

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

COMPILED FROM REPORTS  
OF STATE AUTHORITIES

TABLE SB-1  
SHEET 1 OF 2  
OCTOBER 1996

(THOUSANDS OF DOLLARS)

STATE	OBLIGATION	DATED	PAR VALUE 2/			PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS	POSTED INTEREST RATE 4/	SOURCE OF FUNDS FOR DEBT SERVICE 5/
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL PAR VALUE					
Alabama	Industrial Access & Bridge Authority Bonds Series 1995	6-01-95	10,630	-	10,630	-	-	10,630	3.7 - 4.9	General Revenue*
Connecticut	Transportation Improvement-Series D	8-15-94	54	-	54	-	-	54	5.90	Highway-User Revenue*
	Transportation Improvement-Series E	3-15-95	114	-	114	-	-	114	5.30	Highway-User Revenue*
	Transportation Infrastructure Bonds-Series 1994B	9-15-94	200,000	-	200,000	(2,000)	906	198,906	5.50 - 6.25	Highway-User Revenue
	Transportation Infrastructure Bonds-Series 1995A	5-15-95	125,000	-	125,000	(1,298)	536	124,238	5.10 - 5.6	Highway-User Revenue
	TOTAL		325,168	-	325,168	(3,298)	1,442	323,312		
Delaware	Delaware Transportation Authority Senior Revenue Bond Series 1994	11-1-94	70,000	-	70,000	(126)	190	70,064	4.2 - 7.0	Highway-User Revenue, Tolls
Dist. of Col.	U.S. Treasury Loan	10-1-95	38,733	-	38,733	-	-	38,733	5.8	General Revenue*
Florida	Mid-Bay Bridge Revenue Refunding Bonds - Series 1993A 6/	2-15-93	-	57,210	57,210	-	-	57,210	6.0 - 6.1	Tolls
	Mid-Bay Bridge Revenue Refunding Bonds - Series 1993D 6/	2-15-93	-	29,040	29,040	-	-	29,040	6.125	Tolls
	Right-of-way Acquisition and Bridge Construction Bonds -- Series 1995	4-15-95	150,000	-	150,000	(717)	399	149,682	5.125 - 5.875	Motor-Fuel Tax*
	TOTAL		150,000	86,250	236,250	(717)	399	235,932		
Georgia	Public Road and Bridges Bonds-Series 1995B	3-1-95	125,000	-	125,000	83	173	125,256	3.2 - 7.2	General Revenue*
	Public Road and Bridges Bonds-Series 1995C	7-1-95	10,000	-	10,000	1	-	10,001	3.25 - 7.25	General Revenue*
	Public Road and Bridges Bonds-Series 1995D	9-1-95	95,000	-	95,000	-	-	95,000	3.25 - 7.25	General Revenue*
	TOTAL		230,000	-	230,000	84	173	230,257		
Hawaii	General Obligation Bond Series BU 6/	11-1-91	30,496	-	30,496	-	-	30,496	5.0 - 7.25	General Revenue*
	General Obligation Refunding Bond Series CD 6/	12-1-93	-	13,523	13,523	-	-	13,523	3.85 - 5.0	General Revenue*
	General Obligation Refunding Bond Series CF 6/	7-1-93	-	11,314	11,314	-	-	11,314	3.25 - 5.5	General Revenue*
	General Obligation Refunding Bond Series CI 6/	11-1-93	-	27,663	27,663	-	-	27,663	4.0 - 5.0	General Revenue*
	Highway Revenue Bond Series 1993 6/	9-1-93	75,000	-	75,000	-	-	75,000	2.6 - 5.0	Highway-User Revenue*
	TOTAL		105,496	52,500	157,996	-	-	157,996		
Illinois	Transportation Bond Series A	8-1-94	138,200	-	138,200	(1,350)	-	136,850	5.5 - 5.875	Highway-User Revenue
	Transportation Bond Series A	10-1-94	25,000	-	25,000	(376)	-	24,624	3.9 - 6.35	Highway-User Revenue
	Transportation Bond Series A	2-1-95	41,800	-	41,800	(363)	-	41,437	5.5 - 6.1	Highway-User Revenue
	Transportation Refunding Bond - 1992 7/	10-1-92	-	21,600	21,600	-	-	21,600	3.75 - 6.2	Highway-User Revenue
	TOTAL		205,000	21,600	226,600	(2,089)	-	224,511		
Indiana	Indiana Transp. Finance Authority Toll Road Lease Revenue Refunding Series 1993	10-1-93	10,163	65,912	76,075	(463)	-	75,612	4.75 - 5.75	Tolls
Kentucky	Economic Dev. Road Rev. Refunding Bonds (Revitalization Projects) Series 1995	4-1-95	183,227	54,663	237,890	5,836	-	243,726	5.0 - 6.0	Motor-Fuel Tax
Louisiana	LaFourche Refunding Bonds 1994	12-1-94	435	3,245	3,680	-	-	3,680	not reported	General Revenue*
	General Obligation Bonds - Series 1995A	2-15-95	35,475	-	35,475	-	-	35,475	4.7 - 6.12	General Revenue*
	TOTAL		35,910	3,245	39,155	-	-	39,155		
Maine	Highway and Bridge Road Bonds - Series 1995	6-1-95	10,000	-	10,000	-	-	10,000	4.25 - 5.1	Highway-User Revenue*
Maryland	Consolidated Transportation Bond - Series 1994	9-15-94	75,000	-	75,000	(1,101)	65	73,964	4.25 - 5.5	Fuel, Titling & Income Taxes
Massachusetts	Highway Improvement Loan Act of 1972	8-1-94	171	-	171	-	-	171	4.6 - 6.0	Highway-User Revenue*
	Highway Improvement Loan Act of 1975	8-1-94	97	-	97	-	-	97	4.6 - 6.0	Highway-User Revenue*
	Highway Improvement Loan Act of 1977	2-1-95	136	-	136	-	-	136	4.6 - 5.2	Highway-User Revenue*
	Highway Improvement Loan Act of 1979	2-1-95	304	-	304	-	-	304	4.6 - 5.2	Highway-User Revenue*
	Highway Improvement Loan Act of 1981	8-1-94	404	-	404	-	-	404	4.6 - 6.0	Highway-User Revenue*
	Highway Improvement Loan Act of 1982	11-1-94	163	-	163	-	-	163	4.6 - 5.5	Highway-User Revenue*
	Highway Improvement Loan Act of 1983	8-1-94	6,253	-	6,253	-	-	6,253	4.6 - 6.5	Highway-User Revenue*
	Highway Improvement Loan Act of 1985	8-1-94	3,397	-	3,397	-	-	3,397	4.6 - 6.0	Highway-User Revenue*
	Highway Improvement Loan Act of 1988	8-1-94	46,130	-	46,130	-	-	46,130	4.6 - 6.75	Highway-User Revenue*
	Highway Maintenance and Bridge Painting Act of 1988	8-1-94	792	-	792	-	-	792	4.6 - 5.5	Highway-User Revenue*
	Town and Country Ways Improvement Act of 1988	8-1-94	3,375	-	3,375	-	-	3,375	5.5 - 5.7	Highway-User Revenue*
	Highway Improvement Loan Act of 1991	8-1-94	284,773	-	284,773	(10,430)	-	274,343	4.4 - 7.0	Highway-User Revenue*
	Highway Improvement Loan Act of 1994	5-1-95	26,544	-	26,544	(4,708)	-	21,836	4.4 - 5.5	Highway-User Revenue*
	Highway Improvement Loan Act II of 1994	5-1-95	911	-	911	-	-	911	4.6	Highway-User Revenue*
Public Safety Program Loan Act of 1991	11-1-94	8,906	-	8,906	-	-	8,906	5.2 - 5.5	Highway-User Revenue*	
	TOTAL		382,356	-	382,356	(15,138)	-	367,218		
Minnesota	State Transportation Bonds, Laws of 1990	4-1-95	150	-	150	-	-	150	5.0 - 6.0	General Revenue*
	State Transportation Bonds, Laws of 1992	4-1-95	1,875	-	1,875	-	2	1,877	5.0 - 6.0	General Revenue*
	State Transportation Bonds, Laws of 1993	4-1-95	2,700	-	2,700	-	-	2,700	5.0 - 6.0	General Revenue*
	State Transportation Bonds, Laws of 1994	4-1-95	1,000	-	1,000	-	2	1,002	5.0 - 6.0	General Revenue*
	TOTAL		5,725	-	5,725	-	4	5,729		

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OCTOBER 1996

(THOUSANDS OF DOLLARS)

STATE	OBLIGATION	DATED	PAR VALUE 2/			PREMIUM OR DISCOUNT	ACCRUED INTEREST 3/	GROSS PROCEEDS	POSTED INTEREST RATE 4/	SOURCE OF FUNDS FOR DEBT SERVICE 5/
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL PAR VALUE					
New Hampshire	Capital Improvement Bond - College Savers Series 1994	7-15-94	855	-	855	-	-	855	4.7 - 6.2	Fuel Tax*
	Capital Improvement Bond - Series 1994	12-1-94	240	-	240	-	-	240	5.5 - 6.0	Fuel Tax*
	TOTAL		1,095	-	1,095	-	-	1,095		
New York	Accelerated Capacity & Transportation Improvement in the 90's Bonds - 1995	3-15-95	92,621	-	92,621	(1,617)	73	91,077	5.0 - 6.25	General Revenue*
	Accelerated Capacity & Transportation Improvement in the 90's Bonds - 1995	10-1-95	68,526	-	68,526	(624)	40	67,942	4.25 - 6.0	General Revenue*
	Rebuild New York Through Transportation Infrastructure Renewal - 1995	3-15-95	2,013	-	2,013	(14)	1	2,000	5.0 - 6.25	General Revenue*
	Local Highway & Bridge Service Contract Bonds Series 1995	8-15-95	234,265	-	234,265	-	1,050	235,315	4.3 - 6.45	General Revenue*
	Local Highway & Bridge Service Contract Bonds Series 1995A	8-15-95	7,825	69,705	77,530	-	339	77,869	4.125 - 6.0	General Revenue*
	Highway and Bridge Trust Fund Bonds - Series 1995A	7-1-95	467,830	-	467,830	-	1,282	469,112	4.00 - 6.25	Highway-User Revenue*
	Highway and Bridge Trust Fund Bonds - Series 1995B	11-1-95	322,630	-	322,630	-	1,319	323,949	5.00 - 6.00	Highway-User Revenue*
	Buffalo and Fort Erie Public Bridge Authority System Revenue Bonds - 1995	8-1-95	53,370	-	53,370	(1,485)	-	51,885	3.7 - 6.0	Tolls
	Thruway System General Revenue Bonds - Series C	2-23-95	320,000	-	320,000	-	-	320,000	4.75 - 6.5	Tolls
	TOTAL		1,569,080	69,705	1,638,785	(3,740)	4,104	1,639,149		
Oklahoma	Turnpike Authority - Series 1992 F & G, Senior Revenue Bonds (Refunding) 8/	10-1-92	-	4,386	4,386	(4,386)	-	-	0.0 9/	Tolls
Pennsylvania	Delaware River Port Authority Revenue Bonds Series 1995	12-12-95	357,185	-	357,185	(5,468)	-	351,717	5.3 - 5.5	Tolls
Rhode Island	General Obligation Bonds - Series 1992 B	6-15-95	26,445	-	26,445	-	-	26,445	3.85 - 6.0	Motor-Fuel Tax*
	General Obligation Bonds - Series 1994 A	6-15-95	3,710	-	3,710	-	-	3,710	3.85 - 6.0	Motor-Fuel Tax*
	TOTAL		30,155	-	30,155	-	-	30,155		
South Carolina	State Highway Bond Series 1995	8-1-95	20,000	-	20,000	-	23	20,023	5.25 - 5.4	Motor-Fuel Tax*
Texas	Dallas North Tollway Revenue Bonds - Series 1994	1-5-95	26,800	-	26,800	(348)	165	26,617	5.5 - 6.75	Tolls
Virginia	Transportation Facilities Bonds (Dulles Toll Road) Series 1989 10/	6-1-89	24,842	-	24,842	(24,842)	-	-	6.0 - 6.6	Tolls
	Transportation Facilities Bonds (North. Va. Transp. District) Series 1995 A	2-8-95	41,132	-	41,132	(436)	238	40,934	5.8 - 6.375	Tolls
	Chesapeake Bay Bridge & Tunnel System-Senior Revenue Bonds, Series 1995	5-1-95	42,450	-	42,450	(201)	-	42,249	5.1 - 6.0	Tolls
	Chesapeake Bay Bridge & Tunnel System-General Revenue Bonds, Series 1995	5-1-95	60,250	-	60,250	(965)	-	59,285	5.0 - 5.8	Tolls
	TOTAL		168,674	-	168,674	(26,444)	238	142,468		
Washington	Motor Vehicle Fuel Tax Bonds, (Highways) Series R-95C	5-01-95	1,887	44,758	46,645	1,879	8	48,532	4.45 - 7.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, (UAB) Series R-95C	5-01-95	207	6,833	7,040	206	1	7,247	4.45 - 7.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, Series 1995D	5-01-95	61,980	-	61,980	98	10	62,088	4.45 - 7.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, Series DD-15	5-01-95	11,380	-	11,380	18	2	11,400	4.45 - 7.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, Series 1995E	6-01-95	7,200	-	7,200	-	29	7,229	4.45 - 7.45	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, (Highways) Series R-96A	12-01-95	38	6,562	6,600	29	10	6,639	3.65 - 5.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, (UAB) Series R-96A	12-01-95	15	2,610	2,625	11	4	2,640	3.65 - 5.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, (Ferries) Series R-96A	12-01-95	25	4,225	4,250	18	7	4,275	3.65 - 5.0	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, (Highways) Series 1996B	12-01-95	50,000	-	50,000	-	84	50,084	5.0 - 6.25	Motor-Fuel Tax*
	Motor Vehicle Fuel Tax Bonds, (Ferries) Series 1996B	12-01-95	47,000	-	47,000	-	79	47,079	5.0 - 6.25	Motor-Fuel Tax*
	TOTAL		179,732	64,988	244,720	2,259	234	247,213		
Wisconsin	Transportation Revenue Bond 1995 Series A	9-1-95	105,000	-	105,000	(34)	420	105,386	4.45 - 6.25	Highway-User Revenue*
GRAND TOTAL			4,295,129	423,249	4,718,378	(55,173)	7,457	4,670,662		

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

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

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

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

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

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

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

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

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

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