

History:  
1928-1956

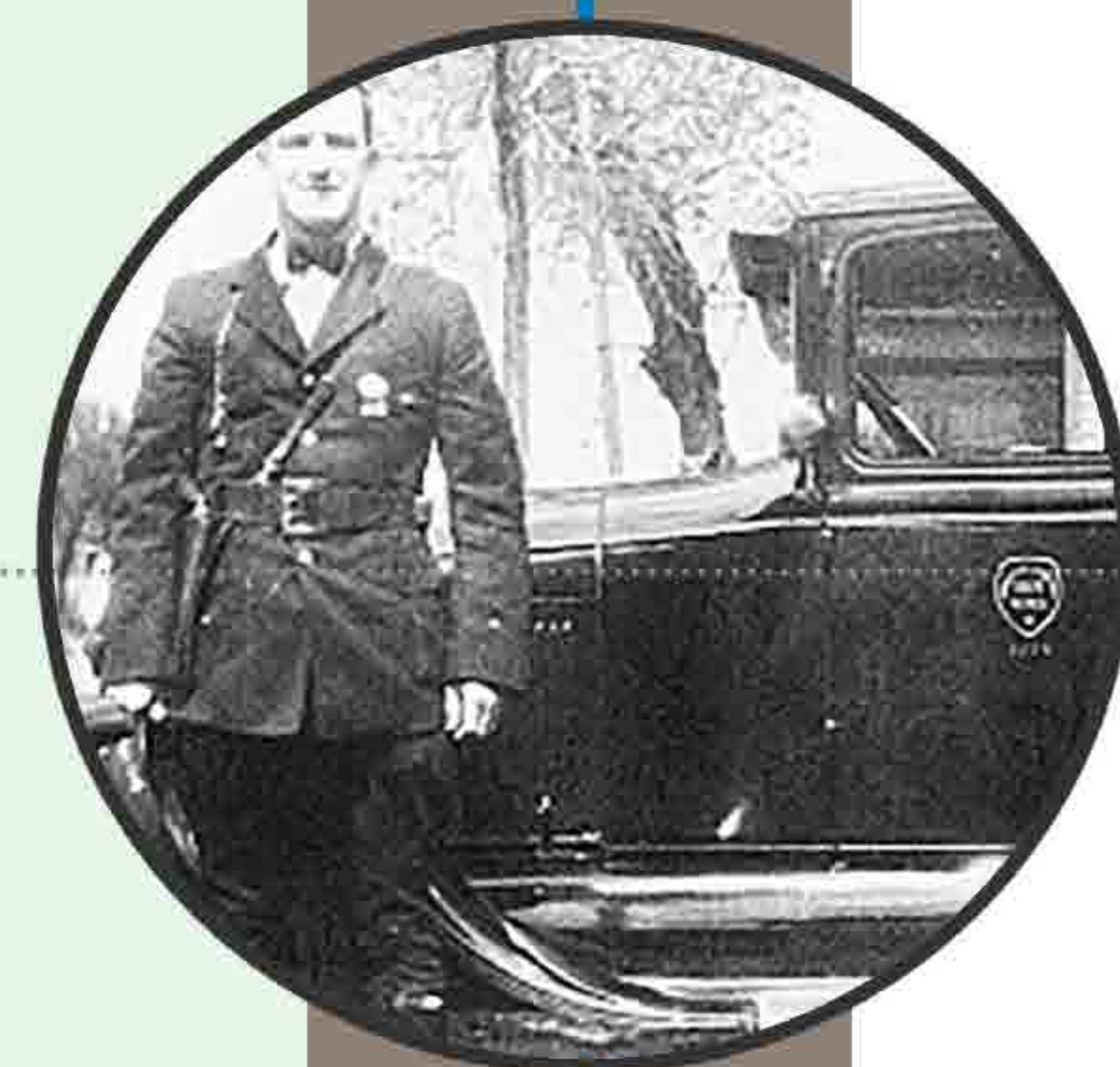


1928



The total number of registered vehicles reaches more than double that of 1921, at 679,590, resulting in increased levels of traffic. A constitutional amendment assigns 1/3 of the gas tax to the state road/bridge fund and 2/3 towards the trunk highway fund.

1929



The County aid system is established and a state highway patrol is instituted. The gas tax is increased to 3 cents, and highways are kept open year round.

1933



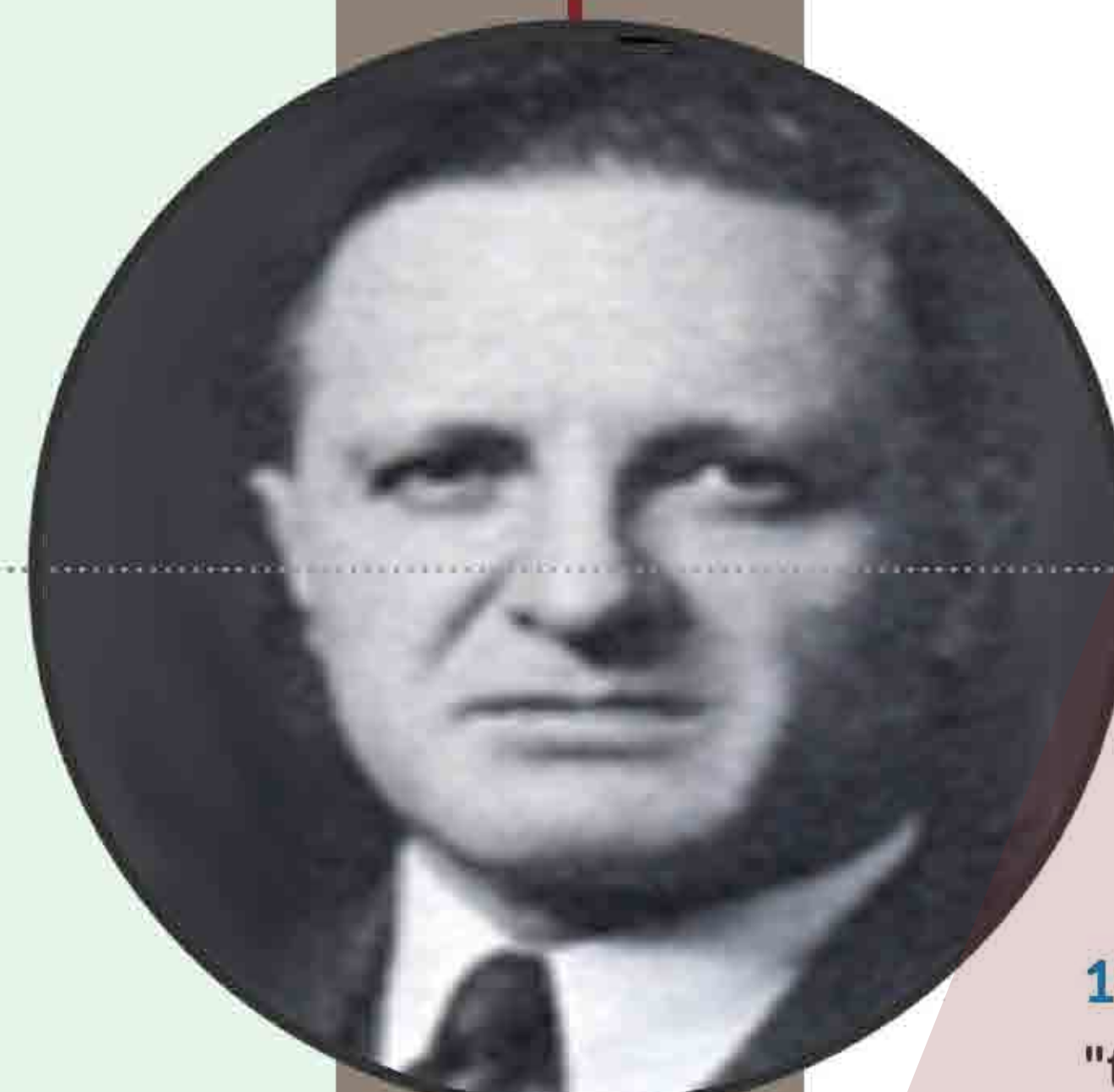
N.W. Elsberg is appointed to Highway Commissioner and the first State Driver's license law is established. The trunk highway system reaches 4,500 miles.

1935



President Roosevelt signs the Hayden-Cartwright Act, which he states "seeks to stabilize highway building with Federal and State funds by insuring a work program of far-reaching proportions and benefits for the next three years."

1939



Michael Joseph Hoffman is appointed Highway Commissioner.

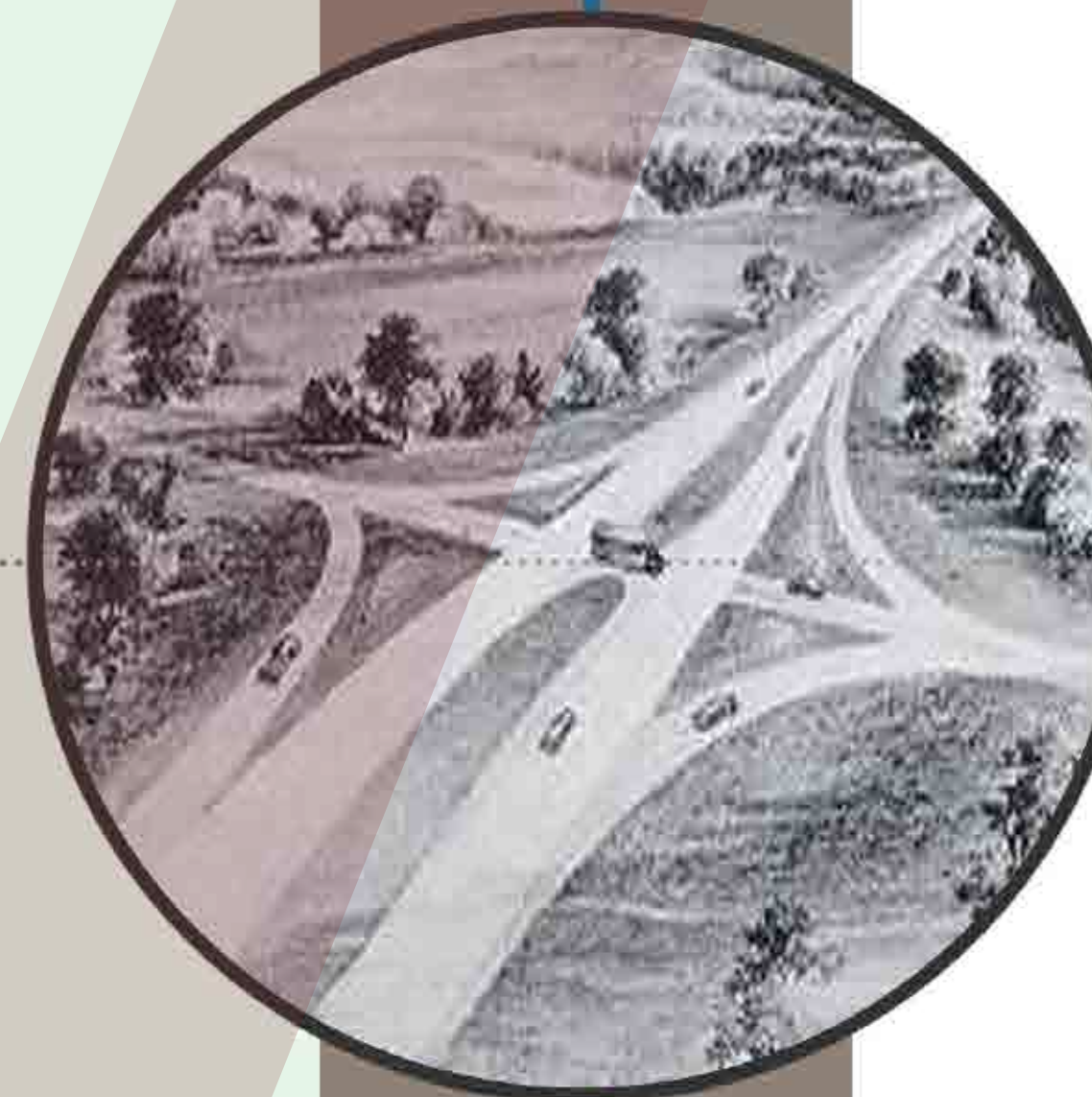
1941 Congress passes the Defense Highway Act, "to authorize appropriations during the National emergency declared by the President on May 27, 1941, for the immediate construction of roads urgently needed for the National defense, and for other purposes.."

1942



Highway construction limited to emergencies due to WW2. Traffic greatly curtailed by tire shortage resulting from wartime tire and gas rationing. A reserve fund is created for postwar construction.

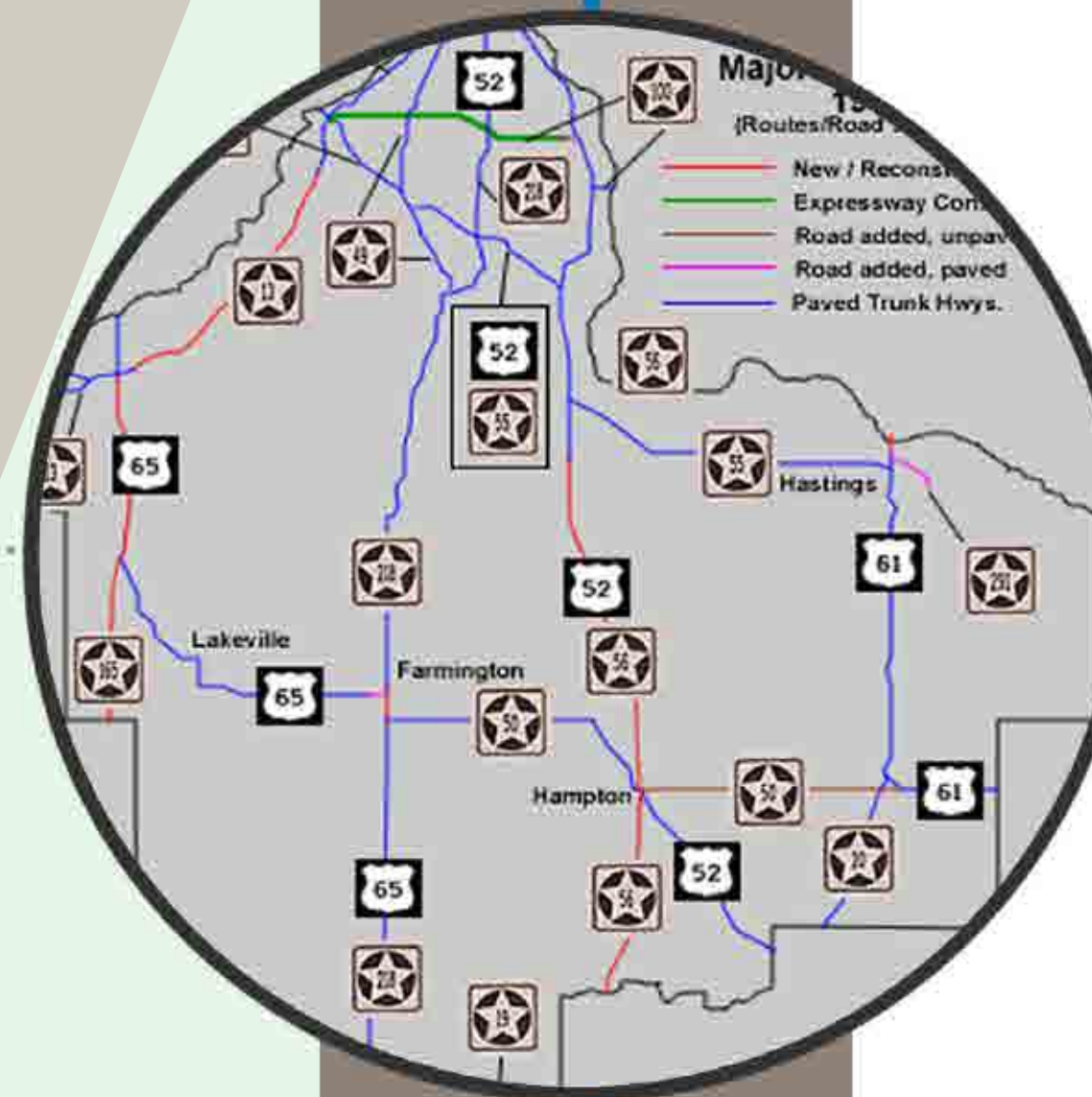
1944



After World War II, the nation's roads were in disrepair, and congestion had become a problem in major cities. Congress passed the Federal Aid Highway Act, authorizing funds for 3 year post-war programs including separate allotments for urban highways and for secondary, rural roads. Minnesota allotments amount to \$12.4 million for each of 3 post-war years.

1945 State Legislature enacted the Safety Responsibility Act.

1946



Full-scale construction and maintenance on Trunk Highway system is resumed for the first time since WW2 halted all but emergency projects.

1948 Congress passed Federal Highway Aid Act authorizing funds for each fiscal year of 1950 and 1951, inaugurating allotment pattern and 50-50 matching formula.

1951



The State Trunk Highway System (11,882 miles) consisted of 9,773 miles of hard surfaced routes and 2,109 miles of graveled surfaces. A total of 76 contracts of more than \$4,692,000 was awarded for construction of bridges.

1953



The Minnesota Highway Study Commission is established to analyze all phases of highway transportation issues. The creation of a new Highway Safety Division incorporates the State Highway Patrol, the Drivers License and Highway Safety promotion functions of the Department.

1954 Dollar volume of road and bridge improvements placed under contract by the Highway Dept. during the 1952-54 biennium reached a new high. Trunk highway contracts awarded totaled \$65 million.

1956



In 1956, President Dwight D. Eisenhower signed the Federal-Aid Highway Act and the the Interstate program as we know it got under way.



Sources: Office of Public Information, "Minnesota Department of Highways 50th anniversary" April, 1971 www.fhwa.dot.gov https://govbooktalk.gpo.gov/2016/06/28/celebrating-the-60th-anniversary-of-the-federal-aid-highway-act-of-1956/