

TITLE OR OTHER IDENTIFICATION



S. 3502

To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes.

*Packet
Veto
9/2/58*

RECOMMENDATIONS

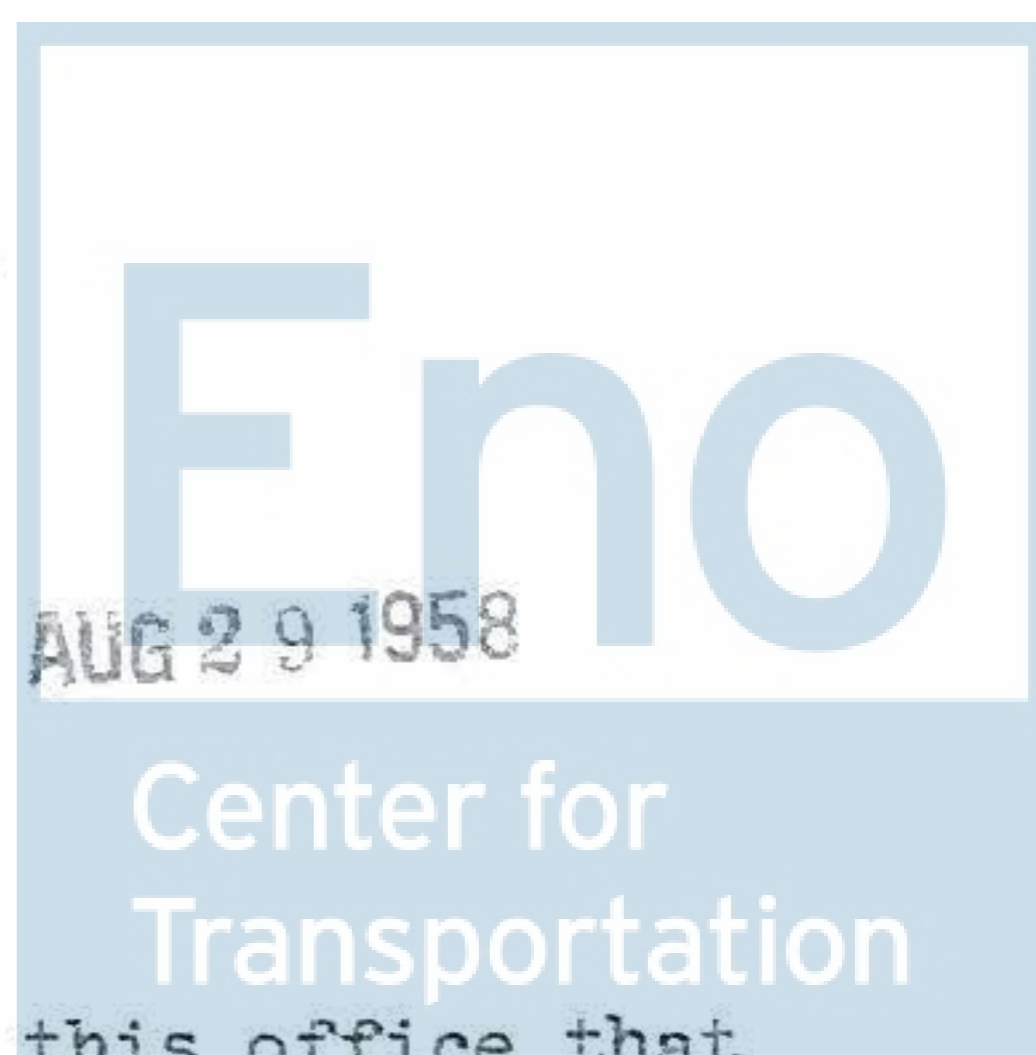
- Bureau of the Budget -- disapproval
- Civil Aeronautics Board -- approval
- Airways Modernization Board -- disapproval
- Department of Commerce -- disapproval



Introduced by: Senator A. S. Mike Monroney
(D. , Oklahoma)

Coordinated by: Bureau of the Budget

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON 25, D. C.



My dear Mr. President:



On August 21, 1958, the Executive Clerk notified this office that S. 3502, "To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes," had been received at the White House and requested reports and recommendations thereon.

The bill would extend the Federal airport grant program from June 30, 1959, to June 30, 1963. It would increase the contract authority previously provided for fiscal year 1959 from \$63 million to \$100 million, and provide an additional \$100 million of contract authority for each of the four fiscal years 1960, 1961, 1962, and 1963. Of the amount authorized for each year, \$95 million would be available for airports within the United States. Thirty-seven and one-half percent of this, as under existing law, would be allocated among the states in proportion to area, and thirty-seven and one-half percent would be allocated in proportion to population. The remaining twenty-five percent could be allocated at the discretion of the Secretary of Commerce. The other \$5 million each year would be distributed among Alaska, Hawaii, Puerto Rico, and the Virgin Islands. For the purposes of this bill Alaska would continue to be treated as if it were a territory.

The bill authorizes the grant of funds to airports with low air traffic for periodic seal coating of flexible airport pavements or for the filling of joints in rigid pavements. Under present law, grants can be made for these purposes only if the projects meet the criteria established and can be classified as replacement, repair, or improvement.

The bill also provides that portions of airports, such as parking facilities, theaters, bars, etc., which the Secretary of Commerce finds not essential to the safety and welfare of persons using the airports for air travel, shall not be eligible for Federal grants.

Extension of the Federal airport grant program was strongly opposed before the Congress. For the reasons stated in the attached draft Memorandum of Disapproval, we believe this program should not be extended and expanded at this time.

Two other provisions of the bill are undesirable, although they do not in our opinion warrant mention in the Memorandum of Disapproval. The express provision that the word "State" in the Federal Airport Act shall not include Alaska, and the treatment of Alaska as a Territory, establishes a precedent for treating Alaska as a second-class State, or for singling out Alaska or any other State by name for special treatment

in legislation. It should be noted that in the past the special problems of other States have been met, in the grant-in-aid area, through modification of generally applicable formulas. The Bureau of the Budget, at your request, is coordinating an examination of the application of laws to the State of Alaska in order to develop a consistent approach to meet whatever special problems that State may have. We believe a piecemeal approach could defeat the purpose of this project.

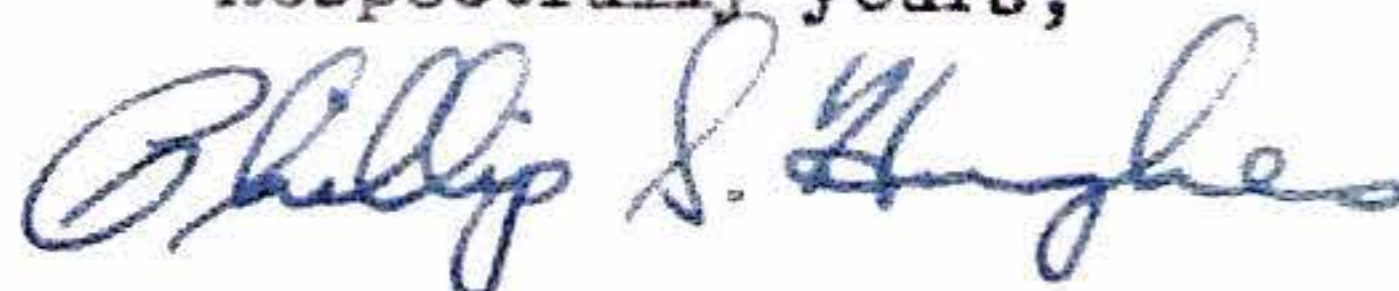
Secondly, authorizing Federal aid for joint filling and seal coating projects which have been considered maintenance could be a precedent for a broad expansion of the program. The Federal Government up to now has been helping the local communities meet their responsibilities through aid for airport construction and improvement. Under this provision, the Government for the first time would be subsidizing a part of the actual operational cost of airports.

The Civil Aeronautics Board recommends that the bill be approved because the advent of jet and other high speed aircraft will bring with it the need for adequate financing of an expanded airport program. The Department of the Air Force has no objection to approval of the bill and reaffirms its position that a number of the airports improved by the funds provided in this bill are potentially available for use by military and naval aircraft and as such contribute to the national air strength. The Department of the Interior makes no recommendation because the administration of the program is not charged to that Department. However, it notes that aid to airports is of vital interest to the Territories and possessions which are peculiarly dependent upon air transportation for both passenger and cargo service, and states its opinion that the continued treatment of Alaska as a Territory is sound and reasonable.

The Airways Modernization Board recommends against approval of the bill because it fails to anticipate the eventual curtailment of direct financial participation in airport construction by the Government. The Department of Commerce recommends disapproval on the grounds that such substantial sums should not be earmarked for one phase of the Federal program of airways modernization in the light of past contributions to airports, future required expenditures for other projects, and the evidence that airports are becoming self-sufficient.

The Bureau of the Budget recommends that the bill not be approved for the reasons set forth in the draft Memorandum of Disapproval attached for your consideration. We have incorporated into this draft the reasons cited by both the Department of Commerce and the Airways Modernization Board. The last paragraph of the draft will indicate that the Federal Government will provide reduced and decreasing sums for grants to selected airport projects for the next few years.

Respectfully yours,



Assistant Director for
Legislative Reference

The President

The White House

Enclosures

Center for
Transportation





THE SECRETARY OF COMMERCE
WASHINGTON 25, D. C.

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The Honorable
The Director
Bureau of the Budget
Washington 25, D.C.

Dear Mr. Director:

This letter is in reply to your request of August 20, 1958, for the views of this Department with respect to S.3502, an enrolled enactment

"To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes."

The Department of Commerce recommends that the President disapprove S. 3502 for the reasons set forth in the attached draft of the veto message.

Sincerely yours,

Amelia Weeks
Secretary of Commerce

Attachment



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I return without my approval S. 3502 "to amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes."

The main purposes of S. 3502 are to extend until June 30, 1963, the time for making grants under the Federal Airport Act, which under present law will expire June 30, 1959, and to create additional obligational authority of more than \$400,000,000 for such grants. I am unable to approve the earmarking of such substantial sums for one phase of the Federal program of airways modernization.

The Federal Government has for many years carried on a program to develop airports for civil aviation use and has expended over a billion dollars on this program. These expenditures have contributed in great measure to the tremendous growth of civil aviation during that period. Although I recognize the great impetus that civil aviation has received from this program, I believe that for several reasons S. 3502 represents an undesirable extension of it.

In the near future, I expect to receive recommendations from the Airways Modernization Board or successor agency for improvement of the Federal airways. There is every indication that implementation of these recommendations will involve very substantial expenditures by the Federal Government. Depending upon the exact size of the improvement program for the airways, there is a strong possibility that all additional funds which can be made available by the Federal Government for civil aviation, will have to be devoted to the airways program which in my opinion must be given a higher priority than any Federal program for aid in airport construction. We have substantial and tragic evidence that the airways are not completely safe for the numbers of planes that airports are presently equipped to handle. Assuring the safety of the present volume of traffic must come ahead of attempts to increase the volume of traffic by improving airport facilities.

Moreover, there is substantial evidence that local airport development is moving into an era when it can be largely self-sustaining. Some airports even now show substantial profits. As the tendency for

airports to become self-sustaining increases, the need for Federal assistance in their financing should decrease.

For these reasons I am unable to approve S. 3502.

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DEPARTMENT OF THE AIR FORCE
WASHINGTON

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OFFICE OF THE SECRETARY

AUG 21 1958

Dear Mr. Director:

Reference is made to your request for a report on S. 3502, 85th Congress, an enrolled bill "To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes". The Secretary of Defense has delegated to this Department the responsibility of expressing the views of the Department of Defense on this enrolled bill.

The Department of Defense has no objection to S. 3502, reaffirming its position taken in a memorandum to the Bureau of the Budget, dated 28 April 1958.

This report has been coordinated within the Department of Defense in accordance with procedures prescribed by the Secretary of Defense.

Sincerely yours,



DUDLEY C. SHARP

Assistant Secretary of the Air Force

Honorable Maurice H. Stans
Director
Bureau of the Budget



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AUG 25 1958
OFFICE OF THE SECRETARY
DEPARTMENT OF THE AIR FORCE



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

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AUG 23 1958

Dear Mr. Stans:

This responds to your request for the views of this Department on the enrolled bill, S. 3502, "To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes."

Since the primary responsibility for the administration of the Federal Airport Act, as it would be amended by S. 3502, is not charged to any agency of this Department, we do not express an opinion with respect to the advisability of the approval of the measure. However, we note that certain provisions of the bill are of vital interest to certain Territories and possessions within the jurisdiction of this Department.

Section 2 of the enrolled bill would authorize to be allotted to the four areas covered by section 5(b) of the Act (i. e., Alaska, Hawaii, Puerto Rico and the Virgin Islands) a total of \$2,500,000 for the fiscal year ending June 30, 1956, \$3,000,000 for the fiscal years ending June 30, 1957, and June 30, 1958, and \$5,000,000 for each of the fiscal years ending June 30, 1959, June 30, 1960, June 30, 1961, June 30, 1962, and June 30, 1963. The division of the allotments among the four territorial areas would remain the same as at present. We note that the total allotment to the four territorial areas would be increased by approximately the same ratio as that provided for the entire country. We believe that relationship is a fair one. We note, also, that section 2 provides that Alaska, upon admission as a State, would be treated the same as it has been as a Territory. In our opinion, this provision is sound and reasonable. Alaska, as well as Hawaii, Puerto Rico and the Virgin Islands, is peculiarly dependent upon air transportation for both passenger and cargo service. The Federal Airport Act has been and will continue to be of major importance and of substantial assistance in meeting the transportation needs of these areas by providing Federal aid for the construction of airports and airport facilities. The fact that Alaska is about to become a State does not, in our opinion, give



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rise, at present, to discontinuing the Federal Airport Act provisions as they now apply to the Territory.

Sincerely yours,



Acting Secretary of the Interior

Hon. Maurice H. Stans
Director, Bureau of the Budget
Washington 25, D. C.



AIRWAYS MODERNIZATION BOARD

Washington 25, D. C.

August 21, 1958

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TO: Mr. Philip S. Hughes
Assistant Director for Legislative Reference
Bureau of the Budget

FROM: E. R. Quesada

SUBJECT: Enrolled Bill S. 3502

I recommend against the passage of S. 3502.

The primary responsibility for constructing, maintaining and operating civil airports has always rested with local governments. This is sound and logical. Airports benefit most directly the residents and shippers of the specific communities which they serve. It is reasonable that such communities should bear the primary responsibility for the establishment and improvement of their airport facilities.

Because there is also a national interest in the adequacy of our overall airport system, the Federal Government has for some time provided financial assistance for airport construction, through grants-in-aid to State and local governments. Unquestionably, such financial aid has been valuable in helping many communities to accomplish needed airport improvements more completely or more rapidly than would otherwise have been possible.

The Federal Airport Act of 1955 (P. L. 211, 84th Congress) increased the level of Federal participation. It also provided a degree of stability which has enabled the Federal Government and the local communities to plan on a basis previously impossible. The passage of the Federal Airport Act of 1955 reflected the sense of the Congress and the President that, at that time, a Federal aid program was justified. In the foreseeable future, it should be expected that more and more airports will become capable of self-support.

Different types of airports will, of course, tend to reach this position at different times; the larger terminal airports should generally do so before those having less activity. Consistent with the progress toward self-sufficiency, the Federal Government should reasonably look forward to the eventual curtailment of direct financial participation in airport construction.

S. 3502 fails to anticipate or encourage these events. It increases the Federal airport aid obligations from \$63 million to \$100 million a year for the next five years. S. 3502 continues to impose a substantial civil airport construction cost on the Federal Government as an expanding and more or less permanent obligation. It adheres to an arbitrary allocation formula which, in many cases, makes it very difficult to place Federal funds where they are needed most.

Naturally, however, Federal financing will continue to be required for any special facilities established expressly for military use at civil airports.

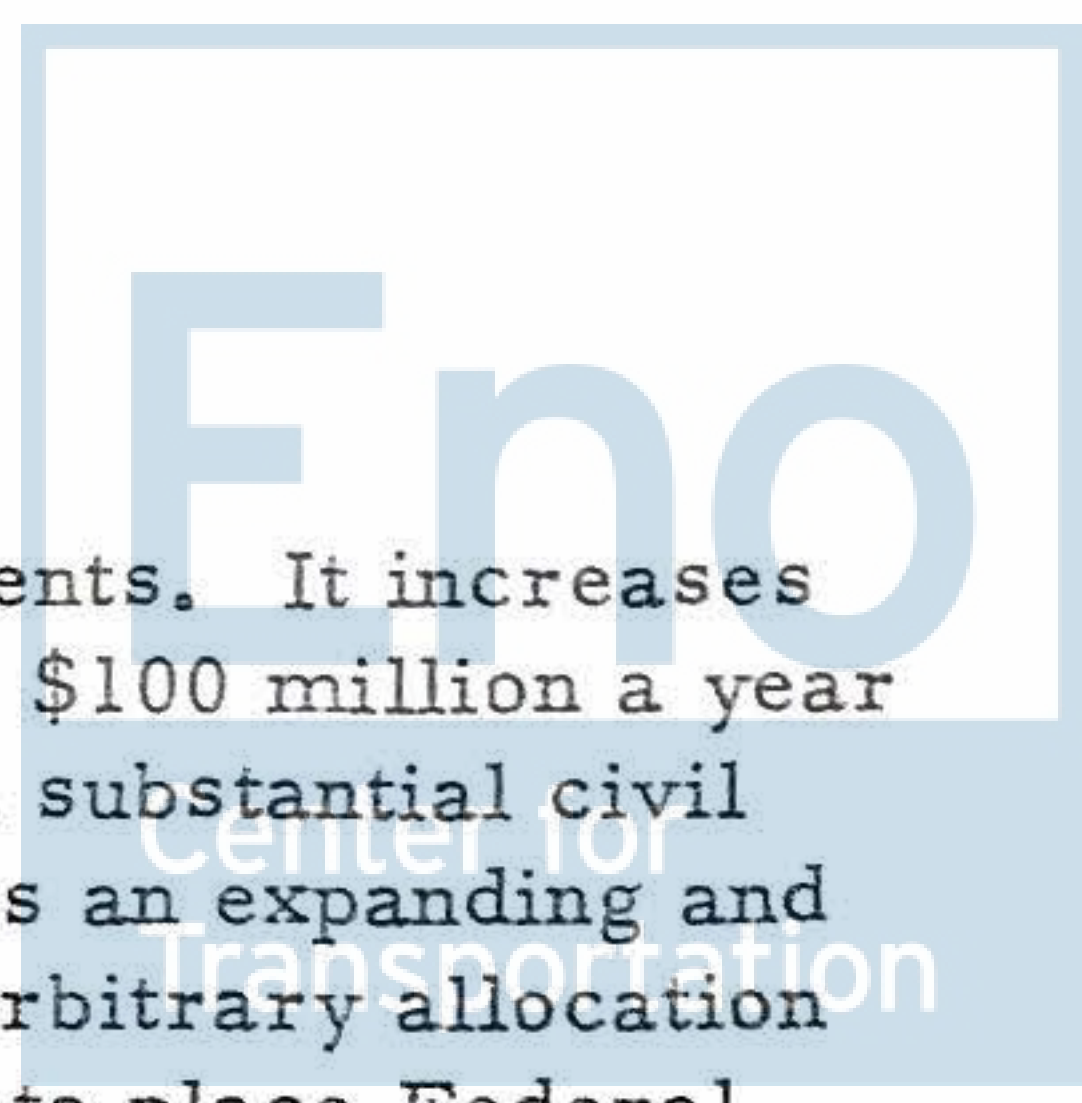
Apart from the question of direct financial participation, the Federal Government has and should retain the responsibility for providing airports with any needed technical advice and assistance which will help assure the soundest possible national system of airports. Such technical assistance should include advice to communities regarding anticipated future requirements for airport capacity, as well as recommended standards for airport construction and design. In this capacity, the Federal Government, through the Federal Aviation Agency, can fulfill the important function of serving as a focal point for the national coordination of airport planning.

Although I recommend against the passage of S. 3502, I do recommend that the Federal Aviation Agency immediately begin drafting appropriate airport aid legislation for submission to Congress early next session, which will encompass the philosophy of orderly withdrawal of Federal airport aid as expressed in the Curtis report while, at the same time, assuring that the Nation's system of aviation facilities (of which airports are the beginning and the end) are installed on a well-balanced schedule.

Such legislation should permit expenditure of Federal funds only for those items directly related to the operation of an adequate national aviation facilities system. Such legislation should recognize the fact that Federal agencies are users of airports and associated facilities and some method of payment or credit should be provided in any proposed legislation. In addition, the legislation should consider a revision of the 75-25 fund allocation formula to provide a larger percentage of discretionary funds.

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POST
E. R. Quesada
Chairman

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CIVIL AERONAUTICS BOARD
WASHINGTON 25

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AUG 22 1958

Mr. Phillip S. Hughes
Assistant Director for
Legislative Reference
Bureau of the Budget
Washington 25, D. C.

Dear Mr. Hughes:

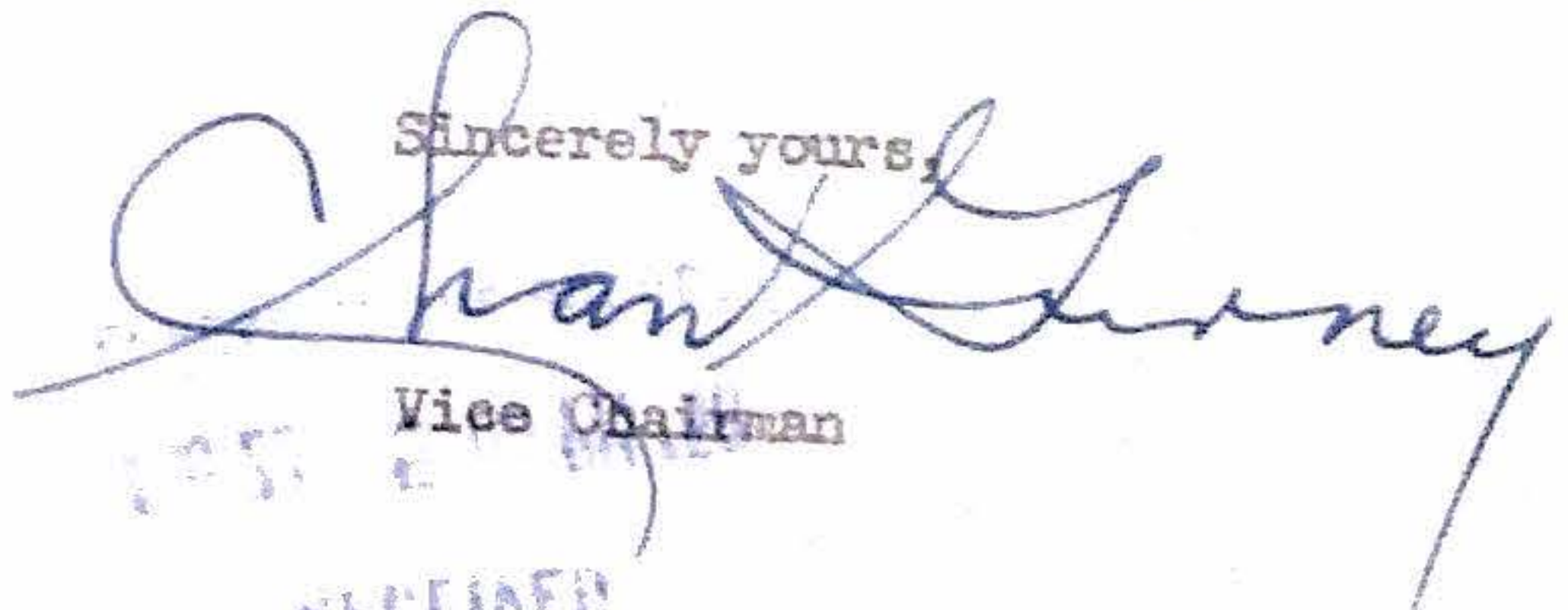
This is in reply to your communication of August 20, 1958, requesting the Board's views on Enrolled Bill S. 3502, a bill "To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes."

The purpose of the proposed legislation is to assure that adequate airport facilities will be available to meet the future needs of our expanding air commerce and the demands of jet and other high speed aircraft. This would be accomplished by extending the Federal Airport Act, which would expire at the close of fiscal year 1959, through fiscal year 1963 and authorizing appropriations of \$100,000,000 annually on a matching fund basis for the program of airport development under the Act.

The Board has given its support to the objectives of this legislation while it was under consideration in both houses of Congress. In reports submitted to the Committee on Interstate and Foreign Commerce of the Senate and the House on April 14, 1958, and July 23, 1958, respectively, the Board pointed out that the advent of jet and other high speed aircraft will bring with it the need for adequate financing of an expanded airport program. The Board has urged Congress to take such steps as may be necessary to provide proper governmental planning for the needs of air transportation.

Accordingly, the Board recommends Executive approval of the enrolled bill.

Sincerely yours,


Vice Chairman



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MEMORANDUM OF DISAPPROVAL

I am withholding approval of S. 3502, "To amend the Federal Airport Act in order to extend the time for making grants under the provisions of such Act, and for other purposes."

The main purpose of the bill is to expand and continue the present Federal program of aid to States and local communities for the construction and improvement of public airports. Under the bill, the currently authorized program of \$63 million a year through fiscal year 1959, would be increased to \$100 million a year and extended four years through fiscal year 1963. Total Government expenditures would be increased by \$437 million.

Civil airports have always been regarded as primarily a local responsibility, and have been built, operated, and maintained by States and local communities. During the period when the aviation industry was growing to maturity, it was appropriate for the Federal Government to assist local communities to develop airport facilities. Through various programs, including the grant program authorized by the Federal Airport Act, well over one billion dollars has been allocated by the Government to the construction and improvement of local civil airports. In addition, over 500 military airport facilities have been declared surplus and turned over to the cities, counties, and States for airport use. These contributions, along with subsidies to airlines, aeronautical research, and the establishment and maintenance of the Federal airways system, have greatly aided--in fact, have made

possible--the tremendous growth of civil aviation in our generation.

Now, however, I am convinced that the time has come for the Federal Government to begin an orderly withdrawal from the airport grant program. This conclusion is based, first, on the hard fact that the Government must now devote the resources it can make available for the promotion of civil aviation to programs which cannot be assumed by others, and second, on the conviction that others should begin to assume the full responsibility for the cost of construction and improvement of civil airports.

Over the past two decades, more and more airports have progressed to the point of self-sufficiency. Aviation generally has achieved a state of maturity in which the users should be expected to pay an increasing share of airport costs. With the continued growth of aviation and the application of sound management principles, the progress toward airport self-sufficiency should continue.

I recognize that there will doubtless be a transitional period during which the Federal Government will be required to provide aid to urgent airport projects which are essential to an adequate national aviation facilities system and which cannot be completed in any other way. However, this bill does not provide for a transitional program. Rather, it sharply increases the level of the existing program. It does not provide for aid to the most urgent airport projects, but continues the current allocation formula which is not related to broad national aeronautical needs.

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The existing program continues through June 30, 1959, so no community will be hurt by the withholding of approval of this legislation. At the next session of the Congress, the Administration will recommend a transitional program to provide aid for the construction of urgent airport projects that are essential to an adequate national aviation facilities system.

DWIGHT D. EISENHOWER

SEP 2 1958

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON, 25, D. C.

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AUG 29 1958

MEMORANDUM FOR MR. MORGAN:

On August 27, Mr. Healey of the American Municipal Association, accompanied by representatives of the U. S. Conference of Mayors, American Association of Airport Executives, and the Airport Operators Council, met with us to present arguments in favor of approval of S. 3502. They left with us the attached material. The arguments are all contained in the Committee reports.



Assistant Director for
Legislative Reference

Attachments



Support for Approval of S.3502 (the Federal Airport Aid Act)

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1. S.3502 passed the Senate unanimously.
2. S.3502 passed the House by almost 4 to 1.
3. The majority leader of the Senate was among the numerous members of Congress, both Republicans and Democrats, who either introduced bills or appeared before the Committees in support of this legislation.
4. The Civil Aeronautics Board urged that Congress take such steps as may be necessary to provide for an expanded airport program to meet the needs of air transportation at both large and small cities.
5. The Curtis Report on Aviation Facilities Planning stressed importance of airports as an integral part of aviation facilities which need modernizing. It cited the program as reflecting the sense of Congress and the President that the Federal airport aid program continues to be justified for the present, and it did not attempt to set any termination date for it in this critical transition period of aviation development.
6. The following organizations endorse the legislation:
 - ✓ American Municipal Association
 - ✓ U. S. Conference of Mayors
 - ✓ American Association of Airport Executives
 - ✓ Airport Operators Council
 - National Association of County Officials
 - National Association of State Aviation Officials
 - Air Transport Association of America
 - Air Line Pilots Association
 - National Aviation Trades Association
 - Aircraft Owners and Pilots Association
 - Association of Local and Territorial Airlines
 - Associated General Contractors
 - A.F.L. - C.I.O.
 - American Road Builders Association
7. The Under Secretary of Commerce for Transportation, who was the only witness who expressed opposition to the bill, admitted in his testimony that:
 - (a) The airport improvements which have been made under the Federal Airport Act have been "eminently desirable", and
 - (b) "The airports are an integral and important part of the whole airway system".



Reasons for Approving S.3502

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1. The House Commerce Committee stated the need for additional Federal aid to be as follows:

- a) Airports are of primary importance in maintaining safety in air commerce.
- b) The Federal Government has embarked on an ambitious and necessary program to develop and install an air traffic control system for joint civil and military use. Even with the most advanced air traffic control and navigation equipment, the airplane must have an adequate airport for safe landing and takeoff.
- c) The Federal Government cannot escape its responsibility in this area. An airport is not a local facility. Each airport is an integral and definite part of a national airways system. Without adequate airports, air commerce is handicapped and the role of the airplane in national defense is curtailed.
- d) Air commerce is expanding.

- (1) In 1946, our domestic airlines carried over 12 million passengers nearly 6 billion miles.....

The Civil Aeronautics Administration forecasts that by 1960 this traffic will increase to 66 million passengers and 35 billion passenger-miles; by 1965 to 93 million passengers and 49 billion passenger-miles; by 1970, to 118 million passengers and 60 billion passenger-miles.

- (2) Air cargo has shown an impressive increase over the years. Since 1946, this traffic has increased more than fourfold and in 1957 totaled 583 million ton-miles. The CAA forecasts that by 1960 air cargo traffic will increase to approximately 600 million ton-miles and by 1970 to 1.6 billion ton-miles.

- (3) General aviation, which includes all forms of civil flying other than the commercial airlines, also has had a spectacular growth. * * *

The CAA predicts that by 1960 this general aviation fleet will increase to almost 70,000 active aircraft, by 1965 to 89,000 aircraft and by 1970 to 107,000 aircraft which will fly 18.1 million hours annually.

2. In addition to the reasons stated above, the Senate Commerce Committee added:
- (a) "Airport capacity must be kept in balance with the airways capacity and airway use."
 - (b) "The capital investment needed to bring airport facilities up to present and future requirements of the nation's air transportation needs is far beyond the capabilities of local communities without continued assistance from the Federal Government."
 - (c) "* * * facts from the records of the CAA, as well as from the survey conducted by responsible State and local organizations demonstrates a present need for Federal matching funds far in excess of the existing level of the present Act."
3. One of the most urgent reasons for approving S.3502 at this time is that the continuity and stability of Federal and local planning which has been made possible by the contract authorization program should not be interrupted at this critical stage of planning and development for the jet age which is already upon us.
4. Notwithstanding the tremendous interest of the Federal Government in an adequate national system of airports, state and local governments have always carried and will continue to carry the bulk of the financial load of establishing such a system. For example, of an estimated \$3 billion invested in civil airports in the U.S., only \$314.7 million has been expended by the Federal Government under the Federal Airport Act. Moreover, of 30 large airports in the U.S., the Federal Government's contribution under the Federal Airport Act averages only about 20% of the total investment, or about \$4 local for every \$1 federal.

At some of the largest airports the federal share is considerably lower. Of the total \$207 million invested in New York area airports by the end of 1957, for instance, only 5.7% was received from the Federal Government under the Federal Airport Act. (Senate Report 1556, 85th Cong. 2nd Sess., page 8).



Answers to Questions Which Have Been Raised about S.3502

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Question No. 1. Too much Federal money in airports?

Answer. Although the 1946 Federal Airport Act envisaged a \$500 million program to be completed in seven years, only \$466 million has been authorized for the period 1946 through June 30, 1959. Of this amount, only \$314.7 million will actually have been expended by the Federal government. (Details are contained in Attachment 1).

Question No. 2. Why extend the Act this year?

Answer. If stability and continuity of the program is interrupted at this critical stage of the growth of aviation and the introduction of the jet age, it will delay urgently needed airport development with consequent chain reaction adverse effect on our national air transport system. A new Congress could not act soon enough to prevent loss of a whole year of development since adequate planning requires that the program for the next fiscal year be announced by January 1.



Question No. 3. Why a contract authorization program instead of annual appropriations?

Answer. Annual appropriations are subject to extreme fluctuation as illustrated in Attachment 1. The necessity for a contract authorization program was carefully considered and spelled out in detail by the House Interstate & Foreign Commerce Committee of the 84th Congress (1955) when it established the present four-year program. (see Attachment 2).

Question No. 4. Is fiscal management impaired with a contract authorization type program?

Answer. No. S.3502 has certain built-in budgetary controls as follows:

(a) The maximum amount authorized to be obligated for each fiscal year is specified.

(b) The "lead-time" (or lag-time) between availability of funds for obligation and the liquidation of the obligations averages about two years so that budgetary amounts can be anticipated with accuracy.

(c) The amount authorized in each year was arrived at by the best informed sources as to the need, and is believed to be a conservative estimate.

(d) Control of expenditures is retained in the Executive branch by the administrative policies which govern the expenditure of the funds.

Question No. 5

Does the allocation formula provide the necessary flexibility in administration?

Answer.

Although a higher percentage of discretionary funds would give greater administrative flexibility, S.3502 and its predecessor program provides for distributing available airport funds on a basis of 75% state allocation (area/population formula) and 25% discretionary. This formula was approved by the President's Commission on Intergovernmental Relations in 1955, as well as by the Congress.

Moreover, through administrative controls, considerable discretion in the allocation of funds is possible and is exercised in two principal ways:

(a) Airports are classified as to "aeronautical necessity".

(b) All requests for specific projects are given priorities on the basis of:

- (1) Safety
- (2) Efficiency
- (3) Convenience

The ultimate expenditures are determined by a combination of these formulae. Thus, it is possible to direct the funds into the airports most vital to the national system of airports.

Federal Funds Spent on State and Local AirportsA. Under the Federal Airport Act

Contribution of the Federal government to the airport program since fiscal year 1947 through June 30, 1959 is as follows:

\$466.3 million total authorized by law
 \$450.7 million allocated (programmed) by Commerce Department
 \$417.8* million obligated by grant agreement with local sponsors
 \$314.7* million obligations liquidated (expenditures) by Federal Government.

The 1946 Act authorized to be appropriated \$500 million in seven years at a rate not to exceed \$100 million in any one year. But in 13 years, less money has been available than the original \$500 million authorized.

Between 1946 and 1955, when the Airport Program was on an annual appropriations basis, total amounts appropriated for both projects and administration were as follows:

Fiscal	1947	-	\$ 45.
	1948	-	\$ 32.5
	1949	-	\$ 40.
	1950	-	\$ 39.5
	1951	-	\$ 24.2
	1952	-	\$ 18.7
	1953	-	\$ 14.3
	1954	-	\$ 0
	1955	-	<u>\$ 22.0</u>

\$236.2 million

Beginning in fiscal '56, the following amounts have been available on a contract authorization basis through June 30, 1959:

Fiscal	1956	-	\$ 62.5
	1957	-	\$ 63.
	1958	-	\$ 63.
	1959	-	<u>\$ 63.</u>

\$251.5 million

Total available 1946 - 1959 - \$487.7 (includes certain admin. costs 1947-55)

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Center for
Transportation**B. Other expenditures**

Previous expenditures relating to airports were as follows:

(1) Defense Landing Area Programs

1941	-	76th Congress	PL 812	\$ 40. million
1942	-	77th Congress	PL 135	\$ 94.9 million
	-	77th Congress	PL 247	\$ 5.5 million
	-	77th Congress	PL 353	\$ 59.1 million
1942	-	77th Congress	PL 644	\$199.7 million
				<hr/>
				\$399.2 million *

(2) DCLA

1944	(to complete WPA projects)	\$ 9.9 million *
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(3) "Make-work" programs in the depression of the 1930's:

CWA	\$ 15.2 million
FERA	\$ 17.6 million
PWA	\$ 28.8 million
WPA	\$331.5 million
<hr/>	
	\$393.1 million

***Includes administrative costs**

Need for Advance Authorizations
(84th Congress, 2d session, House Report 1190, p. 5 et seq.)

The fact that the annual appropriations made for airport projects under the Federal Airport Act have varied considerably in amount from year to year and have always been much smaller than those contemplated by the original act has had several serious consequences.

Of these, certainly the most serious are to be found in the resulting failure to accomplish more than a small fraction of the public-airport development required to serve the needs of civil aviation, of which more will be said in discussing the size of contract authorizations needed. However, the extreme fluctuations in the airport-appropriation level have also had the unfortunate effect of shaking if not destroying the confidence of the states and their political subdivisions in their Federal partner in the airport program.

There have even been cases in which public agencies have issued, and sometimes sold, general obligation bonds for use in matching Federal funds for airport development, and have then been unable to obtain Federal grants, due to the limited amount of the appropriations made for that purpose during ensuing years.

There is considerable feeling that the Federal government has not kept faith with the states and their political subdivisions. It appears that public agencies generally are becoming more and more reluctant to make the financial, engineering, and other plans and arrangements required for needed airport development unless and until grant agreements for such work have been entered into, contractually obligating the government to pay the prescribed Federal share of the project costs involved.

It is our belief that public agencies cannot be criticized for this attitude in the light of past experience and that an entirely new approach to the problem, such as that contemplated by this bill, is essential to restore the confidence of prospective project sponsors and thus make it possible to carry out the Federal-aid airport program in such a way as to accomplish the purposes of the Federal Airport Act.

In this connection the Committee wishes to make clear its views as to why the proposed contract-authority program would provide non-Federal public agencies with the assurance of Federal aid which is necessary to the success of the Federal-aid airport program. That reason is that a grant of contract authority for more than 1 year would permit the Department of Commerce to program projects in advance of the fiscal year during which the authorized funds are to be available for obligation.

In other words, it would be possible a year or two before a proposed project is to be undertaken to make an allocation of Federal funds for that project in a specified amount, which would eliminate any question as to the availability of Federal funds for the project.

-2-

This, in our opinion, would furnish project sponsors sufficient assurance of the availability of Federal assistance to enable such sponsors to proceed with their own financing arrangements, with necessary site selections and the preparation of plans and specifications, and with the assembly of land required for project purposes. Further, it is our belief that, if such assurance could be provided, many public agencies which might otherwise be unwilling to sponsor needed projects would be willing to do so, thus helping to accomplish the airport development needed to bring about the establishment of an adequate system of public airports.

In addition to these advantages to the Federal government, the adoption of the contract-authority principle of S.1855 would place the Federal-aid airport program on a considerably more efficient basis and thereby result in financial savings both to state and local public agencies and to the Federal government. Finally, it is believed that adoption of the contract-authority principle would be advantageous to the Federal government in still another respect. We refer to the several administrative advantages which would result by avoiding extreme fluctuations in the size and scope of the Federal-aid airport program from year to year, such as those which have characterized the program thus far. For example, if such fluctuations were avoided in the future, the Civil Aeronautics Administration would be in a much better position to recruit and retain keymen of the caliber required to conduct as technical and difficult a program as the Federal-aid airport program.

Federal Highway Program as a Precedent

In adopting these views, the Committee has been influenced by the long record of successful administration of the Federal highway program, which is also a responsibility of the Department of Commerce. That program has long operated on a contract-authority basis similar to that which the bill S.1855 would establish for the Federal-aid airport program. The history of high-aid legislation furnishes strong support for the view that if the Congress enacts legislation essentially similar in principle to S.1855, it will be profiting by the experience gained over a long period of time in the evolution of the Federal highway program.

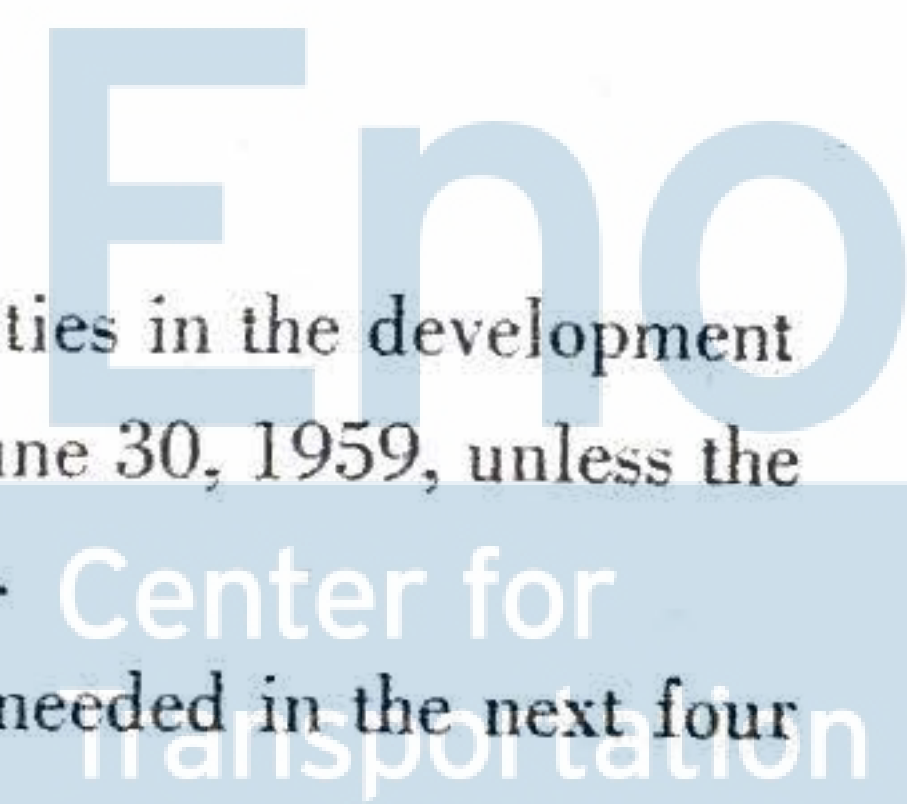


THE Eno
Center for
FEDERAL Transportation

**AIRPORT
PROGRAM**



**SHOULD BE
EXTENDED**



THE FEDERAL PROGRAM which provides assistance to local communities in the development of a national system of airports will expire June 30, 1959, unless the Federal Airport Act is extended by Congress.

Over \$1 billion of airport development is needed in the next four years to

- ▶ *assure that airport capacity will keep pace with the growth of air transportation*
- ▶ *assure that adequate airports will be available to support air transportations' contribution to the national economy*
- ▶ *assure that airports will be available for training and logistics of the military establishment and as standby bases in time of war.*

The phenomenal growth of air transportation since 1946 (airplane movements and airplane passenger miles have quadrupled) has made it practically impossible for airports to expand fast enough to keep pace; and the increasingly vital role air transportation is playing in the trade and commerce of the nation in addition to its defense, makes it urgent that the national system of airports continue to be greatly expanded and improved.

The communities which have made possible the great airports we have today stand ready to do their share in this huge undertaking. But because of the vital national interest in the airports, and because communities cannot finance these large capital construction costs alone, the Congress should continue at an accelerated rate federal technical and financial assistance that is now provided under the Federal Airport Act.

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THE FEDERAL AIRPORT ACT

The original Federal Airport Act (Public Law 377, 79th Congress, approved May 13, 1946) authorized a grant-in-aid program to assist public agencies in the development of a nationwide system of public airports adequate to meet the needs of Civil aeronautics.

Unfortunately, appropriations were made in varying amounts annually, thus requiring operation of the program on a year-to-year basis. While substantial progress was made in the development of public airports on this basis, the lack of stability in the program (no appropriations one year, very small ones several other years) prevented communities from making reliable financial plans and the program was therefore not as effective as it might have been.

However, in 1955 the basic Act was amended to authorize definite amounts for Federal participation in airport development for a four-year period, i.e., the fiscal years 1956, 1957, 1958 and 1959. The advantage of this amendment was that it enabled communities to prepare longer-range plans for more stable and orderly airport development under the Federal Aid Airport Program. By permitting advance planning, the Act now provides a better opportunity for local sponsors to arrange their financing to match the availability of Federal funds.

Unless extended to continue this stability, the authority of the Secretary of Commerce (under the terms of the Act as amended) to make commitments for the granting of Federal funds for airport construction will expire on June 30, 1959.

Bills to extend the Act to 1963 and to accelerate the program are currently pending before the House and Senate. These proposals have bi-partisan support.

Senator Frederick G. Payne (R.-Me.), co-author of one of the bills has said:

"The basic responsibility for aviation is federal because the airspace is interstate in character. . . . Although airports are matters of local responsibilities, they are clearly an integral part of the national system of aviation facilities. . . . We cannot afford to neglect this vital phase of our ever changing airport program. . . . Action must be taken NOW, for if we fall behind sound future aviation development will suffer at the civilian level."

*See inside back cover



Senator Lyndon B. Johnson (D.-Tex.) in a supporting statement to that of Senator A. S. Mike Monroney (D.-Okla.) when the Senate bill was introduced said:

"[The bill] is in accord with the sound principle of co-operative effort between the Federal Government and local units of government for the good of the people generally.

"I believe in building airports and improving airports. And I consider there is economic wisdom in planning to accelerate the work at this time."

Billion of Airport Development Needed

A recent national survey* shows that 1,138 airport projects are planned by U.S. communities during the next four years. Total reported cost for land acquisition and for landing area and terminal area development planned during this 4-year period is \$1.1 billion. It is anticipated that \$521 million of this cost will become available from local sources, and \$68.5 million from state sources, for a total of \$590 million. This leaves a deficit of \$477 million.

Funds to meet this deficit of over \$477 million will be needed as follows:

Fiscal year ending June 30, 1959	\$128,657,730
Fiscal year ending June 30, 1960	\$131,792,064
Fiscal year ending June 30, 1961	\$114,915,094
Fiscal year ending June 30, 1962	\$101,920,420

In recognition of this national responsibility, it is essential that the 85th Congress authorize the expenditure of the necessary funds to enable the nation to meet its current airport requirements. The intent of the Federal Airport Act to make possible a national system of airports, will thus be properly discharged.

B. Airports Must Keep Pace with the Growth of Air Transportation

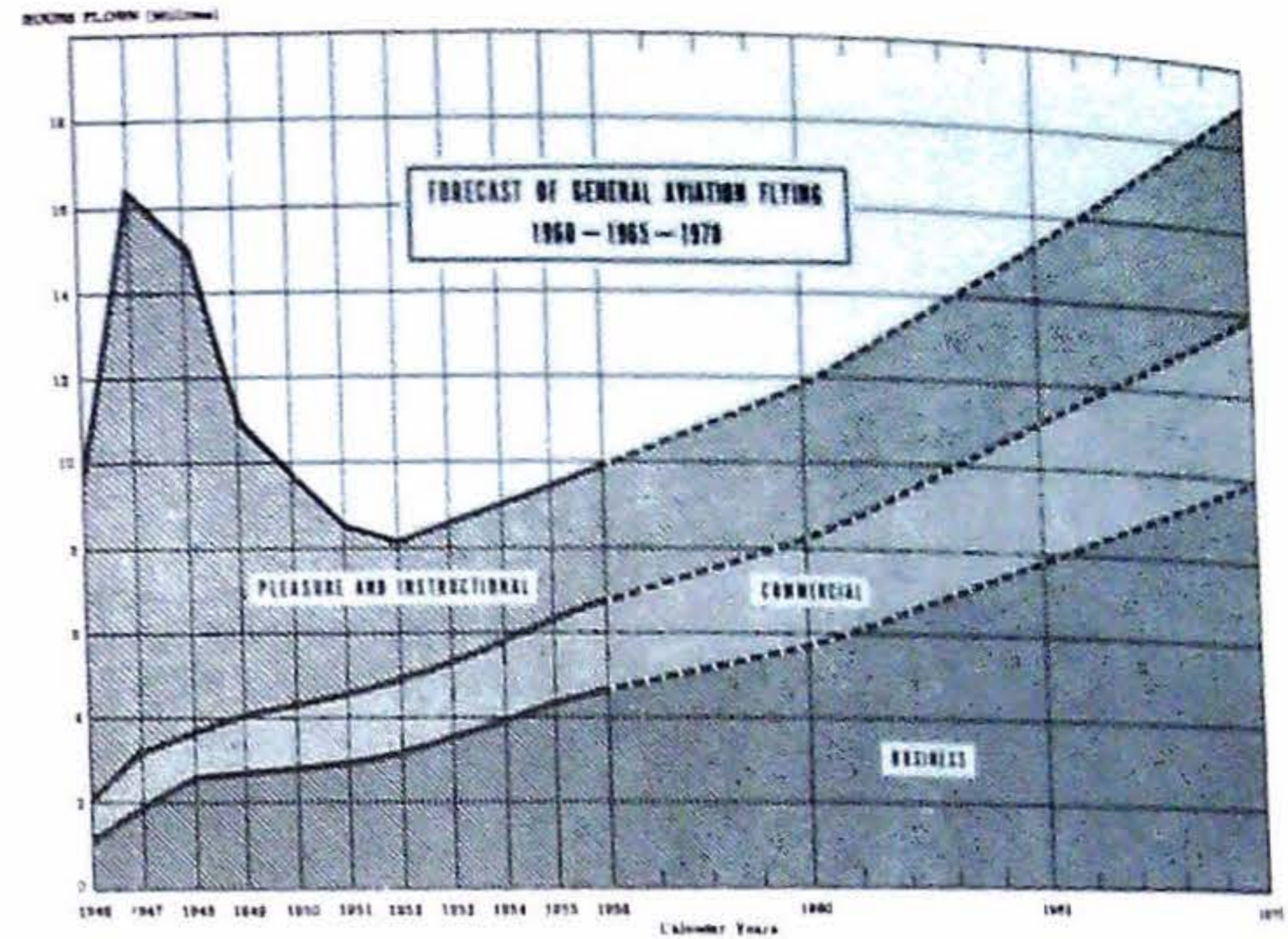
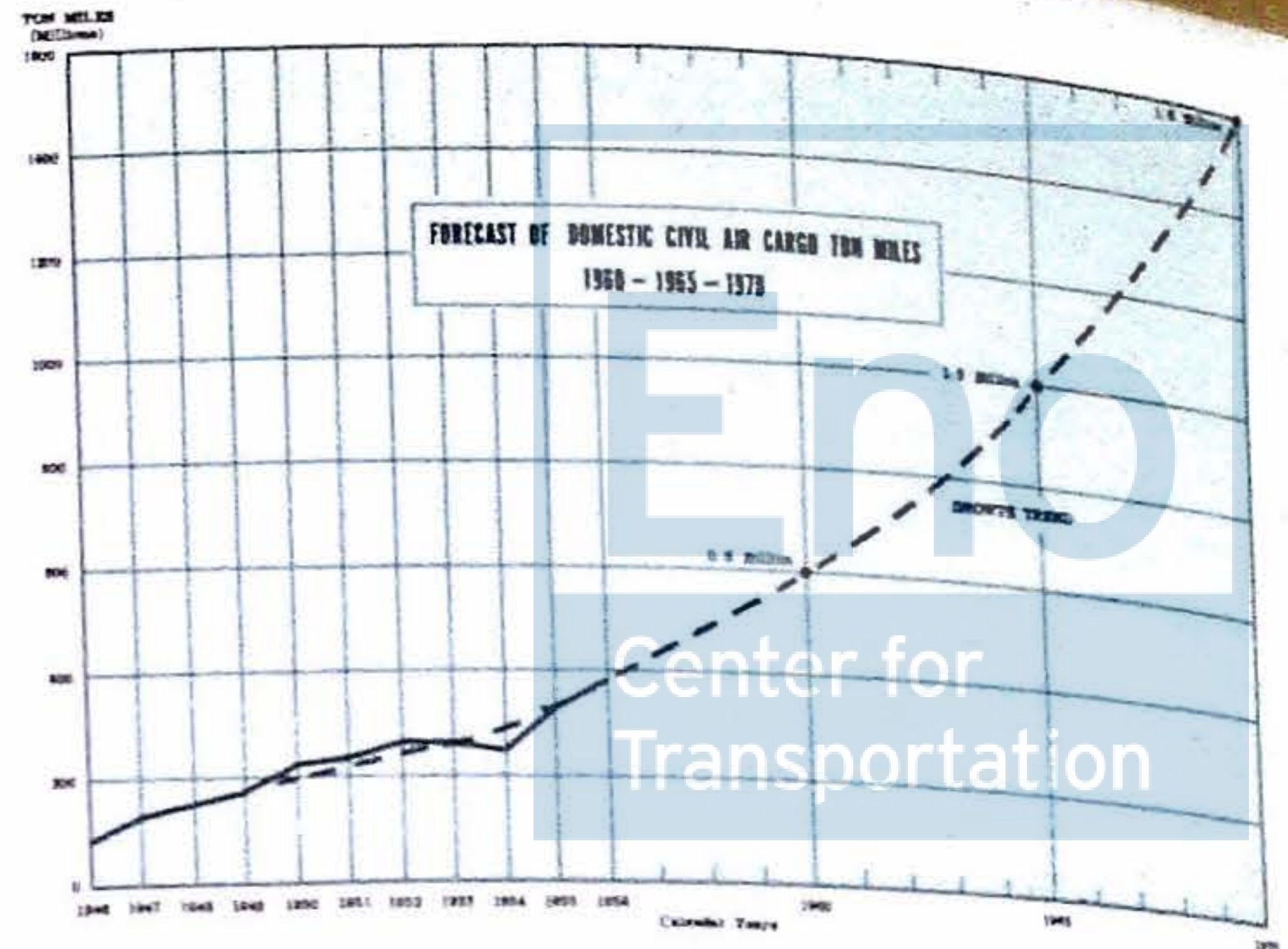
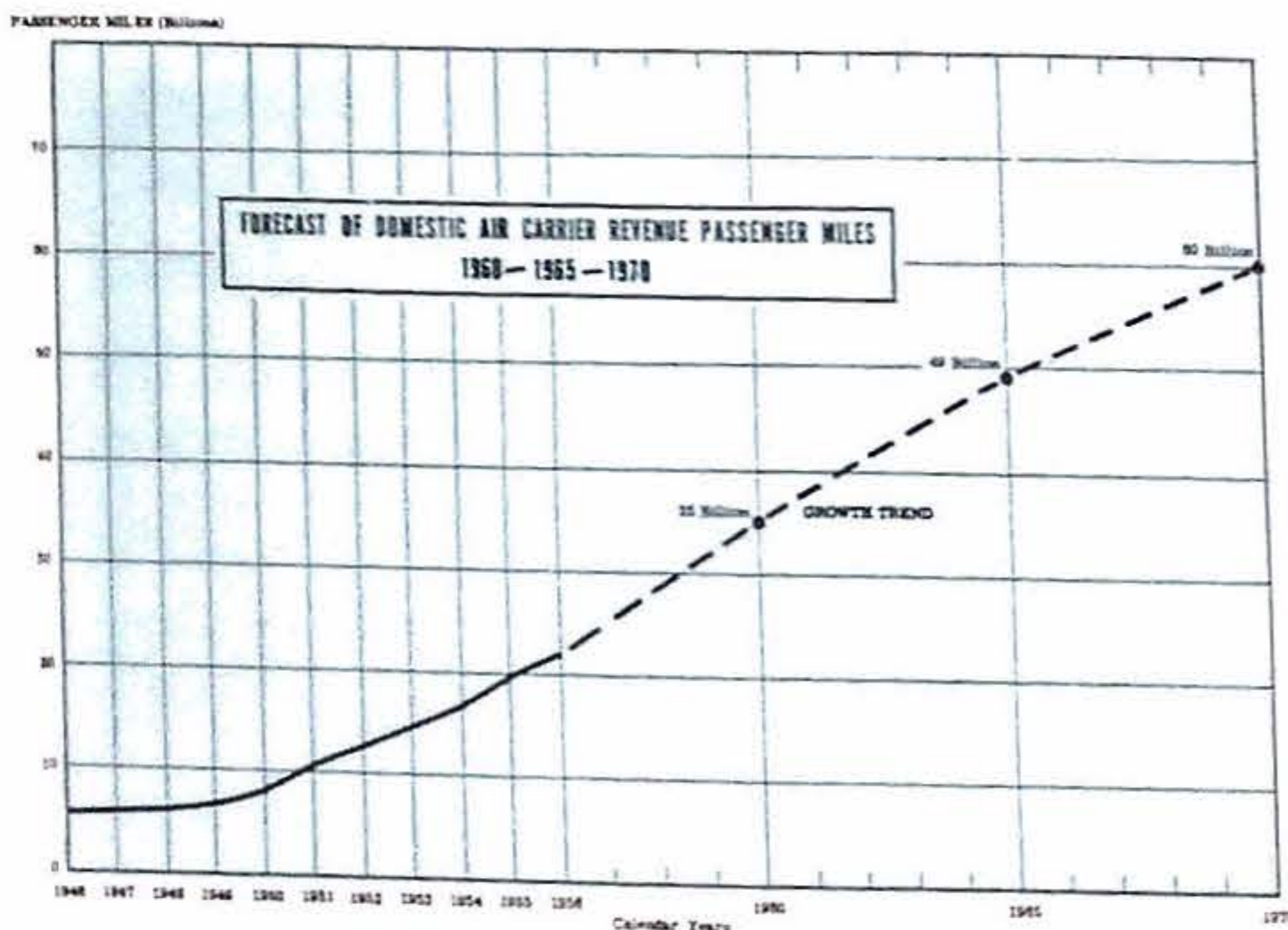
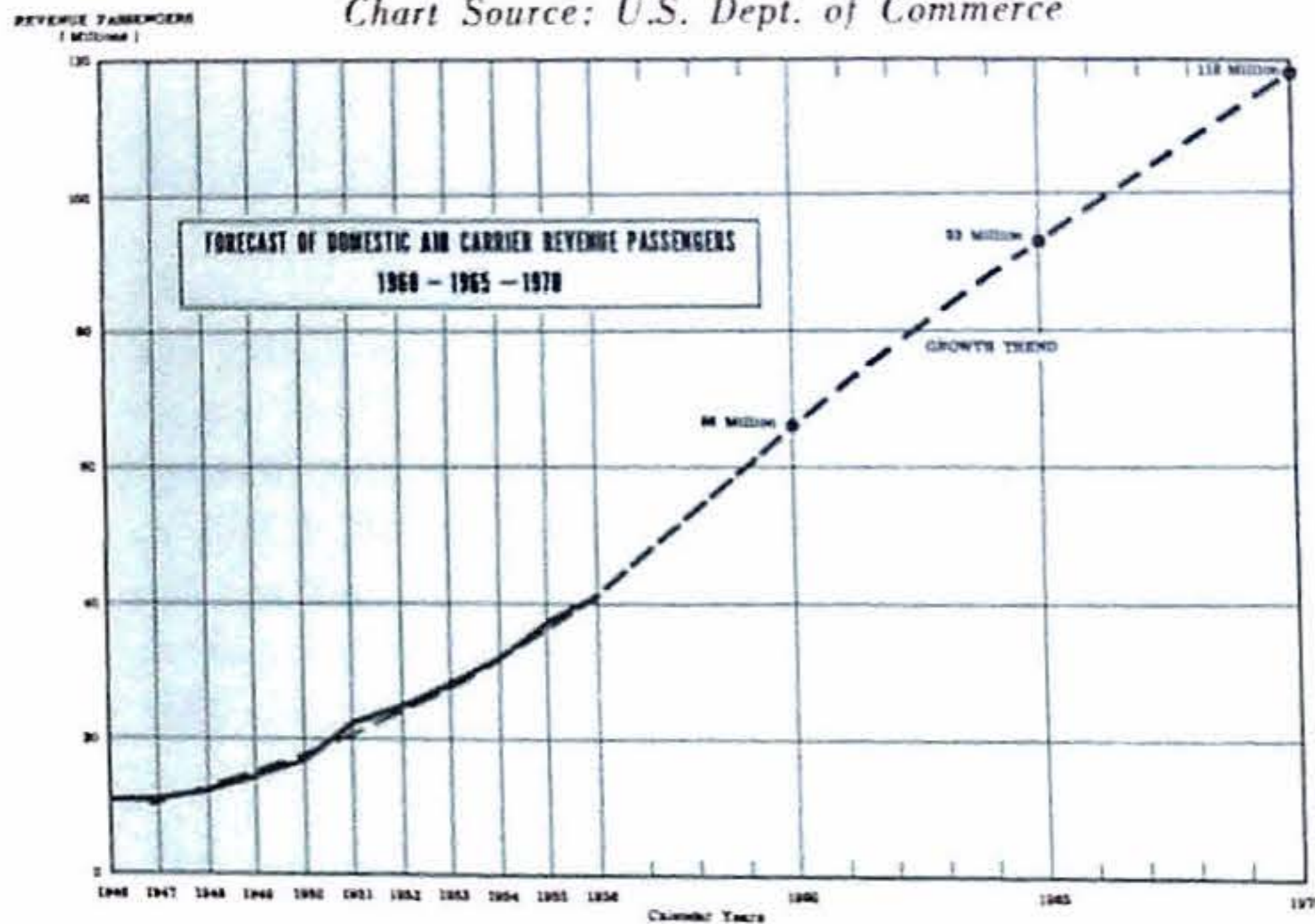
The dynamic growth of air transportation in the past and the promise of such growth in the future serves as a yardstick to measure civil airport requirements.

1. Commercial Airlines

During the past 20 years, domestic airline passenger traffic has grown at a phenomenal rate. Volume reached a record-breaking 45 million passengers and 25.3 billion passenger miles in 1957, when the airlines exceeded railroads and busses in intercity passenger-miles, compared with 12.8 million passengers and 6.1 billion passenger miles in 1947.

According to a forecast made by the Civil Aeronautics Administration, there will be 66 million passengers and 35 billion passenger-miles by 1960, 93 million passengers and 49 billion passenger-miles by 1965, and 118 million passengers and 60 billion passenger miles by 1970.

Chart Source: U.S. Dept. of Commerce



With regard to air cargo (air express and air freight), since 1916 the volume of such traffic has risen more than fourfold and totaled 583 million ton-miles in 1957. The CAA forecasts that air cargo traffic will increase to approximately 600 million ton-miles by 1960, 1.0 billion ton-miles by 1965 and 1.6 billion ton-miles by 1970.

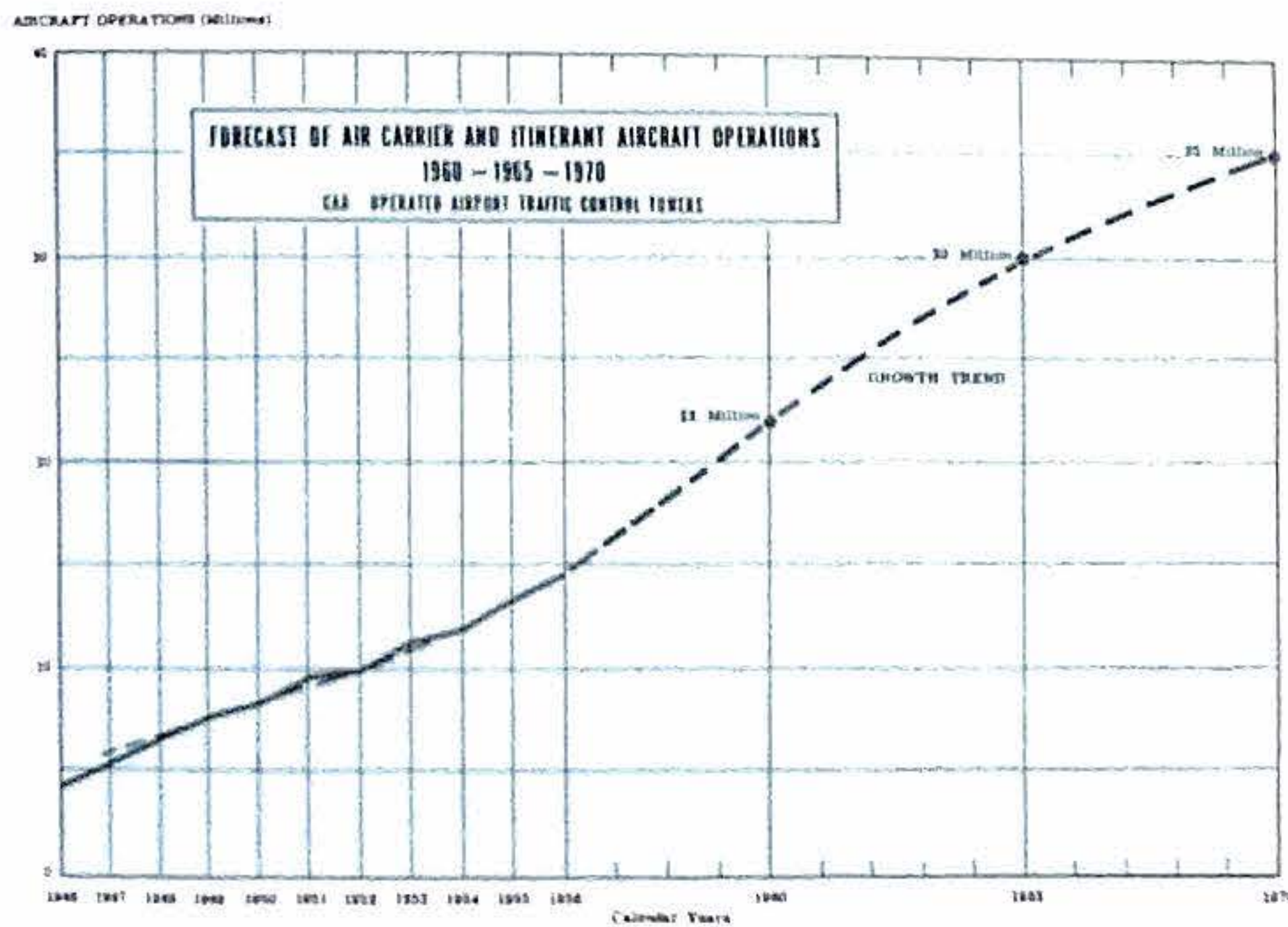
2. General Aviation

The outstanding development in general aviation, all forms of civil flying other than the commercial airlines, in recent years has been the rapid growth in the use of the airplane for business transportation, agricultural and industrial applications, and in transportation-for-hire. The nation's general aviation fleet includes more than 65,000 active aircraft and logged more than 10,000,000 hours of flying time during 1957. This represents about 40 times the number of domestic airline aircraft and three times the number of hours flown annually by the airlines.

The CAA forecasts that the general aviation fleet will have 69,500 active aircraft and annual utilization of 11.3 million hours by 1960, 39,000 aircraft and 15.3 million hours by 1965, and 107,875 aircraft and 19.1 million hours by 1970.

3. Increased Air Transport Traffic Means Increased Aircraft Movements

During the past decade, total airline and itinerant (general aviation and military) operations have increased over four-fold—from about 4,000,000 movements (or operations) in 1946 to more than 16,000,000 movements in fiscal 1957. According to the CAA forecast, there will be 22,000,000 movements in 1960, 30,000,000 in 1965 and 35,000,000 in 1970. The increased volume of air transport traffic will be translated into increased air transport operations (arrival and departures) at airports with CAA control towers. Operations of a purely local nature, such as training flights in and out of the same airport, are not included in these figures.



In his report to the President on Aviation Facilities Planning, Edward P. Curtis said, "By 1975 we must provide aviation facilities to accommodate air traffic composed essentially of the following:

"a. Air carrier traffic—increase to 150 percent of plane movements today.

"b. Itinerant air traffic—increase to 400 percent of today's traffic.

"This projected increase in aircraft movements means that we must do all that is practical to increase the capacity of existing airports and then plan ahead to provide additional airports as they are needed. . . ."

Elsewhere, the Curtis Report states: "While in 1936 there were 5 million takeoffs and landings at the nation's airports, there are now 65 million, and 115 million are forecast in 1975."



Jet airliner soon in regular service.

4. Jets Bring New Problems and Make more Urgent the Old

The introduction of jet aircraft into airline fleets in late 1958 will represent a dramatic equipment revolution. These aircraft will be big, heavy and fast. They will carry as many as 180 passengers at speeds upwards of 550 mph. More than 400 jet airliners were on order on January 1, 1958.

(a) Runways

The increased weight and speed of jet aircraft will require longer and stronger runways at many airports. The length and type of runway at a particular airport will depend upon a number of factors but principally upon the distance to the next landing and the take-off weight.



Jets will require longer and stronger runways.

(b) Terminal Areas

The considerable advance in performance which jet aircraft offer adds emphasis to the need for quick and efficient handling at the terminal areas. Maximum service to the public requires that the most suitable equipment and methods be used in getting jets off the runways, unloaded, loaded and on their way again. A delay in turn-around due to inadequate ground-handling facilities could negate the advantage of reduced air time to the passengers.

(c) The Jet-Age Passenger

Handling the jet-age passenger at the airport must match the speed at which he will fly. The greatly increased number of passengers anticipated in the jet age will demand improved passenger and baggage flow between the terminal entrance and the airplane; improved handling of ground transportation—taxi cabs, private automobiles and parking; improved ticketing and baggage-checking facilities; and improved passenger service rooms and facilities for safety, comfort and convenience. In order to take full advantage of the technological advances the jet age will bring, terminal passenger-service facilities at all levels must be improved.

The Curtis Report predicts that "while there will be a need for a two-fold increase (by 1975) in the capacity of the nation's airports, ground facilities dealing directly with passengers will require even more spectacular increases in capacity."



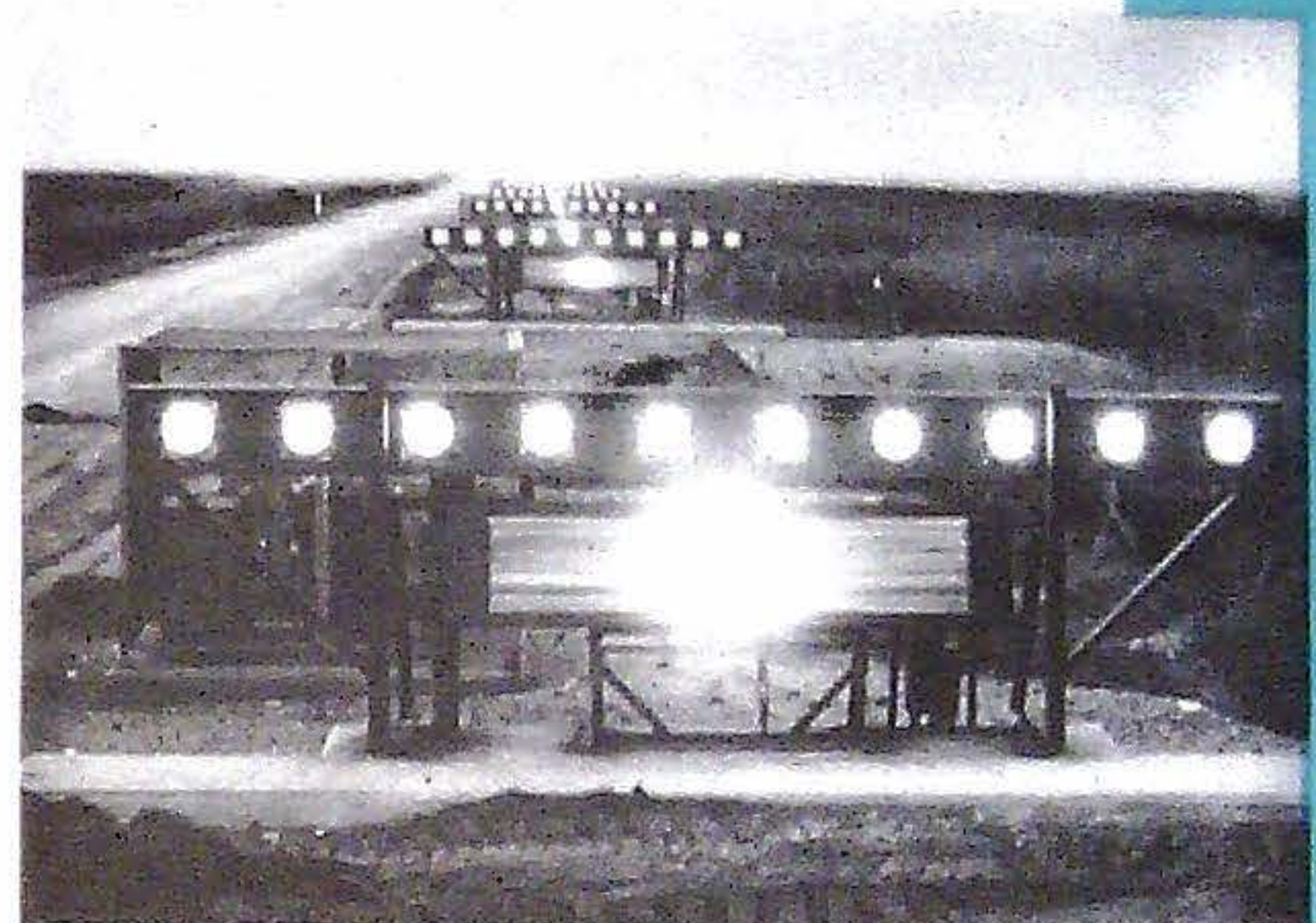
Waiting rooms are already crowded.



Adequate parking—an airport requirement.



Traffic control facilities are essential.



Airport operates day and night.

5. Improved Air Navigation and Traffic Control Facilities Require Improved Airports

In anticipation of the growth in air traffic that will be ushered in by the jet age, the Congress established in 1957 the Airways Modernization Board. The purpose of the AMB is to encourage the development of devices and systems to assure the expeditious flow of air traffic. High on the Board's priority list is an airports research project which will do much to hasten solution of many technical problems.

At the same time, the CAA is moving forward with a vigorous program to develop an airport and air navigation and traffic control system adequate to the future needs of the country. The program envisages the spending of 810 million dollars for air navigation, traffic control and communications equipment over the next three-four years.

In recognition of the fact that an adequate system of airports is essential to the intelligent utilization of improved air navigation and traffic control the Curtis Report states: "Airports are an integral part of the system of aviation facilities. . . . The increase in overall traffic will require a modernization of airports and an increase in their numbers. *This imposes the necessity for coordinated national and local effort to insure that airports do not become a neglected element of the system, and thus a future bottleneck.*"

C. The Nation's Economy Requires An Adequate System of Airports

1. Airlines

The office of the stagecoach line gave way to the railroad depot in the 1800's, and the Iron Horse reigned over the field of inter-city public transportation for a century.

But last year the airline industry stepped out ahead in passenger-miles, marking the end of more than 100 years of uninterrupted railroad dominance. In 1957, the domestic scheduled airlines flew more than 25 billion passenger-miles, compared to less than 22 billion for the railroads, excluding commuter-type trains. (The airlines surpassed busline volume in 1955.)

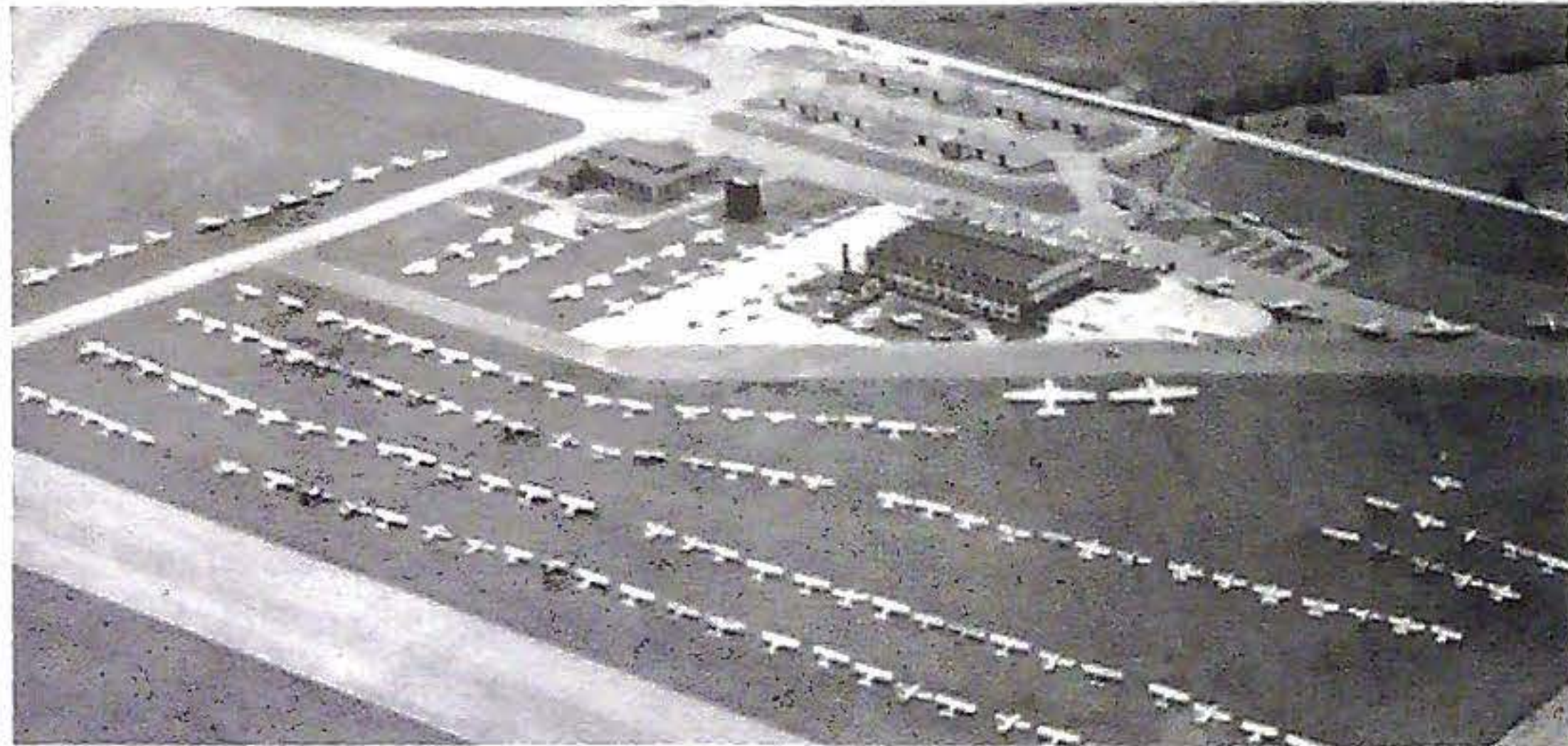
Air transportation has become such an important and necessary part of the nation's economy that no industrial community can afford to be without adequate airport facilities.

The economic impact of the jet age will be tremendous. Current orders for turbine-powered aircraft represent an investment of about \$2.5 billion—four times the industry's present investment in flight property. And more aircraft will be needed to serve the passenger and air cargo volume anticipated in the years ahead.

This investment, along with the costs of day-to-day airline operations, compounds throughout

the national economy. It reaches, for example, into the industries that manufacture aircraft, engines, aircraft components, ground and airborne electronics equipment—and into the countless related industries whose goods and services are required to support the accelerating air transport industry, whether it be maintenance, operations, administration or sales.

It is significant that, in a period of general deceleration in capital expansion, the airline industry is forging ahead with the greatest capital expansion program in its history.



Airports bring commerce and industry.

2. The Business Flyer

Today our airports provide a base for some 23,000 business aircraft, owned and operated by corporations and businessmen to expedite sales and production, to decrease travel hours, and to reach off-line communities.

Airports have given impetus to the post-war trend to locate plants in smaller cities, and corporate planes have become flying offices connecting the home factory with branch plants, subcontractors, and markets.

Businessmen also use an airport's charter services to reach their plants and customers in smaller cities. A chartered plane may fly a staff of five or six men half way across the United States and make a dozen stops in fewer hours than would be required to make airline connections and take off-line surface transportation.

3. Agriculture, Fire-Fighting and Mapping

The enormous potential of aviation for agriculture is demonstrated by the fact that one acre in every seven under cultivation, along with mil-

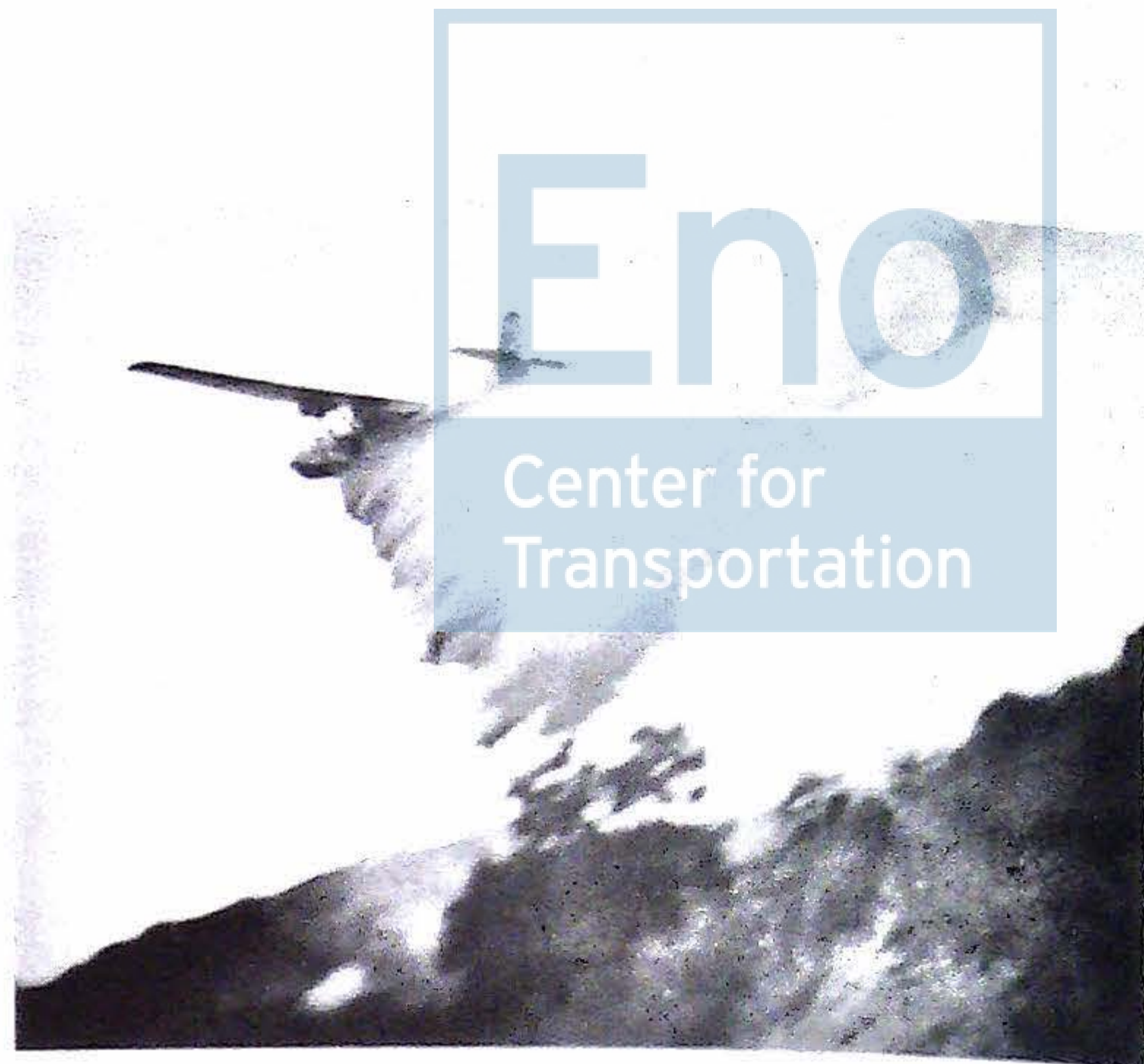
lions of acres of forest land, were seeded or treated in 1955 by aerial chemical applications. It is estimated by the U. S. Department of Agriculture that the use of aircraft has added \$3,000,000,000 annually to farm income. Seventy-five percent of the nation's airports serve as bases for planes used for agricultural purposes.

In 46 states farmer operators (some taking off from private airports) annually fly some 300,000 hours doing farm chores: spraying, seeding, dusting, surveying, checking herds and crops, inspecting fallow land, counting wild ducks, chasing birds from rice fields, shooting coyotes and fertilizing. Apples, clover, alfalfa and wheat are but a few of the diverse crops that are being produced in larger quantity and at lower cost in areas with the aid of agricultural flyers.

Airports perform an important function in establishing regular patrols to detect forest fires during prolonged dry seasons in the West. The airport also supplies aerial spotters who, watching from the air, inform the ground crews as to wind changes and as to the direction in which the fire is spreading.

An airport also furnishes the means for aerial mapping and surveying.

Crop dusting.



Fighting a forest fire.

4. The Private Flyer

The airport is often school, training field and playground for a community's private flyers. This is important to the Community and the nation. More than 400,000 American men and women hold private pilot licenses. These pilots are the nucleus of the nation's reserve air strength and of the Civil Air Patrol which is an important segment of the national defense.

5. Airports in Time of Emergencies

At no time is an airport so incalculably valuable to a community as during emergencies which no one can foresee. During flood times, after tornadoes, hurricanes, or great snowfalls, towns and whole regions have depended on their airports for communication, for food, medical aid and other supplies. Missions of mercy happen so often today that they are rarely noted by the public, but to the individuals involved they have meant life itself. The airport not only permits service to the town in times of emergency but also provides a means of bringing aid to the surrounding rural areas.

Airports are required for the delivery of vaccines and serums, which lose their potency rapidly, and must therefore be flown to patients, and from community airports airplanes have flown to search for lost children, herds of cattle and sheep, to spray and to kill disease-bearing mosquitoes.



Saving time, saves life.



Searching flooded area.

D. Airports in National Defense

Every modern civil airport in the country is also a facility for the national defense. Many are regularly used in peacetime by the military. All would be available in an emergency and all would play an important role.

1. 429 Civil Airports Go Military

The value of civil airports to the nation was tellingly demonstrated during World War II. It is generally agreed by military authorities that the U.S. Government has saved many millions of dollars by using civil airports to facilitate the swift movement of priority passengers and vital materials to the trouble spots of the world.

The records of the CAA show that, by the end of the first quarter of 1945, some 429 civil airports had been turned over to the Army and Navy in the interests of national defense. In addition, as U. S. participation in the war expanded, the number of military operations at airports still under civil control increased. For example, between 1942 and 1944, military operations increased more than 400 percent at civil airports with CAA control towers.

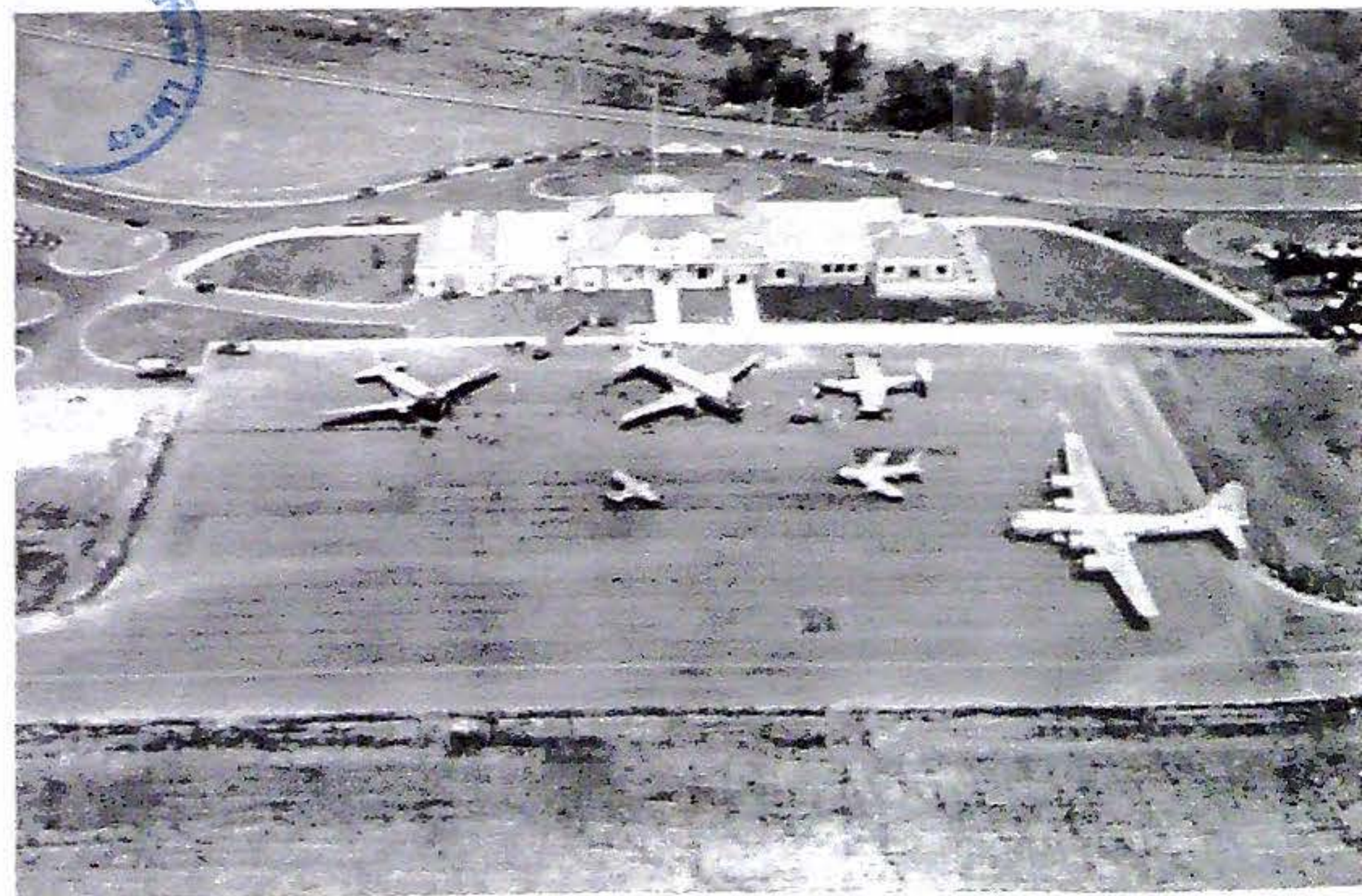
2. The Joint Use of Airports by Both Civil and Military Traffic

Today, there are some 243 airports on which the Department of Defense has a current requirement. These military operations normally involve

training, air defense and logistics. The Air National Guard is an important tenant of civil airports, also.

In this connection, Former Secretary of the Air Force Finletter has said: "The Air Force has been the first to recognize that there has necessarily been some strain when both expanding military and expanding civil aviation are trying to satisfy their requirements within airport structure which is not increasing in proportion to the combined needs of civil and military aviation."

Joint use—the smaller city.



Recognizing that airports are vital to the defense of the nation, James H. Douglas, Secretary of the Air Force, said in 1955: "The Department of Defense supports the establishment of a civil-airport network because it would be invaluable for national defense purposes in time of war or national emergency."

E. The National Interest Demands the Extension of the Federal Aid to Airports Program

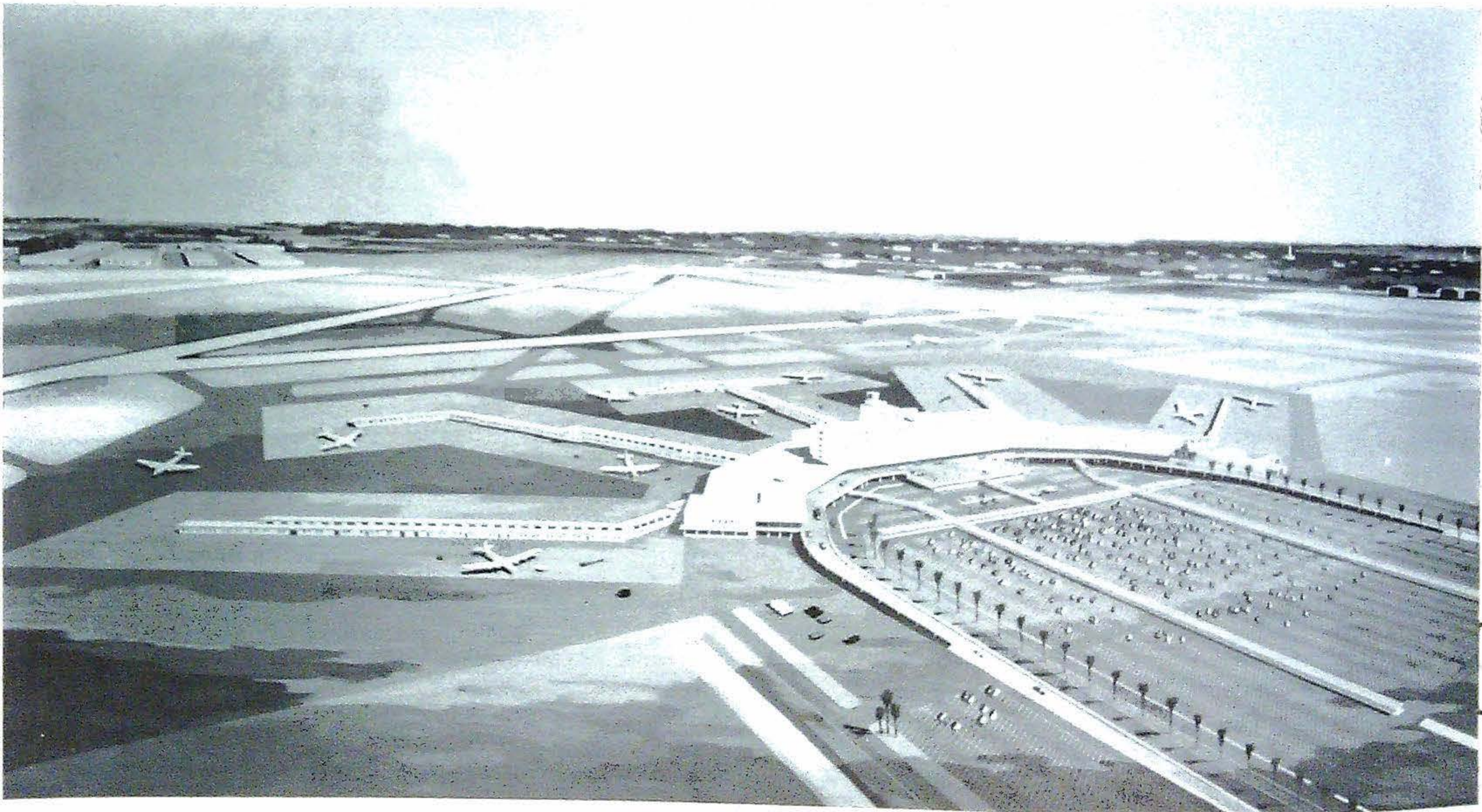
The Curtis Report (1957) in its exhaustive examination of the aviation facilities needs of the nation said:

"Because there is a national interest in the adequacy

of our overall airport system, the Federal Government has for some time provided financial assistance for airport construction, through grants-in-aid to state and local governments. Unquestionably, such financial aid has been valuable in helping many communities to accomplish needed airport improvements more completely or more rapidly than would otherwise have been possible. Recent broadening of the Federal Airport Act—increasing the level and stability of the program's authorization—has reflected the sense of the Congress and the President that this Federal-aid Program continues to be justified for the present."

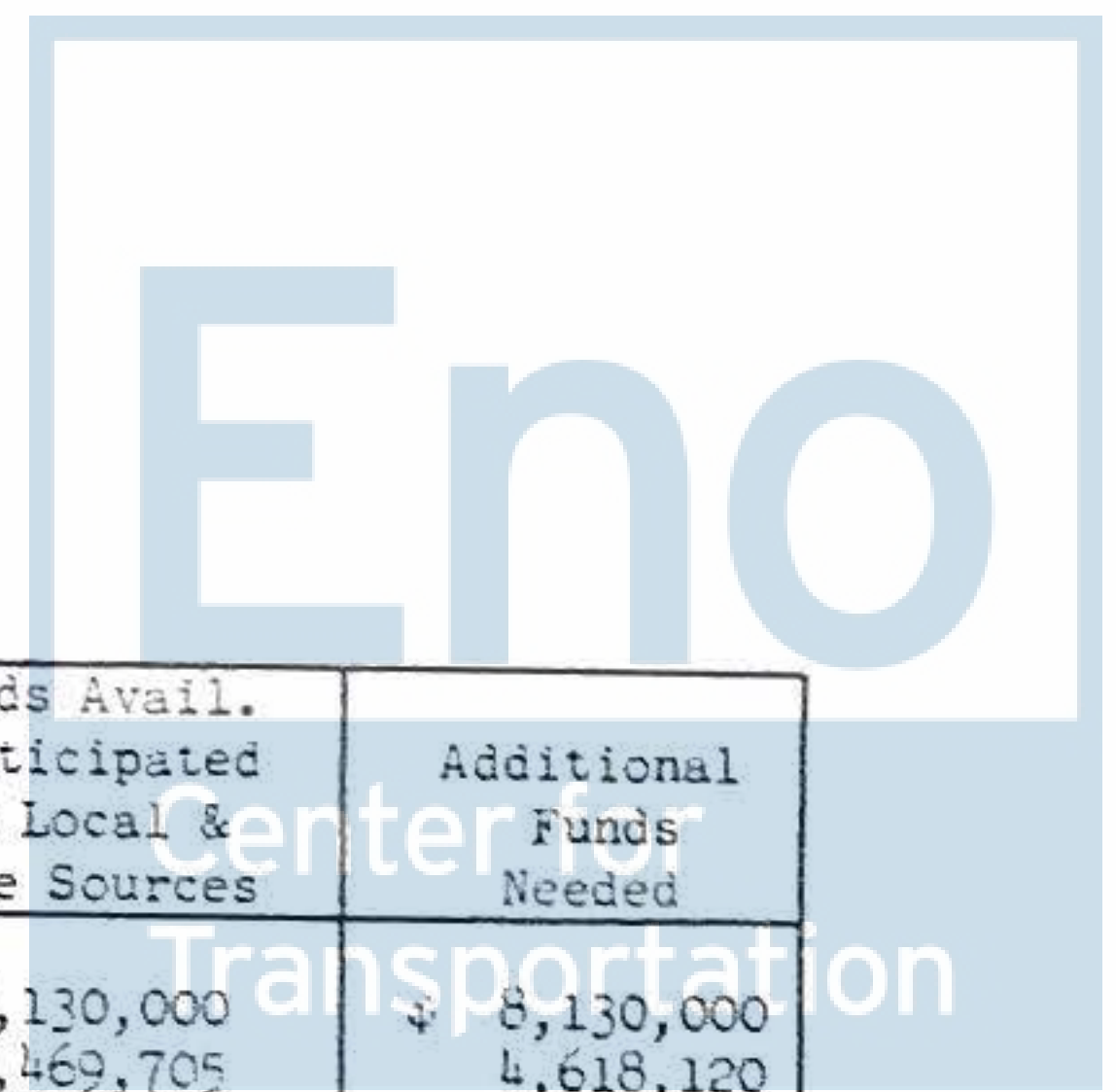
It is now up to Congress to determine whether a stable and orderly development of the nation's airport system shall be continued.

Airports needed for the future.



NATIONAL AIRPORT SURVEY
(July 1, 1958 to June 30, 1962)

Jointly Conducted by
National Association of State Aviation Officials
Airport Operators Council
American Association of Airport Executives



STATES	Publicly Owned Airports	Airports Reporting Projects Planned	Cost of Projects Planned	Funds Avail. & Anticipated from Local & State Sources	Additional Funds Needed
ALABAMA	45	16	\$ 16,260,000	\$ 8,130,000	\$ 8,130,000
ARIZONA	34	11	11,087,825	6,469,705	4,618,120
ARKANSAS	36	10	1,688,016	1,055,000	633,016
CALIFORNIA	234	43	128,596,386	101,903,433	26,692,953
COLORADO	56	18	24,175,010	11,525,522	12,649,488
CONNECTICUT	8	9	11,861,000	6,658,760	5,202,240
DELAWARE	3	0	--	--	--
FLORIDA	100	12	11,800,000	9,386,500	2,413,500
GEORGIA	63	13	21,576,814	11,291,754	10,285,060
IDAHO	98	19	3,133,260	516,540	2,616,720
ILLINOIS	50	87	82,225,000	61,229,500	20,995,500
INDIANA	37	39	14,367,050	7,765,450	6,601,600
IOWA	61	49	8,254,072	4,594,151	3,659,921
KANSAS	110	8	326,290	148,815	177,475
KENTUCKY	23	37	19,882,500	9,982,250	9,900,250
LOUISIANA	42	11	16,442,413	12,171,040	4,271,373
MAINE	28	14	3,585,500	1,764,128	1,821,372
MARYLAND	12	5	13,598,500	1,674,250	11,924,250
MASSACHUSETTS	23	38	26,804,500	5,691,000	21,113,500
MICHIGAN	128	125	64,182,735	34,721,385	29,461,350
MINNESOTA	97	19	29,502,600	16,937,950	12,564,650
MISSISSIPPI	35	19	4,575,500	3,894,500	681,000
MISSOURI	49	19	13,334,925	5,562,850	7,772,075
MONTANA	103	24	5,022,008	2,011,429	3,010,579
NEBRASKA	79	13	6,082,875	2,656,243	3,426,632
NEVADA	51	8	5,767,000	3,160,066	2,606,934
NEW HAMPSHIRE	13	9	1,890,670	945,335	945,335
NEW JERSEY	13	4	28,725,000	13,697,500	15,027,500
NEW MEXICO	47	17	16,506,160	7,830,230	8,675,930
NEW YORK	49	26	135,378,888	67,267,800	68,111,088
NORTH CAROLINA	36	8	12,033,000	4,825,000	7,208,000
NORTH DAKOTA	68	12	1,722,000	885,400	836,600
OHIO	47	20	40,769,710	13,550,240	27,219,470
OKLAHOMA	75	17	25,183,805	14,561,517	10,622,288
OREGON	54	15	7,552,694	4,844,180	2,708,514
PENNSYLVANIA	49	29	91,284,399	45,632,826	45,651,573
RHODE ISLAND	4	4	3,028,250	1,514,125	1,514,125
SOUTH CAROLINA	34	20	5,166,000	2,770,000	2,396,000
SOUTH DAKOTA	55	26	1,649,400	775,218	874,182
TENNESSEE	43	41	28,102,400	19,035,550	9,066,850
TEXAS	181	35	28,342,474	15,496,329	12,846,145
UTAH	47	17	8,750,657	4,540,135	4,210,522
VERMONT	11	11	2,274,750	1,137,375	1,137,375
VIRGINIA	31	22	8,753,592	3,719,450	5,034,142
WASHINGTON	89	17	8,101,965	4,604,880	3,497,085
WEST VIRGINIA	27	9	8,928,000	4,064,300	4,863,700
WISCONSIN	63	29	15,214,500	7,744,950	7,469,550
WYOMING	37	23	2,236,568	1,207,942	1,028,626
TOTAL STATES	2,678	1,079	\$1,025,726,661	\$571,552,503	\$454,174,158
TERRITORIES					
ALASKA	178	51	\$ 15,903,500	\$ 1,838,850	\$ 14,064,650
HAWAII	14	5	21,231,500	14,000,000	7,231,500
PUERTO RICO	4	3	4,084,000	2,269,000	1,815,000
TOTAL TERRITORIES	196	59	\$ 41,219,000	\$ 18,107,850	\$ 23,111,150
UNITED STATES TOTAL	2,874	1,138	\$1,066,945,661	\$589,660,353	\$477,285,308