

APPENDICES

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Appendix A

Congressional Record
House, September 30, 1999, Page H9114

Railcar weight study.—The conferees encourage FRA to conduct a study regarding track and bridge requirements for handling 286,000-pound rail cars, as specified in the House report.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The conference agreement includes bill language proposed by both the House and Senate specifying that no new direct loans or loan guarantee commitments can be made using federal funds for the payment of any credit premium amount during fiscal year 2000. No federal appropriation is required since a non-federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

NEXT GENERATION HIGH-SPEED RAIL

The conference agreement provides \$27,200,000 for the next generation high-speed rail program instead of \$22,000,000 as proposed by the House and \$20,500,000 as proposed by the Senate. The following table summarizes the conference agreement by budget activity:

Train control projects:	
Illinois project	\$6,500,000
Michigan project	3,000,000
Alaska project	5,000,000
Transportation safety research alliance	500,000
Non-electric locomotives:	
Advanced locomotive propulsion system	4,000,000
Prototype locomotives	3,000,000
Grade crossings and innovative technologies:	
North Carolina sealed corridor	400,000
Mitigating hazards	2,500,000
Low-cost technologies	1,100,000
Track and structures	1,200,000
Total	27,200,000

Rail-highway crossing hazard eliminations.—Under section 1103 of TEA21, an automatic set-aside of \$5,250,000 a year is made available for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for these funds. Of these set-aside funds, the following allocations are made:

North Carolina's sealed corridor initiative	\$750,000
High-speed rail corridor between Washington, D.C. and Richmond, VA	750,000
High-speed rail corridor between Mobile, AL and New Orleans, LA	1,000,000
Along the Empire Corridor between Schenectady and New York City, NY	500,000
High-speed rail corridor in Linn and Multnomah counties, OR ...	500,000
Along the Stampede Pass, near Yakima, WA	750,000
State of Wisconsin	750,000
Minneapolis/St. Paul to Chicago corridor	250,000

Grade crossing safety.—FRA and the Federal Highway Administration (FHWA) should work with the states to identify the ten most deadly crossings in each state and identify ways that these crossings could be closed or reconfigured to reduce the dangers. The conferees believe that focusing on the most dangerous crossings in each state would greatly reduce the likelihood of fatal accidents. FRA and FHWA shall identify those crossings and the mitigations under consideration in a re-

port to the House and Senate Committees on Appropriations by August 1, 2000.

In addition to these activities, FRA, in conjunction with NHTSA and FHWA, should initiate an evaluation assessing the costs, benefits, and impacts of state grade crossing safety laws. These evaluations should establish the basis for FRA to develop model state laws to promote grade crossing safety.

ALASKA RAILROAD REHABILITATION

The conference agreement provides \$10,000,000 for the Alaska Railroad instead of \$14,000,000 as proposed by the Senate. The House bill contained no similar appropriation. This funding should be used to continue ongoing track rehabilitation.

RHODE ISLAND RAIL DEVELOPMENT

Total funding for the Rhode Island rail development project is \$10,000,000 as proposed by both the House and the Senate. Language has been included which directs that obligation of these funds is subject to authorization of the program.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

The conference agreement provides \$571,000,000 for capital grants to the National Railroad Passenger Corporation (Amtrak) as proposed by the Senate instead of \$570,976,000 as proposed by the House. Bill language, as proposed by the House, is retained that limits the Secretary from obligating more than \$228,400,000 of the funding provided to the National Railroad Passenger Corporation prior to September 30, 2000. The Senate bill contained no similar provision.

Vermont service.—The conferees direct Amtrak to provide a report to the Appropriations Committees on the capital costs necessary to upgrade the rail line between Hoosick Falls, New York and Burlington, Vermont to passenger rail standards no later than November 30, 1999.

Fencing along the Northeast Corridor.—The conferees recognize that Amtrak has made progress in enhancing safety along the tracks where high-speed rail will be operating. Amtrak should continue to work closely with the Northeast Corridor community, as well as state transit officials and owners of the track, to identify danger spots and install perimeter fencing along the Corridor, wherever needed. In particular, Amtrak should continue to focus on increased community coordination in urbanized areas where there have been problems or community concerns have been expressed, such as Attleboro, Foxboro, Mansfield, and Sharon, Massachusetts. Amtrak should make it a high priority to ensure that the fencing improvements for these areas be completed before high-speed rail is operational.

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

The conference agreement provides \$60,000,000 for administrative expenses of the Federal Transit Administration as proposed by both the House and the Senate. Within the total, the conference agreement appropriates \$12,000,000 from the general fund and \$48,000,000 from the Highway Trust Fund, as proposed by both the House and the Senate. The conference agreement provides that the general fund appropriation shall be available through September 30, 2000, as proposed by the House.

The agreement includes a provision that transfers \$1,500,000 from funds made available for administrative expenses to the Inspector General to reimburse costs associated with audit and financial reviews of major transit projects, instead of \$800,000 from project management oversight funds as proposed by the House. The Senate bill proposed that \$9,000,000 from funds under this

heading shall be used to reimburse the Inspector General for costs associated with audits and investigations of all transit-related issues and systems.

Full-time equivalent (FTE) staff years.—The conference agreement provides that the FTE level in fiscal year 2000 shall not rise in excess of 485 FTE, the same level as provided in fiscal year 1999. Additional staffing increases may be considered by the House and Senate Committees on Appropriations through the regular reprogramming process.

Information technology activities.—The conferees have deleted funding requested for the development of the human resources information system (—\$200,000).

In addition, the conferees have deferred consideration of several information technology activities (—\$2,500,000), since the FTA has not been able to inform the House and Senate Committees on Appropriations in a timely manner of the out-year financial requirements to complete systems review, development and acquisition. The House and Senate Committees on Appropriations may consider providing funds for these activities through the regular reprogramming process.

Project management oversight reviews.—The conferees agree that the FTA shall increase its financial management oversight reviews within the funds provided for section 23 activities and direct the FTA to provide not less than \$4,500,000 for such financial management oversight activities in fiscal year 2000.

Full funding grant agreements.—The conference agreement includes a provision (sec. 347) that requires the FTA to notify the House and Senate Committees on Appropriations as well as the House Committee on Transportation and Infrastructure and the Senate Committee on Banking 60 days before executing a full funding grant agreement. In its notification to the House and Senate Committees on Appropriations, the conferees direct the FTA to include therein the following: (a) a copy of the proposed full funding grant agreement; (b) the total and annual federal appropriations required for that project; (c) yearly and total federal appropriations that can be reasonably planned or anticipated for future FFGAs for each fiscal year through 2003; (d) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; and (e) a financial analysis of the project's cost and sponsor's ability to finance, which shall be conducted by an independent examiner and shall include an assessment of the capital cost estimate and the finance plan; the source and security of all public- and private-sector financial instruments, the project's operating plan which enumerates the project's future revenue and ridership forecasts, and planned contingencies and risks associated with the project.

The conferees also direct the FTA to inform the House and Senate Committees on Appropriations before approving scope changes in any full funding grant agreement. When submitting such notification to the House and Senate Committees on Appropriations, the FTA shall include a finance plan that details how the project sponsor shall finance the costs to complete the revised project.

FTA is directed to enter into full funding grant agreements only when there are no outstanding issues which would have a material effect on the estimated cost of the project or on the local financial commitment to complete the project under the terms of the agreement. Areas which FTA should consider in ensuring that this condition is met include: the degree of certainty, and any remaining risks in, capital cost estimates and the availability of adequate contingency

Appendix B

Letter to states dated February 18, 2000



U.S. Department
of Transportation
**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

FEB 18 2000

**The Honorable Leon S. Kenison
Commissioner
New Hampshire Department of Transportation
P.O. Box 483
Concord, New Hampshire 03302**

Dear Mr. Kenison:

The Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) have been directed by Congress to work with the states to identify the "ten most deadly crossings in each state" and identify ways in which these crossings can be closed or reconfigured to reduce the dangers. This directive was initiated through the Conference Committee Report on U.S. Department of Transportation Appropriations for FY 2000.

The conferees believe that focusing on the most dangerous crossings in each state would greatly reduce the likelihood of fatal collisions. A report must be submitted to the House and Senate Committees on Appropriations by August 1, 2000. In order to complete the report, FRA and FHWA need the assistance of the states in updating information to be used to identify these crossings.

We are sending a packet of information that will assist us in this effort to your state's designated Highway-Rail Crossing Program (Section 130) and Association of American Railroad/Department of Transportation (DOT) Crossing Inventory contacts. The packet contains the following:

- A list identifying the thirty crossings in your state with the highest FRA Fatal Accident Prediction values**
- A one page DOT Inventory Report for each crossing on the list showing the current inventory information**

Since many inventory reports have not been updated for several years, it is important that the information on each crossing be correct in order for the list to be accurate. Therefore, you are asked to please have the following tasks accomplished:

- 1. Review the accident prediction list and the inventory reports to ensure that the information is current and accurate.**
- 2. Make any needed corrections directly onto the enclosed inventory reports.**
- 3. If your state would like to provide a list of those ten crossings which it believes**

has the greatest potential for a fatal collision, provide FRA with the list and with the current inventory records for those crossings. We will include those crossings in our report.

4. Return all materials to FRA within 30 days of receiving them.

After the updated information is returned, FRA will re-run the Fatal Accident Prediction list and provide you with a copy. If updated inventory information is not received, we will proceed with the study using the information currently in the inventory. FRA's Crossing and Trespasser Regional Manager and FHWA's Division Safety Engineer for your state will discuss with your designated Section 130 contact ways to mitigate the hazards at each crossing either through closure or other alternatives. A report will be prepared identifying the ten crossings with the highest fatal accident prediction values according to the FRA formula. Proposed mitigation methods and estimated costs will be compiled. If your state provided additional crossings to be included, these crossings and mitigation efforts will also be included.

We anticipate this information will be used by Congress to identify appropriate mitigation measures and the potential costs associated with any recommended corrective measures. The information you provide will be essential in this effort. Your partnership will help provide a report that will be very valuable.

If you have any questions concerning this matter, please contact Mr. Greg Harshaw, Acting Staff Director, FRA's Highway-Rail Crossing and Trespasser Division at (202) 493-6288. Thank you in advance for your cooperation.

Sincerely,



George A. Gavalla
Associate Administrator for Safety
Federal Railroad Administration

Sincerely,



Vincent F. Schimmoller
Program Manager, Infrastructure
Federal Highway Administration

Enclosures

cc: State Section 130 Contact
State Crossing Inventory Contact
FRA Regional Administrator
FHWA Division Safety Engineer

Appendix C

Letter to states dated June 2, 2000

"(k) NATIONAL HIGHWAY-RAIL CROSSING INVENTORY.--(1) Mandatory Initial Reporting of Crossing Information.--No later than September 30, 2001, each State shall--

"(A) report to the Secretary of Transportation certain information, as specified by the Secretary by rule or order issued after notice and opportunity for public comment or by guidelines, concerning each highway-rail crossing located within its borders; or

"(B) otherwise ensure that the information has been reported to the Secretary by that date.

"(2) Mandatory Periodic Updating of Crossing Information.-- On a periodic basis beginning no later than September 30, 2003, and not less often than September 30 of every third year thereafter, or as otherwise specified by the Secretary of Transportation by rule or order issued after notice and opportunity for public comment or by guidelines, each State shall:

"(A) report to the Secretary certain current information, as determined by the Secretary by rule or order issued after notice and opportunity for public comment or by guidelines, concerning each highway-rail crossing located within its borders; or

"(B) otherwise ensure that the information has been reported to the Secretary by that date.

"(3) Definitions.--In this subsection--

"(A) 'highway-rail crossing' means a location where a public highway, road, street, or private roadway, including associated sidewalks and pathways, crosses one or more railroad tracks either at grade or grade separated.

"(B) 'State' means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands."

(d) TABLE OF SECTIONS AMENDMENT.--The table of sections for chapter 1 of title 23, United States Code, is amended by striking the existing item for section 130 and substituting:

"130. Highway-rail crossings."

(e) CIVIL PENALTIES.--(1) Section 21301(a)(1) is amended--

(A) by striking the period at the end of the first sentence and substituting "or with section 20155"; and

(B) in the second sentence, by inserting "or violating section 20155" between "chapter 201" and "is liable".

(2) Section 21301(a)(2) is amended by inserting after the first sentence the following: "The Secretary shall subject a person to a civil penalty for a violation of section 20155 of this title".

TITLE VI-MISCELLANEOUS PROVISIONS

SEC. 601. TECHNICAL AMENDMENTS REGARDING ADJUSTMENT OF CIVIL PENALTIES FOR INFLATION.

(a) **CHAPTER 201 GENERAL VIOLATIONS.**—In section 21301(a)(2), as amended by this Act, insert after "\$10,000" and after "\$20,000" the following: "or such other amount to which the stated maximum penalty is adjusted if required by the Federal Civil Penalties Inflation Adjustment Act of 1990 (Public Law 101-410, 28 U.S.C. 2461 note)".

(b) **CHAPTER 201 ACCIDENT AND INCIDENT VIOLATIONS AND CHAPTER 203-209 VIOLATIONS.**—In section 21302(a)(2), as amended by this Act, insert after "\$10,000" and after "\$20,000" the following: "or such other amount to which the stated maximum penalty is adjusted if required by the Federal Civil Penalties Inflation Adjustment Act of 1990 (Public Law 101-410, 28 U.S.C. 2461 note)".

(c) **CHAPTER 211 VIOLATIONS.**—In section 21303(a)(2), as amended by this Act, insert after "\$10,000" and after "\$20,000" the following: "or such other amount to which the stated maximum penalty is adjusted if required by the Federal Civil Penalties Inflation Adjustment Act of 1990 (Public Law 101-410, 28 U.S.C. 2461 note)".

SEC. 602. REVISION OF SPECIAL PREEMPTION PROVISION.

Section 711 of the Regional Rail Reorganization Act of 1973 (section 797j of title 45, United States Code), is revised to read as follows:

"SEC. 711. No State may continue in force any law, rule, regulation, order, or standard adopted before the date of enactment of the Federal

Appendix D

Proposed Legislation for Mandatory Reporting of Crossing Inventory Federal Railroad Safety Enhancement Act of 1999, Section 503 H.B.2683 and S.1496



U.S. Department
of Transportation

**Federal Railroad
Administration**

400 Seventh St. S.W.
Washington, D.C. 20590

The Honorable David M. Laney
Chairman
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

Dear Mr. Laney:

As indicated in the letter from Mr. Vincent Schimmoller and myself dated February 18, 2000, the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) have been directed by Congress to work with the states to identify the "ten most deadly crossings in each state" and identify ways in which these crossings can be closed or reconfigured to reduce the dangers. This directive was initiated through the Conference Committee Report on U.S. Department of Transportation Appropriations for FY 2000. You previously were provided with a list of the thirty crossings that our records indicated had the highest probability of having a fatal collision according to the U.S. D.O.T. Fatal Accident Prediction formula. Many states provided updated crossing inventory information to FRA, and some states included additional crossings to be included in the study.

You will find enclosed a listing of the ten crossings that have been identified as having the highest fatal accident probability in your state which will be included in our study. If your state provided updated inventory information, this listing reflects the changes you have noted. FRA's Crossing and Trespasser Regional Manager and FHWA's Division Safety Engineer for your state will be contacting your staff shortly to discuss ways to mitigate the hazards at each crossing either through closure or other alternatives. A report will be prepared identifying the ten crossings with the highest fatal accident prediction values according to the FRA formula. Proposed mitigation methods and estimated costs will be compiled. If your state provided additional crossings to be included, these crossings and mitigation efforts will also be included.

Specifically, the following information for each crossing will be needed:

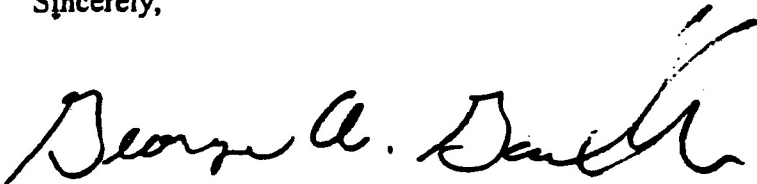
- Type of mitigation proposed (closure, relocation, separation, warning device upgrades, Traffic channelization, etc.)
- Brief description of the proposed mitigation
- Rough cost estimate for the proposed mitigation
- If not proposed, provide a brief explanation why the following were not recommended: closure, separation, and relocation.

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This information will be included in a report for each crossing studied. You will find enclosed a sample copy of the report format. If you have any questions concerning this matter, please contact Mr. Greg Harshaw, Staff Director, FRA's Highway-Rail Crossing and Trespasser Division at (202) 493-6288.

Your participation in this effort will provide valuable input to the study. We look forward to working with you in the near future on this study.

Sincerely,

A handwritten signature in black ink, appearing to read "George A. Gavalla". The signature is fluid and cursive, with a prominent flourish at the end.

George A. Gavalla
Associate Administrator of Safety

Enclosures

cc: State Section 130 Contact
State Crossing Inventory Contact
FRA Regional Administrator
FHWA Division Safety Engineer

Appendix E

FY 2001 Allocation Table

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPUTATION OF APPORTIONMENT OF SURFACE TRANSPORTATION PROGRAM FUNDS
AUTHORIZED FOR FISCAL YEAR 2001

STATE	MANDATORY SAFETY AMOUNTS		OPTIONAL SAFETY AMOUNTS	TOTAL SAFETY	MANDATORY TRANSPORTATION ENHANCEMENTS	STP PROGRAM DISTRIBUTED BASED ON POPULATION AREAS		STP PROGRAM AVAILABLE FOR ANY AREA
	PROTECTIVE DEVICES	ELIMINATION OF HAZARDS				OVER 200K	UNDER 5K	
ALABAMA	1,610,192	2,987,824	8,499,267	14,707,475	14,707,475	21,207,736	13,189,152	44,122,423
ALASKA	1,219,593	828,325	4,116,068	7,383,579	7,383,579	47,593,919	10,678,455	59,068,630
ARIZONA	788,040	2,025,656	9,892,312	13,494,049	13,494,049	7,506,762	31,144,894	40,482,147
ARKANSAS	1,228,714	2,002,741	5,921,461	10,381,631	10,381,631	251,595,929	26,777,174	196,833,849
CALIFORNIA	5,091,358	14,159,451	41,302,449	65,644,616	65,644,616	27,950,589	11,913,623	29,529,212
COLORADO	1,101,364	2,327,131	5,313,212	9,843,071	9,843,071	18,275,846	4,450,284	22,211,679
CONNECTICUT	523,805	1,841,942	5,227,661	8,117,413	8,117,413	10,778,232	3,199,729	10,559,974
DELAWARE	252,388	828,325	2,186,890	3,519,991	3,519,991	15,202,662	16,734,111	9,121,598
DIST. OF COL.	105,365	105,363	2,001,479	3,040,532	3,040,532	132,438,721	47,153,965	117,796,078
FLORIDA	2,343,353	2,343,354	28,330,112	39,265,359	39,265,359	57,698,117	68,248,916	85,945,988
GEORGIA	2,348,132	3,994,783	19,957,619	28,648,666	28,648,666	3,649,603	17,296,297	29,196,820
HAWAII	195,896	828,325	2,429,485	3,649,603	3,649,603	4,999,597	7,951,329	11,375,469
IDAHO	714,660	1,132,419	2,437,858	4,999,597	4,999,597	76,986,293	18,238,287	69,935,540
ILLINOIS	3,963,130	7,422,690	9,046,821	24,394,772	24,394,772	35,675,766	14,975,392	53,458,312
INDIANA	2,481,187	3,840,609	11,282,522	20,085,506	20,085,506	8,229,550	13,425,937	28,415,951
IOWA	1,897,837	2,700,163	2,976,148	9,471,984	9,471,984	17,052,512	12,616,924	29,568,068
KANSAS	2,435,325	2,624,484	2,821,570	10,316,704	10,316,704	30,184,745	13,191,309	37,269,889
KENTUCKY	1,267,517	2,646,972	7,239,291	12,423,297	12,423,297	23,561,105	10,669,568	33,911,407
LOUISIANA	1,588,057	2,820,265	5,307,425	11,303,803	11,303,803	13,990,461	5,568,655	11,375,469
MAINE	469,028	828,325	2,025,441	3,791,823	3,791,823	38,775,657	6,339,477	33,460,448
MARYLAND	713,643	2,514,791	7,211,405	11,153,482	11,153,482	39,203,340	15,253,801	33,413,163
MASSACHUSETTS	1,005,634	3,369,865	6,838,934	12,220,066	12,220,066	17,284,712	42,484,932	79,695,038
MICHIGAN	2,676,093	6,097,701	15,115,125	26,565,013	26,565,013	31,940,847	19,525,593	38,528,068
MINNESOTA	2,020,968	2,020,968	5,909,084	13,439,052	13,439,052	5,854,031	11,657,369	27,007,074
MISSISSIPPI	1,120,004	2,076,141	5,139,255	9,455,403	9,455,403	41,308,611	17,095,716	47,879,795
MISSOURI	1,999,011	3,832,323	9,687,545	17,517,890	17,517,890	15,887,159	11,723,757	15,104,378
MONTANA	806,683	1,533,693	2,755,123	5,522,183	5,522,183	12,309,045	9,990,322	19,303,949
NEBRASKA	1,330,662	1,784,553	1,988,773	6,434,649	6,434,649	11,011,414	3,513,834	26,975,461
NEVADA	391,995	886,240	3,517,358	5,187,588	5,187,588	14,588,348	7,857,874	46,713,021
NEW HAMPSHIRE	306,480	306,480	2,198,575	3,640,860	3,640,860	64,108,597	5,888,564	17,838,284
NEW JERSEY	1,345,629	4,231,203	8,648,545	15,571,007	15,571,007	10,879,069	10,566,616	83,180,892
NEW MEXICO	602,823	1,254,090	4,063,940	6,523,876	6,523,876	19,494,119	15,954,706	64,147,854
NEW YORK	3,010,222	3,010,222	11,315,472	27,726,964	27,726,964	68,144,991	20,327,239	64,868,355
NORTH CAROLINA	1,990,663	4,072,329	13,328,964	21,382,618	21,382,618	24,803,985	12,596,816	37,180,595
NORTH DAKOTA	1,404,592	1,238,907	317,434	4,355,524	4,355,524	18,724,936	10,957,694	27,546,419
OHIO	3,150,872	6,958,805	11,311,592	24,471,941	24,471,941	37,408,962	24,212,405	75,556,175
OKLAHOMA	1,650,416	1,650,416	6,342,906	12,393,531	12,393,531	20,915,380	10,302,157	40,213,621
OREGON	1,097,050	1,097,049	4,613,029	9,182,140	9,182,140	16,489,484	14,196,443	14,196,443
PENNSYLVANIA	2,902,195	2,222,507	11,931,971	25,186,058	25,186,058	34,627,937	15,060,658	37,453,593
RHODE ISLAND	1,292,463	827,416	2,307,995	4,131,067	4,131,067	110,665,847	40,430,391	173,327,387
SOUTH CAROLINA	827,416	1,363,692	3,287,836	6,668,880	6,668,880	141,007	16,434,657	16,434,657
SOUTH DAKOTA	5,453,140	5,453,140	4,816,181	16,224,107	16,224,107	14,025,350	3,199,729	9,413,200
TENNESSEE	576,499	1,214,349	3,110,871	5,478,219	5,478,219	11,407,422	11,407,422	55,900,710
UTAH	309,315	828,325	1,998,060	3,445,016	3,445,016	31,898,356	14,207,422	38,357,132
VERMONT	1,365,602	3,511,429	13,253,822	19,496,155	19,496,155	19,961,855	8,177,651	15,440,655
VIRGINIA	1,356,680	3,018,921	7,049,430	12,785,711	12,785,711	25,345,520	14,623,730	50,584,245
WASHINGTON	854,155	1,384,223	2,535,369	5,627,901	5,627,901	8,824,659	7,699,054	9,914,228
WEST VIRGINIA	1,964,511	3,614,824	9,317,570	16,861,415	16,861,415	1,245,122,275	592,890,914	2,187,975,944
WISCONSIN	1,964,511	828,325	1,564,150	3,304,743	3,304,743	1,753,923,182	1,245,122,275	2,187,975,944
WYOMING	456,159	828,325	1,564,150	3,304,743	3,304,743	1,753,923,182	1,245,122,275	2,187,975,944
TOTAL	77,464,815	162,189,334	414,522,109	731,641,073	731,641,073	1,753,923,182	1,245,122,275	2,187,975,944