

**The original documents are located in Box D35, folder “Dedication of the US-131 Extension, on the Freeway at 22 Mile Road, September 21, 1973” of the Ford Congressional Papers: Press Secretary and Speech File at the Gerald R. Ford Presidential Library.**

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DEDICATION OF THE US-131 EXTENSION FROM  
14-MILE ROAD TO M-46, ON US-131 FREEWAY  
AT THE 22-MILE ROAD INTERCHANGE, 2 P.M.  
FRIDAY, SEPTEMBER 21, 1973.

THIS IS A HAPPY DAY FOR WESTERN MICHIGAN. IT IS A DAY THAT MARKS THE OPENING OF 17 MORE MILES OF US-131 FREEWAY AND THUS REDUCES BY AT LEAST THAT MUCH THE REASONS WE HAVE FOR TALKING ABOUT ONE OF OUR ANNUAL HEADACHES.

IT'S SAID THAT THE BEST PRESCRIPTION FOR TRAVELING OLD US-131 IS AN AMPLE SUPPLY OF TRANQUILIZERS AND AN EARLY START. THAT IS ONLY TOO TRUE; AND IT ALSO WOULD BE FUNNY EXCEPT THAT OLD US-131 HAS APTLY BEEN NAMED "DEATH TRAP US-131."

WITH THE OPENING OF THE NEW SECTION OF THE US-131 FREEWAY FROM

14-MILE ROAD TO M-46 NEAR HOWARD CITY,  
THE STATE HIGHWAY DEPARTMENT IS  
INTRODUCING US TO MICHIGAN'S 1,500<sup>th</sup> MILE  
OF FREEWAY. MICHIGAN HAS A ROAD-BUILDING  
RECORD OF WHICH IT CAN JUSTLY BE PROUD.  
AS YOU MAY KNOW, MICHIGAN HAS 9,250 MILES  
OF STATE HIGHWAYS, INCLUDING THE 1,500 MILES  
OF FREEWAYS.

TODAY, MORE PEOPLE ARE DRIVING  
MORE CARS MORE MILES THAN AT ANY OTHER  
TIME IN OUR HISTORY. AND THIS IS WHERE  
THE US-131 FREEWAY FITS INTO THE PICTURE.  
IT IS A MODERN SAFE FREEWAY, REPLACING  
SECTION BY SECTION THE CONSTANTLY  
CLOGGED, NARROW, TWO-LANE US-131 WHICH NOW  
CARRIES MORE THAN 11,000 VEHICLES EVERY  
24-HOUR PERIOD.

TO ALL APPEARANCES, CONSTRUCTION OF THE US-131 FREEWAY HAS BEEN SPEEDED UP, AND I LIKE TO THINK I HAD SOMETHING TO DO WITH THAT ACCELERATION. SEVERAL MEMBERS OF THE STATE LEGISLATURE AND CONGRESSMAN AL CEDERBERG AND I HAVE HAD MANY MEETINGS OVER THE YEARS AIMED AT GETTING THE US-131 FREEWAY BUILT FASTER THAN HAD BEEN PROJECTED. THAT NEED IS NO LESS URGENT NOW. WE MUST EXPEDITE PLANNING, PUBLIC HEARINGS, ROUTE LOCATION, DESIGN AND RIGHT-OF-WAY ACQUISITION, AS NECESSARY, TO GIVE US THE COMPLETE US-131 FREEWAY AS QUICKLY AS HUMANLY POSSIBLE.

WE TAKE GREAT PLEASURE IN THE FACT THAT WE ARE TODAY DEDICATING A 17-MILE STRETCH OF FREEWAY THAT IS ONE OF THE SAFEST IN WESTERN MICHIGAN.

STATISTICS FOR LAST YEAR ON OLD US-131 BETWEEN 14-MILE ROAD AND M-46 SHOW 218 ACCIDENTS, 88 INJURIES AND ONE DEATH. THERE IS REASON TO BELIEVE THESE STATISTICS WILL BE CUT IN HALF DURING THE FIRST YEAR OF OPERATION OF THE NEW FREEWAY OVER THE SAME SECTION.

BUT OUR DELIGHT OVER THE OPENING OF THE US-131 FREEWAY FROM 14-MILE ROAD TO M-46 DOES NOT ERASE THE FACT THAT IN THE 30-MILE STRETCH OF OLD US-131 FROM HOWARD CITY TO REED CITY THERE ARE 871 TRAFFIC HAZARDS, AN AVERAGE OF ONE EVERY 170 FEET.

AND SO WE MUST PUSH AHEAD--PROUD OF EVERY BIT OF PROGRESS WE MAKE, AS IN THE OPENING OF THE NEW STRETCH OF FREEWAY WE DEDICATE TODAY, BUT EVER MORE EAGER TO DO BETTER TOMORROW.

SOMETHING THAT MAY HOLD PROMISE  
FOR ULTIMATE EARLY COMPLETION OF THE ENTIRE  
US-131 FREEWAY IS THAT AS OF JULY 1 OF THIS  
YEAR ALL FEDERAL HIGHWAY AID WENT ON A  
70-30 COST SHARING BASIS. FEDERAL FUNDS  
SHOULD BE SPECIFICALLY EARMARKED FOR  
ACCELERATED CONSTRUCTION OF US-131 FREEWAY,  
BEGINNING WITH THE 70 PER CENT FEDERAL  
ALLOCATION WHICH BEGAN LAST JULY 1.

LET'S ACCELERATE OUR THINKING,  
AS WELL AS CONSTRUCTION OF THE US-131  
FREEWAY. LET'S RECOGNIZE THAT MICHIGAN'S  
HIGHWAYS ARE NO LONGER SEASONAL, NOR  
EXCLUSIVELY FOR THE USE OF MICHIGAN  
CITIZENS AND OCCASIONAL SUMMER TOURISTS.

MICHIGAN NOW ATTRACTS OUT-OF-STATE  
VISITORS THROUGHOUT THE ENTIRE YEAR.

ITS OUTSTANDING SKI AND SNOWMOBILE RESORTS ARE JAMMED TO CAPACITY IN WINTER; SPORTSMEN TRAVEL ALL AREAS OF THE STATE FOR THE FINE FISHING IN SPRING AND COME HERE FOR BIRD, SMALL GAME AND DEER HUNTING IN THE FALL. THE RESULT HAS BEEN BEDLAM AND MAYHEM ON OUR HIGHWAYS. WE MUST BUILD, DESPITE THE FACT THAT MICHIGAN ALREADY HAS ONE OF THE FINEST EAST-WEST HIGHWAY SYSTEMS IN THE COUNTRY.

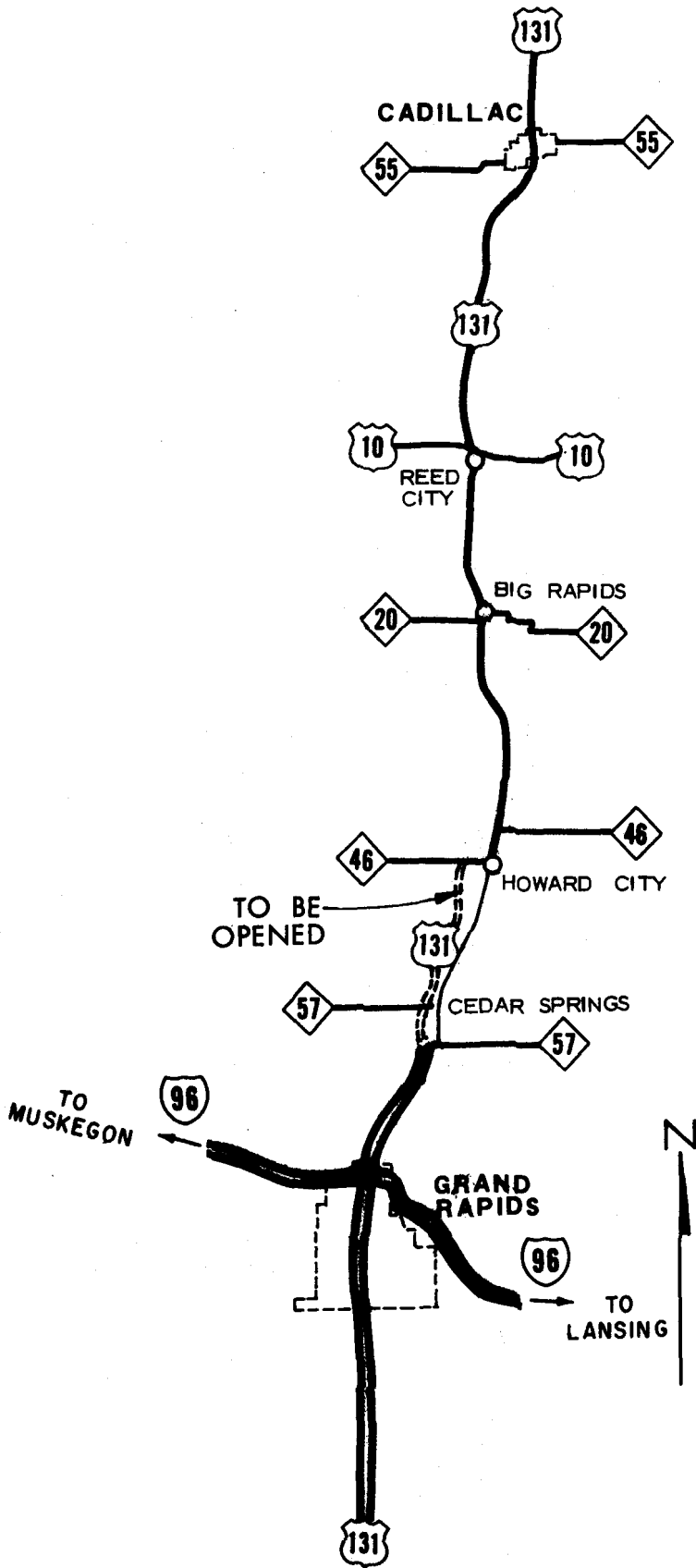
AND SO, AS WE DEDICATE THIS FINE NEW STRETCH OF FREEWAY TODAY, WE LOOK TO THE FUTURE. WE LOOK TO COMPLETION OF THE US-131 FREEWAY FROM HOWARD CITY TO CADILLAC AND TO CONSTRUCTION OF ALL OTHER NECESSARY MICHIGAN HIGHWAY PROJECTS.

AND WITH AN EYE TO BOTH THE PRESENT AND THE FUTURE, WE CONGRATULATE

OUR STATE HIGHWAY OFFICIALS, THE  
CONTRACTORS, AND EVERYONE WHO WORKED ON  
THIS SPLENDID PIECE OF THE US-131 FREEWAY  
WHICH WE DEDICATE TODAY.

-- END --





MICHIGAN DEPARTMENT OF STATE HIGHWAYS

Estimated Total Miles Driven on Michigan Highways, Roads and Streets

(thousand vehicle miles)

	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1972 Ratio to</u>	
				1970	1971
January	4,276,254	4,113,407	4,294,065	100.42	104.39
February	3,826,050	4,014,700	4,383,676	114.57	109.19
March	4,222,582	4,461,714	4,697,586	111.25	105.29
April	4,256,526	4,583,575	4,426,702	104.00	96.57
May	4,487,434	4,661,604	5,064,814	112.87	108.65
June	4,622,343	4,832,456	4,976,576	107.66	102.98
July	4,826,394	4,976,333	4,850,804	100.51	97.48
August	4,686,081	4,837,001	5,236,932	111.76	108.27
September	4,425,233	4,720,332	4,845,972	109.51	102.66
October	4,624,308	4,702,134	5,085,970	109.98	108.16
November	4,260,243	4,811,710	4,947,693	116.14	102.83
December	4,634,637	4,842,429	5,006,353	108.02	103.39
TOTAL	53,148,085	55,557,395	57,817,143	108.78	104.07

The above mileage was estimated on the Net Deposits of Fuel Taxes applicable to Motor Vehicles.

For 1970 and 1971, mileage was estimated at 195 miles for each dollar deposited.

This was reduced to 189.2855 miles for 1972.

Current month deposits represent previous month's driving.

57.81 BILLION MILES

MICHIGAN DEPARTMENT OF STATE HIGHWAYS

TRANSPORTATION PLANNING DIVISION  
TRANSPORTATION SURVEY & ANALYSIS

Year	U.S. Population (1,000)	Michigan % of U.S. Pop.	Michigan Population (1,000)	Michigan Pop. 18-64 (1,000)	Licensed Drivers (1,000)	Persons Per Vehicle	Motor Vehicles (1,000)	Gal. of Fuel Per Vehicle	Gal. Per Capita	Gallons of Motor Fuel (1,000,000)	Miles Per Gallon	Miles Per Vehicle	Miles Per Capita	A.V.M. (1,000,000)
1960	179,323	4.363	7,823			2.369	3,302	742	313	2,451	13.50	10,019	4,229	33,084
1961	183,057	4.307	7,885			2.371	3,325	740	312	2,460	13.54	10,020	4,226	33,314
1962	185,890	4.262	7,923			2.310	3,430	740	320	2,538	13.59	10,058	4,354	34,498
1963	188,658	4.260	8,036			2.237	3,593	744	333	2,672	13.65	10,151	4,538	36,474
1964	191,372	4.264	8,161			2.148	3,799	758	353	2,879	13.65	10,344	4,816	39,296
1965	193,815	4.294	8,322		4,552	2.089	3,983	764	366	3,045	13.65	10,435	4,995	41,562
1966	195,936	4.322	8,468		4,711	2.104	4,024	800	380	3,219	13.65	10,919	5,190	43,940
1967	197,859	4.354	8,615	4,626	4,870	2.088	4,126	800	383	3,300	13.65	10,920	5,230	45,054
1968	201,498	4.332	8,728	4,691	4,966	2.026	4,308	817	403	3,520	13.65	11,153	5,505	48,047
1969	205,137	4.310	8,841	4,756	5,039	1.968	4,492	830	422	3,729	13.65	11,332	5,758	50,905

PROJECTED

1970	208,776	4.288	8,953	4,821	5,112	1.954	4,582	845	432	3,874	13.65	11,542	5,907	52,885
1971	212,415	4.268	9,065	4,886	5,185	1.932	4,691	862	446	4,043	13.65	11,764	6,089	55,185
1972	216,054	4.248	9,177	4,951	5,258	1.912	4,799	878	459	4,215	13.65	11,989	6,270	57,535
1973	219,693	4.228	9,289	5,016	5,332	1.894	4,904	893	471	4,381	13.65	12,194	6,438	59,799
1974	223,331	4.209	9,401	5,082	5,406	1.878	5,007	904	481	4,528	13.65	12,344	6,620	61,806
1975	226,969	4.191	9,513	5,149	5,470	1.862	5,108	913	490	4,665	13.65	12,467	6,695	63,681
1976	230,967	4.191	9,678	5,245	5,575	1.858	5,210	917	494	4,777	13.65	12,516	6,736	65,208
1977	234,965	4.190	9,843	5,335	5,670	1.848	5,326	917	496	4,884	13.65	12,517	6,773	66,666
1978	238,962	4.189	10,009	5,425	5,765	1.837	5,448	917	499	4,996	13.65	12,518	6,814	68,198
1979	242,959	4.189	10,174	5,514	5,870	1.814	5,609	917	506	5,144	13.65	12,519	6,901	70,219
1980	246,956	4.188	10,339	5,604	5,966	1.793	5,766	917	511	5,289	13.65	12,520	6,983	72,190
1981	250,953	4.187	10,505	5,694	6,061	1.787	5,879	917	513	5,393	13.65	12,521	7,007	73,611
1982	254,950	4.186	10,670	5,783	6,167	1.778	6,000	917	516	5,504	13.65	12,522	7,043	75,132
1983	258,947	4.185	10,835	5,873	6,263	1.770	6,121	917	518	5,616	13.65	12,523	7,075	76,653
1984	262,944	4.185	11,001	5,963	6,359	1.762	6,245	918	521	5,730	13.65	12,524	7,108	78,212
1985	266,941	4.184	11,166	6,052	6,465	1.756	6,359	918	523	5,835	13.65	12,525	7,133	79,646
1986	270,938	4.183	11,331	6,141	6,561	1.751	6,473	918	524	5,940	13.65	12,526	7,154	81,081
1987	274,935	4.182	11,497	6,231	6,657	1.744	6,592	918	526	6,050	13.65	12,527	7,183	82,578
1988	278,932	4.181	11,662	6,321	6,764	1.737	6,712	918	528	6,160	13.65	12,528	7,212	84,088
1989	282,929	4.181	11,827	6,410	6,860	1.731	6,831	918	530	6,270	13.65	12,529	7,238	85,586
1990	286,926	4.180	11,993	6,500	6,956	1.727	6,944	918	532	6,374	13.65	12,529	7,255	87,000



53143  
55,557  
57,817  
97,925  
78,000  
81,081  
84,088  
85,586  
87,000

# MICHIGAN DEPARTMENT OF STATE

Lansing, Michigan



## REVENUE AND FEE COLLECTIONS FOR JULY 1971 THRU JUNE 1972 LICENSE PLATE REGISTRATIONS BY COUNTY REGISTRATIONS, LICENSES AND TITLES SINCE 1916

### LICENSE PLATE FEE COLLECTIONS

Passenger and house cars. . . . .	\$ 79,658,033.32	
Commercial - full and half year. . . . .	48,121,036.66	
Trailers - all trailer vehicles. . . . .	5,561,374.60	
Motorcycles and motorbikes. . . . .	1,632,709.03	
Manufacturer, Transporters and Dealer plates. . . . .	674,449.78	
Municipal. . . . .	<u>18,106.25</u>	
		\$135,665,709.64

### OTHER MOTOR VEHICLE FEE COLLECTIONS

Sales Tax. . . . .	\$128,896,803.01	
Use Tax. . . . .	17,557,210.10	
Motor Vehicle Accident Claim Fund (Including Repayments)	15,305,207.01	
Titles, Title Transfers and Duplicates. . . . .	5,810,169.85	
Vehicle Plate Transfer. . . . .	1,848,362.10	
10 Day Truck Permits. . . . .	184,522.60	
Special 30 Day Registration. . . . .	177,503.00	
Service Fee for Half Year Plates. . . . .	70,164.00	
Dealer Licenses. . . . .	<u>55,863.00</u>	
		\$169,905,804.67

### DRIVER LICENSES

Operators. . . . .	\$ 8,678,184.54	
Chauffeurs. . . . .	685,930.06	
Photo Fee. . . . .	<u>1,101,367.22</u>	
		\$10,465,481.82

### OTHER DEPARTMENT COLLECTIONS

Service Charge for Information. . . . .	\$ 4,607,156.03	
Watercraft Registrations, Boat Plates and Tonnage Tax. . . . .	2,505,237.37	
Watercraft Use Tax. . . . .	947,167.71	
Snowmobile Registration. . . . .	1,705,178.35	
Snowmobile Use Tax. . . . .	296,528.46	
Uniform Commercial Code, Filing and Information. . . . .	167,408.78	
Notary Fee. . . . .	65,224.10	
Other Revenue Collected. . . . .	<u>255,983.55</u>	
		\$10,549,884.35

### GRAND TOTAL

\$326,586,880.48

**RICHARD H. AUSTIN**  
Secretary of State

# VEHICLE REGISTRATIONS

FISCAL YEAR ENDING JUNE 30, 1972

COUNTIES	PASSENGER	COMMERCIAL	TRAILER	MOTORCYCLE	MUNICIPAL	TOTAL PLATES	TOTAL REVENUE	COUNTIES
Alcona	4,435	1,433	1,184	258	3	7,313	\$ 160,050.32	Alcona
Alger	3,214	965	806	170	10	5,165	104,589.14	Alger
Allegan	30,468	9,113	5,903	1,721	41	47,246	1,053,892.12	Allegan
Alpena	14,934	4,024	4,151	1,288	3	24,400	566,344.59	Alpena
Amtrim	5,676	1,583	1,773	323	71	9,426	194,858.50	Amtrim
Arenac	4,937	1,592	1,435	211	4	8,179	175,768.41	Arenac
Baraga	3,480	1,060	801	163	4	5,508	133,748.43	Baraga
Barry	15,074	4,358	4,110	791	48	24,381	476,132.85	Barry
Bay	54,362	10,449	12,758	3,835	61	81,465	1,917,698.47	Bay
Benzie	4,516	1,323	1,341	204	6	7,390	160,198.78	Benzie
Berrien	84,593	18,714	13,304	3,968	169	120,748	2,920,073.65	Berrien
Branch	17,333	5,663	5,378	702	15	29,091	756,855.14	Branch
Calhoun	69,748	13,905	12,893	3,841	123	100,510	2,100,858.93	Calhoun
Cass	20,823	6,165	3,894	1,236	39	32,157	676,554.16	Cass
Charlevoix	7,216	1,879	1,835	563	7	11,500	238,990.03	Charlevoix
Cheboygan	7,699	2,409	2,197	474	23	12,802	275,790.64	Cheboygan
Chippewa	13,056	3,293	3,456	950	16	20,771	431,043.39	Chippewa
Clare	7,697	2,645	2,507	722	62	13,633	290,251.71	Clare
Clinton	17,792	5,776	4,837	1,441	47	29,893	617,071.56	Clinton
Crawford	3,246	878	898	113	8	5,143	106,285.12	Crawford
Delta	15,825	4,558	4,270	951	50	25,654	656,248.71	Delta
Dickinson	11,485	2,993	2,922	885	9	18,294	480,258.50	Dickinson
Eaton	32,182	7,909	7,895	2,336	59	50,381	1,135,216.56	Eaton
Emmet	9,756	2,845	2,377	853	27	15,858	379,081.50	Emmet
Genesee	212,775	36,954	40,994	12,656	396	303,775	6,580,108.67	Genesee
Gladwin	6,145	2,010	2,164	413	11	10,743	213,408.62	Gladwin
Gogebic	8,638	2,299	1,788	296	26	13,047	291,879.91	Gogebic
Grand Traverse	22,556	5,311	6,578	1,687	57	36,189	788,172.82	Grand Traverse
Gratiot	18,047	5,965	5,588	1,796	42	31,438	798,315.33	Gratiot
Hillsdale	17,615	5,483	4,898	859	22	28,877	650,664.85	Hillsdale
Houghton	13,146	2,943	2,095	786	40	19,010	419,633.87	Houghton
Huron	16,618	5,361	4,988	1,129	41	28,137	613,562.42	Huron
Ingham	126,500	19,588	19,990	9,008	4,107	179,193	3,743,740.07	Ingham
Ionia	19,692	5,776	4,923	1,416	41	31,848	675,041.58	Ionia
Iosco	10,733	2,334	3,097	913	20	17,097	351,948.66	Iosco
Iron	6,397	2,037	1,481	198	8	10,121	230,167.53	Iron
Isabella	15,559	4,316	4,025	1,404	22	25,326	581,752.67	Isabella
Jackson	65,554	13,071	12,924	4,495	164	96,208	2,121,946.89	Jackson
Kalamazoo	94,250	16,863	14,825	5,612	185	131,735	2,930,562.46	Kalamazoo
Kalkaska	2,659	1,002	877	164	6	4,708	103,451.23	Kalkaska
Kent	205,688	33,748	42,588	13,528	433	295,985	7,629,186.88	Kent
Keweenaw	937	207	201	30	59	1,434	27,911.62	Keweenaw
Lake	2,576	717	655	110	9	4,067	83,532.95	Lake
Lapeer	21,222	6,398	5,556	2,089	40	35,305	748,843.54	Lapeer
Leelanau	4,758	1,424	1,411	189	8	7,790	156,427.43	Leelanau
Lenawee	39,272	10,019	7,736	2,247	80	59,354	1,302,683.94	Lenawee
Livingston	26,513	7,009	5,246	2,127	63	40,958	872,272.86	Livingston
Luce	2,909	968	929	193	0	4,999	115,274.89	Luce
Mackinac	3,530	1,182	980	170	10	5,872	129,569.54	Mackinac
Macomb	320,499	34,171	36,638	15,311	492	407,111	8,633,261.88	Macomb
Manistee	9,919	2,416	2,289	672	22	15,318	358,657.47	Manistee
Marquette	25,639	6,069	4,876	1,754	77	38,415	796,791.65	Marquette
Mason	11,446	2,976	2,906	1,286	21	18,635	385,574.24	Mason
Mecosta	11,118	3,177	2,890	781	14	17,980	375,398.94	Mecosta
Menominee	11,039	2,912	2,741	469	13	17,174	458,780.90	Menominee
Midland	30,970	5,616	8,305	2,348	54	47,293	930,736.22	Midland
Missaukee	3,217	1,205	828	233	4	5,487	118,075.35	Missaukee
Monroe	55,020	11,920	10,588	3,475	68	81,071	1,901,328.53	Monroe
Montcalm	18,921	5,586	5,687	1,537	28	31,759	657,275.66	Montcalm
Montmorency	2,578	848	868	160	7	4,461	95,341.26	Montmorency
Muskegon	71,850	12,729	15,176	5,573	153	105,481	2,328,374.95	Muskegon
Newaygo	13,351	4,206	3,597	1,099	157	22,410	502,009.80	Newaygo
Oakland	474,931	57,939	60,651	26,027	898	620,446	13,596,760.38	Oakland
Oceana	7,398	2,701	1,692	698	17	12,506	276,296.14	Oceana
Ogemaw	5,989	2,069	2,029	498	25	10,610	246,988.17	Ogemaw
Ontonagon	4,565	1,454	1,155	235	6	7,415	159,826.79	Ontonagon
Osceola	7,126	2,436	1,939	445	13	11,959	274,609.45	Osceola
Oscoda	2,368	783	819	148	34	4,152	98,044.17	Oscoda
Otsego	5,916	1,973	1,768	561	29	10,247	231,567.20	Otsego
Ottawa	59,432	12,555	14,242	4,525	167	90,921	2,177,686.26	Ottawa
Presque Isle	5,770	1,756	1,483	260	21	9,290	206,945.01	Presque Isle
Roscommon	6,110	1,722	2,170	418	7	10,427	210,615.71	Roscommon
Saginaw	103,865	18,094	22,260	6,506	197	150,922	3,405,104.98	Saginaw
St. Clair	55,904	11,582	10,227	3,683	126	81,522	1,909,003.33	St. Clair
St. Joseph	23,870	6,763	5,180	1,128	41	36,982	867,290.67	St. Joseph
Sanilac	16,080	5,658	5,254	1,107	20	28,119	654,767.35	Sanilac
Schoolcraft	4,021	1,135	1,135	250	11	6,552	134,578.68	Schoolcraft
Shiawassee	28,245	7,568	6,768	3,090	52	45,723	964,988.90	Shiawassee
Tuscola	20,767	6,998	6,691	1,656	57	36,169	786,625.24	Tuscola
Van Buren	26,655	8,392	4,995	1,761	52	41,855	903,503.17	Van Buren
Washtenaw	108,869	15,802	12,487	6,757	288	144,203	2,878,173.28	Washtenaw
Wayne	1,228,466	124,453	121,026	39,869	2,676	1,516,490	37,840,456.23	Wayne
Wexford	10,056	2,573	2,779	734	27	16,169	361,408.85	Wexford
Non-Resident	5,199	3,957	7,744	32	0	16,932	1,096,490.61	Non-Resident
<b>TOTAL PLATES</b>	<b>4,221,005</b>	<b>700,711</b>	<b>691,345</b>	<b>226,600</b>	<b>12,669</b>	<b>5,852,330</b>	<b>—</b>	<b>TOTAL PLATES</b>
<b>TOTAL REVENUE</b>	<b>\$79,658,033.32</b>	<b>\$48,121,036.66</b>	<b>\$5,561,374.60</b>	<b>\$1,632,709.03</b>	<b>\$18,106.25</b>	<b>—</b>	<b>\$134,991,259.86</b>	<b>TOTAL REVENUE</b>

## REGISTRATIONS, LICENSES AND TITLES

Year	Passenger	Com- mercial	Farm Vehicles	Ambu- lances Hearses	Trailers	Trailer Coaches	Motor- cycles	Manu- facturers Dealers	Munici- pals	Total License Plates	Chauf- feurs	Operators	Titles	Title Transfers *Includes Liens	License Plate Transfers	Total Net Receipts
1916..	148,495	11,557	.....	.....	.....	.....	8,951	682	.....	169,685	11,282	.....	.....	.....	5,990	\$ 1,739,343.62
1917..	206,380	20,313	.....	.....	.....	.....	8,727	938	.....	236,358	20,157	.....	.....	.....	11,386	2,471,270.77
1918..	235,608	26,517	.....	.....	.....	.....	7,816	845	.....	270,786	25,007	.....	.....	.....	13,128	2,875,266.32
1919..	288,708	37,105	.....	.....	.....	.....	7,875	967	.....	334,655	53,963	394,352	.....	.....	28,906	3,719,433.39

(continued on back page)

Starting with 1916 — on previous page. **REGISTRATIONS, LICENSES AND TITLES (CONTINUED)**

Year	Passenger	Com-mercial	Farm Vehicles	Ambu-lances Hearses	Trailers	Trailer Coaches	Motor-cycles	Manu-facturers Dealers	Munici-pals	Total License Plates	Chauf-feurs	Operators	Titles	Title Transfers *Includes Liens	License Plate Transfers	Total Net Receipts
1920..	366,946	45,771	.....	.....	3,711	.....	8,011	1,638	.....	426,077	74,648	118,858	.....	.....	35,640	\$ 5,754,900.96
1921..	426,984	50,053	.....	.....	4,330	.....	6,195	1,737	.....	489,299	71,017	112,231	222,781	.....	42,996	6,751,924.51
1922..	518,558	60,422	.....	.....	5,311	.....	5,163	1,571	.....	591,025	65,500	164,445	360,482	119,692	117,231	8,385,032.17
1923..	657,148	73,510	.....	.....	6,730	.....	4,165	1,849	.....	743,402	77,397	219,449	275,652	255,298	196,141	10,500,786.05
1924..	784,778	83,809	.....	.....	8,635	.....	3,644	1,950	.....	882,816	74,247	223,176	226,500	287,321	314,444	12,404,545.54
1925..	886,878	103,831	.....	.....	10,601	.....	3,392	1,958	.....	1,006,660	75,621	241,472	259,600	317,852	270,762	14,526,001.71
1926..	970,880	149,561	.....	.....	13,636	.....	3,444	2,133	.....	1,139,654	81,382	239,639	283,000	329,994	250,072	16,953,684.73
1927..	999,915	156,429	.....	.....	17,865	.....	3,586	2,128	.....	1,179,923	76,483	220,954	221,801	332,761	236,157	17,984,209.76
1928..	1,086,022	165,199	.....	.....	23,235	.....	3,688	2,192	.....	1,280,336	77,722	233,691	290,526	371,058	288,814	20,056,847.66
1929..	1,220,848	176,824	.....	.....	31,645	.....	3,988	2,282	.....	1,435,587	86,600	282,867	367,869	423,380	330,710	23,212,316.15
1930..	1,162,578	168,004	.....	.....	44,515	.....	3,536	2,034	.....	1,380,667	70,710	189,553	232,216	354,517	255,177	22,482,411.60
1931..	1,079,532	153,332	.....	.....	62,012	.....	3,239	1,718	.....	1,299,833	42,333	45,210	167,561	311,273	193,827	21,821,290.42
1932..	1,001,130	135,094	.....	.....	77,538	.....	2,998	1,553	.....	1,218,313	60,856	402,089	122,105	265,491	168,486	19,835,711.26
1933..	956,784	121,973	.....	.....	79,071	.....	2,916	1,384	.....	1,162,128	53,450	214,550	146,192	278,890	184,968	18,560,314.49
1934..	1,027,064	123,865	.....	.....	92,309	.....	3,063	1,461	.....	1,247,762	69,838	649,881	189,522	349,314	227,950	15,901,018.45
1935..	1,114,183	127,839	.....	.....	103,261	.....	3,036	1,632	.....	1,349,951	84,166	717,015	272,500	446,873	206,043	17,594,552.05
1936..	1,237,997	139,520	.....	.....	120,009	.....	3,234	1,820	.....	1,502,580	110,017	482,886	331,907	537,893	368,936	19,736,836.59
1937..	1,362,789	146,117	.....	.....	124,257	9,891	4,080	1,974	.....	1,649,108	103,469	754,239	360,179	565,311	394,985	22,063,964.49
1938..	1,270,373	112,387	26,811	691	132,204	9,568	4,295	1,957	.....	1,558,286	98,109	753,026	187,580	485,260	259,364	20,847,968.47
1939..	1,326,302	116,186	30,603	967	143,574	10,904	4,621	3,806	.....	1,636,963	115,794	528,218	245,929	*501,070	318,776	21,965,018.66
1940..	1,401,654	120,711	31,397	1,013	150,383	10,634	4,774	4,086	.....	1,724,652	119,073	749,744	321,284	*609,654	356,518	23,956,990.11
1941..	1,544,551	128,984	33,747	909	159,007	10,769	5,076	4,182	.....	1,887,225	135,513	949,743	382,807	*672,162	434,051	27,004,626.12
1942..	1,456,872	122,910	37,654	936	157,672	9,240	5,634	2,855	.....	1,793,773	125,006	554,309	112,130	*481,734	289,687	24,639,684.67
1943..	1,379,261	116,909	39,274	821	148,564	5,838	5,144	1,389	.....	1,697,200	117,047	664,027	71,368	*412,060	225,728	23,393,464.81
1944..	1,339,956	115,843	41,833	877	154,966	6,613	5,559	1,178	.....	1,666,825	113,289	823,009	56,237	*363,944	213,091	23,269,822.59
1945..	1,307,475	123,406	43,365	906	166,700	8,372	6,583	1,731	.....	1,658,538	137,661	691,036	86,524	*336,108	205,359	23,283,532.45
1946..	1,405,698	149,546	47,170	885	194,262	11,571	13,038	3,204	.....	1,825,374	170,370	893,946	276,219	*540,405	341,522	26,570,334.11
1947..	1,603,613	171,974	50,390	916	204,041	13,156	19,481	3,900	.....	2,067,471	178,358	969,435	366,509	*594,754	433,004	31,197,773.92
1948..	1,749,660	199,567	59,189	906	212,348	16,041	16,982	4,381	.....	2,259,074	179,479	772,560	422,694	*680,038	464,208	35,140,511.61
1949..	1,913,694	201,950	67,277	1,082	215,078	15,007	15,569	3,803	.....	2,433,460	176,909	978,620	489,014	*763,230	539,476	37,931,584.49
1950..	2,117,662	221,797	73,187	937	218,681	14,545	19,569	6,441	.....	2,672,819	190,687	1,177,758	610,488	*830,091	593,088	42,405,175.22
1951..	2,221,225	234,907	77,400	944	227,222	15,084	19,170	6,210	796	2,802,958	194,837	954,521	555,136	*895,361	603,900	45,088,954.90
1952..	2,219,817	239,669	76,496	925	230,743	16,299	18,764	.....	31,163	2,833,876	205,325	1,104,531	468,039	*900,929	568,205	50,224,494.10
1953..	2,414,946	262,851	78,161	870	242,861	17,502	19,562	.....	32,531	3,069,284	220,659	1,141,967	659,375	*938,945	658,443	55,144,482.19
1954..	2,474,907	285,108	77,593	819	265,555	17,569	18,677	.....	32,636	3,172,864	213,776	849,580	561,174	*885,317	591,277	57,046,087.22
1955..	2,722,752	298,359	74,746	728	278,983	19,677	18,896	.....	33,842	3,447,983	227,345	1,143,881	733,870	*1,003,157	688,603	63,108,871.48
1956..	2,736,036	307,842	72,899	1,106	293,395	21,718	21,359	.....	35,462	3,489,817	229,367	1,425,291	598,847	*944,316	603,201	68,161,841.60
1957..	2,810,353	308,037	74,440	.....	298,574	23,932	28,330	.....	34,990	3,578,656	245,020	1,319,371	609,274	*963,526	627,454	71,083,566.39
1958..	2,704,202	340,806	41,993	.....	314,744	22,986	34,158	.....	36,282	3,495,171	240,282	1,180,952	490,739	*913,122	543,464	67,985,029.20
1959..	2,782,671	357,760	38,524	.....	323,995	25,163	35,735	.....	37,802	3,601,650	245,382	1,424,441	545,393	*1,083,984	683,358	71,593,087.02
1960..	2,879,225	354,765	37,615	.....	322,512	25,558	30,614	.....	39,479	3,689,768	243,760	1,392,324	586,326	*1,077,541	673,473	73,214,770.38
1961..	2,923,373	366,609	37,815	.....	335,750	26,524	27,662	.....	40,277	3,758,010	241,291	1,250,152	481,056	*1,059,991	562,582	74,011,791.35
1962..	3,010,559	378,793	37,863	.....	341,825	28,655	29,058	.....	42,485	3,869,238	241,985	1,496,601	582,173	*1,158,566	698,140	76,317,221.44
1963..	3,144,747	387,197	38,440	.....	348,283	31,130	31,212	.....	44,484	4,025,493	242,165	1,491,802	647,266	*1,239,349	729,430	79,784,853.61
1964..	3,323,151	408,151	38,785	.....	360,964	35,866	39,041	.....	51,663	4,257,621	244,841	1,407,773	713,605	*1,299,068	715,674	82,905,883.27
1965..	3,480,560	439,390	38,267	.....	367,791	41,822	64,948	.....	43,607	4,476,475	248,396	1,675,777	841,982	*1,318,258	831,558	88,573,860.69
1966..	3,496,179	468,019	34,308	.....	392,511	50,657	81,136	.....	53,557	4,576,367	252,268	1,690,011	822,847	*1,277,430	774,592	92,869,489.44
1967..	3,565,348	466,335	32,243	.....	399,155	54,902	89,366	.....	8,281	4,615,630	249,714	1,617,835	706,839	*1,236,591	763,290	93,192,625.33
1968..	3,676,249	512,536	32,494	.....	424,618	64,872	100,185	.....	6,421	4,817,375	222,585	1,841,518	639,935	*1,427,272	789,209	96,977,993.08
1969..	3,842,811	582,699	.....	.....	540,587	.....	125,629	.....	8,958	5,100,684	277,876	1,907,256	782,340	*1,481,405	867,297	127,455,689.64
1970..	3,907,459	609,564	.....	.....	578,914	.....	156,941	.....	9,955	5,262,833	266,226	1,655,238	759,178	*1,152,652	813,378	137,022,304.02
1971..	3,993,979	643,482	.....	.....	626,375	.....	187,351	.....	10,334	5,461,521	257,696	1,752,175	658,820	*1,244,615	826,541	143,090,513.65
1972..	4,221,005	700,711	.....	.....	691,345	.....	226,600	.....	12,669	5,852,330	106,439	1,900,252	1,116,623	*1,464,709	954,085	\$152,013,906.41

*Fifth District only*

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REMARKS BY REP. GERALD R. FORD, R-MICH.  
REPUBLICAN LEADER, U. S. HOUSE OF REPRESENTATIVES

AT THE DEDICATION OF THE US-131 EXTENSION  
FROM 14-MILE ROAD TO M-46

ON US-131 FREEWAY  
AT 22-MILE ROAD INTERCHANGE

2 P.M. FRIDAY, SEPTEMBER 21, 1973

FOR RELEASE ON DELIVERY

This is a happy day for Western Michigan. It is a day that marks the opening of 17 more miles of US-131 freeway and thus reduces by at least that much the reasons we have for talking about one of our annual headaches.

It's said that the best prescription for traveling old US-131 is an ample supply of tranquilizers and an early start. That is only too true; and it also would be funny except that old US-131 has aptly been named "Death Trap US-131."

With the opening of this new section of the US-131 freeway from 14-Mile Road to M-46 near Howard City, the State Highway Department is introducing us to Michigan's 1,500th mile of freeway. Michigan has a road-building record of which it can justly be proud. As you may know, Michigan has 9,250 miles of state highways, including the 1,500 miles of freeways.

Today, more people are driving more cars more miles than at any other time in our history. And this is where the US-131 freeway fits into the picture. It is a modern safe freeway, replacing section by section the constantly clogged, narrow, two-lane US-131 which now carries more than 11,000 vehicles every 24-hour period.

To all appearances, construction of the US-131 freeway has been speeded up, and I like to think I had something to do with that acceleration. Several members of the State Legislature and Congressman Al Cederberg and I have had many meetings over the years aimed at getting the US-131 freeway built faster than had been projected. That need is no less urgent now. We must expedite planning, public hearings, route location, design and right-of-way acquisition, as necessary, to give us the complete US-131 freeway as quickly as humanly possible.

(more)

We take great pleasure in the fact that we are today dedicating a 17-mile stretch of freeway that is one of the safest in western Michigan. Statistics for last year on old US-131 between 14-Mile Road and M-46 show 218 accidents, 88 injuries and one death. There is reason to believe these statistics will be cut in half during the first year of operation of the new freeway over the same section.

But our delight over the opening of the US-131 freeway from 14-Mile Road to M-46 does not erase the fact that in the 30-mile stretch of old US-131 from Howard City to Reed City there are 871 traffic hazards, an average of one every 170 feet.

And so we must push ahead--proud of every bit of progress we make, as in the opening of the new stretch of freeway we dedicate today, but ever more eager to do better tomorrow.

Something that may hold promise for ultimate early completion of the entire US-131 freeway is that as of July 1 of this year all Federal Highway aid went on a 70-30 cost sharing basis. Federal funds should be specifically earmarked for accelerated construction of US-131 freeway, beginning with the 70 per cent Federal allocation which began last July 1.

Let's accelerate our thinking, as well as construction of the US-131 freeway. Let's recognize that Michigan's highways are no longer seasonal, nor exclusively for the use of Michigan citizens and occasional summer tourists.

Michigan now attracts out-of-state visitors throughout the entire year. Its outstanding ski and snowmobile resorts are jammed to capacity in winter; sportsmen travel all areas of the state for the fine fishing in spring and come here for bird, small game and deer hunting in the fall. The result has been bedlam and mayhem on our highways. We must build, despite the fact that Michigan already has one of the finest east-west highway systems in the country.

And so, as we dedicate this fine new stretch of freeway today, we look to the future. We look to completion of the US-131 freeway from Howard City to Cadillac and to construction of all other necessary Michigan highway projects.

And with an eye to both the present and the future, we congratulate our state highway officials, the contractors, and everyone who worked on this splendid piece of the US-131 freeway which we dedicate today.

# # #



*Distribution: 5th District only  
10 copies to Mich Dept of Highways.* **M OFFICE COPY**

REMARKS BY REP. GERALD R. FORD, R-MICH.  
REPUBLICAN LEADER, U. S. HOUSE OF REPRESENTATIVES

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FROM 14-MILE ROAD TO M-46

ON US-131 FREEWAY  
AT 22-MILE ROAD INTERCHANGE

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