committee held a public hearing on the study and followed it with several meetings with persons involved in or dependent on the trucking industry to try to determine what the problems of the interested parties are. Information was received in regard to why truckers feel the need for increased weights and why the Department of

Transportation is reluctant to have increased weights on highways and bridges. Truckers argue new modern trucks can carry greater payloads safely and that they need to carry more weight per load because of increased costs of equipment, supplies, wages and fuel. The Department of Transportation is reluctant to have increased axle or gross weights because the highways and bridges were not designed for greater weights. Consequently there will be more rapid deterioration of highways, bridges and pavements and increased reconstruction and maintenance costs.

VEHICLE WEIGHTS AND THEIR EFFECT ON HIGHWAYS

At the national level, Federal limits were set in 1956 allowing permissible single axle weights of 18,000 pounds; a tandem axle weight of 32,000 pounds and an overall gross weight of 73,280 pounds and a width of 96 inches; or the corresponding weight and dimensions permitted under State law in effect on July 1, 1956, whichever is greater. At present 32 states allow greater weights for single axles than 18,000; 13 of those allow more than 20,000, including Maine; 32 states allow more than 32,000 for tandems and 17 allow 36,000 or more, including Maine (on State roads) (Appendix A).

Federal legislation enacted by Congress this session was commented on by the Committee on Public Works, United States Senate:

"The increases proposed are in effect in almost half of the states."

"There are substantial economic benefits to be gained; increased fuel costs plus lowered speed limits resulted in decline of productivity in the trucking industry of eight percent of the total trucking capacity. The ten percent increase in allowable gross weight (to 80,000) would enable seven trucks to carry payloads now carried by eight." "The Committee believes economic considerations, energy problems and safety provisions warrant permissive increase in allowable truck weights."

The minority report of the Committee gave the following reasons for not approving the increases:

1. Federal increases will pressure states to conform.
2. Low density commodity haulers will want increased lengths.
3. There is an increasing disparity between truck lengths and car lengths.
4. There is data to show increased vehicle weights proposed will result in increased pavement maintenance costs of 20 percent and will accelerate requirements for bridge replacement.
5. Increasing truck weights will discourage greater use of railroads for long haul economical transportation of freight.

This subcommittee was investigating the issue of increasing truck axle and gross weights on The Federal Interstate System as follows: single axle weights from 18,000 to 20,000 pounds, tandem axle weights from 32,000 to 34,000 and gross weights from 73,280 pounds to 80,000 pounds including all tolerances. Proponents and opponents point out and recognize

that increased weights cause state highway costs to increase. Specific increases must be analyzed by each state highway department with knowledge of the design characteristics, age of the road and pavement and number, magnitude and frequency of trips made. The current Maine limits on the Interstate Highway System are 22,000, 32,000 and 73,280 pounds respectively. The higher single axle weight results from that weight being permitted in 1956 when the Interstate limits were adopted. The higher single axle weight was therefore "grandfathered". Maine currently permits tandem axle limits of 36,000 pounds on state highways and a tolerance of 10% on certain kinds of loads (29 MRSA §1655) plus a frozen road tolerance of 15% during December, January and February for forest products haulers (29 MRSA §1652-H).

In assessing the role of the trucking industry in the economy of the state one factor is the impact on highway "lifetime" and pavement life. The recognized authority in predicting the effect of axle weights and gross weights on this factor is the American Association of State Highway and Transportation Officials (AASHTO).. Their position was expressed in testimony before the U.S. Senate Public Works Subcommittee on Transportation. AASHTO conducted a research program in the late 1950's and early 1960's for the purpose of evaluating the effects on pavements and of structures of various types of vehicles and loads. As a result of this study and a more recent study AASHTO recommended that single axle weights be increased from 18,000 to

20,000, tandem from 32,000 to 34,000 and the maximum allowable gross load from 73,280 to 90,000. The federal laws recently passed by the Congress increased single axle weights as recommended but increased gross weights only to 80,000.

Maintenance costs on primary highways average \$2,260 per mile (Appendix B) with costs on the Interstate system higher because of a higher level of service and the fact that more lanes are involved. Maine's costs average \$2,000 per mile (Appendix B) (note this estimate is for 1971).

The road tests conducted by AASHTO derived a method whereby various loads can be measured by equating an axle load to an equivalent number of 18,000 pound single load applications. AASHTO states that "the studies indicate an increase of 18,000 to 20,000 pound single axle weight can result in an average loss of remaining life of a facility of between 25 and 40 percent. To increase axle load to 22,000 pounds can result in the loss of pavement life of close to 60 percent". A single axle load of 20,000 pounds is equivalent to 1.6 applications of 18,000 pound axle load and a 22,000 pound axle load is equivalent to 2.37 applications of the 18,000 pound axle load (Appendix C). "The results of the increasing frequency of loadings can be seen from the following table developed for rigid pavements which is measured by the number of applications of a given load required to bring about fatigue failure in pavements of certain thickness."

TABLE 1

Required Pavement Thickness
in Inches to Withstand Single
Axle Loading Applications

Axle Load	Number of Applications		
	100,000	1,000,000	10,000,000
18,000	3.8	5.8	8.4
20,000	4.3	6.2	9.0
22,000	4.6	6.6	9.6
24,000	4.8	7.1	10.2

In spite of increased costs 39 out of 53 states and territories voted to approve the increases recommended by AASHTO. The reason given was the energy crisis.

Although the Maine Department of Transportation has not studied the economic effect of these increased truck weights on Maine's highways, Maine's highways would probably experience the same increased maintenance and highway deterioration costs experienced by other states and as predicted by AASHTO. A 20-60% increase in highway maintenance costs could mean \$5,000,000 to \$15,000,000 annually. Such a study could lead to an adjustment of highway user charges to reflect the share of construction and maintenance costs. An estimate of the impact on Maine's Highways prepared for particular proposed increased gross weights is shown in Appendix D.

Fees and Taxes Paid by Vehicle Owners
and Operators in Maine and other States

Fuel Taxes in Maine are dedicated revenues to the Maine Department of Transportation . No breakdown is made either by the Bureau of Taxation or the Department of Transportation on the percentage of fuel taxes paid by various modes of transportation. However, one can assume that a high percentage of diesel fuel taxes paid are paid by owners of trucks because of the small number of diesel operated automobiles. Publicly owned vehicles are exempt from taxation on fuel. Eleven states equal Maine's nine cent tax on gasoline. One state's tax level is 10 cents per gallon. Eight states equal Maine's nine cent tax on diesel fuels; four states' tax level is greater (9 1/2-10 cents); however nine states have a differential of one or two cents between gasoline and diesel fuel taxes.

TABLE 2
Fuel Taxes Paid in Maine*

Year	NET Gasoline	NET USE FUEL (DIESEL)	NET MOTOR CARRIER
69-70	\$34,750,623	\$ 2,082,548	\$15,253
70-71	36,692,246	2,326,064	20,037
71-72	43,446,657	2,940,581	19,225
72-73	46,606,217	3,447,271	27,517
73-74	45,625,539	3,774,135	20,447

* SOURCE MAINE BUREAU OF TAXATION

TABLE 3

UNITED STATES FUEL TAXES

(Figures in Parenthesis Refer to Notes)

State	Gasoline Tax	"Other Fuels" Tax	Defined	State	Gasoline Tax	"Other Fuels" Tax	Defined
Ala	7¢	8¢	(1)	Mont.	7¢	#9¢	(3)
Alaska	8¢	8¢	(1)	Nebr.	8 1/2¢	8 1/2¢	(2)
Ariz.	7¢	7¢	(2)	Nev.	6¢	6¢	(2)
Ark.	8 1/2¢*	9 1/2¢	(2)	N.H.	9¢	9¢	(2)
Calif.	7¢	#7¢	(2)	N.J.	8¢	#8¢	(2)
Colo.	7¢	7¢	(2)	N.M.	7¢	7¢	(2)
Conn.	10¢	10¢	(2)	N.Y.	8¢	10¢	(4)
Del.	8¢	8¢	(3)	N.C.	9¢	9¢	(2)
D.C.	8¢	8¢	(5)	N.D.	7¢	7¢	(2)
Fla.	8¢	8¢	(2)	Ohio	7¢	7¢	(2)
Ga.	7 1/2¢	7 1/2¢	(3)	Okla.	6.58¢	6 1/2¢	(2)
Hawaii	**5¢	**5¢	(2)	Ore.	7¢	7¢	(2)
Idaho	8 1/2¢	8 1/2¢	(2)	Pa.	8¢	8¢	(2)
Ill.	7 1/2¢	7 1/2¢	(3)	R.I.	8¢	8¢	(3)
Ind.	8¢	8¢	(2)	S.C.	8¢	8¢	(2)
Iowa	7¢*	8¢	(3)	S.D.	7¢*	7¢	(2)
Kans.	7¢	#8¢	(2)	Tenn.	7¢	8¢	(2)
Ky.	9¢	9¢	(2)	Texas	5¢*	6.5¢	(2)
La	8¢	8¢	(2)	Utah	7¢	7¢	(2)
Me.	9¢	9¢	(2)	Vt.	9¢	No tax	(6)
Md.	9¢	9¢	(2)	Va.	9¢	9¢	(2)
Mass.	7 1/2¢	7 1/2¢	(2)	Wash.	9¢	9¢	(2)
Mich.	9¢	7¢	(4)	W. Va	8 1/2¢	8 1/2¢	(2)
Minn.	7¢	7¢	(2)	Wisc.	7¢	7¢	(2)
Miss.	9¢	10¢	(2)	Wyo.	7¢	7¢	(2)
Mo.	7¢	7¢	(2)				

** Additional County tax - 3 1/2¢ Oahu; 4¢ Kawai; 4¢ Maui; 5¢ Hawaii.

*LPG fuel taxed at gasoline rate.

- (1) Includes diesel oil and liquified gases when used in motor vehicles.
- (2) Includes all combustibile gases and liquids used to propel vehicles on public highways except gasoline.
- (3) Includes all substances capable of use in internal combustion engines, except gasoline
- (4) Any motor fuel capable of generating power for propulsion of diesel type motors.
- (5) All other fuels used in motor vehicles except kerosene.
- (6) Kerosene and diesel oil exempt from fuel tax. (Diesel powered vehicles pay 1 3/4 registration.)

#California - LPG and LNG, 6¢ per gallon; Kansas - LPG 5¢ per gallon; Montana - LPG 7¢ per gallon; New Jersey - LPG and LNG 4 1/2¢ per gallon.

TRUCK REGISTRATION FEE SCHEDULES
OF EACH OF THE UNITED STATES

Reference to the following table offers comparisons of fees charged by other states on gross vehicle weights. The increments on the specific increases in weights are as varied as the minimum and maximum fees charged. As will be noted, several states charge by weight multiplied by distance travelled. Although total weight is a reflection of the sum of axle weights, since weights on individual axles or groups of axles are considered by some to cause the deterioration of roads, a fee schedule based on axle weights multiplied by distance travelled might be more equitable, if feasible. To show comparisons, other New England states fee schedules are underlined. Again there is no generalization that can be made except that Maine's fees for lighter weight trucks start at a considerably lower rate. Table 5 shows the registration fee schedule for Maine.

TABLE 4

TRUCK FEE SCHEDULE OF EACH STATE 1974

STATE	GROSS VEHICLE WEIGHT																				
	6,000	9,000	11,000	14,000	16,000	18,000	20,000	23,000	26,000	29,000	32,000	35,000	38,000	42,000	46,000	50,000	55,000	60,000	65,000	70,550	73,000
ALABAMA		FEES NOT AVAILABLE																			
ALASKA	60	60	60	110	110	110	160	160	160	160	160	160	160	160	160	160	160	160	160	160	160
ARIZONA	5	24	42	69	81	96	108	144	156	216	252	276	312	348	384	384	420	456	492	528	564
ARKANSAS	30	45	55	70	80	90	130	149	169	188	208	227	247	357	390	425	467	630	682	781	880
CALIFORNIA	92	196	247	341	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413
COLORADO	24		PLAT RATE PLUS GROSS TON MILE TAX																		
CT.	30	45	55	70	90	90	100	138	156	174	240	262	285	315	345	375	413	450	483	530	540
DELAWARE	25	41	51	67	77	88	98	114	129	145	160	176	192	212	233	254	283	306	332	363	375
FLA.		FEES NOT AVAILABLE																			
GA.	26	109	131	164	186	208	230	263	296	329	362	395	428	472	516	560	615	670	725	783	841
IDAHO	5	10	15	20	20	20	30	40	40	40	60	60	100	100	175	175	275	275	375	375	375
ILL.	2	10	11	13	14	15	16	17	19	20	22	23	25	27	29	31	33	36	36	36	36
IND.	18	23	25	30	35	55	55	55	55	75	75	75	75	100	100	100	100	100	100	100	100
IOWA	30	70	100	130	160	240	240	330	410	538	538	654	842	926	1034	1034	1176	1296	1492	1492	1492
KANSAS	16	20	40	40	65	65	100	120	120	175	225	225	275	275	325	375	400	400	425	450	450
KY.	35	60	75	100	135	120	205	275	310	380	415	485	520	590	660	735	855	935	1055	1200	1200
LA.	15	20	30	50	50	75	75	125	200	200	250	250	325	325	425	550	700	700	850	1050	1050
MAINE	12	24	30	30	50	50	132	160	160	216	216	300	300	474	544	544	544	588	750	750	750
MARYLAND	---	---	40	80	80	120	120	160	200	240	240	280	280	320	360	380	400	440	520	---	---

Above fees rounded to nearest dollar.

In cases where weight increments of a State did not coincide with those of Maine the next higher increment of that State is shown.

See attached footnotes. Page 4.

TRUCK FEE SCHEDULE OF EACH STATE

STATE	GROSS VEHICLE WEIGHT																			
	6,000	9,000	11,000	14,000	16,000	18,000	20,000	23,000	26,000	29,000	32,000	35,000	38,000	42,000	46,000	50,000	55,000	60,000	65,000	70,550
NE	15	20	35	60	80	100	125	150	175	214	241	268	294	321	348	375	415	455	495	525
LAND	25	25	45	45	45	70	70	130	180	180	180	235	280	280	335	335	335	400	400	400
E.	30	45	55	70	80	90	100	115	130	145	160	180	190	210	230	250	275	300	325	355
MICANS	---	167	237	301	400	450	500	180	205	240	275	325	325	375	425	475	475	475	525	575
NEBOTA	FEES NOT AVAILABLE								152	215	291	329	405	482	559	634	710	824	899	1014
E.	12	34	34	34	78	78	137	137	137	197	370	370	427	427	457	505	552	593	616	816
OHIO	---	---	---	51	51	51	81	81	131	131	201	201	301	301	401	501	601	601	801	1001
IANA	8	18	20	23	28	50	50	94	125	206	262	375	431	544	794	1044	1357	1670	1982	2296
ASKA	12	35	60	85	110	135	160	210	235	285	310	360	385	435	485	535	610	660	735	810
IDA	30	45	55	70	80	90	100	115	130	145	160	175	190	210	230	250	275	300	325	353
WAMP.	30	54	66	84	96	108	120	138	156	174	192	210	248	252	276	300	330	360	390	424
ERSEY	47	69	84	106	120	135	150	171	193	215	237	259	281	310	339	369	405	442	478	519
EXICO	24	31	38	45	59	66	73	80	87	50	50	50	50	50	50	75	75	75	75	75
YORK	30	45	55	70	80	90	100	115	130	145	160	175	190	210	230	250	275	300	325	355
AR.	30	57	69	123	141	180	200	230	260	290	320	350	380	420	460	500	550	600	650	710
AKOTA	24	34	40	50	50	55	61	71	156	226	261	331	366	436	506	576	681	751	856	961
12	96	177	238	333	398	463	528	625	723	820	918	1015	1015	1015	1015	1015	1015	1015	1015	1015
AROMA	37	67	82	97	122	122	157	192	227	262	297	327	352	402	427	452	502	552	577	632
CON	10	35	40	45	50	55	60	70	75	85	90	100	105	115	125	135	150	160	175	185

TRUCK FEE SCHEDULE OF EACH STATE

STATE	GROSS VEHICLE WEIGHT																			
	6,000	9,000	11,000	14,000	16,000	18,000	20,000	23,000	26,000	29,000	32,000	35,000	38,000	42,000	46,000	50,000	55,000	60,000	65,000	70,550
WV.	36	52	64	80	100	136	136	168	168	200	200	260	290	315	345	380	410	440	500	535
ODE IS.	24	35	53	62	70	79	88	105	115	132	176	198	209	231	253	275	320	340	365	405
CAR.	42	77	92	117	142	167	192	212	222	242	262	302	327	377	427	502	652	752	902	1,052
DAKOTA	23	47	65	95	125	155	185	250	285	340	365	415	465	495	547	593	661	706	774	842
MINNESOTA	30	30	30	55	150	150	290	290	425	425	475	475	525	525	650	650	650	750	875	875
KAS	27	55	79	100	139	108	120	138	156	174	192	210	285	315	414	456	495	540	650	700
AH	8	15	25	35	50	50	65	80	100	120	140	160	180	200	250	275	325	350	400	460
RMONT	52	89	109	153	175	211	234	279	316	352	400	438	475	536	587	638	710	774	848	927
RGINIA	20	22	24	32	42	53	62	83	114	138	154	168	181	220	286	310	423	550	595	649
SHINGTON	11	24	31	38	45	74	84	100	107	147	179	208	229	265	295	328	397	438	531	603
VIRGINIA	FEES NOT AVAILABLE																			
CONSV	37	92	117	142	167	192	217	267	292	352	377	427	452	502	562	612	687	737	842	932
OMING	20	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30

FOOTNOTES

1. Fees based on unladen weight. Common and contract carriers also pay weight fees up to \$75 maximum.
2. Fees based on unladen weight. Reduced fees for 2 axle trucks. Add \$11 basic registration fee to fees shown.
3. Gross Ton Mile Tax based on miles traveled and gross ton weight carried.
4. Double fee levied on "for hire units" grossed for over 24,001.
5. A mills per mile driven fee levied. Mill rate determined by GVW of unit.
6. Mileage tax levied based on GVW.
7. Fee levied on common carriers double fees shown.
8. Ton mile tax levied on units having GVW over 20,000.
9. Privilege tax prerequisite to registration based on age and value of vehicle.
10. Trucks with GVW over 26,000 must pay weight distance tax.
11. Fees shown are for straight trucks only. Truck trailer fees are 1/3 higher.
12. Fees based on unladen weight of vehicle.
13. License fee based on chassis weight of power unit not included in figures shown.
14. Higher fees levied if not registered in combination, i.e., truck and semi-trailer.
15. Add "\$9.40" filing fee to each amount shown.
16. Fees based on unladen weight.

TABLE 5

MAINE
SCHEDULE OF TRUCK FEES

11

January 1 - October 16, 1974

With each application for registration of a motor truck, tractors and truck tractors, shall be paid an annual registration fee graduated as follows when equipped with pneumatic tires:

	FEE	NO. REGISTERED	TOTAL
From 0 lbs gross weight to 6,000 lbs gross weight	\$ 15	67,860	\$1,017,900
From 6,001 lbs gross weight to 9,000 lbs gross weight	20	6,101	122,020
From 9,001 lbs gross weight to 11,000 lbs gross weight	35	2,349	82,215
From 11,001 lbs gross weight to 14,000 lbs gross weight	60	1,122	67,320
From 14,001 lbs gross weight to 16,000 lbs gross weight	80	672	53,760
From 16,001 lbs gross weight to 18,000 lbs gross weight	100	5,751	575,100
From 18,001 lbs gross weight to 20,000 lbs gross weight	125	832	104,000
From 20,001 lbs gross weight to 23,000 lbs gross weight	150	741	111,150
From 23,001 lbs gross weight to 26,000 lbs gross weight	175	806	141,050
From 26,001 lbs gross weight to 29,000 lbs gross weight	214	659	141,026
From 29,001 lbs gross weight to 32,000 lbs gross weight	241	1,163	280,283
From 32,001 lbs gross weight to 35,000 lbs gross weight	268	75	20,100
From 35,001 lbs gross weight to 38,000 lbs gross weight	294	50	14,700
From 38,001 lbs gross weight to 42,000 lbs gross weight	321	86	27,606
From 42,001 lbs gross weight to 46,000 lbs gross weight	348	154	53,592
From 46,001 lbs gross weight to 50,000 lbs gross weight	375	812	304,500
From 50,001 lbs gross weight to 55,000 lbs gross weight	415	198	82,170
From 55,001 lbs gross weight to 60,000 lbs gross weight	455	223	101,465
From 60,001 lbs gross weight to 65,000 lbs gross weight	495	416	205,920
From 65,001 lbs gross weight to 70,550 lbs gross weight	545	323	176,035
From 70,551 lbs gross weight to 73,280 lbs gross weight	600	994	596,400
		Total	\$4,514,319

The annual fee for registration of farm motor trucks, having 2 or 3 axles, when such trucks are used primarily for transportation of agricultural commodities, supplies or equipment to be used in connection with the operation of a farm or farms owned, operated or occupied by the registrant, shall be as follows:

	FEE	NO. REGISTERED	TOTAL
From 0 lbs gross weight to 6,000 lbs gross weight	\$15	52	\$ 780
From 6,001 lbs gross weight to 9,000 lbs gross weight	20	38	760
From 9,001 lbs gross weight to 11,000 lbs gross weight	21	1721	36,141
From 11,001 lbs gross weight to 14,000 lbs gross weight	32	799	25,568
From 14,001 lbs gross weight to 16,000 lbs gross weight	43	683	29,369
From 16,001 lbs gross weight to 18,000 lbs gross weight	64	806	51,584
From 18,001 lbs gross weight to 20,000 lbs gross weight	75	200	15,000
From 20,001 lbs gross weight to 23,000 lbs gross weight	90	133	11,970
From 23,001 lbs gross weight to 26,000 lbs gross weight	105	253	26,565
From 26,001 lbs gross weight to 29,000 lbs gross weight	125	86	10,750
From 29,001 lbs gross weight to 32,000 lbs gross weight	140	168	23,520
From 32,001 lbs gross weight to 35,000 lbs gross weight	200	3	600
From 35,001 lbs gross weight to 38,000 lbs gross weight	220	2	440
From 38,001 lbs gross weight to 42,000 lbs gross weight	240	2	480
From 42,001 lbs gross weight to 46,000 lbs gross weight	260	2	520
From 46,001 lbs gross weight to 50,000 lbs gross weight	280	7	1,960
		Total	\$236,007

Public Utilities Commission Registration

In addition to registration fees charged by the State Motor Vehicle Division, the Public Utilities Commission charges a unit registration fee for each tractor and straight truck in addition to an application fee for each carrier. Table 6 shows the numbers of carriers and units registered for 1974 and the total revenues derived. Expenses involved for carrying out this registration by the department were not readily available. Fees and additional taxes of other New England and adjacent states are shown in Table 7. For Maine registration by the Division of Motor Vehicles, evidence must be shown of payments of excise taxes to the appropriate municipality. The Maine Bureau of Taxation does not separate these revenues into truck and non-truck categories as they are submitted by the municipalities. Therefore, the revenue attributable to trucks and similar vehicles is not available.

TABLE 6

INTERSTATE CARRIERSUnits Registered

<u>NO. Motor Carriers Registered</u>	<u>Tractors</u>	<u>Straight Trucks</u>	<u>Revenue</u>
1,935	45,130	3,309	\$514,895
			1,325
			<u>\$516,220</u>

INTRASTATE CARRIERSCOMMONUnits Registered

<u>NO. Motor Carriers Registered</u>	<u>Tractors</u>	<u>Straight Trucks</u>	
64	305	420	\$ 6,750

CONTRACT CARRIERSUnits Registered

<u>NO. Motor Carriers Registered</u>	<u>Tractors</u>	<u>Straight Trucks</u>	
321	948	358	19,195

TOTAL UNITS REGISTERED

<u>NO. Motor Carriers Registered</u>	<u>Tractors</u>	<u>Straight Trucks</u>	
2,320	46,373	4,087	\$ 542,165

FEES PER APPLICATION AND UNIT REGISTERED

1. Each motor carrier application accompanied by \$25 fee and
2. A \$10 fee for each trailer registers and
3. A \$5 fee for each straight truck registered.

TABLE 7

<u>State</u>	<u>Semi-Trailer Registration Fee</u>	<u>Related Taxes and Regulations</u>
Mass.	\$30	Excise tax is levied on semi-trailers of \$66 per \$1000 of valuation. 1st year tax valuation is 90% of factory list. Drops 60%, 40%, 25%, and 10% on 5th year - remains at that level.
VT	\$15	No related taxes except sales or use tax at time of first registration. They register hauling unit to cover GVW of combination. Their registration rates vary considerably depending on type fuel used by hauling unit.
Conn.	\$15	Property tax on all vehicles including semi-trailers. Mill rate used to determine property tax different in different communities. Hartford rate is 80 mills; rate in Windsor is 43 mills. Tax paid subsequent to registration. However, those who do not pay property tax are reported to Motor Vehicles and future registrations are withheld till property tax is paid.
NH	\$25, except no fee for 1st trailer	The 1st semi-trailer registered is free if the company or individual registers a power unit in the same name. \$25 flat fee on all additional semi-trailers. No maximum limitation. If a company/person has no power unit registered in NH the fee for semi-trailer registration is \$6.00 per 1,000 lbs. with GVW now levied on trailer - collected by municipalities. Mill rate is 17, 13, 9, 5, and 3.
RI	\$5	Semi-trailer registration fee is \$5 if a power unit is also registered in same name. A company registering one power unit can register up to 10 semi-trailers at \$5.00 rate. If the 1-10 ratio is exceeded or if a company/person registers no power unit - fee for semi-trailer is \$1.50 per 1,000 pounds with GVW on trailer. No related tax.

NY	\$15	No related tax, except a Weight Distance Tax based on GVW and miles driven in state x fixed.
NJ	\$15	No related tax. There is a \$1.00 fee for mandatory inspection of trailers.

All states levied G V W fees on hauling unit - except in those cases where in NH and RI the registrant did not have a power unit registered in the state.

Federal User Fees and Taxes

In addition to user fees and taxes paid to the state of Maine, fees and taxes are paid to the Federal government. Table 8 shows the taxes paid by various vehicle owners and operators for specific equipment and fuel needs. The revenues derived from these taxes are dedicated to the Federal Highway Trust fund which are in turn returned to the states for use by state highway departments primarily for construction and reconstruction of state and interstate roads. The following tables show estimated Federal user taxes and the state's average low and high road user and personal property taxes on selected motor vehicles; the amounts required by particular states and Maine's ranking on particular types of vehicles. Appendix E shows ranking by state of state road user taxes in chart and graph form.

TABLE 8

FEDERAL HIGHWAY USER TAXES FOR SELECTED TYPICAL VEHICLES AS OF JANUARY 1, 1973
 (Prepared by the Department of Research and Transport Economics,
 American Trucking Associations, Inc., Based on Federal Highway Administration data.)

No.	Motor Vehicle	Fuel Tax	Motor Vehicle Excise Tax	Tires, Tubes & Retread Rubber	Parts and Accessories	Lubricating Oil	Highway Use Tax	Total Taxes Dedicated Highway Trust Fund
1.	MOTORCYCLE	\$ 3.60	\$ ---	\$ 1.00	\$ ---	\$.05	\$ ---	\$ 4.65
	PASSENGER CARS:							
2.	Very light	20.00	---	2.25	---	.29	---	22.54
3.	Medium weight	32.84	---	4.55	---	.47	---	37.86
4.	Heavy	38.32	---	4.75	---	.55	---	43.62
	INTERCITY BUS:							
5.	2-axle, 30,050 lbs. GVW (diesel): For-Hire	466.68	486.67	83.05	57.76	6.67	102.00	1,202.83
	SINGLE UNIT TRUCKS:							
6.	Pickup: - Farm	19.20	---	2.50	1.52	.28	---	23.50
	Private	31.68	---	4.00	1.52	.45	---	37.65
7.	Stake: - Farm	22.24	43.70	3.45	2.88	.32	---	72.59
	Private	56.48	43.70	8.05	2.88	.80	---	111.91
	- For-Hire	94.12	43.70	13.50	2.88	1.34	---	155.54
8.	Van: - Private	133.32	108.29	11.95	7.68	1.90	---	263.14
	For-Hire	222.24	108.29	19.90	7.68	3.17	---	361.28
9.	Dump: - Private (diesel)	181.80	226.75	69.60	19.60	2.60	120.00	620.35
	TRACTOR-SEMITRAILER COMBINATIONS:							
10.	3-axle, 40,000 lbs. GVW (gasoline): Private	266.68	166.04	35.70	14.96	3.81	120.00	607.19
	For-Hire	355.56	166.04	47.65	14.96	5.08	120.00	709.29
11.	4-axle, 55,000 lbs. GVW (gasoline): Private	500.00	218.71	84.15	22.48	7.14	150.00	982.48
	For-Hire	600.00	218.71	101.05	22.48	8.57	150.00	1,100.81
12.	4-axle, 55,000 lbs. GVW (diesel): Private	363.64	238.64	84.15	14.48	5.19	150.00	856.10
	For-Hire	436.36	238.64	101.05	14.48	6.23	150.00	946.76
13.	5-axle, 72,000 lbs. GVW (diesel): Private & For-Hire	571.44	362.26	157.85	25.36	8.16	210.00	1,335.07
	TRACTOR-SEMITRAILER & FULL TRAILER:							
14.	5-axle, 72,000 lbs. GVW (diesel): Private & For-Hire	653.08	375.63	171.05	22.24	9.32	180.00	1,411.32
	TRUCK-FULL TRAILER:							
15.	5-axle, 76,000 Lbs. GVW (diesel): Private & For-Hire	727.28	566.35	171.05	22.24	10.39	222.00	1,719.31

TABLE 9

AVERAGE, LOW, AND HIGH ROAD-USER AND PERSONAL PROPERTY TAXES ON SELECTED MOTOR VEHICLES 1/

VEHICLE AND SERVICE	AVERAGE FEE FOR STATES WHERE VEHICLE MAY OPERATE					LOWEST FEE 2/					HIGHEST FEE				
	REGIS- TRATION FEE, ETC.	MOTOR- FUEL TAX	TOTAL ROAD- USER TAXES	PROP- ERTY TAX	TOTAL	REGIS- TRATION FEE, ETC.	MOTOR- FUEL TAX	TOTAL ROAD- USER TAXES	PROP- ERTY TAX	TOTAL	REGIS- TRATION FEE, ETC.	MOTOR- FUEL TAX	TOTAL ROAD- USER TAXES	PROP- ERTY TAX	TOTAL
Motorcycle (No. 1):															
Private	\$7.42	\$6.86	\$14.28	\$7.09	\$21.38	\$2.50	\$4.50	\$4.80	\$7.51	\$9.30	\$20.00	\$9.00	\$28.10	\$31.75	\$46.75
Passenger Car															
Very light (No. 2)	15.82	38.04	53.86	19.17	73.03	3.25	25.00	36.50	15.41	40.12	38.00	50.00	83.00	91.25	136.25
Mediumweight (No. 3)	20.04	62.46	82.50	27.86	110.36	3.25	41.05	53.85	23.45	66.60	54.00	82.10	127.89	111.76	208.21
Heavy (No. 4)	29.00	72.88	101.88	64.75	166.63	3.25	47.90	65.38	50.25	77.06	106.00	95.80	192.22	268.40	399.20
Inter-city Bus (No. 5):															
Common Carrier	713.96	851.01	1,564.97	490.49	2,055.45	23.00	583.35	637.18	87.85	637.18	2,127.50	1,283.37	3,002.06	2,176.00	3,730.98
Pickup (No. 6):															
Private	25.68	60.41	86.09	26.90	112.99	5.25	39.60	61.69	20.10	65.44	63.19	79.20	130.43	149.45	253.65
Farm	21.15	36.56	57.72	21.98	79.70	3.25	24.00	35.80	17.60	41.65	63.19	48.00	96.85	149.45	222.45
State (No. 7):															
Private	77.00	107.70	184.70	35.84	220.55	15.25	70.60	121.15	30.80	151.52	173.50	141.20	280.38	168.00	376.20
Contract	95.20	179.47	274.67	35.43	310.10	15.25	117.65	191.73	36.58	217.41	204.25	235.30	416.02	168.00	483.30
Farm	43.40	42.37	85.77	29.39	115.16	10.25	27.80	52.02	19.80	54.73	167.00	55.60	208.70	168.00	293.60
Van (No. 8):															
Private	161.86	254.22	416.08	72.52	488.60	30.25	166.65	280.23	49.20	310.64	438.50	333.30	671.81	283.48	755.20
Contract	196.71	423.78	620.49	71.69	692.19	55.25	277.80	439.79	49.20	439.79	438.50	555.60	921.29	283.48	1,036.63
Dump (No. 9):															
Private	475.56	332.06	807.62	195.15	1,002.77	60.25	227.25	401.13	144.07	538.30	1,115.63	499.95	1,386.38	846.56	1,954.72
Three-Axle Combination, Gasoline (No. 10):															
Private	348.31	513.75	862.06	119.18	981.24	110.25	333.75	564.50	91.79	564.50	853.50	733.37	1,353.53	512.81	1,545.97
Contract	439.60	684.98	1,124.77	118.06	1,242.83	155.00	444.45	707.50	80.78	707.60	970.00	977.79	1,592.23	512.81	1,737.62
Four-Axle Combination, Gasoline (No. 11):															
Private	585.47	963.24	1,548.70	159.77	1,708.47	145.00	625.00	935.80	130.65	935.80	1,725.00	1,275.00	2,600.00	671.80	2,600.00
Contract	715.29	1,155.88	1,871.87	157.99	2,029.86	155.00	750.00	1,099.80	106.39	1,099.80	2,040.00	1,650.00	3,090.00	671.80	3,090.00
Four-Axle Combination, Diesel (No. 12):															
Private	637.70	666.71	1,304.40	173.53	1,477.93	145.00	454.55	767.55	146.06	767.55	2,475.00	1,000.01	2,475.00	758.16	2,475.00
Contract	769.44	799.99	1,569.43	178.36	1,747.79	106.00	545.45	760.54	116.12	597.45	2,940.00	1,199.99	2,940.00	758.16	2,940.00
Five-Axle Combination, Diesel (No. 13):															
Private	964.01	1,047.64	2,011.65	256.54	2,268.19	195.00	714.30	1,110.55	213.73	1,110.55	4,040.00	1,571.46	4,040.00	1,104.27	4,041.69
Contract	1,099.85	1,047.64	2,147.49	254.66	2,402.15	225.00	714.30	1,158.55	176.28	1,158.55	4,040.00	1,571.46	4,040.00	1,104.27	4,041.69
Five-Axle Combination, Diesel (No. 14):															
Private	1,243.16	1,106.30	2,349.46	255.07	2,604.53	249.15	816.35	1,244.46	248.00	1,244.46	4,587.50	1,795.97	4,587.50	984.01	4,909.54
Contract	1,423.43	1,106.30	2,529.72	250.62	2,780.34	265.00	816.35	1,298.46	182.79	1,298.46	4,587.50	1,795.97	4,587.50	984.01	4,909.54
Five-Axle Combination, Diesel (No. 15):															
Private	1,550.42	1,096.27	2,646.69	382.30	3,028.99	195.00	909.10	1,249.57	375.00	1,249.57	4,720.00	1,636.38	4,720.00	1,778.41	4,926.87
Contract	\$1,833.75	\$1,096.27	\$2,930.02	\$382.30	\$3,312.32	\$225.00	\$909.10	\$1,299.57	\$375.00	\$1,299.57	\$4,720.00	\$1,636.38	\$4,720.00	\$1,778.41	\$4,926.87

1/ In 23 States and the District of Columbia, personal-property taxes are not imposed. In four States diesel fuel is not taxed directly.
 2/ The fees in these columns are the lowest for those States which impose the fees.

TABLE 10

Maine's Ranking According to Total Road
User, Personal Property Taxes and Registration
Fees etc. on Selected Motor Vehicles

Vehicle	Rank including Total Fees and Taxes	Rank excluding Property tax
Motorcycle	18	28
Passenger vehicles		
Light	12	14
Medium	10	16
Heavy	12	22
47 seat diesel bus		
common carrier	28	45
Pickup truck -500		
lb GW private		
operation	12	23
farm operation	7	22
Stake truck		
14,000 GW		
private operation	16	22
contract carrier	19	23
farm service	8	18
Van truck		
private operation	9	12
contract carrier	9	13
3 axle tractor -semi-		
trailer comb. 40,000		
GVW gasoline powered		
private operation	11	17
contract carrier	13	24
3 axle dump truck		
diesel powered,		
50,000 GW	17	26
4 axle tractor-semi		
trailer gasoline		
powered comb.		
55,000 GW		
private operation	18	22
contract carrier	21	26
4 axle tractor semi-		
trailer diesel powered		
comb. 55,000 GW		
private operation	21	26
contract carrier	25	29
5 axle tractor-semi		
trailer comb. diesel		
powered 72,000 GW		
private operation	22	26
contract carrier	24	31

Employment Related to Trucking Services

The following tables offer employment statistics relating to transportation services provided by trucking firms and services that industries provide as part of their operations. The total employment for the industries is given, and the number of truck drivers and deliverymen employed within the industry. This gives some indication of the dependence of each industry on truck transportation and the numbers of persons employed within the industry as drivers. Table 12 indicates the numbers of persons employed directly in trucking services and Table 13 shows related employment. Table 11 shows the numbers of employees, major commodities carried, average numbers employed and annual payroll of the industries.

TABLE 11

TRUCKING FIRMS EMPLOYMENT STATISTICS¹

SIZE OF FIRM (# Employees)	% OF FIRMS	PRODUCTS CARRIED (predominant)
3 or less	58	logs and lumber
4 - 9	22	logs and lumber
10 - 19	9	logs and potatoes
20 - 49	7	logs, potatoes, chickens & feed
50 - 99	3	general merchandise
100 - 249	1	general merchandise

1974 FIRST QUARTER

NUMBER OF FIRMS	AVERAGE MONTHLY EMPLOYMENT	TOTAL ANNUAL PAYROLL
493	4,209	\$11,162,232
	<u>1973</u>	
463	4,053	\$42,941,866
	<u>1972</u>	
* 453	3,959	\$38,392,822
	<u>1971</u>	
225	3,514	\$32,508,718
	<u>1970</u>	
223	3,545	\$29,652,088

1. Supplied by Manpower Affairs.

* Started on 1/1/72 counting firms with 1 or more employment and non-profit organizations.

T A B L E 12

EMPLOYMENT IN TRUCKING SERVICES

	<u>EMPLOYMENT</u>	<u>RATIO</u>
Occupation Total	4,858	100.00
Professional, technical	10	.21
engineers, technical	10	.21
engineers, civil	10	.21
Managers, officials, proprietors	391	8.05
Buyers, sales, loan managers	37	.76
Bank, financial managers	8	.16
Purchasing agents, buyers	7	.14
Sales managers	22	.45
Other managers, officials, proprietors	354	7.29
Office managers	34	.70
Other managers, administrators	320	6.59
Sales Workers	41	.84
salesmen, service and construction	41	.84
Clerical Workers	403	8.30
stenographers, typists, secretaries	123	2.53
secretaries, other	97	2.00
typists	26	.54
office machine operators	4	.08
key punch operators	4	.08
other clerical workers	276	5.68
billing clerks	31	.64
bookkeepers	73	1.50
dispatchers	53	1.09
estimators, investigators	18	.37
expeditors, production controllers	7	.14
file clerks	9	.19
mail handler	8	.16
payroll, time keeping clerk	19	.39
statistical clerks	6	.12
telephone operators	13	.27
ticket agent, express agent	4	.08
weighers	6	.12
miscellaneous clerical workers	23	.47
Craftsmen, foreman kindred	403	8.30
construction craftsmen	6	.12
carpenters	6	.12
foremen	76	1.56
mechanics, repairmen	301	6.20
auto mechanics	286	5.89
heavy equip. incl. diesel	11	.23
other mechanics and repairmen	4	.08
other craftsmen	20	.41
furriers	7	.14
craftsmen	13	.27

	<u>EMPLOYMENT</u>	<u>RATIO</u>
Operatives	3,191	65.69
Operatives except transportation	27	.56
packing, inspecting	21	.43
garage workers, gas station attend.	6	.12
Transport Equipment operatives	3,164	65.13
bus drivers	7	.14
delivery and routemen	169	3.48
railroad switchmen	6	.12
chauffers, drivers	4	.08
truck drivers	2,978	61.30
Service Workers	48	.99
cleaning service workers	32	.66
janitors and sextons	32	.66
food service workers	6	.12
food counter, fountain	6	.12
protective service workers	10	.21
guards and watchmen	10	.21
Laborers, except farm	371	7.64
construction	11	.23
freight handling	208	4.28
garbage collectors	97	2.00
gardener, groundkeeper	7	.14
longshoreman, stevedore	6	.12
vehicle, equip., cleaners	13	.27
warehousemen	12	.25
other laborers	17	.35

T A B L E 13

TRUCKING RELATED EMPLOYMENT

	<u>EMPLOYMENT</u>	<u>RATIO</u>
TOTAL ALL INDUSTRIES	374,208	100.00
Total Direct Trucking Related Employment	24,843	6.64
Dispatchers, starter vehicles	171	.05
Shipping receiving clerks	2,008	.54
Express agents	164	.04
Bulldozer operators	705	.19
Excavating, grading machine operators	1,521	.41
Heavy equipment mechanics (diesel incl.)	2,803	.75
Delivery and routemen	3,179	.85
Fork lift and tow motor	910	.24
Motormen, mine, fact, logging	35	.01
Truck drivers	10,248	2.74
Freight handlers	2,659	.71
Teamster	43	.01
Warehousemen	388	.10

TABLE 14

EMPLOYMENT IN INDUSTRIES AND AS DRIVERS
EXCLUSIVE OF CONTRACTED TRUCKING SERVICES

OCCUPATION	TOTAL EMPLOYMENT	TOTAL TRUCK DRIVERS	TOTAL ROUTE AND DELIVERYMEN
AGRICULTURE	15,349	237	29
agriculture production	13,496	200	29
agricultural services	1,142	18	0
horicultural services	711	19	
MINING	265	29	4
metal mining	157	16	
coal mining	7	0	
petroleum & nat. gas	24	1	2
quarrying	77	12	2
CONSTRUCTION	26,423	1,722	7
general bldg.	6,564	158	
general contractor	9,566	1,436	0
special trade	10,293	128	7
MANUFACTURING	114,940	2,611	835
DURABLE GOODS	38,352	1,082	57
ordnance	823		
lumber & wood products	15,526	739	34
logging	6,877	447	16
sawmills	3,383	168	8
misc. wood products	5,266	124	10
furniture, fixtures	928	20	7
STONE, CLAY, GLASS PRODUCTS	1,160	223	13
glass & glass prod.	40		
cement, concrete, plaster	941	202	6
structural clay	109	13	7
pottery and related	16		
misc. non-metal & stone	54	8	

OCCUPATION	TOTAL EMPLOYMENT	TOTAL TRUCK DRIVERS	TOTAL ROUTE AND DELIVERYMEN
PRIMARY METAL INDUSTRY	972		
other primary steel ind.	366		
primary aluminum	7		
other non-ferrous	599		
FABRICATED METAL PRODUCTS	2,856	34	
cutlery & other hardware	264	9	
fabricated metal prod.	1,514	9	
metal stamping prod.	371	0	
misc., fabricated metal	707	16	
MACHINERY - EXCEPT ELECTRICAL	2,114		
engines and turbines	181		
farm. mach. equip.	31		
construction mach.	244		
metalwork mach.	122		
machinery	1,536		
ELECTRICAL MACHINERY	4,996	18	
household appliances	180		
radio, TV comm. equip.	622	6	
elect. machinery	4,194	12	
TRANSPORTATION EQUIPMENT	7,864	44	9
mot. veh. equip.	488	20	9
aircraft and parts	784	0	
ship bldg. and repair	6,522	24	
mobile dwellings	69		
cycles, trans. equip.	1		
prof. sci. instr.	186		
optical health suppl.	127		
misc. manufacturing	800	4	
NON-DURABLE GOODS	76,588	1,529	778
food and kindred	11,441	674	693
meat products	2,466	166	42
dairy products	1,100	57	428
canning	5,040	113	7
grain, mill prod.	437	79	15

OCCUPATION	TOTAL EMPLOYMENT	TOTAL TRUCK DRIVERS	TOTAL ROUTE DELIVERYMEN
NON-DURABLE GOODS (contd)			
bakery products	1,231	81	94
confection products	28	0	0
beverage industry	619	102	73
misc. food prep.	520	76	34
TEXTILE MILL PRODUCTS	10,826	79	23
floor covering	202	0	0
knitting mills	277	0	0
yarn, fabric mills	9,703	74	23
misc. textile mill prod.	644	5	
APPAREL TEXTILE PRODUCTS	3,368	0	0
Apparel and accessory	3,318	0	0
misc. fabricated prod.	50	0	0
PAPER AND ALLIED PRODUCTS	17,747	571	0
pulp, paper, paperboard	15,885	511	0
paperboard containers	533	46	
misc. paper and pulp	1,329	14	
PRINTING & PUBLISHING	2,941	5	50
newspaper publishing	1,981	5	27
printing and publishing	960	0	23
CHEMICAL AND ALLIED PRODUCTS	1,249	38	3
industrial chemicals	277	20	
plastics, synthetics	402		
drugs and medicine	239		
soaps and cosmetics	88		
paints and varnish	28		
agricultural chemicals	186	15	
misc. chemicals	29	3	3
PETROLEUM AND COAL	93		
misc. petrol. and coal	93		

OCCUPATION	TOTAL EMPLOYMENT	TOTAL TRUCK DRIVERS	TOTAL ROUTE DELIVERYMEN
RUBBER, MISC. PLASTIC	2,871	35	9
rubber products	1,040	9	0
misc. plastic prod.	1,831	26	9
LEATHER PRODUCTS	26,052	127	0
leather tanning	2,197	50	
footwear	23,806	77	
all other	49		
COMMUNICATIONS, UTILITIES, SANITARY	8,630	107	
Communication	4,485	5	
telephone	3,596	5	
telegraph	145		
radio, tv, broadcast	744		
Utilities	3,642	102	
electric lights and power	2,586	15	
electric gas.	10		
gas, steam supply	180	20	
water supply	866		
sanitary services	503	67	
WHOLESALE & RETAIL TRADE	72,934	2,081	1,923
wholesale trade	14,677	1,083	769
wholesale excl. misc.	9,796	431	429
mot. veh. & equip.	1,307	23	5
drugs; chemicals	784	37	31
dry goods and apparel	346	12	
foods and related	3,681	273	339
farm produce	79	9	
electric goods	686	15	
hardware, plumbing	1,074	31	19
mach. equip.	1,839	31	35

OCCUPATION	TOTAL EMPLOYEES	TOTAL TRUCK DRIVERS	TOTAL ROUTE AND DELIVERYMEN
MISCELLANEOUS WHOLESALE	4,881	652	340
metals	136	10	5
petroleum prod.	1,610	330	238
scrap and waste	360	44	0
alcoholic beverages	427	127	25
paper and paper prod.	534	24	25
lumber and construction	607	49	12
wholesale trade nec.	1,207	68	35
RETAIL TRADE	58,257	998	1,154
All Building Materials	3,513	130	123
lumber	1,926	111	86
hardware	1,587	19	37
General Merchandise	11,177	34	157
dept. mail order	5,893	20	34
limit. price st.	1,563	0	0
vending machines	223	3	41
selling	1,631	11	82
misc. stores	1,867	0	0
FOOD AND DAIRY	10,692	75	142
grocery stores	9,570	64	49
dairy stores	157	3	51
bakery	585	5	34
food store nec.	380	3	8
AUTO DEALERS AND GAS STATIONS	9,711	173	62
motor vehicle dealers	5,518	55	7
tires, accessories	897	38	6
gas stations	2,734	72	41
misc. vehicles	562	8	8
APPAREL AND ACCESSORY	2,901	6	6
apparel stores	2,409	6	0
shoe stores	492	0	6
FURNITURE AND APPLIANCES	2,081	34	84
home furniture	1,141	20	59
appliance	940	14	25

OCCUPATION	TOTAL EMPLOYMENT	TOTAL TRUCK DRIVERS	TOTAL ROUTE AND DELIVERYMEN
EATING AND DRINKING PLACES	9,959	13	29
MISC. RETAIL STORES	8,223	553	551
drug stores	2,065	0	46
liquor stores	448	13	0
farm, garden	321	64	14
jewelry	805	0	6
fuel and ice dealers	2,381	442	426
florists	448	9	46
misc. retail	1,755	5	13
FINANCE, INSUR., REAL ESTATE	12,746	30	0
HOTELS AND LODGING	5,140	5	0
PERSONAL SERVICES	5,673	207	321
BUSINESS SERVICES	2,476	26	7
AUTOMOBILE REPAIR	2,524	12	
OTHER REPAIR SERVICES	1,163	6	3
MEDICAL, HEALTH SERVICES	20,372	6	8
LEGAL SERVICES	1,347	0	0
EDUCATIONAL SERVICES	32,615	24	7
MUSEUM, ART GALLERIES	26		
NON-PROFIT ORGANIZATIONS	5,303	16	16
GOVERNMENT TOTAL	17,730	277	11
federal, public adm.	7,829	35	11

OCCUPATION	TOTAL EMPLOYMENT	TOTAL TRUCK DRIVERS	TOTAL ROUTE AND DELIVERYMEN
GOVERNMENT (contd)			
postal services	3,397	26	
state public adm.	4,487	35	
local public adm.	5,414	184	

An Example of Transportation Problems in Maine

Transporting Maine Potatoes

Particular problems are experienced by Maine's potato industry which has become increasingly dependent on interstate truck shipment of its product. The transportation problems associated with marketing Maine potatoes were outlined in a report published by the Maine Department of Agriculture in October 1969, Marketing Fresh Maine Potatoes -- Problems in Transportation. The conclusions found in this report were affirmed in conversations with representatives of the Maine Potato Growers Council and Independent Trucking Association. Emphasizing the importance of potato farming to the Maine economy, the report points to the problems in transportation as a major cause of the decline in the dominant position Maine formerly held in production of potatoes. Two major problems that the report includes as factors are poor rail service by eastern railroads and a shortage of trucks during peak shipment season. Another factor can be added, the need for increased truck weight limits. New equipment available would permit a total weight of 80,000 pounds - including equipment. This increased weight is especially needed on the interstate system which is the best available road linking the potato farming areas of the state with markets and this gross weight limit is now permitted on the interstate highway system. Maine is the nation's second largest potato producer. In the years ending September 1, 1969 through 1974, the cash farm income from potato production was as follows:

Year ending	Amount
9-1-69	\$45,240,000
9-1-70	55,862,000
9-1-71	67,060,000
9-1-72	61,109,000
9-1-73	58,981,000
9-1-74	151,817,000

Twenty years ago Maine potato shipments were 90% by rail. By 1968-69 truck shipments equalled those by rail. Presently, 80% to 85% of potato shipments are by truck (Appendix F & G).

One of the reasons for the increased dependence on trucks is that increased numbers of processing plants have created a demand for refrigerated rail cars and trucks and trucks can be purchased and delivered in a much shorter time than rail cars. Orders formerly made during the fall now seem to be concentrated in late winter or early spring creating an increased demand during a shortened period. In addition, since 1964, principal eastern railroads have cancelled guaranteed schedules when transportation service is not available. Resulting loss of market value means loss of income to producers and to the consumers it means higher prices and lower quality. The major incentives for Maine growers to increase use of railroads would be guaranteed schedules and prompt claims settlements.

The U.S. Marketing Service gave the following five year figures on car lots shipped by truck as compared to rail.

Year	Rail	Truck	Total
1969-70	10,633	17,348	27,981
1970-71	6,024	22,544	28,568
1971-72	4,493	20,928	25,421
1972-73	4,869	20,566	25,435
1973-74	4,280	20,510	24,790

Not to be ignored is the interdependence of trucking and railroads in the transport of goods in Maine. Although in some commodities, trucks have become the dominant mover of particular goods, dependence on rail transportation is vital to Maine's economy. This attitude is expressed by representatives of Maine's railroads as follows. Increased truck weights would affect intrastate traffic, particularly pulp wood and petroleum products which are "short haul" commodities and subject to truck competition. Maine Central Railroad estimated a loss of 50% of pulp wood business representing \$1,000,000 in gross revenues. An additional substantial impact was considered to result from a predicted loss of petroleum product traffic. Interstate traffic was not considered to be significantly affected by increased truck weights because of the limits on the interstate highway system (Appendix H). Bangor and Aroostook Railroad Company similarly predicts a loss of potato, petroleum and pulp wood traffic with increased truck weights. These products accounted for 44% of the total number of carloads for 1973. Although a total loss of this kind of traffic is not predicted an appreciable loss would severely affect the railroads economic viability (Appendix G). Costs to maintain track are es-

estimated to be 25 percent of the revenue dollar whereas that for trucks 5% in highway user taxes (Appendix I) A plea for transportation planning and recognition of the importance of railroading in Maine was made by a Bangor and Aroostook spokesman. He cited the following as factors to be considered; lower levels of pollution by railroad engines per ton mile, increased energy use by trucks as compared to rail engines with increasing truck traffic, use of scarce resources to build more highways and an increased burden on private automobiles for revenue to maintain and replace roads and bridges if the costs of road deterioration are not passed on to truck owners and users (Appendices J & K).

as of 11/1/74

State	Maximum gross weight practicable (pounds)	Axle loads (in thousands of pounds)		Width (inches)	Height (feet) 5'	Length (feet) *			
		Single	Tandem			Truck	S.T.	T.S.T.	Twin Trail.
Alabama	73,280	2/18.0	3/36.0	4/96	13 $\frac{1}{2}$	40	NR	55	NP
Alaska	109,600	20.0	34.0	4/96	13 $\frac{1}{2}$	40	45	65	70
Arizona	76,800	18.0	32.0	96	13 $\frac{1}{2}$	40	NR	65	65
Arkansas	1/73,280	18.0	32.0	96	13 $\frac{1}{2}$	40	NR	55	65
California	76,800	18.0	32.0	4/96	14	40	7/NR	60	65
Colorado	1/85,000	18.0	36.0	96	5/13	35	NR	65	65
Connecticut	1/73,000	2/22.4	3/36.0	102	13 $\frac{1}{2}$	50	NR	55	NP
Delaware	73,280	20.0	36.0	96	13 $\frac{1}{2}$	40	NR	55	65
Dist. of Col.	70,000	22.0	38.0	96	12 $\frac{1}{2}$	40	NR	55	NP
Florida	1/66,610	2/20.0	3/40.0	96	13 $\frac{1}{2}$	6/40	NR	55	NP
Georgia	73,280	2/20.3	3/40.7	96	5/13 $\frac{1}{2}$	55	55	55	55
Hawaii	73,280	24.0	32.0	108	13 $\frac{1}{2}$	40	NR	55	65
Idaho	1/105,500	2/20.0	3/34.0	96	14	40	NR	8/65	9/98
Illinois	73,280	18.0	32.0	96	13 $\frac{1}{2}$	42	45	55	9/65
Indiana	73,280	2/18.0	3/32.0	96	13 $\frac{1}{2}$	36	NR	55	65
Iowa	1/72,634	2/18.0	3/32.0	96	13 $\frac{1}{2}$	35	NR	55	60
Kansas	1/85,500	2/20.0	3/34.0	4/96	13 $\frac{1}{2}$	42 $\frac{1}{2}$	NR	60	65
Kentucky	1/82,000	2/20.0	3/34.0	96	13 $\frac{1}{2}$	6/35	NR	8/55	9/65
Louisiana	73,280	2/18.0	3/32.0	96	13 $\frac{1}{2}$	35	NR	60	9/65
Maine	73,280	22.0	36.0	4/102	5/13 $\frac{1}{2}$	55	45	56 $\frac{1}{2}$	NP
Maryland	1/73,280	22.4	3/40.0	4/96	13 $\frac{1}{2}$	40	45	55	9/65
Massachusetts	73,000	22.4	36.0	4/96	13 $\frac{1}{2}$	35	NR	55	NP
Michigan	1/sub.to axle	18.0	3/26.0	4/96	13 $\frac{1}{2}$	40	NR	55	9/65
Minnesota	73,280	18.0	32.0	96	13 $\frac{1}{2}$	40	NR	55	9/65
Mississippi	1/73,280	18.0	3/32.0	96	13 $\frac{1}{2}$	35	NR	55	55
Missouri	1/73,280	2/18.0	32.0	4/96	5/13 $\frac{1}{2}$	40	NR	55	9/65
Montana	1/105,500	2/20.0	3/34.0	96	13 $\frac{1}{2}$	35	NR	60	9/65
Nebraska	1/95,000	2/20.0	3/34.0	96	13 $\frac{1}{2}$	40	NR	60	65
Nevada	1/128,000	18.0	32.0	96	NR	40	NR	70	9/105
New Hampshire	73,280	22.4	3/36.0	96	13 $\frac{1}{2}$	35	NR	55	NP
New Jersey	73,280	2/22.4	3/32.0	96	13 $\frac{1}{2}$	35	NR	55	55
New Mexico	1/86,400	2/21.6	3/34.3	96	13 $\frac{1}{2}$	40	NR	65	65
New York	71,000	22.4	36.0	96	13 $\frac{1}{2}$	35	NR	55	9/55
North Carolina	1/76,000	2/18.0	3/36.0	96	13 $\frac{1}{2}$	6/40	NR	55	NP
North Dakota	1/82,000	2/20.0	3/34.0	4/102	5/13 $\frac{1}{2}$	6/40	NR	8/65	9/65
Ohio	1/78,000	19.0	32.0	96	13 $\frac{1}{2}$	40	NR	55	65
Oklahoma	1/90,000	2/20.0	3/34.0	4/102	13 $\frac{1}{2}$	40	NR	65	65
Oregon	76,000	2/20.0	3/34.0	96	5/13 $\frac{1}{2}$	35	7/35	8/50	9/105
Pennsylvania	1/71,145	2/22.4	3/36.0	96	13 $\frac{1}{2}$	35	NR	55	NP
Rhode Island	73,280	22.4	3/36.0	102	13 $\frac{1}{2}$	40	NR	55	NP
South Carolina	73,280	20.0	3/36.0	96	13 $\frac{1}{2}$	6/40	NR	55	NP
South Dakota	1/95,000	2/20.0	3/34.0	96	13 $\frac{1}{2}$	35	NR	8/60	65
Tennessee	73,280	2/18.0	32.0	96	13 $\frac{1}{2}$	40	NR	55	NP
Texas	72,000	18.0	32.0	96	13 $\frac{1}{2}$	45	7/NR	55	65
Utah	1/130,000	2/20.0	3/34.0	96	14	45	45	60	9/105
Vermont	73,280	2/22.4	3/36.0	4/102	13 $\frac{1}{2}$	55	NR	55	NP
Virginia	1/76,000	2/20.0	3/34.0	96	13 $\frac{1}{2}$	35	NR	8/55	NP
Washington	1/105,000	3/20.0	3/34.0	4/96	5/13 $\frac{1}{2}$	35	45	8/65	65
West Virginia	1/73,280	2/18.0	3/32.0	96	5/13 $\frac{1}{2}$	6/40	NR	8/50	NP
Wisconsin	1/69,350	2/18.0	32.0	4/96	13 $\frac{1}{2}$	35	7/35	55	NP
Wyoming	1/105,000	2/20.0	36.0	4/102	14	6/50	NR	75	75

FOOTNOTES

(Applicable to 1974 Tables)

* - A number of states also provide for added length or "overhang" for carriers of specific commodities (e.g., automobiles, boats, pipes, poles).

NP -- Not Permitted

NR -- No Restriction (or not stated)

1/ GROSS WEIGHT

Arkansas.....On designated highways. 64,000 lbs. on other highways.
Colorado.....Except 75,200 lbs. on Interstate system.
Connecticut....2% tolerance allowed, but maximum is 73,000 lbs. including tolerance.
Florida.....10% tolerance allowed.
Idaho.....Except 76,800 lbs. on Interstate system.
Iowa.....8% tolerance allowed, but maximum is 73,280 lbs. including tolerance.
Kansas.....Except 73,280 lbs. on Interstate system.
Kentucky.....Except 73,280 lbs. on Interstate system, and lower weights on designated roads. (New maximum subject to implementation delay)
Louisiana.....Based on 9,000 lbs. steering axle.
Maine.....On 6-axes subject to referendum. Except absolute maximum of 73,280 lbs. on Interstate system. Other limits: 2-axes --34,000 lbs., 3-axes --54,000 lbs., 4-axes --69,000 lbs., and 5-axes --80,000 lbs. Also 5% tolerance and a 10% tolerance for farm products, and building and construction materials. Special 15% tolerance for forest products Dec. thru Feb.
Maryland.....On 5-axes. 4-axle limit = 65,000 lbs. (except 5% tolerance added for bulk milk haulers). 3-axle limit = 55,000 lbs. 1,000 lbs. overall maximum tolerance.
Michigan.....Limited to 11 axes. 73,280 lbs. for 5-axle combinations.
Mississippi....On designated highways. Otherwise 57,650 lbs.
Missouri.....On Interstate system, major state roads, and parts of state supplementary system which contain no bridges.
Montana.....By regular permit, except 76,800 lbs. practical limit in Interstate system.
Nebraska.....Except 71,146 lbs., plus 3% tolerance, on Interstate system.
Nevada.....Except 76,800 lbs. on Interstate system.
New Mexico.....Plus 20% tolerance when hauling certain products.
North Carolina.5% tolerance allowed, but absolute maximum of 73,280 lbs. on Interstate system.
North Dakota...Except 73,280 lbs. on Interstate system.
Ohio.....Plus 3% tolerance.
Oklahoma.....Except 73,280 lbs. on Interstate system.
Pennsylvania...3% tolerance allowed.
South Dakota...Except 73,280 lbs. on Interstate system.
Utah.....Except 79,900 lbs. on Interstate system.
Virginia.....Except 70,000 lbs. on Interstate system.
Washington.....By regular permit on all highways; otherwise 72,000 lbs. or 76,000 lbs. Plus discretionary tolerances of 1,000 lbs. on 2-axle units, 1,500 lbs. on 3-axle units, and 2,000 lbs. on combinations.
West Virginia..Including tolerance on designated roads. Otherwise 60,800 lbs.
Wisconsin.....73,000 lbs. including tolerance.
Wyoming.....Based on 7-axes and 70-foot spacing. Except 73,950 lbs. on Interstate system.

2/ SINGLE AXLE WEIGHTS

Alabama.....10% tolerance allowed.
Connecticut....2% tolerance allowed.
Florida.....10% tolerance allowed on scale weight.
Georgia.....18,000 lbs. plus 13% tolerance.
Idaho.....Except 18,000 lbs. on Interstate system.
Indiana.....22,400 lbs. on roads designated by Highway Commission.
Iowa.....3% tolerance allowed.
Kansas.....Except 18,000 lbs. on Interstate system.
Kentucky.....Except 18,000 lbs. on Interstate system. Also 5% tolerance allowed.
Louisiana.....Unintentional tolerance of 5%, except 10% for vehicles transporting natural resource.
Missouri.....22,400 lbs. allowed vehicles operating exclusively in or within 2 miles of corporate limits of cities of 75,000 or more inhabitants.
Montana.....Except 18,000 lbs. on Interstate system.
Nebraska.....Except 18,000 lbs. on Interstate system. Also 5% tolerance allowed.
New Jersey.....5% tolerance allowed.
New Mexico.....20% tolerance allowed when hauling certain products.
North Carolina..1,000 lbs. tolerance allowed on any one axle.
North Dakota...Except 18,000 lbs. on Interstate system.
Oklahoma.....Except 18,000 lbs. on Interstate system.
Oregon.....Except 18,000 lbs. on Interstate system.
Pennsylvania...3% tolerance allowed.
South Dakota...Except 18,000 lbs. on Interstate system.
Tennessee.....Front Axle limited to 12,000 lbs.
Utah.....Except 18,000 lbs. on Interstate system.
Vermont.....Not applicable to Interstate system which is limited only by gross weight. Also 5% tolerance except on Interstate system.
Virginia.....Except 18,000 lbs. on Interstate system.
Washington.....By permit on all highways; otherwise 18,000 lbs. Plus discretionary tolerance of 500 lbs.
West Virginia..5% tolerance allowed.
Wisconsin.....1,500 lbs. tolerance allowed.
Wyoming.....Where overall wheelbase exceeds 50 feet. Except 18,000 lbs. on Interstate system.

3/ TANDEM AXLE WEIGHTS

Alabama.....10% tolerance allowed.
Connecticut....2% tolerance allowed.
Florida.....10% tolerance allowed on scale weight.
Georgia.....36,000 lbs. plus 13% tolerance.
Idaho.....Except 32,000 lbs. on Interstate system.
Indiana.....36,000 lbs. allowed on routes designated by Highway Commission.
Iowa.....3% tolerance allowed. 18,000 lbs. if axles less than 40 inches apart.
Kansas.....Except 32,000 lbs. on Interstate system.
Kentucky.....Except 32,000 lbs. on Interstate system. Also 5% tolerance.
Louisiana.....Unintentional tolerance of 5%, except 10% for vehicles transporting natural resource.
Maine.....Subject to referendum. Except 32,000 lbs. on Interstate system. Also, 54,000 lbs. on tri-axle (subject to referendum).

3/ TANDEM AXLE WEIGHTS (continued)

Maryland.....Either axle of tandem allowed 22,400 lbs.
Michigan.....32,000 lbs. on two tandems when gross does not exceed 73,280 lbs.
 32,000 lbs. on one tandem for other vehicles on designated roads
 from June to February.
Mississippi....On designated roads, 28,700 lbs. on other roads.
Montana.....Except 32,000 lbs. on Interstate system.
Nebraska.....Except 32,000 lbs. on Interstate system. Also 5% tolerance allowed.
New Hampshire..Gross of tandem-axles straight trucks limited to 40,000 lbs. with
 one powered axle, and 47,500 lbs. with both axles powered.
New Jersey.....5% tolerance allowed.
New Mexico.....20% tolerance allowed when hauling certain products.
North Carolina..1,000 lbs. tolerance allowed on each axle, except a maximum of 35,700
 lbs. including tolerance when gross weight exceeds 73,000 lbs.
 (plus tolerance) on 5-or more-axles.
North Dakota...Except 32,000 lbs. on Interstate system.
Oklahoma.....Except 32,000 lbs. on Interstate system.
Oregon.....Except 32,000 lbs. on Interstate system.
Pennsylvania...3% tolerance allowed.
Rhode Island...By ruling.
South Carolina..Except 32,000 lbs. on Interstate system.
Utah.....Except 33,000 lbs. on Interstate system.
Vermont.....Except on Interstate system which is limited only by gross weight.
Virginia.....Except 32,000 lbs. on Interstate system.
Washington.....By permit on all roads. Otherwise 32,000 lbs. plus discretionary
 tolerance of 1,000 lbs. on tandems under 7 feet apart and 1,500
 on tandems 7 or more feet apart.
West Virginia..5% tolerance allowed.

4/ WIDTH

Alabama.....102 inches for loads of pine or cedar logs; except on Interstate system.
Alaska.....Plus 6 inches for safety devices and load binders.
California.....100 inches for loads of plywood, except on Interstate system.
Kansas.....Additional 6 inches allowed for wheels and tires.
Maine.....Except 96 inches on Interstate system.
Maryland.....102 inches for tobacco hogsheds.
Massachusetts..Up to 10 inches additional for mirrors on vehicles over 10,000 lbs. gross.
Michigan.....104 inches for forest products and concrete pipe.
Missouri.....108 inches allowed in, or within 2 miles of, corporate limits of
 cities of 75,000 or more inhabitants.
North Dakota...On designated highways.
Oklahoma.....Except 96 inches on Interstate system.
Vermont.....Except 96 inches on Interstate system.
Washington.....102 inches plus safety devices on designated highways by permit --
 which requires that body must extend over wheels, and truck width
 must be not less than 77½ inches.
Wyoming.....Except 96 inches on Interstate system, paved roads of less than 20
 feet in width, and unpaved roads.

5/ HEIGHT

Colorado.....13½ feet allowed on designated highways.
Georgia.....Annual overheight permits available.
Maine.....Plus 6-inch load extension above maximum structural height of vehicle.
Missouri.....15 feet allowed in, or within 2 miles of, corporate limits of cities
 of 75,000 or more inhabitants.

5/ HEIGHT (continued)

North Dakota...15½ feet by special permit.
Oregon.....14 feet for auto transporters by permit or resolution.
Washington.....14 feet for auto transporters.
West Virginia..On designated roads and for auto transporters. Otherwise 12½ feet.

6/ TRUCK LENGTH (see also * general note)

Florida.....2-axles = 35 feet; 3-axles = 40 feet.
Kentucky.....On designated highways. Otherwise 26½ feet.
North Carolina..For 3-axle trucks. 2-axle trucks = 35 feet.
North Dakota...2-axles = 35 feet. 3-axles = 40 feet.
South Carolina..2-axles = 35 feet. 3-axles = 40 feet.
West Virginia..35 feet for 2-axle trucks. Also 10% tolerance.
Wyoming.....65 feet by permit.

7/ SEMITRAILER LENGTH (see also * general note)

California.....Unless distance from kingpin to rear axles exceeds 38 feet.
Oregon.....40 feet allowed by permit.
Texas.....If total combination length does not exceed 55 feet.
Wisconsin.....Measured from extreme rear of tractor chassis to rear of semitrailer.

8/ TRACTOR SEMITRAILER LENGTH (see also * general note)

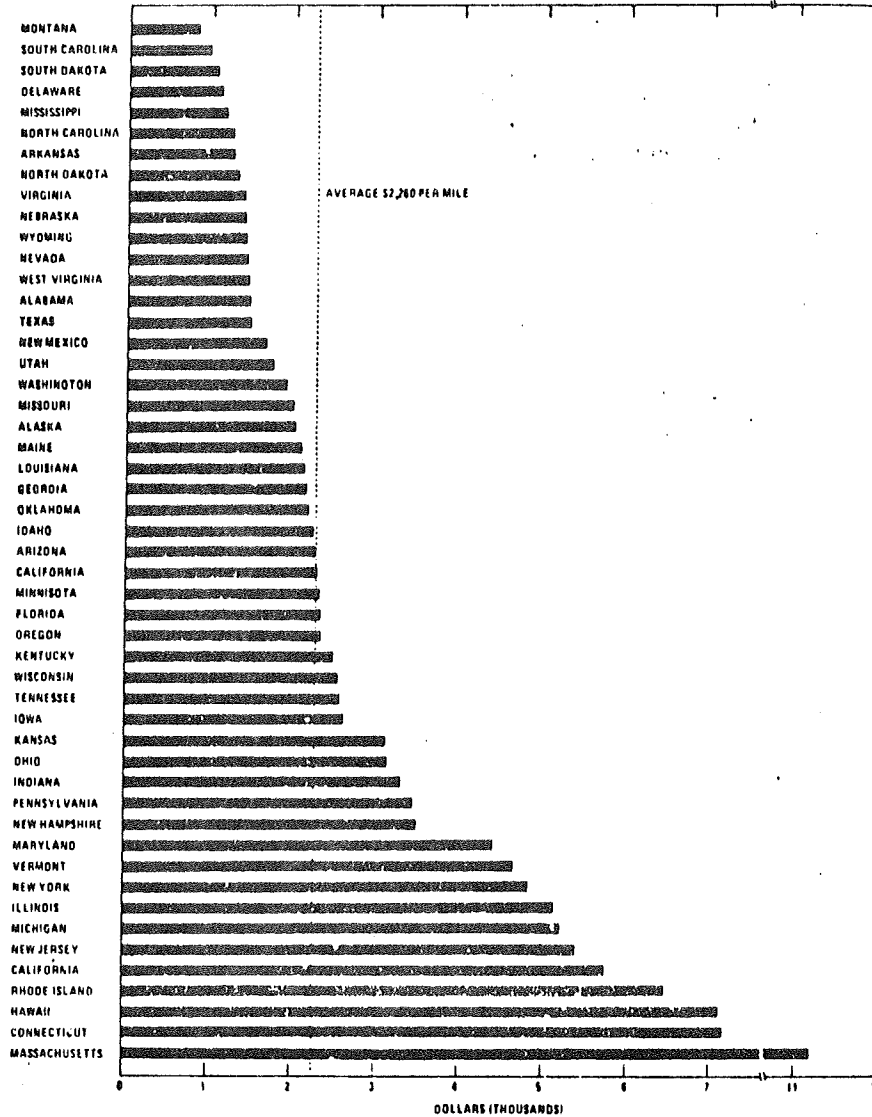
Idaho.....With a maximum of 38 feet from kingpin to last axle.
Kentucky.....On class AA and AAA highways. Otherwise 30 feet.
North Dakota...On designated roads.
Oregon.....60 feet allowed by permit.
South Dakota...65 feet allowed on designated roads.
Virginia.....Plus a tolerance not to exceed 12 inches.
Washington.....70 feet for stinger-steered units.
West Virginia..55 feet on designated roads.

9/ TWIN TRAILER COMBINATION LENGTH (see also * general note)

Idaho.....Combinations of 3-or more-units on designated roads. Otherwise 75 feet.
Illinois.....All 4-lane highways, plus designated 2-lane roads.
Kentucky.....On all 4-lane highways plus designated operations on 2-lane roads and radially therefrom.
Louisiana.....On 4-lane highways plus a 10 mile radius.
Maryland.....On 4-lane highways plus 2-lane highways to most direct point of origin or destination.
Michigan.....On designated highways.
Minnesota.....On 4-lane plus other designated highways by permit.
Missouri.....On designated highways.
Montana.....By annual permit.
Nevada.....By regular permit.
New York.....Except in New York City, and in Suffolk and Nassau counties.
North Dakota...On designated highways.
Oregon.....Combinations of 4 units under permit or resolution. Otherwise 65 to 75 ft.
Utah.....By annual permit. Otherwise 60 to 65 feet.

**EXPENDITURES PER MILE FOR MAINTENANCE
ON ROADS AND STREETS UNDER
STATE JURISDICTION — 1971
EXCLUDING TOLL FACILITIES
(In thousands of dollars)**

FIGURE 2



The American Association of
State Highway Officials Study

A. Some Useful Terminology:

1. AASHO. The American Association of State Highway Officials (now AASHTO), a national organization which is probably the single most authoritative source of technical information on roads and streets in the Country.
2. Design Axles. A common denominator is needed in order to facilitate the conversion of mixed traffic (all motor vehicles) to an equivalent number of axle loads to use for design purposes. The 18,000 pound single axle was chosen as this common denominator and all axle loads can be expressed in terms of an equivalent number of these 18,000 pound (18^k) design axles.
3. Equivalence Factor. A number expressing any particular axle load in terms of the number of 18^k (design) axles which would have the same effect on the roadway pavement.

B. Equivalence Factors for Various Axle Loads:

The effect on pavements of an increase in axle loads may be evaluated by comparing equivalence factors for the different axle loads. Exhibit 1 is from an AASHO Research Report (HRB Special Report 73) and illustrates these equivalence factors for both single and tandem axles.

1. The arrow "A" in the left margin of Table 1 marks the row for the 18^k design axle and as expected the equivalence factor is 1.00.

2. Arrow "B" identifies the row of equivalence factors for Maine's existing legal limit on a single axle of 22^k (22,000 pounds). Note that this one 22^k axle has the effect of more than two 18^k axles.
3. Arrow "C" illustrates the effect of a 4000 pound overload (26^k) on a single axle.

Under Col. 3

- a. 26^k axle load equivalent to 4.88 "design axles"
 - b. 26^k axle load equivalent to 2.53 (4.88 - 2.35 = 2.53) of Maine's 22^k legal limit.
 - c. Under provisions for special products where the 10 percent weight tolerance and the 15 percent overload during winter months is utilized a legal single axle in Maine could carry a load of approximately 27,800 pounds or the equivalent of 4.25 of our 22^k axles unless other limitations are imposed.
4. Table 2 on Exhibit 1 shows equivalence factors relating tandem axles to 18^k design axles. Arrow "D" points to the row that shows a 34,000 pound tandem axle to be approximately equal (1.08 equivalence factor) to an 18,000 pound single axle so far as damaging effect or the pavement is concerned.

5. Arrow "E" shows that the new tandem axle limit of 42,000 pounds (exclusive of tolerances and special allowances) is equivalent to 2.64 18* axles and represents a 156 percent increase over our 36* limit which itself was the third highest in the Country.
6. After discussing equivalence factors the possibility for inflicting tremendous pavement damage as a result of frequent axle overloads becomes obvious.

* Material provided by Professor George Greenwood, Department of Engineering, University of Maine, Orono.

APPENDIX B

TABLE 1

EQUIVALENCE FACTORS—FLEXIBLE PAVEMENT
(Single axles, $p = 2.0$)

Axle Load (kips)	Structural Number, $\overline{SN}$					
	1	2	3	4	5	6
2	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002
4	0.002	0.003	0.002	0.002	0.002	0.002
6	0.01	0.01	0.01	0.01	0.01	0.01
8	0.03	0.04	0.04	0.03	0.03	0.03
10	0.08	0.08	0.09	0.08	0.08	0.08
12	0.16	0.18	0.19	0.18	0.17	0.17
14	0.32	0.34	0.35	0.35	0.34	0.33
16	0.59	0.60	0.61	0.61	0.60	0.60
18	1.00	1.00	1.00	1.00	1.00	1.00
20	1.61	1.59	1.56	1.55	1.57	1.60
22	2.49	2.44	2.35	2.31	2.35	2.41
24	3.71	3.62	3.43	3.33	3.40	3.51
26	5.36	5.21	4.88	4.68	4.77	4.96
28	7.54	7.31	6.78	6.42	6.52	6.83
30	10.38	10.03	9.24	8.65	8.73	9.17
32	14.00	13.51	12.37	11.46	11.48	12.17
34	18.55	17.87	16.30	14.97	14.87	15.63
36	24.20	23.30	21.16	19.28	19.02	19.93
38	31.14	29.95	27.12	24.55	24.03	25.10
40	39.57	38.02	34.34	30.92	30.04	31.25

TABLE 2

EQUIVALENCE FACTORS—FLEXIBLE PAVEMENT
(Tandem axles, $p = 2.0$)

Axle Load (kips)	Structural Number, $\overline{SN}$					
	1	2	3	4	5	6
10	0.01	0.01	0.01	0.01	0.01	0.01
12	0.01	0.02	0.02	0.01	0.01	0.01
14	0.02	0.03	0.03	0.03	0.02	0.02
16	0.04	0.05	0.05	0.05	0.04	0.04
18	0.07	0.08	0.08	0.08	0.07	0.07
20	0.10	0.12	0.12	0.12	0.11	0.10
22	0.16	0.17	0.18	0.17	0.16	0.16
24	0.23	0.24	0.26	0.25	0.24	0.23
26	0.32	0.34	0.36	0.35	0.34	0.33
28	0.45	0.46	0.49	0.48	0.47	0.46
30	0.61	0.62	0.65	0.64	0.63	0.62
32	0.81	0.82	0.84	0.84	0.83	0.82
34	1.06	1.07	1.08	1.08	1.08	1.07
36	1.38	1.38	1.38	1.38	1.38	1.38
38	1.76	1.76	1.73	1.72	1.73	1.74
40	2.22	2.19	2.15	2.13	2.16	2.18
42	2.77	2.73	2.64	2.62	2.66	2.70
44	3.42	3.36	3.23	3.18	3.24	3.31
46	4.20	4.11	3.92	3.83	3.91	4.02
48	5.10	4.98	4.72	4.58	4.68	4.83

TABLE 3

EQUIVALENCE FACTORS—FLEXIBLE PAVEMENT
(Single axles, $p = 2.5$)

Axle Load (kips)	Structural Number, $\overline{SN}$					
	1	2	3	4	5	6
2	0.0004	0.0004	0.0003	0.0002	0.0002	0.0002
4	0.003	0.004	0.004	0.003	0.003	0.002
6	0.01	0.02	0.02	0.01	0.01	0.01
8	0.03	0.05	0.05	0.04	0.03	0.03
10	0.08	0.10	0.12	0.10	0.09	0.08
12	0.17	0.20	0.23	0.21	0.19	0.18
14	0.33	0.36	0.40	0.39	0.36	0.34
16	0.59	0.61	0.65	0.65	0.62	0.61
18	1.00	1.00	1.00	1.00	1.00	1.00
20	1.61	1.57	1.49	1.47	1.51	1.55
22	2.48	2.38	2.17	2.09	2.18	2.30
24	3.69	3.49	3.09	2.89	3.03	3.27
26	5.33	4.99	4.31	3.91	4.09	4.48
28	7.49	6.98	5.90	5.21	5.39	5.98
30	10.31	9.55	7.94	6.83	6.97	7.79
32	13.90	12.82	10.52	8.85	8.88	9.95
34	18.41	16.94	13.74	11.34	11.18	12.51
36	24.02	22.04	17.73	14.38	13.93	15.50
38	30.90	28.30	22.61	18.06	17.20	18.98
40	39.20	35.80	28.51	22.50	21.08	23.04

TABLE 4

EQUIVALENCE FACTORS—FLEXIBLE PAVEMENT
(Tandem axles, $p = 2.5$)

Axle Load (kips)	Structural Number, $\overline{SN}$					
	1	2	3	4	5	6
10	0.01	0.01	0.01	0.01	0.01	0.01
12	0.02	0.02	0.02	0.02	0.01	0.01
14	0.03	0.04	0.04	0.03	0.03	0.02
16	0.04	0.07	0.07	0.06	0.05	0.04
18	0.07	0.10	0.11	0.09	0.08	0.07
20	0.11	0.14	0.16	0.14	0.12	0.11
22	0.16	0.20	0.23	0.21	0.18	0.17
24	0.23	0.27	0.31	0.29	0.26	0.24
26	0.33	0.37	0.42	0.40	0.36	0.34
28	0.45	0.49	0.55	0.53	0.50	0.47
30	0.61	0.65	0.70	0.70	0.66	0.63
32	0.81	0.84	0.89	0.89	0.86	0.83
34	1.06	1.08	1.11	1.11	1.09	1.08
36	1.38	1.38	1.38	1.38	1.38	1.38
38	1.76	1.73	1.69	1.68	1.70	1.73
40	2.21	2.16	2.06	2.03	2.08	2.14
42	2.76	2.67	2.49	2.43	2.51	2.61
44	3.41	3.27	2.99	2.88	3.00	3.16
46	4.18	3.98	3.58	3.40	3.55	3.70
48	5.08	4.80	4.25	3.98	4.17	4.49

Prepared for the Honorable: U.S. House of Representatives and Transportation Department

1992-1993

[illegible][illegible][illegible]

Effects on Highway and Bridges of Proposed Increased Truck Weights*

<u>Type</u>	<u>Existing Limits</u>	<u>Proposed Limits</u>
3 Axle Vehicle	51,800 lbs.	60,900 lbs.
4 Axle Vehicle	66,300 lbs.	72,600 lbs.
5 Axle Vehicle	73,280 lbs.	90,000 lbs.
Other Combinations	73,280 lbs.	105,000 lbs.

The proposed law would adjust the weight limits for 3, 4, and 5 axle groups and add a sixth category for 6 axle groups according to a graduated schedule in the bill. The proposed law would increase the allowable gross weight imparted to any road surface by a single axle from 22,000 lbs. to not more than 24,000 lbs. The proposed law would increase the allowable weight for axles less than 8 feet apart from 18,000 lbs. to no more than 24,000 lbs. on either axle or from 36,000 lbs. to 48,000 lbs. from both axles. The proposed bill does not include provisions to exclude the Interstate Highway System from the additional allowances suggested for single axle loads and for gross weights. Current limitations in effect on the Interstate Highway System in the State of Maine are 22,000 lbs. for a single axle and 32,000 lbs. on a tandem axle; however, any one axle in the

tandem group cannot exceed 18,000 lbs. Also, it appears that several special provisions relating to 3-axle truck weight allowances should be clarified in regard to maximum loads permitted on the Interstate Highway System. The proposed law also increases specific categories of 3 axle vehicles hauling particular products to higher absolute limits. The proposed law would repeal the additional weight provisions allowed during the months of December, January, and February for certain trucks hauling forest products or raw ore from mine or quarry to place of processing.

Effect on the Highway System

The effect of these additional loads on highways and bridges on Maine's highway network is indicated in the following paragraphs.

As mentioned previously, roadways are basically designed using truck weight characteristics for the particular section of roadway in question and anticipated traffic for that section. A few years ago, the American Association of State Highway and Transportation Officials conducted extensive tests in Illinois in order to determine a relationship between pavement life, pavement design, and truck weights, particularly axle loadings.

This Department has made an extensive analysis of the highway design requirements for existing allowable weights as compared with the design requirements applicable to the increased weights that would result from the proposals in L.D. 2261. This analysis has been completed for several sections of highways in Maine.

The serious impacts of increased loadings on bridges is discussed later.

* Maine Department of Transportation, February 13, 1974

It was determined that the increased weights would require additional paving to the extent of between \$10,000 -- \$15,000 per mile to satisfy the design requirements on all new construction and reconstruction projects; otherwise pavement life would be cut from a normal design life of approximately 20 years to 10 years or less. Since new construction and reconstruction projects result in relatively limited improvements to the overall mileage included in the Federal Aid and State Highway Systems, additional paving requirements would also be necessary on the remainder of these highway facilities. It is estimated that the total cost of all additional paving requirements would be approximately \$154 million over the next 20 years, or an estimated additional annual expenditure of nearly \$8 million.

Additionally, 'Maintenance Paving Programs' are now operative in an effort to upgrade the extensive mileages on the State Aid and older State Highway networks. The anticipated life of pavement applications resulting from this program would be reduced by over 50 percent from the anticipated life of 4 to 5 years; should an increase in axle weights occur as proposed in L.D. 2261.

In spite of this severe impact on highways, a more significant and far reaching adverse effect would occur on bridges. The Department maintains approximately 2600 bridges on the State Highway and State Aid Systems. About 1750 of these bridges have spans exceeding 20 feet. About 1300 or fifty (50) percent of the above structures were built prior to 1935 and are still in service. Many of these older structures have sub-standard designs and structural deterioration. In addition to State maintained bridges, towns and cities are responsible for approximately 1000 bridges, 400 of which have spans exceeding 20 feet. Nearly all of these structures were built prior to 1935.

In an effort to determine the impact of the major increases in truck weights proposed by this legislation, we have evaluated the effects of these loads on typical types of bridges located throughout Maine. The bridges selected were 20-foot concrete slab spans and 35-foot steel stringer spans, and are typical type bridges found in rural areas. For purposes of calculations all bridges were assumed to be in a "like new" condition. This does not, of course, reflect the actual condition of all structures since all have handled many heavy loads and have been exposed to the ravages of time and weather and undoubtedly their load carrying capacity has been reduced.

The following tables indicate the effect of the increased weights in comparison to the effect of present weights on these structures. The percent in parentheses indicates the allowable loads for trucks carrying forest products or raw ore during three winter months only.

TABLE 1 - This table shows the comparison between the present law and the proposed law for three axle vehicles.

THREE AXLE TRUCKS

<u>BRIDGE TYPE</u>	<u>DESIGN LOADING</u>	<u>PRESENT LAW -- % OF ALLOWABLE STRESSES</u>	<u>PROPOSED LAW -- % OF ALLOWABLE STRESSES</u>
20' concrete slab	H15	112(129)	144
	H20	95(109)	122
35' steel stringer	H15	116(133)	148
	H20	97(112)	125

TABLE 2 - This table compares the four axle trucks allowed under Section 1652(B) & (C) of the present law and the four axle vehicles under Section 1652 (O) of the proposed law.

<u>FOUR AXLE TRUCKS</u>			
<u>BRIDGE TYPE</u>	<u>DESIGN LOADING</u>	<u>PRESENT LAW -- % OF ALLOWABLE STRESSES</u>	<u>PROPOSED LAW -- % OF ALLOWABLE STRESSES</u>
20' concrete slab	H15	139(160)	166
	H20	117(135)	140
35' steel stringer	H15	149(171)	175
	H20	125(144)	147

TABLE 3 - This table compares the present and proposed laws for five axle vehicles.

<u>FIVE AXLE VEHICLES</u>			
<u>BRIDGE TYPE</u>	<u>DESIGN LOADING</u>	<u>PRESENT LAW -- % OF ALLOWABLE STRESSES</u>	<u>PROPOSED LAW -- % OF ALLOWABLE STRESSES</u>
20' concrete slab	H15	139(160)	181
	H20	117(135)	152
	HS20	117(135)	152
35' steel stringer	H15	149(171)	193
	H20	125(144)	162
	HS20	110(126)	143

NOTE: A comparison between Table 3 above for five axle vehicles and Table 2 for four axle vehicles indicates that the present law values for % of allowable stresses are the same for both vehicle types but the proposed law values are much more critical for the five axle vehicles.

TABLE 4 - This table shows the percent of allowable stress for six axle vehicles under the proposed law. A six axle vehicle is not allowed under the present law.

<u>SIX AXLE VEHICLES</u>			
<u>BRIDGE TYPE</u>	<u>DESIGN LOADING</u>	<u>PRESENT LAW -- % OF ALLOWABLE STRESSES</u>	<u>PROPOSED LAW -- % OF ALLOWABLE STRESSES</u>
20' concrete slab	H15	Not Permitted	196
	H20	Not Permitted	165
	HS20	Not Permitted	165
35' steel stringer	H15	Not Permitted	330
	H20	Not Permitted	277
	HS20	Not Permitted	243

A review of these tables indicates that increased axle loads would result in additional failures of bridge decks and reduced service life of the structure, requiring correspondingly increased maintenance expenditures.

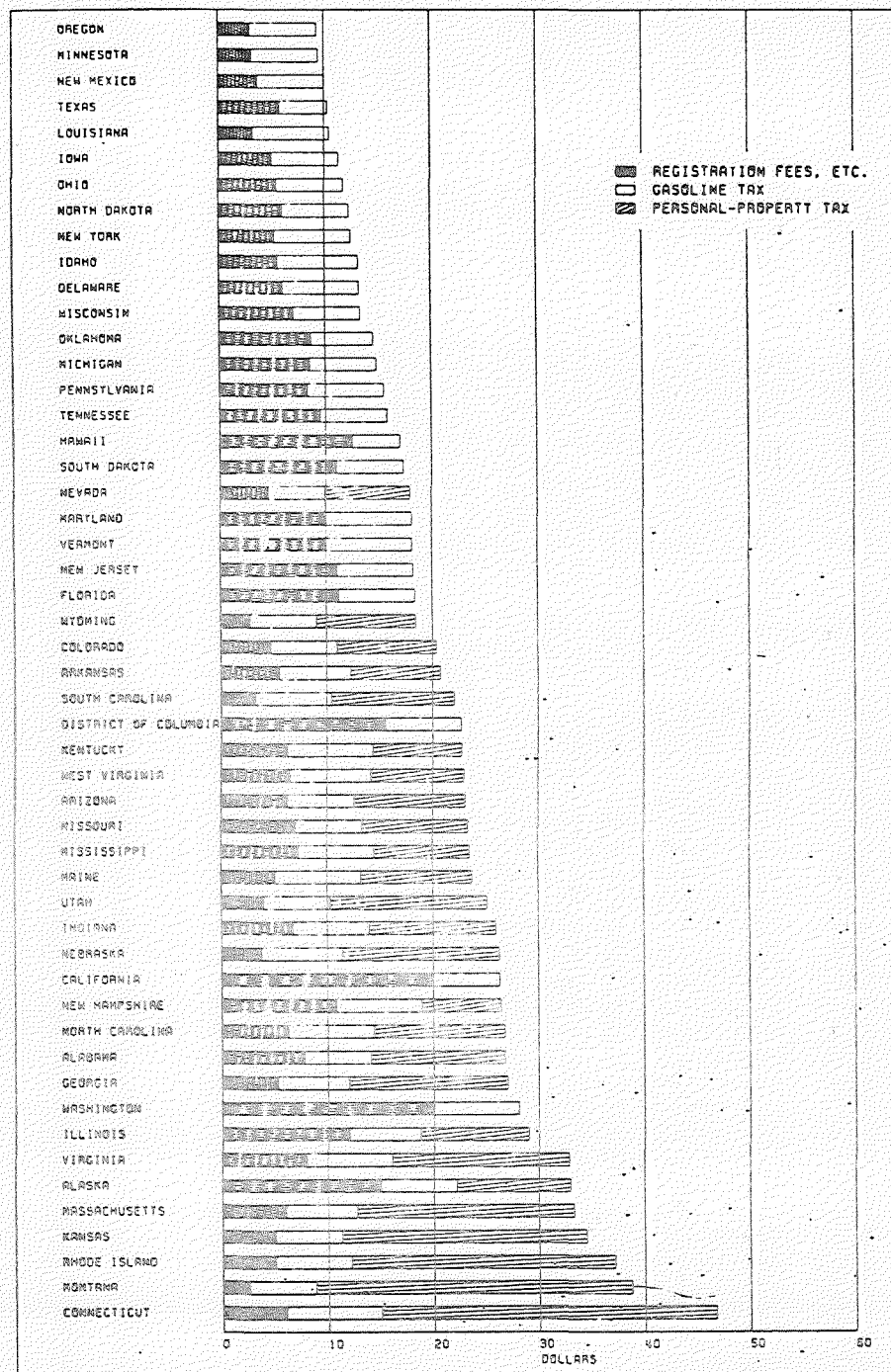
Increased gross loads will require that some bridges of older design be posted for weight limits. As some of these bridges are on principal highways without practical alternate routes such posting may in fact limit the practical vehicle gross weight which can be legally transported between selected points. Any increases in allowable weights should be made in full knowledge of the trade-off which must be made between special benefits to particular industries, additional tax revenues and additional costs to the citizens of the State. The financing for these needed improvements is also a question of major import.

TABLE 5.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A MOTORCYCLE (No. 1)

STATE	PRIVATE OPERATION						
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	GASOLINE TAX	TOTAL	RANK OF STATE	
						TOTAL FEES AND TAXES	TOTAL, EXCLUDING PROPERTY TAX
New England:							
Connecticut	\$6.00	\$31.75	.....	\$9.00	\$46.75	-	16
Maine	5.00	10.52	\$0.10	8.10	23.72	18	28
Massachusetts	6.00	20.57	.....	6.75	33.32	5	30
New Hampshire	10.50	7.51	0.30	8.10	26.41	13	5
Rhode Island	5.00	25.00	.....	7.20	37.20	-	35
Vermont	10.00	.....	.....	8.10	18.10	-	10
Middle Atlantic:							
New Jersey	10.00	.....	1.00	7.20	18.20	30	8
New York	5.00	.....	0.25	7.20	12.45	43	32
Pennsylvania	8.00	.....	0.30	7.20	15.50	37	15
South Atlantic (North):							
Delaware	6.00	.....	.....	7.20	13.20	41	27
District of Columbia	12.50	.....	3.00	7.20	22.70	24	3
Maryland	10.00	.....	.....	8.10	18.10	32	9
Virginia	8.00	16.78	.....	8.10	32.88	7	13
West Virginia	6.00	8.79	0.50	7.65	22.94	22	22
South Atlantic (South):							
Florida	10.75	.....	0.40	7.20	18.35	29	7
Georgia	5.00	15.01	0.25	6.75	27.01	10	36
North Carolina	6.00	12.42	0.25	8.10	26.77	12	20
South Carolina	3.00	11.60	0.25	7.20	22.05	25	42
East North Central:							
Illinois	12.00	10.26	.....	6.75	29.01	8	6
Indiana	6.25	12.00	0.50	7.20	25.95	16	24
Michigan	7.50	.....	1.00	6.30	14.80	38	17
Ohio	5.50	.....	.....	6.30	11.80	45	37
Wisconsin	7.00	.....	.....	6.30	13.30	40	26
West North Central:							
Iowa	5.00	.....	.....	6.30	11.30	46	40
Kansas	5.00	23.20	.....	6.30	34.50	4	39
Minnesota	3.15	.....	.....	6.30	9.49	50	48
Missouri	6.50	10.04	0.50	6.30	23.34	20	25
Nebraska	3.50	14.86	0.25	7.65	26.26	15	38
North Dakota	5.00	.....	1.00	6.30	12.30	44	33
South Dakota	10.75	.....	0.25	6.30	17.30	34	11
East South Central:							
Alabama	7.75	12.73	.....	6.30	26.78	11	23
Kentucky	6.00	8.40	0.25	8.10	22.75	23	21
Mississippi	6.75	9.03	0.50	7.20	23.48	19	19
Tennessee	9.50	.....	.....	6.30	15.80	36	14
West South Central:							
Arkansas	5.00	8.49	0.50	6.75	20.74	26	34
Louisiana	3.00	.....	0.25	7.20	10.45	47	43
Oklahoma	7.15	.....	1.50	5.85	14.50	39	18
Texas	5.30	.....	0.50	4.50	10.30	48	44
Mountain:							
Arizona	6.25	10.52	.....	6.30	23.07	21	31
Colorado	4.50	9.35	0.20	6.30	20.35	27	41
Idaho	5.50	.....	.....	7.65	13.15	42	29
Montana	2.50	29.98	.....	6.30	38.78	2	51
Nevada	4.50	8.00	.....	5.40	17.90	33	47
New Mexico	3.50	.....	0.20	6.30	10.00	49	46
Utah	2.50	14.83	1.50	6.30	25.13	17	45
Wyoming	2.50	9.35	0.25	6.30	18.40	28	50
Pacific:							
California	11.00	.....	9.00	6.30	26.30	14	2
Oregon	3.00	.....	.....	6.30	9.30	51	49
Washington	9.90	.....	10.10	8.10	28.10	9	1
Other Areas:							
Alaska	15.00	10.79	.....	7.20	32.99	6	4
Hawaii	12.00	.....	0.50	4.50	17.00	35	12
Average 1/	\$6.73	\$13.91	\$1.18	\$6.86	\$21.38		

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

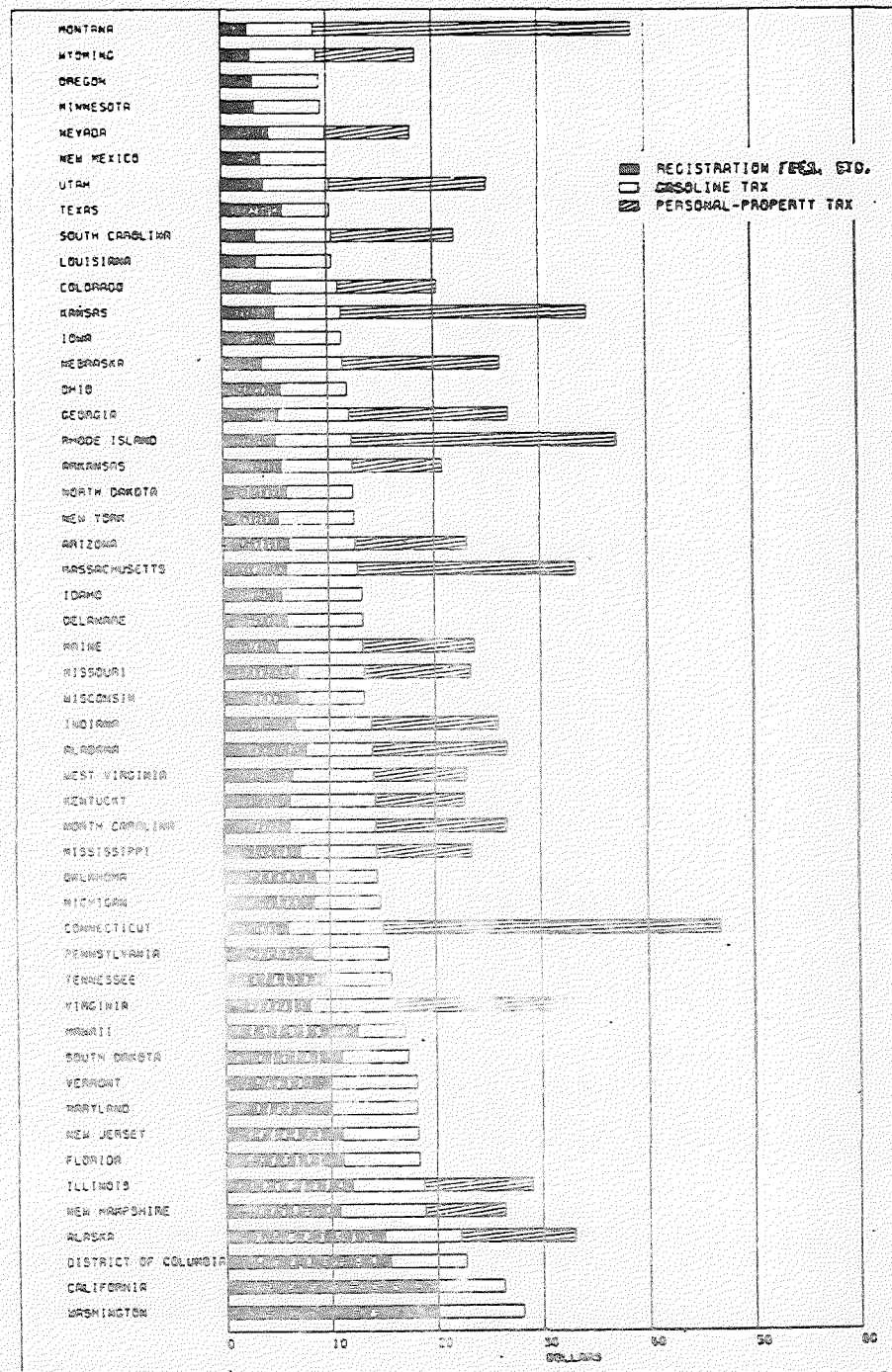


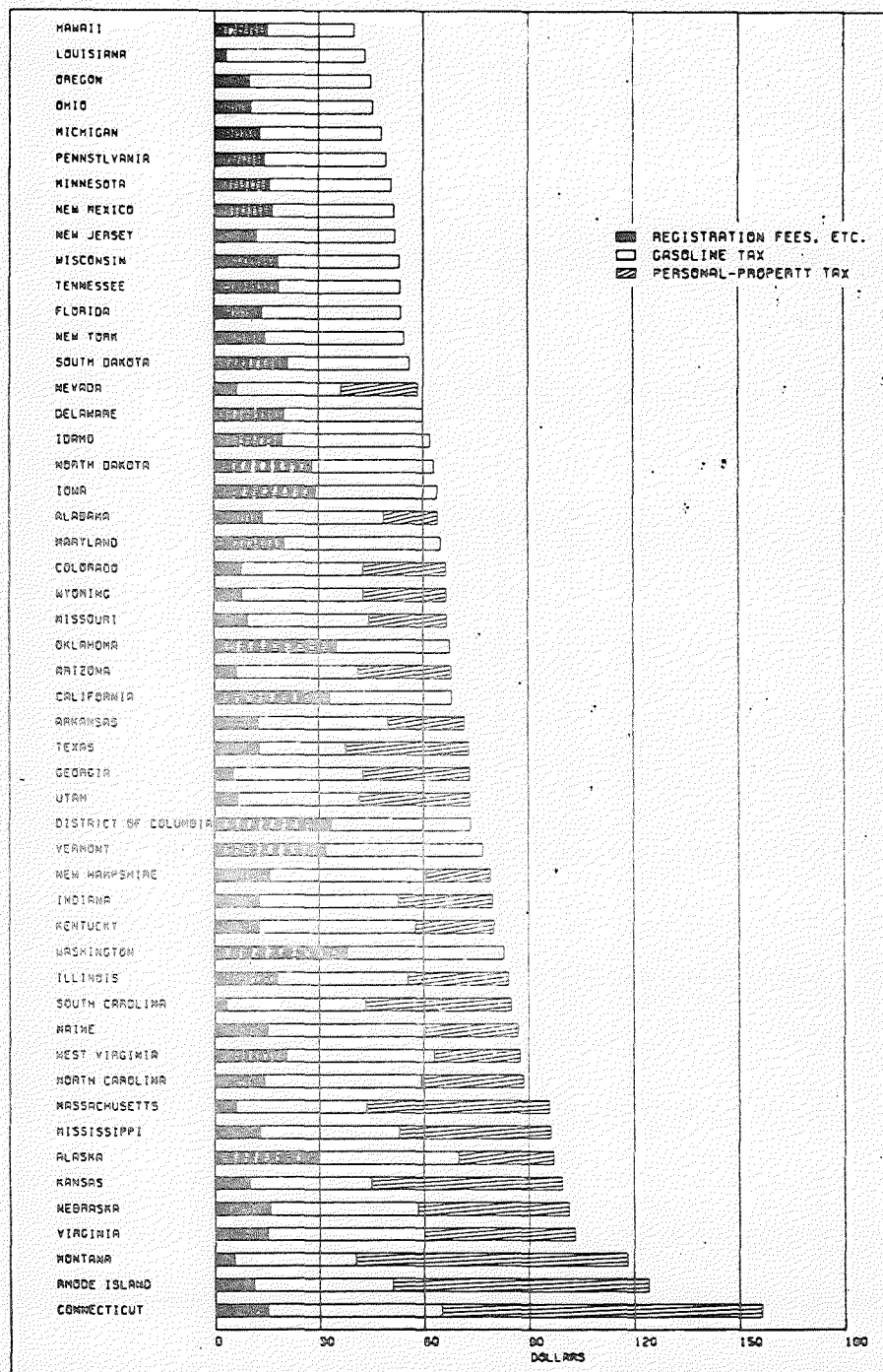
Figure 11. State road-user and personal-property taxes on a motorcyclist (No. 1)

TABLE 6.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON SELECTED PASSENGER VEHICLES (Nos. 2, 3, and 4)

STATE	VERY LIGHT PASSENGER CAR (No. 2)							MEDIUM-WEIGHT PASSENGER CAR (No. 3)							HEAVY PASSENGER CAR (No. 4)						
	REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	GASO- LINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	GASO- LINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	GASO- LINE TAX	TOTAL	RANK OF STATE	
						TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX						TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX						TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX
New England:																					
Connecticut	\$15.00	\$91.25	.....	\$50.00	\$156.25	1	8	\$15.00	\$111.11	.....	\$82.10	\$208.21	1	8	\$15.00	\$798.40	.....	\$95.80	\$999.20	1	15
Maine	15.00	26.73	\$0.20	45.00	86.93	12	14	15.00	43.96	\$0.20	73.89	132.65	10	16	15.00	97.51	\$0.20	86.22	198.93	12	22
Massachusetts	6.00	52.27	.....	37.50	95.77	9	40	6.00	85.19	.....	61.58	152.77	5	44	6.00	100.69	.....	71.25	263.54	5	44
New Hampshire	15.50	18.32	0.30	45.00	79.12	18	13	25.50	29.54	0.30	73.89	129.23	13	6	30.50	65.51	0.30	86.22	182.53	18	10
Rhode Island	11.00	73.00	0.10	40.00	124.10	2	30	17.00	86.00	0.10	65.68	168.78	3	27	28.00	270.00	0.10	76.64	224.74	3	19
Vermont	32.00	.....	.....	45.00	77.00	19	2	32.00	.....	.....	73.89	105.89	25	7	32.00	.....	.....	86.22	118.22	36	9
Middle Atlantic:																					
New Jersey	12.00	.....	.....	40.00	52.00	43	28	18.00	.....	.....	65.68	83.68	42	29	30.00	.....	.....	76.64	106.64	40	16
New York	14.25	.....	0.25	40.00	54.50	39	22	24.75	.....	0.25	65.69	90.69	35	14	30.75	.....	0.25	76.64	116.64	37	11
Pennsylvania	14.00	.....	0.30	35.00	49.30	46	33	14.00	.....	0.30	57.47	71.77	47	37	14.00	.....	0.30	67.06	81.36	48	40
South Atlantic (North):																					
Delaware	20.00	.....	.....	40.00	60.00	36	16	20.00	.....	.....	65.68	85.68	39	21	20.00	.....	.....	76.64	96.64	43	28
District Of Columbia	30.50	.....	3.00	40.00	73.50	20	3	30.50	.....	3.00	65.68	99.18	30	7	30.50	.....	3.00	76.64	130.14	34	7
Maryland	20.00	.....	.....	45.00	65.00	31	7	20.00	.....	.....	73.89	93.89	34	12	30.00	.....	.....	86.22	116.22	38	12
Virginia	15.00	43.08	.....	45.00	103.08	4	15	15.00	57.44	.....	73.89	146.33	7	17	20.00	150.78	.....	86.22	227.00	6	18
West Virginia	20.00	24.60	0.50	42.50	87.60	11	11	24.00	31.83	0.50	62.79	125.92	17	11	30.00	86.09	0.50	81.43	195.02	13	14
South Atlantic (South):																					
Florida	13.25	.....	0.40	40.00	53.65	40	23	20.75	.....	0.40	65.68	86.83	38	19	35.75	.....	0.40	76.64	112.79	39	13
Georgia	5.00	30.50	0.25	37.50	73.25	22	44	7.50	54.89	0.25	61.58	124.22	18	19	15.00	105.34	0.25	71.25	126.44	34	33
North Carolina	14.00	29.29	0.25	45.00	88.54	10	17	14.00	38.15	0.25	71.89	126.30	16	18	14.00	85.98	0.25	86.22	127.45	16	24
South Carolina	3.00	41.76	0.25	40.00	85.01	13	41	5.00	55.68	0.25	65.69	127.61	15	36	9.00	134.56	0.25	76.64	220.45	10	35
East North Central:																					
Illinois	18.00	28.77	.....	37.50	84.27	14	21	30.00	46.40	.....	61.58	137.98	9	13	30.00	115.76	.....	71.25	227.01	11	21
Indiana	22.25	27.00	0.50	40.00	79.75	17	27	22.25	72.00	0.50	65.68	130.43	6	31	22.25	144.00	0.50	76.64	233.39	7	32
Michigan	12.00	.....	1.00	35.00	48.00	47	35	12.00	16.15	1.00	57.47	76.62	44	38	25.85	.....	1.00	67.06	93.91	44	30
Ohio	10.50	.....	.....	35.00	45.50	48	36	10.50	.....	.....	57.47	67.97	49	43	10.50	.....	.....	67.06	77.56	50	46
Wisconsin	18.15	.....	.....	35.00	53.15	42	25	18.15	.....	.....	57.47	75.62	46	34	18.15	.....	.....	67.06	85.21	46	37
West North Central:																					
Iowa	29.00	.....	.....	35.00	64.00	33	9	45.00	.....	.....	57.47	102.47	29	5	81.00	.....	.....	67.06	148.06	29	4
Kansas	10.00	54.52	.....	35.00	99.52	6	38	15.00	84.68	.....	57.47	157.15	4	15	20.00	151.40	.....	67.06	218.46	4	34
Minnesota	15.95	.....	.....	35.00	50.95	45	31	27.70	.....	.....	57.47	85.17	41	32	69.10	.....	.....	67.06	136.16	31	5
Missouri	9.00	22.32	0.50	35.00	66.82	28	39	25.50	34.04	0.50	57.47	117.51	20	26	25.50	75.33	0.50	67.06	168.39	24	31
Nebraska	15.50	43.14	0.25	42.50	101.39	5	43	15.50	57.04	0.25	60.79	142.58	8	22	15.50	134.71	0.25	81.43	211.39	8	27
North Dakota	27.00	.....	1.00	35.00	63.00	34	10	37.00	.....	1.00	57.47	94.47	31	20	27.00	.....	1.00	67.06	135.06	12	6
South Dakota	20.75	.....	0.25	35.00	55.00	38	20	27.75	.....	0.25	57.47	85.47	40	23	24.75	.....	0.25	67.06	122.56	15	8
East South Central:																					
Alabama	13.75	15.41	.....	35.00	64.16	32	14	12.75	22.43	.....	57.47	94.67	32	30	13.75	30.29	.....	67.06	131.06	33	41
Kentucky	12.50	22.40	0.25	45.00	80.15	16	14	12.50	29.40	0.25	65.69	116.04	21	30	12.50	73.20	0.25	67.06	171.77	21	25
Mississippi	12.25	43.33	0.50	40.00	96.16	8	26	14.75	51.45	0.50	65.68	128.36	11	30	18.75	129.08	0.50	76.64	224.97	9	29
Tennessee	16.50	.....	.....	35.00	51.50	41	24	16.50	.....	.....	57.47	73.97	45	31	18.50	.....	.....	67.06	85.56	45	36
West South Central:																					
Arkansas	12.00	21.86	0.50	37.50	71.86	24	32	19.00	33.97	0.50	61.58	115.05	22	29	25.00	25.79	0.50	71.25	168.14	25	26
Louisiana	3.00	.....	0.25	40.00	43.25	50	42	3.00	.....	0.25	65.68	68.93	48	40	3.00	.....	0.25	76.64	79.89	49	42
Oklahoma	35.55	.....	1.50	32.50	67.55	27	8	42.11	.....	1.50	65.67	107.00	28	4	36.75	.....	1.50	67.06	204.30	27	2
Texas	12.30	35.25	0.50	25.00	73.05	23	20	12.30	40.70	0.50	41.05	54.55	33	51	30.30	141.00	0.50	47.50	183.70	17	43
Mountain:																					
Arizona	5.25	26.73	.....	35.00	67.98	26	47	6.25	43.96	.....	57.47	107.28	21	46	5.25	27.74	.....	67.06	170.82	22	30
Colorado	7.50	23.75	0.20	35.00	66.45	30	45	10.20	38.78	0.20	57.47	106.66	24	43	15.20	24.26	0.20	67.06	169.14	23	29
Idaho	19.00	.....	0.50	42.50	62.00	35	12	19.00	.....	0.50	69.79	89.29	36	15	19.00	.....	0.50	67.06	100.93	42	23
Montana	5.50	17.69	.....	35.00	58.19	3	43	10.50	111.76	.....	57.47	175.73	2	42	10.50	260.11	.....	67.06	337.87	2	45
Nevada	6.50	22.00	.....	30.00	58.50	37	32	6.50	53.00	.....	49.25	83.76	37	30	6.50	78.00	.....	67.06	137.98	30	51
New Mexico	16.50	.....	0.20	35.00	51.70	44	24	24.50	.....	0.20	57.47	84.17	43	28	36.50	.....	0.20	67.06	103.76	43	20
Utah	5.00	31.78	1.50	35.00	73.28	21	46	5.00	54.02	1.50	57.47	117.99	19	40	5.00	106.04	1.50	67.06	181.60	19	49
Wyoming	7.50	23.76	0.25	35.00	66.51	29	43	7.50	38.77	0.25	57.47	103.94	27	47	7.50	86.68	0.25	67.06	161.49	26	48
Pacific:																					
California	11.00	.....	22.00	35.00	68.00	25	5	11.00	.....	37.00	57.47	105.47	26	3	11.00	.....	81.00	67.06	199.06	26	3
Oregon	10.00	.....	.....	35.00	45.00	40	27	10.00	.....	.....	57.47	67.47	50	45	10.00	.....	.....	67.06	77.06	51	47
Washington	9.50	.....	28.10	45.00	83.00	15	1	9.50	.....	44.10	73.89	127.89	14	1	9.50	.....	96.10	86.22	192.22	15	1
Other Areas:																					
Alaska	30.00	27.13	.....	40.00	97.13	7	4	30.00	34.61	.....	65.68	130.29	12	9	30.00	11.50	.....	76.64	178.14	20	17
Hawaii	14.62	.....	0.50	25.00	40.12	51	49	25.05	.....	0.50	41.05	66.60	51	46	35.04	.....	0.50	47.50	83.44	47	38
Average 1/	\$14.53	\$26.21	\$2.13	\$38.04	\$73.03			\$18.14	\$52.62	\$3.13	\$62.46	\$110.36			\$25.22	\$122.30	\$6.23	\$72.88	\$166.63		

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

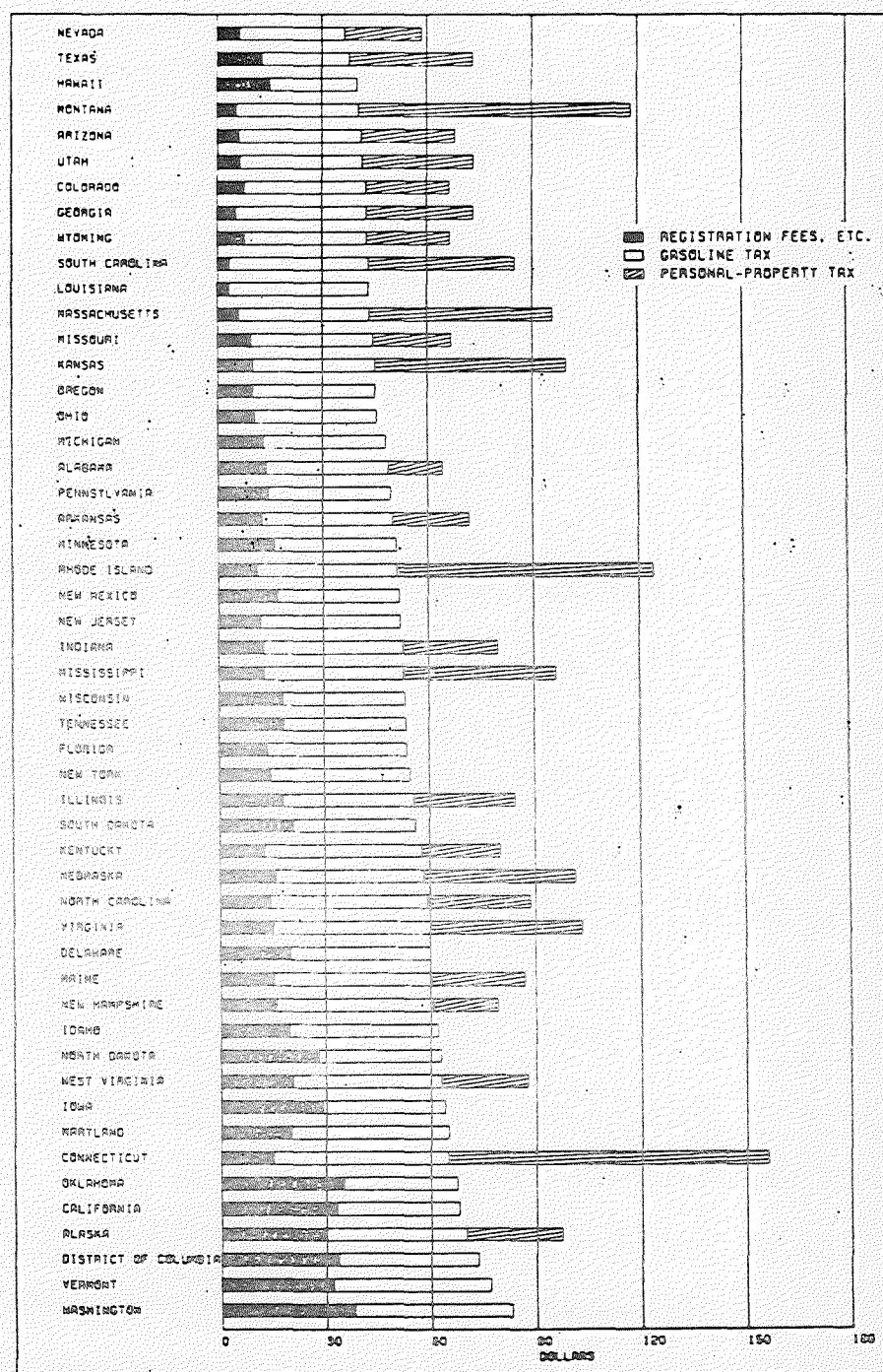
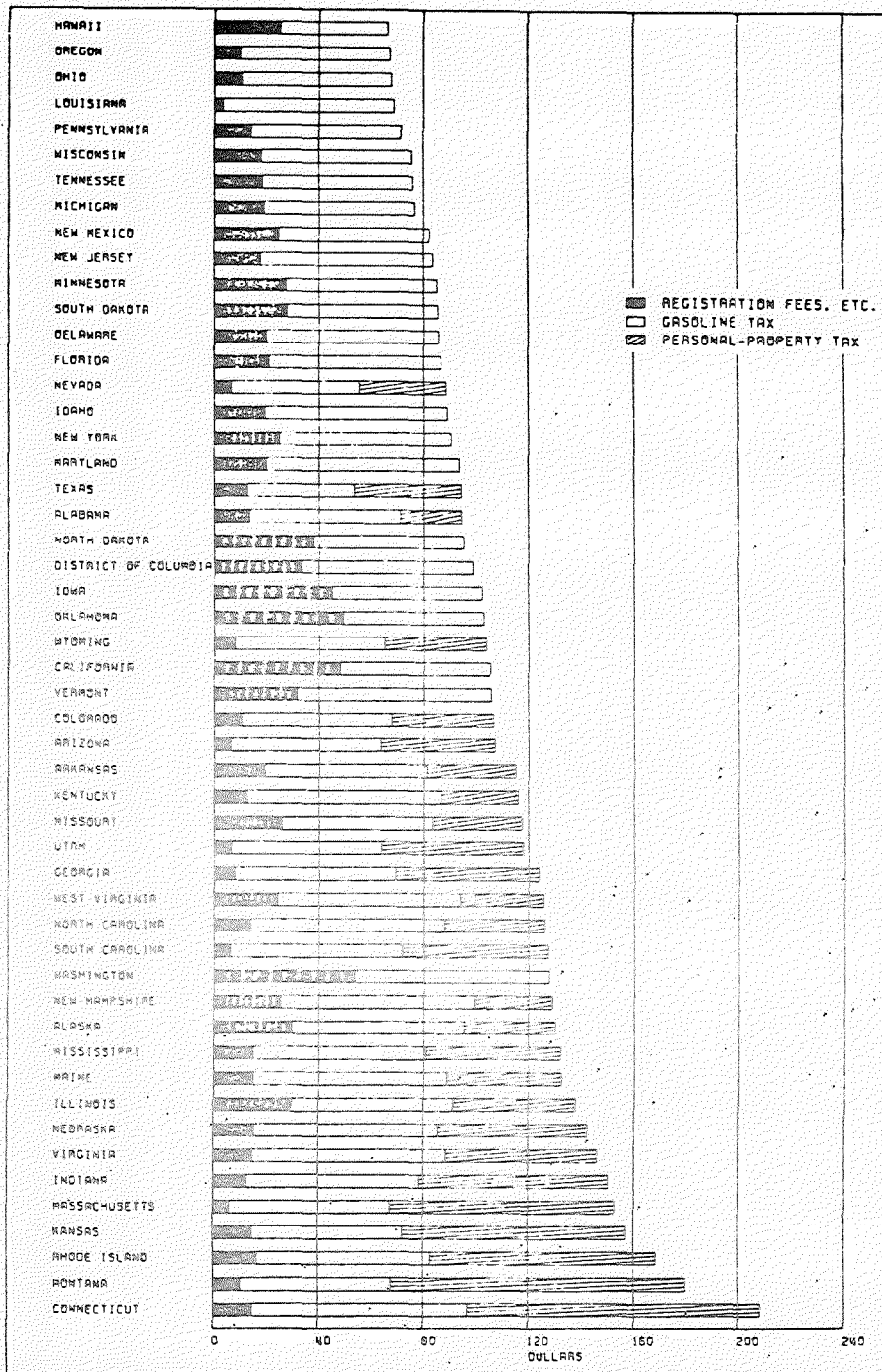


Figure 13 - State road-user and personal property taxes on a very light passenger car (No. 2).

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

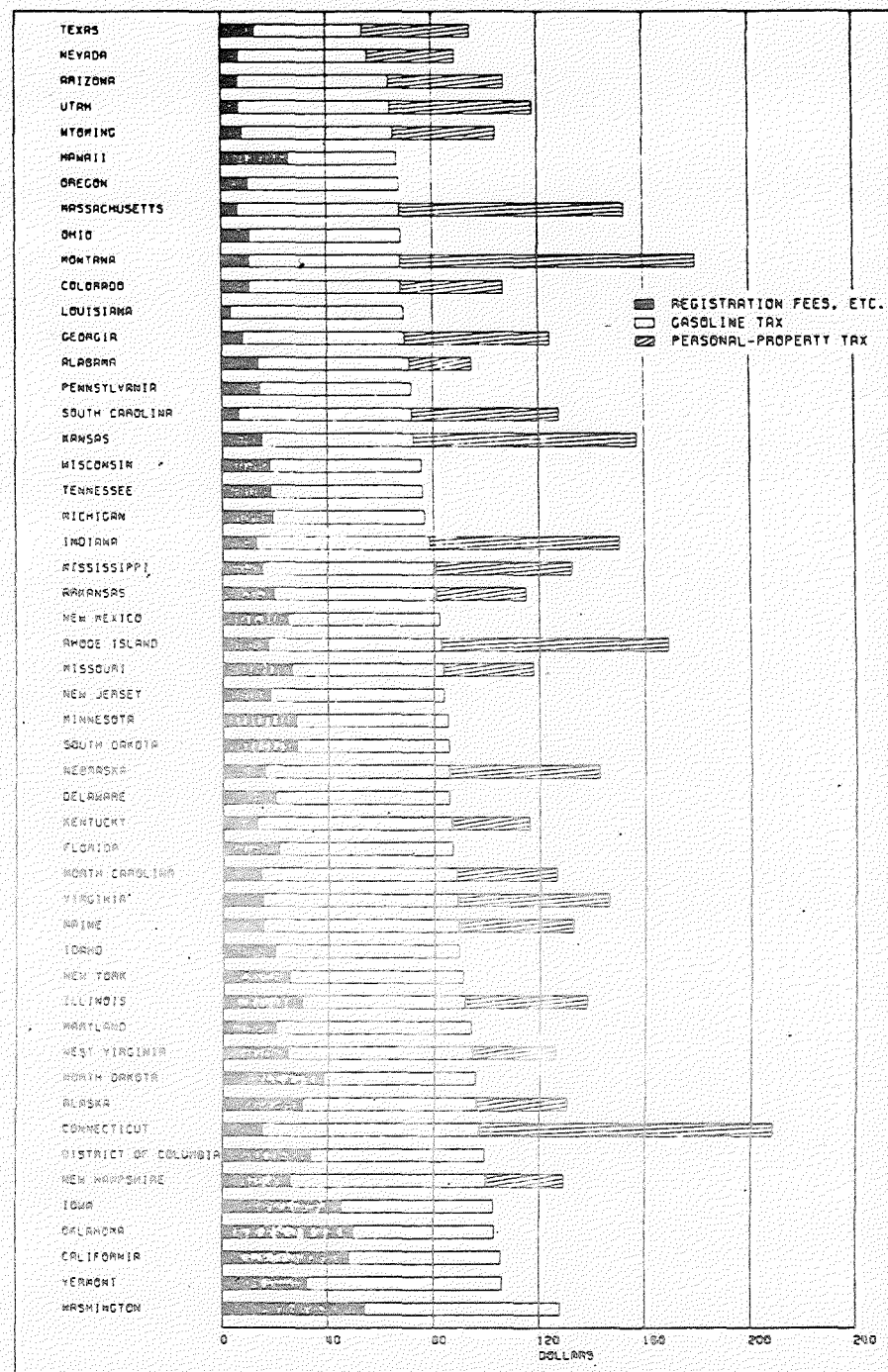


Figure 15 - State road-user and personal property taxes on a mediumweight passenger car (No. 3).

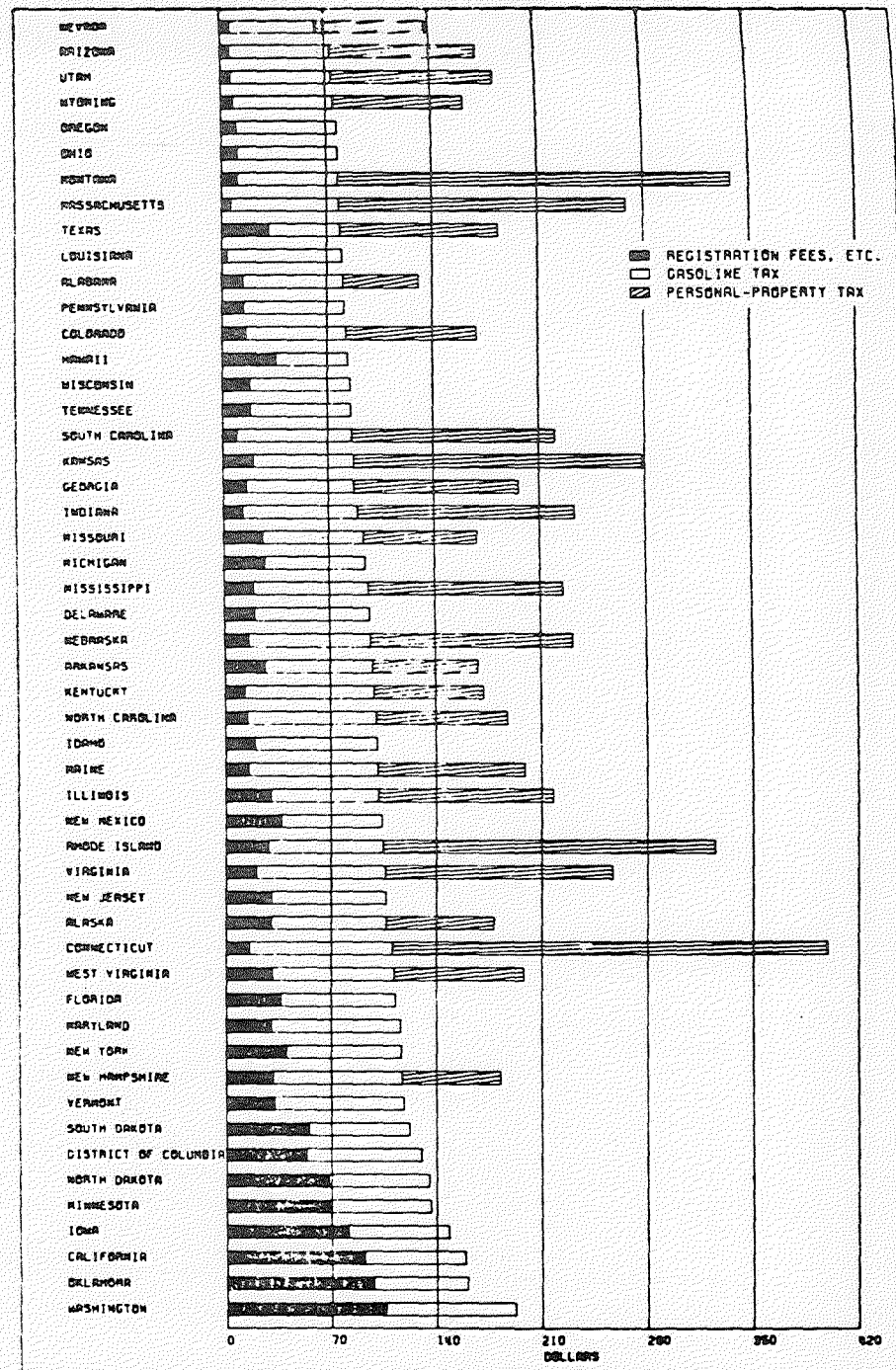
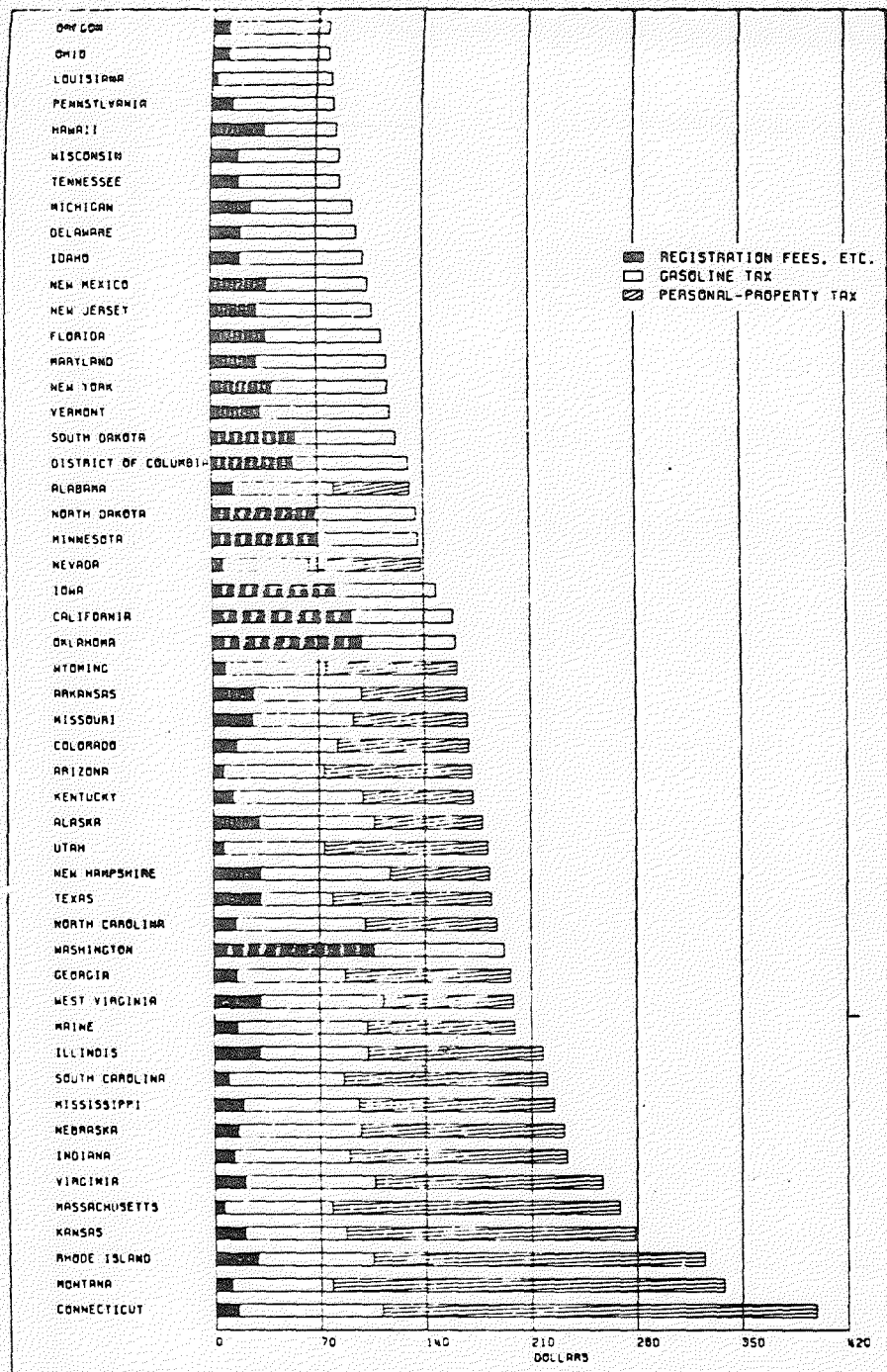


Figure 17 - State road-user and personal property taxes on a heavyweight passenger car (No. 4).

TABLE 7.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A 47 - SEAT, DIESEL
POWERED, INTERCITY BUS (No. 5)

STATE	COMMON CARRIER SERVICE							RANK OF STATE	
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	DIESEL FUEL TAX	TOTAL	TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX
New England:									
Connecticut	\$23.00	\$1,977.53	.....	.....	.....	\$1,166.70	\$3,167.23	6	38
Maine	30.00	788.40	\$0.20	.....	.....	1,050.03	1,868.63	28	45
Massachusetts	23.50	1,541.76	1.00	5.00	.....	875.03	2,446.29	16	49
New Hampshire	198.80	526.10	0.30	5.00	.....	1,050.03	1,780.23	29	34
Rhode Island	468.00	2,081.00	0.10	7.00	.....	933.36	3,489.46	3	26
Vermont	637.18	.....	.....	.....	.....	.....	637.18	51	51
Middle Atlantic:									
New Jersey	99.00	.....	3.00	.....	.....	933.36	1,035.36	49	47
New York	101.50	.....	0.25	.....	.....	1,166.70	1,268.45	44	33
Pennsylvania	300.00	.....	0.30	277.07	.....	933.36	1,510.73	35	23
South Atlantic(North):									
Delaware	165.60	.....	.....	.....	.....	933.36	1,098.96	48	44
District of Columbia	50.50	.....	3.00	.....	700.00	933.36	1,686.86	31	18
Maryland	280.00	.....	1.00	.....	.....	1,050.03	1,331.03	41	29
Virginia	88.00	1,257.94	121.27	1,213.74	.....	1,050.03	3,730.98	1	4
West Virginia	5.00	87.85	0.50	57.00	.....	991.70	1,142.05	47	46
South Atlantic (South):									
Florida	873.25	.....	5.40	100.00	.....	933.36	1,912.01	26	12
Georgia	780.00	967.77	0.25	25.00	.....	875.03	2,648.05	13	19
North Carolina	146.60	746.35	0.25	1,006.50	.....	1,050.03	2,949.73	10	8
South Carolina	155.00	1,095.04	1.25	.....	822.50	933.36	3,007.15	8	11
East North Central:									
Illinois	654.00	182.56	11.50	20.00	.....	875.03	1,743.09	30	21
Indiana	225.25	2,176.00	0.50	12.00	.....	933.36	3,347.11	5	41
Michigan	481.00	.....	1.00	20.00	.....	816.69	1,318.69	43	31
Ohio	515.50	.....	.....	188.00	.....	816.69	1,520.19	34	22
Wisconsin	402.00	.....	20.00	.....	.....	816.69	1,238.69	45	36
West North Central:									
Iowa	450.00	.....	.....	6.00	.....	933.36	1,389.36	40	28
Kansas	250.00	1,218.00	.....	10.00	.....	933.36	2,411.36	17	38
Minnesota	577.50	.....	.....	.....	.....	816.69	1,394.19	39	27
Missouri	450.50	217.62	0.50	25.00	.....	816.69	1,510.31	36	32
Nebraska	235.50	1,231.70	0.25	15.00	.....	991.70	2,474.15	15	35
North Dakota	555.00	.....	1.00	45.00	.....	816.69	1,417.69	38	25
South Dakota	169.75	.....	0.25	338.40	.....	816.69	1,325.09	42	30
East South Central:									
Alabama	210.50	437.51	.....	.....	700.00	933.36	2,281.37	20	14
Kentucky	.....	460.00	.....	277.50	700.00	1,283.37	2,720.87	11	7
Mississippi	152.75	.....	13.50	1,669.11	.....	1,166.70	3,002.06	9	1
Tennessee	618.25	.....	58.75	5.00	.....	933.36	1,615.36	33	20
West South Central:									
Arkansas	742.00	355.25	0.50	5.00	.....	991.70	2,094.45	22	16
Louisiana	293.75	.....	0.25	10.00	.....	933.36	1,237.36	46	37
Oklahoma	301.95	.....	1.50	3.00	822.50	758.36	1,887.31	27	13
Texas	364.04	852.10	0.50	58.00	.....	758.36	2,033.00	23	40
Mountain:									
Arizona	191.25	788.40	2.00	1,364.33	.....	816.69	3,162.67	7	6
Colorado	72.75	700.80	0.20	.....	1,820.00	816.69	3,410.44	4	2
Idaho	76.00	.....	0.50	.....	1,365.00	.....	1,441.50	37	24
Montana	290.50	1,910.79	.....	358.66	.....	1,050.03	3,609.98	2	17
Nevada	6.50	482.00	453.00	.....	.....	700.02	1,641.52	32	43
New Mexico	50.50	.....	1.20	.....	1,142.40	816.69	2,010.79	24	10
Utah	160.00	1,422.51	1.50	.....	.....	816.69	2,400.70	18	48
Wyoming	30.00	700.80	5.25	.....	1,750.00	.....	2,486.05	14	15
Pacific:									
California	329.00	.....	645.00	909.56	.....	816.69	2,700.25	12	3
Oregon	95.00	.....	.....	2.50	2,030.00	.....	2,127.50	21	9
Washington	224.80	.....	723.00	242.55	140.00	1,050.03	2,380.38	19	5
Other Areas:									
Alaska	160.00	809.00	.....	75.00	.....	933.36	1,977.36	25	42
Hawaii	195.00	.....	0.50	28.00	.....	583.35	806.85	50	50
Average 1/	\$279.11	\$962.11	\$53.34	\$254.06	\$1,090.22	\$923.43	\$2,055.45		

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

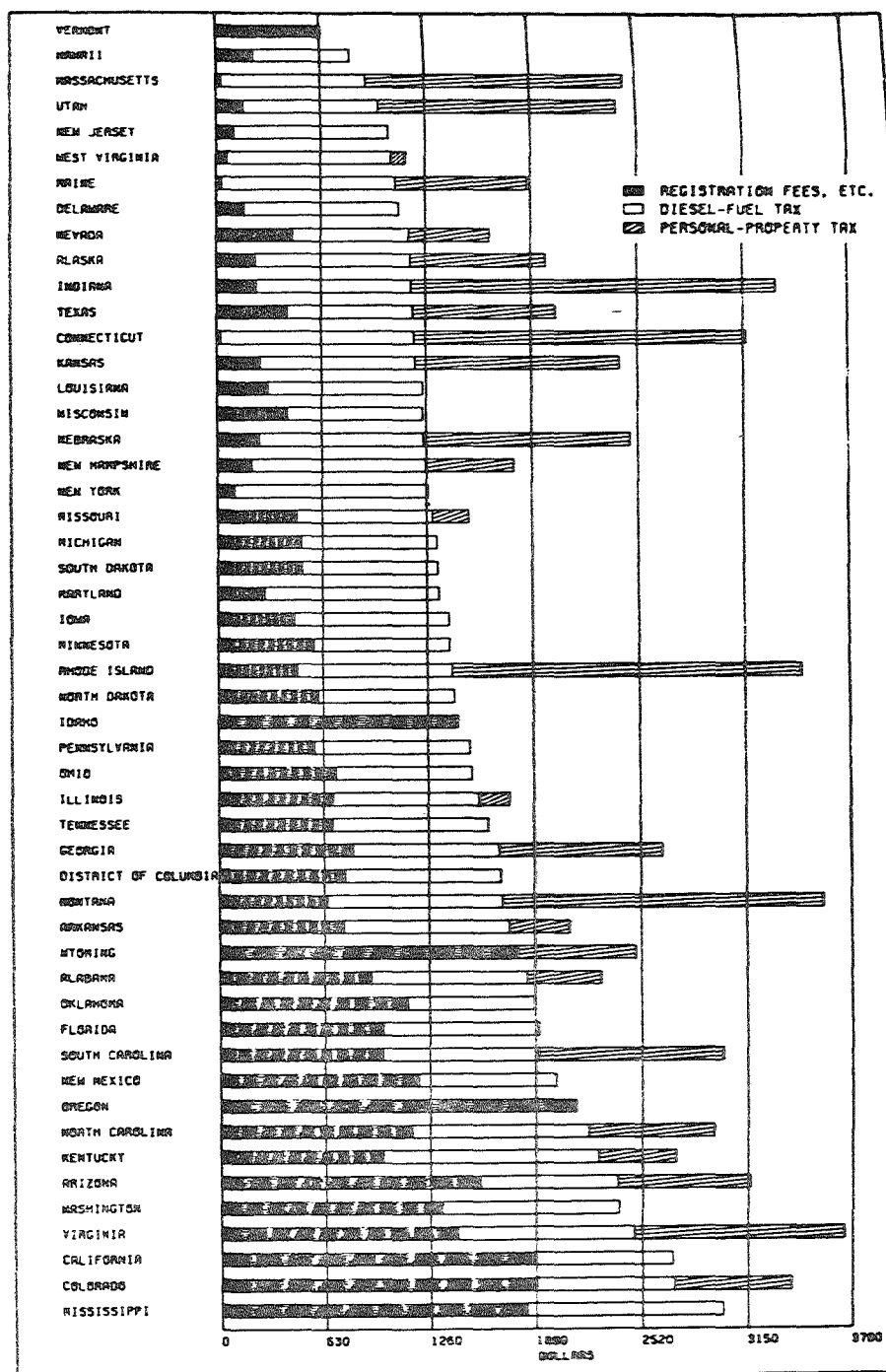
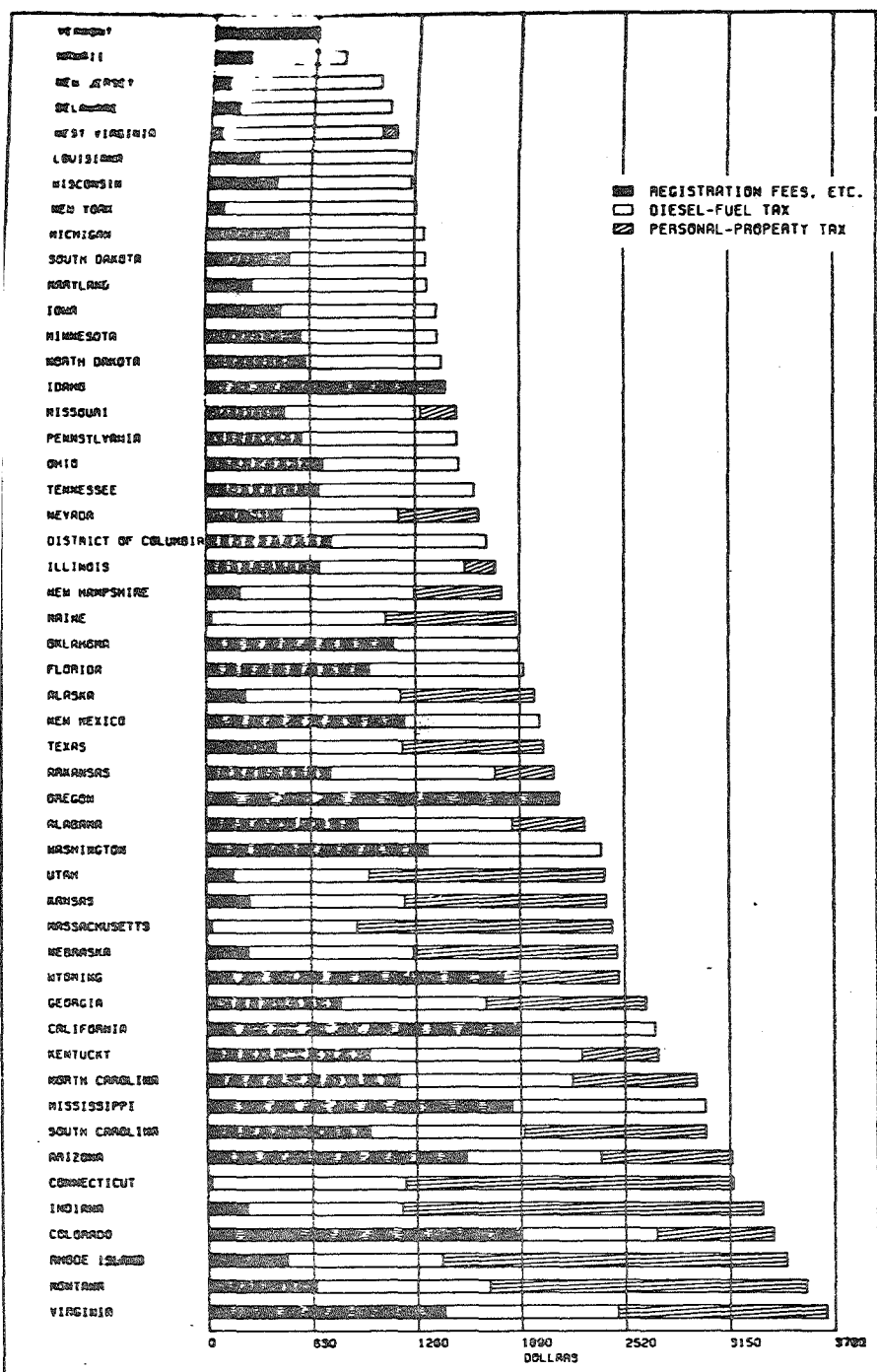


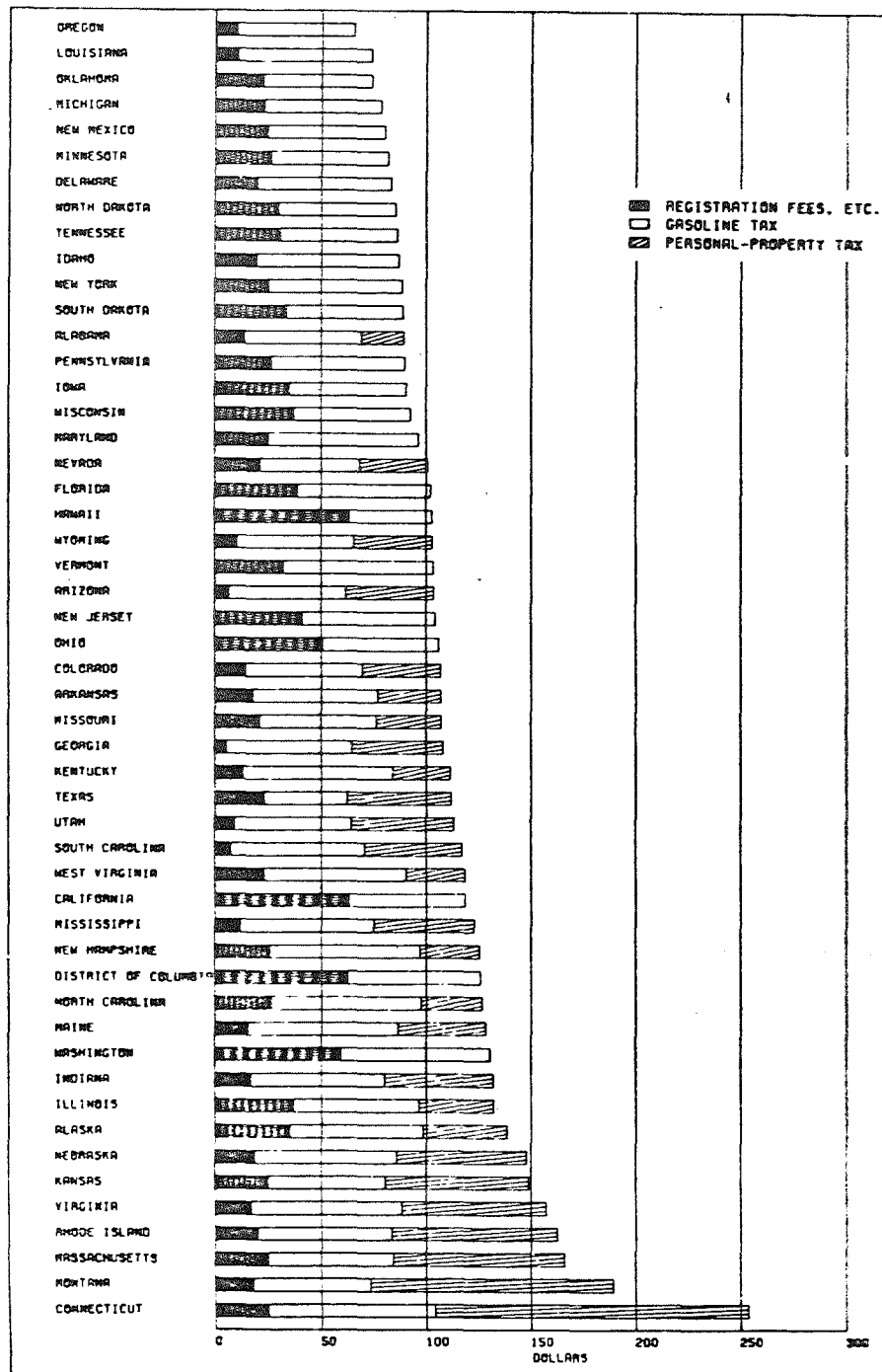
Figure 19 - State road-user and personal property taxes on a 47-seat, diesel powered, intercity bus (No. 5) in common carrier service.

TABLE 8.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A PICKUP TRUCK, 5,000 POUNDS GROSS VEHICLE WEIGHT (No. 6)

STATE	PRIVATE OPERATION						FARM SERVICE							
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	GASOLINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	GASOLINE TAX	TOTAL	RANK OF STATE	
						TOTAL FEES AND TAXES	TOTAL, EXCLUDING PROPERTY TAX						TOTAL FEES AND TAXES	TOTAL, EXCLUDING PROPERTY TAX
New England:														
Connecticut	\$25.00	\$149.45	.....	\$79.20	\$253.65	1	6	\$25.00	\$149.45	.....	\$48.00	\$222.45	1	7
Maine	15.00	41.77	\$0.20	71.28	128.25	12	27	15.00	41.77	\$0.20	43.20	100.17	7	22
Massachusetts	25.00	81.68	.....	59.40	166.08	3	27	12.00	81.68	.....	36.00	129.68	3	36
New Hampshire	25.50	28.35	0.30	71.28	125.43	15	12	25.50	28.50	0.30	43.20	97.50	9	8
Rhode Island	20.00	79.00	0.10	63.36	162.46	4	29	20.00	45.00	.....	38.40	103.40	6	23
Vermont	32.00	.....	.....	71.28	103.28	30	7	32.00	.....	.....	43.20	75.20	26	5
Middle Atlantic:														
New Jersey	40.00	.....	1.00	63.36	104.36	28	5	20.00	.....	1.00	38.40	59.40	39	19
New York	25.00	.....	0.25	63.36	88.61	41	20	17.50	.....	0.25	38.40	56.15	44	27
Pennsylvania	26.00	.....	0.30	63.36	89.66	38	18	26.00	.....	0.30	38.40	64.70	35	13
South Atlantic (North):														
Delaware	20.00	.....	.....	63.36	83.36	45	30	20.00	.....	.....	38.40	58.40	41	21
District of Columbia	59.50	.....	3.00	63.36	125.86	14	2	.....	.....	.....	.....	.....	..	..
Maryland	25.00	.....	.....	71.28	96.28	35	14	25.00	.....	.....	43.20	68.20	33	11
Virginia	17.00	68.97	.....	71.28	157.25	5	21	17.00	16.28	.....	43.20	76.48	25	17
West Virginia	22.50	28.11	0.50	67.32	118.43	18	17	22.50	22.11	0.50	40.80	85.91	16	14
South Atlantic (South):														
Florida	38.25	.....	0.40	63.36	102.01	33	9	38.25	.....	0.40	38.40	77.05	24	4
Georgia	5.00	43.36	0.25	59.40	108.01	23	46	5.00	43.36	0.25	36.00	84.61	17	48
North Carolina	26.00	29.11	0.25	71.28	126.64	13	11	13.50	15.42	0.25	43.20	72.37	30	25
South Carolina	7.00	46.40	0.25	63.36	117.01	19	42	7.00	29.00	0.25	38.40	74.65	27	40
East North Central:														
Illinois	30.00	35.65	7.00	59.40	132.05	9	13	30.00	30.67	7.00	36.00	103.67	5	6
Indiana	16.25	51.84	0.50	63.36	131.95	10	34	16.25	51.84	0.50	38.40	106.99	4	30
Michigan	22.00	.....	1.00	55.44	78.44	48	35	22.00	.....	1.00	33.60	56.60	43	26
Ohio	50.50	.....	.....	55.44	105.94	27	4	22.50	.....	.....	33.60	56.10	45	28
Wisconsin	37.15	.....	.....	55.44	92.59	36	15	12.15	.....	.....	33.60	45.75	47	39
West North Central:														
Iowa	35.00	.....	.....	55.44	90.44	37	16	35.00	.....	.....	33.60	68.60	32	9
Kansas	15.00	68.44	10.00	55.44	148.88	6	32	8.50	48.00	.....	33.60	90.10	14	46
Minnesota	26.25	.....	.....	55.44	81.69	46	31	25.20	.....	.....	33.60	58.80	40	20
Missouri	20.50	30.69	0.50	55.44	107.13	24	37	15.50	22.99	0.50	33.60	72.59	29	35
Nebraska	18.50	61.83	0.25	67.32	147.90	7	25	18.50	34.36	0.25	40.80	93.91	12	18
North Dakota	29.00	.....	1.00	55.44	85.44	44	26	29.00	.....	1.00	33.60	63.60	36	15
South Dakota	33.25	.....	0.25	55.44	88.94	40	19	33.25	.....	0.25	33.60	67.10	34	12
East South Central:														
Alabama	13.75	20.10	.....	55.44	89.29	39	44	13.75	12.60	.....	33.60	59.95	38	37
Kentucky	12.50	27.30	0.25	71.28	111.33	22	28	12.50	17.55	0.25	43.20	73.50	28	29
Mississippi	11.15	47.84	0.50	63.36	122.85	16	38	8.03	31.80	0.50	38.40	78.73	23	38
Tennessee	30.75	.....	.....	55.44	86.19	43	24	18.50	.....	.....	33.60	52.10	46	32
West South Central:														
Arkansas	17.00	29.91	0.50	59.40	106.81	25	36	17.00	29.91	0.50	36.00	83.41	18	31
Louisiana	10.00	.....	0.25	63.36	73.61	50	40	3.00	.....	0.25	38.40	41.65	50	47
Oklahoma	21.15	.....	1.50	51.48	74.13	49	39	10.75	.....	1.50	31.20	43.45	49	43
Texas	22.30	49.36	0.50	39.60	111.76	21	50	11.30	34.11	0.50	24.00	69.91	31	50
Mountain:														
Arizona	6.25	41.77	.....	55.44	103.46	29	51	6.25	41.77	.....	33.60	81.62	20	49
Colorado	14.00	37.13	0.20	55.44	106.77	26	43	8.50	37.13	0.20	33.60	79.43	22	45
Idaho	19.00	.....	0.50	67.32	86.82	42	22	19.00	.....	0.50	40.80	60.30	37	16
Montana	18.00	115.85	.....	55.44	189.29	2	41	16.50	86.65	.....	33.60	136.75	2	33
Nevada	21.00	32.00	.....	47.52	100.52	34	45	21.00	32.00	.....	28.80	81.80	19	34
New Mexico	24.50	.....	0.20	55.44	80.14	47	33	24.50	.....	0.20	33.60	58.30	42	24
Utah	7.50	48.72	1.50	55.44	113.16	20	49	7.50	48.72	1.50	33.60	91.32	13	44
Wyoming	10.00	37.13	0.25	55.44	102.82	31	46	10.00	37.13	0.25	33.60	80.98	21	41
Pacific:														
California	28.00	.....	35.00	55.44	118.44	17	3	28.00	.....	35.00	33.60	96.60	11	2
Oregon	10.00	.....	.....	55.44	65.44	51	47	10.00	.....	.....	33.60	43.60	48	42
Washington	20.90	.....	38.25	71.28	130.43	11	1	15.40	.....	38.25	43.20	96.85	10	1
Other Areas:														
Alaska	35.00	40.02	.....	63.36	138.38	8	10	30.00	29.12	.....	38.40	97.52	8	10
Hawaii	59.69	.....	3.50	39.60	102.79	32	8	59.69	.....	3.50	24.00	87.19	15	3
Average 1/	\$23.52	\$50.81	\$3.24	\$60.41	\$112.99			\$19.21	\$40.70	\$3.13	\$36.58	\$79.70		

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

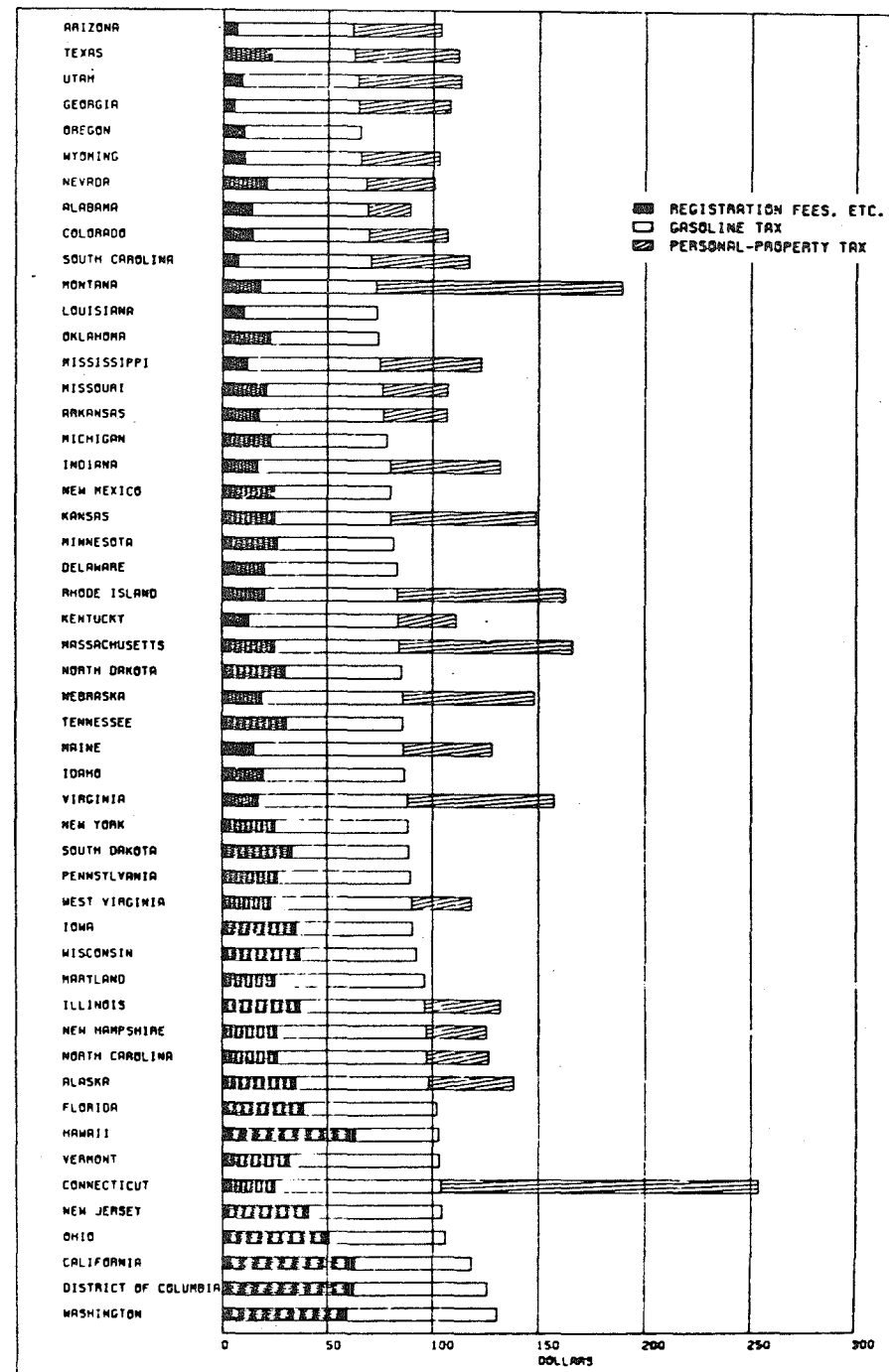
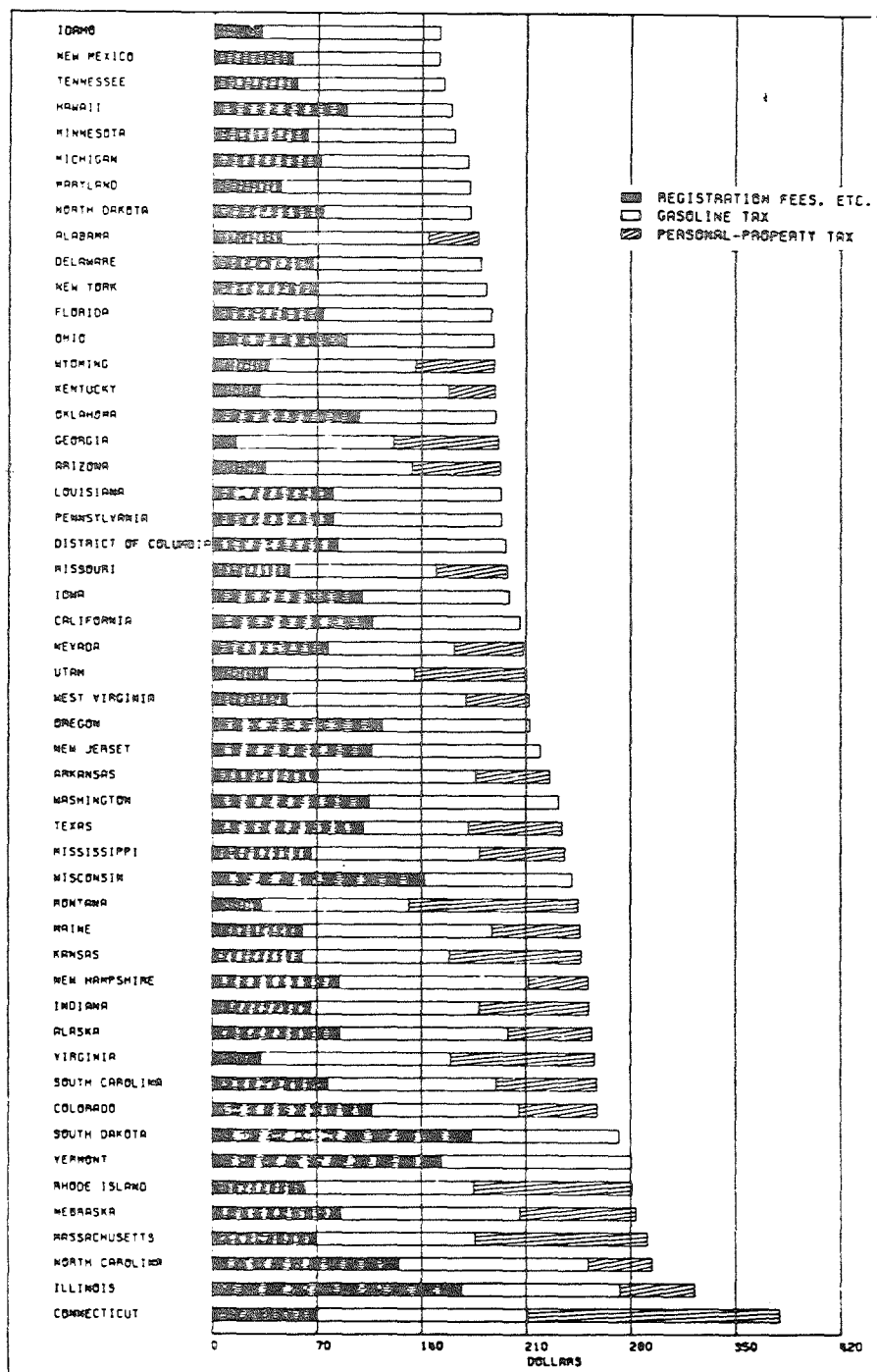


Figure 21 - State road-user and personal property taxes on a pickup truck (No. 6) in private use.

TABLE 9.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A STAKE TRUCK, 14,000 POUNDS GROSS VEHICLE WEIGHT (No. 7)

STATE	PRIVATE OPERATION										CONTRACT CARRIER										FARM SERVICE									
	REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASO- LINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASO- LINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	GASO- LINE TAX	TOTAL	RANK OF STATE		TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX	TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX		
							TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX								TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX						TOTAL FEES AND TAXES							
New England:																														
Connecticut	\$70.00	\$168.00	.....	.....	\$141.20	\$379.20	1	10	\$70.00	\$168.00	.....	\$10.00	.....	\$235.20	\$483.20	1	12	\$70.00	\$168.00	.....	\$55.60	\$293.60	1	5						
Maine	60.00	99.00	\$0.20	.....	127.08	246.28	16	22	60.00	99.00	\$0.20	5.00	.....	211.77	335.97	19	23	60.00	99.00	\$0.20	50.04	141.24	8	18						
Massachusetts	70.00	115.37	.....	.....	105.90	291.27	4	29	70.00	115.37	10.00	.....	.....	176.48	371.85	7	32	70.00	115.37	.....	41.70	170.07	3	49						
New Hampshire	84.50	39.83	0.30	.....	127.08	251.71	14	9	84.50	39.83	0.30	3.00	.....	211.77	339.40	16	14	84.50	39.83	0.30	50.04	115.67	24	29						
Rhode Island	62.00	106.00	0.10	.....	112.96	281.06	6	30	62.00	106.00	0.10	7.00	.....	198.24	425.34	3	10	62.00	106.00	.....	44.48	166.48	4	11						
Vermont	153.30	.....	.....	.....	127.08	280.38	7	1	153.30	.....	.....	.....	.....	211.77	365.07	8	2	153.30	.....	.....	50.04	82.04	38	19						
Middle Atlantic:																														
New Jersey	105.70	.....	1.00	.....	112.96	219.66	23	7	105.70	.....	1.00	.....	.....	188.24	294.94	26	15	105.70	.....	1.00	44.48	101.32	31	12						
New York	70.00	.....	0.25	.....	112.96	193.21	41	24	70.00	.....	0.25	.....	.....	198.24	298.49	43	30	70.00	.....	0.25	44.48	93.73	34	14						
Pennsylvania	80.00	.....	0.30	.....	112.96	193.26	32	17	80.00	.....	0.30	2.00	.....	198.24	270.54	39	28	80.00	.....	0.30	44.48	124.78	17	6						
South Atlantic (North):																														
Delaware	66.80	.....	.....	.....	112.96	179.76	42	25	66.80	.....	.....	.....	.....	188.24	255.04	45	34	66.80	.....	.....	44.48	77.88	41	24						
District of Columbia	80.50	.....	3.00	.....	112.96	196.46	31	16	80.50	.....	3.00	.....	.....	188.24	271.74	37	26	80.50	.....	3.00	44.48	80.04	39	20						
Maryland	45.00	.....	.....	.....	127.08	172.08	45	32	45.00	.....	.....	1.00	.....	211.77	257.77	44	31	45.00	.....	.....	50.04	104.64	30	17						
Virginia	32.40	96.33	.....	.....	127.08	255.81	11	39	32.40	96.33	.....	2.00	.....	211.77	342.50	12	37	32.40	96.33	.....	50.04	104.64	30	17						
West Virginia	49.50	42.17	0.50	.....	120.02	212.19	25	35	49.50	42.17	3.88	3.00	.....	200.01	298.56	25	33	49.50	42.17	0.50	47.26	110.93	27	25						
South Atlantic (South):																														
Florida	73.45	.....	0.40	.....	112.96	186.81	40	23	73.45	.....	0.40	20.00	.....	188.24	282.09	30	22	73.45	.....	0.40	44.48	118.33	19	7						
Georgia	15.00	70.21	0.25	.....	105.90	191.35	35	51	15.00	70.21	0.25	.....	.....	176.48	261.94	41	51	15.00	70.21	0.25	41.70	127.16	16	44						
North Carolina	124.20	42.60	0.25	.....	127.08	294.13	3	4	124.20	42.60	0.25	.....	.....	211.77	458.62	2	1	124.20	42.60	0.25	50.04	135.45	14	10						
South Carolina	77.00	67.28	0.25	.....	112.96	257.49	10	19	77.00	67.28	0.25	25.00	.....	188.24	357.77	10	16	77.00	67.28	0.25	44.48	98.78	32	45						
East North Central:																														
Illinois	160.00	49.82	7.00	.....	105.90	322.72	2	2	160.00	49.82	7.00	5.00	.....	176.48	398.30	4	4	160.00	49.82	7.00	41.70	251.56	2	1						
Indiana	65.25	73.22	0.50	.....	112.96	251.93	13	27	65.25	73.22	0.50	12.00	.....	188.24	339.21	17	29	65.25	73.22	0.50	44.48	180.95	5	26						
Michigan	71.25	.....	1.00	.....	98.84	171.09	46	34	71.25	.....	1.00	50.00	.....	164.71	286.96	28	17	71.25	.....	1.00	38.92	71.27	46	34						
Ohio	89.30	.....	.....	.....	98.84	188.14	39	21	89.30	.....	.....	20.00	.....	164.71	274.01	33	24	89.30	.....	.....	38.92	76.72	42	27						
Wisconsin	142.00	.....	.....	.....	98.84	240.84	18	5	142.00	.....	.....	10.00	.....	164.71	316.71	23	11	142.00	.....	.....	38.92	76.42	43	28						
West North Central:																														
Iowa	100.00	.....	.....	.....	98.84	198.84	29	14	100.00	.....	.....	6.00	.....	164.71	270.71	36	27	100.00	.....	.....	38.92	138.92	11	3						
Kansas	50.00	88.16	10.00	.....	98.84	247.00	15	40	50.00	88.16	10.00	.....	.....	164.71	312.87	24	44	50.00	88.16	10.00	38.92	115.92	23	50						
Minnesota	63.00	.....	.....	.....	98.84	161.84	47	37	63.00	.....	.....	15.00	.....	164.71	242.71	48	39	63.00	.....	.....	38.92	75.47	44	30						
Missouri	50.50	47.43	0.50	.....	98.84	197.27	30	45	50.50	47.43	0.50	25.00	.....	164.71	288.14	27	40	50.50	47.43	0.50	38.92	95.45	33	42						
Nebraska	85.50	77.65	0.25	.....	120.02	283.42	5	12	85.50	77.65	0.25	15.00	.....	200.01	378.41	5	13	85.50	77.65	0.25	47.26	113.16	25	35						
North Dakota	45.00	.....	29.00	.....	98.84	172.84	44	31	45.00	.....	29.00	45.00	.....	164.71	281.71	29	19	45.00	.....	29.00	38.92	84.92	36	16						
South Dakota	78.25	.....	95.25	.....	98.84	272.34	8	3	78.25	.....	95.25	95.00	.....	164.71	338.21	18	5	78.25	.....	95.25	38.92	117.42	21	8						
East South Central:																														
Alabama	45.50	33.20	.....	.....	98.84	177.84	43	46	45.50	33.20	.....	.....	.....	164.71	258.71	42	43	45.50	33.20	.....	38.92	90.42	35	37						
Kentucky	31.00	30.80	0.25	.....	127.08	189.13	37	41	31.00	30.80	0.25	.....	.....	211.77	273.57	34	38	31.00	30.80	0.25	50.04	82.59	37	40						
Mississippi	65.75	56.87	0.50	.....	112.96	236.08	19	26	65.75	56.87	13.50	.....	.....	188.24	339.75	14	21	65.75	56.87	0.50	44.48	117.51	20	21						
Tennessee	55.75	.....	.....	.....	98.84	154.59	49	42	55.75	.....	.....	17.50	.....	164.71	272.95	35	25	55.75	.....	.....	38.92	69.67	47	36						
West South Central:																														
Arkansas	70.00	49.48	0.50	.....	105.90	225.88	22	28	70.00	49.48	0.50	.....	.....	176.48	273.56	35	36	70.00	49.48	0.50	41.70	138.68	12	15						
Louisiana	80.00	.....	0.25	.....	112.96	193.21	33	18	80.00	.....	0.25	10.00	.....	188.24	358.49	9	3	80.00	.....	0.25	44.48	54.73	50	48						
Oklahoma	96.15	.....	1.50	.....	91.78	189.43	36	20	96.15	.....	1.50	.....	.....	152.95	250.60	47	35	96.15	.....	1.50	36.14	61.19	49	41						
Texas	100.40	62.69	0.50	.....	70.60	234.19	20	33	100.40	62.69	0.50	.....	.....	117.65	281.24	31	47	100.40	62.69	0.50	27.80	121.20	18	23						
Mountain:																														
Arizona	34.75	59.00	.....	.....	98.84	192.59	34	49	34.75	59.00	.....	87.50	.....	164.71	345.96	11	18	34.75	59.00	.....	38.92	132.67	15	33						
Colorado	24.00	52.44	0.20	\$82.18	98.84	257.66	9	13	24.00	52.44	0.20	.....	\$136.96	164.71	378.31	6	7	24.00	52.44	0.20	38.92	108.16	29	46						
Idaho	31.00	.....	0.50	.....	120.02	151.52	51	44	31.00	.....	0.50	.....																		

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

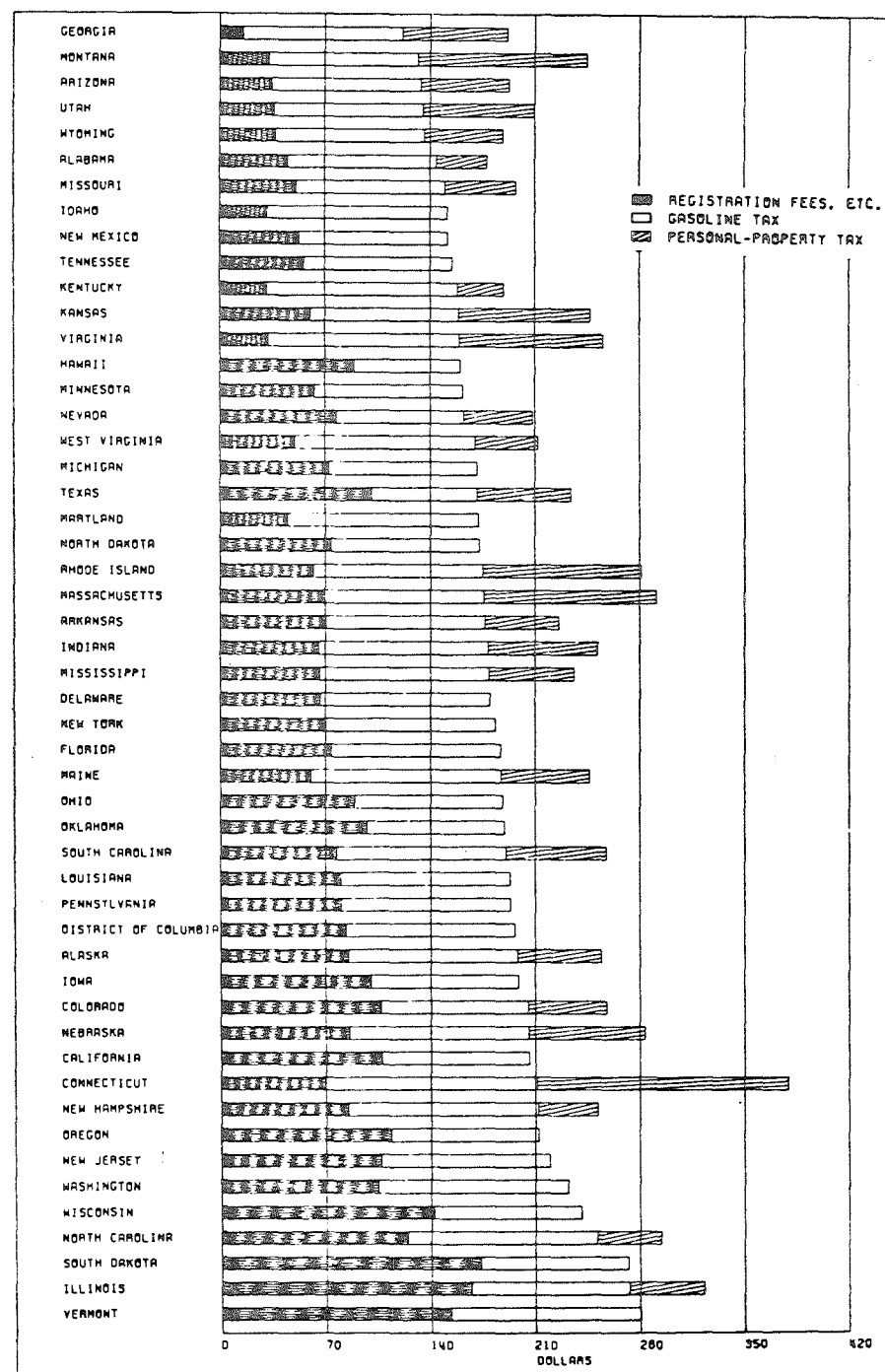
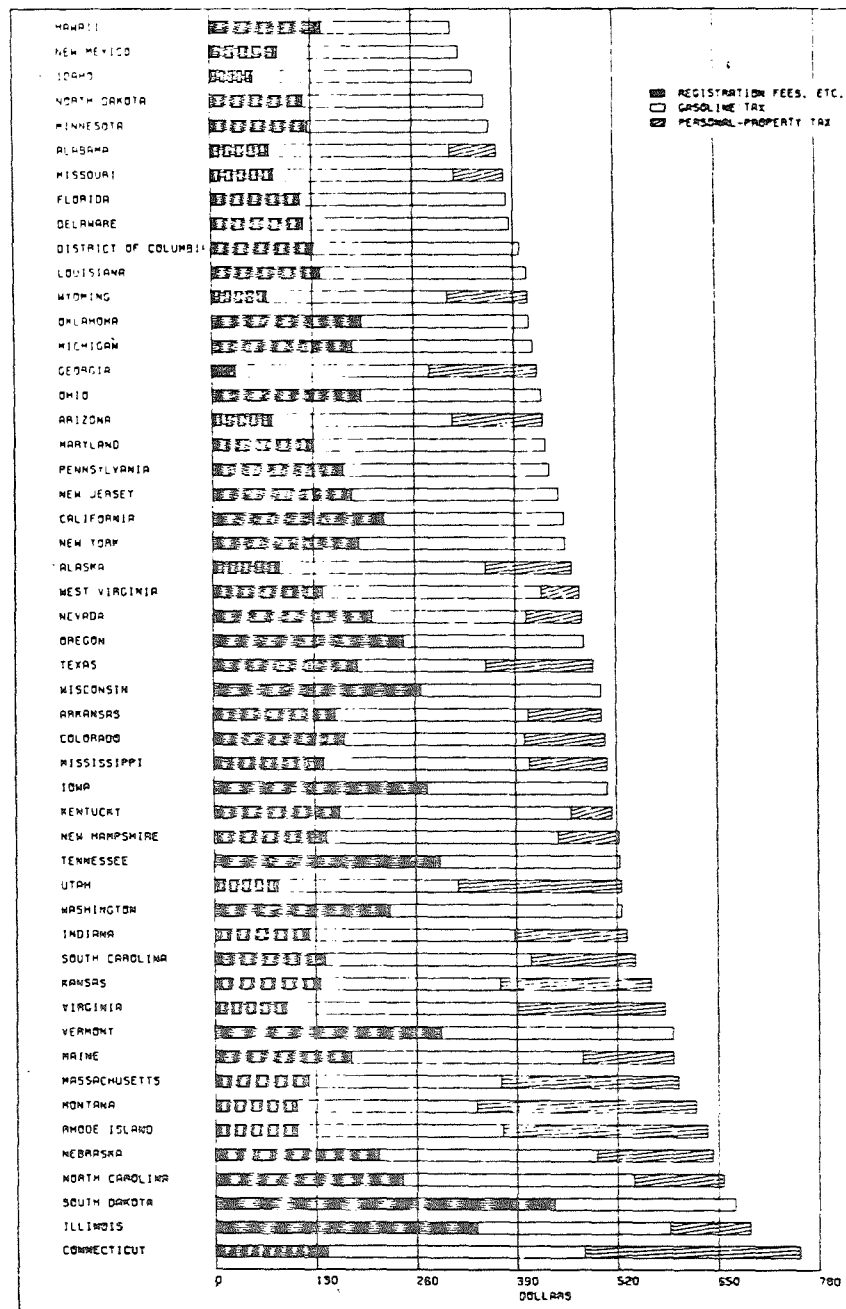


TABLE 10.—STATE ROAD USER AND PERSONAL PROPERTY TAXES ON A VAN TRUCK, 24,000 POUNDS GROSS VEHICLE WEIGHT (No. 8)

STATE	PRIVATE OPERATION						CONTRACT CARRIER										RANK OF STATE	
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASOLINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASOLINE TAX	TOTAL	RANK OF STATE	TOTAL FEE AND TAXES	TOTAL, EXCL. PROP. TAXES
							TOTAL FEE AND TAXES	TOTAL, EXCL. PROP. TAXES										
New England:																		
Connecticut	\$144.00	\$277.90	.....	.....	\$333.30	\$755.20	1	11	\$144.00	\$277.90	.....	\$10.00	.....	\$555.60	\$987.50	2	10	
Maine	175.00	116.95	\$0.20	.....	299.97	592.12	9	12	175.00	116.95	\$0.20	5.00	.....	500.04	797.19	9	13	
Massachusetts	120.00	228.70	.....	.....	249.98	598.68	8	36	120.00	228.70	.....	10.00	.....	416.70	775.40	12	38	
New Hampshire	184.50	78.46	0.30	.....	299.97	523.23	18	17	184.50	78.46	0.30	3.00	.....	500.04	726.30	19	21	
Rhode Island	105.00	264.00	0.10	.....	266.64	635.74	6	35	210.00	264.00	0.10	7.00	.....	444.48	925.58	3	17	
Vermont	291.60	.....	.....	.....	299.97	591.57	10	2	291.60	.....	.....	.....	.....	500.04	791.64	10	3	
Middle Atlantic:																		
New Jersey	178.40	.....	1.00	.....	266.64	446.04	32	16	178.40	.....	1.00	3.00	.....	444.48	626.88	34	25	
New York	120.00	.....	0.25	\$67.92	266.64	454.81	30	14	120.00	.....	0.25	.....	\$113.20	444.48	677.93	27	14	
Pennsylvania	168.00	.....	0.30	.....	266.64	434.94	33	18	168.00	.....	0.30	2.00	.....	444.48	614.78	36	28	
South Atlantic (North):																		
Delaware	118.80	.....	.....	.....	266.64	385.44	43	33	118.80	.....	.....	.....	.....	444.48	563.28	44	35	
District of Columbia	128.50	.....	3.00	.....	266.64	398.14	42	30	128.50	.....	.....	3.00	.....	444.48	575.98	42	34	
Maryland	130.00	.....	.....	.....	299.97	429.97	34	19	130.00	.....	.....	1.00	.....	500.04	631.04	32	24	
Virginia	91.60	189.72	.....	.....	299.97	581.29	11	31	139.60	189.72	.....	2.00	.....	500.04	831.36	6	22	
West Virginia	140.50	49.20	0.50	.....	263.31	473.51	28	21	140.50	49.20	0.50	8.63	.....	472.26	671.09	28	26	
South Atlantic (South):																		
Florida	114.15	.....	0.40	.....	266.64	381.19	44	34	114.15	.....	0.40	20.00	.....	444.48	579.03	41	31	
Georgia	30.00	139.24	0.25	.....	249.98	419.47	37	51	0.00	139.24	0.25	25.00	.....	416.70	611.19	38	47	
North Carolina	241.00	115.34	0.25	.....	299.97	656.56	4	1	421.00	115.34	0.25	.....	.....	500.04	1,036.63	1	1	
South Carolina	142.00	134.56	0.25	.....	266.64	543.45	13	24	142.00	134.56	0.25	50.00	.....	444.48	771.29	13	23	
East North Central:																		
Illinois	330.00	103.12	7.50	.....	249.98	690.60	2	3	330.00	103.12	7.50	5.00	.....	416.70	862.32	4	5	
Indiana	120.25	145.14	0.50	.....	266.64	532.53	14	32	120.25	145.14	0.50	12.00	.....	444.48	722.37	20	33	
Michigan	180.00	.....	1.00	.....	233.31	414.31	34	22	180.00	.....	1.00	50.00	.....	388.92	619.92	35	27	
Ohio	191.70	.....	.....	.....	233.31	425.01	36	20	191.70	.....	.....	20.00	.....	388.92	600.62	40	30	
Wisconsin	267.00	.....	.....	.....	233.31	500.31	24	8	267.00	.....	.....	10.00	.....	388.92	665.92	30	16	
West North Central:																		
Iowa	275.00	.....	.....	.....	233.31	508.31	20	7	275.00	.....	.....	6.00	.....	388.92	669.92	29	15	
Kansas	125.00	194.88	10.00	.....	233.31	563.19	12	37	125.00	194.88	.....	10.00	.....	388.92	718.80	22	43	
Minnesota	126.00	233.31	.....	.....	233.31	359.31	47	38	126.00	.....	.....	15.00	.....	388.92	529.92	48	42	
Missouri	80.50	64.17	0.50	.....	233.31	378.48	45	46	80.50	64.17	0.50	25.00	.....	388.92	559.09	45	44	
Nebraska	210.50	148.99	0.25	.....	263.31	642.65	5	9	210.50	148.99	0.25	15.00	.....	472.26	846.60	5	11	
North Dakota	71.00	.....	49.00	.....	233.31	353.31	48	39	71.00	.....	49.00	45.00	.....	388.92	553.92	47	37	
South Dakota	188.25	.....	250.25	.....	233.31	671.81	3	1	188.25	.....	0.25	250.00	.....	388.92	827.42	7	2	
East South Central:																		
Alabama	75.50	60.30	.....	.....	233.31	369.11	46	49	75.50	60.30	.....	.....	.....	388.92	524.72	49	49	
Kentucky	161.00	52.50	0.25	.....	299.97	513.72	19	13	161.00	52.50	.....	.....	.....	500.04	713.54	23	18	
Mississippi	140.75	100.19	0.50	.....	266.64	508.08	21	25	199.55	100.19	13.50	.....	.....	444.48	757.72	14	19	
Tennessee	290.75	.....	.....	.....	233.31	524.06	17	6	375.75	.....	.....	17.50	.....	388.92	782.17	11	4	
West South Central:																		
Arkansas	156.00	94.90	0.50	.....	249.98	501.38	23	27	156.00	52.68	0.50	5.00	.....	416.70	630.88	33	32	
Louisiana	140.00	.....	0.25	.....	266.64	406.89	41	26	280.00	.....	0.25	10.00	.....	444.48	734.73	18	8	
Oklahoma	191.15	.....	1.50	.....	216.65	409.30	39	23	191.15	.....	1.50	3.00	.....	361.14	556.79	46	36	
Texas	185.10	138.40	0.50	.....	166.65	490.65	25	40	185.10	138.40	0.50	11.00	.....	277.80	612.80	37	46	
Mountain:																		
Arizona	76.75	116.95	.....	.....	233.31	427.01	35	48	76.75	116.95	.....	139.08	.....	388.92	721.70	21	29	
Colorado	24.00	103.96	0.20	143.93	233.31	505.40	22	29	24.00	103.96	0.20	.....	239.88	388.92	756.96	15	20	
Idaho	55.00	.....	0.50	.....	263.31	338.81	49	42	56.00	.....	0.50	.....	.....	472.26	712.51	24	9	
Montana	104.25	253.48	.....	.....	233.31	621.04	7	43	104.25	253.48	.....	41.53	.....	388.92	818.18	8	41	
Nevada	48.00	72.00	156.00	.....	199.98	475.98	27	28	48.00	72.00	.....	156.00	.....	333.36	609.36	39	40	
New Mexico	87.50	.....	0.20	.....	233.31	321.01	50	44	87.50	.....	0.20	.....	.....	388.92	476.62	50	45	
Utah	80.00	210.78	1.50	.....	233.31	525.59	16	45	80.00	210.78	1.50	.....	.....	388.92	681.20	26	48	
Wyoming	30.00	103.96	41.25	.....	233.31	408.52	40	50	30.00	103.96	0.25	41.00	.....	388.92	564.13	43	50	
Pacific:																		
California	123.00	.....	97.00	.....	233.31	453.31	31	15	123.00	.....	1.00	178.25	.....	388.92	691.17	25	12	
Oregon	70.00	.....	2.50	172.50	233.31	478.31	26	10	70.00	.....	.....	2.50	287.50	388.92	748.92	16	6	
Washington	109.90	.....	116.00	.....	299.97	525.87	15	5	109.90	.....	116.00	20.00	.....	500.04	745.94	17	7	
Other Areas:																		
Alaska	60.00	111.25	25.00	.....	266.64	462.89	29	41	60.00	111.25	.....	35.00	.....	444.48	650.73	31	39	
Hawaii	140.49	.....	3.50	.....	166.65	310.64	51	47	140.49	.....	0.50	21.00	.....	277.80	439.79	51	51	
Average 1/	\$135.16	\$136.99	\$20.89	\$128.12	\$254.22	\$488.50			\$151.28	\$135.42	\$6.43	\$32.34	\$206.08	\$423.78	\$692.19			

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

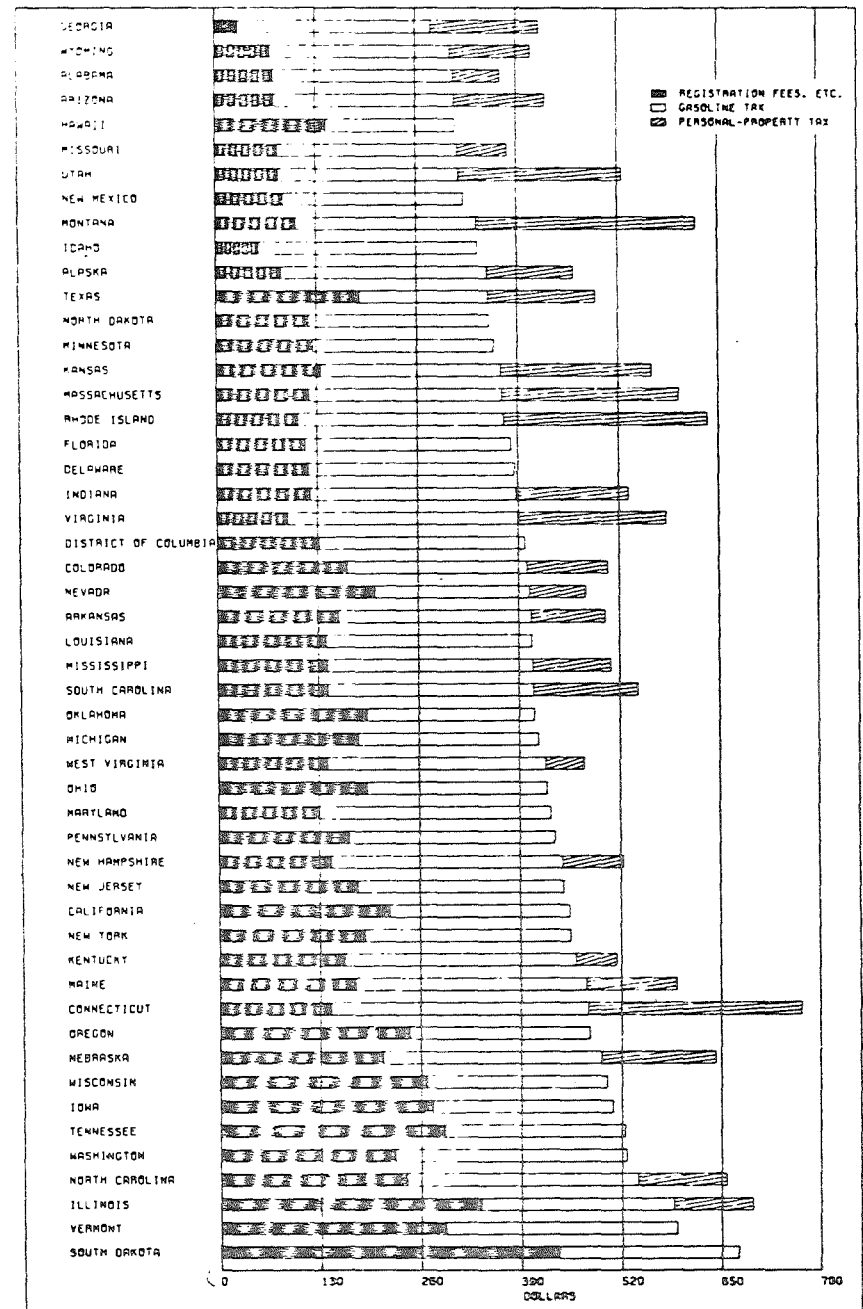


Figure 25 - State road-user and personal property taxes on a 24,000-pound van truck (No. 8) in private use.

TABLE 12.—STATE ROAD-USER AND PERSONAL-PROPERTY TAXES ON THE TRACTOR AND SEMITRAILER OF A GASOLINE-POWERED, THREE-AXLE COMBINATION, 40,000 POUNDS GROSS VEHICLE WEIGHT IN PRIVATE OPERATION (No. 10)

STATE	TRACTOR TRUCK						SEMI TRAILER				
	REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASO- LINE TAX	TOTAL	REGIS- TRATION FEE	PROP- ERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	TOTAL
New England:											
Connecticut	\$300.00	\$353.11	.....	.....	\$666.70	\$1,319.81	\$15.00	\$159.70	.....	.....	\$174.70
Maine	321.00	128.39	\$0.20	.....	600.03	1,049.62	5.00	66.03	.....	.....	71.03
Massachusetts	200.00	251.06	.....	.....	500.03	951.09	30.00	99.61	.....	.....	129.61
New Hampshire	240.50	86.09	0.30	.....	600.03	926.92	.....	34.45	\$0.30	.....	34.75
Rhode Island	220.00	308.00	0.10	.....	533.36	1,061.46	5.00	132.00	0.10	.....	137.10
Vermont	500.00	.....	.....	.....	600.03	1,100.03	15.00	.....	.....	.....	15.00
Middle Atlantic:											
New Jersey	295.50	.....	1.00	.....	533.36	829.86	15.00	.....	1.00	.....	16.00
New York	280.00	.....	0.25	\$228.75	533.36	1,042.36	15.00	.....	0.25	.....	15.25
Pennsylvania	290.00	.....	0.30	.....	533.36	823.66	25.00	.....	0.30	.....	25.30
South Atlantic (North):											
Delaware	202.00	.....	.....	.....	533.36	735.36	15.00	.....	.....	.....	15.00
District Of Columbia	112.50	.....	3.00	.....	533.36	648.86	99.50	.....	3.00	.....	102.50
Maryland	175.00	.....	.....	.....	600.03	775.03	40.00	.....	.....	.....	40.00
Virginia	190.00	209.09	2.00	.....	733.37	1,134.46	22.00	83.53	.....	.....	105.53
West Virginia	267.00	98.39	0.50	.....	566.70	932.59	17.50	49.20	0.50	.....	67.20
South Atlantic (South):											
Florida	102.05	.....	0.40	.....	533.36	635.81	109.75	.....	0.40	.....	110.15
Georgia	100.00	152.88	0.25	.....	500.03	753.16	10.00	62.49	.....	.....	72.49
North Carolina	401.00	118.14	0.25	.....	600.03	1,119.42	4.00	53.57	0.25	.....	57.82
South Carolina	222.00	148.48	1.25	.....	533.36	905.09	12.00	67.28	0.25	.....	79.53
East North Central:											
Illinois	842.00	104.52	7.50	.....	500.03	1,454.05	.....	87.92	4.00	.....	91.92
Indiana	285.25	159.33	0.50	.....	533.36	978.44	25.25	63.22	.....	.....	88.47
Michigan	325.00	.....	1.00	.....	466.69	792.69	15.00	.....	.....	.....	15.00
Ohio	160.90	.....	.....	300.00	466.69	927.59	113.30	.....	.....	.....	113.30
Wisconsin	477.00	.....	.....	.....	466.69	943.69	10.00	.....	.....	.....	10.00
West North Central:											
Iowa	555.00	.....	.....	.....	466.69	1,021.69	30.00	.....	.....	.....	30.00
Kansas	325.00	199.52	10.00	.....	466.69	1,001.21	20.00	112.52	.....	.....	132.52
Minnesota	443.65	.....	.....	.....	466.69	910.34	10.75	.....	.....	.....	10.75
Missouri	300.50	114.39	0.50	.....	466.69	882.08	7.50	103.23	0.50	.....	111.23
Nebraska	410.50	142.84	0.25	.....	566.70	1,120.79	1.50	93.95	0.25	.....	95.70
North Dakota	401.00	.....	1.00	.....	466.69	868.69	.....	.....	.....	.....	.....
South Dakota	188.25	.....	215.25	.....	466.69	870.19	81.75	.....	155.25	.....	247.00
East South Central:											
Alabama	130.50	68.34	.....	.....	466.69	665.53	20.50	23.45	.....	.....	43.95
Kentucky	475.00	63.00	.....	.....	733.37	1,271.37	20.00	35.00	.....	.....	55.00
Mississippi	272.75	113.73	0.50	.....	533.36	920.34	12.75	42.42	0.50	.....	55.67
Tennessee	525.75	.....	.....	.....	466.69	992.44	.....	.....	.....	.....	.....
West South Central:											
Arkansas	260.00	97.11	0.50	.....	500.03	857.64	10.00	40.99	.....	.....	50.99
Louisiana	280.00	.....	0.25	.....	533.36	813.61	10.00	.....	0.25	.....	10.25
Oklahoma	376.15	.....	1.50	.....	433.36	811.01	21.15	.....	1.50	.....	22.65
Texas	300.30	147.85	0.50	.....	333.35	782.00	15.30	52.39	0.50	.....	68.19
Mountain:											
Arizona	68.50	128.38	.....	.....	466.69	663.57	49.15	50.94	.....	.....	100.09
Colorado	24.00	114.12	0.20	325.53	466.69	930.54	9.00	45.28	.....	\$267.22	321.50
Idaho	145.00	.....	0.50	.....	566.70	712.20	2.50	.....	0.50	.....	3.00
Montana	73.00	310.74	.....	.....	466.69	850.43	48.00	124.02	.....	.....	172.02
Nevada	42.50	79.00	129.00	.....	400.02	650.52	33.00	31.00	72.00	.....	136.00
New Mexico	50.50	.....	0.20	259.50	466.69	776.09	.....	.....	0.20	.....	0.20
Utah	200.00	231.96	1.50	.....	466.69	900.15	5.00	92.15	0.25	.....	97.40
Wyoming	30.00	114.12	5.25	360.00	466.69	976.06	30.00	45.28	5.25	.....	80.53
Pacific:											
California	106.00	.....	105.00	.....	466.69	677.69	106.00	.....	42.00	.....	148.00
Oregon	65.00	.....	2.50	645.00	466.69	1,179.19	40.00	.....	2.50	.....	42.50
Washington	264.90	.....	125.00	.....	600.03	989.93	9.90	.....	57.00	.....	66.90
Other Areas:											
Alaska	60.00	131.74	25.00	.....	533.36	750.10	60.00	52.27	.....	.....	112.27
Hawaii	124.85	.....	3.50	.....	333.35	461.70	99.30	.....	3.50	.....	102.80
Average 1/	\$255.05	\$154.60	\$17.48	\$353.13	\$513.75	\$904.87	\$29.81	\$70.51	\$13.05	\$267.22	\$79.48

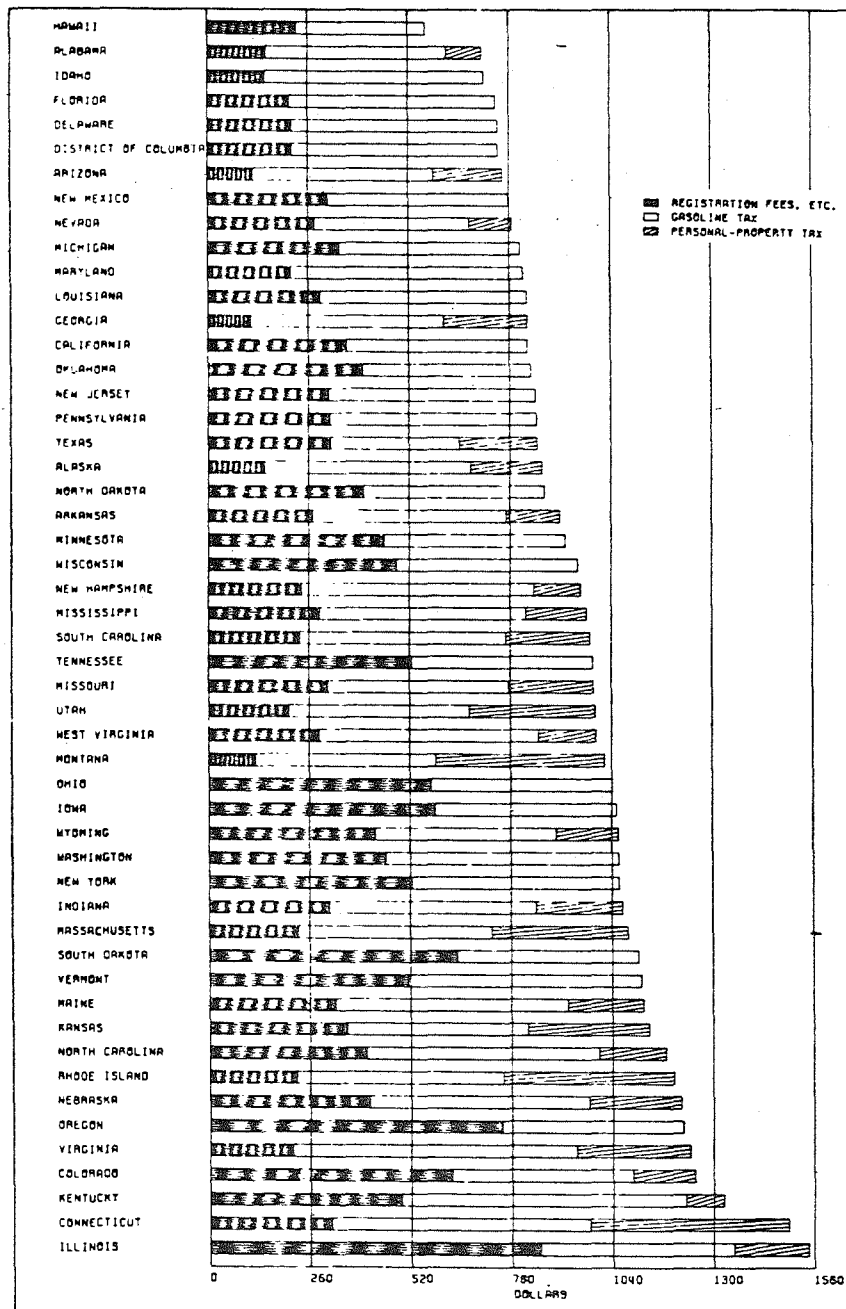
1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

TABLE 13.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A GASOLINE-POWERED, THREE AXLE TRACTOR-SEMITRAILER COMBINATION, 40,000 POUNDS GROSS VEHICLE WEIGHT (No. 10)

STATE	PRIVATE OPERATION						CONTRACT CARRIER										
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASOLINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASOLINE TAX	TOTAL	RANK OF STATE	
							TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAXES								TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAXES
New England:																	
Connecticut	\$315.00	\$512.81	.....	.....	\$666.70	\$1,494.51	2	13	\$315.00	\$512.81	.....	\$10.00	.....	\$883.90	\$1,726.71	2	17
Maine	326.00	194.42	\$0.20	.....	600.03	1,120.65	11	17	326.00	194.42	\$0.20	10.00	.....	800.01	1,330.63	13	24
Massachusetts	230.00	350.67	.....	.....	500.03	1,080.70	14	41	230.00	350.67	.....	10.00	.....	666.68	1,257.35	26	44
New Hampshire	240.50	120.54	0.60	.....	600.03	961.67	28	25	240.50	120.54	0.60	3.00	.....	800.01	1,164.65	32	31
Rhode Island	225.00	440.00	0.20	.....	533.36	1,194.56	8	37	450.00	440.00	0.20	7.00	.....	711.12	1,608.32	4	21
Vermont	515.00	.....	.....	.....	600.03	1,115.03	12	4	515.00	.....	.....	.....	.....	800.01	1,315.01	17	9
Middle Atlantic:																	
New Jersey	310.50	.....	2.00	.....	533.36	845.36	36	23	310.50	.....	2.00	3.00	.....	711.12	1,026.62	41	33
New York	295.00	.....	0.50	\$228.75	533.36	1,057.61	16	7	295.00	.....	0.50	.....	305.00	711.12	1,311.62	18	10
Pennsylvania	315.00	.....	0.60	.....	533.36	848.96	35	22	315.00	.....	0.60	2.00	.....	711.12	1,026.72	40	32
South Atlantic (North):																	
Delaware	217.00	.....	.....	.....	533.36	750.36	47	39	217.00	.....	.....	.....	.....	711.12	926.12	49	43
District of Columbia	212.00	.....	6.00	.....	533.36	751.36	46	38	212.00	.....	6.00	.....	.....	711.12	929.12	48	42
Maryland	215.00	.....	.....	.....	600.03	815.03	41	31	215.00	.....	.....	1.00	.....	800.01	1,016.01	44	36
Virginia	212.00	292.62	2.00	.....	733.37	1,239.96	5	16	320.00	292.62	.....	2.00	.....	977.79	1,592.41	6	11
West Virginia	284.50	147.59	1.00	.....	566.70	999.79	22	21	284.50	147.59	1.00	19.13	.....	755.57	1,207.79	30	29
South Atlantic (South):																	
Florida	211.30	.....	0.80	.....	533.36	745.36	48	40	244.30	.....	0.80	105.00	.....	711.12	1,061.72	38	28
Georgia	110.00	215.37	0.25	.....	500.03	825.65	39	48	210.00	215.37	0.25	25.00	.....	666.68	1,117.30	35	45
North Carolina	405.00	171.71	0.50	.....	600.03	1,177.24	9	11	705.00	171.71	0.50	.....	.....	800.01	1,677.22	3	3
South Carolina	234.00	215.76	1.50	.....	533.36	984.62	26	36	234.00	215.76	1.50	75.00	.....	711.12	1,237.38	28	34
East North Central:																	
Illinois	842.00	192.44	11.50	.....	500.03	1,545.97	1	1	842.00	192.44	11.50	25.00	.....	666.68	1,737.62	1	2
Indiana	310.50	222.55	0.50	.....	533.36	1,066.91	15	24	310.50	222.55	0.50	24.00	.....	711.12	1,268.67	24	30
Michigan	340.00	.....	1.00	.....	466.69	807.69	42	37	340.00	.....	1.00	50.00	.....	622.23	1,013.23	45	37
Ohio	274.20	.....	.....	300.00	466.69	1,040.89	20	10	274.20	.....	.....	30.00	400.00	622.23	1,326.43	14	7
Wisconsin	487.00	.....	.....	.....	466.69	953.69	29	15	487.00	.....	.....	20.00	.....	622.23	1,129.23	34	25
West North Central:																	
Iowa	585.00	.....	.....	.....	466.69	1,051.69	19	9	585.00	.....	.....	6.00	.....	622.23	1,213.23	29	18
Kansas	345.00	312.04	10.00	.....	466.69	1,133.73	10	29	345.00	312.04	.....	10.00	.....	622.23	1,269.27	23	39
Minnesota	454.40	.....	.....	.....	466.69	921.09	30	18	454.40	.....	.....	15.00	.....	622.23	1,091.63	36	26
Missouri	308.00	217.62	1.00	.....	466.69	993.31	24	34	308.00	217.62	1.00	25.00	.....	622.23	1,173.85	31	40
Nebraska	412.00	236.79	0.50	.....	566.70	1,215.99	7	14	412.00	236.79	0.50	15.00	.....	755.57	1,419.86	10	19
North Dakota	401.00	.....	1.00	.....	466.69	868.69	32	20	411.00	.....	1.00	45.00	.....	622.23	1,079.23	37	27
South Dakota	270.00	.....	370.50	.....	466.69	1,107.19	13	5	270.00	.....	0.50	370.00	.....	622.23	1,262.73	25	15
East South Central:																	
Alabama	151.00	91.79	.....	.....	466.69	709.43	50	47	541.00	91.79	.....	.....	.....	622.23	1,255.02	27	23
Kentucky	495.00	98.00	.....	.....	733.37	1,326.37	3	2	495.00	98.00	.....	.....	.....	977.79	1,570.79	8	4
Mississippi	285.50	156.15	1.00	.....	533.36	976.01	27	30	442.70	156.15	14.00	.....	.....	711.12	1,323.97	16	22
Tennessee	525.75	.....	.....	.....	466.69	992.44	25	12	675.75	.....	.....	27.50	.....	622.23	1,325.48	15	8
West South Central:																	
Arkansas	270.00	138.10	0.50	.....	500.03	908.63	21	35	270.00	80.78	0.50	5.00	.....	666.68	1,022.96	42	41
Louisiana	290.00	.....	0.50	.....	533.36	823.36	40	28	570.00	.....	0.50	10.00	.....	711.12	1,291.62	20	12
Oklahoma	397.30	.....	3.00	.....	433.36	833.66	37	26	397.30	.....	3.00	5.00	.....	777.79	987.00	46	38
Texas	315.60	200.24	1.00	.....	333.35	850.19	34	46	315.60	200.24	1.00	11.00	.....	444.45	972.29	47	50
Mountain:																	
Arizona	117.65	179.32	.....	.....	466.69	763.66	45	50	117.65	179.32	.....	518.80	.....	622.23	1,438.00	9	16
Colorado	33.00	159.40	0.20	592.75	466.69	1,252.04	4	6	33.00	159.40	0.20	.....	790.33	622.23	1,605.16	5	5
Idaho	147.50	.....	1.00	.....	566.70	715.20	46	42	103.50	.....	1.00	.....	532.00	755.57	1,392.07	11	6
Montana	121.00	434.76	.....	.....	466.69	1,022.45	21	49	121.00	434.76	.....	128.86	.....	522.23	1,306.85	19	46
Nevada	75.50	110.00	201.00	.....	400.02	786.52	43	44	75.50	110.00	.....	201.00	.....	533.34	919.84	50	49
New Mexico	50.50	.....	0.40	259.50	466.69	777.09	44	33	50.50	.....	0.40	.....	346.00	622.23	1,019.13	43	35
Utah	205.00	324.11	1.75	.....	466.69	997.55	23	45	205.00	324.11	1.75	.....	.....	622.23	1,153.09	33	48
Wyoming	60.00	159.40	10.50	360.00	466.69	1,056.59	18	19	60.00	159.40	0.50	10.00	430.00	622.23	1,332.13	12	20
Pacific:																	
California	212.00	.....	147.00	.....	466.69	825.69	38	27	212.00	.....	147.00	310.08	.....	622.23	1,291.31	21	13
Oregon	105.00	.....	5.00	645.00	466.69	1,221.69	6	3	105.00	.....	.....	.....	860.00	622.23	1,592.23	7	1
Washington	274.80	.....	182.00	.....	600.03	1,056.83	17	8	274.80	.....	182.00	33.00	.....	800.01	1,269.81	22	14
Other Areas:																	
Alaska	120.00	184.01	25.00	.....	533.36	862.37	33	43	120.00	184.01	.....	35.00	.....	711.12	1,050.13	39	47
Hawaii	224.15	.....	7.00	.....	333.35	564.50	51	51	224.15	.....	1.00	38.00	.....	444.45	707.60	51	51
Average 1/	\$281.93	\$225.12	\$27.00	\$397.67	\$513.75	\$921.24			\$315.45	\$223.00	\$11.97	\$57.57	\$530.43	\$684.98	\$1,242.83		

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

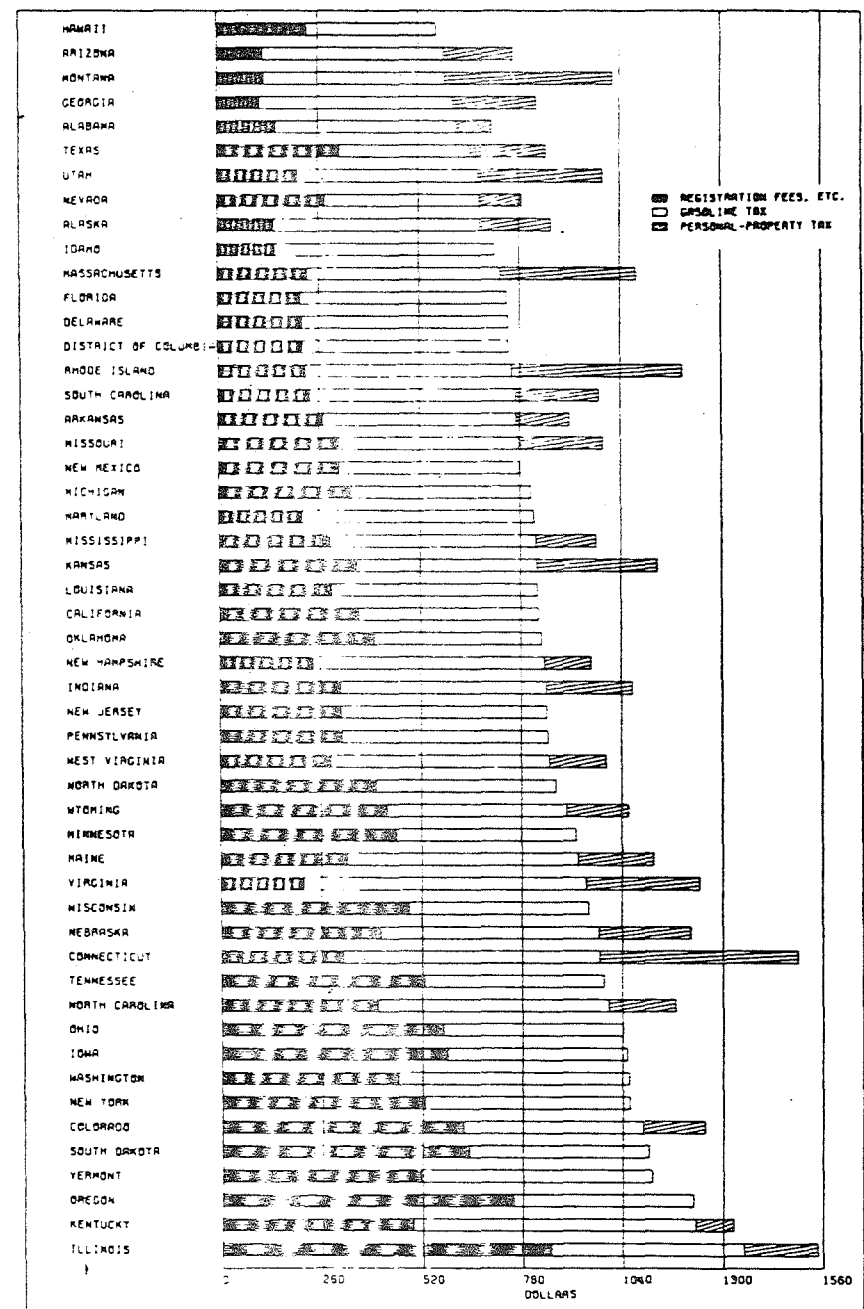


Figure 29 - State road-user and personal property taxes on a 40,000-pound, gasoline-powered, three-axle tractor-semitrailer combination (No. 10) in private use.

**TABLE 11.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A DIESEL-POWERED,
THREE-AXLE DUMP TRUCK, 50,000 POUNDS GROSS VEHICLE WEIGHT (No. 9)**

STATE	PRIVATE OPERATION						RANK OF STATE	
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	DIESEL FUEL TAX	TOTAL	TOTAL	TOTAL,
							FEES AND TAXES	EXCLUDING PROPERTY TAX
New England:								
Connecticut	\$375.00	\$846.56	.....	.....	\$454.50	\$1,676.06	2	21
Maine	375.00	306.11	\$0.20	.....	409.05	1,090.36	17	26
Massachusetts	250.00	598.62	1.00	.....	340.88	1,190.50	10	44
New Hampshire	300.50	204.07	0.30	.....	409.05	913.92	31	34
Rhode Island	275.00	660.00	0.10	.....	363.60	1,298.70	6	37
Vermont	1,115.63	.....	.....	.....	.....	1,115.63	15	3
Middle Atlantic:								
New Jersey	368.50	.....	1.00	.....	363.60	733.10	42	33
New York	250.00	.....	0.25	\$212.50	454.50	917.25	30	14
Pennsylvania	380.00	.....	0.30	.....	363.60	743.90	41	31
South Atlantic (North):								
Delaware	254.00	.....	.....	.....	363.63	617.63	46	39
District of Columbia	269.50	.....	3.00	.....	363.60	636.10	45	38
Maryland	650.00	.....	.....	.....	409.05	1,059.05	18	6
Virginia	310.00	492.02	2.00	.....	499.95	1,303.97	5	24
West Virginia	374.50	144.07	0.50	.....	386.33	905.40	32	28
South Atlantic (South):								
Florida	236.25	.....	100.40	.....	363.60	700.25	44	35
Georgia	60.00	364.46	0.25	.....	340.88	765.59	38	49
North Carolina	501.00	301.86	0.25	.....	409.05	1,212.16	9	16
South Carolina	242.00	357.28	1.25	.....	363.60	964.13	26	40
East North Central:								
Illinois	1,034.00	169.73	11.50	.....	340.88	1,556.11	3	1
Indiana	375.25	379.90	0.50	.....	363.60	1,119.25	14	32
Michigan	425.00	.....	1.00	.....	318.15	744.15	40	30
Ohio	544.75	.....	.....	125.00	318.15	987.90	24	8
Wisconsin	612.00	.....	.....	.....	318.15	930.15	29	11
West North Central:								
Iowa	735.00	.....	.....	.....	363.60	1,098.60	16	4
Kansas	550.00	443.12	10.00	.....	363.60	1,366.72	4	12
Minnesota	634.20	.....	.....	.....	218.15	952.35	27	10
Missouri	500.50	186.93	0.50	.....	318.15	1,006.08	23	23
Nebraska	535.50	342.72	0.25	.....	386.33	1,264.80	7	13
North Dakota	576.00	.....	1.00	.....	318.15	895.15	34	18
East South Central:								
Alabama	195.50	166.16	.....	.....	363.60	725.26	43	45
Kentucky	589.00	147.00	.....	.....	499.95	1,235.95	8	5
Mississippi	323.75	268.99	0.50	.....	454.50	1,047.74	20	27
Tennessee	650.75	.....	.....	.....	363.60	1,014.35	22	7
West South Central:								
Arkansas	425.00	241.12	0.50	.....	386.33	1,052.95	19	25
Louisiana	240.00	.....	0.25	.....	363.60	603.85	47	41
Oklahoma	451.15	.....	1.50	.....	295.43	748.08	39	29
Texas	549.75	294.95	0.50	.....	295.43	1,140.63	13	20
Mountain:								
Arizona	191.25	306.11	.....	.....	318.15	815.51	37	48
Colorado	24.00	272.10	0.20	573.75	318.15	1,188.20	11	15
Idaho	101.00	.....	0.50	782.50	.....	884.00	35	19
Montana	804.25	741.42	.....	.....	409.05	1,954.72	1	2
Nevada	103.50	188.00	453.00	.....	272.70	1,017.20	21	22
New Mexico	75.50	.....	1.20	201.00	318.15	595.85	48	42
Utah	275.00	552.90	1.50	.....	318.15	1,147.55	12	43
Wyoming	30.00	272.10	5.25	625.00	.....	932.35	28	36
Pacific:								
California	329.00	.....	251.00	.....	318.15	898.15	33	17
Oregon	140.00	.....	827.50	.....	.....	967.50	25	9
Other Areas:								
Alaska	160.00	314.11	25.00	.....	363.60	862.71	36	46
Hawaii	307.55	.....	3.50	.....	227.25	538.30	49	47
Average 1/	\$389.29	\$354.16	\$47.43	\$419.96	\$361.58	\$1,002.77		

1/ The average fee has been computed for each category on the basis of States that levy a tax in that category.

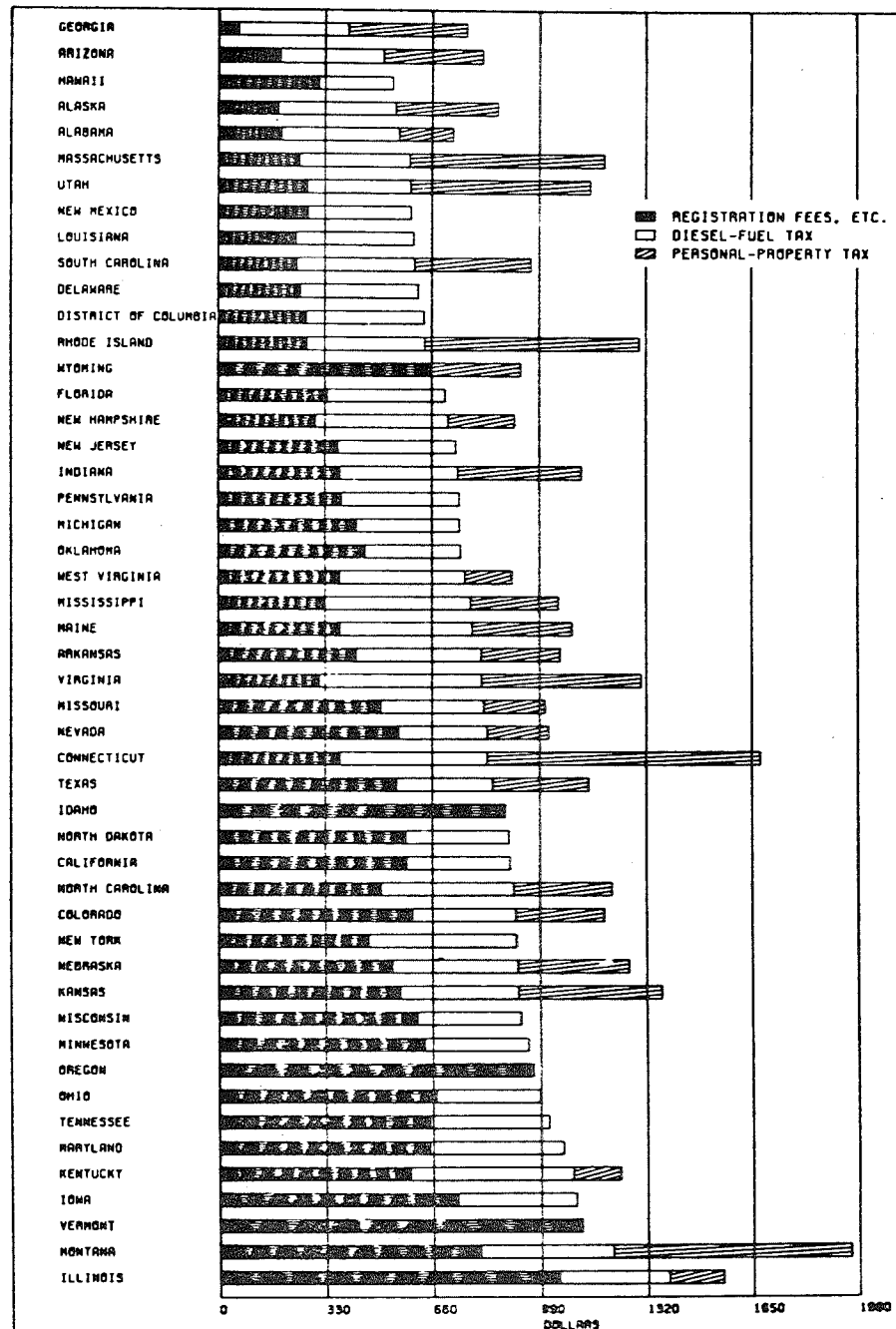
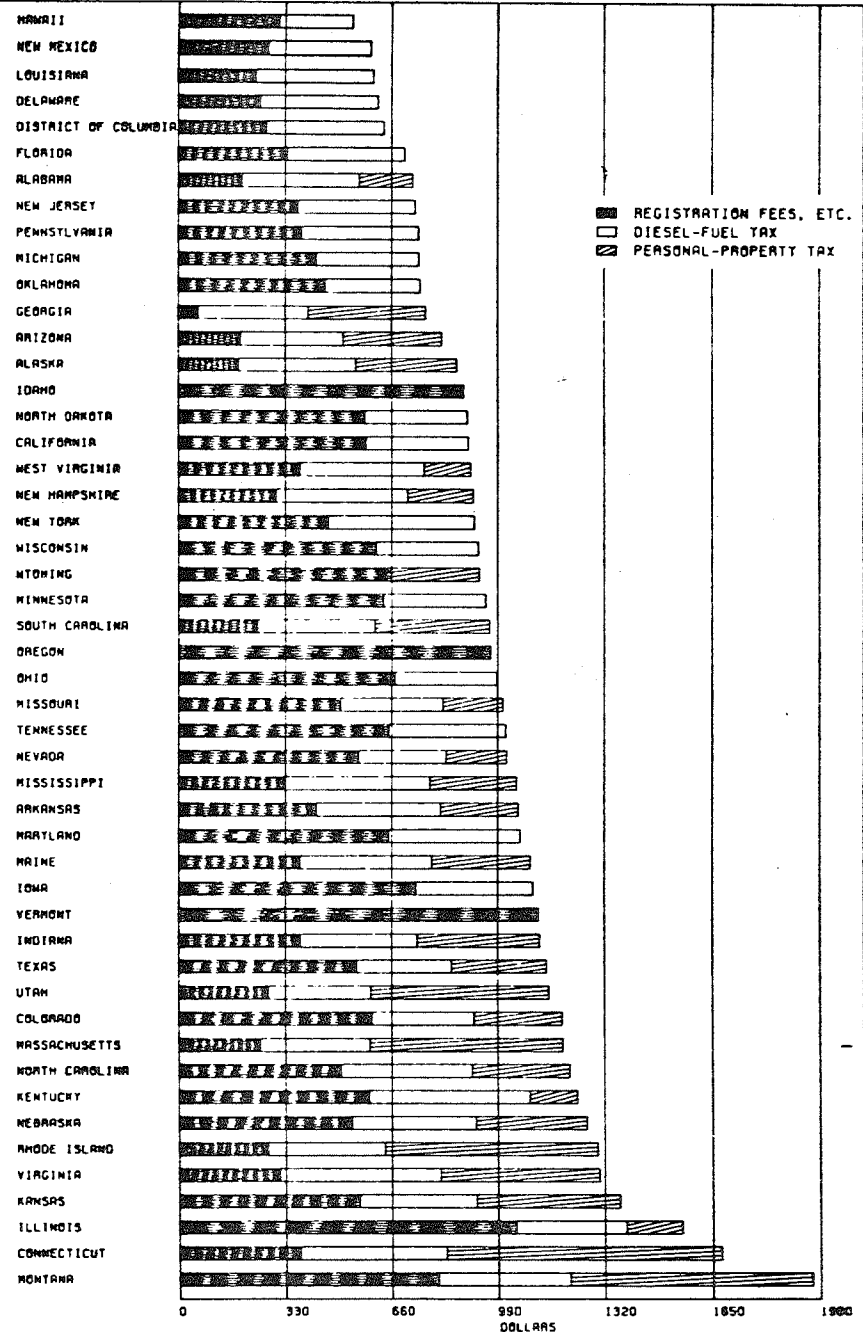


Figure 26 - State road-user and personal property taxes on a 50,000-pound, diesel-powered, tandem-axle dump truck (No. 9) in private use.

TABLE 14.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A GASOLINE-POWERED, FOUR-AXLE TRACTOR-SEMITRAILER COMBINATION,
55,000 POUNDS GROSS VEHICLE WEIGHT (No. 11)

STATE	PRIVATE OPERATION								CONTRACT CARRIER								
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASO- LINE TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	GASO- LINE TAX	TOTAL	RANK OF STATE	
							TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAXES								TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAXES
New England:																	
Connecticut	\$427.50	\$671.80	\$.....	\$.....	\$1,250.00	\$2,349.30	04	15	\$427.50	\$671.80	\$.....	\$10.00	\$.....	\$1,500.00	\$2,609.30	7	19
Maine	420.00	258.07	0.20	.....	1,125.00	1,803.27	18	22	420.00	258.07	0.20	10.00	.....	1,350.00	2,038.27	21	26
Massachusetts	305.00	461.92	.....	.....	937.50	1,704.42	22	42	305.00	461.92	.....	10.00	.....	1,125.00	1,901.92	31	46
New Hampshire	330.50	158.48	0.60	.....	1,125.00	1,614.58	27	27	330.50	158.48	0.60	3.00	.....	1,350.00	1,842.58	34	33
Rhode Island	325.00	492.00	0.20	.....	1,000.00	1,817.20	16	37	650.00	492.00	0.20	7.00	.....	1,200.00	2,349.20	12	22
Vermont	724.50	.....	.....	.....	1,125.00	1,849.50	15	9	724.50	.....	.....	.....	.....	1,350.00	2,074.50	18	13
Middle Atlantic:																	
New Jersey	420.00	.....	2.00	.....	1,000.00	1,422.00	39	29	420.00	.....	2.00	3.00	.....	1,200.00	1,625.00	43	39
New York	400.00	.....	0.50	727.00	1,000.00	2,127.50	7	5	400.00	.....	0.50	.....	872.40	1,200.00	2,472.90	9	4
Pennsylvania	435.00	.....	0.60	.....	1,000.00	1,435.60	38	28	435.00	.....	0.60	2.00	.....	1,200.00	1,637.60	42	37
South Atlantic (North):																	
Delaware	295.00	.....	.....	.....	1,000.00	1,295.00	48	40	295.00	.....	.....	.....	.....	1,200.00	1,495.00	49	45
District of Columbia	292.00	.....	6.00	.....	1,000.00	1,298.00	47	39	292.00	.....	6.00	.....	.....	1,200.00	1,498.00	48	44
Maryland	305.00	.....	.....	.....	1,125.00	1,510.00	35	24	385.00	.....	1.00	.....	.....	1,350.00	1,736.00	39	29
Virginia	444.50	382.73	2.00	.....	1,375.00	2,204.23	6	10	617.75	382.73	.....	2.00	.....	1,650.00	2,652.48	4	10
West Virginia	419.50	217.86	1.00	.....	1,062.50	1,700.86	24	26	419.50	217.86	1.00	23.25	.....	1,275.00	1,936.61	28	31
South Atlantic (South):																	
Florida	287.60	.....	0.80	.....	1,000.00	1,288.40	49	41	341.10	.....	0.80	105.00	.....	1,200.00	1,646.90	41	36
Georgia	285.00	283.90	0.25	.....	937.50	1,506.65	36	44	560.00	283.90	0.25	25.00	.....	1,125.00	1,994.15	24	32
North Carolina	555.00	227.06	0.50	.....	1,125.00	1,907.56	13	14	967.50	227.06	0.50	.....	.....	1,350.00	2,545.06	8	8
South Carolina	314.00	294.64	1.50	.....	1,000.00	1,610.14	29	38	314.00	294.64	1.50	100.00	.....	1,200.00	1,910.14	30	40
East North Central:																	
Illinois	1,176.00	282.31	15.50	.....	937.50	2,411.31	3	4	1,176.00	282.31	15.50	25.00	.....	1,125.00	2,623.81	6	7
Indiana	410.50	293.14	0.50	.....	1,000.00	1,704.14	23	31	410.50	293.14	0.50	24.00	.....	1,200.00	1,928.14	29	38
Michigan	490.00	.....	1.00	.....	875.00	1,366.00	42	35	490.00	.....	1.00	50.00	.....	1,050.00	1,591.00	44	42
Ohio	426.80	.....	.....	750.00	875.00	2,051.80	10	6	426.80	.....	.....	30.00	900.00	1,050.00	2,406.80	10	6
Wisconsin	697.00	.....	.....	.....	875.00	1,572.00	32	20	697.00	.....	.....	20.00	.....	1,050.00	1,767.00	38	28
West North Central:																	
Iowa	915.00	.....	.....	.....	875.00	1,790.00	20	11	915.00	.....	.....	6.00	.....	1,050.00	1,971.00	27	18
Kansas	720.00	495.32	10.00	.....	875.00	2,100.32	9	18	720.00	495.32	.....	10.00	.....	1,050.00	2,275.32	14	27
Minnesota	720.55	.....	.....	.....	875.00	1,595.55	30	19	720.55	.....	.....	15.00	.....	1,050.00	1,785.55	37	24
Missouri	608.00	332.01	1.00	.....	875.00	1,816.01	17	25	608.00	332.01	1.00	25.00	.....	1,050.00	2,016.01	22	34
Nebraska	587.00	321.64	0.50	.....	1,062.50	1,971.64	12	17	587.00	321.64	.....	15.50	.....	1,275.00	2,199.14	17	21
North Dakota	681.00	.....	1.00	.....	875.00	1,557.00	33	21	691.00	.....	1.00	45.00	.....	1,050.00	1,787.00	36	23
South Dakota	377.00	.....	625.50	.....	875.00	1,877.50	14	8	377.00	.....	0.50	625.00	.....	1,050.00	2,052.50	19	14
East South Central:																	
Alabama	281.00	130.65	.....	.....	875.00	1,286.65	50	47	671.00	130.65	.....	.....	.....	1,050.00	1,851.65	33	30
Kentucky	609.00	133.00	.....	.....	1,375.00	2,117.00	8	7	609.00	133.00	.....	.....	.....	1,650.00	2,392.00	11	11
Mississippi	372.50	219.34	1.00	.....	1,000.00	1,592.84	31	34	567.50	219.34	14.00	.....	.....	1,200.00	2,000.84	23	25
Tennessee	650.75	.....	.....	.....	875.00	1,525.75	34	23	800.75	.....	.....	27.50	.....	1,050.00	1,878.25	32	20
West South Central:																	
Arkansas	477.00	197.18	0.50	.....	937.50	1,612.18	28	30	477.00	106.39	0.50	5.00	.....	1,125.00	1,713.89	40	41
Louisiana	390.00	.....	0.50	.....	1,000.00	1,390.50	41	33	770.00	.....	0.50	10.00	.....	1,200.00	1,980.50	25	16
Oklahoma	522.30	.....	3.00	.....	812.50	1,337.80	43	36	522.30	.....	3.00	5.00	.....	975.00	1,505.30	47	43
Texas	510.60	303.34	1.00	.....	625.00	1,439.94	37	49	510.60	303.34	1.00	11.00	.....	750.00	1,575.94	45	50
Mountain:																	
Arizona	191.50	236.21	.....	.....	875.00	1,302.71	46	50	191.50	236.21	.....	1,172.23	.....	1,050.00	2,649.94	5	5
Colorado	33.00	209.97	0.20	1,447.48	875.00	2,565.65	2	2	33.00	209.97	0.20	.....	1,736.97	1,050.00	3,030.14	2	2
Idaho	103.50	.....	1.00	1,085.00	1,062.50	2,252.00	5	3	103.50	.....	1.00	.....	1,302.00	1,275.00	2,681.50	3	3
Montana	352.25	572.42	.....	.....	875.00	1,799.67	19	43	352.25	572.42	.....	279.15	.....	1,050.00	2,253.82	16	35
Nevada	102.50	144.00	336.00	.....	750.00	1,332.50	45	46	102.50	144.00	.....	336.00	.....	900.00	1,482.50	50	49
New Mexico	75.50	.....	0.40	705.50	875.00	1,656.40	25	16	75.50	.....	0.40	.....	846.60	1,050.00	1,972.50	26	17
Utah	330.00	426.86	1.75	.....	875.00	1,633.61	26	45	330.00	426.86	1.75	.....	.....	1,050.00	1,808.61	35	47
Wyoming	60.00	209.97	10.50	825.00	875.00	1,980.47	11	13	60.00	209.97	0.50	10.00	990.00	1,050.00	2,380.47	13	12
Pacific:																	
California	324.00	.....	195.00	.....	875.00	1,394.00	40	32	324.00	.....	195.00	702.14	.....	1,050.00	2,271.14	15	9
Oregon	145.00	.....	5.00	1,575.00	875.00	2,600.00	1	1	145.00	.....	.....	5.00	1,890.00	1,050.00	3,090.00	1	1
Washington	416.80	.....	240.00	.....	1,125.00	1,781.80	21	12	416.80	.....	240.00	41.00	.....	1,350.00	2,047.80	20	15
Other Areas:																	
Alaska	120.00	192.38	25.00	.....	1,000.00	1,337.38	44	48	120.00	192.38	.....	35.00	.....	1,200.00	1,547.38	46	48
Hawaii	303.80	.....	7.00	.....	625.00	935.80	51	51	303.80	.....	1.00	45.00	.....	750.00	1,099.80	51	51
Average 1	\$416.57	\$301.79	\$40.51	\$1,016.43	\$963.24	\$1,708.47			\$462.93	\$298.42	\$15.42	\$101.97	\$1,219.71	\$1,155.88	\$2,029.86		

1/ The average fee has been computed in each category on the basis of States that levy a tax in the category.

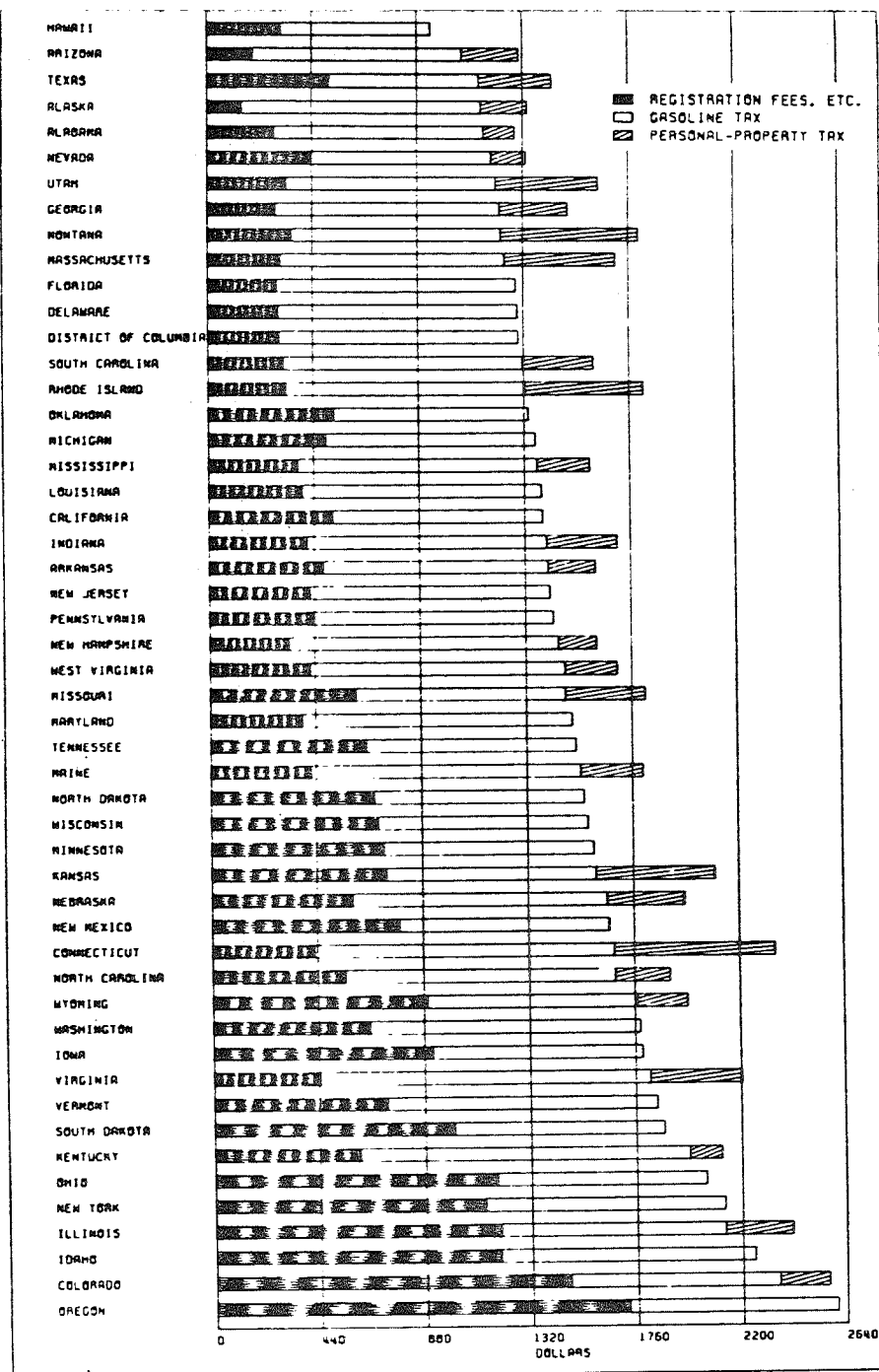
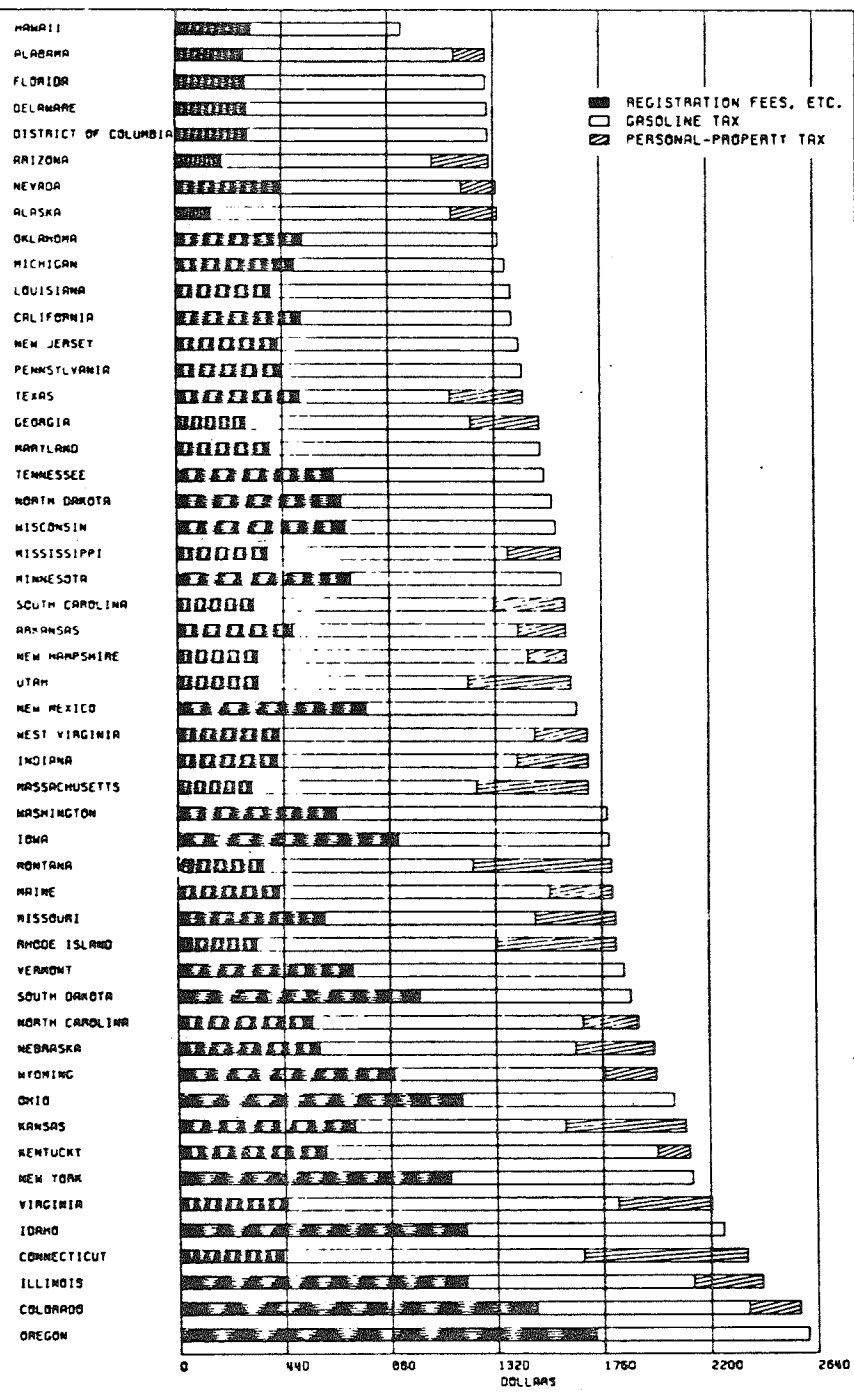


Figure 31 - State road-user and personal property taxes on a 55,000-pound, gasoline-powered, four-axle tractor-semitrailer combination (No. 11) in private use.

TABLE 15.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A DIESEL-POWERED, FOUR-AXLE TRACTOR-SEMITRAILER COMBINATION, 55,000 POUNDS GROSS VEHICLE WEIGHT (No. 12)

STATE	PRIVATE OPERATION								CONTRACT CARRIER								
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	DIESEL FUEL TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	DIESEL FUEL TAX	TOTAL	RANK OF STATE	
							TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAXES								TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAXES
New England:																	
Connecticut	\$427.50	\$758.16	.....	.....	\$909.10	\$2,094.76	4	19	\$427.50	\$758.16	.....	\$10.00	.....	\$1,090.90	\$2,266.56	6	25
Maine	420.00	279.58	\$0.20	.....	818.19	1,517.97	21	26	420.00	279.58	\$0.20	10.00	.....	981.81	1,691.59	25	29
Massachusetts	305.00	504.00	1.00	.....	681.83	1,491.82	22	45	305.00	504.00	1.00	10.00	.....	818.18	1,638.18	29	47
New Hampshire	330.50	172.82	0.60	.....	818.19	1,322.11	33	32	330.50	172.82	0.60	3.00	.....	981.81	1,488.73	38	36
Rhode Island	325.00	558.00	0.20	.....	727.28	1,610.48	17	39	650.00	558.00	0.20	7.00	.....	872.72	2,087.92	13	23
Vermont	1,256.63	.....	.....	.....	.....	1,256.63	36	23	1,256.63	.....	.....	.....	.....	.....	1,256.63	46	42
Middle Atlantic:																	
New Jersey	420.00	.....	2.00	.....	727.28	1,149.28	41	33	420.00	.....	2.00	3.00	.....	872.72	1,297.72	44	40
New York	400.00	.....	0.50	\$727.00	909.10	2,036.60	5	3	400.00	.....	0.50	.....	\$872.40	1,090.90	2,363.80	4	3
Pennsylvania	435.00	.....	0.60	.....	727.28	1,162.88	39	31	435.00	.....	0.60	2.00	.....	872.72	1,310.32	42	37
South Atlantic (North):																	
Delaware	295.00	.....	.....	.....	727.28	1,022.28	49	42	295.00	.....	.....	.....	.....	872.72	1,167.72	50	46
District of Columbia	292.00	.....	6.00	.....	727.28	1,025.28	48	41	292.00	.....	6.00	.....	.....	872.72	1,170.72	49	45
Maryland	385.00	.....	.....	.....	818.19	1,203.19	37	27	385.00	.....	1.00	.....	.....	981.81	1,367.81	40	34
Virginia	444.50	417.06	2.00	.....	1,000.01	1,863.57	8	12	617.75	417.06	.....	2.00	.....	1,199.99	2,236.80	9	10
West Virginia	419.50	249.49	1.00	.....	772.74	1,442.73	25	29	419.50	249.49	1.00	23.25	.....	927.27	1,620.51	31	33
South Atlantic (South):																	
Florida	288.70	.....	0.80	.....	727.28	1,016.78	50	43	342.20	.....	0.80	105.00	.....	872.72	1,320.72	41	35
Georgia	285.00	309.57	0.25	.....	681.83	1,276.65	35	48	560.00	309.57	0.25	25.00	.....	818.18	1,713.00	23	31
North Carolina	555.00	246.87	0.50	.....	818.19	1,620.56	16	16	967.50	246.87	0.50	.....	.....	981.81	2,196.68	10	9
South Carolina	314.00	313.20	1.50	.....	727.28	1,355.98	31	40	314.00	313.20	1.50	100.00	.....	872.72	1,601.42	32	41
East North Central:																	
Illinois	1,176.00	282.31	15.50	.....	681.83	2,155.64	3	5	1,176.00	282.31	15.50	25.00	.....	818.18	2,316.99	5	7
Indiana	410.50	319.85	0.50	.....	727.28	1,458.13	23	34	410.50	319.85	0.50	24.00	.....	872.72	1,627.57	30	38
Michigan	490.00	.....	1.00	.....	636.37	1,127.37	44	35	490.00	.....	1.00	50.00	.....	763.63	1,304.63	43	39
Ohio	429.60	.....	.....	750.00	636.37	1,815.97	10	6	429.60	.....	.....	30.00	900.00	763.63	2,123.23	11	6
Wisconsin	697.00	.....	.....	.....	636.37	1,333.37	32	20	697.00	.....	.....	20.00	.....	763.63	1,480.63	39	28
West North Central:																	
Iowa	915.00	.....	.....	.....	727.28	1,642.28	14	7	915.00	.....	.....	6.00	.....	872.72	1,793.72	19	12
Kansas	720.00	504.60	10.00	.....	727.28	1,961.88	6	11	720.00	504.60	.....	10.00	.....	872.72	2,107.32	12	21
Minnesota	720.55	.....	.....	.....	636.37	1,356.92	30	18	720.55	.....	.....	15.00	.....	763.63	1,499.18	37	27
Missouri	608.00	345.96	1.00	.....	636.37	1,591.33	18	25	608.00	345.96	1.00	25.00	.....	763.63	1,743.59	22	32
Nebraska	587.00	353.27	0.50	.....	772.74	1,713.51	12	17	587.00	353.27	0.50	15.00	.....	927.27	1,681.04	18	24
North Dakota	681.00	.....	1.00	.....	636.37	1,318.37	34	21	691.00	.....	1.00	45.00	.....	763.63	1,500.63	35	26
South Dakota	377.00	.....	625.50	.....	636.37	1,638.87	15	8	377.00	.....	0.50	625.00	.....	763.63	1,766.13	20	13
East South Central:																	
Alabama	281.00	146.06	.....	.....	727.28	1,154.34	40	44	671.00	146.06	.....	.....	.....	872.72	1,689.78	26	22
Kentucky	609.00	148.40	.....	.....	1,000.01	1,757.41	11	9	609.00	148.40	.....	.....	.....	1,199.99	1,957.39	15	11
Mississippi	372.50	241.90	1.00	.....	909.10	1,524.50	20	22	567.50	241.90	14.00	.....	.....	1,090.90	1,914.30	17	18
Tennessee	650.75	.....	.....	.....	727.28	1,378.03	28	15	800.75	.....	.....	27.50	.....	872.72	1,700.97	24	16
West South Central:																	
Arkansas	477.00	202.35	0.50	.....	772.74	1,452.59	24	24	477.00	116.12	0.50	5.00	.....	927.27	1,525.89	34	30
Louisiana	390.00	.....	0.50	.....	727.28	1,117.78	45	36	770.00	.....	0.50	10.00	.....	872.72	1,653.22	28	19
Oklahoma	522.30	.....	3.00	.....	590.92	1,116.22	46	37	522.30	.....	3.00	5.00	.....	709.09	1,235.39	43	43
Texas	510.60	268.77	1.00	.....	590.92	1,371.29	29	38	510.60	268.71	1.00	11.00	.....	709.09	1,500.40	36	44
Mountain:																	
Arizona	192.25	257.72	.....	.....	636.97	1,086.94	47	50	192.25	257.72	2.00	1,167.75	.....	763.63	2,383.35	3	5
Colorado	33.00	229.09	0.20	1,446.00	636.37	2,344.66	2	2	33.00	229.09	0.20	.....	1,735.20	763.63	2,761.12	2	2
Idaho	103.50	.....	1.00	1,785.00	.....	1,889.50	7	4	103.50	.....	1.00	.....	2,142.00	.....	2,245.50	8	4
Montana	377.25	624.21	.....	.....	818.19	1,819.65	9	28	377.25	624.21	.....	278.58	.....	981.81	2,261.85	7	20
Nevada	103.00	158.00	336.00	.....	545.46	1,142.46	42	46	103.00	491.00	.....	3.00	.....	654.54	1,251.54	47	51
New Mexico	75.50	.....	1.40	705.50	636.37	1,418.77	27	14	75.50	.....	1.40	.....	846.60	763.63	1,687.13	27	17
Utah	330.00	464.99	1.75	.....	637.37	1,434.11	26	47	330.00	464.99	1.75	.....	.....	763.63	1,540.77	33	48
Wyoming	60.00	229.09	10.50	1,375.00	.....	1,674.59	13	13	60.00	229.09	0.50	10.00	1,650.00	.....	1,949.59	16	15
Pacific:																	
California	324.00	.....	213.00	.....	636.37	1,173.77	38	30	324.00	.....	213.00	700.65	.....	763.63	2,001.28	14	8
Oregon	145.00	.....	5.00	2,325.00	.....	2,475.00	1	1	145.00	.....	.....	5.00	2,750.00	.....	2,940.00	1	1
Washington	466.40	.....	271.00	.....	818.19	1,555.59	19	10	466.40	.....	271.00	41.00	.....	981.81	1,760.21	21	14
Other Areas:																	
Alaska	120.00	264.46	25.00	.....	727.28	1,136.74	43	49	120.00	264.46	.....	35.00	.....	872.72	1,292.18	45	49
Hawaii	306.00	.....	7.00	.....	454.55	767.55	51	51	306.00	.....	1.00	45.00	.....	545.45	897.45	51	50
Average 1/	\$428.61	\$327.77	\$40.79	\$1,301.93	\$723.45	\$1,477.3			\$474.97	\$336.91	\$15.63	\$93.02	\$1,562.31	\$868.08	\$1,747.79		

1/ The average fee has been computed in each category on the basis of States that levy a tax in the category.

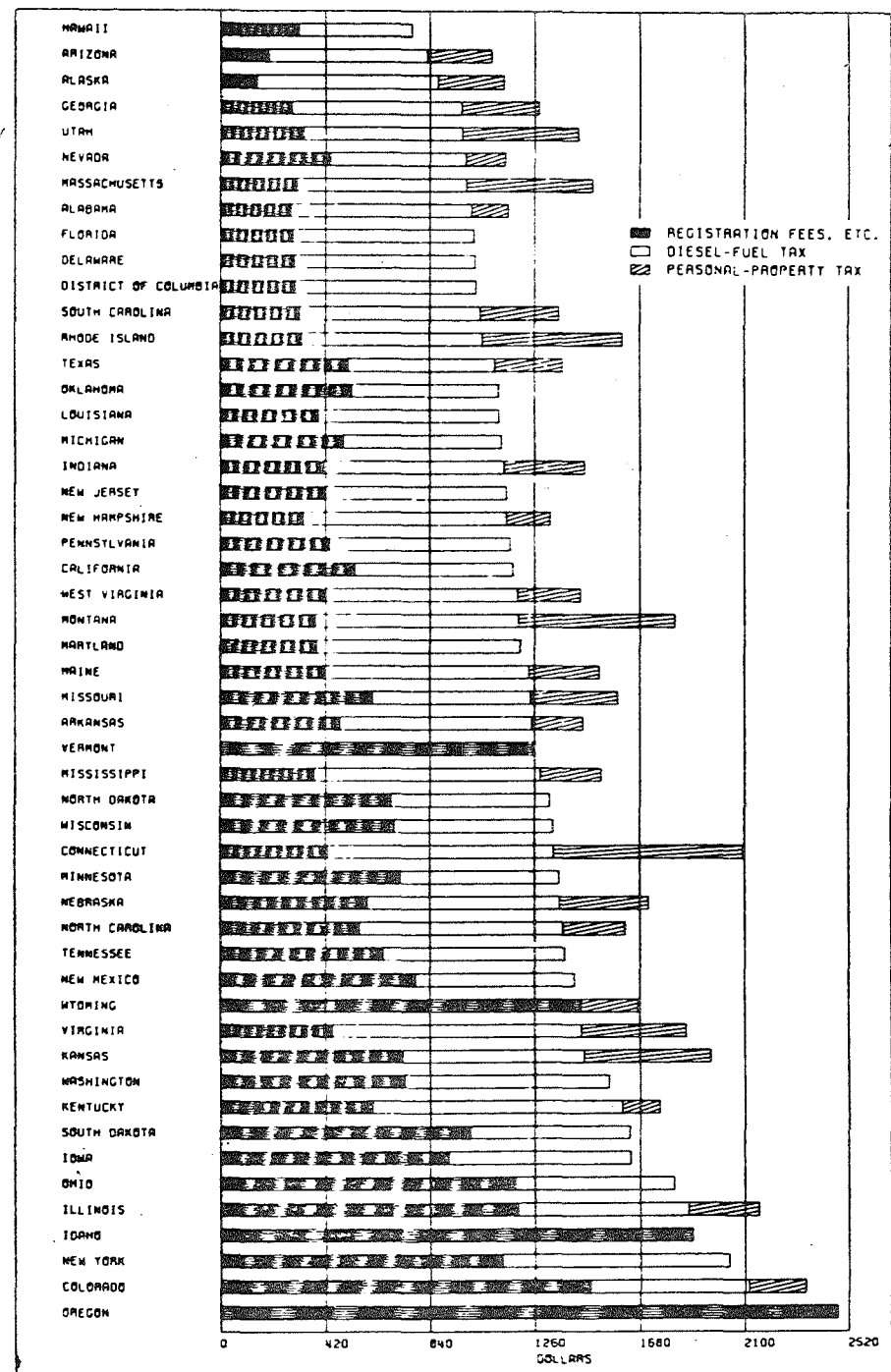
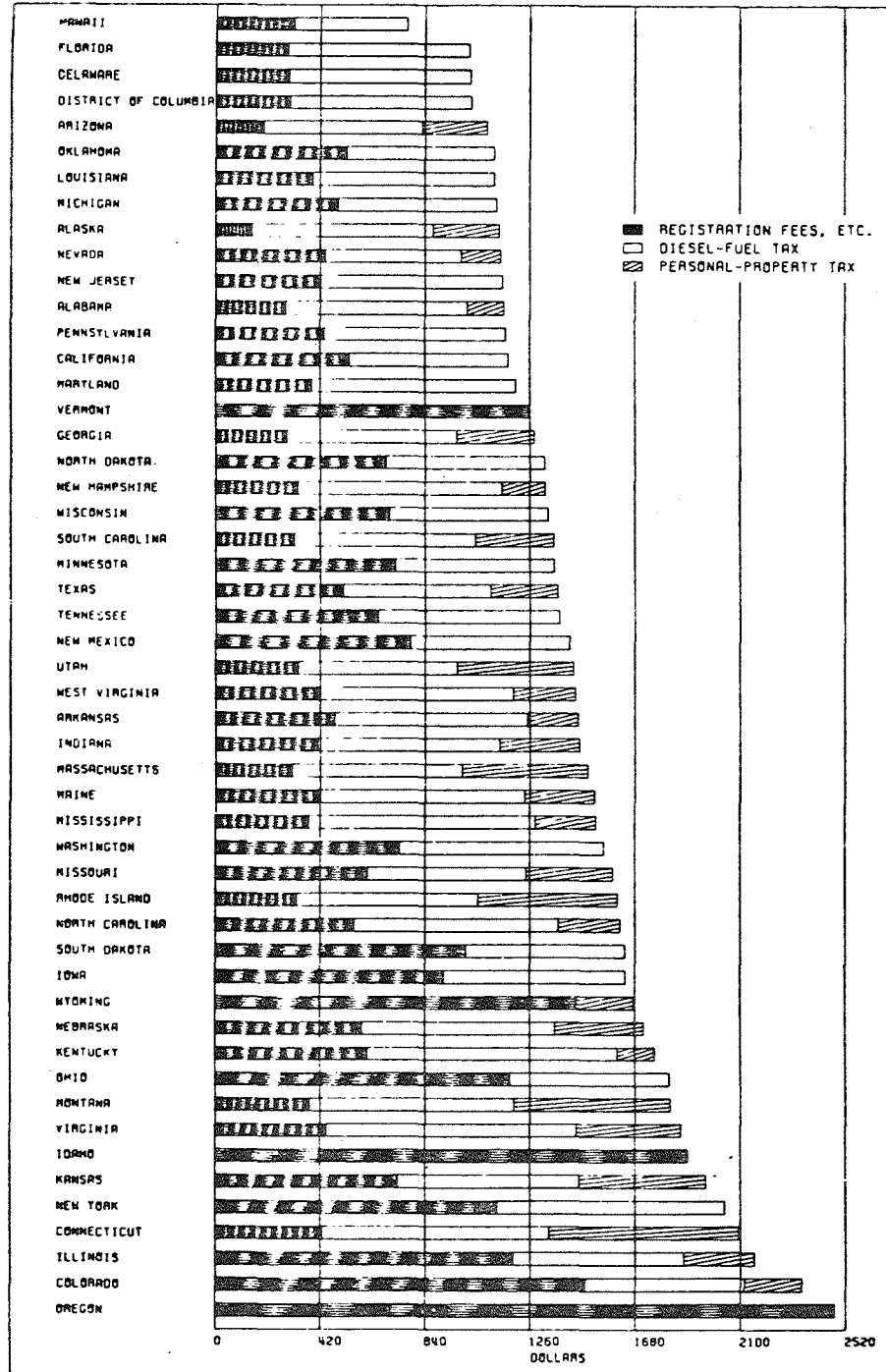


Figure 33 - State road-user and personal property taxes on a 55,000-pound, diesel-powered, four-axle tractor-semitrailer combination (No. 12) in private use.

TABLE 16.—STATE ROAD-USER AND PERSONAL PROPERTY TAXES ON A DIESEL-POWERED, FIVE-AXLE TRACTOR-SEMITRAILER COMBINATION,
72,000 POUNDS GROSS VEHICLE WEIGHT (No. 13)

STATE	PRIVATE OPERATION								CONTRACT CARRIER								
	REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	MILEAGE OR TON- MILE TAX	DIESEL FUEL TAX	TOTAL	RANK OF STATE		REGIS- TRATION FEE	PROPERTY TAX	OTHER TAXES AND FEES	CARRIER TAXES AND FEES	MILEAGE OR TON- MILE TAX	DIESEL FUEL TAX	TOTAL	RANK OF STATE	
							TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX								TOTAL FEES AND TAXES	TOTAL, EXCL. PROP. TAX
New England:																	
Connecticut	\$555.00	\$1,104.27	.....	.....	\$1,428.60	\$3,087.87	5	23	\$555.00	\$1,104.27	.....	\$10.00	.....	\$1,428.60	\$3,097.87	7	27
Maine	605.00	413.10	\$0.20	.....	1,285.74	2,304.04	22	76	605.00	413.10	\$0.20	10.00	.....	1,285.74	2,314.04	24	31
Massachusetts	390.00	765.10	1.00	.....	1,071.45	2,227.55	24	47	390.00	765.10	1.00	10.00	.....	1,071.45	2,237.55	26	48
New Hampshire	432.50	261.83	0.60	.....	1,285.74	1,980.37	32	30	432.50	261.83	0.60	3.00	.....	1,285.74	1,983.67	38	35
Rhode Island	410.00	690.00	0.20	.....	1,142.88	2,243.08	23	40	820.00	690.00	0.20	7.00	.....	1,142.88	2,660.08	16	29
Vermont	1,659.30	.....	.....	.....	.....	1,659.30	44	34	1,659.30	.....	.....	.....	.....	.....	1,659.30	45	41
Middle Atlantic:																	
New Jersey	544.10	.....	2.00	.....	1,142.88	1,688.98	43	32	544.10	.....	2.00	3.00	.....	1,142.88	1,691.98	44	38
New York	519.00	.....	0.50	\$1,526.70	1,428.60	3,474.80	3	3	519.00	.....	0.50	.....	\$1,526.70	1,428.60	3,474.80	4	3
Pennsylvania	560.00	.....	0.60	.....	1,142.88	1,703.48	40	31	560.00	.....	0.60	2.00	.....	1,142.88	1,705.48	43	37
South Atlantic (North):																	
Delaware	383.40	.....	.....	.....	1,142.88	1,526.28	49	42	383.40	.....	.....	.....	.....	1,142.88	1,526.28	50	46
District of Columbia	393.00	.....	6.00	.....	1,142.88	1,541.88	48	41	393.00	.....	6.00	.....	.....	1,142.88	1,541.88	49	45
Maryland	455.00	.....	.....	.....	1,285.74	1,740.74	37	29	455.00	.....	.....	1.00	.....	1,285.74	1,741.74	41	34
Virginia	662.00	629.51	2.00	.....	1,571.46	2,804.97	11	13	872.00	629.51	.....	2.00	.....	1,571.46	3,074.97	8	15
West Virginia	572.50	353.15	1.00	.....	1,214.31	2,140.96	26	28	572.50	353.15	1.00	29.63	.....	1,214.31	2,170.56	30	32
South Atlantic (South):																	
Florida	350.30	.....	0.80	.....	1,142.88	1,493.98	50	43	403.80	.....	0.80	105.00	.....	1,142.88	1,652.48	46	42
Georgia	385.00	468.49	0.25	.....	1,071.45	1,925.19	35	48	710.00	468.49	0.25	.....	.....	1,071.45	2,250.19	25	33
North Carolina	725.00	259.73	0.50	.....	1,285.74	2,380.97	20	21	1,265.00	369.73	0.50	.....	.....	1,285.74	2,920.97	13	10
South Carolina	464.00	452.40	1.50	.....	1,142.88	2,060.78	29	37	464.00	452.40	1.50	100.00	.....	1,142.88	2,160.78	31	36
East North Central:																	
Illinois	1,492.00	310.14	19.50	.....	1,071.45	2,893.09	10	7	1,492.00	310.14	19.50	25.00	.....	1,071.45	2,918.09	14	8
Indiana	500.50	485.55	0.50	.....	1,142.88	2,129.43	27	35	500.50	485.55	0.50	24.00	.....	1,142.88	2,153.43	33	40
Michigan	590.00	.....	1.00	.....	1,000.02	1,591.02	46	38	590.00	.....	1.00	50.00	.....	1,000.02	1,641.02	47	43
Ohio	605.25	.....	.....	1,400.00	1,000.02	3,005.27	6	5	605.25	.....	.....	30.00	1,400.00	1,000.02	3,035.27	9	6
Wisconsin	962.00	.....	.....	.....	1,000.02	1,962.02	33	24	962.00	.....	.....	20.00	.....	1,000.02	1,982.02	39	28
West North Central:																	
Iowa	1,260.00	.....	.....	.....	1,142.88	2,402.88	19	11	1,260.00	.....	.....	6.00	.....	1,142.88	2,408.88	23	16
Kansas	1,070.00	747.04	10.00	.....	1,142.88	2,969.92	8	14	1,070.00	747.04	.....	10.00	.....	1,142.88	2,969.92	10	19
Minnesota	1,062.85	.....	.....	.....	1,000.02	2,062.87	28	15	1,062.85	.....	.....	15.00	.....	1,000.02	2,077.87	35	22
Missouri	1,008.00	443.61	1.00	.....	1,000.02	2,452.63	16	22	1,008.00	443.61	1.00	25.00	.....	1,000.02	2,477.63	20	24
Nebraska	812.00	610.68	0.50	.....	1,214.31	2,637.49	12	18	812.00	610.68	0.50	15.00	.....	1,214.31	2,652.49	17	23
North Dakota	961.00	.....	1.00	.....	1,000.02	1,962.02	34	25	971.00	.....	1.00	45.00	.....	1,000.02	2,017.02	37	26
South Dakota	707.00	.....	830.50	.....	1,000.02	2,537.52	14	8	707.00	.....	0.50	830.00	.....	1,000.02	2,537.52	19	11
East South Central:																	
Alabama	346.00	213.73	.....	.....	1,142.88	1,702.61	41	44	801.00	213.73	.....	.....	.....	1,142.88	2,157.61	32	30
Kentucky	771.00	269.50	.....	.....	1,571.46	2,611.96	13	12	771.00	269.50	.....	.....	.....	1,571.46	2,611.96	18	17
Mississippi	608.50	443.19	1.00	.....	1,428.60	2,481.29	15	17	831.50	443.19	14.00	.....	.....	1,428.60	2,717.29	15	18
Tennessee	875.75	.....	.....	.....	1,142.88	2,018.63	31	19	1,035.75	.....	.....	22.50	.....	1,142.88	2,201.13	27	20
West South Central:																	
Arkansas	802.00	292.45	0.50	.....	1,214.31	2,309.26	21	20	802.00	176.26	0.50	5.00	.....	1,214.31	2,198.09	28	25
Louisiana	490.00	.....	0.50	.....	1,142.88	1,633.38	45	36	970.00	.....	0.50	10.00	.....	1,142.88	2,123.38	34	21
Oklahoma	652.30	.....	3.00	.....	928.59	1,593.89	47	39	652.30	.....	3.00	5.00	.....	928.59	1,588.89	48	44
Texas	735.60	379.29	1.00	.....	928.59	2,044.48	30	33	735.60	399.29	1.00	11.00	.....	928.59	2,075.48	36	39
Mountain:																	
Arizona	304.50	391.24	.....	.....	1,000.02	1,695.76	42	50	304.50	391.24	.....	1,815.23	.....	1,000.02	3,510.99	3	5
Colorado	33.00	347.77	0.20	2,660.70	1,000.02	4,041.69	1	2	33.00	347.77	0.20	.....	2,660.70	1,000.02	4,041.69	1	2
Idaho	103.50	.....	1.00	3,363.50	.....	3,468.00	4	4	103.50	.....	1.00	.....	3,363.50	.....	3,468.00	5	4
Montana	771.00	947.22	.....	.....	1,285.74	3,003.96	7	16	771.00	947.22	.....	427.04	.....	1,285.74	3,431.00	6	12
Nevada	131.00	239.00	498.00	.....	857.16	1,725.16	39	45	131.00	239.00	.....	498.00	.....	857.16	1,725.16	42	47
New Mexico	75.50	.....	1.40	1,369.90	1,000.02	2,446.82	17	9	75.50	.....	1.40	.....	1,369.90	1,000.02	2,446.82	22	14
Utah	465.00	706.49	1.75	.....	1,000.02	2,173.26	25	46	465.00	706.49	1.75	.....	.....	1,000.02	2,173.26	29	49
Wyoming	60.00	347.77	10.50	2,520.00	.....	2,938.27	9	6	60.00	347.77	0.50	10.00	2,520.00	.....	2,938.27	11	9
Pacific:																	
California	530.00	.....	320.00	.....	1,000.02	1,850.02	36	27	530.00	.....	320.00	1,087.94	.....	1,000.02	2,937.96	12	7
Oregon	185.00	.....	5.00	3,850.00	.....	4,040.00	2	1	185.00	.....	.....	5.00	3,850.00	.....	4,040.00	2	1
Washington	763.05	.....	359.00	.....	1,265.74	2,407.79	18	10	763.05	.....	359.00	51.00	.....	1,265.74	2,458.79	21	13
Other Areas:																	
Alaska	170.00	401.47	25.00	.....	1,142.88	1,739.35	38	49	170.00	401.47	.....	55.00	.....	1,142.88	1,769.35	40	50
Hawaii	389.25	.....	7.00	.....	714.30	1,110.55	51	51	389.25	.....	1.00	54.00	.....	714.30	1,158.55	51	51
Average 1/	595.25	484.58	55.68	2,384.40	1,136.80	2,268.19			651.45	431.02	22.52	143.01	2,384.40	1,136.80	2,402.15		

1/ The average fee has been computed in each category on the basis of States that levy a tax in the category.

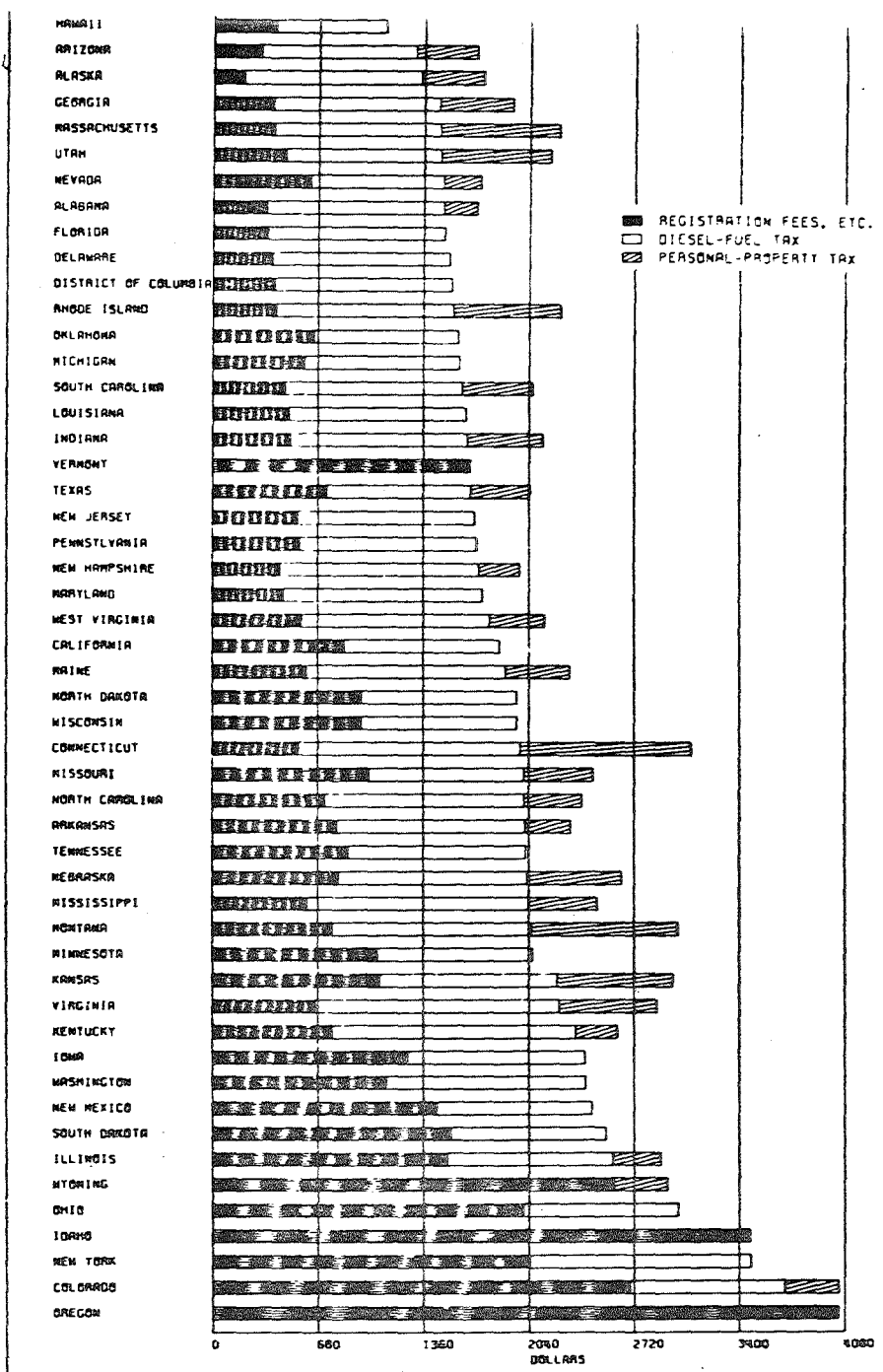
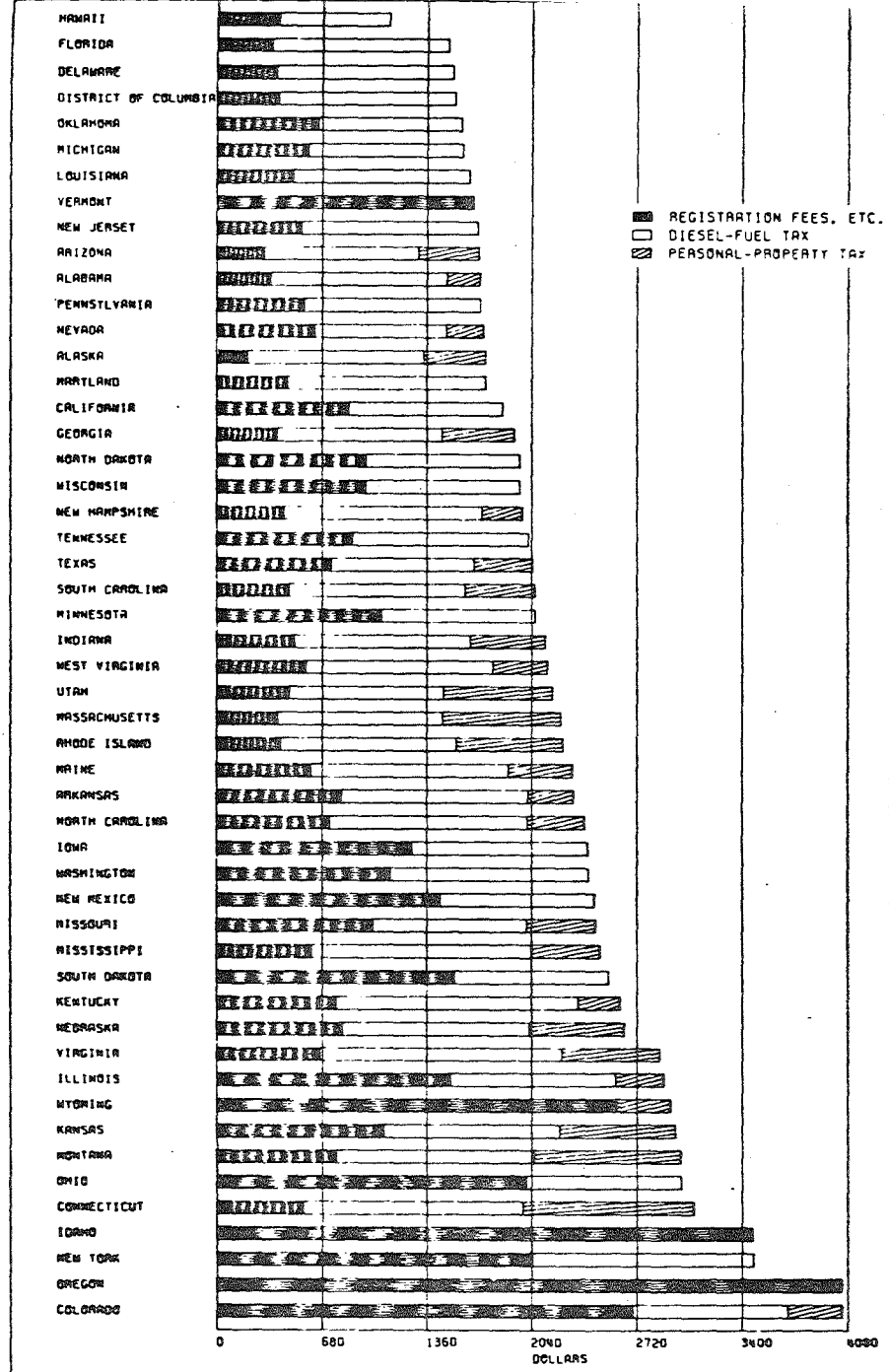
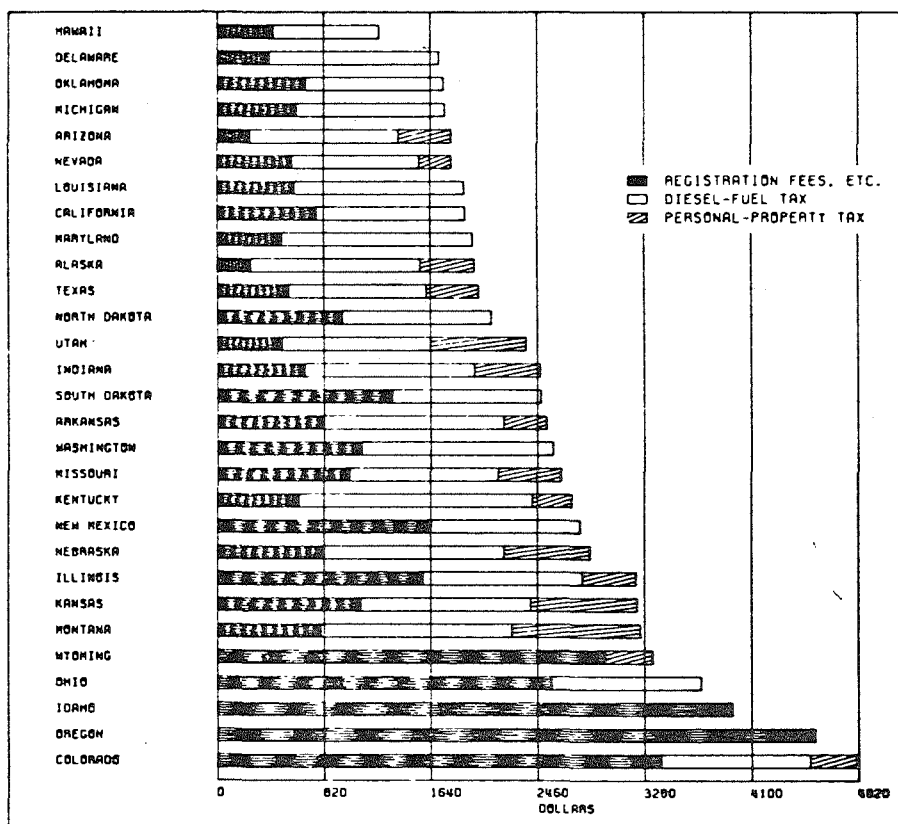


Figure 35 - State road-user and personal property taxes on a 72,000-pound, diesel-powered, five-axle tractor-semitrailer combination (No. 13) in private use.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

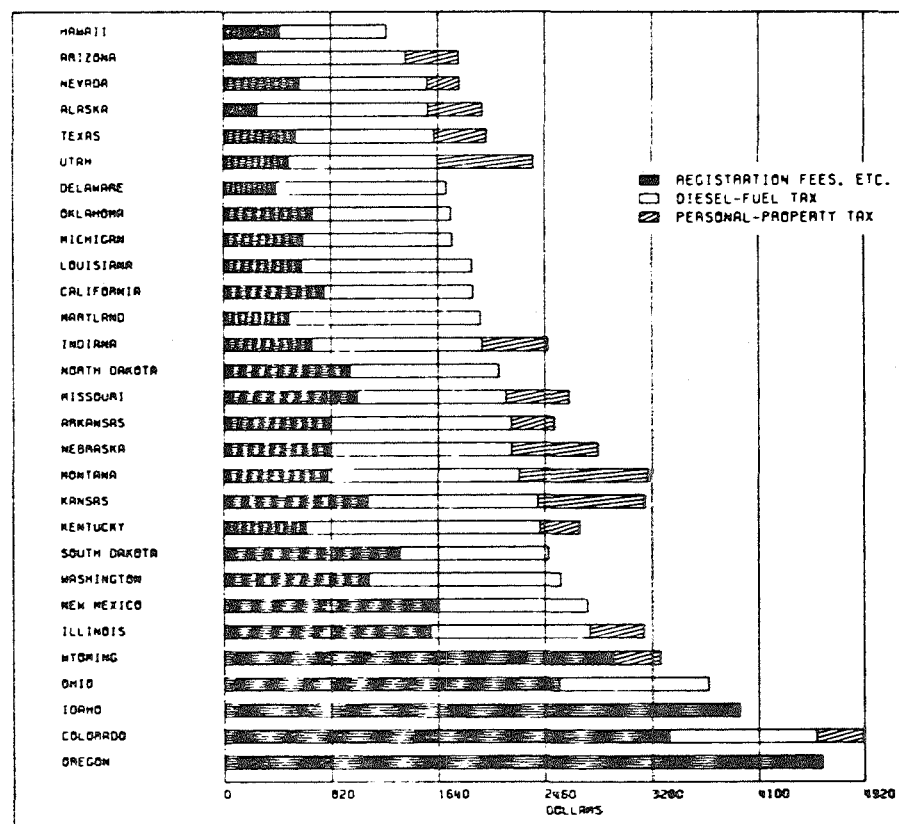
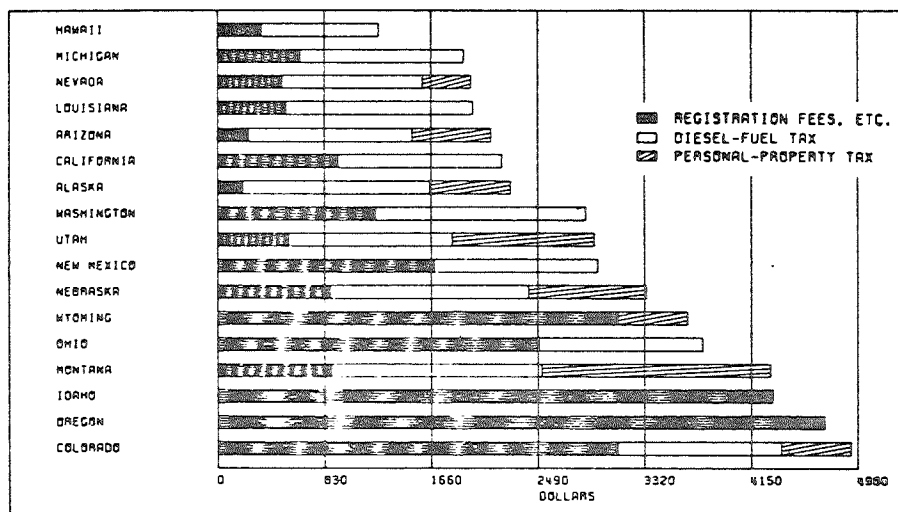


Figure 37 - State road-user and personal property taxes on a 72,000-pound, diesel-powered, five-axle tractor-semitrailer and full trailer combination (No. 14) in private use.

STATES RANKED ACCORDING TO TOTAL TAXES



STATES RANKED ACCORDING TO ROAD USER TAXES

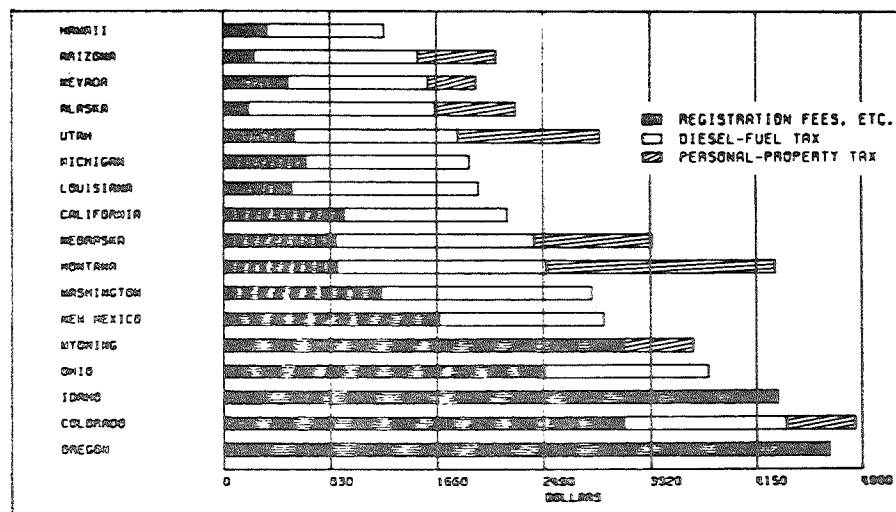


Figure 39 - State road-user and personal property taxes on a 76,000-pound, diesel-powered, five-axle truck and full trailer combination (No. 15) in private use.

TRUCKS NOW TRANSPORT MORE FRESH POTATOES
TO THE NATION'S 41 PRIMARY MARKET
THAN ANY OTHER MODE OF TRANSPORT

<u>Year</u>	<u>Total (Pounds)</u>	<u>Trucks (Pounds)</u>	<u>Truck % of Total</u>
1973	691,900,000	653,200,000	81.4%
1972	803,550,000	651,035,000	81.0
1971	740,300,000	561,550,000	75.9
1970	777,480,000	487,410,000	62.7
1969	929,610,000	472,395,000	50.8
1968	885,170,000	428,780,000	48.4
1967	1,043,680,000	444,455,000	42.6
1966	989,010,000	438,075,000	44.3
1965	1,239,950,000	495,600,000	40.0
1964	1,435,600,000	590,750,000	41.2
1963	1,230,450,000	497,550,000	40.4
1962	1,193,000,000	465,400,000	39.0
1961	1,222,100,000	439,750,000	36.0
1960	1,286,100,000	402,150,000	31.3

BANGOR AND AROOSTOOK RAILROAD COMPANY

84 HARLOW STREET

- BANGOR, MAINE 04401 -

(207) 947-6188

MARKETING DEPARTMENT**HOWARD L. COUSINS, JR.***Vice President - Marketing*

June 17, 1974

Ms. Helen T. Ginder
 Legislative Assistant
 Office of Legislative Assistants
 State House
 Augusta, Maine 04330

Dear Ms Ginder:

This is in answer to your letter of June 4 requesting information on commodities handled by this company and estimates of the percentage of rail haul.

The following is a listing of commodities handled by this company in the calendar year 1973.

<u>Commodity</u>	<u>C/L's</u>	<u>Commodity</u>	<u>C/L's</u>
Paper	21,041	Coal	136
Potatoes	4,345	Cement	138
Pulpwood	17,875	Sulphur	143
Woodchips	14,484	Gravel, sand & stone	396
Woodpulp	1,098	Salt	249
Logs	1,066	Iron & Steel	139
Lumber	1,024	Machinery	102
Wood products	574	Canned Goods	194
Gasoline	2,351	Cooking Oil	129
Fuel Oil	3,498	Frozen Foods	1,665
Bunker C Oil	10,576	Starch	1,538
Other Oil Products	251	Oats	243
Fertilizer	958	Feed	193
Chemicals	1,220	Other	1,516
Limestone	226	TOTAL	88,355

A comparison of carloads handled by this company for the last 10 years is as follows:

<u>Year</u>	<u>Carloads</u>	<u>Total Tons</u>	<u>Av. Tons Per Car</u>
1964	102,464	3,608,199	35.2
1965	105,806	3,939,240	37.2
1966	101,027	4,069,463	40.2
1967	105,785	4,449,575 *	42.1
1968	100,513	4,494,357 *	44.7
1969	94,833	4,199,857	44.3
1970	90,008	4,045,427	44.9
1971	77,766	3,565,398	45.8
1972	81,611	3,824,157	46.9
1973	88,355	4,217,870	47.7
1974 (4 mos.)	32,205	(2.4% increase over same period, 1973)	

Ms Helen T. Ginder, Legis.Asst.
June 17, 1974

Page 2

*Years when we were receiving much traffic for the Easton sugar beet plant (about 5000 cars a year).

To give you an idea of trends in various commodities, the following is shown.

<u>Year</u>	<u>Paper</u>	<u>Potatoes</u>	<u>Pulpwood</u>	<u>Woodchips</u>	<u>Petroleum</u>
1970	18,027	8,868	21,195	7,420	16,710
1971 *	16,744	5,297	16,114	8,185	17,065
1972	19,817	4,975	15,782	8,861	17,157
1973	21,041	4,345	17,875	14,484	16,676

*Fraser Paper Company strike.

Taking a broad look at our most important commodities, we are steadily increasing paper tonnage. We have leveled off on potato tonnage, we have leveled off at a reduced volume in pulpwood while woodchips have greatly increased and petroleum stays constant.

To give you an idea of rail percentage of haul, the following are our estimate.

Paper (shipped from mills)	95% rail	5% truck
Potatoes	17% rail	83% truck
Pulpwood	60% rail	40% truck
Woodchips	95% rail	5% truck
Bunker C	100% rail	-
Fuel Oil	85% rail	15% truck
Gasoline	50% rail	50% truck

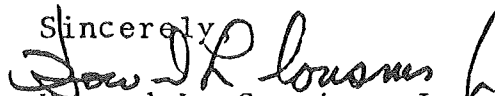
Pulpwood has been subject to large annual fluctuations, depending on mill inventory, policy and weather conditions.

Our percentage of paper hauled has steadily increased and the month of May, 1974 was our largest month on record.

We have not made any projection of losses of traffic if increased truck weights become law. It is obvious that with the unregulated carriers and private carriage (hauling potatoes, pulpwood and petroleum) the increased weights allowed by the statute passed by the legislature will hurt us badly. This type of carrier tends to have his charge for transportation based on his costs and since he will be able to haul from 7,000 lbs. to 27,000 lbs. more per truck at little extra cost, this endangers the present rail traffic in those commodities. Common carrier trucks will benefit by about an 7,000 lb. increase of pay load at little extra cost. This would, over any long period, tend to be reflected in their rates and therefore endanger any competitive rail-truck traffic.

I hope this gives you the information you want.

Sincerely,


Howard L. Cousins, Jr.
Vice President, Marketing

MAINE CENTRAL RAILROAD COMPANY



GEORGE H. ELLIS
VICE PRESIDENT
TRAFFIC AND MARKETING

242 ST. JOHN STREET
PORTLAND, MAINE
04102

MARKETING DEPARTMENT

June 7, 1974

File 1-G-1130-31

Ms. Helen T. Ginder
Legislative Assistant
State of Maine
Office of Legislative Assistants
State House
Augusta, Maine 04330

Dear Ms. Ginder:

Your letter of June 4, 1974 asks questions relating to the effect increased truck weights, recently enacted, will have upon Maine Central.

I am enclosing annual reports for the past 10 years. On page 8, of our 1973 report you will note the "Principal Sources of Freight Tonnage and Revenue." Each yearly report has the same detail. I believe this responds to the first and last part of paragraph two in your letter.

We do not have available to us the percent of rail versus truck to the total individual commodities shipped in the territory served by Maine Central.

I feel the increased truck weights would effect us primarily on intrastate traffic, particularly pulpwood and petroleum products. This is generally short haul traffic and subject to truck competition. It is conceivable Maine Central could lose 50% of this pulpwood business. Noting page 8 in the annual report for 1973, we had gross freight revenues of \$2,175,860. It is possible we could lose over \$1,000,000 in gross revenue per year on pulpwood. Petroleum Products generated \$2,770,448 in gross revenue in 1973. I do not believe the increased truck weights would have the same impact on us as pulpwood, but it could be substantial in terms of gross dollars.

On long haul, or interstate business, particularly paper and paper products, I do not see any significant effect on the traffic we are now transporting, because of more restrictive truck weights in neighboring states.

I trust this reply will be helpful.

Very truly yours,

Vice President-Traffic and Marketing

GHE/mem
Enc.
RF

TRAFFIC, INDUSTRIAL DEVELOPMENT AND OPERATIONS

Operating Records

Favored by an open winter at both ends of 1973, Maine Central was able to handle a larger traffic volume with a minimum increase in train miles and a reduction in train hours.

During the year the average train load for the system reached 2,504 tons, a gain of 108 tons over 1972, a new record, and average gross ton miles per train hour rose to 35,638, a gain of 1,392, also a new record.

The Portland Division, which produced 73% of the gross system ton miles with 58% of the total system train miles, handled a 7.3% increase in gross ton miles over 1972 levels with only a 1.2% increase in train miles.

Freight Rates

There were several escalations in freight rates during the year.

Effective April 5, Maine Central received a 3% increase on local woodpulp rates. This will increase freight revenue by \$30,000 a year.

Effective August 19, the nation's railroads were granted an interim freight rate increase of 3%. On December 5 the increase was made permanent with a few exceptions by the Interstate Commerce Commission. This increase will improve Maine Central freight revenue by about \$800,000 a year.

Effective October 1, the ICC authorized a rate

increase of 1.9% to be raised to 2.6% on January 1, 1974. These progressive increases are designed to help offset increased railroad participation in railroad retirement taxes.

To meet the rapidly rising cost of fuel, the ICC has issued a Special Permission Order allowing freight carriers, including railroads, to file surcharge increases in freight charges on 10 days' notice. Maine Central has already taken advantage of this Order.

Maine Central joined in a petition to the ICC for a general, nationwide freight rate increase of 5% to meet growing revenue needs; however, the commission limited the increase to 4% on an interim basis effective March 9, 1974.

PRINCIPAL SOURCES OF FREIGHT TONNAGE AND REVENUE 1972 - 1973

	Number of Carloads		Percent of Total Carloads		Tons		Percent of Total Tons		Gross Freight Revenue		Percent of Total Freight Revenue	
	1973	1972	1973	1972	1973	1972	1973	1972	1973	1972	1973	1972
Paper Products	48,117	45,226	27.3	27.0	1,981,956	1,759,872	23.4	22.4	\$ 9,082,591	\$ 8,609,105	30.6	31.0
Woodpulp	13,716	14,636	7.8	8.7	790,161	836,833	9.3	10.6	3,507,987	3,527,265	11.8	12.7
Petroleum Products	27,478	30,823	15.6	18.4	1,378,069	1,468,792	16.2	18.7	2,770,448	2,856,685	9.4	10.3
Pulpwood	21,314	14,176	12.1	8.5	1,023,510	742,143	12.1	9.4	2,175,860	1,496,941	7.3	5.4
Feed and Mill Products	9,727	8,998	5.5	5.4	380,963	348,211	4.5	4.4	1,606,630	1,494,513	5.4	5.4
Corn	4,331	3,572	2.5	2.1	379,604	335,091	4.5	4.3	1,050,938	879,680	3.5	3.2
Clay	3,678	3,354	2.1	2.0	297,107	269,484	3.5	3.4	818,458	753,373	2.8	2.7
Caustic Soda	2,089	2,226	1.2	1.3	132,548	141,814	1.5	1.8	563,176	578,335	1.9	2.1
Fiberboard and Pulpboard ...	2,037	1,870	1.2	1.1	119,473	103,388	1.4	1.3	517,336	428,179	1.8	1.5
Chlorine	1,261	1,206	.7	.7	70,102	65,793	.8	.8	514,456	456,389	1.7	1.6
Canned Food (Not Frozen) ..	2,333	2,533	1.3	1.5	132,681	149,112	1.6	1.9	473,335	527,899	1.6	1.9
Cement	2,474	2,040	1.4	1.2	170,826	135,313	2.0	1.7	467,350	342,216	1.6	1.2
Potatoes	3,645	4,183	2.1	2.5	103,770	123,040	1.2	1.6	302,941	353,515	1.0	1.3
All Other Carloads	33,756	32,815	19.2	19.6	1,515,806	1,390,184	17.9	17.6	5,791,774	5,436,155	19.5	19.6
Less Carloads	—	—	—	—	1,025	960	.1	.1	12,303	13,894	.1	.1
TOTAL	175,956	167,658	100.0	100.0	8,477,601	7,870,030	100.0	100.0	\$29,655,583	\$27,754,174	100.0	100.0

MARKETING

GEORGE H. ELLIS, Vice President
Traffic and Marketing

Freight revenue for 1971 amounted to \$27,531,000, representing an increase of \$2,306,900, or 9%, over 1970 despite a reduction in revenue ton miles of 3%. A freight rate increase effective April 12, 1971, coupled to the increase effective November 20, 1970, amounted to about 11.8% overall, and was largely responsible for the improvement.

In addition to a general softness in the national and local economies, 1971 was notable for unusual labor unrest with resulting harm to your railroad's traffic. Canadian railroads were threatened with a strike in April. Although this did not materialize, there was some loss of rail traffic because customers made other arrangements in anticipation of a shut-down. During May, the Signalmen's Union brought about a nationwide railroad two-day work stoppage. Keyes Fibre Company in Waterville was struck from June until late August, and Fraser Paper Company at Madawaska was shut down for about two months. In July, the United Transportation Union selectively struck several railroads for 17 days. In September, a work stoppage occurred at Statler Tissue Corporation in Augusta, which lasted almost a month.

The cumulative effect of these labor difficulties resulted in a substantial loss of freight tonnage and

explains in large part the reduction in revenue ton miles. Assuming labor peace and a gradual improvement in paper and pulp markets, tonnage on Maine Central can show a marked uptrend in 1972.

The new plant at Leeds Junction for shredding junk automobiles into scrap metal went into production during the middle of the year, but has been troubled by low scrap prices with the result that this new traffic producer has yet to meet its full potential.

The cement mill at Thomaston made the transition from the old plant to a new modern facility in 1971. More than usual production problems of a new facility prevented the realization of anything like full output last year, but near maximum tonnage is expected in 1972.

Sizeable capital improvements at paper mills in Maine will increase rail tonnage in 1972. The elimination of river-driven logs to one paper mill has developed new business in the form of wood chips. An improved economy could very well result in reactivation of proposed but deferred industrial expansions.

Looking to future growth in piggyback and container freight, a new position of "Market Manager, TOFC-COFC" was established late in the year.

PRINCIPLE SOURCES OF FREIGHT TONNAGE AND REVENUE 1971

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	43,244	25.0	1,849,888	20.6	\$ 7,990,072	29.0
Woodpulp	13,834	8.0	789,894	9.0	3,407,243	12.4
Gasoline, Fuel and Lub. Oil, Petroleum Products ..	31,104	18.0	1,427,313	17.8	2,743,725	10.0
Pulpwood Logs	17,179	9.9	904,271	11.3	1,707,928	6.2
Feed, Animal and Poultry, Mill Products	9,830	5.7	385,395	4.8	1,582,496	5.7
Corn	3,464	2.0	323,704	4.0	845,037	3.1
Clay and Bentonite	3,335	1.9	230,989	3.2	750,915	2.7
Caustic Soda	1,998	1.2	128,809	1.6	531,706	1.9
Canned Food Products (Not Frozen)	2,423	1.4	135,471	1.7	503,092	1.8
Chlorine	1,126	.7	61,255	.8	421,834	1.5
Potatoes	4,924	2.9	143,726	1.8	413,159	1.5
Cement, Natural and Portland	2,532	1.5	166,069	2.1	403,257	1.5
Fiberboard and Pulpboard	1,795	1.0	98,791	1.2	392,894	1.4
Lumber, Shingles and Laths	2,501	1.4	100,285	1.3	319,164	1.2
Pulpwood Chips	3,158	1.8	140,681	1.7	277,970	1.0
All Other Carloads	30,472	17.0	1,292,448	16.1	5,233,525	19.0
Less Carloads			1,126	.1	13,550	.1
TOTAL	172,920	100.0	8,006,115	100.0	\$27,537,589	100.0

MARKETING

GEORGE H. ELLIS, Vice President
Traffic and Marketing

Freight revenue during 1970 showed a 1.79 percent increase over 1969, while tons carried were 6.62 percent lower. Freight rate increases granted by the Interstate Commerce Commission contributed to the increased revenue. A five percent increase was granted on June 9, 1970 and another one percent was granted on November 20, 1970. On the same date an eight percent interim increase was granted in lieu of fifteen percent sought by the carriers which was under consideration by the Interstate Commerce Commission at the end of 1970.

Although a general economic slowdown, especially in the pulp and paper industry, resulted in a decrease in tons of freight carried during 1970, new industrial development helped the overall picture. A new tissue mill at Great Works, Maine, was completed and reached full production during the last half of 1970. Early in the year, there was a large movement of prestressed concrete pipe for the Kennebec Water District. The continued construction at the atomic power plant in Wiscasset contributed substantially to interline received and local traffic.

New industrial development and expansion of existing industry provides a promising forecast for increased freight traffic in 1971. As reported last year,

the completion of a new modern cement plant in Thomaston, Maine, was anticipated in 1970, increasing production capacity of the plant by an estimated twenty-five percent over the capacity of the old facility. Construction continued through 1970 with the transition to the new plant now expected to take place during 1971. The expansion of a furniture plant at Beecher Falls, Vermont, will increase rail traffic 100 cars per year over the 1970 level. A new feed mill is being constructed in North Leeds, Maine. Upon its completion in the spring of 1971, it will receive 2,000 tons per week of inbound feed ingredients.

A new plant for turning abandoned automobiles into scrap metal was located at Leeds Junction, Maine, and will be in full production in early 1971. The car shredder is the only one of its kind in Northern New England and is capable of converting one car per minute into two to three inch pieces of metal. It is anticipated that the operation will produce up to 250 tons per day of scrap to be shipped to steel mills in the United States and Canada.

Several paper mills expect to erect new wood chip handling facilities in 1971 which will increase the potential for rail traffic.

Proposed elimination of log drives in the Kennebec River raised the probability of new rail tonnage. Selection of a site for a new pulp mill in central Maine is being actively progressed.

Principal Sources of Freight Tonnage and Revenue — 1970

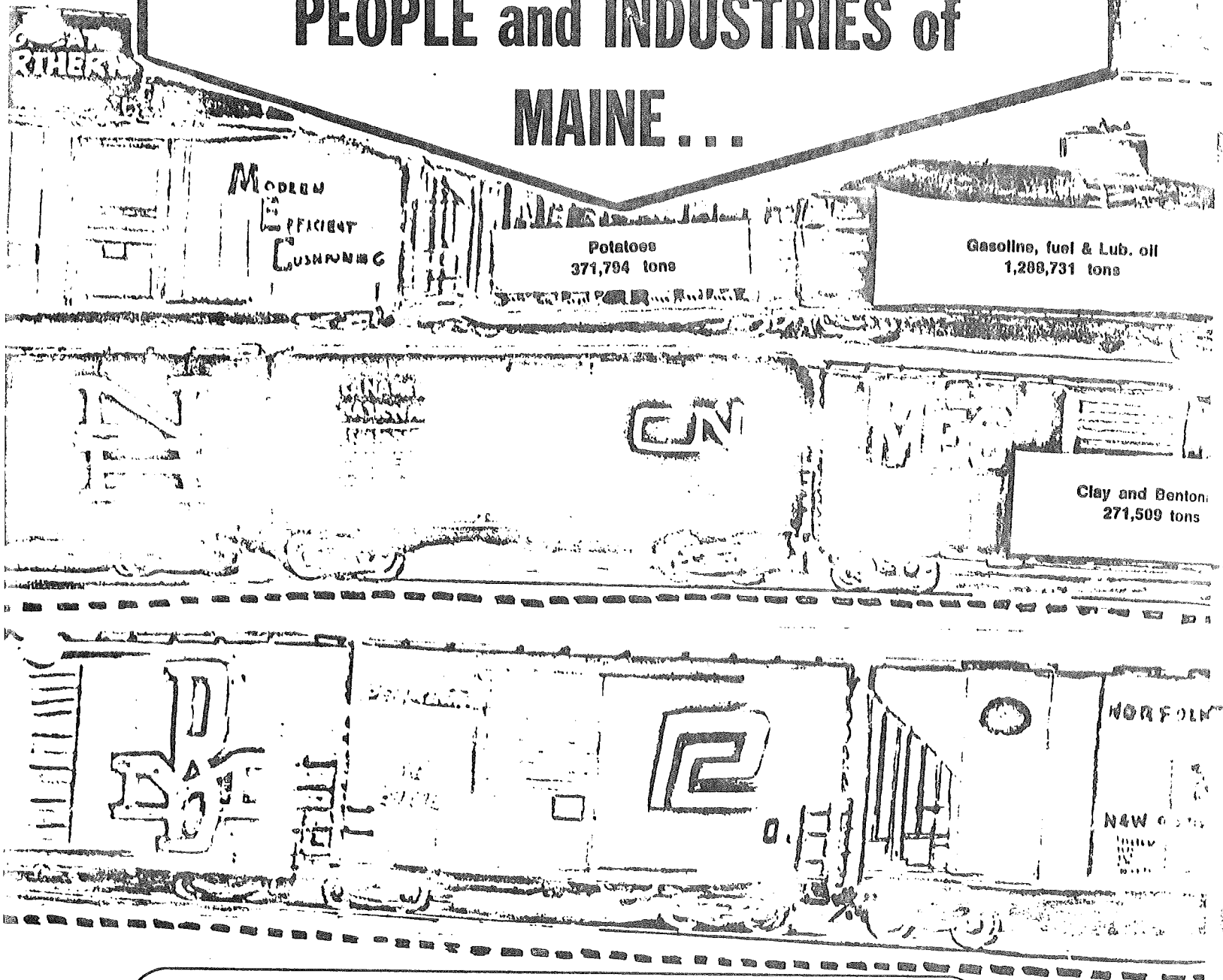
	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	45,266	24.3	1,697,226	20.3	\$ 7,308,288	28.6
Woodpulp	14,539	7.8	823,549	9.8	2,893,420	11.3
Gasoline, Fuel & Lub. Oil, Petroleum Products ...	33,136	17.8	1,427,646	17.1	2,671,355	10.5
Feed, Animal & Poultry, Mill Products	11,490	6.2	458,333	5.5	1,579,437	6.2
Pulpwood Logs	18,146	9.8	971,021	11.6	1,569,097	6.2
Clay & Bentonite	3,860	2.1	290,495	3.4	730,594	2.9
Potatoes	8,024	4.3	233,775	2.8	673,409	2.6
Corn	2,844	1.5	258,263	3.1	624,452	2.5
Caustic Soda	2,173	1.2	137,772	1.6	493,243	1.9
Canned Food Products (Not Frozen)	2,374	1.3	120,180	1.4	423,711	1.7
Chlorine	1,213	.7	65,508	.8	407,819	1.6
Fiberboard & Pulpwood	1,948	1.0	104,747	1.3	362,542	1.4
Cement, Natural & Portland	2,430	1.3	148,824	1.8	325,319	1.3
Lumber, Shingles & Laths	2,800	1.5	109,450	1.3	318,021	1.2
All Other Carloads	35,812	19.2	1,512,057	18.1	5,114,623	20.0
Less Carloads	—	—	1,398	.1	14,324	.1
TOTAL	188,055	100.0	8,360,244	100.0	\$25,509,654	100.0

principal sources of freight tonnage and revenue

1969

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	50,120	24.5	1,853,322	20.7	\$ 7,370,174	29.1
Woodpulp	14,985	7.3	830,910	9.3	2,818,178	11.1
Gasoline, Fuel & Lub. Oil, Petroleum Products ..	34,891	17.1	1,460,191	16.3	2,542,052	10.1
Pulpwood Logs	20,365	10.0	1,078,486	12.0	1,601,501	6.3
Feed, Animal & Poultry, Mill Products	11,671	5.7	449,425	5.0	1,262,310	5.0
Potatoes	12,305	6.0	361,168	4.0	949,095	3.8
Clay & Bentonite	4,090	2.0	294,253	3.3	712,247	2.8
Corn	2,677	1.3	243,305	2.7	541,991	2.1
Caustic Soda	2,476	1.2	156,209	1.7	537,314	2.1
Canned Food Products (Not Frozen)	2,878	1.4	135,649	1.5	457,271	1.8
Chlorine	1,244	.6	66,636	.8	435,356	1.7
Cement, Natural & Portland	3,112	1.5	192,540	2.2	386,864	1.5
Lumber, Shingles & Laths	3,413	1.7	134,005	1.5	346,358	1.4
Fiberboard & Pulpboard	1,968	1.0	100,572	1.1	345,986	1.4
Frozen Prepared Food	2,614	1.3	109,061	1.2	312,062	1.2
All Other Carloads	35,773	17.4	1,484,577	16.6	4,665,755	18.5
Less Carloads	—	—	1,489	.1	13,364	.1
TOTAL	204,582	100.0	8,951,798	100.0	\$25,297,878	100.0

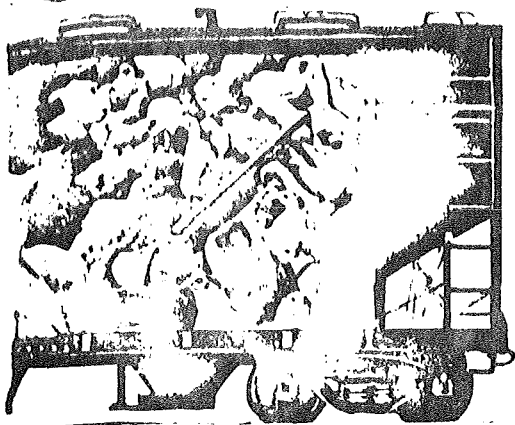
A YEAR'S WORK for the PEOPLE and INDUSTRIES of MAINE...



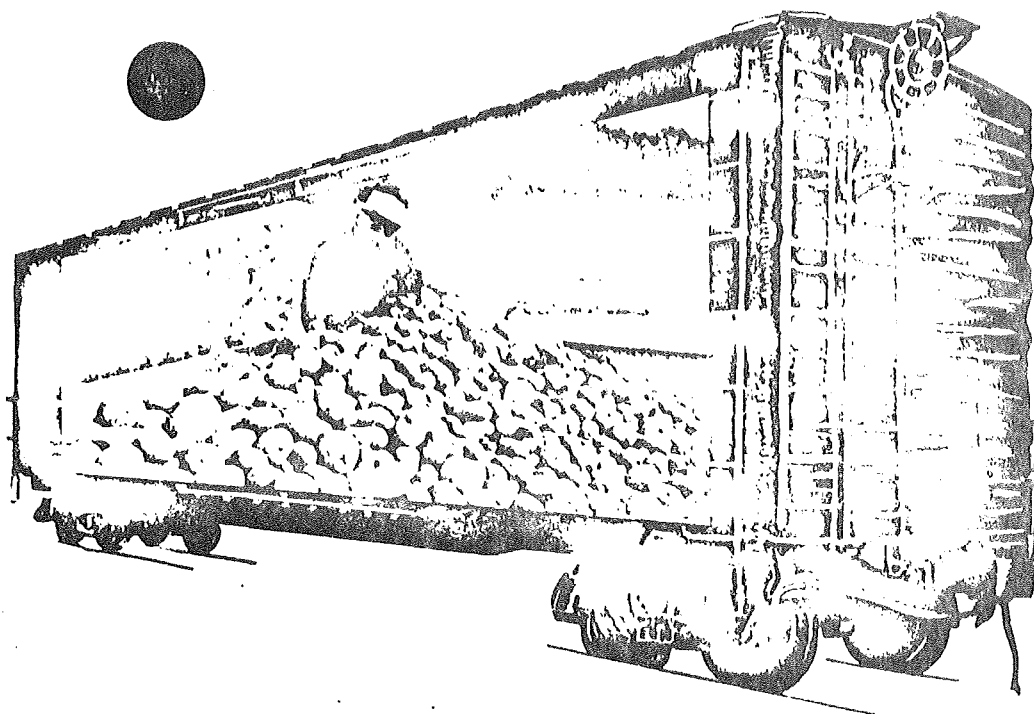
Principal Sources of Freight Tonnage and Revenue - 1968

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	50,288	25.0	1,794,085	21.0	\$ 6,979,822	29.2
Woodpulp	14,544	7.2	802,682	9.4	2,795,699	11.7
Gasoline, Fuel & Lub. Oil, Petroleum Products	33,849	16.8	1,288,731	15.1	2,281,915	9.5
Pulpwood Logs	18,677	8.3	911,527	10.7	1,289,466	5.4
Feed, Animal & Poultry, Mill Products	11,892	6.0	449,290	5.3	1,217,363	5.1
Potatoes	12,764	6.3	371,794	4.4	925,353	3.9
Clay & Bentonite	3,803	1.9	271,509	3.2	670,401	2.8
Caustic Soda	2,284	1.1	143,434	1.7	491,014	2.0
Corn	2,475	1.2	218,344	2.6	451,902	1.9
Canned Food Products (Not Frozen)	2,859	1.4	124,606	1.5	433,291	1.8
Chlorine	1,113	0.8	59,079	0.7	395,440	1.7
Cement, Natural & Portland	3,213	1.6	181,638	2.1	387,358	1.6
Fiberboard & Pulpboard	1,872	0.9	96,738	1.1	325,276	1.4
Lumber, Shingles & Laths	3,174	1.6	120,767	1.4	302,445	1.3
Frozen Prepared Food	2,230	1.1	93,230	1.1	250,561	1.1
Salt	2,017	1.0	121,492	1.4	241,179	1.0
All Other Carloads	36,015	18.0	1,483,396	17.2	4,403,654	18.5

HT TONNAGE AND REVENUE...



Feed, animal and poultry, mill products 486,500 tons



Potatoes 480,473 tons

Principal Sources of Freight Tonnage and Revenue . . 1967

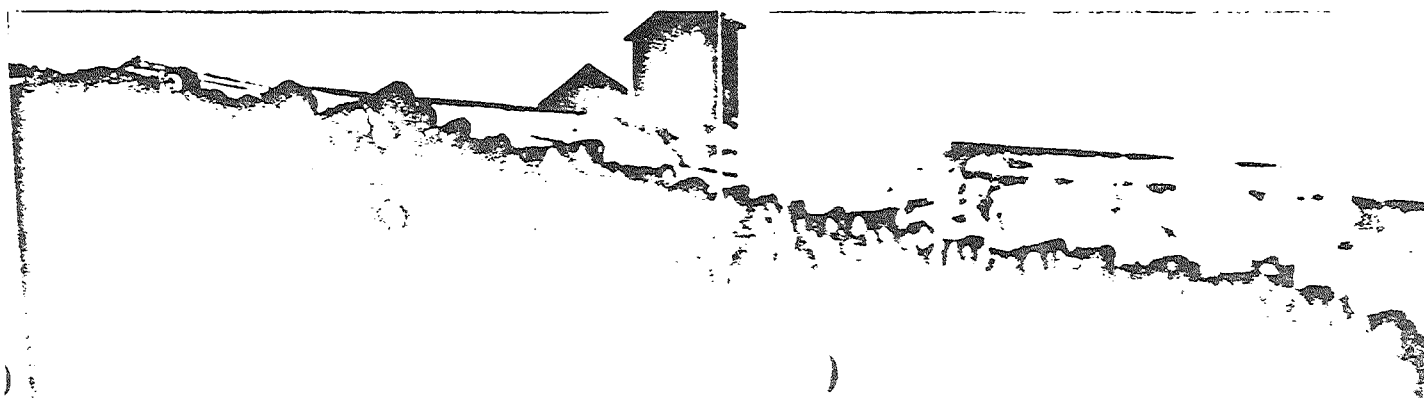
	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	50,567	24.1	1,752,435	20.3	\$ 6,574,703	28.2
Woodpulp	13,287	6.3	737,188	8.5	2,452,998	10.5
Gasoline, Fuel and Lub. Oil, Petroleum Products	31,297	15.0	1,184,904	13.7	2,053,796	8.8
Pulpwood Logs	18,412	8.8	983,314	11.3	1,401,290	6.0
Feed, Animal and Poultry, Mill Products	13,699	6.5	486,500	5.6	1,301,486	5.6
Potatoes	16,414	7.8	480,473	5.6	1,146,237	4.9
Clay and Bentonite	3,701	1.8	257,859	3.0	666,704	2.9
Canned Food Products (not frozen)	3,059	1.5	127,134	1.5	428,726	1.8
Cement, Natural and Portland	3,397	1.6	209,094	2.4	411,137	1.8
Corn	2,233	1.1	193,975	2.2	386,623	1.7
Pulpwood Chips	7,426	3.5	307,932	3.6	364,750	1.6
Chlorine	843	.4	44,417	.5	362,107	1.6
Lumber, Shingles and Laths	3,452	1.6	127,088	1.5	343,608	1.5
Caustic Soda	1,453	.7	93,210	1.1	341,688	1.5
Salt	2,269	1.1	130,858	1.5	276,177	1.2
Fiberboard and Pulpboard	1,774	.8	87,855	1.0	272,067	1.2
Frozen Prepared Food	2,364	1.1	99,799	1.2	258,366	1.1
Soda Ash and Salt Cake	1,330	.6	93,913	1.1	241,788	1.0
Hides and Skins	949	.5	36,817	.4	236,519	1.0
All Other Carloads	31,833	15.2	1,198,554	13.9	3,732,563	16.0
Less Carloads			4,707	.1	20,963	.1
Total	209,759	100.0	8,638,026	100.0	\$23,274,296	100.0

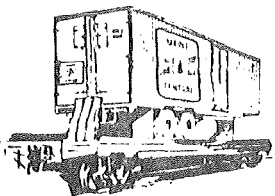
Principal Sources of Freight Tonnage and Revenue 196

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	53,339	25.0	1,722,952	20.7	\$ 6,316,948	28.3
Gasoline, Fuel & Lub. Oil, Petroleum Products	33,152	15.6	1,227,969	14.8	2,174,503	9.8
Pulpwood Logs	16,522	7.8	861,375	10.4	1,305,994	5.9
Feed, Animal & Poultry, Mill Products	16,334	7.7	561,418	6.7	1,376,040	6.2
Potatoes	16,064	7.5	460,133	5.5	1,118,203	5.0
Woodpulp	11,462	5.4	620,210	7.5	1,958,602	8.8
Pulpwood Chips	6,887	3.2	277,365	3.3	323,802	1.5
Clay & Bentonite	3,934	1.8	243,683	2.9	653,061	2.9
Lumber, Shingles & Laths	3,473	1.6	125,001	1.5	328,043	1.5
Cement, Natural and Portland	3,263	1.5	197,899	2.4	402,547	1.8
Canned Food Products (Not Frozen)	3,213	1.5	116,630	1.4	419,627	1.9
Bituminous Coal	2,224	1.0	140,229	1.7	223,997	1.0
Salt	2,086	1.0	113,777	1.4	239,777	1.0
All Other Carloads	41,275	19.4	1,633,981	19.7	5,425,619	24.3
Less Carloads	—	—	5,117	.1	22,929	.1
Total	213,228	100.0	8,307,739	100.0	\$22,289,692	100.0

printing, wrapping,
and paper articles
1,722,952 tons

Feed, animal & poultry, mill
561,418 tons



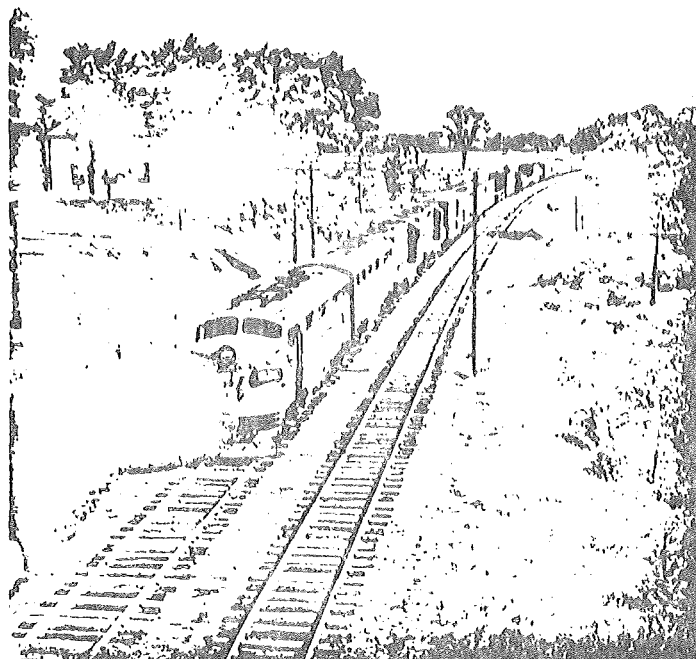


Piggyback...

A forty-five percent increase in the use of trailer-on-flat-car service during 1965 reflected a fast-growing demand from shippers for this type of service. Long haul routing agreements were extended to additional territories. Several entirely new accounts were secured for piggyback service through rate adjustments. Increased shipper orders for Piggyback service required leasing of additional trailers.

Growth of Piggyback service on the Maine Central's lines during the past five years is shown in the following table:

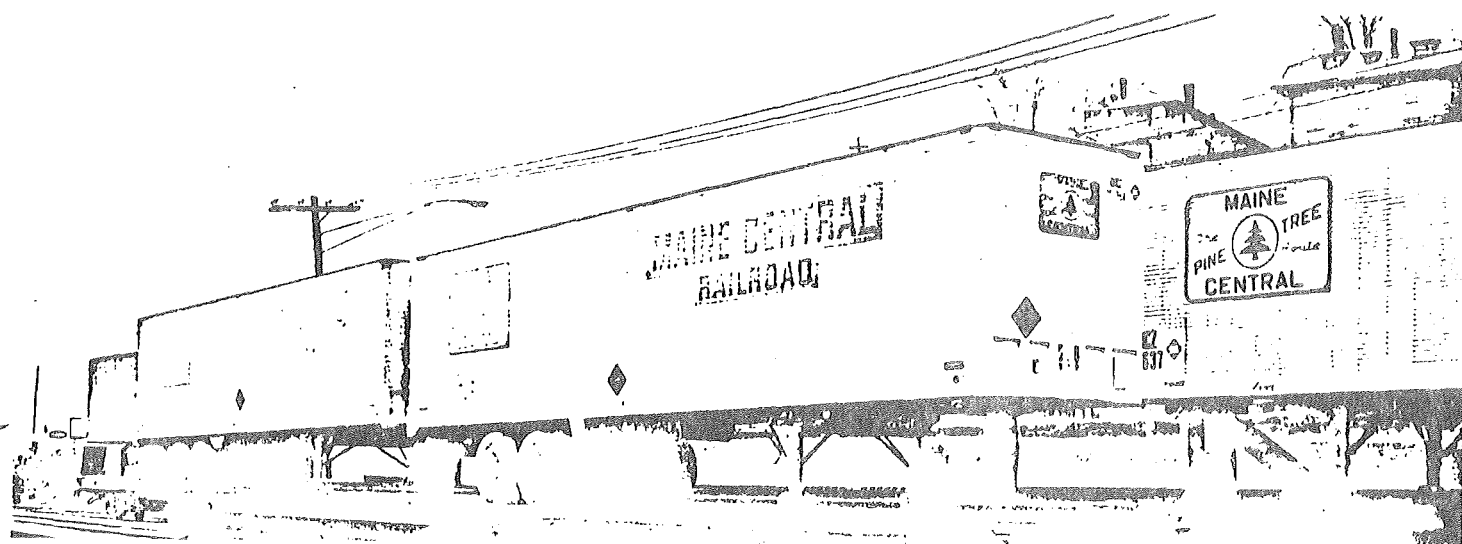
	1961	1962	1963	1964	1965
Plan 2	188	140	260	430	533
Plan 2½	—	—	—	40	138
Plan 3	76	128	139	301	450
Total	264	268	399	771	1121



Heavy Freight Train on Bangor-Portland run.

The principal sources of freight tonnage and revenue are shown in the table below. 1965

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Paper, Newsprint, Printing, Wrapping, Paper Bags, Paper and Paper Articles	52,780	24.8	1,561,410	20.3	\$ 5,807,173	27.2
Gasoline, Fuel & Lub. Oil, Petroleum Products	31,971	15.0	1,159,924	15.1	2,102,827	9.8
Potatoes	22,325	10.5	632,800	8.2	1,607,291	7.5
Feed, Animal & Poultry, Mill Products	18,448	8.7	601,977	7.8	1,410,725	6.6
Pulpwood	16,554	7.8	721,922	9.4	1,114,989	5.2
Woodpulp	11,012	5.2	580,179	7.6	1,822,179	8.5
Clay & Bentonite	3,677	1.7	215,783	2.8	597,446	2.8
Cement, Natural & Portland	3,530	1.7	217,932	2.8	465,069	2.2
Canned Food Products (Not Frozen)	3,527	1.7	117,483	1.5	437,587	2.1
Lumber, Shingles & Laths	3,003	1.4	104,781	1.4	283,994	1.3
Bituminous Coal	2,703	1.3	156,330	2.0	240,831	1.1
Salt	2,084	1.0	109,818	1.4	248,243	1.2
All Other Carloads	40,833	19.2	1,509,120	19.6	5,201,674	24.3
Less Carloads	—	—	5,591	.1	30,752	.2
Total	212,447	100.0	7,695,050	100.0	\$21,370,780	100.0



PIGGYBACK

This type of traffic has developed slowly on Maine Central, since our objective is to use such service to divert traffic from carriage by competitors and not from our own box cars.

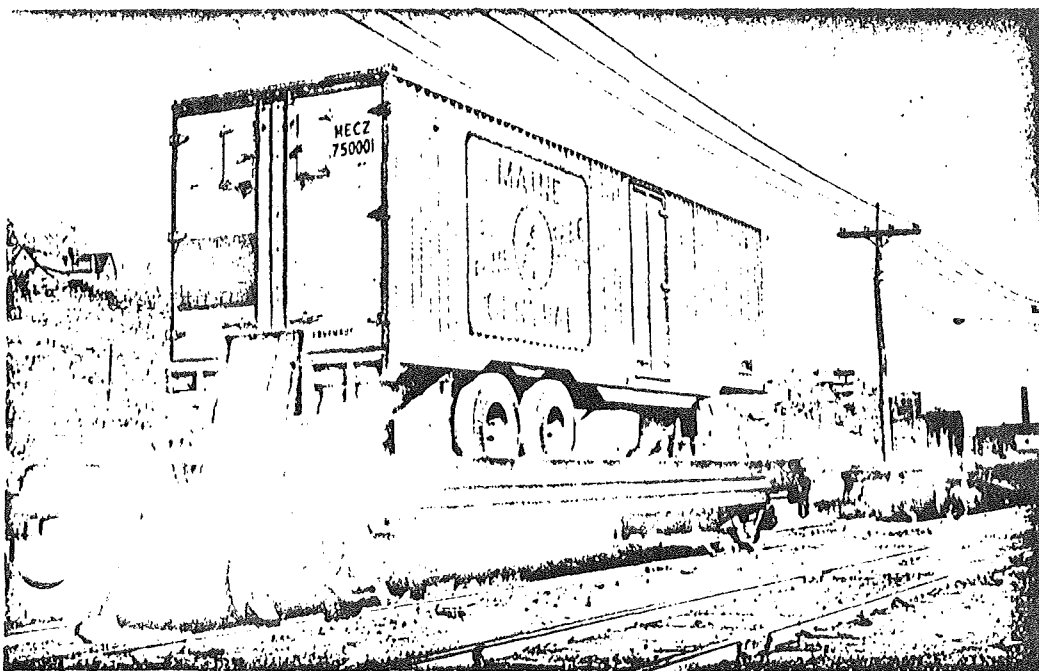
Erection of a new piggyback ramp at Dixfield during 1964 played a part in a substantial increase in trailers on flat car movements over Maine Central lines.

Two new accounts making regular shipments were

acquired during the year. In addition we were able to establish some new, long-haul routing which will greatly improve our revenue on this type of traffic.

A comparison of the number of piggyback trailers carried in the last five years is as follows:

	1960	1961	1962	1963	1964
Plan 2	105	188	140	260	430
Plan 2½	—	—	—	—	40
Plan 3	57	76	128	139	301



PIGGYBACK GROWING . . . This Maine Central trailer is in service between Portland and Presque Isle, carrying groceries from Milliken Tomlinson Company to IGA stores. Incidentally this was the first piggyback account on the Maine Central starting in 1958.

The principal sources of freight tonnage and revenue are shown in the table below. **1964**

	Number of Carloads	Percent of Total Carloads	Tons	Percent of Total Tons	Gross Freight Revenue	Percent of Total Freight Revenue
Newsprint, Printing, Wrapping, Paper and Paper Articles	50,835	24.1	1,430,742	19.6	\$ 5,418,878	26.2
Gasoline, Fuel & Lub. Oil, Petroleum Prod- ucts	28,228	13.4	997,775	13.7	1,836,100	8.9
Grains	24,812	11.8	659,276	9.1	1,717,791	8.3
Food, Animal and Poultry, Mill Products	20,584	9.8	628,140	8.6	1,588,566	7.7
Chemicals	12,818	6.1	483,418	6.6	922,315	4.5
Iron and Steel	11,213	5.3	564,206	7.8	1,834,273	8.9
Bituminous Coal	4,703	2.2	279,985	3.9	352,582	1.7
Crude Oil, Natural & Portland	4,002	1.9	250,005	3.4	508,546	2.4
Bricks, Tiles and Laths	3,933	1.9	139,690	1.9	338,445	1.6
Food Prod. (Not Frozen)	3,756	1.8	117,787	1.6	461,369	2.2
Clay and Bentonite	3,743	1.8	201,797	2.8	602,331	2.9
Other	1,737	.8	88,291	1.2	203,940	1.0
All Other Carloads	40,248	19.1	1,437,129	19.7	4,831,896	23.4
Empty Carloads	—	—	7,447	.1	58,698	.3
Total	210,612	100.0	7,285,688	100.0	\$20,675,780	100.0

COSTS AND TAXES FOR RIGHT-OF-WAY

Regulated Intercity Carriers

Year 1972

(Dollar amounts in thousands)

Item	Class I railroads		Class I intercity motor carriers				Total domestic airlines		Class II and III intercity carriers	
			Carriers of property		Carriers of passengers					
	Amount	Ratio to revenues	Amount	Ratio to revenues	Amount	Ratio to revenues	Amount	Ratio to revenues	Amount	Ratio to revenues
TOTAL OPERATING EXPENSES:	\$13 409 815	100.0%	\$15 169 264	100.0%	\$775 321	100.0%	\$8 651 742	100.0%	\$442 711	100.0%
RIGHT-OF-WAY COSTS AND TAXES:										
a. Annual depreciation on investment in roadway and track	a 1 198 040	8.9	-	-	-	-	-	-	-	-
b. Maintenance expenses - road	b 1 724 145	12.9	-	-	-	-	-	-	-	-
c. Crossing protection and drawbridge operation	c 22 910	0.2	-	-	-	-	-	-	-	-
d. Property taxes (applicable to items a and b)	d 76 000	0.6	-	-	-	-	-	-	-	-
e. Property taxes - other	e 185 159	1.4	-	-	-	-	-	-	-	-
USER TAXES:										
f. Gasoline, other fuel and oil taxes	f -	-	275 511	1.8	15 704	2.0	15 386	0.2	-	-
g. License, registration fees, mileage tax, etc.	g -	-	237 052	1.6	7 975	1.0	-	-	-	-
h. Toll, bridge, tunnel, highway, ferry	h -	-	e 108 633	0.7	5 479	0.7	-	-	-	-
i. Other Federal excise taxes	i -	-	f 46 642	0.3	g 2 748	0.4	h 581 350	6.7	-	-
10. Total costs and taxes for right-of-way	\$3 211 254	24.0	\$667 838	4.4	\$31 906	4.1	\$596 736	6.9	-	-

a - Calculated at 7.99 percent (Moody's average yield on railroad bonds) on investment in roadway and track (exclusive of stations, shops, office buildings, and other facilities not forming part of roadway, tracks, yard tracks and appurtenances) estimated at 55 percent of total depreciated investment in road and equipment.

b - Item b includes maintenance of crossings and crossing protection devices; excludes maintenance of stations, shops, office buildings, etc.

c - Estimated at 0.5 percent of local taxes.

d - Not available. Fuel taxes paid by railroads are charged to cost of materials and are not reported as taxes.

e - Apportioned to Class I motor carriers of property on the basis of Bureau of Public Roads' estimate of \$1,072 million in total toll receipts in 1972.

f - Estimated at 0.2 percent of Federal fuel taxes, based on such ratio shown for typical 4-axle tractor semi-trailers in "Supplemental Report of the Highway Cost Allocation Study," House Document No. 124, 89th Congress, 1st session, table 82, page 315.

g - Estimated at 0.8 percent of Federal fuel taxes.

h - Treasury receipts from Federal excise tax (8 percent) on domestic airline tickets of \$548,633,000 and (5 percent) on freight of \$32,717,000 as reported by Internal Revenue Service. According to the U.S. Budget, total user taxes from all sources received into the Airport and Airway Trust Fund (established by Public Law 91-254) amounted to \$758,159,000 in fiscal 1973.

Source: Interstate Commerce Commission, Civil Aeronautics Board, annual reports of Class I railroads and other sources as shown in footnotes.

Appendix J

Comparative Data on Emission for
Locomotives and Trucks (Diesel and Gasoline)
Based on Ton Miles of Freight Hauled

<u>Transportation Mode</u>	<u>Total Ton Miles</u>	<u>Gallons of Fuel Consumed</u>	<u>Gallons Fuel/1000 G.T.M.</u>
Locomotives	1.884 trillion	3.92 Billion	2.1
Diesel Trucks	141 Billion	5.22 Billion	37.0
Gasoline Trucks	255 Billion	5.38 Billion	21.1

Pollutants Emitted in Pounds
Per Gross Ton Mile of Freight

<u>Pollutant</u>	<u>Pounds Per 1000 Gross Ton Miles</u>					
	<u>Gasoline Trucks</u>				<u>Diesel</u>	
	<u>Right Duty</u>	<u>Class II</u>	<u>Class III</u>	<u>Class IV</u>	<u>Trucks</u>	<u>Locomotives</u>
Particulate	0.23	0.32	0.55	0.57	4.1	0.2
Sulfur Oxides	0.19	0.19	0.19	0.19	1.7	0.1
Carbon Monoxide	24.7	53.0	66.2	68.9	12.0	0.2
Hydrocarbons	4.4	7.9	10.6	10.6	2.4	0.1
Nitrogen Oxides	3.2	4.4	8.8	12.4	12.6	0.2
Aldehydes	0.09	0.09	0.09	0.09	0.2	0.01
Organic Acids	0.09	0.09	0.09	0.09	0.3	0.02

Freight Traffic

Intercity freight is moved by railroad, truck, waterway, pipeline and airplane with differing levels of energy efficiency. Trucks - faster and more flexible than air modes are only one-fourth as energy efficient as trains.

Inter-City Freight Transport Data for 1970

Freight Mode	Energy Intensiveness ^a	Revenue ^b	Haul Length (miles)	Average Speed (mph)
Pipeline	450	0.27	300	5
Railroad	670	1.40	500	20
Waterway	680	0.30	1,000	-
Truck	2,800	7.50	300	40
Airplane	42,000	21.90	1,000	400

a Btu per ton-mile

b Cents per ton-mile

SOURCE: SCIENCE AND PUBLIC AFFIARS, NOVEMBER 1973 pp 37-38

THE INTERCITY TONNAGE OF NEW ENGLAND
IN MANUFACTURED PRODUCTS AND MODE OF TRANSPORT

Product Group	Total		Truck		Rail		All Other 1/	
	Tons	%	Tons	%	Tons	%	Tons	%
Meat & dairy	1,178,000	100.0%	1,061,378	90.1%	71,858	6.1%	44,764	3.8%
Canned, frozen & other foods	2,545,000	100.0	1,974,920	77.6	562,445	22.1	7,635	.3
Candy & soft drinks	1,277,000	100.0	874,201	63.5	295,280	23.1	107,519	8.4
Textile mill & leather	1,506,000	100.0	1,374,978	91.3	75,300	5.0	55,722	3.7
Apparel & related	210,000	100.0	153,510	73.1	18,690	8.9	37,800	18.0
Paper & allied	7,297,000	100.0	3,400,402	46.6	3,757,955	51.5	138,643	1.9
Basic chemicals	3,364,000	100.0	2,953,592	87.8	390,224	11.6	20,184	.6
Drugs, paints & other	1,269,000	100.0	935,253	73.7	284,256	22.4	49,491	3.9
Petroleum & coal	1,773,000	100.0	1,655,982	93.4	14,184	.8	102,834	5.8
Rubber & plastic	1,211,000	100.0	955,442	82.2	185,283	15.3	30,275	2.5
Lumber & wood 2/	640,000	100.0	565,120	88.3	74,240	11.6	640	.1
Furniture & fixtures	425,000	100.0	289,425	68.1	113,900	26.8	21,675	5.1
Stone, clay & glass	1,953,000	100.0	1,632,708	83.6	318,339	16.3	1,953	.1
Primary iron & steel	873,000	100.0	715,860	82.0	149,283	17.1	7,857	.9
Primary nonferrous	1,290,000	100.0	950,730	73.7	314,760	24.4	24,510	1.9
Fabricated metal	634,000	100.0	569,966	89.9	58,962	9.3	5,072	.8
Metal cans & misc.	559,000	100.0	453,349	81.1	37,453	6.7	68,198	12.2
Industrial machinery 3/	549,000	100.0	502,335	91.5	32,940	6.0	13,725	2.5
Machinery 3/	152,000	100.0	133,608	87.9	15,352	10.1	3,040	2.0
Communications	77,000	100.0	65,142	84.6	6,237	8.1	5,621	7.3
Electrical	709,000	100.0	445,961	62.9	246,732	34.8	16,307	2.3
Transportation Equipment 4/	131,000	100.0	70,347	53.7	58,033	44.3	2,620	2.0
Instruments, Photo equipment watches & clocks	224,000	100.0	201,824	90.1	11,200	5.0	10,976	4.9
Total 5/	29,846,000	100.0%	21,976,033	73.6%	7,092,906	23.8%	777,061	2.6%

1/ Includes water, air, express, freight forwarder, parcel post, buses, and miscellaneous

2/ Excludes furniture

3/ Excludes electrical

4/ Excludes motor vehicles

5/ Excludes alcoholic beverages & motor vehicles. New England regional data not available due to limited production in region.

Source: 1967 Census of Transportation, Commodity Transportation Survey, Bureau of the Census.

RAILROAD EMPLOYMENT STATISTICS

TOTAL EMPLOYMENT - RAILROADS AND RAILWAY EXPRESS	3344
Professional Technical	51
Managers, Officials, Proprietors	494
Clerical Workers	566
Craftsmen, Foremen, Mechanics	1317
Operatives, machinery, etc.	515
Transport Equipment Operatives	441

77.6% of Maine's Communities
or
50.1% of Maine's Population
Are Dependent on Trucks
For Land Transportation

County	Total Number of Communities 1/	Communities Totally Dependent on Trucks for Land Transportation 1/		Population (1-1-72)	Population Totally Dependent on Trucks for Land Transportation	
		Number	Percent		Number	Percent
Androscoggin	35	24	68.6	92,300	16,857	18.3
Aroostook	89	37	41.6	93,300	38,826	41.6
Cumberland	89	76	85.4	194,600	104,757	53.8
Franklin	36	29	80.6	22,900	17,664	77.1
Hancock	98	94	95.9	35,000	27,726	79.2
Kennebec	54	43	79.6	96,400	34,715	36.0
Knox	49	47	95.9	29,200	18,535	63.5
Lincoln	48	44	91.7	20,900	18,560	88.8
Oxford	68	53	77.9	43,500	28,147	64.7
Penobscot	94	60	63.8	125,600	36,943	29.4
Piscataquis	28	21	75.0	16,200	9,464	58.4
Sagadahoc	23	19	82.6	23,600	11,922	50.5
Somerset	42	29	69.0	40,800	24,342	59.7
Waldo	43	33	76.7	23,500	14,918	63.5
Washington	68	49	72.1	29,500	16,775	56.9
York	78	73	93.6	113,700	81,424	71.6
Maine Total	942	731	77.6	1,001,000	501,575	50.1

1/ A community is any place having a population count.

SOURCE: Data from Commerical Atlas and Marketing Guide, 1972. Rand McNally & Company.

The following information provided by the Maine Turnpike Authority shows that for the years 1970 through June 30, 1974, trucks, classes 6,7,8, paid these percentages of turnpike revenues. (Appendix F.)

Year	Total revenue	truck revenue	percent of total
1970	\$ 10,315,536	\$ 2,244,285	21.8
1971	11,361,811	2,618,067	23.0
1972	12,257,395	3,023,392	24.7
1973	12,927,568	3,361,203	26.0
1974	4,967,823	1,602,845	32.3

There is no indication that these fees and revenues are related to gross weights or axle weights.

Trucks represented these percentages of the total number of vehicles.

Year	No. Vehicles	No. trucks	Percent trucks
1970	9,282,000	817,046	8.8%
1971	10,437,781	944,010	9.0
1972	11,540,176	1,087,045	9.4
1973	12,511,960	1,204,294	9.6
1974	4,890,871	587,726	11.8

DESCRIPTION OF VEHICLE CLASSIFICATIONS

CLASS	DESCRIPTION	FARE FULL LENGTH
1	Passenger Car, Motorcycle, Bus less than 13 passengers, Truck and Motor Homes, two axles and single tires.	\$2.15
2	Class 1 Vehicle with Trailer, overall length not exceeding 55 feet.	3.25
6	Trucks and all other Vehicles with two axles and dual tires.	3.50
7	Trucks with three axles. Class 6 Vehicle towing trailer not exceeding 55 feet in overall length. Passenger car or two-axle truck with normally self-propelled Vehicle in tow.	5.00
8	Trucks, four or more axles. Trucks, including Wreckers with three axles with any Vehicle in tow. All Vehicles requiring an "Overall Permit".	6.00
9	Bus, 13 Passengers or over.	5.00

MAINE TURNPIKE AUTHORITY

Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE BY CLASS

First Six Months, 1974

<u>Class - Description</u>	<u>Vehicles</u>	<u>Revenue</u>
1. Passenger Cars, Motorcycles and Buses (under 13 passengers)	4,240,262	\$3,238,554.00
2. Passenger Car with Trailer	58,229	96,935.10
6. Trucks and all other vehicles with two axles and Dual tires	125,081	167,492.60
7. Three axle Trucks and Class 6 Vehicle towing trailer	48,223	100,306.05
8. Trucks, Wreckers and Overlimits	405,422	1,335,047.10
9. Buses - 13 or more passengers	<u>13,654</u>	<u>29,488.30</u>
	4,890,871	\$4,967,823.15

Miles Traveled

Class 1 and 2 combined	140,494,579
Class 6, 7, 8 and 9 combined	<u>28,310,177</u>
	168,804,756

MAINE TURNPIKE AUTHORITY

Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE BY CLASS

The Year - 1973

<u>Class - Description</u>	<u>Vehicles</u>	<u>Revenue</u>
1. Passenger Cars, Motorcycles and Buses (under 13 passengers)	11,049,427	\$ 9,204,581.55
2. Passenger Car with Trailer	231,245	402,160.05
6. Trucks and all other Vehicles with two axles and Dual tires	285,811	394,313.90
7. Three axle Trucks and Class 6 vehicles towing trailer	106,925	220,415.60
8. Trucks, Wreckers and Overlimit	811,558	2,646,474.85
9. Busses - 13 or more Passengers	<u>26,994</u>	<u>59,621.70</u>
	12,511,960	\$12,927,567.65

Miles Traveled

Class 1 and 2 combined	405,809,765
Class 6, 7, 8 and 9 combined	<u>58,396,684</u>
	464,206,449

MAINE TURNPIKE AUTHORITY

Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE BY CLASS

The Year - 1972

<u>Class - Description</u>	<u>Vehicles</u>	<u>Revenue</u>
1. Passenger Cars, Motorcycles and Busses (under 13 passengers)	10,198,051	\$ 8,768,291.55
2. Passenger Car with trailer	231,564	409,711.20
6. Trucks and all other vehicles with two axles and Dual tires	248,700	349,065.30
7. Three axles trucks and Class 6 vehicles towing trailer	94,663	207,685.15
8. Trucks, Wreckers and Overlimits	741,682	2,466,642.10
9. Busses -13 or more passengers	<u>25,516</u>	<u>55,999.90</u>
	11,540,176	\$12,257,395.20

Miles Traveled

Class 1 and 2 combined	388,845,247
Class 6, 7, 8 and 9 combined	<u>54,114,983</u>
	442,960,230

MAINE TURNPIKE AUTHORITY

Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE BY CLASS

The Year - 1971

<u>Class - Description</u>	<u>Vehicles</u>	<u>Revenue</u>
1. Passenger Cars, Motorcycles and Busses (under 13 passengers)	9,245,126	\$ 8,291,868.05
2. Passenger car with trailer	223,668	396,646.50
6. Trucks and all other vehicles with two axles and Dual tires	216,703	308,248.05
7. Three axle trucks and Class 6 vehicles towing trailer	89,550	208,279.65
8. Trucks, Wreckers and Overlimits	637,757	2,101,539.15
9. Busses - 13 or more Passengers	<u>24,974</u>	<u>55,229.20</u>
	10,437,781	\$11,361,810.60

Miles Traveled

Class 1 and 2 combined	367,819,780
Class 6, 7, 8 and 9 combined	<u>47,040,560</u>
	414,860,340

MAINE TURNPIKE AUTHORITY

Maine Turnpike
York - Augusta

TRAFFIC AND REVENUE BY CLASS

The Year - 1970

<u>Class - Description</u>	<u>Vehicles</u>	<u>Revenue</u>
1. Passenger Cars, Motorcycles and Busses (under 13 passengers)	8,240,916	\$ 7,659,648.35
2. Passenger Cars with trailer	199,286	356,998.45
6. Trucks and all other vehicles with two axles and Dual tires	189,391	273,032.25
7. Three axle trucks and Class 6 vehicles towing trailers	85,457	197,551.20
8. Trucks, Wreckers and Overlimits	542,198	1,773,701.65
9. Busses 0 13 or more passengers	<u>24,752</u>	<u>54,603.95</u>
	9,282,000	\$10,315,535.85

Miles Traveled

Class 1 and 2 combined	340,520,305
Class 6, 7, 8 and 9 combined	<u>40,630,253</u>
	381,150,558