May 1968

U. S. DEPARTMENT OF TRANSPORTATION
STATEMENT BY THE DIRECTOR, BUREAU OF PUBLIC ROADS
F. C. TURNER
BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

Mr. Chairman, and members of the Committee:

I would like to take this opportunity to discuss briefly the current status of the Interstate highway program as well as the regular primary, secondary, and urban program and other programs of the Bureau of Public Roads.

Interstate

Through the combined efforts of the Federal Highway Administration and the States, as well as the contractors and suppliers, I am pleased to report that:

-- An additional 2,138 miles on the Interstate System were opened to traffic during the past year.
-- As of March 31, 1968, about 25,892 miles or 63% of the 41,000 mile Interstate System were opened to traffic.
-- An additional 14,172 miles of construction, right-of-way acquisition or preliminary engineering work was underway.
-- In summary, work on nearly 40,100 miles or 97% of the Interstate System was either completed or underway.

As shown in Figure 1, a total of $42.3 billion has been authorized for the Interstate highway program for the fiscal years through 1972. Funds totaling $32.4 billion have been apportioned to the States for 1969 and

prior fiscal years. Obligations to March 31 totaled $29.3 billion, an amount equal to all 1968 and prior year funds plus 18% of the 1969 fiscal year funds.

1968 Cost Estimate

On January 12, 1968, the Secretary of Transportation transmitted to the Speaker of the House the 1968 estimate of costs to complete the Interstate System. This estimate was enrolled as House Document No. 199.

The 1968 estimate exceeds the 1965 estimate by $9.7 billion in total costs and $8.64 billion in Federal funds.

The 1968 cost estimates are sound engineering appraisals of the cost for completing the Interstate System in each State based on 1966 price levels, but do not represent a commitment of funds to the location, design, or cost of individual projects to be undertaken on the Interstate System.

The Department of Transportation's legislative program proposes the authorization of these additional amounts for the Interstate System.

In terms of the 1968 cost estimate for completion of the Interstate System, the funds obligated through March 31, 1968, cover 77 percent of total estimated preliminary engineering costs, 72 percent of right-of-way costs, and 56 percent of construction costs. For the three items combined, the obligations to date amount to 59 percent of the total estimated cost for completion of the Interstate System.

ABC Program

For the ABC program as of March 31, 1968, I am pleased to report that:

-- Construction contracts totalling approximately 221,000 miles have been completed since July 1, 1956, of which about 10,360 miles were completed during the past year.

-- For the country as a whole, the States have obligated funds equal to total authorizations through fiscal year 1967 plus 99% of funds authorized for fiscal year 1968.

Highway Trust Fund

The Interstate and ABC programs are financed from highway-related Federal excise taxes accruing to the Highway Trust Fund in accord with the provisions of the Highway Revenue Act of 1956 as amended. Revenues accruing to the fund totaled $36.179 billion through March 31, 1968, and expenditures totaled $35.427 billion. The balance in the Trust Fund on March 31, 1968, was $752 million.

A projection of Highway Trust Fund financing pursuant to existing legislation with assumed continuation of the ABC program at $1 billion annually is shown in Figure 2. Authorizations for 1972 and prior years include Interstate apportionments as presently authorized. For fiscal years 1973 and 1974 the authorizations cover ABC and Emergency Relief funds only.

TOPICS

A "Traffic Operations Program to Increase Capacity and Safety," the TOPICS program, has been established to increase the utilization of existing streets and cities of 5,000 population or greater. The purpose of this program is to make better use of our existing streets and highways in the urban areas by increasing their traffic-carrying ability and improving their safety.

Modern traffic engineering and operational techniques are being applied to a selected network of the major traffic-carrying streets in the urban areas. These techniques include channelization of intersections; additional lanes at approaches to signalized intersections; pedestrian structures or structures at complex intersections and railroad crossings to eliminate crucial bottlenecks; traffic control systems; one-way operation of streets; reverse street operation during peak hours; preservation of freeway and street lanes for exclusive use of buses; separate lanes for loading, unloading, and transferring passengers at transit terminals; traffic surveillance systems; and many others.

The amount to be devoted to the program in each State depends upon the individual State highway department. No new or additional Federal-aid money is involved under existing authority.

There are two basic benefits: (1) the reduction of daily traffic jams and accidents and the savings of time, money, and loss due to accidents,

and (2) the reduction in many areas of the immediate pressure for more expensive remedies such as the construction of new highway and transportation facilities.

Federal, State, and/or local funds have been committed and active projects are underway in 19 cities. Interest has been expressed and the program is being pursued in almost every State.

Spot Improvement Program

A program was initiated to eliminate highway conditions that are potentially dangerous involving "spot improvements" such as the widening of bridges, traffic lanes and shoulders, realigning curves and slopes for better sight distance, reconstruction and channelization of intersections; installing uniform control devices; installation of guardrails; and railroad grade crossing elimination and protection.

To date 11,000 highway safety improvement projects have been programmed or completed by the States at a total cost of $872 million. This total includes 3,500 Federal-aid spot improvement safety projects programmed at a total cost of $635 million of which the Federal share is $317 million. The remaining 7,500 projects were financed with State funds alone at a cost of $237 million.

Environmental Development

The Bureau of Public Roads through its Office of Right-of-Way and Location is placing greater emphasis on locating and designing highways in

order to make them a living and integral part of the area they traverse. This applies to both rural and urban areas.

In the urban areas the work is directed toward a complete integration of the highway with the city, not only to preserve the desirable features of the environment but also to promote and enhance desirable growth and development.

In the rural areas there is great potential in jointly working with the State in the development of desirable land uses which will benefit both the general area and the motorist. Coordination of planning with Federal, State, and local agencies concerned with programs relating to parks, recreational areas, camping, fish and wildlife, preservation of natural resources, etc., can result in lower overall cost and promote desirable economic development in keeping with an overall regional plan.

Limitation on General Expenses

The fiscal year 1969 estimate of $68,186,000 is requested to carry out the responsibilities of the Federal-aid highway program. We are not requesting any increase in positions, but we are requesting additional funds for contracts and scientific equipment in the areas of Traffic Operations and Research and Development.

Traffic Operations

An increase of $3,515,000 is requested to provide for the application or implementation of research results in the traffic operations

field. The projects selected for this initial program are to supplement the traffic operations research program which has been underway in the Bureau of Public Roads Office of Research and Development for several years and which has or will soon reach the full-scale installation stage ready for national application on the Federal-aid highway systems. As with most new concepts or products, application is more quickly and effectively accomplished by demonstration. This, then, is a demonstration program which will provide for the field installation of new traffic operations systems and devices as they flow from the research programs. It will permit familiarization and field evaluation by those responsible for application nationwide.

Research and Development

An increase of $1,015,000 is requested for the purchase of scientific equipment. In reaching the goals of the research program, substantial items of technical equipment are essential if the goals are to be attained and benefits and "pay-off" realized in timely fashion. The technical equipment is requisite if our staff research effort is to be successful in completing research on high priority items destined to provide the gains so much needed in advancing the highway transportation objectives.

An increase of $986,000 is requested for the research and development contract program. The costs of traffic congestion, the problems of fitting highways into the environment, and rising costs of construction and maintenance are major factors affecting present and future highway

programs. The increasing costs are steadily reducing the buying power of the Highway Trust Fund dollar and the anticipated return on the public investment. Increasing the level of investment may or may not solve this problem. A more effective solution is to find means to reduce costs and increase the compatibility of highways in the urban environment. Through this increased productivity, the present investment will yield a greater return.

Highway Beautification

The Highway Beautification Act of 1965 authorized amounts to be appropriated for (1) landscaping and roadside development of the Federal-aid highway systems, (2) compensating sign and property owners for the removal of billboards, (3) removing and relocating junkyards and screening other junkyards and (4) necessary administrative expenses for carrying out the provisions of the Act.

The budget requirement includes $1,508,000 to cover administrative costs related to completion of projects approved in 1966 and 1967. An additional $51 million of cash to liquidate contract authorization will be required on the assumption that legislation extending the program will be enacted in the current session of Congress.

To date --

-- Fifteen States have signed agreements to control outdoor advertising along Interstate and Federal-aid Primary System

highways. Negotiations are presently underway with 31 additional States.

-- Twenty States have signed agreements to control junkyards adjacent to Interstate and Federal-aid Primary System highways. Negotiations are presently in progress with the remaining States, Puerto Rico, and the District of Columbia. Since October 1965, authorization has been granted for the screening of 1,395 junkyards and for the removal of 114 others.

-- Since October 1965, the Bureau has authorized the acquisition of 5,406 scenic easements adjacent to Federal-aid highways, the construction or improvement of 509 roadside rest and recreation areas, as well as 753 projects to landscape selected areas along hundreds of miles of Federal-aid highways.

Forest Highways

The Forest Highway System is approximately 25,600 miles in length. It is located in 40 of the 50 States and Puerto Rico.

About 206 miles were constructed and opened to traffic during the past year. Active construction projects as of April 1, 1968, were financed at a total cost of $90.9 million, of which $87.8 million were Federal funds.

An appropriation of $33 million is requested in fiscal year 1969 to liquidate obligations incurred under contract authorization.

Public Lands Highways

Highways are constructed and improved through public lands in those States with large areas of such lands.

Approximately 126 miles were constructed and opened to traffic during the past year. Active construction projects as of April 1, 1968, were financed at a total cost of $22.1 million, of which $21.4 million were Federal funds.

An appropriation of $9 million is requested in fiscal year 1969 to liquidate obligations incurred under contract authorizations.

Legislation has been proposed to transfer financing of the forest and public lands highway programs from the general fund to the Highway Trust Fund. The highways are similar in character and use to Federal-aid highways and logically should be financed in the same manner as the Federal-aid program.

Inter-American Highway

An appropriation of $2 million, the remainder of the $32 million authorized by the Federal-Aid Highway Act of 1962, is requested for fiscal year 1969. This appropriation will complete the remaining work in Guatemala and Costa Rica. It has taken both Guatemala and Costa Rica several years to negotiate loans for their share of the remaining work

and process the formal documents through their legislatures with ratification having been obtained only within the last year.

Plans will be completed on the remaining projects for an early award in fiscal year 1969.

Chamizal Memorial Highway

An agreement was entered into between the Department of Transportation and the State of Texas, acting through the Director of the Bureau of Public Roads and the Texas Highway Department, respectively, wherein the State of Texas agrees to bear 50 percent of the cost of constructing the highway excluding costs for right-of-way and preliminary engineering and the State agrees to accept and maintain the highway upon its completion. This agreement was dated February 29, 1968.

On March 22 program approval was given for preliminary engineering under which the right-of-way requirements and the design plans for the project will be determined. Also, on March 22 program approval was given for the acquisition of right-of-way and for utility adjustments on the highway project.

The development of design plans and the acquisition of rights-of-way necessary to be accomplished prior to the award of construction contracts is expected to proceed at a rate comparable with the usual Federal-

aid highway program, and on this basis we anticipate that segments of the highway will be under construction contract later this calendar year.

An appropriation of $4 million is being requested for fiscal year 1969 which will complete the financing of this highway.

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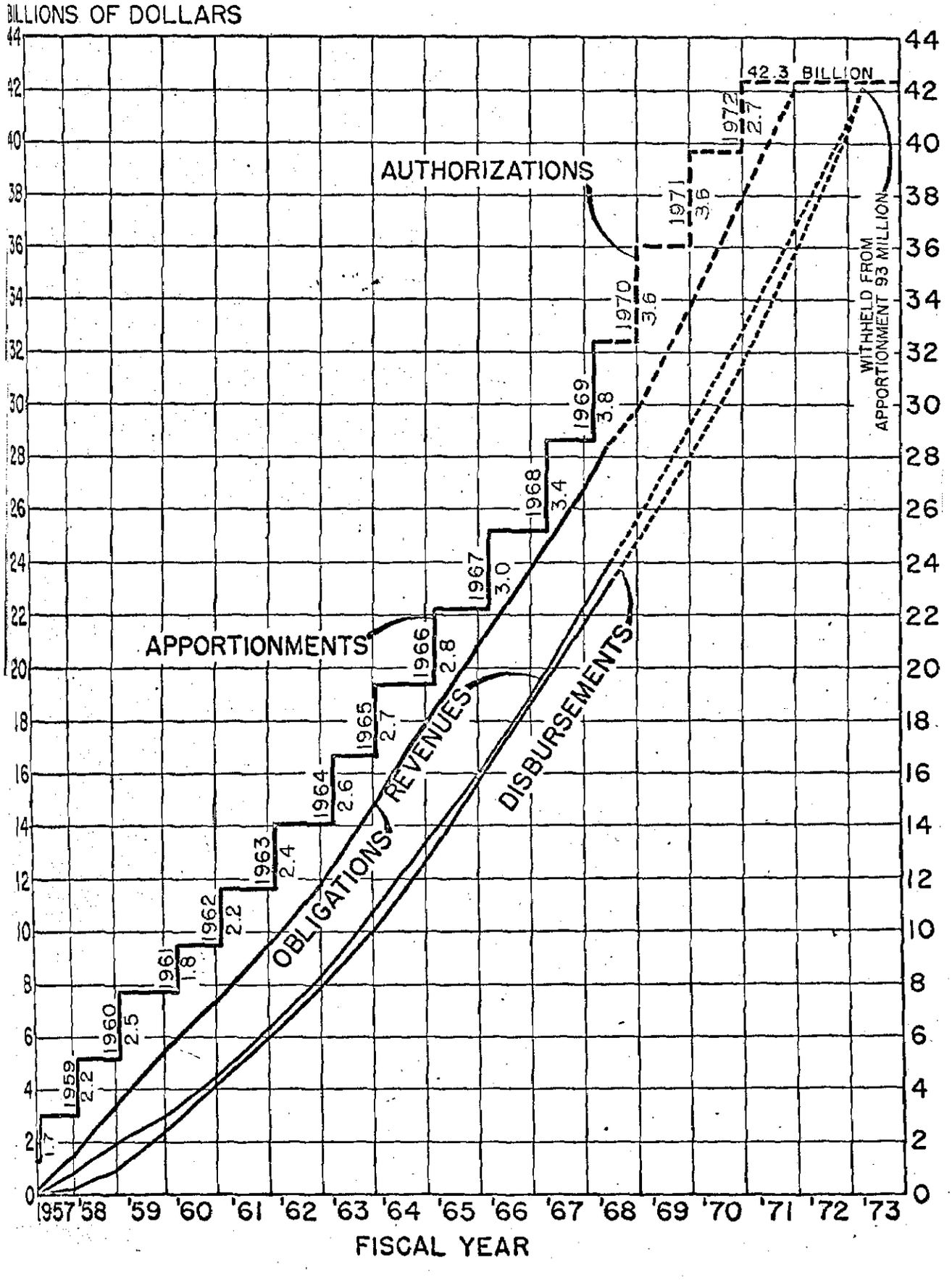
The attached tables reflect the status of the Federal-aid Highway Program by States.

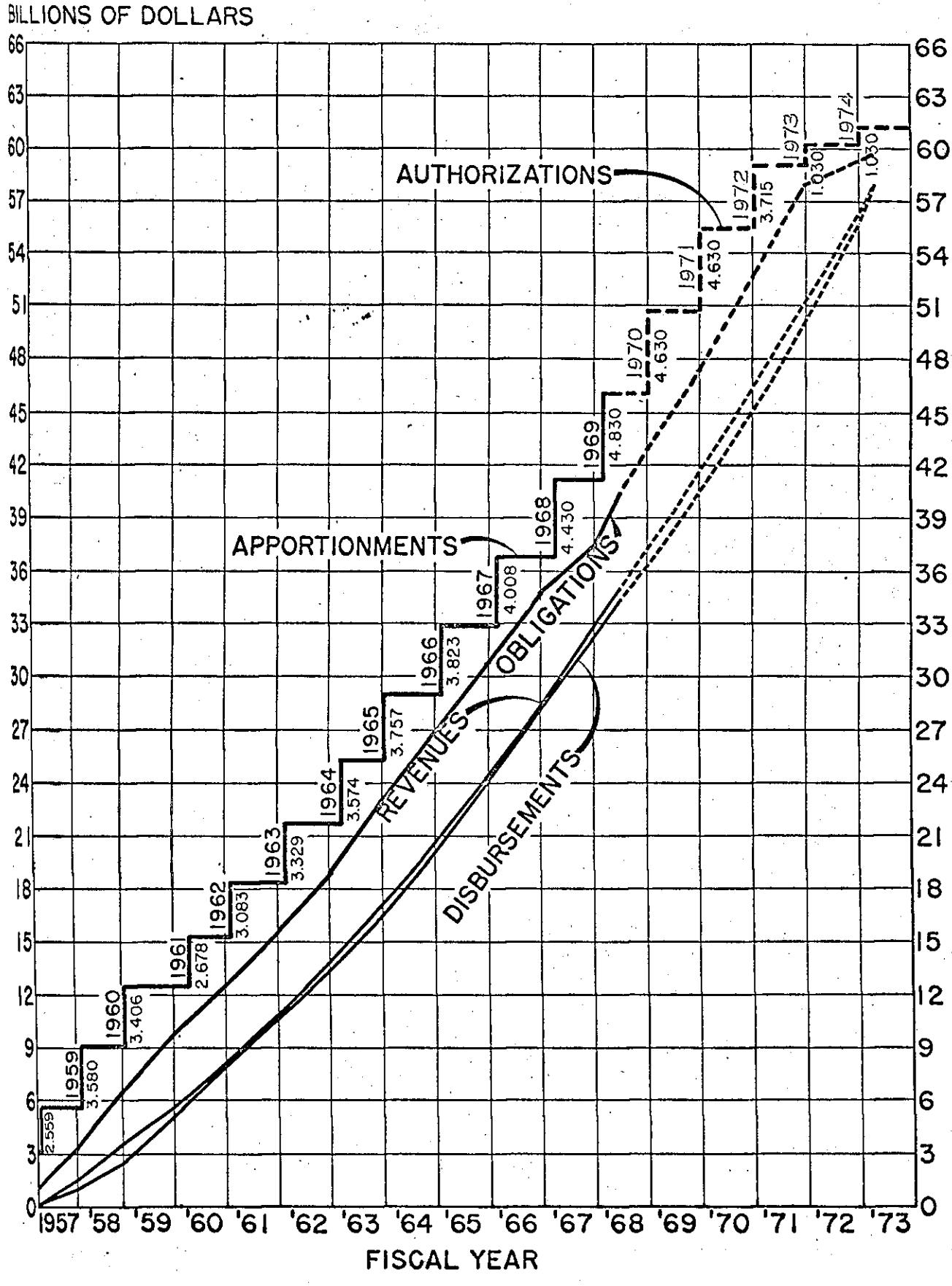
This completes my prepared statement, Mr. Chairman. I will be pleased to respond to any questions the Committee may have.

Figure 1.

INTERSTATE SYSTEM
PURSUANT TO EXISTING LEGISLATION



PURSUANT TO EXISTING LEGISLATION



NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF MARCH 31, 1968

/MILLIONS OF DOLLARS/

	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
[illegible]	$114.2	$102.6	$112.8	$101.5	$227.0	$204.1	$338.3	$299.8	$52.6	$45.9	$390.9	$344.7
[illegible]												
[illegible]	60.7	57.4	29.3	27.7	90.0	85.1	298.2	276.0	43.3	40.3	341.5	316.3
[illegible]	59.9	53.8	14.3	12.9	74.2	66.7	235.8	209.9	34.2	29.5	270.0	239.4
[illegible]	554.7	490.5	504.2	429.4	1,058.9	919.9	1,526.2	1,339.6	526.0	442.5	2,052.2	1,782.1
[illegible]	97.8	84.2	30.9	28.2	128.7	92.4	249.0	221.1	34.5	29.5	283.5	250.6
[illegible]	62.3	50.3	61.3	54.3	123.6	104.6	294.3	256.2	78.3	69.6	372.6	325.8
[illegible]	24.1	21.6	30.4	26.5	54.5	48.1	57.4	50.6	1.4	1.1	58.8	51.7
[illegible]	105.9	95.1	25.7	23.2	131.6	118.3	412.8	363.4	169.2	149.6	582.0	513.0
[illegible]	200.9	180.8	77.7	69.9	278.6	250.7	333.4	296.0	40.7	36.0	374.1	330.0
[illegible]	48.7	42.0	25.4	22.7	74.1	64.7	24.9	21.7	24.8	22.2	49.7	43.9
[illegible]	52.1	48.3	13.7	12.6	65.8	60.9	115.4	104.8	19.2	16.4	134.6	121.2
[illegible]	313.2	272.8	58.3	52.0	371.5	324.8	1,104.6	952.0	250.3	219.6	1,354.9	1,171.6
[illegible]	176.5	158.6	74.4	67.0	250.9	225.6	460.1	409.8	95.0	85.4	555.1	495.2
[illegible]	60.2	53.7	18.9	16.9	79.1	70.6	317.6	282.7	43.4	37.7	361.0	320.4
[illegible]	45.4	40.6	20.8	18.8	66.2	59.4	224.6	197.8	31.4	27.9	256.0	225.7
[illegible]	157.6	141.0	59.1	53.1	216.7	194.1	404.1	360.7	61.1	50.4	465.2	411.1
[illegible]	197.8	175.4	179.1	158.5	376.9	333.9	438.0	391.0	13.7	12.3	451.7	403.3
[illegible]	8.0	7.1	9.2	8.2	17.2	15.3	147.1	130.2	11.4	9.9	158.5	140.1
[illegible]	74.5	65.5	69.8	62.8	144.3	128.3	258.6	220.7	37.4	32.8	296.0	253.5
[illegible]	183.8	162.1	98.7	88.5	282.5	250.6	390.8	343.3	116.0	103.9	506.8	447.2
[illegible]	195.8	173.2	167.8	151.1	363.6	324.3	677.0	581.5	186.9	159.3	863.9	740.8
[illegible]	166.9	150.9	67.6	59.1	234.5	210.0	356.3	319.8	163.5	146.0	519.8	465.8
[illegible]	73.0	63.4	31.5	28.1	104.5	91.5	277.4	248.0	21.6	18.5	299.0	266.5
[illegible]	119.4	108.0	159.7	142.0	279.1	250.0	504.3	450.9	73.1	65.1	577.4	516.0
[illegible]	54.2	49.9	36.0	32.7	90.2	82.6	211.1	192.0	23.5	21.2	234.6	213.2
[illegible]	30.4	27.3	15.9	14.3	46.3	41.6	159.9	142.6	37.8	33.7	197.7	176.3
[illegible]	30.8	29.2	41.5	39.4	72.3	68.6	117.3	109.6	9.7	8.8	127.0	118.4
[illegible]	26.7	23.5	4.9	4.3	31.6	27.8	120.6	105.4	12.9	11.1	133.5	116.5
[illegible]	182.5	159.9	177.4	158.8	359.9	318.7	348.5	301.7	77.0	65.9	425.5	375.6
[illegible]	51.3	47.5	10.1	9.4	61.4	56.9	261.8	240.5	39.8	35.4	301.6	275.9
[illegible]	456.3	401.8	88.5	79.5	544.8	481.3	1,021.2	871.6	249.6	211.5	1,270.8	1,083.1
[illegible]	60.8	54.6	44.2	39.8	105.0	94.4	231.2	202.2	25.4	22.1	256.6	224.3
[illegible]	19.3	17.5	7.6	6.7	26.9	24.2	151.6	136.9	7.8	6.7	159.4	143.6
[illegible]	405.3	359.1	48.1	41.8	453.4	400.9	1,077.8	943.7	522.4	464.2	1,600.2	1,407.9
[illegible]	67.5	60.5	68.7	61.8	136.2	122.3	244.6	214.5	16.1	13.9	260.7	228.4
[illegible]	63.8	58.8	45.5	41.8	109.3	100.6	374.9	325.6	56.3	50.8	431.2	376.4
[illegible]	521.3	462.0	181.0	160.8	702.3	622.8	748.2	655.9	119.1	104.4	867.3	760.3
[illegible]	38.7	33.8	8.1	7.1	46.8	40.9	70.6	81.0	54.1	47.2	124.7	108.2
[illegible]	79.1	71.3	8.9	8.0	88.0	79.3	184.1	163.8	29.9	26.6	214.0	190.4
[illegible]	44.9	40.8	4.6	4.2	49.5	45.0	180.4	162.1	13.9	12.5	194.3	174.6
[illegible]	98.4	88.2	89.1	80.0	187.5	168.2	515.8	463.8	121.5	105.7	637.3	569.5
[illegible]	311.7	277.6	5.6	5.1	317.3	282.7	1,008.0	893.2	274.3	246.7	1,282.3	1,139.9
[illegible]	74.1	69.9	58.1	55.1	132.2	125.0	216.0	203.1	29.4	27.3	245.4	230.4
[illegible]	49.0	44.0	12.2	10.9	61.2	54.9	161.3	143.3	17.7	14.8	179.0	158.1
[illegible]	210.0	188.9	105.7	95.2	315.7	284.1	595.3	530.4	121.6	108.1	716.9	638.5
[illegible]	117.6	106.6	54.7	49.5	172.3	156.1	401.3	347.0	106.0	93.8	507.3	440.8
[illegible]	114.4	102.7	92.9	83.5	207.3	186.2	225.7	201.9	37.2	32.3	262.9	234.2
[illegible]	21.6	19.4	40.8	35.5	62.4	54.9	281.0	249.7	44.6	38.6	325.6	288.3
[illegible]	46.5	43.2	11.2	10.4	57.7	53.6	240.5	221.3	11.5	10.3	252.0	231.6
[illegible]	60.3	53.6	82.7	73.8	143.0	127.6	111.4	97.7	31.8	27.6	143.2	125.3
TOTAL	6,389.7	5,670.8	3,284.5	2,924.3	9,674.2	8,595.1	18,706.1	16,513.1	4,219.8	3,692.6	22,925.9	20,205.7

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF MARCH 31, 1968

/MILLIONS OF DOLLARS/

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	$55.8	$29.4	326.2	$20.4	$10.2	$76.2	$39.6	$374.1	$187.5	7,004.3	$34.3	$16.9	$408.4	$204.4
ALASKA	42.4	40.0	163.8	30.0	28.4	72.4	68.4	256.3	237.7	2,228.1	27.7	26.2	284.0	263.9
ARIZONA	24.7	17.3	93.4	.3	.2	25.0	17.7	190.4	132.7	1,719.9	4.5	3.0	194.9	135.7
ARKANSAS	42.5	21.4	342.0	10.9	5.5	53.4	26.9	262.5	132.7	4,759.4	17.9	8.7	280.4	141.4
CALIFORNIA	225.9	118.8	265.9	3.1	1.7	229.0	120.5	1,128.1	590.5	3,213.2	7.7	4.4	1,135.8	594.9
COLORADO	22.8	13.0	187.9	10.8	6.2	33.6	19.2	272.5	146.4	3,241.4	35.0	18.9	307.5	165.3
CONNECTICUT	28.3	13.5	11.0	.5	.3	28.8	13.8	176.6	86.5	240.8	31.6	15.6	208.2	102.1
DELAWARE	15.6	8.4	49.5	3.1	1.5	18.7	9.9	71.6	34.8	454.5	6.4	3.2	78.0	38.0
FLORIDA	58.8	29.5	169.5	9.3	4.7	68.1	34.2	388.9	180.6	3,211.8	3.8	1.8	392.7	182.4
GEORGIA	109.2	55.2	609.7	37.2	18.6	146.4	73.8	389.4	192.8	5,096.2	33.9	16.7	423.3	209.5
HAWAII	13.7	6.6	19.5	7.6	3.8	21.3	10.4	57.0	28.0	130.2	16.2	8.0	73.2	36.0
IDAHO	28.3	18.9	240.7	8.9	5.6	37.2	24.5	132.0	83.5	2,108.1	13.5	7.4	145.5	90.9
ILLINOIS	142.8	72.9	417.4	15.4	7.7	158.2	80.6	874.8	449.6	7,268.6	35.3	17.5	910.1	467.1
INDIANA	92.9	46.6	184.2	19.6	9.8	112.5	56.4	442.5	228.4	3,266.7	65.9	31.1	508.4	259.5
IOWA	59.8	30.4	964.8	1.4	.7	61.2	31.1	406.5	210.1	10,397.3	12.9	6.4	419.4	216.5
KANSAS	63.7	32.2	928.2	7.2	3.6	70.9	35.8	376.9	189.8	12,103.3	30.5	15.3	407.4	205.1
KENTUCKY	43.0	21.3	97.5	15.5	7.8	58.5	29.1	282.4	142.6	2,270.3	50.8	24.8	333.2	167.4
LOUISIANA	63.0	32.7	198.0	26.6	13.3	89.6	46.0	319.5	154.5	2,638.7	9.6	4.8	329.1	159.3
MAINE	22.9	11.3	96.8	2.6	1.3	25.5	12.6	129.4	64.7	872.6	17.9	8.4	147.3	73.1
MARYLAND	43.5	20.8	130.4	8.4	4.2	51.9	25.0	212.7	106.7	1,369.6	4.6	2.3	217.3	109.0
MASSACHUSETTS	43.4	21.8	40.1	29.1	14.5	72.5	36.3	309.7	152.2	398.7	45.3	22.5	355.0	174.7
MICHIGAN	102.2	51.3	409.6	37.8	18.9	140.0	70.2	714.5	344.1	8,686.9	33.6	15.9	748.1	360.0
MINNESOTA	94.1	45.0	1,039.1	4.8	2.4	98.9	47.4	463.4	237.1	13,741.0	18.6	9.4	482.0	246.5
MISSISSIPPI	38.3	18.8	424.4	15.7	7.9	54.0	26.7	294.6	144.7	7,070.3	28.3	14.2	322.9	158.9
MISSOURI	96.2	48.8	348.0	25.0	13.0	121.2	61.8	452.1	230.8	9,517.0	88.0	42.2	540.1	273.0
MONTANA	34.0	19.6	268.8	9.7	5.6	43.7	25.2	247.3	149.2	4,235.2	26.0	14.5	273.3	163.7
NEBRASKA	26.2	13.4	425.0	7.0	3.5	33.2	16.9	324.7	167.0	7,401.2	27.8	13.8	352.5	180.8
NEVADA	6.1	5.3	18.1	9.5	8.5	15.6	13.8	103.0	87.5	1,745.1	10.7	8.8	113.7	96.3
NEW HAMPSHIRE	9.8	4.9	18.2	.8	.4	10.6	5.3	95.6	47.4	418.0	2.9	1.4	98.5	48.8
NEW JERSEY	117.8	53.1	82.0	99.5	48.0	217.3	101.1	256.3	127.8	458.5	25.3	12.7	281.6	140.5
NEW MEXICO	18.0	12.1	92.6	2.4	1.5	20.4	13.6	186.4	121.3	2,241.3	17.1	10.0	203.5	131.3
NEW YORK	310.0	135.8	218.0	8.3	4.2	318.3	140.0	1,444.7	676.9	3,268.0	19.1	9.2	1,463.8	686.1
NORTH CAROLINA	72.3	36.1	275.9	59.2	29.6	131.5	65.7	397.9	199.7	4,749.2	59.7	29.6	457.6	229.3
NORTH DAKOTA	30.8	15.2	1,181.1	.7	.4	31.5	15.6	218.8	111.7	12,299.9	15.0	6.6	233.8	118.3
OHIO	163.8	79.7	235.0	3.5	1.7	167.3	81.4	698.6	367.9	2,533.2	104.0	51.5	802.6	419.4
OKLAHOMA	56.5	28.2	411.0	7.1	3.5	63.6	31.7	392.1	196.2	5,804.5	14.3	6.8	406.4	203.0
OREGON	26.8	17.0	61.1	6.7	4.1	33.5	21.1	251.1	142.9	2,047.7	18.6	10.9	269.7	153.8
PENNSYLVANIA	171.0	82.8	192.2	56.3	28.1	227.3	110.9	757.1	373.4	1,914.6	63.8	30.1	820.9	403.5
RHODE ISLAND	13.6	6.8	10.5	5.0	2.5	18.6	9.3	93.3	46.2	236.2	28.9	14.4	122.2	60.6
SOUTH CAROLINA	64.3	30.7	928.5	.1		64.4	30.7	229.4	116.1	6,556.7	20.7	10.4	250.1	126.5
SOUTH DAKOTA	22.3	12.5	441.4	.2	.1	22.5	12.6	239.4	132.1	8,729.0	3.3	1.9	242.7	134.0
TENNESSEE	58.8	28.6	401.8	15.3	7.6	74.1	36.2	376.3	189.8	6,721.0	50.7	23.7	427.0	213.5
TEXAS	257.0	132.4	1,463.7			257.0	132.4	1,163.4	600.2	17,637.7	4.8	2.6	1,168.2	602.8
UTAH	10.0	7.6	60.9	8.3	6.4	18.3	14.0	135.5	96.3	1,478.0	9.3	6.5	144.8	102.8
VERMONT	9.0	4.5	17.6	2.6	1.3	11.6	5.8	60.7	40.3	495.9	11.2	5.1	91.9	45.4
VIRGINIA	84.1	43.3	271.3	7.9	4.0	92.0	47.3	371.3	182.4	3,558.7	47.4	22.8	418.7	205.2
WASHINGTON	21.6	11.5	117.9	9.9	5.2	31.5	16.7	338.2	165.9	3,679.2	18.5	9.7	356.7	175.6
WEST VIRGINIA	56.1	28.6	55.0	24.3	12.2	80.4	40.8	149.6	76.4	1,081.5	39.9	19.9	189.5	96.3
WISCONSIN	48.9	24.3	289.5	22.5	11.3	71.4	35.6	439.7	218.8	6,678.4	43.1	21.2	482.8	240.0
WYOMING	15.7	10.4	145.0	3.2	2.1	18.9	12.5	150.7	98.8	2,173.7	6.3	4.1	157.0	102.9
DIST. OF COL.	28.6	17.5	9.5	6.7	3.5	35.3	21.0	83.0	41.8	65.0	7.5	3.7	90.5	45.5
PUERTO RICO	38.1	18.7	45.3	2.0	1.0	40.1	19.7	119.3	53.9	288.7	26.3	10.8	145.6	64.7
TOTAL	3,344.9	1,706.9	15,394.3	729.4	387.9	4,074.3	2,094.8	18,322.0	9,515.2	221,004.6	1,393.9	708.1	19,715.9	10,223.3