

## **FACT SHEET**

**Surface Transportation and Uniform Relocation Assistance Act of 1987 (P. L. 100 - 17)**  
**(Enacted April 2, 1987)**

**Title I: Federal-Aid Highway Act of 1987**

**Title II: Highway Safety Act of 1987**

**Title III: Federal Mass Transportation Act of 1987**

**Title IV: Uniform Relocation Act Amendments of 1987**

**Title V: Highway Revenue Act of 1987**

## **SCOPE OF BILL**

- o Five-year extension of user fees and Highway Trust Fund (HTF).
- o Five-year authorization period, fiscal year (FY) 1987 through FY 1991.
- o See attached table for authorizations.

**TITLE I  
FEDERAL-AID HIGHWAY ACT OF 1987**

**I. Interstate System**

**A. Interstate Construction:**

- o Authorizes \$3.0 billion for fiscal year (FY) FY 1988, \$3.150 billion for FY's 1989-1992 and \$1.4 billion for FY 1993 for completion of the Interstate system. (Section 104)
- o Retains one-half percent minimum apportionment to States for Interstate construction (Section 102).
- o Approves 1987 Interstate Cost Estimate (ICE) for apportioning FY 1988 authorization. (Section 102)
- o Requires submission of 1989 ICE which is to be used for apportioning FY 1991, and 1992, authorizations. (Section 102)
- o Requires submission of 1991 ICE which is to be used for apportioning FY 1993 authorization. (Section 102)
- o If Congress has not approved ICE by October 1 of FYs 1988-1991, the Secretary is to adjust the last ICE submitted to Congress and then apportion funds. (Section 102)
- o If the Secretary and a State agree that all of the amount to be apportioned to that State is not needed for a fiscal year, the amount not needed goes into the Interstate discretionary fund prior to apportionment. (Section 102)
- o Retains \$300 million Interstate discretionary fund setaside, but revises priorities for distribution of Interstate discretionary (Section 114).
- o Upon request of a State, the availability period for Interstate construction funds apportioned prior to October 1, 1989, may be reduced to 1 year. Funds apportioned on or after October 1, 1989, will be available until expended. (Section 114)

**B. Interstate-4R (I-4R)**

- o Retains current I-4R apportionment formula with one-half percent minimum. (No change to current law.)
- o Reduces availability period for I-4R funds to 3 years
- o Continues I-4R discretionary fund:
- o provides for a \$200 million per year setaside for the I-4R discretionary fund from the I-4R authorization; and
  - provides criteria/factors to be used in distributing I-4R discretionary funds. (Section 114)

- o Amends Section 23 United States Code (U.S.C.) U.S.C. 119(d) to permit all States except Massachusetts to transfer their Interstate construction apportionments to I-4R or primary in an amount not to exceed the Federal share of the costs of open to traffic segments included in the most recent ICE. (Section 116)
- o Codifies toll agreement language in Section 103 of the 1978 Surface Transportation Assistance Act (STAA) with the following modification:
  - If toll road is not made free and required repayment of funds does not equal or exceed Federal funds apportioned to a State by inclusion of this toll mileage in the formula, the State's apportionment shall be reduced by the amount needed to make repayment equal to apportioned funds. (Section 116)
- o Permits a State to transfer excess I-4R funds to primary at a 75-25 matching ratio. Also permits a State to transfer up to 20 percent of its I-4R apportionment to primary in any fiscal year without a showing that funds are in excess of I-4R needs except for FY 1987, the amount transferred cannot exceed 20 percent of the funds which are not obligated at the time of the transfer. (Section 116)

#### C. Interstate Substitute

- o Continues current provisions for Interstate substitute program except that:
  - Requirements for a concept program (deadline for project approval) and deadline for putting substitute projects under construction are eliminated.
  - Makes highway projects on any public road eligible as highway substitution projects.
  - Funds are available to a State for 2 years. (Section 103)
- o Approves revised cost estimate for making FY 1987 apportionments. (Section 103)
- o Requires Secretary to submit a revised estimate as soon as practicable after enactment of this act. If not approved by September 30, 1987, Secretary shall adjust and then make apportionments. For subsequent years, there is a provision for administrative adjustment of the estimate each year by the Secretary prior to the apportionment of the funds. (Section 103)
- o Provides additional \$100 million to complete substitute transit projects-additional entitlement to partially offset anticipated inflation in transit construction costs. (Section 103)
- o If the right of way for a withdrawn section has not been disposed of, the Secretary is required to hold in reserve an amount equal to that expended on this right of way until the funds are repaid or the Secretary determines that repayment is not required. This provision does not apply in any year where the projected apportionment and allocation, for future years exceeds the amount expended for such right of way. (Section 103)

- o Permits bicycle projects under 23 U.S.C. 217(b) to be funded with highway substitute funds. (Section 127)
- o Permits up to 1 and 1/2 percent of States apportioned highway Interstate substitute funds to be used for HPR activities. (Section 129).

## II. Primary Program

- o The revised apportionment formula included in the 1982 STAA for FY 1983 to FY 1986 would be used for FY 1987 through FY 1991. (Section 107)
- o Adds projects to the listing of priority primary projects that are eligible for a Federal share of at least 95 percent if a State elects to use primary funds on such routes. (Section 117)

## III. Bridge Replacement and Rehabilitation

- o Continues current program except the discretionary setaside is increased to \$225 million per year. (Section 123)
- o Continues current requirement that 15 to 35 percent of funds be spent off-system except the Secretary may reduce the expenditure required off-system upon the request of a State and a determination that the State has inadequate needs to justify the expenditure. (Section 123)
- o Amends 23 U.S.C. 144(h) regarding applicability of General Bridge Act of 1948 (Coast Guard permits) to provide an exemption for boats less than 21 feet in length. (Section 123)
- o Allows States to use bridge funds to replace: ferryboat operations in existence on January 1, 1984; bridges destroyed before 1965; low-water crossings, and bridges made obsolete by Corps of Engineers' (COE) flood control or channelization projects and not rebuilt with COE funds. This provision is effective beginning with FY 1987 apportionments. (Section 123)
- o Permits States a credit for State only financed off-system bridge replacement and rehabilitation projects (meeting certain criteria) toward State share of the cost of other Federal-aid bridge projects.
- o Establishes that it is in the national interest to preserve historic bridges.
  - Requires States to identify historic bridges in National Bridge Inventory.
  - Clarifies that any reasonable costs associated with mitigating harm to historic bridges are eligible for bridge funds if the bridge remains part of the highway system.
  - Permits States to use bridge funds equal to the cost of demolition to preserve a historic bridge if a responsible entity agrees to take future legal and financial responsibility for the bridge.
  - Defines historic bridges.



- Requires the Transportation Research Board to review the rehabilitation of historic bridges and develop recommended standards for rehabilitation of historic bridges. (Section 123).
- o Revises the requirement for submission of a report to Congress on the bridge program to biennially--to be submitted at the same needs report under 23 U.S.C. 307(e). (Section 123)
- o Makes availability period for apportioned bridge funds the same as for primary funds. Lapsed funds are reapportioned to the other States. (Section 133(b)(11))
- o Adds to current requirement for national bridge inspection standards and training programs by requiring that a procedure for certification of inspectors be established. (Section 125)

#### V. Minimum Allocation

- o Makes permanent the minimum allocation (MA) provision established by the 1982 STAA. (Section 124)
- o Revises calculation procedure to include allocated funds for the prior fiscal year except allocations for forest highways, Indian reservation roads, and parkways and park roads, and parkways and park roads in accordance with 23 U.S.C. 202, highway related safety grants under 23 U.S.C 402, 406, and 408 and motor carrier safety assistance grants under Section 404 of 1982 STAA. (Section 124)
- o Emergency Relief (ER) and Interstate construction discretionary funds are excluded from the calculation during the first 2 years. (Section 124)
- o In FY 1989, California is guaranteed at least the amount that they would have received if ER and Interstate construction discretionary were excluded from the calculation. (Section 124)
- o Permits States to use 1/2 percent of their MA funds for metropolitan planning and 1 1/2 percent for HPR activities. (Section 124).
- o Clarifies treatment of funds withheld from apportionment. (Section 124).

#### VI. Federal Share, Earmarkings and State Match.

- o Amends Sec. 23 U.S.C. 120(d) to include the installation of traffic signs, highway lights, guardrails and impact attenuators as activities that are eligible for 100 percent Federal funds. (Section 117).
- o Provides that the Federal share for highway emergency relief (ER) projects shall be the same as for a regular Federal-aid project on the system on which the ER project is located except that the Federal Share may be 100 percent for emergency work done in the first 90 days after occurrence of the event triggering ER. This change does not apply to natural disasters or catastrophic failures occurring before the date of enactment. Federal share for Federal Lands Highways may be 100 percent (Section 117).

- o Amends 23 U.S.C. 120 to allow a State to set a Federal match for Federal-aid projects on the Great River Road at not greater than 95 percent, but no less than 75 percent. (Section 117).
- o Permits States to contribute amounts in excess of the normal State share on all Title 23 projects. (Section 117)
- o Provide a 5 percent increase in the Federal share (not to exceed 95 percent) for any highway or bridge project using a significant amount of materials produced from coal ash. (Section 117)
- o Continues 10 percent goal for DBE:
  - Women are presumed to be disadvantaged.
  - States must annually compile a listing of DBE's located in their State.
  - The Department of Transportation (DOT) has to develop criteria for the States to use in deciding who is disadvantaged and is encouraged to examine its waiver regulation to permit a State to more readily adjust its goal from 10 percent if that is not a reasonable goal.
  - The definition of a DBE is revised to exclude small business concerns with annual gross receipts in excess of \$14 million. (Section 106).
- o Allows fair market value of private contributions of right of way (after date of enactment) to be credited to the State's matching share for the project. The amount of credit cannot exceed the State matching share for the project. Right of way may be donated in advance of EIS/planning process, but cannot affect the decision on alignment, etc. (Section 146)
- o Does not extend the 1982 STAA provision requiring 40 percent of primary, urban and secondary funds to be used for 4R type projects (no provision required).
- o Requires that at least 1/4 percent of the funds expended for a landscaping project be used for planting native wild flower seeds or seedlings. Secretary may waive if a State certifies native wildflowers cannot be grown satisfactorily or planting areas are limited. (Section 130).
- o Modifies 23 U.S.C. 321 to permit a State to use not to exceed 1/4 percent of its apportioned Interstate Construction, Interstate 4R and primary funds for education and training. Education and training of Federal, State and local highway employees for subject areas that are a Federal program responsibility are to be provided by DOT at no cost to States and local governments. States may use their 1/4 percent funds to pay for other NHI training. (Section 131).

## VII. Toll Facilities

- o Provides for seven pilot projects using Federal-aid funds in conjunction with tolls for new non-Interstate toll roads or expanded capacity on existing non-Interstate highways.

- One project shall be carried out with each of the following States: California (Orange County), Florida, Pennsylvania, South Carolina and Texas. The location of the other two projects is at the discretion of the Secretary except there can be no more than two projects in a State.
- Federal share cannot exceed 35 percent
- Toll revenues can only be used on the tolled facility.
- Toll mileage constructed or reconstructed shall not increase State's apportionment under any formula.
- Except for reconstruction to expand capacity, Federal funding in a toll facility may only be used once for original construction, reconstruction or acquisition.
- New toll facility is defined as initial construction of facility on new location at any time before it is open to traffic.
- Toll facilities must be publically owned and operated. (Section 120)
- o Requires toll authorities to biennially certify that facilities are adequately maintained and that sufficient funds are available to fund repair or replacement without use of Federal funds. (Section 120).
- o Upon request of State existing agreements for West Virginia Turnpike, Kansas Turnpike, Fort McHenry Tunnel in Maryland, and Newburg-Beacon Bridge in New York, may be voided and a new agreement to extend tolls with the revenue only used on the toll facility (except toll revenue from Newburg-Beacon Bridge may be used on other toll facilities under the jurisdiction of the New York State Bridge Authority) may be executed. (Section 120)
- o Eliminates Federal regulation and review of toll increases on toll bridges. Tolls on deregulated bridges must be reasonable and just. (Section 135).
- o Permits continuation of tolls on Alligator Alley in Florida to pay for environmental mitigation features on I-5 which are ineligible for Federal funding. (Section 120)
- o Permits Delaware River Joint Toll Bridge Commission to repay Federal funds on I-80 bridge and then impose tolls.
  - Also permits tolls on I-78 bridge between Easton, Pennsylvania, and Phillipsburg, Pennsylvania, subject to an agreement.
  - The provision does not constitute approval to impose tolls on existing bridges on which tolls were not charged on January 1, 1986, or to construct an additional toll bridge in I-895 corridor. (Section 151)
  - Toll revenue may be used for any bridge under the jurisdiction of the Delaware River Joint Toll Bridge Commission.



## VIII. Advance Construction

- o Amends 23 U.S.C. 115 to permit States to be reimbursed for work they did with their own funds while Federal funds were unavailable if they complied with all normal requirements. Provision is to be effective January 1, 1987, and is only in effect until September 30, 1990. (Section 113).
- o Amends 23 U.S.C. 115 to permit metropolitan planning, HPR and safety construction projects to be undertaken as advance construction projects (Section 113).

## IX. Obligation Ceiling

- o Establishes an obligation ceiling of \$12.35 billion for FY 1987 to FY 1991.
  - In addition to current exemptions, it exempts the special funds for demonstration projects in Section 149 of the Act.
  - Permits States which use up all their available obligation authority between August 1 and September 30 of each year, to obligate an additional 5 percent of their unobligated balances (total additional amount nationally cannot exceed 2.5 percent and provision is not applicable to States that had their obligation ceilings reduced as a result of the August 1 redistribution). (Section 105).

## X. SHRP

- o Establishes SHRP program through 1/4 takedown from the authorizations for the Interstate construction, Interstate 4R, primary, urban, secondary, bridge, Interstate highway substitute, and Safety construction programs for FY 1987 thru FY 1991. (Section 128)
- o To be carried out through cooperative agreements with AASHTO and National Academy of Sciences (NAS). (Section 128).
- o Funds are available for 4 years. (Section 128).
- o The NAS is protected from liability resulting from SHRP research similar to Federal Government. (Section 128).

## XI. Combined Road Plan Demonstration Program

- o Requires the Secretary in cooperation with up to five States to test approaches for combining, streamlining, and increasing the flexibility in the administration of secondary and urban programs and the nonprimary portion of the bridge program. (Section 137).
- o The different categories of funds may be pooled in carrying out eligible projects. (Section 137)
- o The demonstration is to place as much responsibility as reasonable on State and local governments. States are to work closely with local governments in carrying out the and demonstration. (Section 137)
- o Minnesota, Rhode Island, Virginia, and New York are expected to be among the five States selected. (Explanatory statement of Managers)



- o An interim report is to be submitted within 3 years of enactment, and a final report as soon as possible after completion. (Section 137)

## XII. Special Interest/Demonstration Project Provisions.

- o Authorizes \$178 million per year for 152 demonstration projects as identified in the Act and to provide each State a minimum of \$829,060 per year.
  - For projects financed with these special funds the cost-sharing requirement is: 50 percent special funds, 20 percent State funds and 30 percent of reserved and earmarked discretionary funds for each year (proportional drawdown from Interstate construction, Interstate 4R, Interstate substitution, and bridge discretionary). This requires approximately \$107 million in discretionary funds each year.
  - If the total cost of a project exceeds the amount available under the above cost sharing requirement, the State may use any combination of Federal-aid (other than Interstate construction, highway-railway crossing, and hazard elimination funds) and State funds to make up the difference.
  - States receiving 1/2 percent money may use the funds on any Federal-aid project under the above cost sharing requirements.
  - Identifies 20 priority projects that may be funded under the priority project provision in the Senate bill. A State may use funds apportioned for Interstate 4R, primary, urban, secondary, and bridge for these projects. State match would be in accord with matching requirement for the category of funds used.
  - The special funds for demonstration projects are outside the obligation ceiling. The earmarked discretionary funds are under the obligation ceiling.
  - The demonstration projects (but not the priority projects) may be constructed under an advance construction procedure. (Section 149)
- o Permits Massachusetts to construct a state police barracks with access to I-93. (Section 110).
- o Makes construction of Harbor Freeway part of the first priority category for Interstate construction discretionary funds. (Section 114)
- o Permits the Secretary to make Interstate construction discretionary funds available to California for construction of Harbor Freeway whether or not California has obligated all of its Interstate construction apportionment. (Section 114)
- o Permits value of donated land, construction and/or preliminary engineering/EIS preparation for specific projects in Idaho, California, and Oregon to be used as State match on these projects. For the California project, any excess amount may be used for State match on other projects. (Sections 123(g)(c), 103(e) and 146)

- o Permits value of unused right-of-way acquisition for Interstate projects in Arizona to be credited to its unobligated balance of I-4R funds. (Section 115(d))
- o Provides transition period to September 1, 1988, for vehicles hauling tank trailers, dump trailers, and ocean transport containers to come into full compliance with vehicle weight limitations for the Interstate System. (Section 119)
- o Amends Section 161 of 1982 STAA to make Acosta Bridge eligible to receive funding priority for discretionary bridge funds. (Section 123)
- o Authorizes construction of an Interstate spur from I-65 in Prichard, Alabama to Mobile, Alabama as an alternative to I-210 in Mobil County, Alabama, that was authorized in the 1981 DOT Appropriation Act. Eligible cost of the spur is limited to the cost of originally authorized route. (Section 133(f))
- o Makes four park and ride facilities in Florida eligible for up to \$84 million in Interstate construction funds with any costs in excess of this eligible for I-4R funds. (Section 139)
- o Permits Arkansas to use Interstate construction funds on a two lane primary system highway. (Section 140)
- o Permits withdrawal/substitution actions in Oregon and California not permitted by current law. (Section 141 and 142)
- o Allows New York to satisfy the payback requirements on the Westway (I-478) by repayment of an amount equal to Federal funds expended to acquire the right-of-way. This amount will be credited to the States unobligated balance of primary funds. (Section 143)
- o Permits Georgia to repay Federal-aid highway fund used on SR 400 in Fulton County (I-65 to I-285) and then construct a toll road. (Section 144).
- o Permits Michigan to allow a facility partly on Interstate right-of-way to be used for the sale of only those articles which are for export and consumption outside the United States. (Section 145)
- o Limits HOV restrictions on Shirley Highway express lanes in the morning from 6:00 a.m. to 9:00 a.m. (northbound) and in the evening from 3:30 p.m. to 6:00 p.m. (southbound).
  - One percent of Virginia or the District of Columbia's apportionment of Interstate construction, Interstate 4R, primary, secondary, urban, and bridge funds are to be withheld if Virginia or the District of Columbia violates this provision. (Section 147)
- o Authorizes \$15 million per year for FY's 1987-1991 to carry out the railroad relocation demonstration program authorized in Section 163 of the 1973 Federal-Aid Highway Act (2/3 from HTF and 1/3 from GF) and reduces Federal share from 95 percent to 75 percent. (Section 148).

- o After completion of Route 25E through Cumberland Gap National Historic Park, parkway funds are to be available to upgrade a highway providing access to the portion of the Cumberland Gap National Historic Park in Virginia. Report language indicates funding is not mandatory. (Section 150)
- o Makes \$2.8 million out of HTF available to Indiana for reconstruction of an interchange under the urban high density program. (Section 153)
- o Prohibits use of Federal funds for a project in or near historic district in Hudson, Ohio, unless approved the village council. (Section 152)
- o Makes full cost of Third Harbor Tunnel and the interchanges at each end of Central Artery in Boston, Massachusetts eligible for Interstate construction funds. (Section 138)
- o Requires Massachusetts to assist in salvaging historic Great House in Charlestown. (Section 155)
- o Relieves Maryland of obligation to accept title to Baltimore-Washington Parkway in return for Federal participation in improvements. (Section 156)
- o Requires that motorists be able to see through or over railing on Jamestown Bridge in Rhode Island in order to use Federal-aid funds. (Section 123)
- o Permits Maryland to transfer up to \$100 million in Interstate construction funds to I-4R with same reduction in Interstate substitute funds rather than being required to transfer exactly \$100 million as in current law. (Section 157)
- o Requests Corps of Engineers to review certain reports on U.S. 13 Relief Route in Delaware to determine how to best modify a canal project to provide a new structure on this route. (Section 172)

## XII. Special Studies

- o National studies (funded with 100 percent Federal funds)
  - Motor vehicle study--TRB to analyze impacts of trucking issue including grandfathering size and weight limits, bridge formula, special truck permits, and reasonable access provision. (Section 158)
  - Railroad-highway crossing study--DOT in cooperation with America Association of Railroads and AASHTO to determine needs. (Section 159)
  - Study of highway bridges which cross rail lines--DOT to assess improvement and maintenance needs for highway bridges which cross rail lines whose ownership has been disputed (orphan bridges). (Section 160)
  - Parking for handicapped persons--DOT to determine if States should establish parking privileges for handicapped persons and if appropriate develop model State law. (Section 161)
  - Bridge management study--DOT to determine whether States should be required to establish bridge management programs (Section 162).



- State maintenance program study--National Academy of Science to investigate appropriateness of establishing Federal guidelines for maintenance of primary, urban and secondary systems. (Section 163)
- o Other studies (35 percent State match required):
  - Feasibility study of using highway electrification systems - California, (Section 164)
  - Cost effectiveness study of highway upgrading - Route 219 in New York and Pennsylvania (Section 165)
  - Highway feasibility study - Arkansas, Louisiana and Missouri, between Shreveport, Louisiana and Kansas City, Missouri. (Section 166)
  - California feasibility study--Sebastopol, California. (Section 167)
  - New York feasibility study--Route 5, in Buffalo area. (Section 168)
  - Florida feasibility study - tunnel under Intracoastal Waterway in Fort Lauderdale (Section 169)
  - Virgin Island feasibility study--Charlette Amalie - 100 percent Federal funds. (Section 170)
  - Study of ferry boat service--Between Nebraska and South Dakota (Section 171)

#### XIV. Other Provisions

- o Revises 23 U.S.C. 101(a) to include elimination of roadside obstacles in definition of construction. (Section 108)
- o Adds installation or replacement of emergency call boxes to the definition of a highway safety improvement project. (Section 109)
- o Amends language in 1982 STAA permitting placement of vending machines in rest areas on the Interstate system by eliminating October 1, 1983 deadline and codifies as part of 23.U.S.C.111. (Section 110)
- o Amends 23 U.S.C. 112(b) to specifically permit waiving the competitive bidding requirement for construction contracts when an emergency situation exists. (Section 111)
- o Requires that contracts for program management, construction management, feasibility studies, preliminary and design engineering, etc. be awarded in same manner as a contract for similar services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 (Brooks amendment).
- Does not apply in a State that does not currently comply until August 1, 1989 or the tenth day following the close of the first regular session of the State legislature that begins after date of enactment.

- Does not apply in States that have or adopt a statute that provides a formal procurement procedure. (Section 111)
- o Amends 23 U.S.C. 112 by adding a provision to require the Secretary to issue regulations on inclusion of a standardized clause on site conditions differing from those specified in the contract in each construction contract. Provision does not apply if a State enacts or has a statute that does not require such a clause. (Section 111)
- o Repeals Section 202 of Department of Commerce, Justice, State, the Judiciary and Related Agencies Appropriation Act of 1985 and amends Section 23 U.S.C. 114 to limit use of materials produced by convicts in a qualified prison during a 12 month period to not more than the amount produced for use during the 12 month period ending July 1, 1987. (Section 112)
- o Amends Section 23 U.S.C. 118(f) to give Puerto Rico the same flexibility that Alaska has in the use of its Federal-aid funds. (Section 115)
- o Raises Emergency Relief (ER) cap to \$100 million per year (retroactive to January 1, 1986) and makes territories eligible for ER funds (effective on date of enactment) with a cap of \$5 million per year. (Section 118)
- o Amends 23 U.S.C. 127 so that any funds withheld from a State's Interstate apportionment for failure to comply with the weight provisions lapse at the end of the normal availability period rather than immediately. (Section 119)
- o Codifies the railways crossings program in Section 203 of the Highway Safety Act of 1973 into 23 U.S.C.130. (Section 121)
- o Amends 23 U.S.C. 140 to clarify that Section 140 does not preclude preferential employment of Indians living on or near a reservation on projects and contracts on Indian Reservation roads. (Section 122)
- o Requires that a State charge at least fair market value for the sale, use, lease or lease renewals (other than for utility use and occupancy) of right-of-way airspace acquired for a Federal-aid project.
  - Applies to new air space usage proposals, renewal of prior agreements or leases entered into after date of enactment.
  - Secretary may grant exceptions for social, environmental or economic mitigation purposes. (Section 126)
- o Prohibits use of State priority lists, reports, survey, etc. of roadside and rail-highway crossings hazards from being used as evidence in litigation for damages. (Section 132)
- o Amends 23 U.S.C. 106(c) and 23 U.S.C. 121(d) to raise the limitation on construction engineering from 10 percent to 15 percent. (Section 133(b)(4) and (6))
- o Amends 23 U.S.C. 138 and 49 U.S.C. 303(c) to exclude park road and parkway projects under 23 U.S.C. 204 from Section 4(f) requirements. (Section 133(b)(10) and (d)).

- o Provides for 66 percent of forest highway funds for FY 1987-1990 to be allocated in the same percentages as amounts allocated for FY ending June 30, 1958 (except for an adjustment in Iowa) and the remainder to be distributed according to 23. U.S.C. 202(a). (Section 134)
- o Provides that in implementing any law or order by the President to reduce budget authority, etc. the percentage reduction is to be applied equally to each program or project. (Section 136)
- o Requires a State that erects signs identifying sources and amounts of funds on State only projects to erect such signs on Federal-aid highway projects. (Section 154)
- o Encourages research and development of alternative chemical deicers to rock salt, and once alternatives are commercially available, damages to highways, vehicles and the environment should be considered by States in determining snow and ice control strategies. (Section 173)
- o Permits States to raise speed limit on Interstate routes outside urbanized areas to 65 m.p.h.
  - Monitoring and enforcement is not required on the 65 m.p.h. facilities. (Section 174)



## TITLE II HIGHWAY SAFETY ACT OF 1987

### I. Alcohol Traffic Safety Programs

- o Permits States to receive funds (23 U.S.C. 408) in up to 5 years (rather than in only 3). The Federal share in third, fourth and fifth years cannot exceed 25 percent of the cost implementing and enforcing the program. (Section 203)
- o Makes funds available until expended rather than 4 years. (Section 203)
- o Authorizes demonstration of certain new technology:
  - Technology that measures corneal retinal potential as exhibited in brain wave function.
  - Application of ignition interlock devices to prohibit operation of motor vehicles by intoxicated individuals. (Section 203)

### II. School Bus Safety Measures

- o National Academy of Sciences (NAS) to study the causes of fatalities and injuries to children riding in school buses and the use of seatbelts and other measures to improve safety of school buses. (Section 204)
- o Requires the Secretary to set aside up to \$5 million from 402 funds in FY's 1989-1991 for grants to implement the most effective safety measures identified in the NAS study before apportioning.
  - Interested States must apply.
  - No States to receive more than 30 percent of the setaside in any fiscal year. (Section 204)

### III. Splash and Spray Suppressant Devices

- o Extends the deadline for establishing final minimum standards for splash and spray suppressant until 1 year after enactment. (Section 205)
- o Final minimum standards not required if Secretary determines there is no available technology which:
  - can significantly reduce splash and spray; and
  - can significantly improve visibility of drivers. (Section 205)

### IV. Highway Safety Program

- o Amends 23 U.S.C. 402 to change the term "standard(s)" to "guideline(s)" and eliminates the provision permitting the Secretary to waive standards on a temporary basis. (Section 206)

- o Eliminates the requirement that States provide comprehensive driver training programs as part of their highway safety programs. (Section 206)
- o Requires Secretary to promulgate a final rule by April 1, 1988, establishing program determined to be most effective in reducing accidents, injuries and death.
  - If the rule is promulgated by April 1, 1988 it takes affect October 1, 1988.
  - If promulgated after April 1, 1988, it takes effect October 1, 1989.
  - After effective date, only programs established in the rule are eligible for 402 funds.

#### V. Highway Safety Education and Information

- o Amends Section 209(d) of Highway Safety Act of 1978 to direct Secretary to conduct a national media campaign to inform the public of techniques, methods and practices to reduce the number and severity of highway accidents.
  - Funds authorized are not subject to obligation ceiling.
  - Funds may not be used for program to implement Federal Motor Vehicle Safety Standard No. 209. (Section 207)

#### VI. Older Driver Study

- o The NAS to study problems which may inhibit safety and mobility of older drivers and means of addressing these problems. (Section 208)
- o Secretary to develop a pilot program of highway safety improvements to enhance the safety and mobility of older drivers.
  - To apply known technology at sites in rural and urban areas and on different types of highways:
  - To determine daytime and nighttime effectiveness of technology.
  - States to be encouraged for carry out pilot program using funds available for highway safety improvement projects. (Section 208)

**TITLE III  
FEDERAL MASS TRANSPORTATION ACT OF 1987**

**I. Criteria for New Starts**

- o Establishes criteria to be used in making grants for new starts of fixed guideway systems or extensions of a existing systems. (Section 303)
- o Secretary to issue guidelines on how cost effectiveness, results of alternatives analysis and degree of local financial commitment criteria will be evaluated. (Section 303)
- o This provision does not apply to projects where:
  - Letter of intent or full funding contract was issued prior to enactment.
  - Preliminary engineering, final design or construction was underway on January 1, 1987. (Section 303)

**II. Allocation of Section 3 Funds**

- o For FY's 1987-1991, the allocations are:
  - forty percent for new starts program,
  - forty percent for rail modernization,
  - ten percent for bus needs, and
  - ten percent for discretionary. (Section 305)
- o Receipt of funds for one purpose does preclude eligibility for receipt of funds for another purpose. (Section 305)
- o Rail modernization eligibility policy may not be changed for 2 years after enactment. (Section 305)
- o Secretary required to submit overall funding plans for new starts, rail modernization, bus and discretionary categories to Congress on annual basis along with more detailed plans for new starts and system extensions. (Section 304)

**III. Advance Construction**

- o Provides advance construction approval authority for construction under Sections 3, and 9 of UMT Act and 23 U.S.C. 103(e)(4) similar to advance construction authority for highway program. (Section 306)
- o Makes bond interest eligible cost similar to highway program provision. (Section 306)



- o For the Section 9 (Formula Program) the recipient must have obligated all its apportioned funds and a future year authorization must exist.
- Advance construction amount cannot exceed a recipient's expected apportionment from existing future year authorizations. (Section 306)

#### IV. Block Grant Program (Section 9 Programs)

- o Allows approval of grants for a partial program of projects. (Section 312)
- o Permits additional amounts above FY 1985 levels of revenues generated from the sale of advertising and concessions by mass transportation properties to not be charged against net project cost. (Section 312)
- o Permits urbanized areas that became urbanized in 1980 census or after the 1980 census to use up to 2/3 of their Section 9 funds for operating assistance during the first full year they receive Section 9 funds. (Section 312)
- o Effective October 1, 1987, increases cap on operating assistance for urbanized areas of less than 200,000 by 32.2 percent and provides for an annual adjustment of the cap in subsequent fiscal years based on CPI. (Section 312)
- o Permits the Governor to use any remaining unobligated funds from the State's apportionment during the last 90 days of the availability period anywhere in the State without consulting with other areas. (Section 312)
- o Requires Secretary to apportion (and publish apportionments) within 10 days of the appropriation date or October 1, whichever is later.
  - Published information is to include amounts attributable to each urbanized area above 50,000 as well as the amount attributable to each State in a multi-State urbanized area. (Section 312)
- o Permits funds to be used for leasing arrangements if more cost effective than acquisition or construction. (Section 308)
- o Expands definition of associated capital maintenance by adding tires and tubes, by reducing minimum value of associated capital maintenance from 1 percent to 1/2 percent of current fair market value of transit vehicle, etc. (Section 309)
- o Repeals Section 9 of UMT Act that permits the 3 for 2 trade-in of capital assistance for operating assistance. (Section 312)
- o Permits sole source procurement of associated capital maintenance items under certain conditions. (Section 315)

#### V. New Formula Program From MTA

- o Establishes new Section 9B formula program for a portion of the funds authorized from the MTA. (Sections 313 and 328)
- o Program has contract authority. (Section 328)

- o Apportionment of funds and administration of program is same as for existing Section 9 block grant program except funds can only be used for construction (including capital maintenance). (Section 313)
- o Apportioned funds are available for 4 years. Any lapsed funds are reapportioned within 30 days. (Section 313)

#### VI. Project Management Oversight

- o Beginning October 1, 1987, permits up to 1/2 of 1 percent of Section 3, Section 9, Section 18, Interstate substitute transit funds and funds under National Capital Transportation Act of 1969 to be used for project management oversight with a Federal share of 100 percent. (Section 324)
- o Recipients must prepare a project management plan as condition for financial assistance for major capital projects. (Section 324)
- o Secretary to promulgate implementing regulations that include a definition of the term, "major capital project" and that require project management oversight to begin during preliminary engineering stage. (Section 324)
- o Project management plans are to be approved (or disapproved) by Secretary within 60 days or recipient is to be notified of reasons for delay. (Section 324)

#### VII. Special Interest Provisions and Studies

- o Allows Fort Lauderdale and Miami, Florida, to exceed by \$4.4 million the amount of Section 9 apportionment that can be used for operating assistance (for commuter rail service provided as a maintenance of traffic measure) in fiscal years that major onsite construction is in progress on 40 mile section of I-95. (Section 329)
- o Requires study of financing alternatives for rail system extensions of BART identified in regional transportation plan. (Section 331)
- o Authorizes Secretary to make a grant to study feasibility of an electric bus line for the Santa Barbara, California, transit system. (Section 333)
- o Requires a feasibility study for restoring trolley service in corridors in Philadelphia, Pennsylvania, where it has been abandoned. (Section 334)
- o Requires study of mass transportation needs for the Virgin Islands. (Section 335)
- o Permits Governor of Nevada after consultation with all urbanized areas to transfer up to \$10 million in Section 9 and 9A funds to Santa Clara County, California. (Section 336)
- o Requires Secretary to begin preparation of SEIS for a segment of Los Angeles Metro Rail project and to amend full funding contract to include construction of this segment. Also provides for advance construction of the segment without any requirement for Federal approval and establishes a reimbursement schedule for Federal funding. (Section 338)

#### IV. Other Provisions

- o **Modifies dates and requirements for submitting Section 4(h)(i) reports. (Section 307)**
- o **Expands definition of construction to include bus remanufacturing which extends economic life 8 years and any overhauling of rail rolling stock. (Section 309)**
- o **Amends Section 8(a) of UMT Act to require that the local planning process include long term financial planning. (Section 310)**
- o **Amends Section 9(o) of UMT Act to require that Secretary reapportion lapsed Section 9 and 9A funds within 30 days. (Section 311)**
- o **Amends Section 11(b) of UMT Act to create contract authority to fund university transportation centers, provide more explicit criteria for recipients, and to establish a national advisory council to coordinate research carried out by university transportation centers. (Section 314)**
- o **Requires that contracts for engineering and design services and related services be awarded in same manner as contracts for similar services are negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 (Brooks Amendment) unless a State enacts a law to the contrary. (Section 316)**
- o **Requires testing of new bus models at a facility to be established as a result of the Act. (Section 317)**
- o **Requires Secretary to submit a 12 month rulemaking agenda to Congress and to publish the agenda in the Federal Register. Interested parties are to have at least 60 days to comment on proposed rules except for emergency rules. (Section 318)**
- o **Amends Section 12 of UMT Act to require independent pre-award and post-delivery audits of any grant for buses and rolling stock. (Section 319)**
- o **Amends Section 4(i) to remove limitation on source of funds for innovative management grants. (Section 320)**
- o **Amends Section 16 of UMT Act to provide of Federal share 95 percent for E&H projects not already required to be done by law. (Section 321)**
- o **Amends Section 18(c) of UMT Act to prohibit a State from limiting extent or use of Section 18 funds for operating assistance beyond limitations in Section 18. (Section 322)**
- o **Amends Section 18 of UMT Act to authorize establishment of a rural transit assistance program (RTAP) to continue funding for RTAP initiated in Appropriations Act for FY 1987. (Section 323)**
- o **Authorizes Secretary to make capital grants for equipment and facilities related to crime prevention and security. (Section 325)**
- o **Requires study of tactile mobility aids in order to facilitate the safe access to and use of transit facilities by visually impaired. (Section 332)**



- o Amends Section 165(b) (Buy America) of 1982 STAA to increase domestic content requirement for rolling stock to 55 percent on October 1, 1989, and to 60 percent in October 1, 1991, but companies already complying with Buy America are exempted from those new provisions until April 15, 1992. The provision also increases the project cost differential exception from 10 percent to 25 percent. (Section 337)
- o Amends Title 49 to clarify entry policy for interstate motor carriers of passengers and establishes various entry tests for recipients of governmental assistance, etc. (Section 330)
- o Amends Title 49 to require that a condition be attached to all certificates issued by the ICC that authorize intrastate regular bus route operations. The condition limits authority of bus carrier to provide intrastate service to only those routes on which it provides interstate service. (Section 331)

**TITLE IV  
UNIFORM RELOCATION ACT AMENDMENTS OF 1987**

**I. Displaced Person**

- o Expands the definition to include displacement as a result of rehabilitation or demolition when such displacement is permanent. (Section 402)
- o Includes any other person eligible under criteria established by head of lead agency. (Section 402)
- o Precludes eligibility for persons in unlawful occupancy. (Section 402)
- o Excludes any person who moves in after property is acquired. (Section 402)

**II. Appraisal**

- o Defines the term "Appraisal" and provides for waiver of appraisal. (Section 402)

**III. Moving Expense**

- o Business, Farm or Non-Profit Organization:
  - Expands benefits to include a reestablishment payment, not to exceed \$10,000, for a nonprofit or small business or farms. (Section 405)
- o Residential:
  - No minimums or maximums--lead agency will establish schedule. (Section 405)
- o In Lieu of Payment--Business:
  - Minimum reduced from \$2,500 to \$1,000--Maximum increased from \$10,000 to \$20,000. (Section 405)
  - Most "Landlords" not eligible for this payment. (Section 405)
  - No statutory criteria established. Lead agency to determine criteria. (Section 405)
  - Certain billboards may be eligible. (Section 402)
- o Utilities:
  - Permits payment for certain extraordinary moving costs to certain utilities. (Section 405)

#### IV. Replacement Housing Payment

- o Owner:
  - Maximum increased from \$15,000 to \$22,500. (Section 406)
  - No statutory formula for calculating increased interest payment. (Section 406)
- o Tenants:
  - Maximum increased from \$4,000 to \$5,250 and period reduced from 48 months to 42 months. (Section 407)
  - Downpayment--no matching provision. (Section 407)

#### V. Last Resort Housing

- o Permits payments to exceed \$22,500 (for owners) or \$5,250 (for tenants) "Maximum" on case by case basis where necessary to advance a project in a timely manner. (Section 409)

#### VI Lead Agency

- o Designates DOT as lead agency. (Section 412)
- o Lead agency to develop and issue regulations to implement Act. (Section 412)
- o Lead agency to monitor implementation and enforcement of the Act in coordination with other Federal agencies. (Section 412)
- o Lead agency to issue regulations permitting Federal agencies to accept the certification of a State that its laws will accomplish the purpose and effect of the Federal Act. (Section 403)
  - Requires public review and comment before accepting a certification, including consultation with local governments. (Section 403)
  - Lead agency required to monitor periodically and report biennially to Congress on State implementation under this provision. (Section 403)

#### VII. Donations

- o Title III of Uniform Act amended to permit donations after owner is informed of right to just compensation. (similar to present 23 U.S.C. 323). (Section 416)

#### VIII. Effective Date

- o Authority of the lead agency to issue regulations is effective upon enactment. (Section 418)
- o All other provisions are effective on the effective date of implementing regulations, but no later than 2 years after enactment. (Section 418)

**TITLE V  
HIGHWAY REVENUE ACT OF 1987**

- o Extends the Highway Trust Fund (HTF) for 5 years to June 30, 1994.
- o Extends the current excise taxes 5 years to apply through September 30, 1993.
- o Extends the current exemptions 5 years through September 30, 1993.
- o Extends reduced tax rates on fuels containing alcohol to September 30, 1993.
- o Clarifies the transfer of certain funds from the Highway and Mass Transit Accounts
  - In general, transfers from the HTF shall be borne by both the Highway and Mass Transit Accounts in proportion to the revenues transferred to each.
- o Makes changes in the computation of the 12-percent excise tax on heavy trucks and trailers to equalize the tax paid by different buyers and sellers.
  - Long term lessors. The tax paid on long termed leased vehicles shall be computed based on a constructed sales price which is the sum of the:
    - price paid by the lessor,
    - cost of parts and accessories installed by lessor, and
    - presumed markup percentage (average retail markups as determined by the Secretary of the Treasury).
  - Manufacturers, Producers, and Importers or Related Person. If a manufacturer, producer, importer, or related person is liable for the 12-percent tax, then the liability shall be computed based on a constructed sales price.
  - Effective on July 1, 1987.
- o Imposes the Heavy Vehicle Use Tax on Vehicles Based in contiguous Foreign Countries (Canada and Mexico).
  - Liability for such vehicles is reduced to 75 percent of the tax that would otherwise be imposed.
  - The Secretary of the Treasury shall prescribe regulations, including a procedure for proof-of-payment within 120 days of enactment of this section.
  - Effective on July 1, 1987.



AUTHORIZATIONS FY 1987 - FY 1991  
SURFACE TRANSPORTATION AND UNIFORM RELOCATION ASSISTANCE ACT OF 1987  
(millions of dollars)

TITLE III	FY87	FY88	FY89	FY90	FY91	TOTAL
Mass Transit Account, Discr.	1,097	1,200	1,250	1,300	1,400	6,247
Planning	(45)	(45)	(45)	(45)	(45)	(225)
Innovative Technology		(35)	(35)	(35)	(35)	(140)
University Transp. Centers		(5)	(5)	(5)	(5)	(20)
Bus Testing (MTA)	0.200	3				3.200
University Transp. Centers (HTF)		5	5	5	5	20
Formula Grants /7	2,000	2,100	2,100	2,100	2,100	10,400
Interstate Substitutes - Transit/7	200	200	200	200	200	1,000
University RD&D, Admin., & Misc. /7	/8	50	50	50	50	200
<b>Total</b>	<b>3,297.200</b>	<b>3,558</b>	<b>3,605</b>	<b>3,655</b>	<b>3,755</b>	<b>17,870.200</b>

#### AUTHORIZATIONS PROVIDED IN OTHER ACTS

Other Trust Funded Demos /4	36,800					36,800
Other General Funded Demos /4	8,807					8,807
Motor Carrier Safety Assistance /6	50	50	60	60	60	280
Access to....Lakes /4	5					5
B-W Parkway /4	10					10
Motor Carrier Safety Admin. /4 /7	19,915					19,915
<b>Total</b>	<b>130,522</b>	<b>50</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>360,522</b>

#### \* Estimates

/1 Year available (apportioned year in advance); authorization is year shown plus one.

/2 General Fund (\$10 M provided in 1987 DOT Appropriations Act)

/3 1/3 General Fund, 2/3 Trust Fund  
(\$11.75 M provided in 1987 DOT Appropriations Act)

/4 1987 DOT Appropriations Act

/5 Provided in 23 USC 125

/6 Authorized in Commercial Motor Vehicle Safety Act of 1986  
(\$16.3 M provided in 1987 DOT Appropriations Act)

/7 General Fund

/8 Such sums as necessary

**SUMMARY OF FY 1960 INTERSTATE AND FY 1967 HIGHWAY-INTERSTATE APPROPRIATIONS  
PURSUANT TO THE FEDERAL-AID HIGHWAY ACT OF 1956**

STATE	INTERSTATE CONSTRUCTION	INTERSTATE AIR	CONSTRUCTION PRIMARY	CONSTRUCTION SECONDARY	ROAD SYSTEM	DEVELOP. REPAIR	HAZARD ELIMINATION	HAZ- RIGHT- WAY	INTERSTATE TRANSFER	INTERSTATE RECONSTRUCTION PLANNING	TOTAL	INTERSTATE ALLOCATION	GRAND TOTAL	SEC. AID SAFETY
ALABAMA	111,436,720	47,475,120	41,509,120	12,100,295	9,465,325	26,410,542	2,901,437	3,217,492	0	537,627	255,504,161	0	255,504,161	174,709
ALASKA	17,176,313	21,687,824	20,659,695	32,262,424	3,656,570	3,431,000	833,000	2,480,253	0	233,000	152,252,535	0	152,252,535	49,125
ARIZONA	17,531,104	55,721,535	31,521,319	7,727,237	3,445,722	3,431,000	2,245,704	1,575,721	135,975	604,679	132,337,976	14,301,075	146,641,051	131,545
ARKANSAS	13,126,313	27,617,976	29,301,222	10,593,304	4,464,411	19,895,763	2,017,974	2,365,463	0	233,000	100,647,724	14,935,596	115,583,320	110,172
CALIFORNIA	209,963,769	946,501,053	167,004,129	22,967,129	92,463,102	30,495,212	10,230,776	10,167,921	2,409,477	6,247,263	809,647,979	69,116,463	878,764,442	602,670
COLORADO	52,110,410	47,140,490	32,655,531	9,311,072	13,714,100	15,565,212	2,376,152	2,101,797	4,902,124	6,317,325	177,416,979	0	177,416,979	136,310
CONNECTICUT	66,013,350	32,907,230	25,219,177	3,851,259	10,493,573	40,101,797	1,850,634	1,023,251	0	233,000	271,879,211	0	271,879,211	100,772
DELAWARE	13,126,313	12,724,357	11,335,392	2,925,263	3,656,570	3,431,000	833,000	496,842	0	233,000	40,761,843	0	40,761,843	49,125
FLORIDA	106,709,000	89,521,900	75,264,020	14,026,257	34,004,723	20,554,047	6,194,919	4,693,301	0	2,347,150	395,063,703	29,641,331	424,705,114	303,063
GEORGIA	61,610,761	89,481,777	55,470,070	15,742,406	13,914,100	39,570,232	4,005,423	4,557,502	0	872,529	293,693,504	24,404,066	318,097,570	234,899
HAWAII	90,051,326	12,724,357	11,335,392	2,925,263	3,656,570	3,431,000	833,000	394,410	0	233,000	133,508,001	0	133,508,001	49,125
IDAHO	23,096,403	22,035,465	17,392,901	6,873,577	3,431,570	4,041,444	1,275,154	1,430,017	0	233,000	79,001,799	0	79,001,799	71,586
ILLINOIS	13,126,313	90,910,635	89,240,009	16,992,093	40,129,005	40,207,076	2,440,720	1,847,392	59,616,079	2,620,509	349,031,975	0	349,031,975	637,932
INDIANA	17,061,000	56,510,571	52,531,477	13,836,717	14,533,740	24,129,753	3,064,100	3,006,498	3,007,300	871,001	192,974,945	50,000,232	242,975,177	226,679
IOWA	13,126,313	34,700,140	35,240,260	12,995,397	6,451,039	30,553,790	2,721,715	3,144,229	22,104,076	270,010	142,200,600	0	142,200,600	154,379
KANSAS	37,177,521	37,177,521	33,274,762	11,995,077	6,217,747	32,870,671	2,440,091	4,000,400	0	233,000	161,719,003	1,540,422	163,259,425	154,379
KENTUCKY	19,404,077	65,524,941	39,404,409	12,102,759	7,437,412	31,900,906	2,465,550	2,670,634	0	309,407	257,991,000	0	257,991,000	164,400
LOUISIANA	112,221,970	45,168,390	30,805,740	9,830,837	11,858,764	33,326,530	2,836,272	3,186,831	0	695,652	233,000	0	233,000	49,125
MAINE	13,126,313	12,724,357	14,457,976	5,115,031	3,656,570	3,431,000	833,000	394,410	0	233,000	79,001,799	0	79,001,799	71,586
MARYLAND	104,430,540	30,400,947	33,957,120	5,502,063	16,387,244	19,301,434	2,250,669	1,509,700	52,750,300	992,540	273,049,501	0	273,049,501	100,772
MASSACHUSETTS	367,326,256	32,221,400	64,576,079	5,993,203	20,390,720	44,215,066	3,390,503	1,970,437	0	1,004,370	529,040,405	0	529,040,405	199,229
MICHIGAN	40,732,647	61,572,070	62,563,701	17,576,929	27,574,122	19,003,057	6,134,777	5,527,402	0	1,076,043	205,341,444	29,000,463	234,341,907	204,343
MINNESOTA	50,003,056	66,635,971	41,606,750	14,556,552	11,057,270	20,257,036	3,400,723	4,212,495	2,044,597	640,976	205,312,734	0	205,312,734	105,830
MISSISSIPPI	13,126,313	32,097,120	31,795,724	10,713,019	4,642,034	25,615,434	2,005,752	2,100,390	0	233,000	122,510,092	4,077,405	126,587,497	122,209
MISSOURI	13,126,313	71,504,332	51,719,051	15,699,930	13,407,200	40,070,740	3,051,014	4,100,505	0	827,070	235,306,091	15,107,743	250,413,834	225,799
MONTANA	12,469,990	30,070,306	25,330,053	10,460,466	3,473,750	6,447,767	1,144,791	1,645,310	0	233,000	102,315,279	0	102,315,279	60,136
NEBRASKA	13,126,313	21,773,143	25,217,440	4,075,266	2,770,002	22,170,002	1,706,524	1,715,205	1,715,205	233,000	102,315,279	0	102,315,279	105,830
NEVADA	13,126,313	22,077,541	10,902,713	7,110,431	3,656,570	3,431,000	833,000	700,550	0	233,000	70,409,420	0	70,409,420	51,659
NEW HAMPSHIRE	13,126,313	12,724,357	11,335,392	2,925,263	3,656,570	3,431,000	833,000	437,332	0	233,000	53,509,045	0	53,509,045	49,125
NEW JERSEY	96,373,071	30,111,763	33,434,627	2,400,050	28,000,050	65,406,377	4,752,000	2,699,875	26,977,440	1,907,756	314,633,247	0	314,633,247	249,759
NEW MEXICO	13,126,313	42,520,906	25,007,002	9,755,334	3,044,079	5,190,377	1,251,650	1,190,440	0	233,000	103,010,107	0	103,010,107	71,586
NEW YORK	13,126,313	60,690,409	134,641,785	17,430,927	63,705,400	137,240,000	10,445,650	6,157,510	156,371,250	4,357,931	631,775,391	0	631,775,391	613,742
NORTH CAROLINA	63,071,702	47,046,430	64,003,910	17,309,717	11,330,129	30,051,920	4,090,324	3,907,044	0	632,523	231,223,033	57,979,303	289,202,336	279,979
NORTH DAKOTA	28,191,520	20,545,097	17,490,500	7,116,265	3,656,570	6,772,000	2,794,253	2,794,253	0	233,000	73,072,533	0	73,072,533	71,586
OHIO	28,191,520	98,949,637	89,000,740	17,343,549	31,720,035	49,109,012	6,099,147	6,562,530	9,006,317	2,065,056	339,836,507	63,643,309	403,480,176	403,479
OKLAHOMA	13,126,313	36,265,053	34,570,401	11,797,779	8,137,333	35,079,230	2,762,010	3,275,110	0	400,206	145,364,411	44,505,296	189,869,707	161,706
OREGON	16,202,909	30,460,000	29,444,927	9,900,045	7,277,001	11,243,524	3,300,429	3,153,756	9,005,037	600,717	126,619,075	0	126,619,075	129,375
PENNSYLVANIA	150,558,132	64,536,743	107,743,197	22,151,063	34,310,043	95,611,170	3,971,750	3,971,750	2,264,770	2,264,770	501,274,494	0	501,274,494	439,735
RHODE ISLAND	13,126,313	12,724,357	11,335,392	2,925,263	3,656,570	3,431,000	833,000	443,212	31,949,445	375,000	101,112,340	0	101,112,340	49,125
SOUTH CAROLINA	16,445,976	40,641,514	32,936,060	9,074,054	6,717,225	9,970,995	2,315,652	2,714,079	0	375,000	121,621,001	26,552,000	148,173,001	135,702
SOUTH DAKOTA	12,469,990	20,156,400	17,793,237	7,325,126	3,473,750	9,253,270	1,134,309	1,725,524	0	233,000	77,564,006	0	77,564,006	60,210
TENNESSEE	12,469,990	59,072,990	44,543,072	12,702,910	10,059,792	34,155,053	3,300,941	3,102,112	19,000,000	639,263	220,537,943	13,707,063	234,245,006	194,072
TEXAS	125,009,533	202,914,696	132,504,347	37,362,614	47,233,506	57,260,645	10,409,070	10,657,103	0	2,004,257	628,436,631	223,002,763	851,439,394	75,109
UTAH	35,407,092	39,330,015	19,024,745	6,571,063	5,141,707	3,431,000	1,202,565	1,190,070	0	331,653	112,591,490	0	112,591,490	71,586
VERMONT	13,126,313	12,724,357	11,335,392	2,925,263	3,656,570	3,431,000	833,000	437,332	0	233,000	53,509,045	0	53,509,045	49,125
VIRGINIA	45,531,779	69,791,000	49,044,575	12,040,403	10,016,310	17,835,450	2,701,005	2,701,005	1,200,072	641,750	239,072,505	0	239,072,505	206,411
WASHINGTON	107,903,712	35,316,900	39,771,122	10,195,924	12,640,502	20,253,324	3,037,270	2,913,000	0	670,794	250,790,270	0	250,790,270	170,100
WEST VIRGINIA	13,126,313	19,190,900	23,695,172	7,520,252	3,656,570	35,373,747	1,000,426	1,400,206	0	233,000	105,072,070	0	105,072,070	82,130
WISCONSIN	12,126,313	34,357,107	40,134,309	13,576,400	12,313,720	31,721,791	3,420,377	3,911,710	0	730,300	164,200,009	32,563,159	196,763,168	212,091
WYOMING	12,469,990	31,749,223	16,454,337	6,779,250	3,473,750	3,431,000	833,000	900,417	0	233,000	76,312,123	0	76,312,123	49,125
Dist. of Col.	34,770,607	12,724,357	11,335,392	2,925,263	3,656,570	7,470,522	3,037,270	210,541	11,270,652	233,000	82,470,022	0	82,470,022	49,125
Puerto Rico	12,000,100	12,000,100	20,454,722	3,742,200	0,341,777	3,431,000	1,794,469	756,781	0	543,307	59,152,596	0	59,152,596	105,500
AMERICAN SAMOA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GUAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U.S. POSSESSIONS	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,617,194,002	2,327,205,911	2,300,726,920	301,044,351	727,413,756	1,372,400,000	164,000,000	156,000,000	543,900,000	46,619,625	11,040,005,309	725,200,000	11,765,205,309	9,775,075