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## Introduction

Transportation plays a vital role in the U.S. economy, providing jobs and income and supporting economic activity. As measured by transportation-related final demand, in 1998 transportation contributed $\$ 930.5$ billion in constant 1996 dollars or about 11 percent to the country's gross domestic product. For-hire transportation industries employed about 4.4 million workers or 3.5 percent of the total U.S. civilian labor force in that same year (Bureau of Transportation Statistics, 2001). Transportation also generates revenues for all levels of government (federal, state, and local), which in turn spend or invest the funds on transportation infrastructure, improvement and maintenance, and operations support.

The level of government transportation finance is substantial. In constant 1996 dollars, government agencies generated $\$ 118.9$ billion in revenues and spent $\$ 144.7$ billion in fiscal year (FY) 1999. About one-third of this activity takes place at the federal level, about one-half at the state level, and the remainder occurs within local governments. Moreover, considerable funds are transferred among the three levels of governments each year. For example, federal grants to state and local governments reached $\$ 26.3$ billion (chained 1996 dollars) in FY 1999 for transportation-related programs. These federal grants-in-aid are a form of intergovernmental transfers and provide a substantial source of funding for state and local governments.

## Scope

This Government Transportation Financial Statistics report includes the following:

1. Federal revenues and expenditures by mode and program for FY 1985-2000. Data tables include estimates for FY 2001.
2. Federal grants to state and local governments by mode for FY 1985-2000.
3. Federal budget authority and obligations by mode and program for FY 1985-2000. Data tables include estimates for FY 2001.
4. State and local government revenues and expenditures by mode for FY 1985-1999.

The report is limited to civilian transportation, including U.S. Army Corps of Engineers (USACE) activities like construction and maintenance of channels, harbors, locks, and dams and transportation-related activities of the U.S. Coast Guard (USCG).

## Data Sources

The principal source for federal financial data is the Annual Budget of the United States Government published by the Office of Management and Budget (OMB). The numbers are consistent from year to year and follow the definitional structure required by OMB. The primary source for state and local government financial data is the U.S. Bureau of the Census. The Census Bureau conducts Census of Governments at five-year intervals for years ending in " 2 " and " 7. ." The results of this Census provide comprehensive statistical information about state and local government financial activities. The data for census years are therefore full counts and not subject to sampling errors. Detailed data sources by mode and level of government are provided in Table 1 below.

Table 1. Data Sources for Government Transportation Revenues, Expenditures, Grants, Budget Authority, and Obligations

| Mode | Level of government | Data source |
| :---: | :---: | :---: |
| Highway | Federal | Revenues: <br> U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), http://www.fhwa.dot.gov/ohim/ohimstat.html, as of October 2001, Table FA-5 and FE-210. <br> Expenditures and grants: <br> For 1991 and preceding years-Estimated based on data from U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), http://www.fhwa.dot.gov/ohim/ohimstat.html, as of October 2001 and Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues), http://w3.access.gpo.gov/usbudget, as of October 2001. <br> For 1992 and the latest year available-U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), http://www.fhwa.dot.gov/ohim/ohimstat.html, as of October 2001, Table FA-5 and FE210. <br> Capital expenditures: <br> U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), http://www.fhwa.dot.gov/ohim/ohimstat.html, as of October 2001, Table HF-10A. <br> Budget authority: |


| Mode | $\begin{array}{c}\text { Level of } \\ \text { government }\end{array}$ | $\quad$ Data source |
| :---: | :--- | :--- |, \(\left.\left.\begin{array}{l}Executive Office of the President of the United States, Office of Management and <br>

Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget <br>
Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, <br>
as of October 2001. <br>
Obligations:\end{array}\right] \begin{array}{l}Executive Office of the President of the United States, Office of Management and <br>
Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual <br>

issues), http://w3.access.gpo.gov/usbudget, as of October 2001.\end{array}\right\}\)| Highway |
| :--- |
| State \& local |
| Revenues, expenditures, and capital expenditures: |
| Transit |


| Mode | Level of government | Data source |
| :---: | :---: | :---: |
|  |  | issues), http://w3.access.gpo.gov/usbudget, as of October 2001. |
| Transit | State \& local | Revenues, expenditures, and capital expenditures: <br> U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001. |
| Rail | Federal | Revenues: <br> See explanation on p. 19. <br> Expenditures and grants: <br> Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001. <br> Capital expenditures: <br> For 1995 and preceding years personal communication with FRA. After 1995 Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001. For details, see section on Data Coverage. <br> Budget authority: <br> Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001. <br> Obligations: <br> Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues), http://w3.access.gpo.gov/usbudget, as of October 2001. |
| Rail | State \& local | Estimated based on information from Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001. For details, refer to section on Data Coverage. |
| Air | Federal | Revenues: <br> U.S. Department of Transportation, Federal Aviation Administration, Budget in Brief, |


| Mode | Level of <br> government | $\quad$ Data source |
| :---: | :--- | :--- |$|$| (Annual issues), http://www.faa.gov/aba/html budget/index.html, as of October 2001. |
| :--- |
| Expenditures and grants: |
|  |


| Mode | Level of <br> government | Data source |
| :---: | :--- | :--- |$|$| of Engineers (USACE). For U.S. Army Corps of Engineers (USACE) - personal |
| :--- |
| communication. |
| Expenditures and grants: |
|  |


| Mode | Level of <br> government | Data source |
| :---: | :--- | :--- |
|  | Expenditures and grants: <br> Executive Office of the President of the United States, Office of Management and <br> Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget <br> Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, <br> as of October 2001. |  |
|  | Capital expenditures: <br> Executive Office of the President of the United States, Office of Management and <br> Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget <br> Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, <br> as of October 2001. |  |
| Budget authority: |  |  |
| Bxecutive Office of the President of the United States, Office of Management and |  |  |
| Budget, Budget of the United States Government Fiscal Year 2002 - Public Budget |  |  |
| Database (Washington, D.C. 2002), http://w3.access.gpo.gov/usbudget/fy2002/db.html, |  |  |
| as of October 2001. |  |  |
| Obligations: |  |  |
| General |  |  |
| support |  |  |


| Mode | Level of <br> government |  |
| :--- | :--- | :--- |
|  |  | Obligations: <br> Executive Office of the President of the United States, Office of Management and |
|  | Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual <br> issues), http://w3.access.gpo.gov/usbudget, as of October 2001. |  |

In noncensus years, state and local data are collected through an annual survey, which is subject to sampling error. As reported by the Census Bureau, the data are generally subject to a sampling variability of less than 3 percent.

Federal data in this report correspond to the federal fiscal year, which begins on October 1, while state and local data are for fiscal years that generally start in July except for four states with other starting dates (Alabama and Michigan in October, New York in April, and Texas in September). While this may create a small error in totals for any given year, the data are suitable for illustrating trends in public transportation finance. The totals for transportation revenues and expenditures in this report are the sum of the Census Bureau's state and local data and the U.S. Budget's federal financial data.

## Chained-Dollar Estimates

Chained-dollar estimates provide dollar values of government revenues and expenditures that are adjusted to remove the effect of changes in the level of prices. These estimates show the dollar values of revenues and expenditures, which would exist if prices had remained at the same average level as in the base period. They are computed by dividing the current dollar estimates by the chain-type price index and multiplying by one hundred (See Appendix II for definition of chain-type price index). The deflator used for federal revenues and expenditures differs from that used for state and local revenues and expenditures. However, the same deflators are used for expenditures and revenues. While a nondefense federal government chain-type price index is used to deflate current dollar federal revenues and expenditures, a state and local chain-type price index is applied for state and local government revenues and expenditures. If expenditures are totaled across different levels of government in chained dollars before and after federal grants, the totals do not match due to the difference in deflators used. All chained dollar estimates in this report are for the base year 1996, instead of 1992 as used in the previous editions of the report.

The price indexes are obtained from the National Income and Product Accounts Tables, Bureau of Economic Analysis (BEA), Table 7.1, Quantity and Price Indexes for Gross Domestic Product (available at http://www.bea.doc.gov/bea/dn/nipaweb/ as of October 2001). The Bureau of Economic Analysis produces separate chain-type price indexes for the federal, and state and local governments because of differences in the types of goods and services purchased.

## Data Limitations and Coverage

## Data Limitations

The list below contains the major limitations of the database that users should take into consideration:

- Federal government data are compiled for the federal fiscal year, which begins on October 1, while state and local data are for fiscal years that generally start in July, except for four states with other starting dates (Alabama and Michigan in October, New York in April, and Texas in September). While this may create a small error in totals for any given year, the data are suitable for illustrating trends in public transportation finance.
- State and local governments data for census years are full counts and are not subject to sampling errors, whereas the data for noncensus years are estimated from annual surveys of the Bureau of the Census, which are subject to sampling variability of less than 3 percent.
- The database is limited to civilian transportation, including civilian activities of the U.S. Army Corps of Engineers (USACE); such as construction and maintenance of channels, harbors, locks, and dams; and civilian transportation-related activities of the U.S. Coast Guard (USCG).
- State and local transportation-related property taxes are not covered due to lack of data. For example, personal property taxes on motor vehicles and taxes on motor carriers based on assessed value of property are not included in the state and local highway revenues.
- Not all transportation-related activities by government agencies outside of the U.S. Department of Transportation are covered due to lack of data. For example, expenditures of the Environmental Protection Agency (EPA) for transportation-related pollution programs are not covered because this portion of the spending is not separately reported in the budget.


## Revenues and Expenditures - Definition

Revenues: Transportation revenues include money received by the government from transportation-related taxes, user charges, or fees earmarked to fund transportation-related expenditures. The following types of receipts are not accounted for as transportation revenues:

- Taxes collected from users of the transportation system that go to the general fund, ${ }^{1}$
- Nontransportation-related general fund revenues, which are used to finance transportation activities,
- Proceeds from borrowing, whether short-term or long-term,
- Proceeds from sale of investments and the payment of loans,
- Transfers from agencies or funds of the same government.

Expenditures: Transportation expenditures consist of money paid out for transportation-related activities by the government. ${ }^{2}$ In this definition, expenditures include payments from all sources of funds, including transportation trust funds, general funds, and proceeds from borrowing. The following types of outlays are not considered as transportation expenditures:

- Loans or other extensions of credit.
- Purchase of securities for investment purposes (recorded loss on the sale of investments is, however, treated as expenditure).
- Payments for retirement of debt principal (long-term or short-term), which are reported with debt statistics. Interest on debt is, however, reported as expenditure. ${ }^{3}$
- Transfer to other agencies or funds of the same government.


## Data Coverage

## Highways

[^0]Revenues. ${ }^{4}$ Federal highway revenues constitute the portion of money paid into the Highway Account of the Highway Trust Fund (HTF). The HTF revenues are derived from excise taxes on motor fuel, motor vehicles, tires, parts and accessories for trucks and buses, and interest income earned on balances of the Trust Fund. ${ }^{5}$ Motor fuel taxes, which are included in the HTF, are taxes levied only on motor fuels used by highway users.

State and local highway revenues are raised through taxes on motor fuels, motor vehicle licenses, and motor vehicle operator licenses, along with charges on regular and toll highways, and parking facilities. For state and local governments, motor fuel taxes include taxes on gasoline, diesel oil, aviation fuel, "gasohol," and any other fuels used in motor vehicles or aircraft. Motor vehicle operator license taxes cover licenses for the privilege of driving commercial and private motor vehicles. Motor vehicles license taxes are taxes imposed on owners or operators of motor vehicles for the right to use public highways, such as fees for title registration, license plates, vehicle inspection, vehicle mileage and weight taxes on motor carriers, highway use taxes, and off-highway fees. ${ }^{6}$ Parking facility charges are imposed on on-street and off-street parking meters and charges and rentals from locally owned parking lots or public garages. Regular highway charges include reimbursements for street construction and repairs, fees for curb cuts and special traffic signs, and maintenance assessments for street lighting, snow removal, and other highway or street services unrelated to toll facilities. Toll highway charges include fees from turnpikes, toll roads, bridges, ferries, and tunnels; rents and other revenue from concessions (service stations, restaurants, etc.); and other charges for use of toll facilities.

Expenditures. Highway expenditures consist of outlays of the Federal Highway Administration and the National Highway Traffic Safety Administration and outlays for road construction activities managed by the Department of the Interior's National Park Service, the Bureau of Indian Affairs, the Bureau of Reclamation, the Bureau of Land Management, the Department of Agriculture's Forest Service, the Department of Housing and Urban Development, and other federal agencies. The Federal Highway Administration expenditures include outlays for federal-aid-highway programs (financed from the HTF) and the Interstate Substitution and Railroad Crossing Demonstration program (financed from the general fund). The federal-aid highway program fund is apportioned to states using formulas for planning, constructing, and improving the nation's highway system. Outlays of the National Highway Traffic Safety Administration (NHTSA) are used for setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment, investigating safety defects in motor vehicles, setting and enforcing

[^1]fuel economy standards, helping states and local communities reduce the threat of drunk drivers, and promoting the use of safety belts and child safety seats. NHTSA's outlays in the form of grants to state and local governments for conducting local highway safety programs are also included.

For state and local expenditures, outlays of the following activities are included:

1. Maintenance, operation, repair, and construction of regular highways, streets, roads, alleys, sidewalks, bridges, tunnels, ferry boats, viaducts, and related structures.

Examples: Snow and ice removal and application of salt and sand (including that by sanitation or street cleaning agencies, if identifiable); street or highway lighting and related fixtures; traffic signals; highway and traffic design, planning, and engineering if handled by public works or highways agency; highway safety; and construction and maintenance of such highway-related items as curbs, gutters, crosswalks, grade separations, trestles, railroad crossings, and storm drains integral to highway projects.
2. Maintenance, operation, repairs, and construction of highways, roads, bridges, ferries, and tunnels operated on a fee or toll basis.

Examples: Turnpikes, toll roads, toll bridges, toll ferries (including docks and related terminals), toll tunnels, and all related activities and facilities such as snow and ice removal, highway police and fire protection units if administered by the toll authority, lighting and light fixtures, design and engineering, garages and administrative buildings of toll authorities, operation of toll booths, drawspans, rest stops, and service areas by the toll authority itself.
3. Provision, construction, maintenance, and operation of local government public parking facilities operated on a commercial basis.

The source data do not cover the following activities in the state and local expenditures for highways:

1. Patrol or policing of streets and highways and traffic control activities of police or public safety agencies.
2. Enforcement of parking regulations and laws such as meter readers, parking facilities for exclusive use (e.g., by meter readers) of government employees, and parking areas connected to a specific type of facility, such as those for a public sports stadium.
3. Debt service on toll facility debt.

Note that state and local governments' highway expenditures reported by the Census Bureau are slightly lower than those reported in the FHWA's Highway Statistics because data from the FHWA include outlays for highway activities such as law enforcement and patrols and policing
of streets and highways not included in the Census data. Although the FHWA data provide better coverage of state and local highway expenditures, in order to maintain consistency among the different modes regarding the types of expenditures included in the state and local data, these data were not used. Table 2 outlines the major differences in Census Bureau and FHWA calculation of state and local highway transportation financial statistics.

Table 2. Comparison of the U.S. Census Bureau and Federal Highway Administration Calculations of State and Local Transportation Financial Statistics

| Item | Census | FHWA |
| :--- | :--- | :--- |
| Motor fuel tax <br> revenues | Includes state and local tax revenues on any <br> fuel used in motor vehicles, and on gasoline <br> used by aircraft. | Includes state and local tax revenues <br> attributed to highway use of fuels, <br> including diesel fuel, gasohol, and <br> liquefied petroleum gas used by <br> private and commercial motor vehicles <br> and transit systems. Does not include <br> revenues on gasoline used by aircraft. |
| Motor vehicle <br> license tax <br> revenues | Includes vehicle mileage and weight taxes <br> on motor carrier, highway use taxes, or off- <br> highway fees. | Does not include vehicle mileage and <br> weight taxes on motor carriers, <br> highway use taxes, or off-highway <br> fees. |
| Local parking <br> charges revenues | Includes local parking revenues. | Not explicitly collected. |
| Highway <br> expenditures | Excludes patrols or policing of streets and <br> highways, traffic control activities of police <br> or public safety agencies, law enforcement <br> and safety activities of vehicle inspection <br> enforcement and vehicle size and weight <br> enforcement, street cleaning activities, and <br> roads within parks maintained by a park <br> agency. | Includes patrols or policing of streets <br> and highways, traffic control activities <br> of police or public safety agencies, law <br> enforcement and safety activities of <br> vehicle inspection enforcement and <br> vehicle size and weight enforcement, <br> street cleaning activities, and roads <br> within parks maintained by a park <br> agency. |

## Transit

Revenues. Federal transit revenues include the money paid into the Mass Transit Account of the HTF. The Highway Revenue Act of 1982 established the Mass Transit Account within the HTF and provided that a certain proportion of federal fuel taxes be assigned to it. Although highway users pay the taxes, these funds are treated as federal transit revenues in this report.

State and local transit revenues comprise money generated from operations of the public mass transportation system (i.e., rapid transit, subway, bus, street railway, and commuter rail services), such as fares, charter fees, advertising income, and other operations revenues.

Expenditures. Federal transit expenditures include grants to state and local agencies for the construction, acquisition, and improvement of the mass transportation facilities and equipment and for payment of operating expenses. Also included are Federal Railroad Administration (FRA) commuter rail subsidies related to the transition of Conrail to the private sector ${ }^{7}$, research and administrative expenses of the Federal Transit Administration (FTA), and federal interest payment contribution to Washington Metro Area Transportation Authority (WMATA) loans.

State and local transit expenditures include all amounts of money paid out for operation, maintenance, and construction of the public mass transit systems, including subways, surface rails, and buses. For example, expenditures on rapid transit; subways, surface rail, and street railroad systems; commuter rail lines; trolleys and light rail; related stations, tracks, depots, and rail yards; acquisition of right-of-ways; transit police employed directly by utility; subsidies to public mass transit systems (but not private ones); and buses are included in transit spending. Payments in support of privately owned and operated transit utility operations, including railroads, are also included in the state and local transit expenditures. These are payments or subsidies to private bus companies, railways, light rail, or other private passenger transportation systems for construction, purchase of equipment, and operations and subsidies to railroads for continued service to rural or outlying areas.

The following transit activities are not covered in the state and local spending for transit: systems solely to transport students; systems exclusively for handicapped or senior citizens; systems owned but operated under private contract without financial oversight; depreciation of assets; activities not directly related to utility operation, such as administration of utility debt and payments-in-lieu-of-taxes; and benefits paid to utility employees by employee retirement systems. Also excluded are payments to private firms to provide transportation for government employees, such as shuttle bus service between public buildings, and payments to private firms for transporting students.

## Rail

Revenues. Railroad activity generates revenues in the form of fuels and property taxes, but these are not treated as transportation-related revenues in the report. ${ }^{8}$ Fuel taxes collected from railroads are channeled into the general fund for deficit reduction and hence do not fall under the definition of transportation-related revenues. State and local governments collect property taxes from the rail mode, and some of these proceeds may be used to finance transportation activities. That portion of the state and local governments' property tax revenue, which is used for transportation, is not accounted for in this report because of lack of data. For a similar reason, transportation-related property taxes for other modes are also not covered. Amtrak, the

[^2]passenger railroad service, generates revenues from passenger fares, but since Amtrak is not an entity of the federal government its revenues are not treated as transportation-related revenues.

Expenditures. Federal rail expenditures include expenses of the Federal Railroad Administration (FRA) for its programs, namely, capital grants to Amtrak, settlement of railroad litigation, northeast corridor improvement, local rail freight assistance, mandatory passenger rail service payments, safety and operations, railroad research and development, Conrail labor protection (which provided benefits to Conrail employees deprived of employment because of workforce reduction and other actions), railroad rehabilitation and improvement, the Alaska railroad revolving fund, regional rail reorganization program, Amtrak corridor improvement, freight line rehabilitation, the Penn station redevelopment program, MAGLEV prototype development, next generation high-speed rail, Alameda corridor direct loan financing program, Rhode Island rail development, Alaska railroad rehabilitation, high-speed rail train sets and facilities, emergency railroad rehabilitation and repair, West Virginia rail development, and the Amtrak reform council. Also included are outlays for the rail service program of the former Interstate Commerce Commission and outlays of the former U.S. Railway Association.

The local rail freight assistance program, a program of FRA grants to state governments, has had a 70:30 percent federal to state funding share, respectively, since FY 1982. Due to lack of readily available data, state and local government rail expenditures are estimated based on this ratio.

## Air

Revenues. Federal air revenues include passenger ticket taxes and other excise taxes and fees paid by air carriers and passengers. Examples of these are aviation excise taxes, freight waybill taxes, general aviation fuel/gas taxes, ad valorem tax on domestic passenger tickets, international departure and arrival taxes, etc. These revenues are accumulated in the Airport and Airways Trust Fund (AATF). While held by the Treasury, the Trust Fund balance is invested in Government securities, and any interest income earned is deposited back into the Trust Fund.

State and local revenues for air mode are derived from airport charges. These include hangar rentals, landing fees, terminal and concession rents, parking fees at airport lots, and other charges for use of airport facilities or for services associated with their use. In 1992, local governments began collecting passenger facility charges and spending these revenues to finance capital programs. The collection of passenger facility charges was authorized by the Aviation Safety and Capacity Expansion Act of 1990.

Expenditures. Federal air expenditures consist of outlays of the Federal Aviation Administration (FAA) and outlays of the Office of the Secretary of Transportation for air carriers, essential air service, and Commission on Aircraft Security programs. The FAA expenses cover the costs of constructing, operating, and maintaining the national air traffic system, grants for airports, administration of the airport grant program, safety regulation, research and development, etc. In addition, expenses of the Civil Aeronautics Board for the years prior to its abolition and transportation-related expenses of the National Aeronautics and Space

Administration (NASA) are included. Transportation-related NASA expenditures include outlays for research and development, construction of facilities, and research and program management.

State and local expenditures for air constitute outlays for the operation and maintenance of airport facilities, as administered by local airport and port authorities with responsibilities for promoting safe navigation and operations for air modes, and regulation of the airline industry. Examples of these expenditures are outlays on publicly operated airfields and related facilities (runways, terminals, control towers, maintenance facilities, and the like); intergovernmental payments for construction, operation, or support of publicly owned airports; support of private airports; and airport police if either an integral part of the airport authority or a payment to regular police agency. Purchase and operation of government-owned aircraft, such as police helicopters and state civil air patrols, are not covered in the state and local government air transportation expenditures.

## Water

Revenues. Federal water revenues are derived from user charges and taxes paid into the Inland Waterways Trust Fund, the Harbor Maintenance Trust Fund, and the Oil Spill Liability Trust Fund. Interest incomes from these trust fund balances are also included. Moreover, tolls and other charges collected by the Panama Canal Commission ${ }^{9}$, receipts of the boat safety account of the Aquatic Resources Trust Fund, and receipts of the Offshore Oil Pollution Trust Fund and Deepwater Port Liability Fund are accounted for in the federal water and marine revenues. ${ }^{10}$

State and local revenues are generated through state and local water charges. These include canal tolls (including Panama Canal), rents from leases, concession rents, and other charges for use of commercial or industrial water transport and port terminal facilities and related services. Fees and rents related to water facilities provided for recreational purposes, such as marinas, public docks, etc., and toll ferries are excluded.

Expenditures. Federal expenditures comprise outlays of the U.S. Coast Guard for transportation-related programs and activities, such as marine safety, environmental compliance and restoration, alteration of bridges, oil spill recovery, aids to navigation, marine environmental protection, search and rescue, and ice operations. All expenses of the U.S. Maritime Administration are included, such as subsidies for construction and operation of vessels by U.S.flag operators, research and development, training of ship officers, federal ship financing fund, ready reserve force, ocean freight differential, maritime security program, maritime guaranteed

[^3]loan, etc. ${ }^{11}$ Also included are those expenses of the U.S. Army Corps of Engineers for construction, operation, and maintenance of channels, harbors, locks, and dams, and protection of navigation. Moreover, salaries and other expenses of the Federal Maritime Commission, expenses of the Panama Canal Commission for the years until the hand over of Panama Canal to Republic of Panama in December 1999, ${ }^{12}$ and operations and maintenance expenses of the Saint Lawrence Seaway Development Corporation are accounted for.

Water and marine expenditures at the state and local level constitute payments for the provision, construction, operation, maintenance, and support of public waterways and harbors, docks, wharves, and related marine terminal facilities and the regulation of the water transportation industry. These include commercial port facilities, canals, harbors, and other public waterways; dredging of same; public docks, piers, wharves, warehouses, cranes, and associated terminal facilities; and regulation and inspection of the commercial water transportation industry. Expenditures on recreational docks and marine facilities, such as public marinas devoted to pleasure boaters, are excluded.

## Pipeline

Revenues. Federal pipeline revenues are raised through pipeline safety user fees assessed on a per-mile basis. The assessments are made on each pipeline operator regulated by the Office of Pipeline Safety (OPS) in the DOT's Research and Special Programs Administration (RSPA). The OPS began charging companies a fee for using gas transmission pipelines in 1986. Between 1986 and 1994, the fee almost doubled from $\$ 23.99$ per mile of pipeline to $\$ 44.94$ per mile. In 1995 , the fee doubled once more to $\$ 95.57$. There are no state and local revenues for pipeline.

Expenditures. Pipeline expenditures comprise outlays for the Research and Special Programs Administration's (RSPA) grants-in-aid activity for state pipeline safety programs, enforcement programs, and research and development. Federal government outlays for pipeline programs started in FY 1988. State and local government spending for pipeline is obtained from the Office of Pipeline Safety under RSPA.

## General Support

[^4]Revenues. General Support revenues come from fees paid by registered shippers of hazardous materials, which are held in the Emergency Preparedness Fund. The Research and Special Programs Administration (RSPA) administers and apportions the revenues to states and territories through the Hazardous Materials Emergency Preparedness (HMEP) grant program.

Expenditures. Expenditures of the following agencies and offices have been included under the General Support category (although their funding may come from different sources): The Office of Inspector General, the Bureau of Transportation Statistics, the National Transportation Safety Board, the former Interstate Commerce Commission until its termination in December 1995, the Surface Transportation Board, all expenses of the RSPA (except pipeline expenditures) and the Office of the Secretary of Transportation (except for payments to Air Carriers and Commission on Aircraft Safety).

## Capital Expenditures

A capital expenditure is any expenditure that adds to the productive capacity of the economy. Specifically, a capital expenditure in transportation is any expenditure that increases the capacity and efficiency of the transportation infrastructure, whether by reducing travel times, improving access, creating capacity for more passenger and goods traffic, reducing costs, or reducing adverse safety and environmental impacts. It includes outlays for construction of transportation infrastructure, purchase of land and existing structures, purchase of equipment, research activities, and outlays for major maintenance and repairs to existing infrastructure and equipment.

## Federal Capital Expenditures

At the federal level, capital expenditures include outlays for the construction of highways and bridges, airports and rail systems, waterway systems, acquisition of land for these purposes, acquisition of equipment such as air traffic control infrastructure, and outlays for research. Outlays for significant repairs and maintenance such as the U.S. Army Corps of Engineers’ Rehabilitation of Channels and Harbors program are included, since they represent increases in the capacity of the infrastructure, but routine maintenance expenditures are not included. Specific federal government programs or activities, which are included in the capital expenditures in this report, are listed below by mode.

## Highways

Highway capital expenditures are obtained directly from the Highway Statistics reports of the Federal Highway Administration. Highway capital expenditures constitute those outlays associated with highway improvements, including land acquisition and other right-of-way costs; preliminary and construction engineering; construction and reconstruction; resurfacing, rehabilitation, and restoration costs of roadway and structure; system preservation activities; and installation of traffic service facilities such as guard rails, fencing, signs, and signals (FHWA, 2000). Research expenditures for the highway mode, which could not be determined as they are not distinguished from operational expenditures data published by FHWA in Highway Statistics,
are not included. Maintenance costs required to keep highways in usable condition are also not included because these outlays do not extend the service life of a highway beyond the original design.

## Transit

For transit, one half of the FTA's research expenditures are considered as capital. This assumption was made in consultation with the FTA.

## Rail

The funding for the following FRA programs is included under rail capital expenditures: Railroad R\&D; the Local Rail Freight Assistance program, which provides matching grants to states for rail freight planning and acquisition, rail facility construction, and track rehabilitation with respect to law volume freight lines (generally owned and operated by small and regional rail roads); the Amtrak Corridor Improvement Loan, which was included in the DOT FY 1990, 1991 and 1992 Appropriations Act and was specifically available for rehabilitation of a section of the Amtrak route between Chicago and St. Louis owned by Southern Pacific Chicago-Saint Louis (SPCSL) Corporation; Freight Line Rehabilitation; the Northeast Corridor Improvement program; and a part of Amtrak Grants, which were obtained directly from FRA.

## Air

Federal capital expenditures for air include FAA's outlays for facilities and equipment program; research, engineering and development program; facilities, engineering, and development program (prior to FY 1988); and for Washington D.C. metro area airports construction. In addition, all NASA aeronautics-related expenditures are included.

## Water

For water, funding for the following programs is included under capital expenditures: U.S. Coast Guard capital expenditures, which covers Acquisition, Construction and Improvement program; Alteration of Bridges program; MARAD capital expenditures, which includes Ship Construction and Federal Ship Financing programs; U.S. Army Corps of Engineers capital expenditures (Construction of Locks and Dams program, Construction of Channels and Harbors program, Rehabilitation of Locks and dams program, Rehabilitation of Channels and Harbors program, and 25 percent of the Mississippi River and Tributaries (MR\&T) program expenditures (This conforms to the rule of thumb used by the Corps of Engineers to allocate the MR\&T program expenditures between transportation and flood control)); and Saint Lawrence Seaway Development Corporation and Panama Canal Commission capital expenditures, which were obtained directly from these agencies.

## Pipeline

For the pipeline mode, all of the Pipeline Safety Research and Development program expenditures are accounted for as capital.

## State and Local Capital Expenditures

State and local capital expenditures, which are obtained from the Census Bureau, consist of outlays for construction, purchase of land and existing structures, and purchase of equipment. ${ }^{13}$

Construction covers outlays for production, additions, replacements, or major structural alterations to fixed works, undertaken either on a contractual basis by private contractors or through a government's own staff (i.e., force account). It includes initial production of buildings and structures, initial permanent improvements (other than buildings) that add value to land, and subsequent improvements representing major permanent structural alterations that materially extend the useful life of fixed works. It covers all costs of materials, supplies, and labor that are reasonable and necessary to place an asset in its intended location and prepare it for its intended use, namely, professional fees for architects, engineers, appraisers, and attorneys associated with feasibility studies; preliminary engineering, planning, and design; or related developmental costs such as overhead, office costs, and other purchased construction-related services. It also includes centralized architecture, design, and planning offices whose main role is to support public construction projects, including related salaries and wages, insurance, professional services, etc.

Purchase of land and existing structures includes outright purchase, payments on capital leasepurchase agreements or installment purchase contracts, costs associated with eminent domain (including purchase of rights-of-way), and tax or special assessment foreclosure. It covers all ancillary costs associated with the transaction, such as legal and title fees, surveying fees, appraisal and negotiation fees, damage claims. It does not cover construction-related site preparation costs, including clearing, filling, leveling, and razing unwanted structures.

Purchase of equipment consists of not only purchase and installation of apparatus, furnishings, motor vehicles, office equipment, etc. (including both additional equipment and replacements purchased outright or through capital lease or installment purchase contracts) but also other related expenditures such as transportation and installation charges, which are necessary to place the equipment for its intended use.

Maintenance and repair expenses for the purpose of keeping property in an ordinarily efficient operating condition and which are not considered permanent structural alterations that materially extend the life of the asset are not accounted for under capital expenditures.

[^5]
## Federal Budget Authority and Obligations

Budget authority is the authority provided under law to enter into obligations, which in turn are agreements that will result in immediate or future outlays of government funds. Obligations show government commitment to future transportation outlays but do not indicate when the funds will actually be disbursed or the amounts obligated will be spent. Budget authority is recorded in the year that it first becomes available. Not all budget authority enacted for a fiscal year results in obligations and outlays in the same year; hence they can be available for more than one fiscal year. In this case, the unobliged balance available at the end of a fiscal year will be carried forward for obligation in the following fiscal year.

## Highways

Budget authority and obligations for highways are collected from the Budget of the U.S. Government because the FHWA's Highway Statistics report does not provide this data. As indicated in Data Sources, the source of data for highway expenditures is the Highway Statistics report. Budget authority and obligations for highways do not include highway programs by federal agencies outside of the Department of Transportation due to lack of data. Therefore, readers should take into account these differences in coverage and data sources when comparing highway expenditures vis-à-vis budget authority or obligations.

## Transit

Budget authority and obligation of the following programs are included for transit: all of the Federal Transit Administration programs, commuter rail subsidies of the Federal Railroad Administration, and the federal government interest payment contributions to the Washington Metro Area Transit Authority.

## Rail

For railroad, budget authority and obligations for all programs of the Federal Railroad Administration and administrative expenses and regional rail reorganization program of the former U.S. Railway Association are included.

## Air

Budget authority for air includes all of the FAA programs, NASA, and air transportation-related programs of the Office of the Secretary of Transportation. Obligations of all these programs are also accounted for except NASA, due to lack of data.

## Water

The following programs are included in water mode budget authority and obligations: all programs of the Maritime Administration, Saint Lawrence Seaway Development Corp., Panama Canal Commission, and Federal Maritime Commission and transportation-related budget
authority and obligations of the U.S. Coast Guard. The U.S. Army Corps of Engineers is not included because of lack of data.

## Pipeline

Budget authority and obligations for pipeline constitute the Research and Special Programs Administration's pipeline safety program, which includes enforcement, research and development, and grants for state pipeline safety programs.

## General Support

Budget authority and obligations of the following agencies and offices are covered under General Support: All programs of the office of the Secretary (except payment to air carriers, essential air service, and commission on aircraft security), all programs of the Office of the Inspector General, all programs of the Research and Special Programs Administration (except pipeline safety fund), salaries and expenses of the Interstate Commerce Commission until its termination, Bureau of Transportation Statistics, and all programs of the National Transportation Safety Board.

## Data Adjustment

Revisions and corrections to previously published data have been made in most cases. The base year for chained dollars data for this report is 1996, whereas the earlier version was presented in chained 1992 dollars. The following adjustments have been incorporated.

## Revenues

Transportation-related revenues of the Aquatic Resources Fund have been added to water transportation revenues. In this case, only the excise taxes on the Boat Safety Program are assumed to be transportation related.

The preceding edition did not account for revenues of the Pollution Fund, Off-Shore Oil Pollution Fund, or Deep Water Port Liability Fund prior to FY 1990. The data in the current version include revenues for these funds prior to FY 1990.

## Expenditures

Not all expenditures for the U.S. Coast Guard (USCG), as reported by the Office of Management and Budget, are considered transportation-related. A new approach has been used to arrive at more accurate transportation-related expenditures for the USCG. Similar to the previous report, the current report includes all expenditures for Environmental Compliance and Restoration, Alteration of Bridges, and Oil Spill Recovery. Part of the expenditures for Operations,

Acquisition, Construction and Improvement, Research \& Development, and Test and Evaluation are considered as transportation. Within these program areas, only Aids to Navigation, Marine Safety, and Marine Environmental Protection activities are included in the earlier reports. In the current report, more activities like Search and Rescue and Ice Operations have been included. In addition, Boat Safety program revenues and expenditures have been included.

Trust fund share of pipeline safety was added to the Research and Special Programs Administration expenditures since FY 1994. This item was not covered in the previous edition of the report.

Outlays of the Surface Transportation Board are included under General Support since its establishment on January 1, 1996. The Board was established as an independent decision making, bipartisan, adjudicatory body organizationally housed within DOT. The Board adjudicates disputes and regulates interstate surface transportation through various laws pertaining to the different modes of surface transportation. In this regard, the Board's general responsibilities include the oversight of firms engaged in transportation in interstate and in foreign commerce to the extent that it takes place within the United States or between or among points in the contiguous United States and points in Alaska, Hawaii, or U.S. territories or possessions.

## Federal Grants

Federal grants to state and local governments for Boat Safety programs have been included. These were not included in the previous reports.

Data for federal transit grants are obtained from the Office Management and Budget public budget database. In the previous edition of the report, the data were estimated by deducting direct federal transit expenditures from total federal transit expenditures.

## Discussion of Trust Funds

There are five transportation-related federal trust funds established by law, namely, the Highway Trust Fund (HTF), Airport and Airways Trust Fund (AATF), Harbor Maintenance Trust Fund (HMTF), Inland Waterways Trust Fund (IWATF), and Oil Spill Liability Trust Fund (OSLTF). The trust-fund collections come from user charges such as fuel taxes, vehicle taxes, registration and licensing fees, and air passenger ticket taxes. Moreover, interest earned through fund balances is added back to these funds, along with any damage payments made by private parties and deposited in the funds to reimburse the government for related fund expenditures.

## Highway Trust Fund (HTF)

The Highway Trust Fund (HTF) was established by the Highway Revenue Act of 1956. Highway Trust Fund revenues are derived from various excise taxes on highways users (e.g., motor fuel, motor vehicles, tires, and parts and accessories for trucks and buses) and interest earned on balances. The Transportation Equity Act for the $21{ }^{\text {st }}$ Century (TEA-21), which was enacted in June 1998, made the following important changes to the Federal Highway Trust Fund legislations (FHWA, 1999):

- provisions for deposit of almost all highway user taxes were extended through September 30, 2005;
- after September 30, 1998, the HTF would no longer earn interest on balances and the balance in the highway account would be transferred to the General fund;
- federal-aid highway funds were keyed to receipts of the Highway Account of the HTF; and
- The Transit Account share of fuel tax was changed to 2.86 cents per gallon.

The excise tax on gasoline is the most important source of HTF revenues. The excise tax rate on gasoline has changed five times since 1985. It increased from 9 cents per gallon in 1985 to 9.1 cents per gallon on January 1, 1987; to 14.1 cents per gallon on December 1, 1990; 18.4 cents per gallon on October 1, 1993; 18.3 cents per gallon on January 1, 1996; and 18.4 cents per gallon on October 1, 1997 (FHWA, 1999).

The money paid into the fund is earmarked primarily for the Federal-aid Highway program, which is apportioned to states for planning, constructing, and improving the nation's highway system, roads, and bridges. Effective April 1983, the Highway Revenue Act of 1982 created the Mass Transit Account within the HTF. The act provided one cent per gallon of the federal excise tax on gasoline sales to be set aside for the Mass Transit Account that will be used for transit capital projects. This was increased to 1.5 cents per gallon on December 1, 1990; 2 cents per gallon on January 1, 1996; and 2.86 cents per gallon on October 1, 1997 (FHWA, 1999).

Some portion of the HTF is dedicated to budget deficit reduction and the Leaking Underground Storage Tank Trust Fund (LUSTTF). For example, 4.3 cents per gallon of the federal excise tax on gasoline has been assigned to the General Fund since January 1, 1996 and 0.1 cents per gallon was apportioned to the LUSTTF since October 1, 1997 (FHWA, 1999). These funds are not considered as transportation in this report.

## Airport and Airways Trust Fund (AATF)

The Tax Equity and Fiscal Responsibility Act of 1982, as amended by the Omnibus Budget Reconciliation Acts of 1990 and 1993, the Small Business Job Protection Act of 1996, and the Taxpayers Relief Act of 1997, provides for the receipts received in the Treasury from the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airways Trust Fund (AATF). Effective October 1, 1997, the Taxpayers Relief Act of 1997 extends the aviation excise taxes for 10 years and includes the following major provisions (FAA, 1999):

- retains existing freight weigh bill, general aviation fuel and gas taxes, and 6 dollars departure tax on domestic flights to and from Alaska and Hawaii;
- converts the 10 percent ad valorem tax on domestic passenger tickets to a combination of ad valorem and flight segment tax over three years beginning October 1, 1997;
- imposes a new 7.5 percent tax on payments to airlines for frequent flyer and similar awards by banks and credit card companies, merchants, and frequent flyer program partners (other airlines, hotels, or rental car companies and other businesses);
- increases the current 6 dollars international departure tax to 12 dollars per passenger and adds a 12 dollars international arrival tax;
- lowers tax rates on flights to certain rural airports to 7.5 percent without a flight segment component; and
- transfers revenues from the 4.3 cents-per-gallon aviation fuel tax currently dedicated to reduce the national U.S. deficit from the General Fund to the AATF.

Most of this trust fund is used to finance FAA's capital programs, namely, Facilities \& Equipment; Research, Engineering \& Development; and the Airport Improvement Program. Within certain limits set by Congress, some of the remaining money is used to cover operation and maintenance expenses of the FAA. The portion of the FAA's operation and maintenance expenses not paid from the trust fund revenues are financed by general funds of the Treasury.

## Harbor Maintenance Trust Fund (HMTF)

The Harbor Maintenance Trust Fund was established in accordance with the Harbor Maintenance Revenue Act of 1986. Revenues for this fund are derived from receipts of a 0.125 percent ad
valorem user fee imposed on commercial users of specified U.S. ports, Saint Lawrence Seaway tolls, and investment interest (OMB, 2000). On March 31, 1998, as per the U.S. Supreme Court ruling, the tax on exports was terminated (OMB, 2000). This fund is used to finance up to 100 percent of Corps of Engineers' harbor operation and maintenance (O\&M) costs, including O\&M costs associated with Great Lakes navigational projects, and fully finances the operation and maintenance of the Saint Lawrence Seaway Development Corp.

## Inland Waterways Trust Fund (IWATF)

The Inland Waterways Trust Fund was established by the Inland Waterways Revenue Act of 1978 and amended by the Water Resources Development Act of 1986. The trust fund has been in effect since fiscal year 1981. The sources for the fund are taxes imposed on fuel for vessels engaged in commercial waterway transportation and investment interest. From this tax of 24.3 cents per gallon, 4.3 cents goes for deficit reduction and a statutory maximum of 20 cents (raised to that level from the previous maximum of 19 cents at the beginning of 1995) goes to the Trust Fund. The funds are earmarked for financing one half of the construction and rehabilitation costs of specified inland waterway projects.

## Oil Spill Liability Trust Fund (OSLTF)

The Oil Spill Liability Trust Fund was established by the Omnibus Budget Reconciliation Act of 1989. As mentioned in Data Limitations, the Oil Pollution Act of 1990 consolidated balances from the Offshore Oil Pollution Compensation Fund and the Deepwater Port Liability Fund and Pollution Fund into the OSLTF. Revenues for this fund are raised through tax collection of 5 cents on each barrel of oil produced domestically or imported (OMB, 1999). The resources from this fund are used to finance oil pollution prevention and cleanup activities by various federal agencies. For the U.S. Coast Guard, this finances trust fund share of expenses, oil spill recovery, and payment of claims. Beginning in 1997, it also finances the annual disbursement to the Prince William Sound Oil Spill Recovery Institute.

## Appendix I. Data Tables

Table 1-A
Summary of Federal, State, and Local Transportation Finance by Mode: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | 52,140 | 54,860 | 58,531 | 62,864 | 67,778 | 69,753 | 77,392 | 80,326 | 85,197 | 87,632 | 93,659 | 96,419 | 100,516 | 111,234 | 126,895 |
| Highway | 38,166 | 40,230 | 42,455 | 46,040 | 49,457 | 49,945 | 53,838 | 57,780 | 60,465 | 62,316 | 66,743 | 71,179 | 71,814 | 77,299 | 88,668 |
| Transit | 5,636 | 5,848 | 6,346 | 6,428 | 6,764 | 7,193 | 8,778 | 7,482 | 8,570 | 8,948 | 9,352 | 10,171 | 11,417 | 11,872 | 13,186 |
| Air | 6,711 | 7,019 | 7,765 | 8,190 | 9,369 | 10,119 | 11,924 | 11,872 | 12,744 | 13,101 | 13,954 | 11,298 | 13,544 | 18,176 | 21,079 |
| Water | 1,626 | 1,761 | 1,956 | 2,198 | 2,178 | 2,487 | 2,840 | 3,174 | 3,393 | 3,242 | 3,567 | 3,733 | 3,704 | 3,850 | 3,923 |
| Pipeline | - | - | 9 | 9 | 10 | 10 | 11 | 14 | 15 | 19 | 35 | 31 | 30 | 29 | 30 |
| General Support | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 |
| Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | 77,230 | 83,856 | 89,457 | 90,612 | 94,766 | 100,629 | 108,284 | 114,587 | 116,461 | 125,882 | 130,542 | 133,359 | 138,361 | 145,659 | 154,845 |
| Highway | 46,604 | 50,435 | 54,032 | 57,361 | 59,854 | 62,563 | 66,526 | 68,954 | 69,991 | 74,531 | 79,309 | 81,550 | 84,212 | 89,454 | 95,494 |
| Transit | 16,333 | 17,586 | 19,321 | 16,827 | 17,594 | 19,261 | 20,857 | 22,322 | 21,279 | 25,088 | 26,162 | 26,346 | 26,875 | 28,108 | 29,027 |
| Rail | 1,072 | 917 | 817 | 586 | 606 | 541 | 783 | 906 | 819 | 845 | 1,043 | 1,015 | 1,148 | 1,099 | 565 |
| Air | 7,903 | 8,749 | 9,540 | 10,422 | 11,240 | 12,568 | 13,974 | 15,916 | 17,408 | 17,941 | 16,960 | 17,273 | 18,776 | 19,593 | 21,789 |
| Water | 5,124 | 5,974 | 5,601 | 5,245 | 5,289 | 5,480 | 5,847 | 6,167 | 6,593 | 7,046 | 6,628 | 6,775 | 6,996 | 7,137 | 7,682 |
| Pipeline | 8 | 4 | 4 | 9 | 15 | 26 | 28 | 32 | 34 | 36 | 43 | 33 | 29 | 32 | 30 |
| General Support | 187 | 193 | 143 | 163 | 168 | 191 | 270 | 289 | 337 | 396 | 396 | 367 | 327 | 236 | 258 |

KEY: "-" = No activity or a value of zero.

## NOTES:

Numbers may not add to totals due to rounding.
For FY 1996-1999, state and local pipeline expenditures are not included due to lack of data.

## SOURCES:

## Federal Revenues:

Highways and Transit:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Tables FE-210 (Historical Data).

Air:
U.S. Department of Transportation, Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budget/index.html, as of October 2001.

## Water and Pipeline:

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues).

## Federal Expenditures:

Highways:
Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5.
Air:
$\qquad$ Budget of the United States FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); and National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3, available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001.
Water:
. Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); $\qquad$ Budget of the United States Government FY 2002 - Public Budget Database
Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy $2002 / \mathrm{db} . \mathrm{html}$, as of October 2001; and personal communication with the U.S. Army Corps of Engineers.
Transit, Rail, Pipeline, and General Support:
Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.

## State and Local Revenues and Expenditures:

U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

Table 1-B
Summary of Federal, State, and Local Transportation Finance by Mode: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | 72,568 | 74,396 | 76,638 | 79,885 | 83,321 | 82,229 | 88,189 | 89,810 | 92,341 | 92,354 | 95,754 | 96,419 | 98,144 | 106,994 | 118,888 |
| Highway | 53,112 | 54,548 | 55,542 | 58,455 | 60,744 | 58,768 | 61,256 | 64,537 | 65,505 | 65,661 | 68,239 | 71,179 | 70,114 | 74,329 | 83,056 |
| Transit | 7,838 | 7,919 | 8,287 | 8,150 | 8,292 | 8,466 | 10,010 | 8,346 | 9,288 | 9,429 | 9,562 | 10,171 | 11,150 | 11,421 | 12,354 |
| Air | 9,355 | 9,541 | 10,234 | 10,473 | 11,594 | 12,038 | 13,663 | 13,342 | 13,837 | 13,817 | 14,264 | 11,298 | 13,225 | 17,502 | 19,766 |
| Water | 2,263 | 2,387 | 2,562 | 2,796 | 2,680 | 2,946 | 3,249 | 3,566 | 3,684 | 3,419 | 3,646 | 3,733 | 3,619 | 3,706 | 3,675 |
| Pipeline | - | - | 12 | 11 | 12 | 12 | 13 | 16 | 16 | 20 | 36 | 31 | 29 | 28 | 28 |
| General Support | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 |
| Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | 107,500 | 113,736 | 117,095 | 115,140 | 116,407 | 118,629 | 123,276 | 128,064 | 126,225 | 132,668 | 133,464 | 133,359 | 135,089 | 140,025 | 144,939 |
| Highway | 64,845 | 68,362 | 70,605 | 72,762 | 73,350 | 73,532 | 75,588 | 76,920 | 75,808 | 78,530 | 81,091 | 81,550 | 82,200 | 85,955 | 89,361 |
| Transit | 22,704 | 23,797 | 25,163 | 21,290 | 21,522 | 22,583 | 23,662 | 24,844 | 23,024 | 26,418 | 26,753 | 26,346 | 26,221 | 26,990 | 27,143 |
| Rail | 1,501 | 1,255 | 1,095 | 762 | 764 | 659 | 909 | 1,033 | 895 | 893 | 1,066 | 1,015 | 1,124 | 1,063 | 531 |
| Air | 11,025 | 11,909 | 12,606 | 13,359 | 13,958 | 15,021 | 16,045 | 17,931 | 18,921 | 18,932 | 17,333 | 17,273 | 18,354 | 18,878 | 20,427 |
| Water | 7,153 | 8,144 | 7,430 | 6,744 | 6,582 | 6,570 | 6,726 | 6,970 | 7,174 | 7,438 | 6,773 | 6,775 | 6,841 | 6,881 | 7,207 |
| Pipeline | 11 | 5 | 5 | 11 | 18 | 31 | 32 | 36 | 36 | 38 | 44 | 33 | 28 | 31 | 28 |
| General Support | 261 | 264 | 191 | 212 | 212 | 233 | 314 | 329 | 367 | 419 | 404 | 367 | 320 | 228 | 243 |

KEY: "-" = No activity or a value of zero.

## NOTES:

Numbers may not add to totals due to rounding.
For FY 1996-1999, state and local pipeline expenditures are not included due to lack of data.

## SOURCES:

## Federal Revenues:

## Highways and Transit:

U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Tables FE-210 (Historical Data)

Air:
U.S. Department of Transportation, Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budget/index.html, as of October 2001.

## Water and Pipeline:

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues)

## Federal Expenditures:

Highways:
Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics Washington, D.C.: Annual publication), Table FA-5.
Air:
$\qquad$ Budget of the United States FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001;
Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); and National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3, available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001.

Water:
Budget of the United States Government - Appendix (Washington, D.C.: Annual issues) $\qquad$ Budget of the United States Government FY 2002 - Public Budget Database $\overline{\text { (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy } 2002 / \mathrm{db} . \mathrm{html} \text {, as of October 2001; and personal communication with the U.S. Army Corps of Engineers. }}$ Transit, Rail, Pipeline, and General Support:
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.

State and Local Revenues and Expenditures:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

## Chain-Type Price Index:

U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C.: 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

Table 2-A
Transportation Trust Funds and Revenue Raising Instruments by Mode and Level of Government: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 52,140 | 54,860 | 58,531 | 62,864 | 67,778 | 69,753 | 77,392 | 80,326 | 85,197 | 87,632 | 93,659 | 96,419 | 100,516 | 111,234 | 126,895 | N/A | N/A |
| Federal | 18,404 | 18,798 | 18,903 | 20,180 | 22,318 | 21,384 | 25,976 | 25,867 | 27,373 | 27,206 | 30,166 | 30,742 | 31,440 | 38,934 | 51,996 | 46,756 | 47,784 |
| State | 24,442 | 25,950 | 28,534 | 30,833 | 32,647 | 34,629 | 36,585 | 39,085 | 41,429 | 42,861 | 44,846 | 45,966 | 47,729 | 50,009 | 51,584 | N/A | N/A |
| Local | 9,294 | 10,112 | 11,094 | 11,850 | 12,813 | 13,740 | 14,832 | 15,373 | 16,394 | 17,566 | 18,647 | 19,711 | 21,348 | 22,291 | 23,315 | N/A | N/A |
| Highway Total | 38,166 | 40,230 | 42,455 | 46,040 | 49,457 | 49,945 | 53,838 | 57,780 | 60,465 | $\mathbf{6 2 , 3 1 6}$ | 66,743 | 71,179 | 71,814 | 77,299 | 88,668 | N/A | N/A |
| Federal: Highway Trust Fund- Highway Account | 12,906 | 13,306 | 12,727 | 13,645 | 15,134 | 13,453 | 15,303 | 16,572 | 16,864 | 17,005 | 19,377 | 22,692 | 21,314 | 24,307 | 33,823 | 30,347 | 30,735 |
| State | 22,960 | 24,443 | 26,861 | 29,113 | 30,726 | 32,644 | 34,462 | 36,916 | 39,149 | 40,557 | 42,415 | 43,353 | 45,034 | 47,214 | 48,784 | N/A | N/A |
| Local | 2,300 | 2,482 | 2,866 | 3,282 | 3,597 | 3,848 | 4,073 | 4,292 | 4,453 | 4,754 | 4,952 | 5,133 | 5,466 | 5,779 | 6,061 | N/A | N/A |
| Transit Total | 5,636 | 5,848 | 6,346 | 6,428 | 6,764 | 7,193 | 8,778 | 7,482 | 8,570 | 8,948 | 9,352 | 10,171 | 11,417 | 11,872 | 13,186 | N/A | N/A |
| Federal: Highway Trust Fund- Mass Transit Account | 1,420 | 1,395 | 1,583 | 1,661 | 1,738 | 1,977 | 3,149 | 1,816 | 2,735 | 2,691 | 2,813 | 3,282 | 3,996 | 4,326 | 5,478 | 4,625 | 4,696 |
| State | 847 | 878 | 986 | 968 | 1,039 | 1,074 | 1,123 | 1,126 | 1,145 | 1,218 | 1,257 | 1,308 | 1,339 | 1,384 | 1,404 | N/A | N/A |
| Local | 3,369 | 3,575 | 3,777 | 3,799 | 3,987 | 4,142 | 4,506 | 4,540 | 4,690 | 5,039 | 5,283 | 5,581 | 6,082 | 6,162 | 6,304 | N/A | N/A |
| Air Total | 6,711 | 7,019 | 7,765 | 8,190 | 9,369 | 10,119 | 11,924 | 11,872 | 12,744 | 13,101 | 13,954 | 11,298 | 13,544 | 18,176 | 21,079 | N/A | N/A |
| Federal: Airport and Airway Trust Fund | 3,593 | 3,565 | 3,940 | 4,081 | 4,674 | 4,945 | 6,206 | 5,918 | 6,096 | 6,027 | 6,291 | 3,128 | 4,488 | 8,654 | 11,089 | 10,544 | 11,285 |
| State | 299 | 306 | 354 | 402 | 538 | 556 | 618 | 650 | 726 | 652 | 695 | 705 | 765 | 768 | 744 | N/A | N/A |
| Local | 2,818 | 3,148 | 3,471 | 3,707 | 4,156 | 4,617 | 5,101 | 5,304 | 5,922 | 6,422 | 6,968 | 7,465 | 8,291 | 8,754 | 9,246 | N/A | N/A |
| Water Total | 1,626 | 1,761 | 1,956 | 2,198 | 2,178 | 2,487 | 2,840 | 3,174 | 3,393 | 3,242 | 3,567 | 3,733 | 3,704 | 3,850 | 3,923 | N/A | N/A |
| Federal: Water/Marine Funds | 485 | 532 | 644 | 784 | 762 | 999 | 1,306 | 1,544 | 1,655 | 1,457 | 1,644 | 1,602 | 1,605 | 1,611 | 1,568 | 1,175 | 1,008 |
| State | 335 | 324 | 333 | 351 | 344 | 355 | 382 | 393 | 409 | 434 | 479 | 600 | 590 | 643 | 651 | N/A | N/A |
| Local | 807 | 906 | 980 | 1,063 | 1,072 | 1,133 | 1,152 | 1,237 | 1,329 | 1,351 | 1,444 | 1,531 | 1,509 | 1,597 | 1,704 | N/A | N/A |
| Pipeline Total | - | - |  | 9 | 10 | 10 | 11 | 14 | 15 | 19 | 35 | 31 | 30 | 29 | 30 | 40 | 46 |
| Federal: Pipeline Safety Fund | - | - | 9 | 9 | 10 | 10 | 11 | 14 | 15 | 19 | 35 | 31 | 30 | 29 | 30 | 40 | 46 |
| General Support Total | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 25 | 14 |
| Federal: Emergency Preparedness Fund | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 25 | 14 |

KEY: "-" = No activity or a value of zero; N/A = Data not available.
NOTES:
Numbers may not add to totals due to rounding.
Only federal government revenues are included in FY 2000 and 2001
SURCES
ederal Highways and Transit:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Table FE-210 (Historical Data)
ederal Air:
_. Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budget/index.html, as of October 2001
Federal Water, Pipeline, and General Support:
xecutive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues)
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001

Table 2-B
Transportation Trust Funds and Revenue Raising Instruments by Mode and Level of Government: FY 1985-2000
(Chained $1996 \$$ millions)

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 72,568 | 74,396 | 76,638 | 79,885 | 83,321 | 82,229 | 88,189 | 89,810 | 92,341 | 92,354 | 95,754 | 96,419 | 98,144 | 106,994 | 118,888 | N/A | N/A |
| Federal | 25,758 | 25,729 | 25,346 | 26,263 | 28,159 | 26,091 | 30,183 | 29,488 | 29,890 | 28,774 | 30,813 | 30,742 | 30,805 | 37,661 | 48,928 | 42,610 | 43,060 |
| State | 33,914 | 35,021 | 36,933 | 38,735 | 39,615 | 40,192 | 41,274 | 43,293 | 44,745 | 45,098 | 45,868 | 45,966 | 46,528 | 47,956 | 48,182 | N/A | N/A |
| Local | 12,895 | 13,646 | 14,359 | 14,887 | 15,547 | 15,947 | 16,732 | 17,028 | 17,706 | 18,482 | 19,072 | 19,711 | 20,811 | 21,376 | 21,777 | N/A | N/A |
| Highway Total | 53,112 | 54,548 | 55,542 | 58,455 | 60,744 | 58,768 | 61,256 | 64,537 | 65,505 | 65,661 | 68,239 | 71,179 | 70,114 | 74,329 | 83,056 | N/A | N/A |
| Federal: Highway Trust Fund- Highway Account | 18,064 | 18,212 | 17,065 | 17,758 | 19,095 | 16,414 | 17,782 | 18,892 | 18,414 | 17,985 | 19,792 | 22,692 | 20,884 | 23,512 | 31,828 | 27,656 | 27,697 |
| State | 31,858 | 32,986 | 34,767 | 36,574 | 37,284 | 37,888 | 38,879 | 40,890 | 42,282 | 42,674 | 43,382 | 43,353 | 43,902 | 45,276 | 45,567 | N/A | N/A |
| Local | 3,191 | 3,350 | 3,710 | 4,123 | 4,365 | 4,466 | 4,595 | 4,754 | 4,809 | 5,002 | 5,065 | 5,133 | 5,328 | 5,542 | 5,661 | N/A | N/A |
| Transit Total | 7,838 | 7,919 | 8,287 | 8,150 | 8,292 | 8,466 | 10,010 | 8,346 | 9,288 | 9,429 | 9,562 | 10,171 | 11,150 | 11,421 | 12,354 | N/A | N/A |
| Federal: Highway Trust Fund- Mass Transit Account | 1,987 | 1,910 | 2,122 | 2,162 | 2,193 | 2,412 | 3,659 | 2,070 | 2,986 | 2,846 | 2,873 | 3,282 | 3,915 | 4,185 | 5,155 | 4,215 | 4,232 |
| State | 1,176 | 1,185 | 1,277 | 1,216 | 1,260 | 1,247 | 1,267 | 1,247 | 1,237 | 1,281 | 1,285 | 1,308 | 1,306 | 1,327 | 1,312 | N/A | N/A |
| Local | 4,675 | 4,824 | 4,889 | 4,772 | 4,838 | 4,807 | 5,083 | 5,029 | 5,065 | 5,302 | 5,403 | 5,581 | 5,929 | 5,909 | 5,888 | N/A | N/A |
| Air Total | 9,355 | 9,541 | 10,234 | 10,473 | 11,594 | 12,038 | 13,663 | 13,342 | 13,837 | 13,817 | 14,264 | 11,298 | 13,225 | 17,502 | 19,766 | N/A | N/A |
| Federal: Airport and Airway Trust Fund | 5,029 | 4,880 | 5,283 | 5,311 | 5,897 | 6,034 | 7,212 | 6,747 | 6,657 | 6,374 | 6,426 | 3,128 | 4,397 | 8,371 | 10,435 | 9,609 | 10,169 |
| State | 416 | 413 | 459 | 505 | 653 | 646 | 697 | 720 | 784 | 686 | 711 | 705 | 745 | 737 | 695 | N/A | N/A |
| Local | 3,910 | 4,249 | 4,492 | 4,657 | 5,044 | 5,359 | 5,754 | 5,875 | 6,396 | 6,758 | 7,127 | 7,465 | 8,083 | 8,395 | 8,636 | N/A | N/A |
| Water Total | 2,263 | 2,387 | 2,562 | 2,796 | 2,680 | 2,946 | 3,249 | 3,566 | 3,684 | 3,419 | 3,646 | 3,733 | 3,619 | 3,706 | 3,675 | N/A | N/A |
| Federal: Water/Marine Funds | 678 | 728 | 863 | 1,020 | 962 | 1,219 | 1,517 | 1,760 | 1,807 | 1,541 | 1,679 | 1,602 | 1,573 | 1,558 | 1,475 | 1,071 | 908 |
| State | 465 | 437 | 430 | 441 | 418 | 412 | 431 | 436 | 442 | 457 | 490 | 600 | 576 | 616 | 608 | N/A | N/A |
| Local | 1,119 | 1,223 | 1,268 | 1,335 | 1,300 | 1,315 | 1,300 | 1,370 | 1,436 | 1,421 | 1,477 | 1,531 | 1,471 | 1,531 | 1,592 | N/A | N/A |
| Pipeline Total | - | - | 12 | 11 | 12 | 12 | 13 | 16 | 16 | 20 | 36 | 31 | 29 | 28 | 28 | 36 | 41 |
| Federal: Pipeline Safety Fund | - | - | 12 | 11 | 12 | 12 | 13 | 16 | 16 | 20 | 36 | 31 | 29 | 28 | 28 | 36 | 41 |
| General Support Total | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 23 | 13 |
| Federal: Emergency Preparedness Fund | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 23 | 13 |

SEY: "-" = No activity or a value of zero; N/A = Data not available.
NOTES:
Numbers may not add to totals due to rounding.
Only federal government revenues are included in FY 2000 and 2001.
Data for FY 2001 are estimates.

OURCES:
Federal Highways and Transit
v.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Table FE-210 (Historical Data)
_. Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: htp://www.faa.gov/aba/html_budget/index.html, as of October 2001
Water, Pipeline, and General Support
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues)
State and Local:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001
rice Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C.: 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

Table 2-C
Federal Transportation Budget Authority by Mode: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 30,087 | 29,454 | 27,543 | 28,535 | 31,901 | 31,124 | 31,743 | 37,487 | 40,926 | 43,785 | 39,415 | 36,634 | 41,084 | 45,519 | 52,487 | 56,166 | 62,448 |
| Highway | 15,274 | 14,966 | 13,893 | 14,251 | 14,644 | 15,561 | 14,919 | 18,591 | 21,525 | 22,398 | 21,538 | 18,415 | 21,992 | 25,547 | 30,875 | 32,059 | 38,679 |
| Transit | 4,178 | 3,616 | 3,598 | 3,337 | 3,318 | 3,246 | 3,316 | 3,835 | 3,873 | 4,568 | 4,579 | 4,052 | 4,374 | 4,849 | 5,000 | 7,454 | 6,275 |
| Rail | 824 | 789 | 715 | 676 | 668 | 574 | 892 | 930 | 995 | 995 | 1,093 | 863 | 1,036 | 744 | 787 | 736 | 749 |
| Air | 6,058 | 5,506 | 5,534 | 6,890 | 7,595 | 8,331 | 8,932 | 10,043 | 10,396 | 11,438 | 8,185 | 9,576 | 9,826 | 10,394 | 11,368 | 10,946 | 12,026 |
| Water | 3,575 | 4,408 | 3,632 | 3,218 | 5,488 | 3,210 | 3,378 | 3,745 | 3,752 | 3,969 | 3,605 | 3,337 | 3,436 | 3,701 | 4,151 | 4,644 | 4,387 |
| Pipeline | - | - | - | 9 | 9 | 10 | 11 | 14 | 15 | 17 | 35 | 28 | 29 | 30 | 30 | 31 | 39 |
| General Support | 177 | 169 | 171 | 154 | 179 | 192 | 295 | 331 | 369 | 399 | 380 | 363 | 391 | 254 | 276 | 296 | 293 |

## NOTES:

Numbers may not add to totals due to rounding
Data for FY 2001 are estimates
SOURCES:
Highway, Transit, Rail, Air, Pipeline, and General Support
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), available at
http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001; and Personal communications.

Table 2-D

## Federal Transportation Obligations by Mode: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 30,129 | 30,433 | 27,884 | 29,008 | 29,869 | 31,515 | 37,321 | 41,264 | 42,191 | 45,705 | 46,549 | 43,183 | 45,840 | 46,762 | 58,074 | 59,934 | 70,846 |
| Highway | 14,733 | 14,891 | 13,427 | 13,835 | 14,322 | 14,944 | 17,218 | 19,127 | 18,945 | 22,078 | 21,581 | 20,766 | 22,703 | 22,250 | 28,034 | 28,773 | 34,699 |
| Transit | 3,612 | 4,212 | 3,492 | 3,533 | 3,592 | 3,358 | 3,393 | 4,570 | 5,213 | 5,568 | 6,805 | 5,215 | 5,877 | 6,522 | 9,240 | 13,813 | 11,521 |
| Rail | 1,079 | 860 | 677 | 691 | 678 | 662 | 933 | 941 | 906 | 982 | 1,242 | 799 | 1,196 | 879 | 476 | 833 | 980 |
| Air | 6,373 | 5,181 | 5,879 | 6,503 | 6,922 | 7,967 | 10,084 | 10,886 | 11,453 | 11,698 | 11,451 | 10,886 | 10,476 | 11,398 | 14,163 | 10,477 | 17,400 |
| Water | 4,025 | 4,978 | 4,076 | 4,040 | 3,903 | 4,085 | 5,052 | 5,042 | 4,901 | 4,546 | 4,677 | 4,731 | 4,747 | 5,052 | 5,426 | 5,252 | 5,126 |
| Pipeline | - | - | - | 9 | 9 | 10 | 11 | 14 | 15 | 19 | 35 | 30 | 32 | 33 | 35 | 35 | 52 |
| General Support | 307 | 311 | 333 | 397 | 443 | 488 | 630 | 686 | 758 | 814 | 758 | 756 | 809 | 628 | 700 | 751 | 1,068 |

## NOTES:

Numbers may not add to totals due to rounding.
Data for FY 2001 are estimates.

## SOURCES:

Highway, Transit, Rail, Air, Pipeline, and General Support:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), available at http://w3.access.gpo.gov/usbudget, as of October 2001; and personal communications.

Table 3-A
Transportation Revenues and Revenue Raising Instruments by Mode: FY 1985-2001
(Current $\$$ millions)

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 52,140 | 54,860 | 58,531 | 62,864 | 67,778 | 69,753 | 77,392 | 80,326 | 85,197 | 87,632 | 93,659 | 96,419 | 100,516 | 111,234 | 126,895 | N/A | N/A |
| Federal | 18,404 | 18,798 | 18,903 | 20,180 | 22,318 | 21,384 | 25,976 | 25,867 | 27,373 | 27,206 | 30,166 | 30,742 | 31,440 | 38,934 | 51,996 | 46,756 | 47,784 |
| State | 24,442 | 25,950 | 28,534 | 30,833 | 32,647 | 34,629 | 36,585 | 39,085 | 41,429 | 42,861 | 44,846 | 45,966 | 47,729 | 50,009 | 51,584 | N/A | N/A |
| Local | 9,294 | 10,112 | 11,094 | 11,850 | 12,813 | 13,740 | 14,832 | 15,373 | 16,394 | 17,566 | 18,647 | 19,711 | 21,348 | 22,291 | 23,315 | N/A | N/A |
| Highway Total | 38,166 | 40,230 | 42,455 | 46,040 | 49,457 | 49,945 | 53,838 | 57,780 | 60,465 | 62,316 | 66,743 | 71,179 | 71,814 | 77,299 | 88,668 | N/A | N/A |
| Federal Total | 12,906 | 13,306 | 12,727 | 13,645 | 15,134 | 13,453 | 15,303 | 16,572 | 16,864 | 17,005 | 19,377 | 22,692 | 21,314 | 24,307 | 33,823 | 30,347 | 30,735 |
| Highway Trust Fund- Highway Account | 12,906 | 13,306 | 12,727 | 13,645 | 15,134 | 13,453 | 15,303 | 16,572 | 16,864 | 17,005 | 19,377 | 22,692 | 21,314 | 24,307 | 33,823 | 30,347 | 30,735 |
| Excise Taxes | 11,800 | 12,251 | 11,793 | 12,836 | 14,358 | 12,472 | 14,494 | 15,664 | 16,046 | 16,250 | 18,829 | 22,034 | 20,509 | 23,141 | 33,821 | 30,347 | N/A |
| Motor Fuel | 9,812 | 10,254 | 10,158 | 10,647 | 12,195 | 10,522 | 12,514 | 13,913 | 13,912 | 13,899 | 15,743 | 18,883 | 17,773 | 19,838 | 29,782 | 25,663 | N/A |
| Gasoline | 7,464 | 7,656 | 7,407 | 7,934 | 7,996 | 7,472 | 9,140 | 10,246 | 10,385 | 10,002 | 10,735 | 13,143 | 12,483 | 14,101 | 20,806 | 17,579 | N/A |
| Gasohol | 124 | 146 | 130 | 156 | 153 | 154 | 231 | 395 | 416 | 616 | 492 | 777 | 575 | 748 | 1,256 | 1,093 | N/A |
| Diesel \& Special Fuels | 2,225 | 2,453 | 2,621 | 2,557 | 4,046 | 2,896 | 3,142 | 3,272 | 3,111 | 3,281 | 4,516 | 4,963 | 4,715 | 4,989 | 7,720 | 6,991 | N/A |
| Tires | 224 | 320 | 292 | 334 | 316 | 255 | 357 | 257 | 304 | 327 | 395 | 532 | 300 | 399 | 416 | 442 | N/A |
| Inner Tubes | -1 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | N/A |
| Tread Rubber | -1 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | N/A |
| Trucks, Buses \& Trailers | 1,396 | 1,144 | 724 | 1,277 | 1,240 | 1,112 | 1,047 | 874 | 1,199 | 1,405 | 2,009 | 1,879 | 1,674 | 2,041 | 2,810 | 3,321 | N/A |
| Use Tax | 379 | 533 | 620 | 581 | 608 | 584 | 575 | 620 | 630 | 618 | 682 | 740 | 762 | 863 | 814 | 921 | N/A |
| Lubricating Oil | -10 | -1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | N/A |
| Parts \& Accessories | 1 | 1 | 0 | -3 | -1 | 0 | 1 | 0 | - | - | - | - | - | - | - | - | N/A |
| Interest | 1,106 | 1,054 | 934 | 809 | 776 | 981 | 810 | 908 | 817 | 754 | 548 | 658 | 805 | 1,166 | 2 | 0 | N/A |
| State Total | 22,960 | 24,443 | 26,861 | 29,113 | 30,726 | 32,644 | 34,462 | 36,916 | 39,149 | 40,557 | 42,415 | 43,353 | 45,034 | 47,214 | 48,784 | N/A | N/A |
| Motor Fuel taxes | 13,344 | 14,126 | 15,707 | 17,211 | 18,106 | 19,379 | 20,639 | 22,253 | 23,568 | 24,490 | 25,440 | 25,988 | 27,214 | 28,345 | 29,130 | N/A | N/A |
| MV license taxes | 7,163 | 7,673 | 8,349 | 8,848 | 9,392 | 9,848 | 10,131 | 10,653 | 11,502 | 11,835 | 12,414 | 12,681 | 12,840 | 13,662 | 14,083 | N/A | N/A |
| MV operator license taxes | 617 | 696 | 719 | 765 | 794 | 827 | 865 | 1,006 | 1,017 | 1,058 | 1,145 | 1,167 | 1,186 | 1,261 | 1,252 | N/A | N/A |
| Reg. \& toll highway charges | 1,835 | 1,948 | 2,085 | 2,289 | 2,434 | 2,590 | 2,826 | 3,004 | 3,061 | 3,174 | 3,416 | 3,517 | 3,794 | 3,946 | 4,319 | N/A | N/A |
| Local Total | 2,300 | 2,482 | 2,866 | 3,282 | 3,597 | 3,848 | 4,073 | 4,292 | 4,453 | 4,754 | 4,952 | 5,133 | 5,466 | 5,779 | 6,061 | N/A | N/A |
| Motor Fuel taxes | 286 | 313 | 449 | 577 | 613 | 664 | 677 | 705 | 680 | 713 | 766 | 844 | 881 | 902 | 925 | N/A | N/A |
| MV license taxes | 518 | 568 | 625 | 646 | 692 | 769 | 784 | 844 | 901 | 927 | 1,081 | 1,088 | 1,188 | 1,222 | 1,259 | N/A | N/A |
| MV operator license taxes | - | - | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 4 |  |  | - | 37 | N/A | N/A |
| Reg. \& toll highway charges | 921 | 970 | 1,107 | 1,320 | 1,495 | 1,559 | 1,687 | 1,759 | 1,868 | 2,034 | 2,009 | 2,093 | 2,199 | 2,386 | 2,485 | N/A | N/A |
| Parking Charges | 574 | 632 | 684 | 737 | 796 | 854 | 924 | 983 | 1,002 | 1,078 | 1,093 | 1,107 | 1,196 | 1,269 | 1,355 | N/A | N/A |
| Transit Total | 5,636 | 5,848 | 6,346 | 6,428 | 6,764 | 7,193 | 8,778 | 7,482 | 8,570 | 8,948 | 9,352 | 10,171 | 11,417 | 11,872 | 13,186 | N/A | N/A |
| Highway Trust Fund- Transit Account | 1,420 | 1,395 | 1,583 | 1,661 | 1,738 | 1,977 | 3,149 | 1,816 | 2,735 | 2,691 | 2,813 | 3,282 | 3,996 | 4,326 | 5,478 | 4,625 | 4,696 |
| State Transit Charges | 847 | 878 | 986 | 968 | 1,039 | 1,074 | 1,123 | 1,126 | 1,145 | 1,218 | 1,257 | 1,308 | 1,339 | 1,384 | 1,404 | N/A | N/A |
| Local Transit Charges | 3,369 | 3,575 | 3,777 | 3,799 | 3,987 | 4,142 | 4,506 | 4,540 | 4,690 | 5,039 | 5,283 | 5,581 | 6,082 | 6,162 | 6,304 | N/A | N/A |
| Air Total | 6,711 | 7,019 | 7,765 | 8,190 | 9,369 | 10,119 | 11,924 | 11,872 | 12,744 | 13,101 | 13,954 | 11,298 | 13,544 | 18,176 | 21,079 | N/A | N/A |
| Federal Airport and Airway Trust Fund Tote | 3,593 | 3,565 | 3,940 | 4,081 | 4,674 | 4,945 | 6,206 | 5,918 | 6,096 | 6,027 | 6,291 | 3,128 | 4,488 | 8,654 | 11,089 | 10,544 | 11,285 |
| Passenger Ticket | 2,509 | 2,402 | 2,700 | 2,815 | 3,201 | 3,219 | 4,341 | 4,012 | 4,472 | 4,528 | 4,768 | 2,123 | 3,389 | 5,455 | 5,941 | 5,103 | 5,273 |
| Passenger Flight Segment | - | - | - | - | - | - | - | - | - | - | - | - | - | 547 | 1,339 | 1,655 | 1,830 |
| Rural Airports | - | - | - | - | - | - | - | - | - | - | - | - | - | 48 | 57 | 86 | 91 |
| Waybill Freight | 134 | 137 | 159 | 168 | 181 | 178 | 222 | 249 | 255 | 284 | 361 | 151 | 331 | 313 | 412 | 500 | 640 |
| Fuel Tax | 100 | 112 | 115 | 117 | 629 | 141 | 140 | 167 | 120 | 187 | 211 | 3 | 128 | 659 | 1,009 | 887 | 1,000 |
| General Aviation Fuel | - | - | - | - | - | - | - | - | - | - | - | - | - | 157 | 282 | 236 | - |
| Commercial Fuel | - | - | - | - | - | - | - | - | - | - | - | - | - | 501 | 727 | 651 | - |
| International Departure/Arrival | 108 | 93 | 91 | 95 | 106 | 181 | 217 | 231 | 223 | 218 | 233 | 128 | 194 | 948 | 1,484 | 1,349 | 1,412 |
| Frequent Flyer Tax | - | - | - | - | - | - | - | - | - | - | - | - | - | 141 | 149 | 159 | 168 |
| Refund of Fuel Taxes | -4 | -8 | -6 | -6 | -452 | -18 | -10 | -15 | -15 | -28 | -39 | -36 | -35 | - | - | - | - |
| Interest Revenue | 746 | 829 | 880 | 893 | 1,009 | 1,245 | 1,297 | 1,273 | 1,040 | 837 | 757 | 759 | 481 | 543 | 698 | 805 | 871 |
| State Airport Charges | 299 | 306 | 354 | 402 | 538 | 556 | 618 | 650 | 726 | 652 | 695 | 705 | 765 | 768 | 744 | N/A | N/A |
| Local Airport Charges | 2,818 | 3,148 | 3,471 | 3,707 | 4,156 | 4,617 | 5,101 | 5,304 | 5,922 | 6,422 | 6,968 | 7,465 | 8,291 | 8,754 | 9,246 | N/A | N/A |
| Water Total | 1,626 | 1,761 | 1,956 | 2,198 | 2,178 | 2,487 | 2,840 | 3,174 | 3,393 | 3,242 | 3,567 | 3,733 | 3,704 | 3,850 | 3,923 | N/A | N/A |
| Total Federal Water Receipts | 485 | 532 | 644 | 784 | 762 | 999 | 1,306 | 1,544 | 1,655 | 1,457 | 1,644 | 1,602 | 1,605 | 1,611 | 1,568 | 1,175 | 1,008 |
| Harbor Maintenance Trust Fund Total | - | - | 58 | 161 | 183 | 198 | 366 | 531 | 650 | 646 | 701 | 739 | 790 | 651 | 607 | 767 | 827 |


| Harbor Maintenance User Fee | - | - | 53 | 144 | 166 | 180 | 374 | 506 | 628 | 622 | 671 | 698 | 736 | 622 | 553 | 678 | 741 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Investment Interest | - | - | 1 | 7 | 7 | 8 | -18 | 17 | 13 | 13 | 30 | 41 | 54 | 29 | 54 | 89 | 86 |
| Saint Lawrence Seaway Toll | - | - | 5 | 10 | 10 | 9 | 9 | 9 | 9 | 11 | - | - | - | - | - | - | - |
| Inland Waterway Trust Fund | 47 | 68 | 79 | 102 | 62 | 95 | 65 | 84 | 89 | 97 | 119 | 122 | 114 | 106 | 118 | 121 | 112 |
| Inland waterway fuel tax | 40 | 40 | 48 | 48 | 47 | 63 | 60 | 70 | 79 | 88 | 103 | 108 | 96 | 91 | 104 | 101 | 93 |
| Investment Interest | 7 | 27 | 31 | 54 | 15 | 32 | 5 | 14 | 11 | 8 | 16 | 14 | 18 | 15 | 14 | 20 | 19 |
| Panama Canal Receipts | 416 | 437 | 441 | 449 | 436 | 475 | 506 | 507 | 527 | 548 | 586 | 625 | 600 | 743 | 756 | 188 | - |
| Aquatic Resources Fund | 2 | 11 | 46 | 46 | 60 | 60 | 61 | 70 | 64 | 62 | 62 | 38 | 22 | 31 | 26 | - | - |
| Oil Spill Liability Trust Fund | - | - | - | - | - | 157 | 308 | 352 | 325 | 103 | 176 | 78 | 79 | 80 | 61 | 99 | 69 |
| Offshore Oil Pollution Fund | 18 | 15 | 18 | 25 | 21 | 14 | - | - | - | - | - | - | - | - | - | - | - |
| Deep Water Port Liability Fund | 1 | 1 | 1 | 1 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| State Water Transportation Charges | 335 | 324 | 333 | 351 | 344 | 355 | 382 | 393 | 409 | 434 | 479 | 600 | 590 | 643 | 651 | N/A | N/A |
| Local Water Transportation Charges | 807 | 906 | 980 | 1,063 | 1,072 | 1,133 | 1,152 | 1,237 | 1,329 | 1,351 | 1,444 | 1,531 | 1,509 | 1,597 | 1,704 | N/A | N/A |
| Pipeline Total | - | - | 9 | 9 | 10 | 10 | 11 | 14 | 15 | 19 | 35 | 31 | 30 | 29 | 30 | 40 | 46 |
| Pipeline Safety Fund | - | - | 9 | 9 | 10 | 10 | 11 | 14 | 15 | 19 | 35 | 31 | 30 | 29 | 30 | 40 | 46 |
| General Support Total | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 25 | 14 |
| Emergency Preparedness Fund | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 25 | 14 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report; N/A = Data not available.
NOTES: Numbers may not add to totals due to rounding.
anama Canal receipts for 2000 cover only first quarter operations because the United States transferred ownership of the Panama Canal to the Republic of Panama on December 31, 1999.
Public Law 103-331, dated September 30, 1994, eliminated the requirement to collect Saint Lawrence Seaway tolls charged on commercial vessels effective October 1, 1994.
The Oil Pollution Act of 1990, Public Law 101-380, consolidated balances from the Offshore Oil Pollution Fund, and Deepwater Port Liability Fund into the Oil Spill Liability Trust Fund.
Data for FY 2001 are estimates
SOURCES:
Federal Highways and Transit:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Table FE-210 (Historical Data).
ederal Air:
.S. Department of Transportation, Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budget/index.html, as of October 2001
Federal Water, Pipeline, and General Support:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues).
State and Local
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001

## Table 3-B

Transportation Revenues and Revenue Raising Instruments by Mode: FY 1985-2001

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 72,568 | 74,396 | 76,638 | 79,885 | 83,321 | 82,229 | 88,189 | 89,810 | 92,341 | 92,354 | 95,754 | 96,419 | 98,144 | 106,994 | 118,888 | N/A | N/A |
| Federal | 25,758 | 25,729 | 25,346 | 26,263 | 28,159 | 26,091 | 30,183 | 29,488 | 29,890 | 28,774 | 30,813 | 30,742 | 30,805 | 37,661 | 48,928 | 42,610 | 43,060 |
| State | 33,914 | 35,021 | 36,933 | 38,735 | 39,615 | 40,192 | 41,274 | 43,293 | 44,745 | 45,098 | 45,868 | 45,966 | 46,528 | 47,956 | 48,182 | N/A | N/A |
| Local | 12,895 | 13,646 | 14,359 | 14,887 | 15,547 | 15,947 | 16,732 | 17,028 | 17,706 | 18,482 | 19,072 | 19,711 | 20,811 | 21,376 | 21,777 | N/A | N/A |
| Highway Total | 53,112 | 54,548 | 55,542 | 58,455 | 60,744 | 58,768 | 61,256 | 64,537 | 65,505 | 65,661 | 68,239 | 71,179 | 70,114 | 74,329 | 83,056 | N/A | N/A |
| Federal Total | 18,064 | 18,212 | 17,065 | 17,758 | 19,095 | 16,414 | 17,782 | 18,892 | 18,414 | 17,985 | 19,792 | 22,692 | 20,884 | 23,512 | 31,828 | 27,656 | 27,697 |
| Highway Trust Fund- Highway Account | 18,064 | 18,212 | 17,065 | 17,758 | 19,095 | 16,414 | 17,782 | 18,892 | 18,414 | 17,985 | 19,792 | 22,692 | 20,884 | 23,512 | 31,828 | 27,656 | 27,697 |
| Excise Taxes | 16,515 | 16,769 | 15,813 | 16,705 | 18,116 | 15,217 | 16,841 | 17,856 | 17,522 | 17,187 | 19,233 | 22,034 | 20,095 | 22,384 | 31,826 | 27,656 | N/A |
| Motor Fuel | 13,733 | 14,035 | 13,621 | 13,856 | 15,386 | 12,837 | 14,541 | 15,860 | 15,191 | 14,701 | 16,081 | 18,883 | 17,415 | 19,190 | 28,025 | 23,387 | N/A |
| Gasoline | 10,446 | 10,478 | 9,932 | 10,325 | 10,089 | 9,116 | 10,621 | 11,680 | 11,340 | 10,578 | 10,966 | 13,143 | 12,231 | 13,640 | 19,579 | 16,020 | N/A |
| Gasohol | 173 | 199 | 174 | 203 | 193 | 187 | 269 | 451 | 455 | 652 | 502 | 777 | 564 | 723 | 1,182 | 996 | N/A |
| Diesel \& Special Fuels | 3,114 | 3,357 | 3,515 | 3,328 | 5,105 | 3,534 | 3,651 | 3,730 | 3,397 | 3,470 | 4,613 | 4,963 | 4,620 | 4,826 | 7,264 | 6,371 | N/A |
| Tires | 313 | 437 | 391 | 435 | 399 | 311 | 415 | 293 | 332 | 346 | 404 | 532 | 294 | 386 | 391 | 403 | N/A |
| Inner Tubes | -1 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | N/A |
| Tread Rubber | -1 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | N/A |
| Trucks, Buses \& Trailers | 1,953 | 1,566 | 970 | 1,662 | 1,564 | 1,357 | 1,217 | 997 | 1,310 | 1,486 | 2,052 | 1,879 | 1,641 | 1,974 | 2,644 | 3,026 | N/A |
| Use Tax | 530 | 729 | 832 | 756 | 767 | 712 | 668 | 707 | 688 | 654 | 696 | 740 | 746 | 835 | 766 | 840 | N/A |
| Lubricating Oil | -14 | -1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | N/A |
| Parts \& Accessories | 1 | 1 | -1 | -4 | -1 | 0 | 1 | 0 | - | - | - | - | - | - | - | - | N/A |
| Interest | 1,549 | 1,443 | 1,252 | 1,053 | 979 | 1,197 | 941 | 1,036 | 893 | 798 | 559 | 658 | 789 | 1,128 | 2 | 0 | N/A |
| State Total | 31,858 | 32,986 | 34,767 | 36,574 | 37,284 | 37,888 | 38,879 | 40,890 | 42,282 | 42,674 | 43,382 | 43,353 | 43,902 | 45,276 | 45,567 | N/A | N/A |
| Motor Fuel taxes | 18,516 | 19,064 | 20,331 | 21,621 | 21,970 | 22,492 | 23,284 | 24,649 | 25,455 | 25,768 | 26,020 | 25,988 | 26,529 | 27,182 | 27,209 | N/A | N/A |
| MV license taxes | 9,939 | 10,355 | 10,806 | 11,115 | 11,396 | 11,430 | 11,430 | 11,800 | 12,422 | 12,453 | 12,697 | 12,681 | 12,518 | 13,101 | 13,155 | N/A | N/A |
| MV operator license taxes | 856 | 939 | 931 | 961 | 963 | 960 | 976 | 1,115 | 1,099 | 1,113 | 1,171 | 1,167 | 1,156 | 1,209 | 1,169 | N/A | N/A |
| Reg. \& toll highway charges | 2,547 | 2,628 | 2,699 | 2,876 | 2,954 | 3,006 | 3,188 | 3,327 | 3,306 | 3,340 | 3,494 | 3,517 | 3,698 | 3,784 | 4,035 | N/A | N/A |
| Local Total | 3,191 | 3,350 | 3,710 | 4,123 | 4,365 | 4,466 | 4,595 | 4,754 | 4,809 | 5,002 | 5,065 | 5,133 | 5,328 | 5,542 | 5,661 | N/A | N/A |
| Motor Fuel taxes | 397 | 422 | 581 | 724 | 744 | 771 | 763 | 781 | 735 | 750 | 783 | 844 | 859 | 865 | 864 | N/A | N/A |
| MV license taxes | 719 | 766 | 808 | 812 | 839 | 893 | 884 | 934 | 973 | 976 | 1,105 | 1,088 | 1,158 | 1,172 | 1,176 | N/A | N/A |
| MV operator license taxes | - | - | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | - | 34 | N/A | N/A |
| Reg. \& toll highway charges | 1,278 | 1,309 | 1,433 | 1,659 | 1,815 | 1,809 | 1,903 | 1,948 | 2,018 | 2,141 | 2,055 | 2,093 | 2,143 | 2,288 | 2,321 | N/A | N/A |
| Parking Charges | 796 | 853 | 886 | 926 | 965 | 992 | 1,042 | 1,089 | 1,082 | 1,134 | 1,118 | 1,107 | 1,166 | 1,217 | 1,266 | N/A | N/A |
| Transit Total | 7,838 | 7,919 | 8,287 | 8,150 | 8,292 | 8,466 | 10,010 | 8,346 | 9,288 | 9,429 | 9,562 | 10,171 | 11,150 | 11,421 | 12,354 | N/A | N/A |
| Highway Trust Fund- Transit Account | 1,987 | 1,910 | 2,122 | 2,162 | 2,193 | 2,412 | 3,659 | 2,070 | 2,986 | 2,846 | 2,873 | 3,282 | 3,915 | 4,185 | 5,155 | 4,215 | 4,232 |
| State Transit Charges | 1,176 | 1,185 | 1,277 | 1,216 | 1,260 | 1,247 | 1,267 | 1,247 | 1,237 | 1,281 | 1,285 | 1,308 | 1,306 | 1,327 | 1,312 | N/A | N/A |
| Local Transit Charges | 4,675 | 4,824 | 4,889 | 4,772 | 4,838 | 4,807 | 5,083 | 5,029 | 5,065 | 5,302 | 5,403 | 5,581 | 5,929 | 5,909 | 5,888 | N/A | N/A |
| Air Total | 9,355 | 9,541 | 10,234 | 10,473 | 11,594 | 12,038 | 13,663 | 13,342 | 13,837 | 13,817 | 14,264 | 11,298 | 13,225 | 17,502 | 19,766 | N/A | N/A |
| Federal Airport and Airway Trust Fund Tots | 5,029 | 4,880 | 5,283 | 5,311 | 5,897 | 6,034 | 7,212 | 6,747 | 6,657 | 6,374 | 6,426 | 3,128 | 4,397 | 8,371 | 10,435 | 9,609 | 10,169 |
| Passenger Ticket | 3,511 | 3,287 | 3,620 | 3,663 | 4,039 | 3,927 | 5,044 | 4,574 | 4,883 | 4,789 | 4,870 | 2,123 | 3,321 | 5,277 | 5,590 | 4,651 | 4,752 |
| Passenger Flight Segment | - | - | - | - | - | - | - | - | - | - | - | - | - | 529 | 1,260 | 1,508 | 1,649 |
| Rural Airports | - | - | - | - | - | - | - | - | - | - | - | - | - | 46 | 54 | 78 | 82 |
| Waybill Freight | 188 | 187 | 214 | 218 | 228 | 217 | 257 | 284 | 279 | 300 | 369 | 151 | 324 | 303 | 388 | 456 | 577 |
| Fuel Tax | 140 | 153 | 155 | 153 | 793 | 172 | 163 | 190 | 132 | 198 | 216 | , | 125 | 637 | 949 | 808 | 901 |
| General Aviation Fuel | - | - | - | - | - | - | - | - | - | - | - | - | - | 152 | 265 | 215 | - |
| Commercial Fuel | - | - | - | - | - | - | - | - | - | - | - | - | - | 485 | 684 | 593 | - |
| International Departure/Arrival | 152 | 128 | 123 | 123 | 134 | 221 | 252 | 264 | 244 | 231 | 238 | 128 | 190 | 917 | 1,396 | 1,229 | 1,272 |
| Frequent Flyer Tax | - | - | - | - | - | - | - | - | - | - | - | - | - | 136 | 140 | 145 | 151 |
| Refund of Fuel Taxes | -6 | -10 | -8 | -8 | -570 | -22 | -11 | -17 | -16 | -30 | -40 | -36 | -34 | - | - | - | - |
| Interest Revenue | 1,045 | 1,135 | 1,180 | 1,162 | 1,273 | 1,519 | 1,507 | 1,452 | 1,135 | 886 | 773 | 759 | 471 | 525 | 657 | 734 | 785 |
| State Airport Charges | 416 | 413 | 459 | 505 | 653 | 646 | 697 | 720 | 784 | 686 | 711 | 705 | 745 | 737 | 695 | N/A | N/A |
| Local Airport Charges | 3,910 | 4,249 | 4,492 | 4,657 | 5,044 | 5,359 | 5,754 | 5,875 | 6,396 | 6,758 | 7,127 | 7,465 | 8,083 | 8,395 | 8,636 | N/A | N/A |
| Water Total | 2,263 | 2,387 | 2,562 | 2,796 | 2,680 | 2,946 | 3,249 | 3,566 | 3,684 | 3,419 | 3,646 | 3,733 | 3,619 | 3,706 | 3,675 | N/A | N/A |
| Total Federal Water Receipts | 678 | 728 | 863 | 1,020 | 962 | 1,219 | 1,517 | 1,760 | 1,807 | 1,541 | 1,679 | 1,602 | 1,573 | 1,558 | 1,475 | 1,071 | 908 |
| Harbor Maintenance Trust Fund Total | - | - | 78 | 210 | 231 | 241 | 425 | 605 | 710 | 683 | 716 | 739 | 774 | 630 | 571 | 699 | 745 |


| Harbor Maintenance User Fee | - | - | 71 | 187 | 209 | 220 | 435 | 577 | 686 | 658 | 685 | 698 | 721 | 602 | 520 | 618 | 668 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Investment Interest | - | - | 1 | 8 | 9 | 10 | -21 | 19 | 14 | 14 | 31 | 41 | 53 | 28 | 51 | 81 | 77 |
| Saint Lawrence Seaway Toll | - | - | 6 | 14 | 12 | 11 | 11 | 10 | 10 | 12 | - | - | - | - | - | - | - |
| Inland Waterway Trust Fund | 66 | 93 | 106 | 133 | 78 | 116 | 76 | 95 | 97 | 102 | 122 | 122 | 112 | 103 | 111 | 110 | 101 |
| Inland waterway fuel tax | 56 | 55 | 65 | 63 | 59 | 77 | 70 | 80 | 86 | 94 | 105 | 108 | 94 | 88 | 98 | 92 | 84 |
| Investment Interest | 9 | 37 | 41 | 71 | 19 | 39 | 5 | 16 | 12 | 9 | 16 | 14 | 18 | 15 | 13 | 18 | 17 |
| Panama Canal Receipts | 582 | 598 | 592 | 585 | 550 | 579 | 588 | 578 | 575 | 580 | 599 | 625 | 588 | 719 | 711 | 171 | - |
| Aquatic Resources Fund | 3 | 15 | 61 | 59 | 76 | 73 | 71 | 80 | 70 | 66 | 63 | 38 | 22 | 30 | 24 | - | - |
| Oil Spill Liability Trust Fund | - | - | - | - | - | 192 | 357 | 402 | 355 | 109 | 180 | 78 | 77 | 77 | 57 | 90 | 62 |
| Offshore Oil Pollution Fund | 26 | 21 | 25 | 32 | 26 | 18 | - | - | - | - | - | - | - | - | - | - | - |
| Deep Water Port Liability Fund | 2 | 1 | 1 | 1 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - |
| State Water Transportation Charges | 465 | 437 | 430 | 441 | 418 | 412 | 431 | 436 | 442 | 457 | 490 | 600 | 576 | 616 | 608 | N/A | N/A |
| Local Water Transportation Charges | 1,119 | 1,223 | 1,268 | 1,335 | 1,300 | 1,315 | 1,300 | 1,370 | 1,436 | 1,421 | 1,477 | 1,531 | 1,471 | 1,531 | 1,592 | N/A | N/A |
| Pipeline Total | - | - | 12 | 11 | 12 | 12 | 13 | 16 | 16 | 20 | 36 | 31 | 29 | 28 | 28 | 36 | 41 |
| Pipeline Safety Fund | - | - | 12 | 11 | 12 | 12 | 13 | 16 | 16 | 20 | 36 | 31 | 29 | 28 | 28 | 36 | 41 |
| General Support Total | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 23 | 13 |
| Emergency Preparedness Fund | - | - | - | - | - | - | - | 3 | 10 | 7 | 7 | 7 | 7 | 8 | 8 | 23 | 13 |

KEY: "-" = No activity or a value of zero; " 0 " = Value too small to report; $\mathrm{N} / \mathrm{A}=$ Data not available
NOTES: Numbers may not add to totals due to rounding.
Only federal government revenues are included in FY 2000 and 2001.
Panama Canal receipts for 2000 cover only first quarter operations because the United States transferred ownership of the Panama Canal to the Republic of Panama on December 31, 1999.
Public Law 103-331, dated September 30, 1994, eliminated the requirement to collect Saint Lawrence Seaway tolls charged on commercial vessels effective October 1, 1994.
he Oil Pollution Act of 1990, Public Law 101-380, consolidated balances from the Offshore Oil Pollution Fund, and Deepwater Port Liability Fund into the Oil Spill Liability Trust Fund
Data for FY 2001 are estimates.

## OURCES:

Federal Highways and Transit
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Table FE-210 (Historical Data)

Federal Air:
.S. Department of Transportation, Federal Aviaition Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: htpp://www.faa.gov/aba/html_budget/index.html, as of October 2001.
ederal Water, Pipeline, and General Support:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues).
State and Local:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finare Estimates (Washington, D.C.), available at: ftpp//ftp.census.gov/pub/outgoing/govs/, as of October 2001.

Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C.: 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001

## Table 4-A

Transportation Expenditures by Mode and Level of Government from Own Funds: FY 1985-2001
(Current \$ millions)

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 77,230 | 83,856 | 89,457 | 90,612 | 94,766 | 100,629 | 108,284 | 114,587 | 116,461 | 125,882 | 130,542 | 133,359 | 138,361 | 145,659 | 154,845 | N/A | N/A |
| Federal | 28,291 | 29,630 | 28,117 | 28,926 | 29,321 | 30,859 | 32,950 | 35,266 | 37,270 | 39,668 | 40,769 | 40,774 | 41,766 | 41,303 | 43,975 | 48,401 | N/A |
| State \& Local | 48,939 | 54,226 | 61,340 | 61,686 | 65,444 | 69,770 | 75,334 | 79,321 | 79,190 | 86,214 | 89,772 | 92,585 | 96,596 | 104,355 | 110,871 | N/A | N/A |
| Highways Total | 46,604 | 50,435 | 54,032 | 57,361 | 59,854 | $\mathbf{6 2 , 5 6 3}$ | 66,526 | 68,954 | 69,991 | 74,531 | 79,309 | 81,550 | 84,212 | 89,454 | 95,494 | N/A | N/A |
| Federal | 15,030 | 15,514 | 14,400 | 15,536 | 14,933 | 15,452 | 15,859 | 16,773 | 18,081 | 20,053 | 20,078 | 20,622 | 21,347 | 20,652 | 23,589 | 27,657 | N/A |
| State \& Local | 31,574 | 34,921 | 39,631 | 41,824 | 44,921 | 47,112 | 50,667 | 52,182 | 51,910 | 54,478 | 59,232 | 60,927 | 62,865 | 68,802 | 71,905 | N/A | N/A |
| Transit Total | 16,333 | 17,586 | 19,321 | 16,827 | 17,594 | 19,261 | 20,857 | 22,322 | 21,279 | 25,088 | 26,162 | 26,346 | 26,875 | 28,108 | 29,027 | N/A | N/A |
| Federal | 3,427 | 3,399 | 3,351 | 3,316 | 3,595 | 3,832 | 3,917 | 3,675 | 3,517 | 3,770 | 4,474 | 4,375 | 4,583 | 4,302 | 4,265 | 5,337 | 5,508 |
| State \& Local | 12,906 | 14,186 | 15,970 | 13,512 | 13,999 | 15,429 | 16,939 | 18,647 | 17,763 | 21,318 | 21,688 | 21,971 | 22,292 | 23,806 | 24,762 | N/A | N/A |
| Rail Total | 1,072 | 917 | 817 | 586 | 606 | 541 | 783 | 906 | 819 | 845 | 1,043 | 1,015 | 1,148 | 1,099 | 565 | N/A | N/A |
| Federal | 1,057 | 908 | 808 | 576 | 599 | 534 | 779 | 900 | 811 | 833 | 1,034 | 1,004 | 1,131 | 1,076 | 546 | 755 | 827 |
| State \& Local | 15 | 9 | 9 | 10 | 7 | 7 | 3 | 6 | 8 | 12 | 9 | 11 | 17 | 23 | 19 | N/A | N/A |
| Air Total | 7,903 | 8,749 | 9,540 | 10,422 | 11,240 | 12,568 | 13,974 | 15,916 | 17,408 | 17,941 | 16,960 | 17,273 | 18,776 | 19,593 | 21,789 | N/A | N/A |
| Federal | 4,947 | 5,345 | 5,543 | 5,896 | 6,623 | 7,305 | 8,282 | 9,313 | 10,049 | 10,146 | 10,389 | 10,135 | 10,137 | 10,622 | 10,722 | 9,556 | 11,072 |
| State \& Local | 2,955 | 3,404 | 3,997 | 4,526 | 4,617 | 5,263 | 5,692 | 6,604 | 7,359 | 7,795 | 6,571 | 7,138 | 8,639 | 8,971 | 11,067 | N/A | N/A |
| Water Total | 5,124 | 5,974 | 5,601 | 5,245 | 5,289 | 5,480 | 5,847 | 6,167 | 6,593 | 7,046 | 6,628 | 6,775 | 6,996 | 7,137 | 7,682 | N/A | N/A |
| Federal | 3,642 | 4,271 | 3,872 | 3,434 | 3,394 | 3,537 | 3,833 | 4,304 | 4,462 | 4,457 | 4,380 | 4,238 | 4,212 | 4,384 | 4,565 | 4,810 | 4,442 |
| State \& Local | 1,481 | 1,703 | 1,729 | 1,811 | 1,896 | 1,943 | 2,014 | 1,863 | 2,131 | 2,589 | 2,247 | 2,538 | 2,783 | 2,753 | 3,117 | N/A | N/A |
| Pipeline Total | 8 | 4 | 4 | 9 | 15 | 26 | 28 | 32 | 34 | 36 | 43 | N/A | N/A | N/A | N/A | N/A | N/A |
| Federal | - | - | - | 5 | 10 | 9 | 9 | 12 | 14 | 14 | 19 | 33 | 29 | 32 | 30 | 27 | 23 |
| State \& Local | 8 | 4 | 4 | 4 | 5 | 17 | 19 | 20 | 20 | 22 | 24 | N/A | N/A | N/A | N/A | N/A | N/A |
| General Support Total | 187 | 193 | 143 | 163 | 168 | 191 | 270 | 289 | 337 | 396 | 396 | 367 | 327 | 236 | 258 | 259 | 374 |
| Federal- General Support | 187 | 193 | 143 | 163 | 168 | 191 | 270 | 289 | 337 | 396 | 396 | 367 | 327 | 236 | 258 | 259 | 374 |

EY: "-" = No activity or a vale orer N/A = Data not available.
NOTES:
Numbers may not add to totals due to rounding.
Only federal government expenditures are reported for FY 2000 and 2001. For FY 2001, federal highway expenditures are not included
Data for FY 2001 are estimates

## SOURCES:

Federal Highways:
Federal Air:
_ Budget of the United States FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001
Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); and National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3,
available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001.
Federal Water:
.Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); ._Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at:
http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001; and personal communication with the U.S. Army Corps of Engineers.
Federal Transit, Rail, Pipeline, and General Support:
(Washington, D.C.) Outlays available at: htpp//w3 access.gpo.gov/usbudget/fy2002/db.html, as of October 200 State and Local:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

Table 4-B
Transportation Expenditures by Mode and Level of Government from Own Funds: FY 1985-2001 (Chained 1996 \$ millions)

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 107,500 | 113,736 | 117,095 | 115,140 | 116,407 | 118,629 | 123,276 | 128,064 | 126,225 | 132,668 | 133,464 | 133,359 | 135,089 | 140,025 | 144,939 | N/A | N/A |
| Federal | 39,595 | 40,556 | 37,701 | 37,645 | 36,994 | 37,651 | 38,287 | 40,203 | 40,697 | 41,955 | 41,644 | 40,774 | 40,923 | 39,953 | 41,380 | 44,109 | N/A |
| State \& Local | 67,905 | 73,180 | 79,394 | 77,495 | 79,413 | 80,978 | 84,989 | 87,861 | 85,528 | 90,713 | 91,820 | 92,585 | 94,166 | 100,072 | 103,559 | N/A | N/A |
| Highways Total | 64,845 | 68,362 | 70,605 | 72,762 | 73,350 | 73,532 | 75,588 | 76,920 | 75,808 | 78,530 | 81,091 | 81,550 | 82,200 | 85,955 | 89,361 | N/A | N/A |
| Federal | 21,035 | 21,235 | 19,309 | 20,219 | 18,841 | 18,853 | 18,428 | 19,121 | 19,744 | 21,209 | 20,508 | 20,622 | 20,916 | 19,976 | 22,197 | 25,204 | N/A |
| State \& Local | 43,810 | 47,127 | 51,296 | 52,543 | 54,509 | 54,680 | 57,160 | 57,800 | 56,064 | 57,321 | 60,583 | 60,927 | 61,284 | 65,978 | 67,164 | N/A | N/A |
| Transit Total | 22,704 | 23,797 | 25,163 | 21,290 | 21,522 | 22,583 | 23,662 | 24,844 | 23,024 | 26,418 | 26,753 | 26,346 | 26,221 | 26,990 | 27,143 | N/A | N/A |
| Federal | 4,796 | 4,653 | 4,493 | 4,315 | 4,536 | 4,675 | 4,552 | 4,189 | 3,840 | 3,987 | 4,570 | 4,375 | 4,490 | 4,161 | 4,013 | 4,864 | 4,964 |
| State \& Local | 17,908 | 19,145 | 20,670 | 16,974 | 16,987 | 17,908 | 19,110 | 20,655 | 19,184 | 22,431 | 22,183 | 21,971 | 21,731 | 22,829 | 23,129 | N/A | N/A |
| Rail Total | 1,501 | 1,255 | 1,095 | 762 | 764 | 659 | 909 | 1,033 | 895 | 893 | 1,066 | 1,015 | 1,124 | 1,063 | 531 | N/A | N/A |
| Federal | 1,480 | 1,242 | 1,083 | 750 | 755 | 652 | 906 | 1,026 | 886 | 881 | 1,056 | 1,004 | 1,108 | 1,041 | 514 | 688 | 745 |
| State \& Local | 21 | 12 | 12 | 12 | 9 | 8 | 4 | 7 | 9 | 13 | 10 | 11 | 16 | 22 | 18 | N/A | N/A |
| Air Total | 11,025 | 11,909 | 12,606 | 13,359 | 13,958 | 15,021 | 16,045 | 17,931 | 18,921 | 18,932 | 17,333 | 17,273 | 18,354 | 18,878 | 20,427 | N/A | N/A |
| Federal | 6,924 | 7,316 | 7,433 | 7,674 | 8,355 | 8,912 | 9,623 | 10,616 | 10,973 | 10,731 | 10,612 | 10,135 | 9,932 | 10,275 | 10,089 | 8,709 | 9,977 |
| State \& Local | 4,100 | 4,593 | 5,174 | 5,685 | 5,603 | 6,109 | 6,422 | 7,314 | 7,948 | 8,201 | 6,721 | 7,138 | 8,422 | 8,603 | 10,337 | N/A | N/A |
| Water Total | 7,153 | 8,144 | 7,430 | 6,744 | 6,582 | 6,570 | 6,726 | 6,970 | 7,174 | 7,438 | 6,773 | 6,775 | 6,841 | 6,881 | 7,207 | N/A | N/A |
| Federal | 5,098 | 5,846 | 5,192 | 4,469 | 4,282 | 4,316 | 4,454 | 4,907 | 4,872 | 4,714 | 4,474 | 4,238 | 4,127 | 4,241 | 4,296 | 4,384 | 4,003 |
| State \& Local | 2,055 | 2,298 | 2,238 | 2,275 | 2,300 | 2,255 | 2,272 | 2,063 | 2,302 | 2,724 | 2,299 | 2,538 | 2,713 | 2,640 | 2,911 | N/A | N/A |
| Pipeline Total | 11 | 5 | 5 | 11 | 18 | 31 | 32 | 36 | 36 | 38 | 44 | N/A | N/A | N/A | N/A | N/A | N/A |
| Federal | - | - | - | 6 | 13 | 11 | 11 | 14 | 15 | 14 | 19 | 33 | 28 | 31 | 28 | 25 | 21 |
| State \& Local | 11 | 5 | 5 | 5 | 5 | 19 | 21 | 22 | 22 | 24 | 25 | N/A | N/A | N/A | N/A | N/A | N/A |
| General Support Total | 261 | 264 | 191 | 212 | 212 | 233 | 314 | 329 | 367 | 419 | 404 | 367 | 320 | 228 | 243 | 236 | 337 |
| Federal- General Support | 261 | 264 | 191 | 212 | 212 | 233 | 314 | 329 | 367 | 419 | 404 | 367 | 320 | 228 | 243 | 236 | 337 |

KEY: "-" = No activity or a value of zero; N/A = Data not available.
NOTES:
Numbers may not add to totals due to rounding
Only federal government expenditures are reported for FY 2000 and 2001. For FY 2001, federal highway expenditures are not included.
Data for FY 2001 are estimates

## SOURCES:

Federal Highways:
${ }_{F}{ }^{2}$ ederal Air:
_. Budget of the United States FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy 2002/db.html, as of October 2001
Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); and National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3,
available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001.
Federal Water:
. Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); ._Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at
http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001; and personal communication with the U.S. Army Corps of Engineers
Federal Transit, Rail, Pipeline, and General Support:
Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001
State and Local:
.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001,
Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C.: 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at
http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001

## Table 5-A

Federal Transportation Expenditures by Agency from Own Funds: FY 1985-2000
(Current \$ millions)

| Agency | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Transportation Expenditures | 25,418 | 26,948 | 25,297 | 26,027 | 26,183 | 27,898 | 29,703 | 31,901 | 33,836 | 36,061 | 37,353 | 37,394 | 38,190 | 37,496 | 40,218 | 45,997 |
| Department of Transportation Agencies Total | 23,909 | 25,650 | 24,285 | 25,099 | 25,382 | 27,160 | 28,858 | 31,177 | 32,869 | 35,299 | 36,770 | 36,662 | 37,281 | 36,576 | 39,238 | 45,014 |
| Federal Highway Administration | 12,883 | 13,618 | 12,737 | 14,002 | 13,485 | 14,293 | 14,539 | 15,601 | 16,637 | 18,776 | 19,066 | 19,482 | 20,015 | 19,238 | 22,141 | 26,118 |
| Federal Aviation Administration | 4,267 | 4,673 | 4,895 | 5,192 | 5,740 | 6,391 | 7,241 | 8,155 | 8,800 | 8,784 | 9,207 | 8,926 | 8,814 | 9,243 | 9,509 | 9,561 |
| Federal Transit Administration | 3,356 | 3,343 | 3,299 | 3,266 | 3,541 | 3,770 | 3,857 | 3,614 | 3,457 | 3,782 | 4,436 | 4,372 | 4,581 | 4,297 | 4,260 | 5,331 |
| Federal Railroad Adminstration | 1,036 | 907 | 806 | 577 | 601 | 536 | 785 | 908 | 818 | 833 | 1,035 | 1,006 | 1,133 | 1,081 | 551 | 761 |
| U.S. Coast Guard | 1,331 | 1,251 | 1,373 | 1,382 | 1,525 | 1,497 | 1,604 | 1,929 | 1,859 | 1,949 | 1,945 | 1,950 | 1,894 | 1,988 | 2,125 | 2,336 |
| Maritime Administration | 686 | 1,493 | 857 | 338 | 119 | 259 | 356 | 455 | 737 | 542 | 447 | 310 | 252 | 198 | 124 | 240 |
| National Highway Traffic Safety Administration | 203 | 212 | 208 | 206 | 225 | 248 | 238 | 242 | 242 | 261 | 278 | 264 | 286 | 304 | 331 | 328 |
| Office of the Secretary of Transportation | 98 | 86 | 72 | 77 | 85 | 99 | 183 | 214 | 234 | 251 | 249 | 254 | 192 | 110 | 70 | 82 |
| Research and Special Programs Administration | 23 | 38 | 6 | 21 | 24 | 26 | 15 | 11 | 35 | 71 | 58 | 52 | 65 | 66 | 71 | 45 |
| Office of the Inspector General | 27 | 26 | 26 | 28 | 28 | 31 | 31 | 35 | 40 | 38 | 39 | 36 | 38 | 41 | 45 | 45 |
| St. Lawrence Seaway Development Corporation | -1 | 2 | 6 | 9 | 10 | 10 | 10 | 12 | 10 | 12 | 10 | 10 | 11 | 11 | 11 | 12 |
| Federal Motor Carrier Safety Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 155 |
| Other Federal Agencies Total | 1,509 | 1,297 | 1,012 | 928 | 800 | 738 | 845 | 724 | 967 | 762 | 582 | 731 | 909 | 919 | 980 | 983 |
| U.S. Army Corps of Engineers | 1,265 | 1,157 | 1,212 | 1,257 | 1,303 | 1,311 | 1,398 | 1,423 | 1,401 | 1,447 | 1,428 | 1,380 | 1,418 | 1,546 | 1,647 | 1,693 |
| National Aeronautics and Space Administration | 643 | 648 | 622 | 679 | 855 | 889 | 1,017 | 1,122 | 1,212 | 1,330 | 1,153 | 1,187 | 1,302 | 1,339 | 1,218 | - |
| Panama Canal Commission | 413 | 412 | 456 | 451 | 443 | 471 | 502 | 509 | 519 | 541 | 575 | 616 | 661 | 693 | 682 | 538 |
| Department of Agriculture- Forest Service | 405 | 362 | 434 | 421 | 441 | 187 | 230 | 217 | 208 | 260 | 187 | 176 | 181 | 216 | 196 | 157 |
| U.S. Railway Association | 25 | 2 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Washington Metro Area Transit Authority | 71 | 56 | 52 | 49 | 52 | 60 | 55 | 53 | 53 | -14 | 37 | 1 | - | - | - | - |
| Interstate Commerce Commission | 50 | 45 | 42 | 43 | 44 | 43 | 45 | 40 | 41 | 43 | 37 | 8 | - | - | - | - |
| Civil Aeronautics Board | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Department of the Interior | 275 | 155 | 168 | 253 | 302 | 257 | 197 | 155 | 165 | 155 | 144 | 116 | 151 | 268 | 310 | 329 |
| National Transportation Safety Board | 22 | 22 | 23 | 24 | 24 | 26 | 29 | 36 | 37 | 37 | 37 | 39 | 46 | 59 | 60 | 72 |
| Federal Maritime Commission | 12 | 12 | 12 | 13 | 14 | 15 | 17 | 17 | 18 | 18 | 19 | 16 | 14 | 14 | 15 | 15 |
| Housing and Urban Development | 266 | 307 | 270 | 203 | 168 | 171 | 173 | 184 | 208 | 31 | 16 | 20 | 20 | 19 | 20 | 20 |
| Appalachian Development | 129 | 107 | 99 | 87 | 64 | 98 | 115 | 84 | 98 | 146 | 124 | 151 | 165 | 114 | 64 | 55 |
| Other | 803 | 695 | 441 | 346 | 228 | 170 | 314 | 249 | 442 | 376 | 242 | 390 | 513 | 445 | 511 | 492 |

> KEY: "-" = No activity or a value of zero; "0" = Value too small to report.

## NOTES:

Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outla
budget authority, rather than combined with government receipts.
SOURCES:
The following sources are used except for NASA and U.S. Army Corps of Engineers:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5.

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues).
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001,
U.S. Army Corps of Engineers: U.S. Army Corps of Engineers, personal communication, October 2001

## Table 5-B

Federal Transportation Expenditures by Agency from Own Funds: FY 1985-2000

| Agency | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Transportation Expenditures | 39,595 | 40,556 | 37,701 | 37,645 | 36,994 | 37,651 | 38,287 | 40,203 | 40,697 | 41,955 | 41,644 | 40,761 | 40,909 | 39,939 | 41,367 | 44,094 |
| Department of Transportation Agencies Total | 33,462 | 35,109 | 32,563 | 32,664 | 32,024 | 33,138 | 33,532 | 35,542 | 35,891 | 37,333 | 37,559 | 36,662 | 36,529 | 35,381 | 36,923 | 41,022 |
| Federal Highway Administration | 18,031 | 18,639 | 17,079 | 18,222 | 17,014 | 17,439 | 16,894 | 17,785 | 18,166 | 19,858 | 19,475 | 19,482 | 19,611 | 18,609 | 20,835 | 23,802 |
| Federal Aviation Administration | 5,972 | 6,396 | 6,563 | 6,756 | 7,242 | 7,798 | 8,414 | 9,297 | 9,609 | 9,291 | 9,404 | 8,926 | 8,636 | 8,941 | 8,948 | 8,713 |
| Federal Transit Administration | 4,697 | 4,576 | 4,424 | 4,251 | 4,468 | 4,600 | 4,481 | 4,120 | 3,775 | 4,000 | 4,531 | 4,372 | 4,489 | 4,157 | 4,009 | 4,858 |
| Federal Railroad Adminstration | 1,450 | 1,241 | 1,081 | 751 | 758 | 653 | 912 | 1,035 | 893 | 881 | 1,057 | 1,006 | 1,110 | 1,046 | 518 | 694 |
| U.S. Coast Guard | 1,862 | 1,713 | 1,841 | 1,798 | 1,924 | 1,826 | 1,864 | 2,199 | 2,030 | 2,062 | 1,987 | 1,950 | 1,856 | 1,923 | 2,000 | 2,129 |
| Maritime Administration | 960 | 2,044 | 1,149 | 440 | 150 | 316 | 413 | 519 | 805 | 573 | 457 | 310 | 247 | 192 | 117 | 219 |
| National Highway Traffic Safety Administration | 284 | 290 | 279 | 269 | 284 | 303 | 276 | 275 | 264 | 276 | 284 | 264 | 280 | 294 | 311 | 299 |
| Office of the Secretary of Transportation | 138 | 118 | 97 | 100 | 108 | 121 | 213 | 244 | 255 | 265 | 254 | 254 | 188 | 106 | 66 | 75 |
| Research and Special Programs Administration | 32 | 52 | 8 | 28 | 30 | 31 | 18 | 13 | 38 | 75 | 59 | 52 | 64 | 64 | 67 | 41 |
| Office of the Inspector General | 38 | 35 | 35 | 37 | 35 | 38 | 36 | 40 | 44 | 40 | 40 | 36 | 37 | 40 | 42 | 41 |
| St. Lawrence Seaway Development Corporation | -1 | 3 | 8 | 12 | 12 | 12 | 11 | 14 | 11 | 12 | 10 | 10 | 11 | 11 | 10 | 11 |
| Federal Motor Carrier Safety Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 141 |
| Other Federal Agencies Total | 6,133 | 5,447 | 5,138 | 4,981 | 4,970 | 4,514 | 4,755 | 4,661 | 4,806 | 4,622 | 4,085 | 4,098 | 4,381 | 4,559 | 4,444 | 3,072 |
| U.S. Army Corps of Engineers | 1,771 | 1,584 | 1,625 | 1,636 | 1,644 | 1,599 | 1,624 | 1,622 | 1,530 | 1,531 | 1,458 | 1,380 | 1,390 | 1,496 | 1,550 | 1,543 |
| National Aeronautics and Space Administration | 900 | 887 | 834 | 883 | 1,079 | 1,084 | 1,182 | 1,279 | 1,323 | 1,407 | 1,178 | 1,187 | 1,276 | 1,295 | 1,146 | - |
| Panama Canal Commission | 577 | 564 | 612 | 587 | 559 | 575 | 583 | 581 | 567 | 573 | 587 | 616 | 648 | 670 | 642 | 490 |
| Department of Agriculture- Forest Service | 567 | 495 | 582 | 548 | 557 | 229 | 267 | 247 | 227 | 275 | 191 | 176 | 177 | 209 | 184 | 143 |
| U.S. Railway Association | 35 | 3 | 2 | 0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Washington Metro Area Transit Authority | 99 | 77 | 69 | 64 | 65 | 73 | 64 | 60 | 58 | -14 | 38 | 1 | - | - | - | - |
| Interstate Commerce Commission | 70 | 62 | 57 | 56 | 55 | 53 | 52 | 46 | 45 | 45 | 38 | 8 | - | - | - | - |
| Civil Aeronautics Board | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Department of the Interior | 385 | 212 | 225 | 330 | 381 | 314 | 229 | 176 | 180 | 164 | 147 | 116 | 148 | 260 | 292 | 300 |
| National Transportation Safety Board | 30 | 30 | 30 | 32 | 31 | 32 | 34 | 41 | 40 | 39 | 38 | 39 | 45 | 57 | 56 | 66 |
| Federal Maritime Commission | 16 | 16 | 16 | 18 | 17 | 18 | 19 | 19 | 19 | 19 | 19 | 16 | 14 | 14 | 14 | 14 |
| Housing and Urban Development | 181 | 146 | 132 | 114 | 81 | 120 | 134 | 96 | 107 | 154 | 127 | 151 | 162 | 111 | 60 | 50 |
| Appalachian Development | 372 | 420 | 362 | 264 | 212 | 209 | 201 | 210 | 227 | 33 | 16 | 20 | 20 | 18 | 19 | 18 |
| Other | 1,124 | 952 | 591 | 451 | 287 | 207 | 365 | 284 | 483 | 397 | 247 | 390 | 502 | 430 | 481 | 448 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.

## NOTES: Numbers may not add to totals due to rounding.

Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outla budget authority, rather than combined with government receipts.

## SOURCES:

The following sources are used except for NASA and U.S. Army Corps of Engineers:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5.

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues).
_. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001,
E-3. 2001
Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/,

Table 6-A
Federal Expenditures for Highway Transportation by Agency from Own Funds: FY 1985-2000

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Highway Expenditrues Total | 15,030 | 15,514 | 14,400 | 15,536 | 14,933 | 15,452 | 15,859 | 16,773 | 18,081 | 20,053 | 20,078 | 20,622 | 21,347 | 20,652 | 23,589 | 27,657 |
| DOT Total | 13,089 | 13,832 | 12,945 | 14,208 | 13,710 | 14,541 | 14,777 | 15,843 | 16,878 | 19,036 | 19,344 | 19,746 | 20,301 | 19,542 | 22,472 | 26,601 |
| Federal Highway Administration Total | 12,883 | 13,618 | 12,737 | 14,002 | 13,485 | 14,293 | 14,539 | 15,601 | 16,637 | 18,776 | 19,066 | 19,482 | 20,015 | 19,238 | 22,141 | 26,118 |
| Highway Trust Fund Total | 12,658 | 13,466 | 12,639 | 13,912 | 13,395 | 14,206 | 14,434 | 15,366 | 16,262 | 18,488 | 18,866 | 19,217 | 19,905 | 19,049 | 22,017 | 25,771 |
| Interstate and FAP, FAS, FAU Funds | 9,925 | 10,271 | 9,476 | 10,690 | 10,044 | 10,099 | 10,232 | - | - | - | - | - | - | - | - | - |
| Bridge Replacement Funds | 1,485 | 1,679 | 1,604 | 1,638 | 1,491 | 1,520 | 1,454 | - | - | - | - | - | - | - | - | - |
| Federal Lands Highways | 176 | 177 | 157 | 167 | 158 | 169 | 155 | 164 | 173 | 448 | - | - | - | - | - | - |
| General Support Federal-Aid Funds | 1,072 | 1,339 | 1,403 | 1,417 | 1,702 | 2,419 | 2,594 | 15,202 | 16,089 | 18,040 | 18,866 | 19,217 | 19,905 | 19,049 | 22,017 | 25,771 |
| General Fund Total | 225 | 152 | 99 | 90 | 90 | 87 | 105 | 235 | 375 | 288 | 201 | 266 | 110 | 189 | 124 | 347 |
| Beautification Fund | 4 | 4 | - | - | - | - | - | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Interstate Substitution | 176 | 85 | 38 | 31 | 17 | 16 | 11 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Railroad Crossing Demonstration | - | - | 18 | 12 | 10 | 11 | 14 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| General Support Federal Funds | 46 | 63 | 43 | 47 | 64 | 60 | 79 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| National Highway Traffic Safety Administration | 203 | 212 | 208 | 206 | 225 | 248 | 238 | 242 | 242 | 261 | 278 | 264 | 286 | 304 | 331 | 328 |
| Operations and Research | 60 | 55 | 59 | 90 | 23 | 77 | 72 | 81 | 58 | 72 | 111 | 21 | 52 | 52 | 66 | 64 |
| Highway Traffic Safety Grants | 120 | 136 | 115 | 118 | 142 | 140 | 134 | 130 | 137 | 147 | 161 | 146 | 148 | 152 | 190 | 191 |
| Trust Fund Share of Operations \& Research | 21 | 24 | 33 | -3 | 60 | 32 | 32 | 28 | 42 | 41 | 6 | 97 | 86 | 100 | 75 | 73 |
| Miscellaneous Safety Programs | 1 | -2 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | - | - | - | - | - | - |
| Federal Railroad Administration | 4 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal Motor Carriers Safety Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 155 |
| Motor Carriers Safety | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 56 |
| National Motor Carrier Saftey Program | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 99 |
| Agencies outside DOT Total | 1,940 | 1,682 | 1,455 | 1,328 | 1,224 | 910 | 1,082 | 930 | 1,203 | 1,017 | 733 | 876 | 1,046 | 1,110 | 1,117 | 1,056 |
| Forest Service | 405 | 362 | 434 | 421 | 441 | 187 | 230 | 217 | 208 | 260 | 187 | 176 | 181 | 216 | 196 | 157 |
| National Park Service | 62 | 59 | 64 | 77 | 84 | 78 | 91 | 61 | 105 | 87 | 66 | 55 | 64 | 58 | 46 | 58 |
| Bureau of Indian Affairs | 118 | 18 | 23 | 22 | 22 | 33 | 44 | 48 | 36 | 38 | 55 | 29 | 57 | 201 | 202 | 251 |
| Appalachian Development | 129 | 107 | 99 | 87 | 64 | 98 | 115 | 84 | 98 | 146 | 124 | 151 | 165 | 114 | 64 | 55 |
| Bureau of Reclamation | 13 | 14 | 19 | 79 | 123 | 58 | 35 | 30 | 8 | 12 | 6 | 6 | 3 | 4 | 4 | 2 |
| U..S. Army Corps of Engineers | 63 | 57 | 43 | 17 | 20 | 26 | 53 | 41 | 83 | 53 | 44 | 44 | 38 | 66 | 39 | 24 |
| Bureau of Land Management | 82 | 65 | 61 | 75 | 73 | 88 | 27 | 15 | 15 | 18 | 17 | 27 | 27 | 5 | 58 | 19 |
| Housing and Urban Development | 266 | 307 | 270 | 203 | 168 | 171 | 173 | 184 | 208 | 31 | 16 | 20 | 20 | 19 | 20 | 20 |
| Department of Treasury, revenue sharing | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Water and Power Resources Service | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Economic Development Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mineral Management Service | - | - | - | - | - | - | - | - | - | 71 | 65 | 72 | 81 | 81 | 65 | 80 |
| Federal Emergency Management Agency | - | - | - | - | - | - | - | - | - | 81 | 32 | 101 | 129 | 109 | 148 | 114 |
| Department of Defense | 22 | 25 | 18 | 23 | 18 | 28 | 25 | 18 | 13 | 48 | 21 | 32 | 20 | 18 | 19 | 12 |
| Department of Energy | - | - | - | - | - | - | - | - | 8 | 43 | , | 0 | 1 | - | - | - |
| Others | 84 | 91 | 192 | 223 | 209 | 142 | 289 | 232 | 420 | 130 | 99 | 165 | 260 | 219 | 257 | 266 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report
Notes:
Numbers may not add to totals due to rounding.
Numbers in parenthesis are negative value
SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washhington, D.C.: Annual publication), and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5.

## Table 6-B

## Federal Expenditures for Highway Transportation by Agency from Own Funds: FY 1985-2000

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Highway Expenditrues Total | 21,035 | 21,235 | 19,309 | 20,219 | 18,841 | 18,853 | 18,428 | 19,121 | 19,744 | 21,209 | 20,508 | 20,622 | 20,916 | 19,976 | 22,197 | 25,063 |
| DOT Total | 18,320 | 18,932 | 17,358 | 18,491 | 17,297 | 17,742 | 17,170 | 18,060 | 18,430 | 20,134 | 19,759 | 19,746 | 19,891 | 18,903 | 21,146 | 24,101 |
| Federal Highway Administration Total | 18,031 | 18,639 | 17,079 | 18,222 | 17,014 | 17,439 | 16,894 | 17,785 | 18,166 | 19,858 | 19,475 | 19,482 | 19,611 | 18,609 | 20,835 | 23,802 |
| Highway Trust Fund Total | 17,715 | 18,431 | 16,946 | 18,105 | 16,900 | 17,333 | 16,772 | 17,517 | 17,757 | 19,553 | 19,270 | 19,217 | 19,503 | 18,426 | 20,718 | 23,486 |
| Interstate and FAP, FAS, FAU Funds | 13,891 | 14,058 | 12,705 | 13,912 | 12,673 | 12,321 | 11,889 | - | - | - | - | - | - | - | - | - |
| Bridge Replacement Funds | 2,078 | 2,298 | 2,150 | 2,131 | 1,881 | 1,854 | 1,689 | - | - | - | - | - | - | - | - | - |
| Federal Lands Highways | 246 | 242 | 210 | 218 | 199 | 206 | 180 | 187 | 189 | 474 | - | - | - | - | - | - |
| General Support Federal-Aid Funds | 1,501 | 1,833 | 1,881 | 1,844 | 2,147 | 2,952 | 3,014 | 17,330 | 17,568 | 19,080 | 19,270 | 19,217 | 19,503 | 18,426 | 20,718 | 23,486 |
| General Fund Total | 315 | 209 | 132 | 117 | 114 | 106 | 122 | 268 | 409 | 305 | 205 | 266 | 108 | 182 | 117 | 316 |
| Beautification Fund | 5 | 6 | - | - | - | - | - | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Territorial Highways | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Interstate Substitution | 246 | 117 | 51 | 40 | 21 | 19 | 13 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Railroad Crossing Demonstration | . | - | 24 | 16 | 12 | 13 | 17 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| General Support Federal Funds | 64 | 86 | 57 | 61 | 81 | 74 | 92 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| National Highway Traffic Safety Administration | 284 | 290 | 279 | 269 | 284 | 303 | 276 | 275 | 264 | 276 | 284 | 264 | 280 | 294 | 311 | 299 |
| Operations and Research | 84 | 75 | 79 | 118 | 29 | 94 | 83 | 93 | 63 | 76 | 113 | 21 | 51 | 50 | 62 | 58 |
| Highway Traffic Safety Grants | 168 | 186 | 154 | 154 | 180 | 170 | 155 | 148 | 150 | 156 | 164 | 146 | 145 | 147 | 179 | 174 |
| Trust Fund Share of Operations \& Research | 29 | 32 | 45 | -4 | 75 | 39 | 37 | 32 | 45 | 43 | 6 | 97 | 84 | 97 | 71 | 67 |
| Miscellaneous Safety Programs | 2 | -3 | 1 | 1 | 0 | 0 | 0 | 2 | 6 | 0 | - | - | - | - | - | - |
| Federal Railroad Administration | 5 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal Motor Carriers Safety Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 141 |
| Motor Carriers Safety | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 51 |
| National Motor Carrier Saftey Program | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 90 |
| Agencies outside DOT Total | 2,716 | 2,303 | 1,951 | 1,728 | 1,544 | 1,111 | 1,258 | 1,060 | 1,314 | 1,075 | 749 | 876 | 1,025 | 1,074 | 1,051 | 962 |
| Forest Service | 567 | 495 | 582 | 548 | 557 | 229 | 267 | 247 | 227 | 275 | 191 | 176 | 177 | 209 | 184 | 143 |
| National Park Service | 87 | 81 | 86 | 100 | 107 | 95 | 106 | 70 | 115 | 92 | 67 | 55 | 63 | 56 | 43 | 53 |
| Bureau of Indian Affairs | 164 | 24 | 31 | 28 | 28 | 40 | 51 | 55 | 39 | 40 | 57 | 29 | 56 | 195 | 190 | 229 |
| Appalachian Development | 181 | 146 | 132 | 114 | 81 | 120 | 134 | 96 | 107 | 154 | 127 | 151 | 162 | 111 | 60 | 50 |
| Bureau of Reclamation | 19 | 18 | 26 | 103 | 155 | 71 | 41 | 35 | 9 | 13 | 6 | 6 | 3 | 4 | 3 | 2 |
| U.S. Army Corps of Engineers | 88 | 77 | 57 | 22 | 25 | 32 | 61 | 47 | 91 | 56 | 45 | 44 | 37 | 64 | 37 | 22 |
| Bureau of Land Management | 114 | 89 | 82 | 98 | 92 | 108 | 31 | 17 | 17 | 19 | 17 | 27 | 26 | 5 | 55 | 17 |
| Housing and Urban Development | 372 | 420 | 362 | 264 | 212 | 209 | 201 | 210 | 227 | 33 | 16 | 20 | 20 | 18 | 19 | 18 |
| Department of Treasury, revenue sharing | 976 | 794 | 310 | 130 | - | - | - | - | - | - | - | - | - | - | - | - |
| Water and Power Resources Service | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Economic Development Administration | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mineral Management Service | - | - | - | - | - | - | - | - | - | 75 | 66 | 72 | 79 | 79 | 61 | 72 |
| Federal Emergency Management Agency | - | - | - | - | - | - | - | - | - | 86 | 33 | 101 | 126 | 105 | 139 | 104 |
| Department of Defense | 31 | 34 | 24 | 30 | 23 | 34 | 29 | 20 | 14 | 50 | 21 | 32 | 20 | 17 | 18 | 11 |
| Department of Energy | - | - | - | - | - | - | - | - | 9 | 45 | 2 | 0 | 1 | - | - | - |
| Others | 117 | 124 | 257 | 291 | 264 | 173 | 336 | 264 | 459 | 138 | 101 | 165 | 255 | 212 | 242 | 242 |

KEY: "-" = No activity or a value of zero; " 0 " = Value too small to report.

## OTES

umbers may not add to totals due to rounding
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outl\& "ô !AP |ô ào
mbined with government receipts.

## SOURCES:

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government-Appendix (Washington, D.C.: Annual publication), and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5

Chain-Type Price Index
S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C. 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www beadoc gov/bea/dn/nipaweb/, as of October 2001.

## Table 6-C

Federal Budget Authority for Highway Transportation by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DOT Total | 15,274 | 14,966 | 13,893 | 14,251 | 14,644 | 15,561 | 14,919 | 18,591 | 21,525 | 22,398 | 21,538 | 18,415 | 21,992 | 25,547 | 30,875 | 32,059 | 38,679 |
| Federal Highway Administration Total | 15,015 | 14,760 | 13,682 | 13,938 | 14,419 | 15,331 | 14,674 | 18,342 | 21,225 | 22,298 | 21,216 | 18,173 | 21,694 | 25,216 | 30,513 | 31,511 | 38,007 |
| Highway Trust Fund Total | 14,956 | 14,716 | 13,632 | 13,873 | 14,331 | 15,142 | 14,208 | 17,743 | 21,209 | 22,153 | 20,895 | 18,173 | 21,694 | 25,216 | 30,313 | 31,511 | 37,402 |
| Access highways to public recreation areas on certain lakes | - | 5 | 5 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Appalachian development highway system | - | - | - | - | - | - | - | - | - | - | - | - | - | 300 | 132 | - | - |
| Express gap demonstration projects | - | 9 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal-aid highways | 14,908 | 14,610 | 13,479 | 13,706 | 14,119 | 14,924 | 14,014 | 17,516 | 20,770 | 22,039 | 20,876 | 18,145 | 21,472 | 24,796 | 29,307 | 29,964 | 34,281 |
| High priority corridors loan program account | - | - | - | - | - | - | - | - | - | - | 38 | 2 | -31 | - | - | - |  |
| Highway safety research and development | - | 8 | 7 | 6 | 6 | 5 | - | - | - | - | - | - | - | - | - | - | - |
| Highway related safety grants | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 17 | 20 | 20 | - | -7 | - | - | - | - | - |
| Miscellaneous highway trust funds | 31 | 21 | 76 | 68 | 87 | 96 | 68 | 69 | 325 | 8 | -11 | - | - | - | - | 2 | 1,182 |
| Miscellaneous trust funds | 7 | 7 | 5 | 3 | 17 | 4 | 5 | 28 | 8 | 6 | 4 | 4 | 17 | 45 | 50 | 38 | 21 |
| Motor carrier safety | - | 13 | 20 | 23 | 27 | 33 | 41 | 48 | - | - | - | - | - | - | - | - | - |
| Motor carrier safety grants | - | 16 | 6 | 50 | 60 | 59 | 60 | 65 | 76 | 80 | - | - | 78 | - | - | - | - |
| National motor carrier safety program | - | - | - | - | - | - | - | - | - | - | - | 41 | - | 84 | - | 100 | 105 |
| Orange county (CA) toll road demonstration project | - | - | - | - | - | - | - | - | 10 | - | 8 | - | 25 | - | - | - | - |
| Right-of-way revolving fund | - | - | - | - | - | - | - | - | - | - | -20 | -12 | -17 | -9 | -24 | -46 | -24 |
| State infrastructure banks | - | - | - | - | - | - | - | - | - | - | - | - | 150 | - | -7 | - | - |
| Transportation infrastructrure finance and innovation program | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 855 | 1,453 | 1,837 |
| Trust fund share of other highway programs | - | 10 | 8 | 5 | 5 | 10 | 10 | - | - | - | - | - | - | - | - | - | - |
| Waste isolation pilot project roads | - | 7 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General Fund Total | 59 | 44 | 50 | 65 | 88 | 189 | 466 | 599 | 17 | 146 | 321 | - | - | - | 200 | - | 605 |
| Railroad-highway crossing demonstration project | - | 5 | 4 | 3 | 3 | 5 | 18 | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous appropriation | 59 | 39 | 47 | 62 | 85 | 184 | 449 | 599 | 17 | 146 | 321 | - | - | - | 200 | - | 605 |
| National Highway Traffic Safety Administration Total | 259 | 207 | 211 | 313 | 225 | 229 | 245 | 249 | 299 | 100 | 322 | 242 | 298 | 331 | 362 | 367 | 404 |
| Operations and Research | 59 | 52 | 56 | 63 | 68 | 73 | 76 | 79 | 82 | 76 | 79 | 72 | 80 | 75 | 1 | 86 | 117 |
| Highway Traffic Safety Grants | 177 | 126 | 121 | 220 | 126 | 124 | 126 | 126 | 171 | -24 | 196 | 119 | 167 | 184 | 200 | 207 | 213 |
| Trust Fund Share of Operations \& Research | 24 | 29 | 34 | 30 | 31 | 32 | 42 | 44 | 46 | 48 | 47 | 51 | 51 | 72 | 161 | 74 | 74 |
| Federal Motor Carriers Safety Administration Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 181 | 268 |
| Motor Carriers Safety | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 76 | 91 |
| National Motor Carrier Saftey Program | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 105 | 177 |

National Motor Carrier Saftey Program
KEY: "-" = No activity or a value of zero; "0" = Value too small to report

## OTES

Numbers may not add to totals due to rounding
Data for agencies outside of the Department of Transportation are not included.
Data for FY 2001 are estimates.
umbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outla ${ }^{\circ} \mathrm{a}$
athority, rather than combined with government receipts.
ources:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), available at http://w3.access.gpo.gov/usbudget/fy $2002 / \mathrm{db}$.html, as of October 2001.

## Table 6-D

Federal Obligations for Highway Transportation by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Department of Transportation Total | 14,733 | 14,891 | 13,427 | 13,835 | 14,322 | 14,944 | 17,218 | 19,127 | 18,945 | 22,078 | 21,581 | 20,766 | 22,703 | 22,250 | 28,034 | 28,773 | 34,699 |
| Federal Highway Administration Total | 14,484 | 14,637 | 13,168 | 13,581 | 14,069 | 14,672 | 16,932 | 18,812 | 18,615 | 21,713 | 21,235 | 20,415 | 22,313 | 21,813 | 27,634 | 28,187 | 33,962 |
| Highway Trust Fund Total | 14,458 | 14,601 | 13,133 | 13,526 | 14,002 | 14,625 | 16,800 | 18,521 | 18,374 | 21,512 | 20,860 | 20,322 | 22,247 | 21,788 | 27,488 | 28,134 | 33,311 |
| Access highways to public recreation areas on certain lakes | 9 | 5 | 4 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Appalachian development highway system | - | - | - | - | - | - | - | - | - | - | - | - | - | 258 | 84 | 67 | 23 |
| Baltimore Washington parkway | - | 10 | 7 | - | 15 | 12 | 14 | - | - | - | - | - | - | - | - | - | - |
| Ellsworth housing settlement | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | - |
| FHA - Limitations on general operating expenses | 201 | 197 | - | 207 | 221 | 238 | 254 | 346 | 410 | 517 | 479 | 505 | 528 | 332 | 343 | 303 | 300 |
| Federal-aid highways | 14,076 | 14,247 | 12,868 | 13,141 | 13,544 | 14,147 | 16,298 | 17,906 | 17,565 | 20,755 | 20,163 | 19,681 | 21,408 | 21,024 | 26,101 | 26,027 | 30,744 |
| High priority corridors loan program account | - | - | - | - | - | - | - | - | - | - | 44 | 2 | 1 | - | - | - | - |
| Highway safety research and development | 8 | 8 | 8 | - | 5 | 6 | 7 | - | - | - | - | - | - | - | - | - | - |
| Highway related safety grants | 10 | 10 | 10 | 9 | 9 | 9 | 10 | 9 | 10 | 10 | 11 | 11 | - | - | - | - | - |
| Miscellaneous highway trust funds | 0 | 1 | 24 | 6 | 19 | 38 | 11 | 88 | 127 | 99 | 86 | 35 | 52 | 43 | 29 | 76 | 92 |
| Miscellaneous trust funds | 7 | 8 | 6 | 3 | 8 | 5 | 10 | 4 | 4 | 8 | 3 | 11 | 11 | 44 | 38 | 14 | 22 |
| Motor carrier safety | 13 | 14 | 19 | 22 | 28 | 32 | 40 | 48 | - | - | - | - | - | - | - | - | - |
| Motor carrier safety grants | 12 | 16 | 48 | 52 | 60 | 60 | 61 | 65 | 65 | 64 | - | - | 78 | - | - | - | - |
| National motor carrier safety program | - | - | - | - | - | - | - | - | - | - | - | 77 | - | 84 | - | 99 | 105 |
| Orange county (CA) toll road demonstration project | - | - | - | - | - | - | - | - | 130 | - | 8 | - | 25 | - | - | - | - |
| Right-of-way revolving fund | 101 | 66 | 119 | 75 | 86 | 69 | 77 | 55 | 64 | 58 | 66 | - | - | - | - | - | - |
| State infrastructure banks | - | - | - | - | - | - | - | - | - | - | - | - | 144 | 3 | - | - | 4 |
| Transportation infrastructrure finance and innovation program | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 893 | 1,545 | 2,021 |
| Trust fund share of other highway programs | 9 | 11 | 8 | 5 | 8 | 3 | 12 | - | - | - | - | - | - | - | - | - | - |
| University transportation center | - | - | - | - | - | 5 | 5 | - | - | - | - | - | - | - | - | - | - |
| Waste isolation pilot project roads | 12 | 9 | 11 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General Fund Total | 25 | 36 | 35 | 56 | 67 | 47 | 132 | 291 | 241 | 201 | 375 | 93 | 66 | 25 | 146 | 53 | 651 |
| Railroad-highway crossing demonstration project | 13 | 17 | 12 | 7 | 12 | 5 | 5 | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous appropriation | 12 | 19 | 23 | 48 | 55 | 41 | 127 | 291 | 241 | 201 | 375 | 93 | 66 | 25 | 146 | 53 | 651 |
| National Highway Traffic Safety Administration Total | 250 | 254 | 259 | 254 | 252 | 273 | 286 | 315 | 330 | 365 | 346 | 351 | 390 | 437 | 400 | 399 | 456 |
| Operations and Research | 89 | 92 | 101 | 97 | 102 | 110 | 114 | 133 | 142 | 143 | 148 | 145 | 171 | 181 | 14 | 102 | 156 |
| Highway Traffic Safety Grants | 136 | 133 | 122 | 126 | 119 | 130 | 130 | 138 | 142 | 174 | 151 | 155 | 168 | 184 | 200 | 207 | 213 |
| Trust Fund Share of Operations \& Research | 24 | 29 | 35 | 30 | 31 | 32 | 42 | 44 | 46 | 48 | 47 | 51 | 51 | 72 | 186 | 90 | 87 |
| Miscellaneous Safety Programs | 1 | - | - | - | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - |
| Federal Motor Carriers Safety Administration Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 187 | 281 |
| Motor Carriers Safety | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 82 | 104 |
| National Motor Carrier Saftey Program | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 105 | 177 |

National Motor Carrier Saftey Program

| 82 |  |
| ---: | ---: |
| 105 | 177 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may not add to totals due to rounding.
Data for agencies outside of the Department of Transportation are not included
ources:
xecutive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), available at http://w3.access.gpo.gov/usbudget, as of October 2001

## Table 7-A

## Federal Expenditures for Air Transportation by Agency and Program from Own Funds: FY 1985-2001

(Current \$ millions)

|  | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Air Transportation Expenditures | 4,947 | 5,345 | 5,543 | 5,896 | 6,623 | 7,305 | 8,282 | 9,313 | 10,049 | 10,146 | 10,389 | 10,135 | 10,137 | 10,622 | 10,722 | N/A | N/A |
| Federal Aviation Administration Total | 4,267 | 4,673 | 4,895 | 5,192 | 5,740 | 6,391 | 7,241 | 8,155 | 8,800 | 8,784 | 9,207 | 8,926 | 8,814 | 9,243 | 9,509 | 9,561 | 11,022 |
| Operations - General Fund | 1,612 | 2,291 | 2,256 | 2,319 | 2,914 | 2,895 | 2,009 | 2,277 | 2,212 | 2,363 | 1,967 | 2,377 | 3,142 | 3,352 | 1,455 | 524 | 1,435 |
| Operations - Airport/Airway Trust Fund | 1,110 | 435 | 622 | 830 | 477 | 807 | 2,004 | 2,110 | 2,279 | 2,199 | 2,546 | 2,223 | 1,661 | 1,929 | 4,122 | 5,222 | 5,146 |
| Grants for Airports | 789 | 853 | 917 | 825 | 1,135 | 1,220 | 1,541 | 1,672 | 1,931 | 1,620 | 1,826 | 1,655 | 1,489 | 1,511 | 1,565 | 1,578 | 2,174 |
| Facilities and Equipment - AATF | 425 | 758 | 892 | 1,043 | 1,088 | 1,317 | 1,512 | 1,885 | 2,166 | 2,378 | 2,639 | 2,443 | 2,310 | 2,226 | 2,195 | 2,077 | 2,066 |
| Research, Engineering \& Development - AATF | 262 | 293 | 170 | 170 | 128 | 154 | 179 | 214 | 212 | 226 | 232 | 233 | 218 | 203 | 174 | 166 | 200 |
| Washington Metro Area Airports (O\&M \& Construction) | 54 | 41 | 38 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Aircraft Purchase Guarantees | 14 | 4 | 1 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Facilities, Engineering, \& Development | 4 | 1 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Expired Accounts | - | - | - | - | 1 | 0 | 0 | - | - | 0 | - | - | - | - | - | - | - |
| Aviation War Risk Insurance Fund | -3 | -2 | -1 | -5 | -4 | -4 | -3 | -3 | -2 | -2 | -3 | -5 | -4 | -3 | -3 | -4 | -4 |
| National Civil Aviation Review Commission | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| Administrative services franchise fund | - | - | - | - | - | - | - | - | - | - | - | - | -3 | -3 | 1 | -2 | 5 |
| Aviation user fees | - | - | - | - | - | - | - | - | - | - | - | - | - | 28 | - | - | - |
| Office of the Secretary of Transportation | 34 | 24 | 26 | 26 | 27 | 25 | 23 | 35 | 37 | 32 | 29 | 22 | 21 | 40 | -5 | -5 | 50 |
| Payments to Aircarriers | 34 | 24 | 26 | 26 | 27 | 24 | 22 | 35 | 37 | 32 | 29 | 22 | 21 | 3 | 1 | - |  |
| Essential Air Service | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 | -6 | -5 | 50 |
| Commission on aircraft security | - | - | - | - | - | 1 | 1 | 0 | - | - | - | - | - | - | - | - | - |
| National Aeronautics and Space Administration (NASA) | 643 | 648 | 622 | 679 | 855 | 889 | 1,017 | 1,122 | 1,212 | 1,330 | 1,153 | 1,187 | 1,302 | 1,339 | 1,218 | N/A | N/A |
| Civil Aeronautics Board | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Salaries \& Expenses | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

FY: "" No
NOTE
umbers may not add to total due to roundin
Data for FY 2001 are estimates.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross out@
eceipts.
ederal Aviation Administration and Office of the Secretary of Transportation: Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at:
ttp://w3.access.gpo.gov/usbuagetry2002/db.html, as of October 2001
Civil Aeronautics Board: ._Budget of the United States Government - Appendix (Washington, D.C.: Annual issues)
Vational Aeronautics and Space Administration (NASA): NASA, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3, available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001

Table 7-B
Federal Expenditures for Air Transportation by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Air Transportation Expenditures | 6,924 | 7,316 | 7,433 | 7,674 | 8,355 | 8,912 | 9,623 | 10,616 | 10,973 | 10,731 | 10,612 | 10,135 | 9,932 | 10,275 | 10,089 | 8,709 | 9,977 |
| Federal Aviation Administration Total | 5,972 | 6,396 | 6,563 | 6,756 | 7,242 | 7,798 | 8,414 | 9,297 | 9,609 | 9,291 | 9,404 | 8,926 | 8,636 | 8,941 | 8,948 | 8,713 | 9,932 |
| Operations - General Fund | 2,256 | 3,135 | 3,024 | 3,017 | 3,677 | 3,533 | 2,334 | 2,596 | 2,416 | 2,500 | 2,009 | 2,377 | 3,079 | 3,242 | 1,369 | 478 | 1,293 |
| Operations - Airport/Airway Trust Fund | 1,554 | 595 | 835 | 1,080 | 602 | 985 | 2,329 | 2,405 | 2,489 | 2,326 | 2,601 | 2,223 | 1,627 | 1,866 | 3,879 | 4,759 | 4,637 |
| Grants for Airports | 1,104 | 1,168 | 1,229 | 1,074 | 1,432 | 1,489 | 1,790 | 1,906 | 2,109 | 1,713 | 1,865 | 1,655 | 1,459 | 1,462 | 1,473 | 1,438 | 1,959 |
| Facilities and Equipment - AATF | 595 | 1,037 | 1,196 | 1,357 | 1,373 | 1,607 | 1,757 | 2,148 | 2,366 | 2,515 | 2,696 | 2,443 | 2,263 | 2,153 | 2,065 | 1,893 | 1,862 |
| Research, Engineering \& Development - AATF | 367 | 400 | 228 | 221 | 161 | 187 | 208 | 244 | 232 | 239 | 237 | 233 | 214 | 196 | 164 | 151 | 180 |
| Washington Metro Area Airports (O\&M \& Construction) | 76 | 57 | 51 | 0 | - | - | - | - | - | - | - |  |  | - | - | - | - |
| Aircraft Purchase Guarantees | 19 | 5 | 1 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Facilities, Engineering, \& Development | 5 | 1 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Expired Accounts | - | - | - | - | 1 | 0 | 0 | - | - | 0 | - | - | - | - | - | - | - |
| Aviation War Risk Insurance Fund | -4 | -3 | -2 | -6 | -5 | -4 | -4 | -3 | -2 | -2 | -3 | -5 | -4 | -3 | -3 | -4 | -4 |
| National Civil Aviation Review Commission | - | - | - | - | - |  | - | - | - | - | - | - | 1 | - | - | - | - |
| Administrative services franchise fund | - | - | - | - | - | - | - | - | - | - | - | - | -3 | -3 | 1 | -2 | 5 |
| Aviation user fees | - | - | - | - | - | - | - | - | - | - | - | - |  | 27 | - | - |  |
| Office of the Secretary of Transportation | 47 | 33 | 35 | 34 | 34 | 31 | 27 | 40 | 40 | 33 | 30 | 22 | 21 | 39 | -5 | -5 | 45 |
| Payments to Aircarriers | 47 | 33 | 35 | 34 | 34 | 29 | 26 | 40 | 40 | 33 | 30 | 22 | 21 |  | 1 | - | - |
| Essential Air Service | - | - | - | - | - | - | - | - | - | - | - | - | - | 36 | -6 | -5 | 45 |
| Commission on aircraft security | - | - | - | - | - | 1 | 1 | 0 |  | - | - | - | - | - | - | - | - |
| National Aeronautics and Space Administration (NASA) | 900 | 887 | 834 | 883 | 1,079 | 1,084 | 1,182 | 1,279 | 1,323 | 1,407 | 1,178 | 1,187 | 1,276 | 1,295 | 1,146 | N/A | N/A |
| Civil Aeronautics Board | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Salaries \& Expenses | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report; N/A = Data not available.
NOTES
Numbers may not add to totals due to rounding.
ata for FY 2001 are estimates.
umbers in parenth
ources:
Federal Aviation Administration and Office of the Secretary of Transportation: Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: ttp://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.
Givil Aeronautics Board: _B Budget of the United States Government - Appendix (Washington, D.C.: Annual issues)
Vational Aeronautics and
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: htp://www.bea.doc.gov/beaddn//nipaweb/, as of October 200

Table 7-C
Federal Budget Authority for Air Transportation by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Air Transportation Budget Authority | 6,058 | 5,506 | 5,534 | 6,890 | 7,595 | 8,331 | 8,932 | 10,043 | 10,396 | 11,438 | 8,185 | 9,576 | 9,826 | 10,394 | 11,368 | N/A | N/A |
| Federal Aviation Administration | 5,369 | 4,873 | 4,798 | 6,143 | 6,691 | 7,367 | 7,938 | 8,887 | 9,112 | 9,859 | 6,852 | 8,245 | 8,549 | 9,019 | 10,178 | 10,946 | 11,976 |
| Operations - General Fund | 1,589 | 2,298 | 2,338 | 2,358 | 2,974 | 3,017 | 2,034 | 2,250 | 2,251 | 2,285 | 2,123 | 2,420 | 3,241 | 3,351 | 1,473 | -11 | 2,110 |
| Operations - Airport/Airway Trust Fund | 1,110 | 427 | 621 | 826 | 471 | 807 | 2,003 | 2,110 | 2,279 | 2,295 | 2,450 | 2,223 | 1,700 | 1,902 | 4,112 | 5,968 | 4,405 |
| Grants for Airports | 987 | 973 | 869 | 1,688 | 1,700 | 1,651 | 1,600 | 1,900 | 2,050 | 2,970 | 67 | 1,550 | 1,460 | 1,640 | 2,322 | 2,799 | 2,623 |
| Facilities and Equipment - AATF | 1,358 | 895 | 805 | 1,108 | 1,384 | 1,721 | 2,095 | 2,409 | 2,302 | 2,055 | 1,960 | 1,866 | 1,938 | 1,900 | 2,121 | 2,034 | 2,651 |
| Research, Engineering \& Development - AATF | 265 | 237 | 142 | 153 | 160 | 170 | 205 | 218 | 230 | 254 | 252 | 186 | 208 | 199 | 150 | 156 | 187 |
| Washington Metro Area Airports (O\&M \& Construction) | 46 | 39 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Aircraft Purchase Guarantees | 13 | 4 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Miscellaneous Expired Accounts | - | - | - | - | - | - | - | - | - | - | - | - | - | -1 | - | - | - |
| National Civil Aviation Review Commission | - | - | - | - | - | - | - | - | - | - | - | - | 2 | - | - | - | - |
| Aviation user fees | - | - | - | - | - | - | - | - | - | - | - | - | - | 28 | - | - | - |
| Office of the Secretary of Transportation | 41 | 27 | 30 | 24 | 32 | 32 | 27 | 39 | 39 | 33 | 23 | 16 | 25 | 48 | -4 | - | 50 |
| Payments to Aircarriers | 41 | 27 | 30 | 24 | 32 | 31 | 27 | 39 | 39 | 33 | 23 | 16 | 25 | -2 | -4 | - | - |
| Essential Air Service | - | - | - | - | - | - | - | - | - | - | - | - | - | 50 | - | - | 50 |
| Commission on aircraft security | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| National Aeronautics and Space Administration (NASA) | 648 | 606 | 706 | 723 | 872 | 932 | 968 | 1,117 | 1,246 | 1,546 | 1,310 | 1,315 | 1,252 | 1,327 | 1,194 | N/A | N/A |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report; N/A = Data not available.
NOTES:
umbers may not add to totals due to rounding.
FY 2001 are estimates.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outla "ô
uthority, rather than combined with government receipts.
SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), available at http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.

Table 7-D
Federal Obligations for Air Transportation by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Air Transportation Obligations | 6,373 | 5,181 | 5,879 | 6,503 | 6,922 | 7,967 | 10,084 | 10,886 | 11,453 | 11,698 | 11,451 | 10,886 | 10,476 | 11,398 | 14,163 | 10,477 | 17,400 |
| Federal Aviation Administration Total | 6,338 | 5,156 | 5,853 | 6,475 | 6,897 | 7,933 | 10,058 | 10,831 | 11,416 | 11,666 | 11,414 | 10,862 | 10,452 | 11,352 | 14,116 | 10,427 | 17,348 |
| Operations - General Fund | 2,745 | 2,710 | 2,942 | 3,232 | 3,489 | 3,867 | 4,085 | 4,413 | 4,582 | 4,628 | 4,633 | 4,693 | 4,935 | 5,311 | 5,631 | 7 | 6,622 |
| Operations - Airport/Airway Trust Fund | 1,110 | 435 | 622 | 830 | 477 | 809 | 2,003 | 2,110 | 2,279 | 2,295 | 2,450 | 2,223 | 1,677 | 1,925 | 4,112 | 6,013 | 4,428 |
| Grants for Airports | 935 | 899 | 1,050 | 1,267 | 1,398 | 1,422 | 1,835 | 1,906 | 1,805 | 1,720 | 1,495 | 1,524 | 1,505 | 1,661 | 1,990 | 1,959 | 3,195 |
| Facilities and Equipment - AATF | 1,207 | 760 | 1,010 | 985 | 1,394 | 1,636 | 1,937 | 2,191 | 2,520 | 2,759 | 2,558 | 2,225 | 2,098 | 2,194 | 2,208 | 2,251 | 2,661 |
| Research, Engineering \& Development - AATF | 278 | 250 | 159 | 151 | 137 | 199 | 198 | 212 | 229 | 264 | 278 | 197 | 219 | 211 | 157 | 167 | 216 |
| Washington Metro Area Airports | 49 | 38 | 31 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Aircraft Purchase Guarantees | 14 | 4 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Facilities, Engineering, \& Development | 1 | 0 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Expired Accounts | - | - | - | - | - | - | - | - | 0 | 0 | - | - | - | - | - | - | - |
| Aviation War Risk Insurance Fund | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| National Civil Aviation Review Commission | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| Administrative services franchise fund | - | 61 | 35 | - | - | - | - | - | - | - | - | - | 17 | 22 | 18 | 30 | 226 |
| Aviation user fees | - | - | - | - | - | - | - | - | - | - | - | - | - | 28 | - | - | - |
| Office of the Secretary of Transportation Total | 35 | 24 | 27 | 28 | 26 | 34 | 26 | 54 | 37 | 32 | 37 | 24 | 24 | 46 | 47 | 50 | 52 |
| Payments to Aircarriers | 35 | 24 | 27 | 28 | 26 | 33 | 26 | 54 | 37 | 32 | 37 | 24 | - | - | 1 | - | - |
| Essential Air Service | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 46 | 46 | 50 | 52 |
| Commission on aircraft security | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |

KEY: "-" = No activity or a value of zero; " 0 " = Value too small to report; N/A = Data not available.
KEY: "-" = No activity or a value of zer
NOTES:
Numbers may
Obligations for NASA are not include
Data for FY 2001 are estimates.

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), available at http://w3.access.gpo.gov/usbudget, as of October 2001

## Table 8-A

| Federal Expenditures for Water Transportation by (Current \$ millions) | nd Prog | am from |  | $\text { ds: FY } 1$ | 85-2001 |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| Total Water Transportation Expenditures | 3,642 | 4,271 | 3,872 | 3,434 | 3,394 | 3,537 | 3,833 | 4,304 | 4,462 | 4,457 | 4,380 | 4,238 | 4,212 | 4,384 | 4,565 | 4,810 | 4,442 |
| United States Coast Guard Total | 1,331 | 1,251 | 1,373 | 1,382 | 1,525 | 1,497 | 1,604 | 1,929 | 1,859 | 1,949 | 1,945 | 1,950 | 1,894 | 1,988 | 2,125 | 2,336 | 2,350 |
| Operating Expenses | 1,105 | 1,093 | 1,171 | 1,176 | 1,222 | 1,211 | 1,283 | 1,513 | 1,530 | 1,534 | 1,547 | 1,524 | 1,508 | 1,550 | 1,644 | 1,799 | 1,626 |
| Acquisition, Construction, and Improvement | 175 | 99 | 143 | 139 | 199 | 167 | 183 | 228 | 134 | 159 | 185 | 249 | 247 | 258 | 285 | 336 | 478 |
| Research \& Development, Test \& Evaluation | 16 | 10 | 11 | 9 | 13 | 15 | 10 | 15 | 18 | 16 | 15 | 16 | 12 | 12 | 11 | 11 | 14 |
| Boat Safety | 27 | 38 | 42 | 49 | 58 | 56 | 65 | 71 | 69 | 72 | 67 | 49 | 36 | 46 | 57 | 52 | 61 |
| Alteration of Bridges | 4 | 3 | 0 | 7 | 18 | 3 | 1 | 3 | 7 | 9 | 4 | 5 | -4 | 10 | 12 | 5 | 49 |
| Pollution Fund | 4 | 8 | 6 | 2 | 15 | -1 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Environmental compliance and restoration | - | - | - | - | - | - | 7 | 17 | 20 | 22 | 24 | 22 | 21 | 21 | 23 | 17 | 13 |
| Offshore Oil Pollution Fund | 0 | 0 | 0 | 0 | 0 | 41 | - | - | - | - | - | - | - | - | - | - | - |
| Deep Water Port Liability Fund | 0 | - | - | 0 | - | 4 | - | - | - | - | - | - | - | - | - | - | - |
| Oil Spill Recovery | - | - | - | - | - | - | 13 | 16 | 15 | 87 | 43 | 24 | 24 | 43 | 44 | 68 | 61 |
| Trust Fund Share of Expenses | - | - | - | - | - | - | 41 | 66 | 66 | 49 | 61 | 61 | 50 | 48 | 49 | 48 | 48 |
| Maritime Administration Total | 686 | 1,493 | 857 | 338 | 119 | 259 | 356 | 455 | 737 | 542 | 447 | 310 | 252 | 198 | 124 | 240 | 323 |
| Operating Differential Subsidy | 352 | 288 | 227 | 230 | 212 | 231 | 218 | 216 | 216 | 213 | 200 | 165 | 122 | 37 | 17 | 10 | 27 |
| Ship Construction | 5 | 0 | 0 | 1 | - | - | - | - | - | -3 | -3 | - | -5 | -6 | - | -2 | -2 |
| Operations and Training | 87 | 84 | 76 | 75 | 75 | 81 | 74 | 77 | 76 | 72 | 78 | 32 | 93 | 51 | 56 | 78 | 105 |
| Federal Ship Financing Fund | 266 | 1,192 | 417 | -7 | -238 | -130 | -163 | -12 | -95 | -85 | -79 | -60 | -33 | -9 | -5 | -3 | -3 |
| Ready Reserve Force | - | - | - | - | 48 | 89 | 165 | 116 | 409 | 330 | 134 | 64 | 17 | 7 | 15 | 3 | 5 |
| Ocean Freight Differential | - | - | 22 | 41 | 44 | 22 | 34 | 51 | 62 | 50 | 63 | 13 | 25 | 19 | 16 | 23 | 80 |
| Maritime security program | - | - | - | - | - | - | - | - | - | - | - | - | 38 | 81 | 94 | 100 | 99 |
| Special Studies, Services, and Projects | 0 | - | - | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - |
| Gifts and Bequests | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Vessel Operations Revolving Fund | -23 | -69 | 115 | -2 | -21 | -32 | 30 | 9 | 71 | -68 | 10 | 18 | -16 | 7 | -56 | -91 | -80 |
| War Risk Insurance Fund | -1 | -1 | -1 | -1 | -1 | -2 | -1 | -1 | -1 | 0 | -1 | -1 | -2 | -1 | -1 | -2 | -1 |
| Maritime Guaranteed Loans | - | - | - | - | - | - | - | - | - | 33 | 45 | 79 | 13 | 12 | -12 | 124 | 93 |
| Saint Lawrence Seaway Development Corporation Total | -1 | 2 | 6 | 9 | 10 | 10 | 10 | 12 | 10 | 12 | 10 | 10 | 11 | 11 | 11 | 12 | 13 |
| Harbor Maintenance Trust Fund | - | - | 4 | 9 | 10 | 11 | 9 | 11 | 13 | 11 | 10 | 10 | 10 | 11 | 11 | 12 | 13 |
| Net Additional Outlays | -1 | 2 | 2 | 0 | -1 | -2 | 1 | 1 | -3 | 1 | - | - | 1 | - | - | - | - |
| United States Army Corps of Engineers Total | 1,203 | 1,101 | 1,169 | 1,240 | 1,283 | 1,285 | 1,345 | 1,381 | 1,318 | 1,395 | 1,384 | 1,336 | 1,380 | 1,480 | 1,608 | 1,669 | 1,720 |
| O \& M: Channels and Harbors | 469 | 409 | 410 | 402 | 430 | 400 | 497 | 480 | 497 | 540 | 520 | 574 | 640 | 679 | 724 | 671 | 710 |
| Construction of Locks and Dams | 261 | 208 | 240 | 315 | 316 | 387 | 401 | 370 | 352 | 306 | 290 | 228 | 194 | 212 | 218 | 264 | 278 |
| O \& M: Locks and Dams | 224 | 229 | 252 | 267 | 262 | 263 | 287 | 311 | 291 | 346 | 350 | 342 | 342 | 343 | 357 | 391 | 383 |
| Construction of Channels and Harbors | 120 | 107 | 103 | 147 | 167 | 151 | 88 | 148 | 95 | 106 | 120 | 108 | 111 | 154 | 210 | 252 | 252 |
| Mississippi River and Tributaries | - | - | - | 1 | 1 | 2 | 3 | 1 | 6 | 2 | 1 | 2 | 1 | 1 | 3 | 1 | 2 |
| Operations: Protection of Navigation | 74 | 83 | 82 | 27 | 27 | 25 | 30 | 30 | 30 | 33 | 34 | 30 | 39 | 34 | 38 | 34 | 42 |
| Regulatory Programs - Navigation | - | - | - | 5 | 6 | 7 | 7 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 11 | 11 | 14 |
| General Investigations - Navigation | 24 | 19 | 16 | 16 | 19 | 21 | 21 | 28 | 31 | 35 | 35 | 27 | 33 | 27 | 35 | 33 | 27 |
| Major Rehabilitation of Locks and Dams \& Channels and Harbors | 30 | 45 | 67 | 61 | 56 | 30 | 11 | 5 | 8 | 18 | 24 | 14 | 11 | 20 | 13 | 11 | 13 |
| Panama Canal Commission Total | 413 | 412 | 456 | 451 | 443 | 471 | 502 | 509 | 519 | 541 | 575 | 616 | 661 | 693 | 682 | 538 | 21 |
| Gross Outlays | 413 | 412 | 456 | 451 | 443 | 471 | 502 | 509 | 519 | 541 | 575 | 618 | 663 | 695 | 683 | 537 | 15 |
| Dissolution Fund | - | - | - | - | - | - | - | - | - | - | - | -2 | -2 | -2 | -1 | 1 | 6 |
| Federal Maritime Commission Total | 12 | 12 | 12 | 13 | 14 | 15 | 17 | 17 | 18 | 18 | 19 | 16 | 14 | 14 | 15 | 15 | 15 |
| Salaries and Expenses | 12 | 12 | 12 | 13 | 14 | 15 | 17 | 17 | 18 | 18 | 19 | 16 | 14 | 14 | 15 | 15 | 15 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report; N/A = Data not available.

## OTES

Numbers may not add to totals due to rounding.
United States transferred ownership of the Panama Canal Commission on December 31, 1999. FY 2000 expenses cover first quarter operations and FY 2001 expenses are for the settlement of remaining accident and contract claims.
ata for FY 2001 are estimates.
overnment receipts.

SOURCES:
sources
U.S. Coast Guard: Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Goverrment - Appendix (Washington, D.C.: Annual issues)

Maritime Administration, Saint Lawrence Seaway Development Corporation, Panama Canal Commission, and Federal Maritime Administration $\qquad$ . Budget of the
U.S. Army Corps of Engineers: U.S. Army Corps of Engineers, Personal communication, October 2001

## able 8-B

Federal Expenditures for Water Transportation by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Water Transportation Expenditures | 5,098 | 5,846 | 5,192 | 4,469 | 4,282 | 4,316 | 4,454 | 4,907 | 4,872 | 4,714 | 4,474 | 4,238 | 4,127 | 4,241 | 4,296 | 4,384 | 4,003 |
| United States Coast Guard Total | 1,862 | 1,713 | 1,841 | 1,798 | 1,924 | 1,826 | 1,864 | 2,199 | 2,030 | 2,062 | 1,987 | 1,950 | 1,856 | 1,923 | 2,000 | 2,129 | 2,118 |
| Operating Expenses | 1,546 | 1,495 | 1,570 | 1,530 | 1,542 | 1,477 | 1,490 | 1,725 | 1,670 | 1,622 | 1,580 | 1,524 | 1,477 | 1,499 | 1,547 | 1,639 | 1,465 |
| Acquisition, Construction, and Improvement | 244 | 136 | 192 | 181 | 251 | 204 | 213 | 260 | 146 | 168 | 188 | 249 | 242 | 249 | 268 | 307 | 431 |
| Research \& Development, Test \& Evaluation | 23 | 14 | 15 | 12 | 16 | 19 | 12 | 17 | 19 | 17 | 15 | 16 | 12 | 12 | 11 | 10 | 13 |
| Boat Safety | 38 | 52 | 56 | 64 | 73 | 68 | 75 | 81 | 76 | 76 | 68 | 49 | 35 | 44 | 54 | 47 | 55 |
| Alteration of Bridges | 6 | 4 | 0 | 9 | 23 | 4 | 1 | 3 | 7 | 10 | 4 | 5 | -4 | 10 | 11 | 5 | 44 |
| Pollution Fund | 5 | 12 | 8 | 3 | 19 | -1 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Environmental compliance and restoration | - | - | - | - | - | - | 8 | 20 | 22 | 23 | 25 | 22 | 21 | 20 | 22 | 15 | 12 |
| Offshore Oil Pollution Fund | 1 | 0 | 0 | 0 | 0 | 50 | - | - | - | - | - | - | - | - | - | - | - |
| Deep Water Port Liability Fund | 0 | - | - | 0 | - | 5 | - | - | - | - | - | - | - | - | - | - | - |
| Oil Spill Recovery | - | - | - | - | - | - | 15 | 18 | 17 | 92 | 44 | 24 | 24 | 42 | 41 | 62 | 55 |
| Trust Fund Share of Expenses | - | - | - | - | - | - | 48 | 75 | 72 | 52 | 62 | 61 | 49 | 46 | 46 | 44 | 43 |
| Maritime Administration Total | 960 | 2,044 | 1,149 | 440 | 150 | 316 | 413 | 519 | 805 | 573 | 457 | 310 | 247 | 192 | 117 | 219 | 291 |
| Operating Differential Subsidy | 492 | 394 | 305 | 300 | 268 | 282 | 253 | 246 | 235 | 225 | 204 | 165 | 120 | 36 | 16 | 9 | 24 |
| Ship Construction | 7 | -1 | 1 | 2 | - | - | - | - | - | -3 | -3 | - | -5 | -6 | - | -2 | -2 |
| Operations and Training | 122 | 115 | 102 | 98 | 95 | 99 | 85 | 88 | 83 | 76 | 80 | 32 | 91 | 49 | 53 | 71 | 95 |
| Federal Ship Financing Fund | 373 | 1,631 | 559 | -9 | -300 | -158 | -190 | -14 | -104 | -90 | -81 | -60 | -32 | -9 | -5 | -3 | -3 |
| Ready Reserve Force | - | - | - | - | 61 | 109 | 191 | 132 | 447 | 349 | 137 | 64 | 17 | 7 | 14 | 3 | 5 |
| Ocean Freight Differential | - | - | 29 | 53 | 55 | 27 | 40 | 58 | 68 | 53 | 64 | 13 | 24 | 18 | 15 | 21 | 72 |
| Maritime security program | - | - | - | - | - | - | - | - | - | - | - | - | 37 | 78 | 88 | 91 | 89 |
| Special Studies, Services, and Projects | 0 | - | - | 0 | 0 | 0 | 1 | 0 | 0 | - | - | - | - | - | - | - | - |
| Gifts and Bequests | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Vessel Operations Revolving Fund | -32 | -94 | 155 | -3 | -26 | -40 | 34 | 10 | 78 | -72 | 10 | 18 | -16 | 7 | -53 | -83 | -72 |
| War Risk Insurance Fund | -2 | -1 | -1 | -1 | -2 | -2 | -1 | -1 | -1 | 0 | -1 | -1 | -2 | -1 | -1 | -2 | -1 |
| Maritime Guaranteed Loans | - | - | - | - | - | - | - | - | - | 35 | 46 | 79 | 13 | 12 | -11 | 113 | 84 |
| Saint Lawrence Seaway Development Corporation Total | -1 | 3 | 8 | 12 | 12 | 12 | 11 | 14 | 11 | 12 | 10 | 10 | 11 | 11 | 10 | 11 | 12 |
| Harbor Maintenance Trust Fund | - | - | 5 | 12 | 13 | 14 | 11 | 13 | 14 | 11 | 10 | 10 | 10 | 11 | 10 | 11 | 12 |
| Net Additional Outlays | -1 | 3 | 2 | 0 | -1 | -2 | 1 | 1 | -3 | 1 | - | - | 1 | - | - | - | - |
| United States Army Corps of Engineers Total | 1,683 | 1,506 | 1,567 | 1,614 | 1,619 | 1,567 | 1,563 | 1,575 | 1,439 | 1,475 | 1,414 | 1,336 | 1,352 | 1,432 | 1,513 | 1,521 | 1,550 |
| O \& M: Channels and Harbors | 656 | 560 | 550 | 523 | 543 | 488 | 578 | 547 | 542 | 571 | 531 | 574 | 627 | 656 | 681 | 612 | 639 |
| Construction of Locks and Dams | 366 | 285 | 322 | 409 | 399 | 472 | 466 | 422 | 384 | 324 | 296 | 228 | 190 | 205 | 205 | 241 | 251 |
| O \& M: Locks and Dams | 314 | 314 | 338 | 347 | 330 | 321 | 333 | 354 | 318 | 366 | 357 | 342 | 335 | 331 | 336 | 357 | 346 |
| Construction of Channels and Harbors | 168 | 147 | 138 | 191 | 210 | 185 | 102 | 168 | 104 | 112 | 123 | 108 | 108 | 149 | 197 | 230 | 227 |
| Mississippi River and Tributaries | - | - | - | 1 | 1 | 2 | 4 | 1 | 7 | 2 | 1 | 2 | 1 | 1 | 3 | 1 | 1 |
| Operations: Protection of Navigation | 103 | 114 | 110 | 35 | 34 | 31 | 34 | 34 | 33 | 34 | 34 | 30 | 38 | 33 | 36 | 31 | 37 |
| Regulatory Programs - Navigation | - | - | - | 7 | 8 | 8 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 12 |
| General Investigations - Navigation | 34 | 26 | 21 | 20 | 24 | 25 | 24 | 32 | 34 | 37 | 36 | 27 | 33 | 26 | 33 | 30 | 24 |
| Major Rehabilitation of Locks and Dams \& Channels and Harbors | 42 | 61 | 89 | 80 | 71 | 36 | 13 | 6 | 9 | 20 | 25 | 14 | 11 | 19 | 12 | 10 | 12 |
| Panama Canal Commission Total | 577 | 564 | 612 | 587 | 559 | 575 | 583 | 581 | 567 | 573 | 587 | 616 | 648 | 670 | 642 | 490 | 19 |
| Gross Outlays | 577 | 564 | 612 | 587 | 559 | 575 | 583 | 581 | 567 | 573 | 587 | 618 | 650 | 672 | 643 | 489 | 14 |
| Dissolution Fund | - | - | - | - | - | - | - | - | - | - | - | -2 | -2 | -2 | -941 | 1 | 5 |
| Federal Maritime Commission Total | 16 | 16 | 16 | 18 | 17 | 18 | 19 | 19 | 19 | 19 | 19 | 16 | 14 | 14 | 14 | 14 | 14 |
| Salaries and Expenses | 16 | 16 | 16 | 18 | 17 | 18 | 19 | 19 | 19 | 19 | 19 | 16 | 14 | 14 | 14 | 14 | 14 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report; N/A = Data not available.
OTES:
ambers may not add to totals due to rounding.
Staes transserred owners
 government receipts.

SOURCES:
U.S. Coast Guard: Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual issues).
 Maritime Administration, Saint Lawrence Seaway Development Co
http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.
U.S. Army Corps of Engineers: US. Army Cors of Engineers Perso
U.S. Army Corps of Engineers: U.S. Army Corps of Engineers, Personal communication, October 2001.

Chain-Type Price Index:
Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

Table 8-C
Federal Budget Authority for Water Transportation by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Water Transportation Budget Authority | 3,575 | 4,408 | 3,632 | 3,218 | 5,488 | 3,210 | 3,378 | 3,745 | 3,752 | 3,969 | 3,605 | 3,337 | 3,436 | 3,701 | 4,151 | 4,644 | 4,387 |
| United States Coast Guard Total | 1,357 | 1,217 | 1,412 | 1,309 | 3,958 | 1,638 | 1,533 | 1,877 | 1,741 | 1,871 | 1,962 | 1,804 | 1,797 | 1,883 | 2,276 | 2,616 | 2,266 |
| Operating Expenses | 1,138 | 1,098 | 1,236 | 1,165 | 1,257 | 1,224 | 1,151 | 1,430 | 1,370 | 1,520 | 1,550 | 1,358 | 1,337 | 1,395 | 1,590 | 1,688 | 1,762 |
| Acquisition, Construction, and Improvements | 147 | 49 | 109 | 83 | 2,585 | 192 | 178 | 243 | 131 | 125 | 203 | 234 | 258 | 275 | 440 | 710 | 285 |
| Research, Development, Test, and Evaluation | 20 | 11 | 12 | 12 | 13 | 15 | 17 | 19 | 15 | 14 | 14 | 12 | 11 | 13 | 9 | 11 | 13 |
| Boat Safety | 29 | 48 | 48 | 42 | 59 | 60 | 70 | 70 | 70 | 72 | 58 | 50 | 45 | 55 | 64 | 64 | 64 |
| Alteration of Bridges | 14 | 5 | - | 1 | 14 | 2 | 4 | 11 | 13 | 13 | - | 16 | 16 | 17 | 38 | 15 | 15 |
| Pollution Fund | 7 | 4 | 5 | 5 | 31 | 49 | - | - | - | - | - | - | - | - | - | - |  |
| Environmental compliance and restoration | - | - | - | - | - |  | 22 | 22 | 22 | 23 | 21 | 21 | 22 | 21 | 21 | 17 | 17 |
| Offshore Oil Pollution Fund | 1 | 1 | 1 | - | - | 41 | - | - | - | - | - | - |  |  |  |  |  |
| Deep Water Port Liability Fund | 1 | 1 | 1 | 1 | - |  | - | - | - | - | - | - | - | - | - | $-$ | - |
| Oil Spill Recovery | - | - | - | - | - | 55 | 50 | 16 | 56 | 56 | 55 | 52 | 57 | 59 | 66 | 62 | 61 |
| Trust Fund Share of Expenses | - | - | - | - | - | . | 41 | 66 | 66 | 49 | 61 | 61 | 50 | 48 | 49 | 49 | 48 |
| Maritime Administration Total | 549 | 1,592 | 512 | 211 | 221 | 176 | 348 | 358 | 574 | 433 | 182 | 168 | 185 | 159 | 171 | 311 | 312 |
| Operating Differential Subsidy | 338 | 271 | - | - | - |  | - | - |  |  |  |  |  |  |  |  |  |
| Ship Construction |  | - | - | - | - | -2 | -1 | - | - | - | - |  | - | - | $-17$ |  |  |
| Operations and Training | 81 | 76 | 68 | 76 | 66 | 67 | 70 | 73 | 72 | 76 | 76 | 70 | 65 | 68 | 72 | 73 | 87 |
| Federal Ship Financing Fund | 130 | 1,245 | 420 | 95 | - | 1 | - | - | - | - | - | - | - | - | - | -3 |  |
| Ready Reserve Force | - | - | - | - | 111 | 89 | 245 | 234 | 441 | 306 | -9 | - | - | - | - | - | - |
| Ocean Freight Differential | - | - | 24 | 41 | 44 | 22 | 34 | 51 | 62 | 50 | 63 | 13 | 25 | 19 | 16 | 75 | 80 |
| Maritime security program | - | - | - | - | - | - | - | - | - | - | - | 46 | 54 | 36 | 90 | 96 | 98 |
| Special Studies, Services, and Projects | 0 | 0 |  | 0 | 0 | 0 | - | 0 | - | - | - | - |  |  | - | - |  |
| Gifts and Bequests | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - |
| War Risk Insurance Fund | - | - | - | - | - | - | - | - | - | - | $5{ }_{5}$ | ${ }^{-1}$ | - | ${ }^{-}$ | - | $\square^{-}$ | - |
| Maritime Guaranteed Loans | - | - | - | - | - | - | - | - | - | - | 52 | 40 | 41 | 36 | 10 | 70 | 47 |
| Saint Lawrence Seaway Development Corporation Total |  |  | 6 | 11 | 11 | 11 | 10 | 11 | 11 | 11 | 10 | 10 | 10 | 11 | 11 | 12 | 13 |
| Harbor Maintenance Trust Fund | - | - | 2 |  |  |  |  |  |  |  |  |  |  |  |  | 12 | 13 |
| Net Additional Outlays | - | - | 4 | 11 | 11 | 11 | 10 | 11 | 11 | 11 | 10 | 10 | 10 | 11 | 11 | = |  |
| United States Army Corps of Engineers Total | 1,226 | 1,137 | 1,244 | 1,384 | 1,262 | 1,369 | 1,470 | 1,469 | 1,408 | 1,636 | 1,432 | 1,343 | 1,432 | 1,635 | 1,672 | 1,690 | 1,781 |
| O \& M: Channels and Harbors | 464 | 406 | 417 | 417 | 418 | 416 | 504 | 485 | 509 | 542 | 522 | 588 | 660 | 722 | 702 | 674 | 724 |
| Construction of Locks and Dams | 265 | 253 | 275 | 350 | 327 | 425 | 504 | 428 | 377 | 469 | 296 | 204 | 197 | 237 | 215 | 268 | 276 |
| O \& M: Locks and Dams | 222 | 227 | 252 | 272 | 258 | 274 | 287 | 319 | 304 | 348 | 347 | 344 | 348 | 345 | 352 | 391 | 391 |
| Construction of Channels and Harbors | 133 | 108 | 128 | 232 | 147 | 163 | 99 | 157 | 122 | 169 | 153 | 120 | 126 | 227 | 296 | 257 | 282 |
| Mississippi River and Tributaries |  |  |  | 1 | 4 | ${ }^{2}$ | 3 | 2 | 7 | 1 | 0 |  | 1 | 1 | 3 | , | 2 |
| Operations: Protection of Navigation | 75 | 84 | 83 | 27 | 26 | 27 | 30 | 30 | 31 | 33 | 35 | 31 | 41 | 36 | 39 | 34 | 43 |
| Regulatory Programs - Navigation |  | - | - | 6 | 6 | 7 | 8 | 9 | 9 | 9 | 10 | 10 | 10 | 11 | 11 | 12 | 14 |
| General Investigations - Navigation | 28 | 19 | 18 | 19 | 22 | 25 | 24 | 36 | 40 | 42 | ${ }^{41}$ | 30 | 38 | 35 | 43 | 40 | 36 |
| Major Rehabilitation of Locks and Dams \& Channels and H | 39 | 39 | 70 | 59 | 54 | 30 | 12 | 5 | 8 | 21 | 27 | 13 | 11 | 20 | 13 | 12 | 14 |
| Panama Canal Commission Total | 430 | 451 | 446 | 290 | 22 |  |  | 12 | - |  |  | -2 | -2 | -2 | 6 |  |  |
| Gross Outlays | 430 | 451 | 446 | 290 | 22 | - | - | 12 | - | - | - | - | - | 2 | - | - | - |
| Dissolution Fund |  |  |  |  |  |  | 16 | - | 8 | - | - | -2 | -2 | -2 | 14 | 15 |  |
| Federal Maritime Commission Total | 12 | 11 | 12 | 14 | 14 | 15 | 16 | 18 | 18 | 19 | ${ }^{20}$ | 15 | 14 | 14 | 14 | 15 | 16 |
| Salaries and Expenses | 12 | 11 | 12 | 14 | 14 | 15 | 16 | 18 | 18 | 19 | 20 | 15 | 14 | 14 | 14 | 15 | 16 |

KEY: "-" =No activity ora value of zero, "0" = Value too small to reporl
otes:
Uumbers may no add to toals due to rounding.
Transporataion-related activities of the U.S Army Copps of Engineers are not included
Tansportaion-related activities
ources:
SoURCES: , Coast Guard, Maritime Administration, Saint Lawrence Seaway Development Corporation, Panama Canal Commission, and Federal Maritime Commsision

. Army Corps of Engineers: Pers

Federal Obligations for Water Transportation by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Water Transportation Obligations | 4,025 | 4,978 | 4,076 | 4,040 | 3,903 | 4,085 | 5,052 | 5,042 | 4,901 | 4,546 | 4,677 | 4,731 | 4,747 | 5,052 | 5,426 | 5,252 | 5,126 |
| United States Coast Guard Total | 1,422 | 1,391 | 1,583 | 1,438 | 1,680 | 1,636 | 1,770 | 1,975 | 1,965 | 1,937 | 2,015 | 2,061 | 2,062 | 2,126 | 2,346 | 2,444 | $\frac{2,629}{}$ |
| Operating Expenses | 1,168 | 1,233 | 1,338 | 1,242 | 1,313 | 1,275 | 1,433 | 1,592 | 1,613 | 1,609 | 1,624 | 1,605 | 1,569 | 1,633 | 1,716 | 1,866 | 1,834 |
| Acquisition, Construction, and Improvements | 203 | 83 | 162 | 139 | 243 | 187 | 178 | 204 | 160 | 149 | 231 | 262 | 296 | 254 | 401 | 353 | 560 |
| Research, Development, Test, and Evaluation | 17 | 11 | 11 | 13 | 13 | 17 | 19 | 14 | 23 | 18 | 17 | 18 | 17 | 16 | 14 | 14 | 17 |
| Boat Safety | 29 | 48 | 47 | 42 | 59 | 59 | 68 | 69 | 69 | 73 | 58 | 51 | 44 | 55 | 59 | 61 | 77 |
| Alteration of Bridges | - | 7 | 22 | 0 | 16 |  | 10 | 11 | 13 | 13 |  | 16 | 25 | 18 | 15 | 16 | 15 |
| Pollution Fund | 4 | 9 | 4 | 1 | 36 | 52 | - | - | - | - | - | - | - |  |  | - |  |
| Environmental Compliance and Restoration | - | - | - | - | - | - | 21 | 19 | 22 | 26 | 24 | 20 | 21 | 23 | 23 | 17 | 17 |
| Offshore Oil Pollution Fund | 0 | 0 | 0 | 0 | 0 | 41 | - | - | - | - | - | - | - |  | - |  |  |
| Deep Water Port Liability Fund | 0 | - | - | 0 | - | 4 | - | - | - | - | - | - | - |  | - |  |  |
| Oil Spill Recovery | - | - | - | - | - | - |  | - | - |  |  | 28 | 40 | 79 | 69 | 68 | 61 |
| Trust Fund Share of Expenses | - | - | - | - | - | - | 41 | 66 | 66 | 49 | 61 | 61 | 50 | 48 | 49 | 49 | 48 |
| Maritime Administration Total | 981 | 2,032 | 794 | 528 | 389 | 524 | 1,181 | 990 | 952 | 579 | 709 | 655 | 614 | 707 | 773 | 780 | ${ }^{23}$ |
| Operating Differential Subsidy | 338 | 271 | - | - | - | - |  | - | - | - | 89 | - |  |  |  |  |  |
| Ship Construction | 4 | 1 | 0 | 1 | - | - | - | - | - | - | 6 | - | - | 17 | - | 2 |  |
| Operations and Training | 95 | 80 | 96 | 89 | 111 | 92 | 99 | 110 | 116 | 150 | 132 | 138 | 125 | 129 | 111 | 119 | 144 |
| Federal Ship Financing Fund | 342 | 1,341 | 479 | - | 29 | 158 | 45 | 119 | 27 | 13 | 9 | 1 | 9 | , | , | - |  |
| Ready Reserve Force | - | - | - | 248 | 99 | ${ }^{93}$ | 167 | 117 | 617 | 175 | 176 | 8 | 6 | 7 | 14 | 3 | 5 |
| Ocean Freight Differential | - | - | 24 | 41 | 44 | 22 | 34 | 51 | 62 | 50 | 63 | 13 | 25 | 19 | 16 | ${ }^{23}$ | -80 |
| Maritime security program | - | - | - | - | - | - | - | - | - | - | - | - | 50 | 84 | 95 | 99 | 99 |
| Special Studies, Services, and Projects | 0 | 0 | 0 | - | - | 0 | - | - | 0 | 0 | - | - | - |  |  |  |  |
| Gifts and Bequests | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - |  |  |  |  |
| Vessel Operations Revolving Fund | 201 | 39 | 195 | 150 | 107 | 59 | 836 | 594 | 30 | 157 | 189 | 416 | 367 | 391 | 302 | 349 | 88 |
| War Risk Insurance Fund | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |  |  |  |  |  |  |  |
| Maritime Guaranted Loans | - | - | - |  |  |  |  |  | - | 33 | 45 | 79 | 32 | 59 | 232 | 231 | 162 |
| Saint Lawrence Seaway Development Corporation Total | 10 | 18 | 13 | 22 | 22 | 25 | 21 | 23 | 26 | 23 | 21 | 22 | 23 | 24 | 23 | 25 | 27 |
| Harbor Maintenance Trust Fund | - | 4 | - | 11 | 11 | 11 | 10 | 11 | 11 | 11 | 10 | 10 | 10 | 11 | 11 | 12 | 13 |
| Net Additional Outlays | 10 | 14 | 13 | 11 | 11 | 13 | 11 | 12 | 15 | 12 | 11 | 12 | 13 | 13 | 12 | 13 | 14 |
| United States Army Corps of Engineers Total | 1,187 | 1,079 | 1,223 | 1,382 | 1,286 | 1,368 | 1,513 | 1,469 | 1,357 | 1,426 | 1,324 | 1,295 | 1,375 | 1,516 | 1,578 | 1,648 | 1,727 |
| O\&M Channels and Harbors | 460 | 404 | 414 | 412 | 416 | 406 | 499 | 478 | 501 | 535 | 514 | 574 | 648 | 692 | 699 | 668 | 718 |
| Construction of Locks and Dams | 251 | 207 | 269 | 400 | 378 | 474 | 576 | 456 | 371 | 338 | 247 | 199 | 185 | 225 | 207 | 265 | 271 |
| O\&M: Locks and Dams | 221 | 225 | 251 | 271 | 257 | 267 | 283 | 315 | 301 | 345 | 342 | 341 | 343 | 342 | 349 | 390 | 388 |
| Construction of Channels and Harbors | 120 | 103 | 121 | 192 | 128 | 137 | 82 | 144 | 100 | 111 | 116 | 100 | 106 | 164 | 223 | 234 |  |
| Missisisipi River \& Tributaries | - | - | - | 1 | , | 0 | 3 | , | 7 | 1 | 0 | 2 | , | , | 3 | 1 | 2 |
| Operations: Protection of Navigation | 74 | 83 | 82 | 26 | 26 | 26 | 30 | 30 | 31 | 32 | 34 | 30 | 38 | 35 | 38 | 34 | 43 |
| Regulatory Programs-Navigation | - | - | - | 5 | , | 6 | 8 | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 11 | 11 | 14 |
| General Investigation-Navigation | 25 | 18 | 16 | 16 | 19 | ${ }^{21}$ | ${ }^{21}$ | 30 | 30 | 34 | 35 | 26 | 33 | 27 | 35 | 33 | 28 |
| Major Rehabilitation of Locks and Dams \& Channels and $\mathrm{H}_{\text {: }}$ | 37 | 38 | 70 | 59 | 54 | 30 | 12 | 5 | 8 | 20 | 24 | 12 | 10 | 19 | 13 | 12 | 13 |
| Panama Canal Commission Total | 413 | 447 | 450 | 656 | 513 | 517 | 552 | 568 | 583 | 561 | 589 | 683 | 659 | 665 | 692 | 340 | 4 |
| Gross Outays | 413 | 447 | 450 | 656 | 513 | 517 | 552 | 568 | 583 | 561 | 589 | 683 | 659 | 665 | 692 | 335 | 2 |
| Dissolution Fund | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 2 |
| Federal Maritime Commission Total | 12 | 11 | 12 | 14 | 14 | 15 | 16 | 18 | 18 | 19 | 19 | 15 | 14 | 14 | 14 | 15 | 16 |
| Salaries and Expenses | 12 | 11 | 12 | 14 | 14 | 15 | 16 | 18 | 18 | 19 | 19 | 15 | 14 | 14 | 14 | 15 | 16 |

EY: "-" $=$ No activity or value of zero, "0" $=$ Value too small to repor
Notes:
ata for FY 2001 ad 10 otalas due to orounding.
ources:
.S. Coast Guard, Maritime Administration, Saint Lawrence Seaway Development Corporation, Panama Canal Commission, and Federal Maritime Commsissien
xecutive Office of the President of the United Sates, Office of Management and Budget Bugget of the Uni
S. Army Corps of Engineers: Personal communication with U.S. Amy Copps of Engineers, October 2001

Table 9-A
Federal Expenditures for Transit by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Transit Expenditures | 3,427 | 3,399 | 3,351 | 3,316 | 3,595 | 3,832 | 3,917 | 3,675 | 3,517 | 3,770 | 4,474 | 4,375 | 4,583 | 4,302 | 4,265 | 5,337 | 5,508 |
| Federal Transit Administration Total | 3,356 | 3,343 | 3,299 | 3,266 | 3,541 | 3,770 | 3,857 | 3,614 | 3,457 | 3,782 | 4,436 | 4,372 | 4,581 | 4,297 | 4,260 | 5,331 | 5,508 |
| Formula Grants | 1,409 | 1,652 | 1,822 | 1,937 | 2,108 | 2,242 | 2,209 | 1,868 | 1,191 | 159 | 751 | 689 | 540 | -181 | -106 | -1279 | 546 |
| Discretionary Grants (Trust Fund) | 507 | 633 | 668 | 696 | 849 | 879 | 1,054 | 1,268 | 1,298 | 1,652 | 2,029 | 2,226 | 2,004 | 1,873 | 1,524 | 1,200 | 983 |
| Interstate Transfer Grants | 462 | 389 | 264 | 132 | 189 | 274 | 264 | 238 | 163 | 156 | 152 | 1 | 18 | 3 | 11 | 1 | 5 |
| Miscellaneous Expired Accounts | 852 | 533 | 345 | 268 | 135 | 88 | 57 | 28 | 8 | 11 | 12 | 12 | 8 | 3 | - | -1 | - |
| Trust Fund Share of Transit Programs | - | - | - | - | - | - | - | - | 618 | 1,712 | 1,150 | 1,110 | 1,659 | 2,260 | 4,252 | 6,278 | 5,010 |
| Washington Metro Area Transit Authority | 60 | 84 | 150 | 185 | 208 | 244 | 231 | 163 | 149 | 143 | 218 | 195 | 214 | 184 | 162 | 109 | 107 |
| Research and Training | 40 | 23 | 22 | 19 | 19 | 13 | 11 | 11 | 11 | 8 | 6 | 3 | 5 | 1 | - | - | 2 |
| Administrative Expenses | 26 | 30 | 29 | 30 | 34 | 32 | 31 | 37 | 18 | 17 | 42 | 39 | 42 | 46 | 8 | , | 15 |
| University Transportation Centers | - | - | - | - | - | - | - | - | - | -6 | 2 | 8 | 7 | 6 | - | 4 | 1 |
| Transit Planning and Research | - | - | - | - | - | - | - | - | 1 | -68 | 74 | 89 | 84 | 102 | 6 | -62 | 29 |
| Job Access and Reverse Commute Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - | -40 | -43 | -35 |
| Capital Investment Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - | -1557 | -883 | -1155 |
| Federal Railroad AdministrationTotal | - | 0 | - | 1 | 2 | 2 | 5 | 8 | 7 | 1 | 1 | 2 | 2 | 5 | 5 | 6 | - |
| Commuter rail subsidies | - | 0 | - | 1 | 2 | 2 | 5 | 8 | 7 | 1 | 1 | 2 | 2 | 5 | 5 | 6 | - |
| Washington Metro Area Transit Authority Total | 71 | 56 | 52 | 49 | 52 | 60 | 55 | 53 | 53 | -14 | 37 | 1 | - | - | - | - | - |
| Construction loan and interest payment | 71 | 56 | 52 | 49 | 52 | 60 | 55 | 53 | 53 | -14 | 37 | 1 | - | - | - | - | - |

Construction loan and interest payment
KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may not add to totals due to rounding
Data for FY 2001 are estimates.
Numbers in parenthesis are negative value
SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001

## Table 9-B

## Federal Expenditures for Transit by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Transit Expenditures | 4,796 | 4,653 | 4,493 | 4,315 | 4,536 | 4,675 | 4,552 | 4,189 | 3,840 | 3,987 | 4,570 | 4,375 | 4,490 | 4,161 | 4,013 | 4,864 | 4,964 |
| Federal Transit Administration Total | 4,697 | 4,576 | 4,424 | 4,251 | 4,468 | 4,600 | 4,481 | 4,120 | 3,775 | 4,000 | 4,531 | 4,372 | 4,489 | 4,157 | 4,009 | 4,858 | 4,964 |
| Formula Grants | 1,971 | 2,261 | 2,443 | 2,520 | 2,660 | 2,735 | 2,567 | 2,130 | 1,300 | 168 | 767 | 689 | 529 | -175 | -100 | -1166 | 492 |
| Discretionary Grants (Trust Fund) | 710 | 866 | 895 | 905 | 1,071 | 1,072 | 1,225 | 1,445 | 1,417 | 1,747 | 2,073 | 2,226 | 1,964 | 1,812 | 1,434 | 1,094 | 886 |
| Interstate Transfer Grants | 646 | 533 | 354 | 172 | 239 | 334 | 307 | 271 | 178 | 165 | 155 | 1 | 18 | 3 | 10 | 1 | 5 |
| Miscellaneous Expired Accounts | 1,193 | 730 | 463 | 349 | 171 | 107 | 66 | 32 | 9 | 11 | 12 | 12 | 8 | 3 | - | -1 | - |
| Trust Fund Share of Transit Programs | - | - | - | - | - | - | - | - | 674 | 1,810 | 1,175 | 1,110 | 1,626 | 2,186 | 4,001 | 5,721 | 4,515 |
| Washington Metro Area Transit Authority | 84 | 114 | 201 | 241 | 262 | 297 | 268 | 186 | 163 | 151 | 223 | 195 | 210 | 178 | 152 | 99 | 96 |
| Research and Training | 56 | 31 | 29 | 25 | 24 | 16 | 13 | 13 | 12 | 8 | 6 | 3 | 5 | 1 | - | - | 2 |
| Administrative Expenses | 37 | 41 | 39 | 39 | 42 | 38 | 36 | 43 | 20 | 18 | 43 | 39 | 41 | 44 | 8 | 6 | 14 |
| University Transportation Centers | - | - | - | - | - | - | - | - | - | -7 | 2 | 8 | 7 | 6 | - | 4 | 1 |
| Transit Planning and Research | - | - | - | - | - | - | - | - | 1 | -72 | 76 | 89 | 82 | 99 | 6 | -57 | 26 |
| Job Access and Reverse Commute Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - | -38 | -39 | -32 |
| Capital Investment Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - | -1465 | -805 | -1041 |
| Federal Railroad AdministrationTotal | - | 0 | - | 1 | 2 | 2 | 6 | 9 | 7 | 1 | 1 | 2 | 2 | 5 | 5 | 5 | - |
| Commuter rail subsidies | - | 0 | - | 1 | 2 | 2 | 6 | 9 | 7 | 1 | 1 | 2 | 2 | 5 | 5 | 5 | - |
| Washington Metro Area Transit Authority Total | 99 | 77 | 69 | 64 | 65 | 73 | 64 | 60 | 58 | -14 | 38 | 1 | - | - | - | - | - |
| Construction loan and interest payment | 99 | 77 | 69 | 64 | 65 | 73 | 64 | 60 | 58 | -14 | 38 | 1 | - | - | - | - | - |

Construction loan and interest payment $\qquad$
NOTES:
Numbers may not add to totals due to rounding
Data for FY 2001 are estimates.


OURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001. Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

## Table 9-C

Federal Budget Authority for Transit by Agency and Program: FY 1985-2001
(Current \$ millions)
Agency and Program

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Transit Budget Authority | 4,178 | 3,616 | 3,598 | 3,337 | 3,318 | 3,246 | 3,316 | 3,835 | 3,873 | 4,568 | 4,579 | 4,052 | 4,374 | 4,849 | 5,000 | 7,454 | 6,275 |
| Federal Transit Administration Total | 4,132 | 3,564 | 3,547 | 3,288 | 3,265 | 3,193 | 3,259 | 3,775 | 3,815 | 4,574 | 4,572 | 4,050 | 4,372 | 4,844 | 4,995 | 7,451 | 6,272 |
| Formula Grants | 2,450 | 2,058 | 2,000 | 1,736 | 1,605 | 1,625 | 1,605 | 1,520 | 651 | 1,285 | 1,342 | 942 | 490 | 240 | 519 | 570 | 617 |
| Discretionary Grants (Trust Fund) | 1,100 | 1,053 | 1,097 | 1,203 | 1,250 | 1,282 | 1,400 | 1,910 | 1,725 | 1,782 | 1,691 | 1,665 | 1,900 | 2,000 | -392 | - | - |
| Interstate Transfer Grants | 250 | 191 | 200 | 124 | 200 | 160 | 149 | 160 | 75 | 45 | 48 | - | - | - | -1 | - | - |
| Miscellaneous Expired Accounts | - | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | -4 | - |
| Trust Fund Share of Transit Programs | - | - | - | - | - | - | - | - | 1,150 | 1,190 | 1,150 | 1,110 | 1,649 | 2,260 | 4,252 | 6,296 | 5,021 |
| Washington Metro Area Transit Authority | 250 | 217 | 201 | 181 | 168 | 85 | 64 | 124 | 170 | 200 | 200 | 200 | 200 | 200 | 50 | - | - |
| Research and Training | 51 | 17 | 17 | 12 | 10 | 10 | 8 | 21 | - | - | - | - | - | - | - | - | - |
| Administrative Expenses | 31 | 29 | 31 | 32 | 32 | 32 | 33 | 37 | 13 | 21 | 42 | 41 | 41 | 46 | 10 | 12 | 13 |
| University Transportation Centers | - | - | - | - | - | - | - | - | 2 | 3 | 6 | 6 | 6 | 6 | 1 | 1 | 1 |
| Transit Planning and Research | - | - | - | - | - | - | - | - | 29 | 48 | 93 | 86 | 86 | 92 | 20 | 23 | 22 |
| Job Access and Reverse Commute Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 15 | 20 |
| Capital Investment Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 501 | 538 | 578 |
| Federal Railroad Administration Total | - | 0 | - | 1 | 2 | 2 | 5 | 8 | 7 | 1 | 1 | 2 | 2 | 5 | 5 | 3 | 3 |
| Commuter rail subsidies | - | 0 | - | 1 | 2 | 2 | 5 | 8 | 7 | 1 | 1 | 2 | 2 | 5 | 5 | 3 | 3 |
| Washington Metropolitan Area Transit Authority Total | 46 | 52 | 52 | 49 | 52 | 52 | 52 | 52 | 52 | -7 | 6 | - | - | - | - | - | - |
| Construction loan and interest payment | 46 | 52 | 52 | 49 | 52 | 52 | 52 | 52 | 52 | -7 | 6 | - | - | - | - | - | - |

Construction loan and interest payment
KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may not add to totals due to rounding
Data for FY 2001 are estimates.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outla "ô
uthority, rather than combined with government receipts.
xecutive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), available at htp://w3.access.gpo.gov/usbudget/fy2002/db.html, as of Octo 2001.

## Table 9-D

Federal Obligations for Transit by Agency and Program: FY 1985-2001
(Current \$ millions)

| Agency and Program | 1985 | 1986 | 1987 |
| :--- | :--- | :--- | :--- |

Total Transit Obligation

3, 3,5
Discretionary Grants (Trust Fund)
Interstate Transfer Grants
Miscellaneous Expired Accounts
rust Fund Share of Transit Programs
Washington Metro Area Transit Authority
Research and Training
Administrative Expen
University Transportation Center
Transit Planning and Research
ob Access and Reverse Commute Grants
Capital Investment Grants
Federal Railroad Administration Total
Commuter Rail Subsidies
Washington Metropolitan Area Transi
Construction Loan and Interest Payment
KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may not add to totals due to rounding.
Data for FY 2001 are estimates.
OURCE
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), available at http://w3.access.gpo.gov/usbudget, as of October 2001.

Table 10-A
Federal Expenditures for Intercity Rail Transportation by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Intercity Rail Expenditures | 1,057 | 908 | 808 | 576 | 599 | 534 | 779 | 900 | 811 | 833 | 1,034 | 1,004 | 1,131 | 1,076 | 546 | 755 | 824 |
| Federal Railroad Administration | 1,032 | 905 | 806 | 576 | 599 | 534 | 779 | 900 | 811 | 833 | 1,034 | 1,004 | 1,131 | 1,076 | 546 | 755 | 824 |
| Capital grants to the AMTRAK | 764 | 680 | 597 | 591 | 574 | 561 | 535 | 508 | 465 | 491 | 806 | 627 | 613 | 478 | 244 | 594 | 554 |
| Settlement of Railroad Litigation | 0 | 96 | 7 | -36 | - | 0 | 0 | - | - | - | - | - | - | - | - | - | - |
| Northeast Corridor Improvements | 153 | 97 | 95 | 55 | 41 | 24 | 39 | 173 | 121 | 117 | 127 | 265 | 340 | 418 | 26 | - | 18 |
| Local rail freight assistance | - | - | - | - | - | 0 | 3 | 6 | 7 | 23 | 16 | 13 | 7 | 4 | 3 | 1 | 2 |
| Mandatory Passenger Rail Service Payments | - | - | - | - | - | - | 145 | 150 | 146 | 137 | - | - | - | - | - | - | - |
| Safety and operations | 90 | 66 | 67 | 65 | 58 | 57 | 53 | 57 | 59 | 61 | 65 | 68 | 69 | 70 | 79 | 93 | 113 |
| Railroad Research and Development | 16 | 15 | 11 | 11 | 7 | 7 | 14 | 21 | 23 | 20 | 21 | 18 | 18 | 23 | 22 | 23 | 36 |
| Conrail Labor Protection | 10 | 23 | 0 | - | 0 | -1 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Railroad Rehabilitation and Improvement | 0 | -73 | 12 | -115 | -87 | -127 | -13 | -16 | -9 | -18 | -9 | -4 | -12 | -4 | -4 | -4 | -4 |
| Alaska Railroad Revolving Fund | -2 | 1 | 3 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - |
| Regional Rail Reorganization Program | - | - | 15 | 6 | - | 10 | 0 | - | - | - | - | - | - | - | - | - | - |
| Amtrak Corridor Improvement Loan | - | - | - | - | - | 4 | 4 | - | - | -1 | -1 | -2 | -1 | -1 | -1 | - | -1 |
| Freight Line Rehabilitation | - | - | - | - | 4 | 1 | 0 | 1 | - | - | - | - | - | - | - | - | - |
| Penn Station Redevelopment Project | - | - | - | - | - | - | - | - | - | 1 | 6 | 1 | 1 | - | - | - | 2 |
| MAGLEV Prototype Development | - | - | - | - | - | - | - | - | - | 0 | - | 2 | 7 | 3 | 2 | 5 | - |
| Next Generation High Speed Rail | - | - | - | - | - | - | - | - | - | - | 3 | 7 | 9 | 9 | 18 | 23 | 24 |
| Alameda Corridor direct loan financing program | - | - | - | - | - | - | - | - | - | - | - | - | 21 | 21 | 137 | - | - |
| Rhode island rail development | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | 3 | 8 | 24 |
| Alaska railroad rehabilitation | - | - | - | - | - | - | - | - | - | - | - | 9 | 8 | 9 | 11 | 11 | 52 |
| High-speed rail trainsets and facilities | - | - | - | - | - | - | - | - | - | - | - | - | 50 | 30 | - | - | - |
| Emergency railroad rehabilitation and repair | - | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 6 | - | 3 |
| AMTRAK reform council | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 |
| Interstate Commerce Commission | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Payment For Rail Service | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| United States Railway Association | 25 | 2 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Administrative expenses | 3 | 2 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional rail reorganization program | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| KEY: " $\_$" = No activity or a value of zero; "0" = Value too small to report. NOTES: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Numbers may not add to totals due to rounding. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Data for FY 2001 are estimates. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outlay $\$$ "ô $\quad$ AP combined with government receipts. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Table 10-B
Federal Expenditures for Intercity Rail Transportation by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Intercity Rail Expenditures | 1,480 | 1,242 | 1,083 | 750 | 755 | 652 | 906 | 1,026 | 886 | 881 | 1,056 | 1,004 | 1,108 | 1,041 | 514 | 688 | 743 |
| Federal Railroad Administration | 1,445 | 1,239 | 1,081 | 750 | 755 | 652 | 906 | 1,026 | 886 | 881 | 1,056 | 1,004 | 1,108 | 1,041 | 514 | 688 | 743 |
| Capital grants to the AMTRAK | 1,069 | 931 | 801 | 769 | 725 | 684 | 622 | 579 | 508 | 519 | 823 | 627 | 601 | 462 | 230 | 541 | 499 |
| Settlement of Railroad Litigation | 1 | 131 | 9 | -47 | - | 1 | 0 | - | - | - | - | - | - | - | - | - | - |
| Northeast Corridor Improvements | 214 | 133 | 128 | 72 | 52 | 29 | 45 | 197 | 132 | 124 | 130 | 265 | 333 | 404 | 24 | - | 16 |
| Local rail freight assistance | - | - | - | - | - | 0 | 3 | 6 | 7 | 25 | 16 | 13 | 7 | 4 | 3 | 1 | 2 |
| Mandatory Passenger Rail Service Payments | - | - | - | - | - | - | 168 | 171 | 159 | 145 | - | - | - | - | - | - | - |
| Safety and operations | 125 | 90 | 89 | 84 | 73 | 69 | 62 | 65 | 64 | 65 | 66 | 68 | 68 | 68 | 74 | 85 | 102 |
| Railroad Research and Development | 23 | 21 | 15 | 14 | 9 | 9 | 17 | 24 | 25 | 21 | 21 | 18 | 18 | 22 | 21 | 21 | 32 |
| Conrail Labor Protection | 15 | 31 | 0 | - | 0 | -2 | 0 | 0 | -1 | 0 | - | - | - | - | - | - | - |
| Railroad Rehabilitation and Improvement | 1 | -100 | 16 | -150 | -110 | -155 | -15 | -18 | -10 | -19 | -9 | -4 | -12 | -4 | -4 | -4 | -4 |
| Alaska Railroad Revolving Fund | -3 | 1 | 4 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - |
| Regional Rail Reorganization Program | - | - | 20 | 8 | - | 12 | 0 | - | - | - | - | - | - | - | - | - | - |
| Amtrak Corridor Improvement Loan | - | - | - | - | - | 4 | 4 | - | - | -1 | -1 | -2 | -1 | -1 | -1 | - | -1 |
| Freight Line Rehabilitation | - | - | - | - | 6 | 1 | 0 | 1 | - | - | - | - | - | - | - | - | - |
| Penn Station Redevelopment Project | - | - | - | - | - | - | - | - | - | 1 | 6 | 1 | 1 | - | - | - | 2 |
| MAGLEV Prototype Development | - | - | - | - | - | - | - | - | - | 0 | - | 2 | 7 | 3 | 2 | 5 | - |
| Next Generation High Speed Rail | - | - | - | - | - | - | - | - | - | - | 3 | 7 | 9 | 9 | 17 | 21 | 22 |
| Alameda Corridor direct loan financing program | - | - | - | - | - | - | - | - | - | - | - | - | 21 | 20 | 129 | - | - |
| Rhode island rail development | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | 3 | 7 | 22 |
| Alaska railroad rehabilitation | - | - | - | - | - | - | - | - | - | - | - | 9 | 8 | 9 | 10 | 10 | 47 |
| High-speed rail trainsets and facilities | - | - | - | - | - | - | - | - | - | - | - | - | 49 | 29 | - | - | - |
| Emergency railroad rehabilitation and repair | - | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 6 | - | 3 |
| AMTRAK reform council | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 |
| Interstate Commerce Commission | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Payment For Rail Service | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| United States Railway Association | 35 | 3 | 2 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Administrative expenses | 4 | 3 | 2 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional rail reorganization program | 31 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
KEY: "-"
NOTES:
Numbers may not add to totals due to rounding.
Data for FY 2001 are estimates.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outlay "ô !AP |ô han combined with government receipts.

## SOURCES:

xecutive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: htp://w3.access.gpo.gov/usbudgetfy $2002 / \mathrm{db}$. html, as of October 2001.

Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.


## able 10-D

Federal Obligations for Intercity Rail Transportation by Agency and Program: FY 1985-2001
Current \$ millions)

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Intercity Rail Obligations | 1,079 | 860 | 677 | 691 | 678 | 662 | 933 | 941 | 906 | 982 | 1,242 | 799 | 1,196 | 879 | 476 | 833 | 980 |
| Federal Railroad Administration Total | 1,079 | 87 | 677 | 691 | 678 | 662 | 933 | 941 | 906 | 982 | 1,201 | 790 | 1,196 | 879 | 476 | 833 | 980 |
| Capital Grants to AMTRAK | 744 | 674 | 584 | 590 | 574 | 560 | 540 | 504 | 465 | 491 | 882 | 564 | 602 | 478 | 243 | 594 | 551 |
| Settlement of Railroad Litigation | 0 | 96 | 7 | 3 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - |
| Northeast Corridor Improvements | 232 | 16 | 19 | 34 | 21 | 25 | 179 | 210 | 207 | 232 | 205 | - | 175 | 238 | 12 | - | 3 |
| Local Rail Freight Assistance | - | - | - | - | 28 | 7 | 8 | 11 | 13 | 34 | 12 | - | - | - | - | - | 1 |
| Mandatory Passenger Rail Service Payments | - | - | - | - | - | - | 145 | 150 | 146 | 137 | - | - | - | - | - | - | - |
| Safety and Operations | - | 44 | 41 | 29 | 28 | 32 | 34 | 37 | 41 | 44 | 48 | 50 | 51 | 77 | 87 | 95 | 109 |
| Railroad Research and Development | 44 | - | - | 17 | 17 | 25 | 23 | 23 | 27 | 21 | 23 | 24 | 20 | 23 | 21 | 25 | 30 |
| Conrail Labor Protection | 10 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Railroad Rehabilitation and Improvement | 21 | 15 | 12 | 12 | 2 | - | - | 0 | 6 | 5 | 7 | 4 | 4 | 3 | 3 | 3 | 156 |
| Alaska Railroad Revolving Fund | 27 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Rail Reorganization Program | - | 6 | 15 | 6 | - | 10 | 0 | - | - | - | - | - | - | - | - | - | - |
| Amtrak Corridor Improvement Loan | - | - | - | - | - | 4 | 4 | 4 | 2 | - | - | - | 1 | - | - | - | - |
| Freight Line Rehabilitation | - | - | - | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Penn Station Redevelopment Project | - | - | - | - | - | - | - | - | - | 10 | - | - | - | - | - | - | 20 |
| MAGLEV Prototype Development | - | - | - | - | - | - | - | - | - | 8 | 5 | - | - | - | - | - | - |
| Next Generation High Speed Rail | - | - | - | - | - | - | - | - | - | - | 19 | 22 | 27 | 18 | 22 | 27 | 27 |
| Alameda Corridor direct loan financing program | - | - | - | - | - | - | - | - | - | - | - | - | 207 | 15 | 22 | 88 | 25 |
| Rhode Island Rail Development | - | - | - | - | - | - | - | - | - | - | - | 116 | - | - | 23 | - | 27 |
| Alaska Railroad Rehabilitation | - | - | - | - | - | - | - | - | - | - | - | 10 | 10 | 15 | 43 | - | 15 |
| High-Speed Rail Trainsets and Facilities | - | - | - | - | - | - | - | - | - | - | - | - | 80 | - | - | - | - |
| Emergency Railroad Rehabilitation and Repair | - | - | - | - | - | - | - | - | - | - | - | - | 19 | 10 | - | - | - |
| West Virginia Rail Development | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 15 |
| AMTRAK Reform Council | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | - | 1 | 1 |
| Interstate Commerce Commission Total | - | - | - | - | - | - | - | - | - | - | 41 | 9 | - | - | - | - | - |
| Payment for Rail Service | - | - | - | - | - | - | - | - | - | - | 41 | 9 | - | - | - | - | - |
| United States Railway Association Total | - | 2 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Administrative Expenses | - | 2 | 1 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - |

Administrative Expenses
Regional rail reorganization program
KEY: "-" = No activity or a value of zero; "0" = Value too small to report
NOTES:
Numbers may not add to totals due to rounding.
Data for FY 2001 are estimates.

OURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), available at htp://w3.access.gpo.gov/usbudget, as of October 2001.

## Table 11-A

Federal Expenditures for Pipeline by Agency and Program from Own Funds: FY 1985-2001

## (Current \$ millions)

| gency and Program | 1985 | 1986 | 1987 | 1988 | 1989 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

Total Pipeline Expenditur

| 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - | - | - | 5 | 10 | 9 | 9 | 12 | 14 | 14 | 19 | 33 | 29 | 32 | 30 | 27 | 23 |
| - | - | - | 5 | 10 | 9 | 9 | 12 | 14 | 14 | 19 | 33 | 29 | 32 | 30 | 27 | 23 |
| - | - | - | 2 | 4 | 4 | 5 | 6 | 7 | 5 | 10 | 11 | 12 | 13 | 14 | N/A | N/A |
| - | - | - | 3 | 6 | 5 | 4 | 6 | 7 | 8 | 9 | 22 | 17 | 19 | 16 | N/A | N/A |

Grants-in-Aid to States
Operations and R\&D
KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may not add to totals due to rounding
Data for FY 2001 are estimates.
SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.accesss.gpo.gov/usbudget/fy2002/db.html, as of October 2001.

## Table 11-B

Federal Expenditures for Pipeline by Agency and Program from Own Funds: FY 1985-2001
(Chained $1996 \$$ millions)

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |


| 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| - | - | - | 6 | 13 | 11 | 11 | 14 | 15 | 14 | 19 | 33 | 28 | 31 | 28 | 25 | 21 |
|  |  |  | 6 | 13 | 11 | 11 | 14 | 15 | 14 | 19 | 33 | 28 | 31 | 28 | 25 | 21 |
| - | - | - | 3 | 5 | 5 | 5 | 7 | 7 | 6 | 10 | 11 | 12 | 13 | 13 | N/A | N/A |
| - | - | - | 3 | 8 | 6 | 5 | 7 | 7 | 9 | 9 | 22 | 17 | 18 | 15 | N/A | N/A |

Grants-in-Aid to States
Operations and R\&D
KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may add to totals dounding
Data for FY 2001 are estimates.

SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001. Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

## Table 12-A

Federal Expenditures for Transportation General Support by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total General Support Expenditures | 187 | 193 | 143 | 163 | 168 | 191 | 270 | 289 | 337 | 396 | 396 | 367 | 327 | 236 | 258 | 259 | 374 |
| Office of the Secretary Total | 65 | 62 | 46 | 51 | 58 | 74 | 160 | 179 | 197 | 219 | 220 | 232 | 171 | 70 | 75 | 87 | 111 |
| Salaries and Expenses | 51 | 56 | 45 | 58 | 49 | 57 | 55 | 56 | 65 | 63 | 59 | 62 | 44 | 60 | 58 | 65 | 72 |
| Rental payments (including Trust Fund) | - | - | - | - | - | - | 107 | 112 | 132 | 137 | 140 | 142 | 122 | -4 | - | - | - |
| Rental payments | - | - | - | - | - | - | 64 | 66 | 83 | 96 | 98 | 98 | 81 | -4 | - | - | - |
| Trust Fund share of rental payments | - | - | - | - | - | - | 44 | 46 | 49 | 41 | 42 | 44 | 41 | - | - | - | - |
| Transportation planning R\&D | 5 | 5 | 5 | 5 | 4 | 7 | 4 | 4 | 3 | 7 | 8 | 8 | 4 | 5 | 4 | 8 | 9 |
| Commercial Space Transportation | - | - | - | - | - | - | 4 | 4 | 4 | 4 | 5 | - | - | - | - | - | - |
| Minority Business Program | - | - | - | - | - | - | - | - | 3 | 4 | 11 | 8 | 9 | 7 | 7 | 7 | 2 |
| Minority Business Direct Loan | - | - | - | - | - | - | - | - | 3 | 4 | 10 | 6 | 6 | 4 | 4 | 5 | - |
| Minority Business Outreach | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | 3 | 3 | 2 | 2 |
| Minority business resource center program account | - | - | - | - | - | - | - | - | 0 | 0 | 1 | 1 | 1 | - | - | - | - |
| Gifts and Bequest | - | - | 4 | 0 | - | - | - | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Transportation research overseas | - | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Commission on aviation security | - | - | - | - | - | 1 | 0 | 0 | - | - | - | - | - | - | - | - | - |
| Working capital fund | 10 | 1 | -8 | -13 | 5 | 9 | -10 | 2 | -11 | 4 | -3 | - | - | - | - | - | - |
| Transportation Administrative Service Center | - | - | - | - | - | - | - | - | - | - | - | 12 | -8 | 2 | 6 | 7 | 28 |
| Office of the Inspector General Total | 27 | 26 | 26 | 28 | 28 | 31 | 31 | 35 | 40 | 38 | 39 | 36 | 38 | 41 | 45 | 45 | 48 |
| Salaries and expenses | 27 | 26 | 26 | 28 | 28 | 31 | 31 | 35 | 40 | 38 | 39 | 36 | 38 | 41 | 45 | 45 | 48 |
| Bureau of Transportation Statistics Total | - | - | - | - | - | - | - | - | - | 3 | 24 | 20 | 22 | 18 | 23 | 21 | 27 |
| Research and Special Programs Administration Total | 23 | 38 | 6 | 17 | 14 | 16 | 6 | -1 | 21 | 57 | 39 | 19 | 36 | 34 | 41 | 18 | 84 |
| Research and Special Programs | 23 | 20 | 20 | 15 | 13 | 16 | 16 | 20 | 26 | 24 | 31 | 12 | 26 | 27 | 29 | -1 | 67 |
| Emergency Preparedness Fund | - | - | - | - | - | - | - | - | 1 | 6 | 6 | 7 | 7 | 6 | 7 | 9 | 13 |
| Volpe National Transportation Systems Center | 0 | 18 | -14 | 1 | 0 | 1 | -10 | -21 | -5 | 24 | - | - | 1 | -1 | 1 | - | - |
| Cooperative Automotive Research | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trust fund share of pipeline safety | - | - | - | - | - | - | - | - | - | 2 | , | - | 2 | 2 | 4 | 10 | 4 |
| Interstate Commerce Commission Total | 50 | 45 | 42 | 43 | 44 | 43 | 45 | 40 | 41 | 43 | 37 | 8 | - | - | - | - | - |
| Salaries and expenses | 50 | 45 | 42 | 43 | 44 | 43 | 45 | 40 | 41 | 43 | 37 | 8 | - | - | - | - | - |
| Surface Transportation Board Total | - | - | - | - | - | - | - | - | - | - | - | 13 | 14 | 14 | 14 | 16 | 15 |
| Salaries and expenses | - | - | - | - | - | - | - | - | - | - | - | 13 | 14 | 14 | 14 | 16 | 15 |
| National Transportation Safety Board Total | 22 | 22 | 23 | 24 | 24 | 26 | 29 | 36 | 37 | 37 | 37 | 39 | 46 | 59 | 60 | 72 | 89 |
| Salaries and expenses | 22 | 21 | 23 | 24 | 24 | 26 | 29 | 36 | 37 | 37 | 37 | 38 | 45 | 59 | 60 | 72 | 89 |
| Emergency Fund | - | 0 | - | - | - | 0 | - | - | - | - | - | 1 | 1 | - | - | - | - |

Emergency Fund
KEY: "-" = No activity or a value of zero; "0" = Value too small to report
NOTES:
Numbers may not add to totals due to rounding.
Data for FY 2001 are estimates
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outlay "ô uthority, rather than combined with government receipts.

SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.

## Table 12-B

Federal Expenditures for Transportation General Support by Agency and Program from Own Funds: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total General Support Expenditures | 261 | 264 | 191 | 212 | 212 | 233 | 314 | 329 | 367 | 419 | 404 | 367 | 320 | 228 | 243 | 236 | 337 |
| Office of the Secretary Total | 91 | 85 | 61 | 66 | 73 | 90 | 185 | 204 | 215 | 232 | 225 | 232 | 168 | 68 | 71 | 79 | 100 |
| Salaries and Expenses | 71 | 77 | 61 | 76 | 62 | 69 | 64 | 64 | 71 | 66 | 60 | 62 | 43 | 58 | 55 | 59 | 65 |
| Rental payments (including Trust Fund) | - | - | - | - | - | - | 125 | 128 | 144 | 145 | 143 | 142 | 120 | -4 | - | - | - |
| Rental payments | - | - | - | - | - | - | 74 | 75 | 91 | 102 | 100 | 98 | 79 | -4 | - | - | - |
| Trust Fund share of rental payments | - | - | - | - | - | - | 51 | 53 | 54 | 43 | 43 | 44 | 40 | - | - | - | - |
| Transportation planning R\&D | 7 | 7 | 6 | 7 | 5 | 8 | 4 | 4 | 3 | 7 | 8 | 8 | 4 | 5 | 4 | 7 | 8 |
| Commercial Space Transportation | - | - | - | - | - | - | 5 | 5 | 4 | 4 | 5 | - | - | - | - | - | - |
| Minority Business Program | - | - | - | - | - | - | - | - | 4 | 4 | 11 | 8 | 9 | 7 | 7 | 6 | 2 |
| Minority Business Direct Loan | - | - | - | - | - | - | - | - | 4 | 4 | 10 | 6 | 6 | 4 | 4 | 5 | - |
| Minority Business Outreach | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | 3 | 3 | 2 | 2 |
| Minority business resource center program account | - | - | - | - | - | - | - | - | 0 | 0 | 1 | 1 | 1 | - | - | - | - |
| Gifts and Bequest | - | - | 5 | 0 | - | - | - | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Transportation research overseas | - | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Commission on aviation security | - | - | - | - | - | 1 | 0 | 0 | - | - | - | - | - | - | - | - | - |
| Working capital fund | 13 | 1 | -11 | -17 | 6 | 12 | -12 | 3 | -12 | 5 | -3 | - | - | - | - | - | - |
| Transportation Administrative Service Center | - | - | - | - | - | - | - | - | - | - | - | 12 | -8 | 2 | 6 | 6 | 25 |
| Office of the Inspector General Total | 38 | 35 | 35 | 37 | 35 | 38 | 36 | 40 | 44 | 40 | 40 | 36 | 37 | 40 | 42 | 41 | 43 |
| Salaries and expenses | 38 | 35 | 35 | 37 | 35 | 38 | 36 | 40 | 44 | 40 | 40 | 36 | 37 | 40 | 42 | 41 | 43 |
| Bureau of Transportation Statistics Total | - | - | - | - | - | - | - | - | - | 3 | 24 | 20 | 21 | 17 | 22 | 19 | 24 |
| Research and Special Programs Administration Total | 32 | 52 | 8 | 22 | 17 | 20 | 7 | -2 | 23 | 60 | 40 | 19 | 35 | 33 | 39 | 16 | 76 |
| Research and Special Programs | 31 | 28 | 27 | 20 | 17 | 19 | 18 | 23 | 28 | 26 | 32 | 12 | 25 | 26 | 27 | -1 | 60 |
| Emergency Preparedness Fund | - | - | - | - | - | - | - | - | 1 | 6 | 6 | 7 | 7 | 6 | 7 | 8 | 12 |
| Volpe National Transportation Systems Center | 1 | 24 | -19 | 2 | 0 | 1 | -12 | -24 | -5 | 25 | - | - | 1 | -1 | 1 | - | - |
| Cooperative Automotive Research | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Trust fund share of pipeline safety | - | - | - | - | - | - | - | - | - | 3 | 2 | - | 2 | 2 | 4 | 9 | 4 |
| Interstate Commerce Commission Total | 70 | 62 | 57 | 56 | 55 | 53 | 52 | 46 | 45 | 45 | 38 | 8 | - | - | - | - | - |
| Salaries and expenses | 70 | 62 | 57 | 56 | 55 | 53 | 52 | 46 | 45 | 45 | 38 | 8 | - | - | - | - | - |
| Surface Transportation Board Total | - | - | - | - | - | - | - | - | - | - | - | 13 | 14 | 14 | 13 | 15 | 14 |
| Salaries and expenses | - | - | - | - | - | - | - | - | - | - | - | 13 | 14 | 14 | 13 | 15 | 14 |
| National Transportation Safety Board Total | 30 | 30 | 30 | 32 | 31 | 32 | 34 | 41 | 40 | 39 | 38 | 39 | 45 | 57 | 56 | 66 | 80 |
| Salaries and expenses | 30 | 29 | 30 | 32 | 31 | 32 | 34 | 41 | 40 | 39 | 38 | 38 | 44 | 57 | 56 | 66 | 80 |
| Emergency Fund | - | 0 | - | - | - | 0 | - | - | - | - | - | 1 | 1 | - | - | - | - |

Emergency Fund
KEY: "-" = No activity or a value of zero; "0" = Value too small to report

## Notes:

Numbers may not add to totals due to rounding
Data for FY 2001 are estimates.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outlay "ô authority, rather than combined with government receipts.

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: htp://w3.access.gpo.gov/usbudget/fy $2002 / \mathrm{db}$. .html, as of October 2001.
Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001

## Table 12-C

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total General Support Budget Authority | 177 | 169 | 171 | 154 | 179 | 192 | 295 | 331 | 369 | 399 | 380 | 363 | 391 | 254 | 276 | 296 | 293 |
| Office of the Secretary Total | 56 | 57 | 54 | 45 | 67 | 72 | 172 | 191 | 207 | 228 | 220 | 208 | 197 | 72 | 87 | 65 | 75 |
| Salaries and Expenses | 51 | 49 | 51 | 36 | 55 | 55 | 58 | 64 | 62 | 58 | 62 | 54 | 52 | 61 | 67 | 58 | 63 |
| Rental payments (including Trust Fund) | - | - | - | - | - | - | 108 | 112 | 130 | 148 | 137 | 136 | 131 | - | - | - | - |
| Rental payments | - | - | - | - | - | - | 64 | 66 | 81 | 107 | 95 | 92 | 90 | - | - | - | - |
| Trust Fund share of rental payments | - | - | - | - | - | - | 44 | 46 | 49 | 41 | 42 | 44 | 41 | - | - | - | - |
| Transportation planning R\&D | 6 | 3 | 3 | 5 | 6 | 7 | 3 | 3 | 3 | 9 | 8 | 8 | 3 | 4 | 9 | 5 | 11 |
| Commercial Space Transportation | - | - | - | - | - | - | 3 | 4 | 4 | 5 | 6 | - | - | - | - | - | - |
| Minority Business Program | - | - | - | - | - | - | - | 7 | 8 | 8 | 7 | 10 | 11 | 7 | 10 | 2 | 1 |
| Minority Business Direct Loan | - | - | - | - | - | - | - | 7 | 8 | 8 | 5 | 5 | 6 | 2 | 5 | -3 | -4 |
| Minority Business Outreach | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 | 3 | 3 | 3 | 3 |
| Minority business resource center program account | - | - | - | - | - | - | - | - | 1 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Gifts and Bequest | 0 | 4 | 0 | - | - | - | - | - | - | 0 | - | - | - | - | - | - | - |
| Commission on Aviation Security | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| Working Capital Fund | - | - | - | 2 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Administrative Service Center | - | - | - | 2 | 3 | 4 | - | - | - | - | - | - | - | - | 1 | - | - |
| Office of the Inspector General Total | 28 | 26 | 27 | 28 | 29 | 32 | 32 | 37 | 38 | 39 | 40 | 39 | 38 | 42 | 44 | 44 | 49 |
| Salaries and Expenses | 28 | 26 | 27 | 28 | 29 | 32 | 32 | 37 | 38 | 39 | 40 | 39 | 38 | 42 | 44 | 44 | 49 |
| Bureau of Transportation Statistics Total | - | - | - | - | - | - | - | 5 | 10 | 15 | 15 | 20 | 25 | 31 | 31 | 31 | 31 |
| Research and Special Programs Administration Total | 20 | 18 | 20 | 13 | 15 | 17 | 16 | 22 | 35 | 35 | 35 | 34 | 40 | 41 | 43 | 63 | 57 |
| Research and Special Programs | 20 | 18 | 20 | 13 | 15 | 17 | 16 | 22 | 24 | 24 | 26 | 24 | 30 | 30 | 31 | 33 | 36 |
| Emergency Preparedness Fund | - | - | - | - | - | - | - | - | 11 | 8 | 7 | 7 | 7 | 8 | 8 | 25 | 14 |
| Trust Fund Share of Pipeline Safety | - | - | - | - | - | - | - | - | - | 2 | 2 | 3 | 3 | 3 | 4 | 5 | 7 |
| Interstate Commerce Commission Total | 51 | 46 | 47 | 44 | 43 | 44 | 44 | 41 | 44 | 45 | 33 | 6 | - | - | - | - | - |
| Salaries and Expenses | 51 | 46 | 47 | 44 | 43 | 44 | 44 | 41 | 44 | 45 | 33 | 6 | - | - | - | - | - |
| Surface Transportation Board Total | - | - | - | - | - | - | - | - | - | - | - | 16 | 12 | 14 | 15 | 16 | 18 |
| Salaries and expenses | - | - | - | - | - | - | - | - | - | - | - | 16 | 12 | 14 | 15 | 16 | 18 |
| National Transportation Safety Board Total | 22 | 21 | 22 | 24 | 25 | 27 | 31 | 35 | 36 | 37 | 37 | 40 | 79 | 54 | 56 | 77 | 63 |
| Salaries and Expenses | 22 | 21 | 22 | 24 | 25 | 27 | 31 | 35 | 36 | 37 | 37 | 39 | 78 | 53 | 55 | 77 | 63 |
| Emergency Fund | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | - | - |

Emergency Fund
EY: "-" = No activit
NOTES:
Numbers may not add to totals due to rounding.
Data for FY 2001 are estimates.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outl "ô !
authority, rather than combined with government receipts.
SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), available at http://w3.access.gpo.gov/usbudgetfy2002/db.html, as of October 2001.

## Table 12-D

Federal Obligations for Transportation General Support by Agency and Program: FY 1985-2001

| Agency and Program | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 est. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total General Support Obligations | 307 | 311 | 333 | 397 | 443 | 488 | 630 | 686 | 758 | 814 | 758 | 756 | 809 | 628 | 700 | 751 | 1,068 |
| Office of the Secretary Total | 111 | 124 | 132 | 172 | 202 | 210 | 309 | 316 | 358 | 385 | 389 | 388 | 380 | 238 | 281 | 277 | 568 |
| Salaries and Expenses | 57 | 54 | 68 | 57 | 58 | 62 | 66 | 77 | 86 | 75 | 76 | 70 | 57 | 63 | 64 | 68 | 75 |
| Rental payments (including Trust Fund) | - | - | - | - | - | - | 151 | 158 | 183 | 201 | 199 | 198 | 187 | - | - | - | 1 |
| Rental payments | - | - | - | - | - | - | 108 | 112 | 133 | 161 | 157 | 154 | 146 | - | - | - | 1 |
| Trust Fund share of rental payments | - | - | - | - | - | - | 44 | 46 | 49 | 41 | 42 | 44 | 41 | - | - | - | - |
| Transportation planning R\&D | - | 6 | 5 | 6 | 17 | 18 | 15 | 4 | 4 | 10 | 10 | 9 | 5 | 4 | 9 | 5 | 16 |
| Commercial Space Transportation | - | - | - | - | - | - | 3 | 5 | 4 | 5 | 6 | - | - | - | - | - | - |
| Minority Business Program | - | - | - | - | - | - | - | - | 8 | 7 | 13 | 13 | 11 | 11 | 7 | 6 | 2 |
| Minority Business Direct Loan | - | - | - | - | - | - | - | - | 8 | 7 | 11 | 8 | 7 | 6 | 7 | 5 | - |
| Minority Business Outreach | - | - | - | - | - | - | - | - | - | - | 2 | 3 | 2 | 3 | - | - | - |
| Minority business resource center program account | - | - | - | - | - | - | - | - | 0 | 0 | - | 2 | 2 | 2 | - | 1 | 2 |
| Gifts and Bequest | 0 | 4 | 0 | - | - | 0 | - | 0 | 0 | 0 | - | - | - | - | - | - | - |
| Working Capital Fund | 54 | 61 | 59 | 109 | 127 | 130 | 74 | 73 | 74 | 87 | 85 | - | ${ }^{-}$ | ${ }^{-}$ | - | - | - |
| Transportation Administrative Service Center | - | - | - | - | - | - | - | - | - | - | - | 98 | 120 | 160 | 201 | 198 | 474 |
| Office of the Inspector General Total | 27 | 26 | 28 | 28 | 29 | 32 | 32 | 37 | 38 | 39 | 39 | 39 | 38 | 42 | 45 | 49 | 53 |
| Salaries and Expenses | 27 | 26 | 28 | 28 | 29 | 32 | 32 | 37 | 38 | 39 | 39 | 39 | 38 | 42 | 45 | 49 | 53 |
| Bureau of Transportation Statistics | - | - | - | - | - | - | - | - | - | 20 | 15 | 16 | 22 | 21 | 29 | 26 | 37 |
| Research and Special Programs Administration Total | 97 | 94 | 107 | 129 | 142 | 175 | 213 | 251 | 275 | 280 | 277 | 256 | 280 | 255 | 272 | 309 | 317 |
| Research and Special Programs | 21 | 18 | 20 | 16 | 16 | 18 | 18 | 37 | 39 | 49 | 65 | 57 | 59 | 45 | 75 | 90 | 90 |
| Emergency Preparedness Fund | - | - | - | - | - | - | - | - | 10 | 9 | 7 | 8 | 7 | 7 | 9 | 14 | 14 |
| Volpe National Transportation Systems Center | 76 | 75 | 87 | 113 | 126 | 157 | 195 | 214 | 225 | 220 | 202 | 190 | 210 | 201 | 183 | 199 | 205 |
| Trust Fund Share of Pipeline Safety | - | - | - | - | - | - | - | - | 0 | 2 | 3 | 1 | 4 | 2 | 5 | 6 | 8 |
| Interstate Commerce Commission Total | 50 | 46 | 43 | 44 | 43 | 44 | 44 | 47 | 51 | 53 | - | - | - | - | - | - | - |
| Salaries and Expenses | 50 | 46 | 43 | 44 | 43 | 44 | 44 | 47 | 51 | 53 | - | - | - | - | - | - | - |
| Surface Transportation Board Total | - | - | - | - | - | - | - | - | - | - | - | 17 | 15 | 16 | 16 | 17 | 19 |
| Salaries and expenses | - | - | - | - | - | - | - | - | - | - | - | 17 | 15 | 16 | 16 | 17 | 19 |
| National Transportation Safety Board Total | 22 | 21 | 23 | 24 | 25 | 27 | 31 | 35 | 36 | 37 | 38 | 40 | 74 | 56 | 57 | 73 | 74 |
| Salaries and Expenses | 22 | 21 | 23 | 24 | 25 | 27 | 31 | 35 | 36 | 37 | 37 | 39 | 73 | 55 | 57 | 73 | 74 |
| Emergency Fund | 0 | - | - | - | - | 0 | - | - | - | - | 1 | 1 | 1 | 1 | - | - | - |

Emergency Fund
KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTES:
Numbers may not add to totals due to roundin
Data for FY 2001 are estimates.
SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), available at htpp://w3.access.gpo.gov/usbudget, as of October 2001.

## able 13-A

Federal Transportation Grants to State and Local Governments by Mode: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 18,146 | 19,326 | 17,698 | 18,689 | 18,619 | 19,689 | 20,488 | 21,349 | 23,037 | 23,278 | 24,950 | 25,061 | 26,073 | 25,125 | 27,959 | N/A |
| Highway | 14,007 | 15,130 | 13,484 | 14,581 | 13,938 | 14,695 | 15,083 | 16,044 | 17,158 | 18,319 | 18,677 | 19,039 | 20,008 | 19,294 | 22,127 | 26,061 |
| Transit | 3,304 | 3,299 | 3,253 | 3,227 | 3,498 | 3,728 | 3,817 | 3,577 | 3,885 | 3,267 | 4,353 | 4,291 | 4,499 | 4,221 | 4,188 | 4,476 |
| Rail | 35 | 22 | 22 | 23 | 17 | 16 | 8 | 14 | 19 | 28 | 22 | 25 | 39 | 54 | 44 | 61 |
| Air | 789 | 853 | 917 | 825 | 1,135 | 1,220 | 1,541 | 1,672 | 1,931 | 1,620 | 1,826 | 1,655 | 1,489 | 1,511 | 1,565 | 1,896 |
| Water | 12 | 23 | 22 | 31 | 27 | 26 | 35 | 36 | 37 | 39 | 62 | 40 | 26 | 32 | 21 | 9 |
| Pipeline | - | - | - | 2 | 4 | 4 | 5 | 6 | 7 | 5 | 10 | 11 | 12 | 13 | 14 | N/A |

[^6]NOTES:
Numbers may not add to totals due to rounding.
Federal grants to state and local governments for rail do not include grants to Amtrak.
SOURCES:
Hghway:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication); and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics ashington, D.C.: Annual publication), Table FA
reansit, Rail, Air, Water, and Pipe
Execuive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudgetfy2002/dd.html, as of October

## Table 13-1

Federal Transportation Grants to State and Local Governments by Mode: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total | 25,397 | 26,452 | 23,730 | 24,322 | 23,492 | 24,022 | 23,807 | 24,338 | 25,155 | 24,620 | 25,485 | 25,061 | 25,547 | 24,304 | 26,309 | N/A |
| Highway | 19,604 | 20,709 | 18,080 | 18,976 | 17,586 | 17,929 | 17,527 | 18,290 | 18,735 | 19,375 | 19,077 | 19,039 | 19,604 | 18,664 | 20,821 | 23,750 |
| Transit | 4,624 | 4,515 | 4,362 | 4,199 | 4,413 | 4,549 | 4,435 | 4,078 | 4,243 | 3,455 | 4,446 | 4,291 | 4,408 | 4,083 | 3,941 | 4,079 |
| Rail | 49 | 30 | 29 | 30 | 21 | 19 | 9 | 16 | 20 | 30 | 22 | 25 | 38 | 52 | 41 | 56 |
| Air | 1,104 | 1,168 | 1,229 | 1,074 | 1,432 | 1,489 | 1,790 | 1,906 | 2,109 | 1,713 | 1,865 | 1,655 | 1,459 | 1,462 | 1,473 | 1,728 |
| Water | 17 | 31 | 29 | 40 | 34 | 31 | 41 | 41 | 41 | 42 | 63 | 40 | 25 | 31 | 20 | 8 |
| Pipeline | - | - | - | 3 | 5 | 5 | 5 | 7 | 7 | 6 | 10 | 11 | 12 | 13 | 13 | N/A |

KEY: "-" = No activity or a value of zero; N/A = Data not available.

## NOTES:

Numbers may not add to totals due to rounding.
Federal grants to state and local governments for rail do not include grants to Amtrak.

## SOURCES <br> Highways:

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication); and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics
Vashington, D.C.: Annual publication), Table FA-5
Transit, Rail, Air, Water, and Pipeline
xecutive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: htpp://w3.access.gpo.gov/usbudgetfy2002/db. html, as of October 2001. hain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

## Table 14-A

## Transportation Expenditures by Mode and Level of Government After Transfer of Federal Grants: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 77,230 | 83,856 | 89,457 | 90,612 | 94,766 | 100,629 | 108,284 | 114,587 | 116,461 | 125,882 | 130,542 | 133,359 | 138,361 | 145,659 | 154,845 | N/A |
| Federal | 10,144 | 10,304 | 10,419 | 10,237 | 10,702 | 11,170 | 12,462 | 13,916 | 14,233 | 16,390 | 15,819 | 15,712 | 15,693 | 16,178 | 16,016 | 15,885 |
| State | 33,239 | 36,440 | 38,411 | 38,683 | 40,573 | 42,347 | 44,938 | 46,473 | 47,801 | 49,856 | 53,260 | 54,654 | 55,849 | 59,513 | 64,389 | N/A |
| Local | 33,847 | 37,112 | 40,627 | 41,692 | 43,490 | 47,113 | 50,885 | 54,198 | 54,426 | 59,636 | 61,462 | 62,993 | 66,820 | 69,968 | 74,440 | N/A |
| Highways Total | 46,604 | 50,435 | 54,032 | 57,361 | 59,854 | 62,563 | 66,526 | 68,954 | 69,991 | 74,531 | 79,309 | 81,550 | 84,212 | 89,454 | 95,494 | N/A |
| Federal | 1,023 | 384 | 916 | 955 | 995 | 757 | 776 | 728 | 924 | 1,734 | 1,401 | 1,583 | 1,339 | 1,357 | 1,462 | N/A |
| State | 27,135 | 30,191 | 31,488 | 33,732 | 35,318 | 36,464 | 38,911 | 40,478 | 42,056 | 43,812 | 46,893 | 47,548 | 48,773 | 51,971 | 56,242 | N/A |
| Local | 18,446 | 19,860 | 21,627 | 22,674 | 23,541 | 25,342 | 26,839 | 27,748 | 27,011 | 28,984 | 31,016 | 32,419 | 34,101 | 36,126 | 37,790 | N/A |
| Transit Total | 16,333 | 17,586 | 19,321 | 16,827 | 17,594 | 19,261 | 20,857 | 22,322 | 21,279 | 25,088 | 26,162 | 26,346 | 26,875 | 28,108 | 29,027 | N/A |
| Federal | 123 | 101 | 98 | 89 | 97 | 103 | 101 | 98 | -369 | 503 | 121 | 84 | 84 | 81 | 77 | 861 |
| State | 5,039 | 5,212 | 5,877 | 3,977 | 4,083 | 4,699 | 4,745 | 4,481 | 4,205 | 4,553 | 4,915 | 5,479 | 5,387 | 5,817 | 6,261 | N/A |
| Local | 11,171 | 12,273 | 13,346 | 12,762 | 13,414 | 14,458 | 16,011 | 17,743 | 17,444 | 20,032 | 21,126 | 20,783 | 21,404 | 22,210 | 22,689 | N/A |
| Rail Total | 1,072 | 917 | 817 | 586 | 606 | 541 | 783 | 906 | 819 | 845 | 1,043 | 1,015 | 1,148 | 1,099 | 565 | N/A |
| Federal | 1,022 | 886 | 786 | 554 | 582 | 518 | 772 | 886 | 793 | 805 | 1,012 | 979 | 1,092 | 1,022 | 502 | 694 |
| State | 50 | 31 | 31 | 33 | 24 | 22 | 11 | 20 | 27 | 40 | 31 | 36 | 56 | 77 | 63 | N/A |
| Air Total | 7,903 | 8,749 | 9,540 | 10,422 | 11,240 | 12,568 | 13,974 | 15,916 | 17,408 | 17,941 | 16,960 | 17,273 | 18,776 | 19,593 | 21,789 | N/A |
| Federal | 4,159 | 4,492 | 4,626 | 5,071 | 5,488 | 6,084 | 6,741 | 7,641 | 8,118 | 8,526 | 8,563 | 8,480 | 8,648 | 9,111 | 9,157 | 7,660 |
| State | 473 | 454 | 476 | 454 | 507 | 635 | 759 | 963 | 915 | 788 | 783 | 796 | 883 | 805 | 1,013 | N/A |
| Local | 3,271 | 3,803 | 4,438 | 4,897 | 5,245 | 5,848 | 6,474 | 7,312 | 8,375 | 8,626 | 7,614 | 7,997 | 9,245 | 9,677 | 11,619 | N/A |
| Water Total | 5,124 | 5,974 | 5,601 | 5,245 | 5,289 | 5,480 | 5,847 | 6,167 | 6,593 | 7,046 | 6,628 | 6,775 | 6,996 | 7,137 | 7,682 | N/A |
| Federal | 3,630 | 4,248 | 3,850 | 3,403 | 3,366 | 3,511 | 3,798 | 4,268 | 4,425 | 4,418 | 4,318 | 4,198 | 4,186 | 4,352 | 4,544 | 4,801 |
| State | 534 | 548 | 535 | 482 | 632 | 504 | 487 | 504 | 572 | 635 | 604 | 784 | 739 | 830 | 796 | N/A |
| Local | 959 | 1,177 | 1,216 | 1,360 | 1,290 | 1,464 | 1,562 | 1,395 | 1,596 | 1,993 | 1,706 | 1,794 | 2,070 | 1,955 | 2,342 | N/A |
| Pipeline Total | 8 | 4 | 4 | 9 | 15 | 26 | 28 | 32 | 34 | 36 | 43 | 33 | 29 | 32 | 30 | N/A |
| Federal | - | - | - | 3 | 6 | 5 | 4 | 6 | 7 | 8 | 9 | 22 | 17 | 19 | 16 | 14 |
| State | 8 | 4 | 4 | 6 | 9 | 21 | 24 | 26 | 27 | 28 | 34 | 11 | 12 | 13 | 14 | N/A |
| Unallocated Total | 187 | 193 | 143 | 163 | 168 | 191 | 270 | 289 | 337 | 396 | 396 | 367 | 327 | 236 | 258 | 259 |
| Federal | 187 | 193 | 143 | 163 | 168 | 191 | 270 | 289 | 337 | 396 | 396 | 367 | 327 | 236 | 258 | 259 |

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umbers may not add to totals due to rounding.
Data for FY 2000 include only federal government expenditures excluding highway
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outlay- "ô $\quad$ :AP $\quad \hat{o} \quad$ âô èo $=$ =̌̌ with government receipts.

## sources:

Federal Highways: Pres of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics
Washington, D.C.: Annual publication), Table FA-5
Federal Air:

- Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001;
. Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); and National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3, available at:
htp://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001.
Federal Water:
ederal Transit Rine United States Government
Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: htp://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001 .
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of December 2001.


## Table 14-B

Transportation Expenditures by Mode and Level of Government After Transfer of Federal Grants: FY 1985-2000

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TOTAL, All Modes | 107,281 | 113,364 | 116,272 | 114,297 | 115,509 | 117,458 | 122,583 | 127,374 | 125,950 | 132,541 | 133,498 | 133,359 | 134,959 | 139,816 | 144,745 | N/A |
| Federal | 14,198 | 14,103 | 13,971 | 13,323 | 13,503 | 13,629 | 14,480 | 15,864 | 15,542 | 17,335 | 16,159 | 15,712 | 15,376 | 15,649 | 15,071 | 14,477 |
| State | 46,120 | 49,177 | 49,717 | 48,596 | 49,234 | 49,149 | 50,697 | 51,476 | 51,627 | 52,457 | 54,475 | 54,654 | 54,444 | 57,070 | 60,143 | N/A |
| Local | 46,964 | 50,084 | 52,584 | 52,377 | 52,773 | 54,680 | 57,407 | 60,033 | 58,782 | 62,749 | 62,864 | 62,993 | 65,139 | 67,096 | 69,531 | N/A |
| Highways Total | 64,677 | 68,071 | 69,978 | 72,104 | 72,678 | 72,658 | 75,078 | 76,402 | 75,604 | 78,430 | 81,116 | 81,550 | 82,101 | 85,793 | 89,207 | N/A |
| Federal | 1,432 | 526 | 1,228 | 1,243 | 1,255 | 924 | 901 | 830 | 1,009 | 1,834 | 1,431 | 1,583 | 1,312 | 1,313 | 1,376 | 1,455 |
| State | 37,651 | 40,744 | 40,756 | 42,376 | 42,856 | 42,322 | 43,898 | 44,836 | 45,422 | 46,099 | 47,962 | 47,548 | 47,546 | 49,838 | 52,533 | N/A |
| Local | 25,595 | 26,801 | 27,993 | 28,485 | 28,566 | 29,413 | 30,279 | 30,736 | 29,173 | 30,497 | 31,723 | 32,419 | 33,243 | 34,643 | 35,298 | N/A |
| Transit Total | 22,664 | 23,734 | 25,012 | 21,144 | 21,354 | 22,361 | 23,533 | 24,728 | 22,978 | 26,400 | 26,759 | 26,346 | 26,199 | 26,955 | 27,114 | N/A |
| Federal | 172 | 138 | 131 | 116 | 122 | 126 | 117 | 111 | -403 | 532 | 124 | 84 | 82 | 78 | 72 | 785 |
| State | 6,992 | 7,034 | 7,607 | 4,996 | 4,954 | 5,454 | 5,353 | 4,964 | 4,541 | 4,790 | 5,027 | 5,479 | 5,251 | 5,578 | 5,848 | N/A |
| Local | 15,500 | 16,562 | 17,274 | 16,032 | 16,277 | 16,781 | 18,063 | 19,653 | 18,840 | 21,078 | 21,608 | 20,783 | 20,866 | 21,299 | 21,193 | N/A |
| Rail Total | 1,500 | 1,254 | 1,094 | 761 | 763 | 658 | 909 | 1,033 | 894 | 893 | 1,066 | 1,015 | 1,124 | 1,063 | 531 | N/A |
| Federal | 1,431 | 1,213 | 1,054 | 720 | 734 | 633 | 897 | 1,010 | 865 | 851 | 1,034 | 979 | 1,070 | 989 | 472 | 632 |
| State | 69 | 42 | 40 | 41 | 29 | 26 | 12 | 22 | 29 | 42 | 32 | 36 | 54 | 74 | 59 | N/A |
| Air Total | 11,015 | 11,893 | 12,563 | 13,322 | 13,904 | 14,949 | 15,993 | 17,877 | 18,898 | 18,924 | 17,336 | 17,273 | 18,347 | 18,865 | 20,416 | N/A |
| Federal | 5,821 | 6,148 | 6,203 | 6,600 | 6,924 | 7,424 | 7,833 | 8,710 | 8,864 | 9,018 | 8,747 | 8,480 | 8,473 | 8,813 | 8,617 | 6,981 |
| State | 657 | 613 | 616 | 570 | 616 | 738 | 857 | 1,067 | 988 | 829 | 801 | 796 | 860 | 772 | 947 | N/A |
| Local | 4,538 | 5,132 | 5,744 | 6,152 | 6,364 | 6,788 | 7,303 | 8,100 | 9,046 | 9,076 | 7,788 | 7,997 | 9,013 | 9,280 | 10,853 | N/A |
| Water Total | 7,153 | 8,143 | 7,429 | 6,743 | 6,581 | 6,569 | 6,724 | 6,969 | 7,173 | 7,438 | 6,773 | 6,775 | 6,841 | 6,880 | 7,207 | N/A |
| Federal | 5,081 | 5,815 | 5,163 | 4,429 | 4,247 | 4,284 | 4,413 | 4,866 | 4,831 | 4,672 | 4,411 | 4,198 | 4,102 | 4,210 | 4,276 | 4,376 |
| State | 741 | 740 | 693 | 606 | 767 | 585 | 549 | 558 | 618 | 668 | 617 | 784 | 721 | 796 | 743 | N/A |
| Local | 1,330 | 1,588 | 1,574 | 1,708 | 1,566 | 1,699 | 1,762 | 1,545 | 1,724 | 2,098 | 1,745 | 1,794 | 2,018 | 1,875 | 2,188 | N/A |
| Pipeline Total | 11 | 5 | 5 | 11 | 18 | 30 | 32 | 36 | 36 | 38 | 44 | 33 | 28 | 31 | 28 | N/A |
| Federal | - | - | - | 3 | 8 | 6 | 5 | 7 | 7 | 9 | 9 | 22 | 17 | 18 | 15 | 13 |
| State | 11 | 5 | 5 | 8 | 11 | 24 | 27 | 29 | 29 | 29 | 35 | 11 | 12 | 12 | 13 | N/A |
| Unallocated Total | 261 | 264 | 191 | 212 | 212 | 233 | 314 | 329 | 367 | 419 | 404 | 367 | 320 | 228 | 243 | 236 |
| Federal | 261 | 264 | 191 | 212 | 212 | 233 | 314 | 329 | 367 | 419 | 404 | 367 | 320 | 228 | 243 | 236 |

## No

## NOTES:

Numbers may not add to totals due to rounding.
Data for FY 2000 include only federal government expenditures excluding highway.
Numbers in parenthesis are negative values due to offsetting collections. Offsetting collections are collections from the public that result from business-type activities and collections from other government accounts, which are deducted from gross outlay- "ô $\quad$ AP $\quad \mid \hat{o} \quad$ â $\hat{o}$ èo $=$ Š with government receipts.

OURCES:
xecutive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), and U.S. Department of Transportation, Federal Highway Administration, Highway Statistics
(Washington, D.C.: Annual publication), Table FA-s
Federal Air:
Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001;
_. Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); and National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), Appendix E-3, available at:
Federal Water:
. Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); ___ Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as , ederal Transit, Rail, Pipeline, and Unallocated:
_ Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of December 2001

Chain-Type Price Index:
US. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

## Table 15

## Percent Ratio of Transportation Revenues to Expenditures by Level of Government and Mode: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Federal Total | 65 | 63 | 67 | 70 | 76 | 69 | 79 | 73 | 73 | 69 | 74 | 75 | 75 | 94 | 118 |
| Highway | 86 | 86 | 88 | 88 | 101 | 87 | 96 | 99 | 93 | 85 | 97 | 110 | 100 | 118 | 143 |
| Transit | 41 | 41 | 47 | 50 | 48 | 52 | 80 | 49 | 78 | 71 | 63 | 75 | 87 | 101 | 128 |
| Air | 73 | 67 | 71 | 69 | 71 | 68 | 75 | 64 | 61 | 59 | 61 | 31 | 44 | 81 | 103 |
| Water | 13 | 12 | 17 | 23 | 22 | 28 | 34 | 36 | 37 | 33 | 38 | 38 | 38 | 37 | 34 |
| Pipeline | 0 | 0 | 0 | 186 | 95 | 108 | 119 | 115 | 108 | 140 | 184 | 94 | 103 | 91 | 100 |
| State and Local Total | 69 | 67 | 65 | 69 | 69 | 69 | 68 | 69 | 73 | 70 | 71 | 71 | 72 | 69 | 68 |
| Highway | 80 | 77 | 75 | 77 | 76 | 77 | 76 | 79 | 84 | 83 | 80 | 80 | 80 | 77 | 76 |
| Transit | 33 | 31 | 30 | 35 | 36 | 34 | 33 | 30 | 33 | 29 | 30 | 31 | 33 | 32 | 31 |
| Air | 105 | 101 | 96 | 91 | 102 | 98 | 100 | 90 | 90 | 91 | 117 | 114 | 105 | 106 | 90 |
| Water | 77 | 72 | 76 | 78 | 75 | 77 | 76 | 88 | 82 | 69 | 86 | 84 | 75 | 81 | 76 |
| Total All Levels | 68 | 65 | 65 | 69 | 72 | 69 | 71 | 70 | 73 | 70 | 72 | 72 | 73 | 76 | 82 |
| Highway | 82 | 80 | 79 | 80 | 83 | 80 | 81 | 84 | 86 | 84 | 84 | 87 | 85 | 86 | 93 |
| Transit | 35 | 33 | 33 | 38 | 38 | 37 | 42 | 34 | 40 | 36 | 36 | 39 | 42 | 42 | 45 |
| Air | 85 | 80 | 81 | 79 | 83 | 81 | 85 | 75 | 73 | 73 | 82 | 65 | 72 | 93 | 97 |
| Water | 32 | 29 | 35 | 42 | 41 | 45 | 49 | 51 | 51 | 46 | 54 | 55 | 53 | 54 | 51 |
| Pipeline | 0 | 0 | 263 | 99 | 66 | 39 | 39 | 44 | 43 | 53 | 81 | 94 | 103 | 91 | 100 |

## SOURCES:

Calculated based on data from the following sources:

## Federal Revenues:

## Highways and Transit:

U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Tables FE-210 (Historical Data)

Air:
U.S. Department of Transportation, Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budgetindex.html, as of October 2001 .

Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues)

## rederal Expenditures:

Highway
Air:
$\qquad$ Budget of the United States Government - Appendix © Sace Report of the President (Washington, D.C.: Annual issues), Appendix E-3, available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001.
Water: Budget of the United States Government - Appendix (Washington, D.C.: Annual issues); $\qquad$ . Budget of the United States Government FY 2002 - Public Budget Database
washington, D.C.), Outlays available at: http:/w3.access.gpo.gov/usbudgetfy2002/db.html, as of October 2001; and personal communication with the U.S. Army Corps of Engineers.
ransit, Rail, and Pipeline
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudgetfy2002/db.html, as of
$\xrightarrow[\text { October } 2001 .]{ }$
State and Local Revenues and Expenditures:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of

October 2001.

## Table 16-A

# Transportation Revenues as a Proportion of all Revenues by Level of Government: FY 1985-1999 

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total, all government revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government revenues | 1,348 | 1,439 | 1,583 | 1,676 | 1,819 | 1,927 | 1,982 | 2,102 | 2,227 | 2,375 | 2,541 | 2,732 | 2,949 | 3,188 | 3,351 |
| Transportation revenues | 52 | 55 | 59 | 63 | 68 | 70 | 77 | 80 | 85 | 88 | 94 | 96 | 101 | 111 | 127 |
| Transportation percent of total | 3.9 | 3.8 | 3.7 | 3.8 | 3.7 | 3.6 | 3.9 | 3.8 | 3.8 | 3.7 | 3.7 | 3.5 | 3.4 | 3.5 | 3.8 |
| Federal revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total federal revenues | 734 | 769 | 854 | 909 | 991 | 1,032 | 1,055 | 1,091 | 1,154 | 1,259 | 1,352 | 1,453 | 1,579 | 1,722 | 1,827 |
| Transportation revenues | 18 | 19 | 19 | 20 | 22 | 21 | 26 | 26 | 27 | 27 | 30 | 31 | 31 | 39 | 52 |
| Transportation percent of total | 2.5 | 2.4 | 2.2 | 2.2 | 2.3 | 2.1 | 2.5 | 2.4 | 2.4 | 2.2 | 2.2 | 2.1 | 2.0 | 2.3 | 2.8 |
| State and Local revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total state and local revenues | 614 | 670 | 729 | 767 | 828 | 895 | 927 | 1,011 | 1,072 | 1,116 | 1,189 | 1,279 | 1,370 | 1,466 | 1,524 |
| Transportation revenues | 34 | 36 | 40 | 43 | 45 | 48 | 51 | 54 | 58 | 60 | 63 | 66 | 69 | 72 | 75 |
| Transportation percent of total | 5.5 | 5.4 | 5.4 | 5.6 | 5.5 | 5.4 | 5.5 | 5.4 | 5.4 | 5.4 | 5.3 | 5.1 | 5.0 | 4.9 | 4.9 |

NOTE:
SOURCES:
Federal:
Federal:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Tables FE-210 (Historical Data);
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Tables FE-210 (Historical Data);
. Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budget/index.html, as of October 2001; and Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues).
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001 .

| Transportation Revenues as a Proportion of all Revenues by Level of Government: FY 1985-1999 (Chained $1996 \$$ millions) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| Total, all government revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government revenues | 1,879 | 1,957 | 2,089 | 2,146 | 2,255 | 2,298 | 2,271 | 2,364 | 2,419 | 2,505 | 2,597 | 2,732 | 2,883 | 3,071 | 3,143 |
| Transportation | 73 | 74 | 77 | 80 | 83 | 82 | 88 | 90 | 92 | 92 | 96 | 96 | 98 | 107 | 119 |
| Transportation percent of total | 3.9 | 3.8 | 3.7 | 3.7 | 3.7 | 3.6 | 3.9 | 3.8 | 3.8 | 3.7 | 3.7 | 3.5 | 3.4 | 3.5 | 3.8 |
| Federal revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total federal revenues | 1,027 | 1,053 | 1,146 | 1,183 | 1,251 | 1,259 | 1,226 | 1,244 | 1,261 | 1,331 | 1,381 | 1,453 | 1,547 | 1,666 | 1,720 |
| Transportation | 26 | 26 | 25 | 26 | 28 | 26 | 30 | 29 | 30 | 29 | 31 | 31 | 31 | 38 | 49 |
| Transportation percent of total | 2.5 | 2.4 | 2.2 | 2.2 | 2.3 | 2.1 | 2.5 | 2.4 | 2.4 | 2.2 | 2.2 | 2.1 | 2.0 | 2.3 | 2.8 |
| State and Local revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total state and local revenues | 852 | 905 | 944 | 963 | 1,005 | 1,039 | 1,046 | 1,120 | 1,158 | 1,174 | 1,216 | 1,279 | 1,336 | 1,406 | 1,423 |
| Transportation | 47 | 49 | 51 | 54 | 55 | 56 | 58 | 60 | 62 | 64 | 65 | 66 | 67 | 69 | 70 |
| Transportation percent of total | 5.5 | 5.4 | 5.4 | 5.6 | 5.5 | 5.4 | 5.5 | 5.4 | 5.4 | 5.4 | 5.3 | 5.1 | 5.0 | 4.9 | 4.9 |

## NOTE: <br> Numbers may not add to totals due to rounding.

## SOURCES

Federal:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Tables FE-210 (Historical Data);
_. Federal Aviation Administration, Budget in Brief (Washington, D.C.: Annual publication), available at: http://www.faa.gov/aba/html_budget/index.html, as of October 2001; and Executive Office of the President of the United tates, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, DC: Annual issues).
State and Local:
It of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.
-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: htp://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001

## Table 17-A

Transportation Expenditures After Transfer of Federal Grants as a Fraction of all Expenditures by Level of Government: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total, all government expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government expenditures | 1,604 | 1,708 | 1,781 | 1,891 | 2,035 | 2,229 | 2,388 | 2,538 | 2,623 | 2,726 | 2,867 | 2,958 | 3,062 | 3,182 | 3,329 |
| Transportation own source | 77 | 84 | 89 | 91 | 95 | 101 | 108 | 115 | 116 | 126 | 131 | 133 | 138 | 146 | 155 |
| Transportation percent of total | 4.8 | 4.9 | 5.0 | 4.8 | 4.7 | 4.5 | 4.5 | 4.5 | 4.4 | 4.6 | 4.6 | 4.5 | 4.5 | 4.6 | 4.7 |
| Federal expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total own source | 946 | 990 | 1,004 | 1,064 | 1,144 | 1,253 | 1,324 | 1,382 | 1,410 | 1,462 | 1,516 | 1,561 | 1,601 | 1,653 | 1,703 |
| Transportation excluding federal grants | 10 | 10 | 10 | 10 | 11 | 11 | 12 | 14 | 14 | 16 | 16 | 16 | 16 | 16 | 16 |
| Transportation percent of total | 1.1 | 1.0 | 1.0 | 1.0 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 1.1 | 1.0 | 1.0 | 1.0 | 1.0 | 0.9 |
| State and Local expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total own source | 658 | 717 | 777 | 827 | 891 | 976 | 1,063 | 1,157 | 1,214 | 1,264 | 1,351 | 1,398 | 1,461 | 1,529 | 1,626 |
| Transportation including federal grants | 67 | 74 | 79 | 80 | 84 | 89 | 96 | 101 | 102 | 109 | 115 | 118 | 123 | 129 | 139 |
| Transportation percent of total | 10.2 | 10.3 | 10.2 | 9.7 | 9.4 | 9.2 | 9.0 | 8.7 | 8.4 | 8.7 | 8.5 | 8.4 | 8.4 | 8.5 | 8.5 | Transportation percent of total NOTE:

Numbers may not add to totals due to rounding.

## OURCES:

Federal:
Executive Office of the President of the United States, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication);
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001; U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5; National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), available at:
http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001, Appendix E-3; and personal communication with the U.S. Army Corps of Engineers.
State and Local:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

## Table 17-B

Transportation Expenditures After Transfer of Federal Grants as a Fraction of all Expenditures by Level of Government: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total, all government expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government expenditures | 2,237 | 2,324 | 2,352 | 2,424 | 2,524 | 2,662 | 2,738 | 2,856 | 2,850 | 2,876 | 2,931 | 2,958 | 2,993 | 3,065 | 3,121 |
| Transportation own source | 107 | 113 | 116 | 114 | 116 | 117 | 123 | 127 | 126 | 133 | 133 | 133 | 135 | 140 | 145 |
| Transportation percent of total | 4.8 | 4.9 | 4.9 | 4.7 | 4.6 | 4.4 | 4.5 | 4.5 | 4.4 | 4.6 | 4.6 | 4.5 | 4.5 | 4.6 | 4.6 |
| Federal expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total own source | 1,325 | 1,356 | 1,346 | 1,385 | 1,443 | 1,529 | 1,539 | 1,575 | 1,539 | 1,546 | 1,548 | 1,561 | 1,569 | 1,599 | 1,602 |
| Transportation excluding federal grants | 14 | 14 | 14 | 13 | 14 | 14 | 14 | 16 | 16 | 17 | 16 | 16 | 15 | 16 | 15 |
| Transportation percent of total | 1.1 | 1.0 | 1.0 | 1.0 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 1.1 | 1.0 | 1.0 | 1.0 | 1.0 | 0.9 |
| State and Local expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total own source | 913 | 968 | 1,006 | 1,039 | 1,081 | 1,133 | 1,200 | 1,281 | 1,311 | 1,330 | 1,382 | 1,398 | 1,424 | 1,467 | 1,519 |
| Transportation including federal grants | 93 | 99 | 102 | 101 | 102 | 104 | 108 | 112 | 110 | 115 | 117 | 118 | 120 | 124 | 130 |
| Transportation percent of total | 10.2 | 10.3 | 10.2 | 9.7 | 9.4 | 9.2 | 9.0 | 8.7 | 8.4 | 8.7 | 8.5 | 8.4 | 8.4 | 8.5 | 8.5 | Transportation percent of total

## NOTE:

Numbers may not add to totals due to rounding.

## SOURCES

Federal:
Executive Office of the President of the United States, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication);
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001; U.S. Department of Transportation, Federal
Highway Administration, Highway Statistics (Washington, D.C.: Annual publication), Table FA-5; National Aeronautics and Space Administration, Aeronautics and Space Report of the President (Washington, D.C.: Annual issues), available at: http://www.hq.nasa.gov/office/hqlibrary/books/nasadoc.html, as of October 2001, Appendix E-3; and personal communication with the U.S. Army Corps of Engineers.
State and Local:
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.
hain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product,
available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001

Table 18-A
Transportation Grants as a Fraction of all Federal Grants to State and Local Governments: FY 1985-1999

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Current \$ millions) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | $\mathbf{1 9 8 5}$ | $\mathbf{1 9 8 6}$ | $\mathbf{1 9 8 7}$ | $\mathbf{1 9 8 8}$ | $\mathbf{1 9 8 9}$ | $\mathbf{1 9 9 0}$ | $\mathbf{1 9 9 1}$ | $\mathbf{1 9 9 2}$ | $\mathbf{1 9 9 3}$ | $\mathbf{1 9 9 4}$ | $\mathbf{1 9 9 5}$ | $\mathbf{1 9 9 6}$ | $\mathbf{1 9 9 7}$ | $\mathbf{1 9 9 8}$ |
| Total grants | $\mathbf{1 0 5 . 9}$ | $\mathbf{1 1 2 . 3}$ | $\mathbf{1 0 8 . 4}$ | $\mathbf{1 1 5 . 3}$ | $\mathbf{1 2 1 . 9}$ | $\mathbf{1 3 5 . 3}$ | $\mathbf{1 5 4 . 5}$ | $\mathbf{1 7 8 . 1}$ | $\mathbf{1 9 3 . 6}$ | $\mathbf{2 1 0 . 6}$ | $\mathbf{2 2 5 . 0}$ | $\mathbf{2 2 7 . 8}$ | $\mathbf{2 3 4 . 2}$ | $\mathbf{2 4 6 . 1}$ |
| Transportation Grants | 18.1 | 19.3 | 17.7 | 18.7 | 18.6 | 19.7 | 20.5 | 21.3 | 23.0 | 23.3 | 24.9 | 25.1 | 26.1 | 25.1 |
| Transportation as <br> percent of total | 17.1 | 17.2 | 16.3 | 16.2 | 15.3 | 14.5 | 13.3 | 12.0 | 11.9 | 11.1 | 11.1 | 11.0 | 11.1 | 10.2 |

SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), Historical tables 12-2; and . Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy $2002 / \mathrm{db}$.html, as of October 2001.

Table 18-B
Transportation Grants as a Fraction of all Federal Grants to State and Local Governments: FY 1985-1999
(Chained 1996 \$ millions)

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total grants | 148.1 | 153.8 | 145.3 | 150.1 | 153.8 | 165.1 | 179.5 | 203.0 | 211.4 | 222.7 | 229.8 | 227.8 | 229.4 | 238.1 | 251.3 |
| Transportation Grants | 25.4 | 26.5 | 23.7 | 24.3 | 23.5 | 24.0 | 23.8 | 24.3 | 25.2 | 24.6 | 25.5 | 25.1 | 25.5 | 24.3 | 26.3 |
| Transportation as percent of total | 17.1 | 17.2 | 16.3 | 16.2 | 15.3 | 14.5 | 13.3 | 12.0 | 11.9 | 11.1 | 11.1 | 11.0 | 11.1 | 10.2 | 10.5 |

SOURCES:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government - Appendix (Washington, D.C.: Annual publication), Historical tables 12-2; and . Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001.
Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

## Table 19-A

## Government Capital Expenditures for Transportation by Mode: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| All Modes Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 77,043 | 83,663 | 89,314 | 90,450 | 94,598 | 100,439 | 108,014 | 114,298 | 116,124 | 125,486 | 130,146 | 132,992 | 138,035 | 145,423 | 154,587 |
| Total capital | 33,084 | 37,512 | 39,004 | 42,383 | 44,020 | 46,901 | 50,501 | 52,738 | 53,115 | 58,433 | 59,848 | 60,875 | 63,408 | 66,787 | 72,261 |
| Federal capital | 2,983 | 3,920 | 3,117 | 3,032 | 2,999 | 3,359 | 3,739 | 4,679 | 4,819 | 5,674 | 5,464 | 5,155 | 5,086 | 5,237 | 4,748 |
| State and Local capital | 30,322 | 33,731 | 36,017 | 39,440 | 41,092 | 43,667 | 46,970 | 48,442 | 48,644 | 53,123 | 54,971 | 56,046 | 58,713 | 62,024 | 67,592 |
| Capital as percent of total | 42.9 | 44.8 | 43.7 | 46.9 | 46.5 | 46.7 | 46.8 | 46.1 | 45.7 | 46.6 | 46.0 | 45.8 | 45.9 | 45.9 | 46.7 |
| Highway Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 46,604 | 50,435 | 54,032 | 57,361 | 59,854 | 62,563 | 66,526 | 68,954 | 69,991 | 74,531 | 79,309 | 81,550 | 84,212 | 89,454 | 95,494 |
| Total capital | 24,456 | 27,214 | 28,749 | 32,074 | 33,194 | 34,105 | 36,651 | 37,386 | 37,305 | 40,359 | 42,871 | 43,821 | 45,217 | 48,325 | 52,157 |
| Federal capital | 556 | 407 | 397 | 439 | 440 | 238 | 242 | 224 | 325 | 856 | 309 | 368 | 255 | 257 | 251 |
| State and Local capital | 23,900 | 26,807 | 28,352 | 31,635 | 32,754 | 33,867 | 36,409 | 37,162 | 36,980 | 39,503 | 42,561 | 43,453 | 44,962 | 48,067 | 51,906 |
| Capital as percent of total | 52.5 | 54.0 | 53.2 | 55.9 | 55.5 | 54.5 | 55.1 | 54.2 | 53.3 | 54.2 | 54.1 | 53.7 | 53.7 | 54.0 | 54.6 |
| Transit Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 16,333 | 17,586 | 19,321 | 16,827 | 17,594 | 19,261 | 20,857 | 22,322 | 21,279 | 25,088 | 26,162 | 26,346 | 26,875 | 28,108 | 29,027 |
| Total capital | 3,844 | 3,838 | 4,169 | 4,007 | 4,439 | 5,445 | 5,638 | 5,809 | 5,265 | 6,974 | 7,509 | 7,536 | 7,504 | 7,702 | 7,534 |
| Federal capital | 14 | 8 | 5 | 9 | 9 | 2 | 2 | 11 | 11 | 8 | 2 | 3 | 5 | 1 | 1 |
| State and Local capital | 3,830 | 3,830 | 4,165 | 3,998 | 4,430 | 5,443 | 5,636 | 5,798 | 5,254 | 6,966 | 7,507 | 7,533 | 7,499 | 7,701 | 7,533 |
| Capital as percent of total | 23.5 | 21.8 | 21.6 | 23.8 | 25.2 | 28.3 | 27.0 | 26.0 | 24.7 | 27.8 | 28.7 | 28.6 | 27.9 | 27.4 | 26.0 |
| Rail Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 1,072 | 917 | 817 | 586 | 606 | 541 | 783 | 906 | 819 | 845 | 1,043 | 1,015 | 1,148 | 1,099 | 565 |
| Federal capital ${ }^{2}$ | 221 | 139 | 130 | 87 | 66 | 120 | 203 | 377 | 341 | 355 | 578 | 304 | 374 | 455 | 64 |
| Capital as percent of total | 20.6 | 15.2 | 15.9 | 14.8 | 10.9 | 22.2 | 25.9 | 41.6 | 41.6 | 42.0 | 55.4 | 30.0 | 32.6 | 41.4 | 11.3 |
| Air Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 7,903 | 8,749 | 9,540 | 10,422 | 11,240 | 12,568 | 13,974 | 15,916 | 17,408 | 17,941 | 16,960 | 17,273 | 18,776 | 19,593 | 21,789 |
| Total capital | 3,205 | 3,882 | 4,316 | 4,788 | 5,036 | 5,794 | 6,649 | 7,910 | 9,004 | 9,104 | 7,826 | 7,677 | 8,706 | 8,772 | 10,253 |
| Federal capital | 1,331 | 1,698 | 1,684 | 1,891 | 2,071 | 2,359 | 2,708 | 3,221 | 3,591 | 3,934 | 4,024 | 3,863 | 3,830 | 3,768 | 3,587 |
| State and Local capital | 1,875 | 2,183 | 2,632 | 2,896 | 2,965 | 3,434 | 3,941 | 4,689 | 5,413 | 5,170 | 3,802 | 3,814 | 4,876 | 5,004 | 6,666 |
| Capital as percent of total | 40.6 | 44.4 | 45.2 | 45.9 | 44.8 | 46.1 | 47.6 | 49.7 | 51.7 | 50.7 | 46.1 | 44.4 | 46.4 | 44.8 | 47.1 |
| Water Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 5,124 | 5,974 | 5,601 | 5,245 | 5,289 | 5,480 | 5,847 | 6,167 | 6,593 | 7,046 | 6,628 | 6,775 | 6,996 | 7,137 | 7,682 |
| Total capital | 1,578 | 2,579 | 1,769 | 1,514 | 1,350 | 1,557 | 1,563 | 1,633 | 1,541 | 1,995 | 1,642 | 1,841 | 1,981 | 1,989 | 2,317 |
| Federal capital ${ }^{1}$ | 861 | 1,668 | 901 | 604 | 407 | 633 | 579 | 839 | 545 | 513 | 542 | 595 | 605 | 737 | 830 |
| State and Local capital | 717 | 911 | 869 | 911 | 943 | 924 | 984 | 794 | 996 | 1,483 | 1,101 | 1,246 | 1,376 | 1,252 | 1,487 |
| Capital as percent of total | 30.8 | 43.2 | 31.6 | 28.9 | 25.5 | 28.4 | 26.7 | 26.5 | 23.4 | 28.3 | 24.8 | 27.2 | 28.3 | 27.9 | 30.2 |
| Pipeline Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 8 | 4 | 4 | 9 | 15 | 26 | 28 | 32 | 34 | 36 | 43 | 33 | 29 | 32 | 30 |
| Federal capital | - | - | - | 3 | 6 | 5 | 4 | 6 | 7 | 8 | 9 | 22 | 17 | 19 | 16 |
| Capital as percent of total | 0.0 | 0.0 | 0.0 | 30.2 | 40.4 | 19.4 | 15.9 | 20.0 | 20.5 | 23.0 | 20.8 | 66.7 | 58.6 | 59.4 | 53.3 |

## KEY: "-" = No activity or a value of zer

## NOTES:

Numbers may not add to totals due to rounding.
1994-95 data do not include Panama Canal Commission capital expenditures
2/Federal capital grants to Amtrak is not included for FY 1996-99.

## SOURCES:

Federal Highway:
U.S. Department of Transportation, Federal Highway Administration, Highway Statistics (Washington, D.C.: Annual issues), Table HF-10A

Federal Transit, Air, and Pipeline:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Goverrment FY 2002 - Public Budget Database (Washington, D.C), Outlays available at: http://w3.access.gpo.gov//usbudget/fy $2002 /$ db. html, as of October Federal Water:
Federal Water:
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudgetfyy2002/db.html, as of October 2001; and personal communications for USACE, Saint Lawrence Seaway Development Corporation, and Pananama Canal Commission.
Federal Rail:
For 1995 and preceding years - personal communication.
After 1995: Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of State and Local:
U.S. States Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

## Table 19-B

## Government Capital Expenditures for Transportation by Mode: FY 1985-1999

| Mode | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| All Modes Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 107,238 | 113,472 | 116,903 | 114,928 | 116,195 | 118,397 | 122,963 | 127,735 | 125,857 | 132,249 | 133,060 | 132,992 | 134,769 | 139,797 | 144,697 |
| Total capital | 45,919 | 50,685 | 50,617 | 53,365 | 53,545 | 54,624 | 57,090 | 58,542 | 57,407 | 61,503 | 61,205 | 60,875 | 61,837 | 64,086 | 67,528 |
| Federal capital | 4,169 | 5,362 | 4,178 | 3,944 | 3,782 | 4,097 | 4,344 | 5,333 | 5,261 | 6,000 | 5,581 | 5,155 | 4,984 | 5,054 | 4,466 |
| State and Local capital | 42,073 | 45,521 | 46,618 | 49,548 | 49,863 | 50,681 | 52,989 | 53,658 | 52,537 | 55,895 | 56,225 | 56,046 | 57,236 | 59,479 | 63,135 |
| Capital as percent of total | 42.8 | 44.7 | 43.3 | 46.4 | 46.1 | 46.1 | 46.4 | 45.8 | 45.6 | 46.5 | 46.0 | 45.8 | 45.9 | 45.8 | 46.7 |
| Highway Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 64,845 | 68,362 | 70,605 | 72,762 | 73,350 | 73,532 | 75,588 | 76,920 | 75,808 | 78,530 | 81,091 | 81,550 | 82,200 | 85,955 | 89,361 |
| Total capital | 33,941 | 36,733 | 37,230 | 40,313 | 40,301 | 39,598 | 41,356 | 41,419 | 40,295 | 42,470 | 43,848 | 43,821 | 44,081 | 46,343 | 48,719 |
| Federal capital | 779 | 557 | 533 | 571 | 555 | 291 | 281 | 255 | 355 | 905 | 316 | 368 | 250 | 249 | 236 |
| State and Local capital | 33,162 | 36,177 | 36,697 | 39,742 | 39,746 | 39,307 | 41,075 | 41,163 | 39,940 | 41,565 | 43,532 | 43,453 | 43,831 | 46,095 | 48,483 |
| Capital as percent of total | 52.3 | 53.7 | 52.7 | 55.4 | 54.9 | 53.9 | 54.7 | 53.8 | 53.2 | 54.1 | 54.1 | 53.7 | 53.6 | 53.9 | 54.5 |
| Transit Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 22,704 | 23,797 | 25,163 | 21,290 | 21,522 | 22,583 | 23,662 | 24,844 | 23,024 | 26,418 | 26,753 | 26,346 | 26,221 | 26,990 | 27,143 |
| Total capital | 5,315 | 5,168 | 5,390 | 5,023 | 5,375 | 6,317 | 6,359 | 6,422 | 5,674 | 7,330 | 7,678 | 7,536 | 7,316 | 7,386 | 7,038 |
| Federal capital | 20 | 11 | 6 | 12 | 11 | 3 | 2 | 13 | 12 | 8 | 2 | 3 | 5 | 1 | 1 |
| State and Local capital | 5,315 | 5,168 | 5,390 | 5,023 | 5,375 | 6,317 | 6,359 | 6,422 | 5,674 | 7,330 | 7,678 | 7,533 | 7,311 | 7,385 | 7,037 |
| Capital as percent of total | 23.4 | 21.7 | 21.4 | 23.6 | 25.0 | 28.0 | 26.9 | 25.9 | 24.6 | 27.7 | 28.7 | 28.6 | 27.9 | 27.4 | 25.9 |
| Rail Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 1,501 | 1,255 | 1,095 | 762 | 764 | 659 | 909 | 1,033 | 895 | 893 | 1,066 | 1,015 | 1,124 | 1,063 | 531 |
| Federal capital ${ }^{2}$ | 309 | 190 | 174 | 113 | 83 | 146 | 236 | 430 | 372 | 375 | 590 | 304 | 366 | 428 | 58 |
| Capital as percent of total | 20.6 | 15.2 | 15.9 | 14.9 | 10.9 | 22.2 | 25.9 | 41.6 | 41.6 | 42.0 | 55.4 | 30.0 | 32.6 | 40.3 | 10.9 |
| Air Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 11,025 | 11,909 | 12,606 | 13,359 | 13,958 | 15,021 | 16,045 | 17,931 | 18,921 | 18,932 | 17,333 | 17,273 | 18,354 | 18,878 | 20,427 |
| Total capital | 4,463 | 5,271 | 5,665 | 6,100 | 6,211 | 6,865 | 7,592 | 8,866 | 9,767 | 9,601 | 7,999 | 7,677 | 8,506 | 8,443 | 9,601 |
| Federal capital | 1,862 | 2,325 | 2,258 | 2,461 | 2,613 | 2,879 | 3,146 | 3,672 | 3,921 | 4,161 | 4,110 | 3,863 | 3,753 | 3,645 | 3,375 |
| State and Local capital | 2,601 | 2,947 | 3,407 | 3,639 | 3,598 | 3,986 | 4,446 | 5,194 | 5,846 | 5,440 | 3,889 | 3,814 | 4,754 | 4,798 | 6,226 |
| Capital as percent of total | 40.5 | 44.3 | 44.9 | 45.7 | 44.5 | 45.7 | 47.3 | 49.4 | 51.6 | 50.7 | 46.2 | 44.4 | 46.3 | 44.7 | 47.0 |
| Water Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 7,153 | 8,144 | 7,430 | 6,744 | 6,582 | 6,570 | 6,726 | 6,970 | 7,174 | 7,438 | 6,773 | 6,775 | 6,841 | 6,881 | 7,207 |
| Total capital | 2,199 | 3,512 | 2,332 | 1,930 | 1,658 | 1,845 | 1,783 | 1,836 | 1,671 | 2,102 | 1,679 | 1,841 | 1,934 | 1,914 | 2,170 |
| Federal capital ${ }^{1}$ | 1,205 | 2,283 | 1,208 | 785 | 514 | 773 | 673 | 957 | 595 | 542 | 553 | 595 | 593 | 713 | 781 |
| State and Local capital | 995 | 1,229 | 1,124 | 1,144 | 1,144 | 1,072 | 1,110 | 879 | 1,076 | 1,560 | 1,126 | 1,246 | 1,341 | 1,201 | 1,389 |
| Capital as percent of total | 30.7 | 43.1 | 31.4 | 28.6 | 25.2 | 28.1 | 26.5 | 26.3 | 23.3 | 28.3 | 24.8 | 27.2 | 28.3 | 27.8 | 30.1 |
| Pipeline Expenditures |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total government | 11 | 5 | 5 | 11 | 18 | 31 | 32 | 36 | 36 | 38 | 44 | 33 | 28 | 31 | 28 |
| Federal capital | - | - | - | 3 | 8 | 6 | 5 | 7 | 7 | 9 | 9 | 22 | 17 | 18 | 15 |
| Capital as percent of total | 0.0 | 0.0 | 0.0 | 30.7 | 40.9 | 20.0 | 16.2 | 20.3 | 20.6 | 23.1 | 20.8 | 66.7 | 58.6 | 59.4 | 53.3 |

KEY: "-" = No activity or a value of zero
Numbers may not add to totals due to rounding
/ 1994-95 data do not include Panama Canal Commission capital expenditure.
2/ Federal capital grants to Amtrak is not included for FY 1996-99.

## SOURCES:

Federal Highway:
Federal Highway Administration, Highway Statistics (Washington, D.C. Annual issues) Table HF-10A
Federal Transit, Air, and Pipeline:
Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October Federal Water:
. Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of October 2001; and personal communications for USACE, Saint Lawrence Seaway Development Corporation, and Pananama Canal Commission.
Federal Rail:
For 1995 and preceding years - personal communication.
After 1995: Executive Office of the President of the United States, Office of Management and Budget, Budget of the United States Government FY 2002 - Public Budget Database (Washington, D.C.), Outlays available at: http://w3.access.gpo.gov/usbudget/fy2002/db.html, as of ( State and Local:
U.S. States Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

Chain-Type Price Index:
.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc. orovbea/dn/nipaweb/, as of October 2001


| State | ${ }^{1985}$ |  | ${ }_{1986}$ |  | 1987 |  | ${ }^{1988}$ |  | 1989 |  |  |  | 1991 |  | ${ }^{1992}$ |  | ${ }^{1993}$ |  | 1994 |  | 1995 |  | ${ }_{\text {State }}{ }^{19}$ | Local | ${ }_{\text {state }}{ }^{19}$ | Local |  | 1998 | ${ }^{1999}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.S. Toal | 22,960 | 2.300 |  | 2,482 | 26.861 | ${ }^{2,866}$ | 29.113 | ${ }^{3.282}$ |  |  | 32.64 | ${ }^{3.848}$ | ${ }^{34,462}$ | 4,073 |  | 4,292 | 3 3, 149 | 4,433 | ${ }^{40.557}$ | 4,754 | 42.415 | 4.952 |  | ${ }_{5}^{5,133}$ | 45.034 | 5.466 | 47,214 | 5.779 | 48,784 | 6.061 |
| Motor Fuel laxes | ${ }_{13,344}$ | ${ }_{286}$ | 14.126 | 313 | 15,707 | ${ }_{4} 49$ | 17,211 | 577 | 18.106 | 613 | 19,379 | 664 | 20.639 | 677 | 22.253 | 705 | 23.568 | 680 | 24,490 | 713 | 25.440 | 766 | 25,988 | 844 | 27,214 | 881 | 28.345 | 902 | 29,130 | ${ }^{2} 25$ |
| Mv license axxes | 7.163 | 518 | 7.673 | 568 | 8.349 | 625 | 8.848 | 646 | 9.392 | 692 | 9,848 | 769 | 10.131 | 784 | ${ }^{10.653}$ | 84 | 11,502 | 901 | 11.835 | 927 | 12.414 | 1.081 | ${ }^{12,681}$ | 1.088 | 12,840 | 1,188 | 13.662 | ${ }^{1.222}$ | 14,083 | 1.259 |
| MV pperator fiense taxes | 617 |  | 696 |  | 719 | 1 | ${ }^{765}$ | 1 | 294 | 1 | ${ }^{237}$ | ${ }^{1}$ | ${ }_{265} 86$ | ${ }^{2}$ | ${ }^{1,006}$ | ${ }^{2}$ | 1.017 | ${ }^{2}$ | ${ }^{1.058}$ | ${ }^{2}$ | ${ }^{1.145}$ | ${ }^{4}$ | ${ }^{1.1,67}$ | ${ }^{2}$ | ${ }^{1.1 .186}$ | ${ }^{2} 19$ | ${ }^{1.261}$ |  | ${ }^{1.252}$ | ${ }_{\text {a }}^{48}$ |
|  | ${ }^{1.1835}$ | ${ }_{574}^{921}$ | 1,948 | ${ }_{672} 9$ | ${ }^{2.085}$ | ${ }^{1.107}$ | ${ }^{2.289}$ | ${ }_{1}^{1.320}$ | 2,434 | ${ }^{1.495}$ | ${ }^{2.590}$ | 1,559 | 2.826 | 1,687 | 3.004 | ${ }^{1,759}$ | 3,061 | ${ }_{1}^{1.8,688}$ | ${ }^{3.174}$ | co. | ${ }^{3.416}$ | ${ }_{\text {2, }}^{1.009}$ | ${ }^{3.517}$ | ${ }_{\text {2,0, }}^{2,09}$ | 3,794 | 2.1.199 | 3,946 | ${ }_{\substack{2.386 \\ 1269}}$ | 4.319 | ${ }_{\substack{2,485 \\ 1.35}}^{\substack{\text { a }}}$ |
| labama | 349 | 49 | 365 | 54 | 378 | 55 | 396 | 54 | 420 | 56 | 432 | 56 | 445 | 58 | 492 | 64 | 599 | 64 | 618 | 65 | 658 | ${ }^{73}$ | 652 | 78 | 661 | ${ }_{76}$ | 681 | 82 | 701 | 79 |
| Motor fuel laxes | 252 | ${ }^{30}$ | 254 | ${ }^{33}$ | 263 | ${ }^{34}$ | 276 | 32 | 287 | 34 | 294 | ${ }^{33}$ | 290 | ${ }^{35}$ | 331 | ${ }^{34}$ | 436 | ${ }^{34}$ | 445 | 39 | 458 | ${ }^{45}$ | 462 | ${ }^{47}$ | 473 | ${ }^{45}$ | 486 | ${ }^{43}$ | 498 | ${ }_{20}^{41}$ |
| MV liense axes | 87 | 14 | ${ }^{100}$ | 14 | 104 | 15 | ${ }^{108}$ | 14 | 122 | 14 | 127 | ${ }^{15}$ | ${ }^{141}$ | 14 | ${ }^{146}$ | 16 | ${ }^{151}$ | 16 | ${ }^{158}$ | 17 | 182 | 19 | ${ }^{170}$ | ${ }^{21}$ | ${ }^{171}$ | 20 | 177 | 22 | 184 |  |
|  | 9 | - | 9 |  | ${ }^{10}$ |  | ${ }^{10}$ | - | 9 | - | ${ }^{10}$ | - | 12 | + | 14 | + | 11 | , | 14 |  | ${ }_{6}^{16}$ |  | ${ }^{18}$ |  | ${ }^{16}$ |  | ${ }^{6}$ |  | 17 | 1 |
|  | 1 | 5 | 2 | ${ }_{7}$ | 2 | ${ }_{6}$ | 2 | ${ }_{7}$ | 1 | \% | 1 | 8 | 2 | 8 | + | 12 |  | 13 |  | 8 | 2 | $!$ | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 17 |
| Alaska | 90 | 2 | ${ }^{81}$ | 6 | 97 | 8 | 91 | 5 | 99 | 7 | 119 | 7 | 114 | 7 | 115 | 8 | 109 | 9 | ${ }^{110}$ | 11 | 114 | 11 | 112 | 11 | 107 | 12 | ${ }^{115}$ | 14 | 116 | 15 |
| Moor fuel laxes | ${ }^{36}$ | - | ${ }^{23}$ | 4 | ${ }^{32}$ | - | ${ }^{34}$ | - | ${ }^{37}$ | - | ${ }_{20}$ | $\bar{\square}$ | 40 | 3 | 43 | 4 | 41 | 4 |  | 5 | 40 | $\overline{5}$ | ${ }_{38}^{38}$ | 6 | ${ }^{36}$ |  | ${ }^{35}$ | 9 | ${ }^{38}$ | 10 |
| MV pepatior icenese axes | 1 | - | 1 | $-$ | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | ${ }_{1}^{4}$ |  |  |  |  | - | 3 |  |  |  |  |  |  |  |  | 1 |
| Ree, \& ¢toll highwy charges | 38 | - | 40 | - | 47 | - | ${ }^{38}$ | - | 42 |  | 56 |  | 53 | - | 47 |  | 4 |  | ${ }^{43}$ |  | 47 |  | 4 |  | 42 |  | 42 |  | 4 | $\stackrel{0}{5}$ |
| Parang Charges |  | ${ }_{5}$ |  | ${ }_{5}$ |  | 2 |  | ${ }_{5}$ |  | 3 |  | 3 |  |  |  | ${ }_{4}^{4}$ |  | 5 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | ${ }^{378}$ | 5 | ${ }_{257}^{434}$ | 5 | 498 310 | 9 |  | 5 | ${ }_{337}^{542}$ | 10 | ${ }_{373}^{571}$ | 11 | S79 | 8 | 572 <br> 370 | 9 | - $\begin{aligned} & 603 \\ & 387\end{aligned}$ | 10 | 660 423 | - | ${ }_{451}^{710}$ | 1 | ${ }_{498}^{802}$ | 8 | ${ }_{529}^{69}$ | $?$ | (686 | 7 | $\underset{545}{710}$ | 5 |
| MV license axes | 146 | 3 | 168 | 3 | 180 | 3 | 191 | 0 | 197 | 3 | 231 | 3 | 209 | 3 | 193 | 3 | 208 | 5 | ${ }^{226}$ | 6 | 246 | 7 | 288 | 3 | 132 | 3 | ${ }^{134}$ | 3 | 144 | 0 |
| MV pepataor icense axes |  | - | 6 | - | 7 | 4 | 7 | + | 7 | + | 6 | + | ${ }^{8}$ |  | 9 |  |  |  | 10 |  |  |  | 12 |  | ${ }^{11}$ |  |  |  |  |  |
|  | 2 | 1 | 2 | 1 | 2 | 4 | 0 | 3 | 0 | ${ }_{3}^{4}$ | 0 |  | 0 | 2 | 0 | ${ }_{3}$ | 0 | 2 | 1 | ${ }_{3}$ | 3 | 2 | 4 | 1 | 6 | 1 | 6 | 1 | 8 | ${ }_{4}^{1}$ |
| A.kransas | ${ }^{228}$ | 2 | 281 | 2 | ${ }^{290}$ | 2 | 298 | 2 | 331 | 3 | 310 | 2 | 319 | 3 | 450 | 4 | 424 | 3 | ${ }_{4}^{438}$ | 4 | 454 | 4 | 459 | 3 | 489 | 4 | 489 | 3 | 519 | 4 |
| Mouo fuel taxes | ${ }^{151}$ |  | ${ }^{198}$ | 0 | 206 | 0 | 217 |  |  | 0 | 219 |  | ${ }^{225}$ |  |  | 0 |  |  | 321 |  | ${ }^{330}$ | 0 | ${ }^{330}$ | 0 | ${ }_{352}$ | 0 | 349 |  | 380 | 0 |
|  | 5 | 0 | ${ }_{6}$ | $\bigcirc$ | ${ }_{8} 8$ | $\bigcirc$ | ${ }_{4}$ | $\bigcirc$ | 100 | $\bigcirc$ | \% | $\bigcirc$ | ${ }_{5}^{74}$ | $\bigcirc$ | ${ }^{115}$ | 0 | ${ }_{128}^{88}$ | 0 | 11 | $\bigcirc$ | ${ }_{13}$ | - | 14 | - | 16 | - | 104 14 14 |  | ${ }_{7}^{107}$ | - |
| Reeg, xtoll highwy charges | 1 | 0 | 7 | 0 | 7 | - | 8 | $\bigcirc$ | 10 | 1 | 11 | 1 | 15 | 1 | 18 | 1 | 19 | 1 | 16 | 1 | 20 | 1 | 17 | 1 | 24 | 1 | 22 | 1 | 25 |  |
|  | 1.875 | 107 | 2.019 | 129 | 2,379 | 166 | 2.547 | 208 | 2.610 | ${ }_{236}$ | 2.673 | ${ }_{23}{ }^{1}$ | 3,492 | 261 | 3.874 | 22 | 4.238 | 236 | 4.216 | 232 | 4.436 | ${ }_{236}$ | 4.15 | 232 | 4,609 | 331 | 4,822 | ${ }_{416}$ | 5.159 |  |
| Moor fuel axes | ${ }^{1,1,158}$ | - | ${ }^{1.194}$ | - | 1.248 | - | 1,291 |  | ${ }^{1,308}$ |  | ${ }_{1}^{1,399}$ |  | 2,002 |  | 2.248 |  | 2.556 |  | ${ }^{2.526}$ |  | 2,704 |  | 2,722 |  | ${ }^{2,882}$ |  | 2.875 |  | 3.034 |  |
| MV poperater license taxes | ${ }_{6}^{53}$ | - | 68 | - | ${ }_{73}$ | - | ${ }^{1,003}$ | - | ${ }^{1} 1.0089$ | - |  | - | 1,240 | - | 97 | - |  |  | ,106 |  | 113 |  | 11 |  | 11 |  | ${ }_{1}^{1,043}$ |  | ${ }_{1}^{1.063}$ |  |
| Reeg, \&oll highway charges | 103 | 25 | 105 | ${ }^{34}$ | 111 | 64 | 120 | 91 | 138 | 109 | 155 | 95 | 161 | 89 | 170 | 57 | 162 | 89 | 162 | 53 | 166 | ${ }^{60}$ | 165 | ${ }^{64}$ | 165 | ${ }^{123}$ | 164 | 184 | 322 | 192 |
|  | 266 | ${ }_{26}^{83}$ | 278 | ${ }_{33}^{94}$ | 378 | ${ }_{31}^{102}$ | 405 | ${ }_{28}^{17}$ | 402 | ${ }_{32}^{127}$ | ${ }_{456}$ | ${ }_{32}^{139}$ | $4{ }_{46}$ | ${ }_{29}^{172}$ | 484 | ${ }_{31}^{105}$ | 510 | ${ }_{28}^{147}$ | $52 \overline{8}$ | ${ }_{33}^{178}$ | ${ }_{556}$ | ${ }_{40}^{176}$ | 597 | ${ }_{42}^{1688}$ | 647 | ${ }_{52}^{208}$ | 673 | ¢ 57 | 695 | ${ }_{62}^{246}$ |
| Moot Fiul luxes | 187 | 0 | 194 |  | 292 |  | 300 |  | 304 |  | 325 | 0 | 332 |  | 360 | 0 | 380 |  | 406 | 0 | 418 | 0 | 452 |  | 491 | 0 | 503 |  | 516 |  |
| MV ileense taxes | 12 | 15 | ${ }^{13}$ | 14 | ${ }^{78}$ | ${ }^{14}$ | ${ }^{82}$ | 14 | ${ }^{83}$ | 18 | 109 | 16 | ${ }_{99}$ | 16 | 103 | 17 | 110 | 16 | ${ }^{113}$ | 17 | 123 | ${ }^{21}$ | ${ }^{132}$ | 22 | 139 | 29 | ${ }^{153}$ | 29 | 165 | 32 |
| Reg, dot toll highwy charges | 1 | 5 | 4 | 14 | 4 | 11 | ${ }_{16}$ | 7 | 8 | 7 | 9 | 9 | 6 | 6 | ${ }_{7}$ | $\overline{7}$ | ${ }_{7}^{14}$ | 4 | 1 | $\overline{8}$ | 1 | 9 | ${ }_{1}^{12}$ | $\overline{9}$ | 15 | 10 | 1 | 12 | 1 | 12 |
| Paxking Charges |  | 6 |  | 6 |  | 7 |  | 7 |  | 7 |  | 7 |  | 8 |  | 7 |  | 8 |  |  |  | 11 |  | 12 |  | 14 |  | ${ }^{16}$ |  | 18 |
| Mout fuel laxes | 205 | ${ }_{-}$ | 242 | 4 | 252 | 15 | 310 | 17 | 318 | 9 | ${ }_{308}$ | 1 | 330 | 3 | 560 |  | 398 | ${ }^{3}$ | 606 |  | 417 |  | 81 |  | 888 | 1 | 8 | 3 | ${ }_{545}$ |  |
| MV license taxes | 131 | - | 136 | - | 174 | - | 175 | - | 169 | - | 175 | - | 165 | - | 173 | - | 188 |  | 185 | - | 198 | - | 205 |  | 211 | 0 | 22 | 1 | 225 | 0 |
| MN operation Reense axes | ${ }_{76} 18$ | - | 19 |  | ${ }_{15}^{22}$ |  | ${ }_{16}^{22}$ | - | 22 |  | ${ }^{23}$ |  | ${ }^{25}$ |  | ${ }^{24}$ |  | ${ }^{25}$ |  | ${ }^{25}$ |  | ${ }_{1}^{26}$ |  | 27 |  | ${ }_{1}^{28}$ |  | ${ }_{1}^{28}$ |  | ${ }^{30}$ |  |
|  |  | 14 |  | 14 | 15 | ${ }_{15}$ |  | 17 |  | ${ }_{19}$ |  | 21 |  | 23 |  | 24 |  | ${ }_{23}$ |  | 25 | 1 | ${ }_{20}$ | 1 | 21 |  | 20 |  | 2 |  | 20 |
| Delaware | 94 | ${ }^{26}$ | ${ }^{140}$ | 29 | ${ }^{149}$ | 30 | 109 | 38 | ${ }^{118}$ | 41 | ${ }^{121}$ | 42 | 122 | 44 | ${ }^{127}$ | 44 | 131 | ${ }^{44}$ | ${ }^{139}$ | 58 | ${ }^{175}$ | 62 | 179 | ${ }^{60}$ | 184 | 66 | 187 | 69 | 201 | ${ }^{7}$ |
| Morof fiel laxes | 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MV licene taxes | ${ }^{37}$ | - | 41 | - | ${ }_{4}^{4}$ | - | ${ }^{23}$ | - | ${ }_{2}^{23}$ | - | ${ }_{3}^{23}$ | - | ${ }^{21}$ | - | ${ }_{2}^{18}$ | - | ${ }_{0}^{20}$ | - | ${ }_{0}^{20}$ | - | ${ }_{0}^{32}$ | - | ${ }^{33}$ |  | ${ }_{0}^{28}$ | - | 31 |  | 30 | - |
| Reeg, xellol highway charges | ${ }^{23}$ | ${ }_{3}^{23}$ | 24 | 25 | 26 | ${ }^{26}$ | 25 | ${ }_{5}^{34}$ | ${ }^{2}$ | ${ }_{5}^{36}$ | ${ }^{33}$ | ${ }_{4}^{38}$ | ${ }^{33}$ | ${ }_{4}^{39}$ | 34 | ${ }_{4}^{40}$ | 34 | ${ }_{4}^{40}$ | 42 | $5_{5}^{53}$ | 51 | 57 | 52 | ${ }_{56}^{54}$ | 54 | ${ }_{6}^{60}$ | 7 | ${ }_{6}^{62}$ | 67 | ${ }_{7}^{67}$ |
| Districto f oclumbia | - | ${ }_{53}$ | - | 5 | - | 55 | - | 58 | - | 59 | - | 60 | - | ${ }_{63}^{4}$ | - | ${ }_{63}^{4}$ | - | ${ }_{67}^{4}$ |  | ${ }_{64}$ |  | ${ }_{65}$ | - | ${ }_{58}^{6}$ |  | ${ }_{60}$ |  | ${ }_{58}^{6}$ | - | 57 |
| Moor fuel taxes | - | 25 | - | 24 | - | 25 | - | 28 | - | ${ }^{30}$ | - | ${ }^{30}$ | - | ${ }^{30}$ |  | 29 | - | ${ }^{35}$ |  | 36 |  | ${ }_{35}$ |  | 29 |  | 32 |  | ${ }^{31}$ |  | 31 |
| ${ }^{\text {MV V license taxes }}$ | - | 18 | - | 18 | - | 18 | - | ${ }_{1}^{18}$ | - | 17 | - | ${ }_{1}^{17}$ | - | 18 | - | 18 | - | 17 2 | - | ${ }^{13}$ |  | 15 <br> 2 | - | ${ }^{17}$ | - | ${ }_{2}^{19}$ |  | 19 | - |  |
| Ree, \& otol highway charges | - |  |  |  | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Pearking Charges | 1.077 | 171 | 1.287 | ${ }_{206}^{10}$ | 1.302 | 10 346 | 1.427 | 11 393 | ${ }^{1.420}$ | ${ }_{439}^{11}$ | 1.477 | ${ }_{467}^{11}$ | 1,711 | ${ }_{464}^{13}$ | 2.001 | ${ }_{478}^{14}$ | 2.308 | ${ }_{452}^{14}$ | 2.431 | ${ }_{463}^{14}$ | 2.540 | ${ }_{507}^{14}$ | 2.12 | ${ }_{582}^{11}$ | 2.819 | ${ }_{632}$ | 2.908 | 646 | 3.087 | ${ }_{687}$ |
| Motof Ful laxes | 596 | 129 | 739 | 140 | ${ }^{716}$ | 255 | ${ }_{786}$ | 299 | 752 | 337 | 776 | 356 | 822 | 348 | 1.085 | 361 | 1.186 | 336 | 1.252 | 341 | ${ }_{1}^{1.37}$ | 381 | ${ }_{1}^{1.338}$ | 449 | 1.481 | 485 | 1.497 | 494 | 1.577 |  |
| MV icense taxes | ${ }^{321}$ | 6 | ${ }^{348}$ | 21 | ${ }^{368}$ | 37 | ${ }^{378}$ | ${ }^{38}$ | 427 | 40 | 483 | 43 | 533 | 32 | ${ }_{533}$ | 28 | ${ }^{34}$ | 29 | ${ }^{6} 2$ | ${ }^{30}$ | 752 | ${ }^{30}$ | 786 | 31 | 809 | ${ }^{32}$ | ${ }^{832}$ | ${ }^{33}$ | 87 | ${ }^{33}$ |
| Reg. X toll highway harages | 127 | 9 | 143 | 11 | 160 | 17 | 192 | 17 | 169 | 16 | ${ }_{156}$ | 16 | 279 | ${ }^{31}$ | 286 | ${ }^{31}$ | 296 | 31 | 321 | 34 | 354 | ${ }_{35}$ | 394 | 41 | 430 | ${ }^{4}$ | 468 | 45 | 519 | 52 |
| Parking Charges |  | ${ }^{26}$ |  | ${ }^{35}$ |  | 38 |  | 40 |  | 46 |  | 52 |  | 53 |  | 58 |  | 55 |  | 58 |  | 60 |  | 62 |  | 72 |  | 75 |  |  |
| $\xrightarrow{\text { Geargia }}$ Moor Fuel laxes | ${ }_{386}^{472}$ | $\underline{2}$ | ¢ ${ }_{393}$ | $\underline{2}$ | 年300 | $\stackrel{4}{-}$ | ${ }_{412}^{533}$ | 5 | ${ }_{426}^{539}$ | $\stackrel{4}{ }$ | ${ }_{441}^{553}$ | $\stackrel{4}{-}$ | ${ }_{451}^{5588} 4$ | $\stackrel{4}{-}$ | ${ }_{450}^{566}$ | $\stackrel{4}{-}$ | ${ }_{468}^{662}$ | 5 | ${ }^{756} 4$ | 5 | ¢ | 5 | ¢ | 5 |  | $\bigcirc$ | (is9 | 7 | - |  |
| MV icense taxes | ${ }^{65}$ | 0 | 71 | - | ${ }^{73}$ | 0 | 75 | 0 | 78 | 0 | 79 | 0 | 79 | 0 | ${ }^{84}$ | 0 | 146 | - | 204 | - | 208 | - | 208 |  | 202 | 0 | 170 | 0 | 218 | 0 |
| Reg. X ooll highway charges | ${ }_{10}^{12}$ | - | ${ }_{22}^{14}$ | - | ${ }_{27}^{14}$ | - | ${ }_{29}^{18}$ | - | 17 |  | ${ }_{11}^{21}$ |  | 15 | - | ${ }_{12}^{20}$ |  | 35 12 |  | 38 23 | - | 36 28 |  | ${ }_{31}^{34}$ |  | ${ }_{37}^{36}$ |  | ${ }^{38}$ |  | ${ }_{26}^{40}$ |  |
| Parking Charges |  | 2 |  | 2 |  | 3 |  | 5 |  | 4 |  | 4 |  | 4 |  | 4 |  | 5 |  | 5 |  | 5 |  | 5 |  | 6 |  | 6 |  |  |
| Hawaii Moor Fuel laxes | ${ }_{36}^{45}$ | ${ }_{23}^{47}$ | 59 44 | ${ }_{23}^{49}$ | 66 48 | ${ }_{25}^{51}$ | ¢080 | ${ }_{35}^{65}$ | ${ }_{51}^{70}$ | ${ }_{40}$ | ${ }_{53}^{73}$ | ${ }_{54}^{90}$ | ${ }_{53}^{74}$ | ${ }_{55}^{96}$ | ${ }_{12}^{12}$ | ¢68 | 132 74 | ${ }_{56}^{97}$ | 135 <br> 76 | ${ }_{59}^{103}$ | ${ }_{1}^{137}$ | ${ }_{59}^{107}$ | (138 | ! | 137 75 | ${ }_{62}$ | -136 | ${ }_{61}^{11}$ | ${ }_{74}^{138}$ | 110 60 |
| MV icense taxes | 9 | 19 | 15 | 20 | 18 | ${ }^{21}$ | 18 | 24 | 19 | 27 | 20 | ${ }^{30}$ | ${ }^{21}$ | 34 | 40 | ${ }_{3}$ | 58 | ${ }^{33}$ | 58 | 37 | 61 | 41 | ${ }_{6} 0$ | 41 | ${ }^{61}$ | 42 | 62 | ${ }^{43}$ | 64 | 42 |
| Reg X ¢ oll li lighay y charges | 0 | 1 | 0 | 1 | 0 |  | 0 | 1 | - | 1 | - | 1 | - |  | - | 1 |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |
| Patring Charges |  | 4 |  | 4 |  | 4 |  | 4 |  | 4 |  |  |  | 6 |  | 6 |  |  |  | 6 |  | 6 |  | 7 |  | 7 |  | 7 | - |  |
| $\xrightarrow{\text { Iatalo }}$ Noor Fuel ares | ${ }_{79}^{114}$ | ${ }^{3}$ | ${ }_{78}^{114}$ | ${ }^{3}$ | ${ }_{82}^{122}$ | 4 | ${ }_{\substack{133 \\ 98}}$ | 4 | ${ }_{\text {l }}^{168}$ | 5 | ${ }^{174}$ | 6 | ${ }^{175}$ | 7 | ${ }_{132}^{189}$ | 9 | ${ }_{121}^{202}$ | 9 | ${ }_{1}^{219}$ | 10 | 218 158 | 8 | $\underset{159}{225}$ | 8 | ${ }^{304}$ | 8 | 317 <br> 207 | 9 | ${ }_{312}^{331}$ | 8 |
| Moror fuel tues | ${ }_{30} 7$ | - | ${ }_{31}^{78}$ | $\bar{\square}$ | ${ }_{33}^{82}$ | - | ${ }_{32}^{95}$ | 2 | 105 56 | - | 108 <br> 57 | 2 | ${ }_{56}^{112}$ | $\bar{z}$ | ${ }_{49}^{132}$ | 3 | 141 52 | 2 | ${ }_{1}^{147}$ | 3 | ${ }_{54}^{153}$ | 3 | ${ }_{60}^{159}$ | 3 | ${ }_{78}^{212}$ | $\overline{4}$ | ${ }_{97}^{207}$ | 4 | ${ }_{103}^{212}$ | 5 |
| MV operator | ${ }_{3}$ | 2 | , | - |  |  |  |  |  |  | 3 |  | 3 |  |  |  |  |  |  |  |  |  | 6 |  |  |  | 4 |  |  |  |
|  | 2 | 1 | 3 | $\frac{1}{0}$ | $3{ }^{3}$ | ${ }_{0}^{3}$ | 3 | ${ }_{0}^{2}$ | 4 | ${ }_{0}^{3}$ | 6 | ${ }_{1}$ | 4 | ${ }_{2}^{2}$ | 4 | ${ }_{3}^{3}$ | 4 | ${ }_{3}^{4}$ | 4 | 5 | 6 | ${ }_{2}$ | 1 | ${ }_{2}$ | 9 | ${ }_{2}^{2}$ | 8 | ${ }_{1}$ | ${ }^{10}$ | ${ }_{1}$ |
| Ilinois | 1.353 | 172 | 1.386 | 187 | 1.541 | 202 | 1.553 | 279 | 1.614 | 270 | 1.792 | 298 | 1.911 | 321 | 1.942 | 332 | 2.15 | 342 | 2.118 | 356 | 2.197 | 366 | 2.213 | 37 | 2.357 | 381 | 2,438 | 399 | 2.506 | 408 |
| Moor Fuel laxes | 610 | 46 | 619 | 58 | 741 | ${ }^{73}$ | 702 | 146 | 124 | 132 | 916 | 149 | ${ }_{1}^{1.024}$ | 166 | 1.030 | 171 | ${ }^{1.064}$ | 160 | ${ }^{1.096}$ | 168 | ${ }^{1,1133}$ | 167 | 1.191 | 168 | 1,221 | ${ }^{171}$ | 1.301 | 184 | ${ }_{1}^{1,329}$ | 185 |
| MV Micenserstares | 549 | 80 | 568 | ${ }^{83}$ | 580 | 9 | ${ }_{62}{ }^{62}$ | 91 | ${ }_{6}^{639}$ | ${ }^{89}$ | ${ }_{36} 12$ | 90 | 598 | 91 | ${ }^{612}$ | ${ }^{93}$ | ${ }^{650}$ | 105 | ${ }_{12}$ | 110 | ${ }_{43}$ | ${ }^{118}$ | ${ }_{46}$ | 121 |  | ${ }^{115}$ | ${ }_{59}^{51}$ | ${ }^{114}$ | (180 | ${ }^{113}$ |
| Rep. ¢ toll highway h harges | 161 | 21 | 168 | ${ }^{20}$ | 185 | 17 | 198 | 18 | 214 | 22 | 225 | ${ }^{30}$ | 248 | ${ }^{30}$ | 255 | ${ }^{30}$ | 262 | ${ }_{35}$ | 268 | ${ }^{37}$ | 290 | ${ }^{38}$ | 306 | 44 | 316 | 49 | 327 | 54 | 338 | 57 |
| Parking Charges |  | ${ }^{25}$ |  |  |  |  |  |  |  |  |  | 29 |  |  |  | ${ }^{38}$ |  | 42 |  | 41 |  | ${ }^{43}$ |  |  |  | 47 |  |  |  |  |
| Mooof Fuel laxes | 335 |  | 369 |  | 397 |  | 401 | 6 | 557 |  | 565 | $\bigcirc$ | 582 |  | 542 | 7 | 572 |  | 599 |  | 605 | - | 613 |  | 617 | 7 | ${ }_{640}^{860}$ |  | ${ }_{664}$ | - |
| MV licene taxes | 115 | 0 | 102 | 0 | 103 | 0 | 129 | 0 | 175 | 0 | 178 | 0 | 166 | 0 | 156 | 0 | 133 | 0 | 138 | 0 | 157 | 0 | 124 | 0 | 116 | 0 | 134 | 1 | 140 | 2 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Tathe 20-A
Highay Revenues by State and Local Governments: FY 1985-1999
(CCurent Smilions)

| State | ${ }_{\text {State }}{ }^{1985}{ }_{\text {Local }}$ |  | ${ }_{\text {State }}{ }^{1986}{ }_{\text {Local }}$ |  |  | Local |  | Local | ${ }_{\text {State }}{ }^{1989}{ }_{\text {Local }}$ |  | ${ }_{\text {State }}{ }^{1990}{ }_{\text {Local }}$ |  | ${ }_{\text {State }}{ }^{1991}{ }^{\text {Local }}$ |  | ${ }_{\text {State }}^{1992}{ }_{\text {Local }}$ |  | ${ }_{\text {State }}{ }^{1993}{ }_{\text {Local }}$ |  | ${ }_{\text {State }}{ }^{1994}{ }_{\text {Local }}$ |  |  | Local | ${ }_{\text {State }} 1996$ |  | ${ }^{1997}$ |  | 1998 |  | ${ }_{\text {State }} 1999$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ree. \& toll highway charges | ${ }^{43}$ | $\frac{1}{5}$ |  | ${ }_{5}^{0}$ |  | $\stackrel{0}{5}$ |  |  | ${ }^{62}$ | ${ }_{5}^{0}$ | ${ }^{64}$ | ${ }_{5}^{0}$ | ${ }^{65}$ | $\bigcirc$ |  |  | 69 |  | ${ }^{2}$ | ${ }_{6}^{0}$ |  |  | 7 | ${ }^{0}$ | 82 | I |  |  |  |  |
| Paxking Charges | ${ }_{3}^{334}$ | 19 | ${ }_{215}^{415}$ | 5 20 | ${ }^{44}$ | ${ }_{22}^{5}$ | ${ }^{465}$ | ${ }_{24}^{6}$ | 519 | 5 26 | 559 | ${ }_{27}{ }^{5}$ | ${ }_{563}$ | ${ }_{22}^{6}$ | 578 | ${ }_{2}^{6}$ | ${ }_{593}$ | ${ }_{27}^{6}$ | $\stackrel{614}{654}$ | ${ }_{26}{ }^{6}$ | ${ }^{640}$ | ${ }_{29}^{6}$ | 657 | 29 | ${ }_{662}^{66}$ | ${ }_{29}^{6}$ | ${ }_{632}^{62}$ | ${ }_{30}^{6}$ | 669 | $\begin{array}{r}7 \\ 28 \\ \hline 8\end{array}$ |
| Mator Fuel axes MV lience taes | 182 136 | ${ }_{6}$ | 231 169 | ${ }_{6}$ | 252 176 1 | 6 | ${ }_{\substack{266 \\ 184}}$ | ${ }_{6}$ | ${ }_{3}^{311}$ | ; | ${ }_{\substack{334 \\ 217}}$ | ; | ${ }_{221}^{331}$ | ; | 333 227 | 10 | ${ }_{242}^{338}$ | 10 | 354 250 | 10 | 362 260 | ${ }_{9}$ | ${ }_{271}^{367}$ | 10 | ${ }_{262}^{386}$ | 11 | ${ }^{326}$ | 12 | 341 315 |  |
|  | 136 <br> 11 | $\bigcirc$ | ${ }_{12}^{169}$ | $\bigcirc$ | 176 <br> 12 | 6 | ${ }_{9}^{184}$ | $\bigcirc$ | ${ }_{4}^{201}$ | $?$ | 217 4 |  | ${ }_{9}^{21}$ | ? | ${ }_{16}^{227}$ |  | ${ }_{11}^{242}$ |  |  |  | 200 10 |  | 271 15 |  | ${ }_{12}^{262}$ |  |  | 12 | 315 11 | 11 |
| Ree. xtoll highway charges | 4 | $\stackrel{4}{8}$ | 4 | ${ }^{4}$ | 3 | ${ }^{6}$ | 5 | 7 | 3 | 9 | 3 | ${ }^{10}$ | 2 | ${ }^{4}$ | 1 | 4 | 2 | 3 | 4 | ${ }^{4}$ | 7 | 4 | 4 | 4 | , | 3 | ${ }_{3}$ | \% | 3 | ${ }_{15}$ |
| ${ }_{\text {Panasas }}^{\text {Paring Charges }}$ | 257 | ${ }_{9}^{8}$ | 260 | ${ }_{7}^{10}$ | 268 | ${ }_{11}^{11}$ | 288 | 9 | 295 | 11 | 366 | ${ }_{9}^{10}$ | 388 | 11 10 | 412 | ${ }_{12}^{11}$ | 430 | ${ }_{10}^{14}$ | $45 \overline{3}$ | ${ }_{13}^{14}$ | 468 | ${ }_{13}^{16}$ | 485 | ${ }_{12}^{16}$ | 501 | 15 10 | 529 | ${ }_{11}^{17}$ | 545 | 15 13 |
| Moor fuel taxes | 149 | - | 152 | - | 157 | 0 | 170 | - | 171 |  | 224 | 0 | 235 | 0 | 251 |  | 264 | 0 | 284 |  | 286 |  | 296 | - | 306 | 0 | 333 | 0 | 326 | 0 |
| ${ }^{\text {MV V icense taxes }}$ | ${ }_{7}^{75}$ | $\stackrel{2}{2}$ | ${ }_{5}^{75}$ | $\stackrel{2}{2}$ | ${ }_{6}^{74}$ | $\stackrel{2}{2}$ | ${ }_{8}^{78}$ | $\stackrel{2}{2}$ | 81 | $\stackrel{2}{2}$ | ${ }^{97}$ | 2 | ${ }^{107}$ | 3 | ${ }_{9}^{110}$ | 3 | ${ }_{1}^{114}$ | 3 | ${ }_{8}^{114}$ | 3 | ${ }_{9}^{123}$ | 2 | 125 10 | $\stackrel{2}{2}$ | ${ }^{129}$ | 2 | ${ }_{127}^{127}$ | 3 | 143 12 | 4 |
| Reg. \& ooll highway charges | 28 | $\stackrel{4}{4}$ | 29 | $\overline{4}$ | 32 | $\overline{6}$ | ${ }_{34}$ | 5 | ${ }_{37}$ | 7 | ${ }^{69}$ | $\overline{4}$ | 40 | $\overline{4}$ | 42 | 6 | ${ }_{45}^{8}$ | $\stackrel{\square}{4}$ | - ${ }_{4}^{8}$ | 6 | ${ }_{49}^{9}$ | $\overline{8}$ | ${ }_{54}^{10}$ | $\overline{7}$ | ${ }_{57}^{9}$ | 5 | ${ }_{59}^{11}$ | 5 | ${ }_{68}^{12}$ | 6 |
| Parking Charges |  | 2 |  | 2 |  | 3 |  | 2 |  | 2 |  | 2 | - | 3 |  | 3 |  | 3 |  | 3 |  | 3 |  | 4 |  | 3 |  | 3 |  |  |
| ${ }_{\text {Kentucky }}^{\text {Moor fuel axes }}$ | ${ }_{320}^{320}$ | 18 | ${ }_{122}^{322}$ | ${ }^{20}$ | ${ }^{470}$ | 21 | ${ }_{428}^{428}$ | 22 | ${ }_{515}^{515}$ | 22 | 540 | 24 | ${ }_{5}^{521}$ | 26 | ${ }_{530}^{537}$ | 28 | ${ }_{565}^{567}$ | 27 | ${ }_{563}^{563}$ | ${ }^{36}$ | 587 | ${ }^{33}$ | 598 | 32 | 581 | ${ }^{38}$ | ${ }_{610}^{610}$ | 42 | ${ }_{649}^{649}$ | 51 |
| MV license taxes | 92 | 13 | 96 | 13 | ${ }_{145}^{299}$ | ${ }_{14}$ | ${ }_{7}^{23}$ | 15 | 3127 | 14 | 149 | 16 | 141 | 16 | 149 | 16 | 167 | 16 | ${ }_{157}$ | 19 | 162 | 17 | 168 | 16 | 153 | 21 | 172 | ${ }^{23}$ | 183 | 28 |
| MV operaurericense aleses | ${ }_{25}^{6}$ | - | $2{ }^{2}$ | - | ${ }_{24}^{7}$ | 0 | ${ }_{22}^{6}$ | ${ }_{0}$ | ${ }_{24}^{88}$ | ${ }_{0}$ | ${ }_{25}^{5}$ | 0 | ${ }_{25}^{5}$ | ${ }_{0}$ | ${ }_{23}$ | - | ${ }_{17}$ | ${ }_{0}$ | ${ }_{17}$ | ${ }_{4}$ | ${ }_{19}^{9}$ | ${ }_{4}$ | ${ }_{19} 9$ | ${ }_{4}$ | ${ }_{13}^{8}$ | $\overline{5}$ | 10 14 | ; | 14 |  |
| Parking Charges |  | 5 |  | 7 | - | 7 | - | 7 | - | 8 | 50 | 8 | S | ${ }^{10}$ | - | 11 | - | 11 |  | 12 |  | 12 |  | 12 |  | 12 |  | ${ }^{13}$ |  | ${ }_{15}^{8}$ |
| Moorr fuel laxes | 362 |  | ${ }_{336}$ |  | 357 |  | 367 |  | 375 |  | 399 |  | 44 |  | 470 |  | 471 |  | 466 |  | 488 |  | 502 |  | 6 |  |  |  | 637 |  |
| MV license taxes | 62 | 1 | ${ }^{69}$ | 2 | 71 | 2 | 76 | 2 | 78 | 2 | 72 | 2 | 78 | 2 | 87 | 3 | 96 | 3 | ${ }_{96}$ | 3 | ${ }_{88}$ | 3 | 97 | 3 | 96 | 4 | 101 | 4 | 104 | 4 |
| MV operater hiense ares | ${ }_{1}^{8}$ | $\overline{6}$ | ${ }_{11}^{13}$ | i | ${ }_{5}^{14}$ | $\overline{7}$ | ${ }_{2}^{10}$ | i | ${ }_{1}^{8}$ | 8 | ${ }_{24}^{8}$ | - | ${ }_{31}^{88}$ | 3 | 31 | 3 | 31 | 2 | ${ }_{31}^{10}$ | 2 | ${ }_{33}^{13}$ | 3 | ${ }_{35}$ | 2 | 37 | 2 | ${ }_{38}^{10}$ | 2 | ${ }_{38}^{9}$ | 2 |
| Parking Chages |  | 4 |  | 5 |  | 4 |  | 3 | 20 | 3 | , | 4 | - | ${ }_{4}$ | - | 4 | , | 5 | - | 5 | , | 5 | , | 6 |  | 5 |  | 5 | - | 5 |
| Maine Moor Fuel lueses | ${ }_{89}^{160}$ | ${ }_{0}^{2}$ | ${ }_{91}^{168}$ | - | [181 ${ }_{97}^{181}$ | $\underline{2}$ | ${ }_{106}^{200}$ | $\pm$ | ${ }_{127}^{225}$ | $\pm$ | ${ }_{138}^{232}$ | ${ }^{3}$ | ${ }_{130}^{230}$ | - | ${ }_{143}^{239}$ |  | ${ }_{146}^{246}$ | - | ${ }_{150}^{254}$ |  | ${ }_{154}^{264}$ |  | ${ }_{156}^{266}$ | II | ${ }_{156}^{206}$ |  | ${ }_{157}^{267}$ |  | ${ }_{173}^{291}$ |  |
| MV license taxes | 42 | 1 | 43 | 1 | ${ }_{7}^{47}$ | 1 | 55 | 1 | 55 | 2 | ${ }_{7}^{48}$ | 1 | ${ }_{7}^{48}$ | 4 | 51 | 5 | 51 | 4 | 54 | 7 | 56 | 7 | 56 | 8 | 56 | 29 | ${ }_{5}^{60}$ | 25 | ${ }_{6} 3$ | 19 |
| MV operatiof icense axes | ${ }_{25}$ |  | 6 | $\bar{\square}$ | 7 |  | ${ }_{3}^{6}$ |  | 6 | $\bar{\square}$ | 7 | - | 75 |  | ? |  | 3 | o | 10 | 0 | ${ }_{44}^{10}$ | 0 | 9 |  | 9 | O | 5 |  | ${ }_{4}^{6}$ |  |
|  | 25 | ${ }^{\circ}$ | 27 | 1 | 30 | ${ }^{\circ}$ | ${ }^{33}$ | ${ }^{\circ}$ | 37 | ${ }_{2}$ | ${ }^{40}$ | ${ }^{\circ}$ | 45 | ${ }_{2}$ | 38 |  | 39 | ${ }_{3}$ | 40 | ${ }^{0}$ | 4 |  |  | 0 | 45 | ${ }^{\circ}$ |  | ${ }^{\circ}$ |  | 3 |
|  | 477 | 14 | 512 | 16 | 529 | ${ }^{21}$ | 699 | 28 | 714 | 35 | 732 | ${ }^{36}$ | 730 | ${ }_{3}$ | 761 | 45 | 959 | 59 | 938 | 59 | 966 | 53 | 976 | 42 | 980 | ${ }_{4}$ | ${ }_{1}^{1.032}$ | 48 | ${ }^{1.053}$ |  |
| Moor fuel laxes | ${ }_{93}^{297}$ | - | ${ }_{98}^{309}$ | - | ${ }_{86}^{328}$ | ${ }_{0}$ | ${ }_{133}^{442}$ | - | ${ }_{145}^{440}$ | - | ${ }_{147}^{450}$ | - | ${ }_{144}^{444}$ | - | ${ }_{152}^{463}$ | - | ${ }_{242}^{539}$ | - | (188 | - | ${ }_{191}^{599}$ | - | ${ }_{197}^{606}$ | - | ${ }_{190}^{614}$ | - | ${ }_{170}^{67}$ | - | ${ }_{178}^{680}$ | - |
| MV peratar ficense axes | 8 | - | 8 | - | 8 |  | 8 |  | 8 | - | 9 |  | 9 |  | 17 |  | 19 |  | ${ }^{20}$ |  | 21 |  | 17 |  | 16 |  | 20 |  | 21 |  |
| Reg., toll lighway charges Parkinc Chares | 79 | 1 | 97 | 1 | 107 | 1 | 116 | ${ }^{3}$ | ${ }^{121}$ | ${ }_{3}^{4}$ | 127 | 5 | ${ }^{133}$ | ${ }_{30}^{4}$ | ${ }^{130}$ | ${ }^{6}$ | 139 | 5 | 145 | 4 | 155 | ${ }_{50}$ | 156 | ${ }^{3}$ | ${ }^{160}$ | 4 | 167 | 4 | 174 | 5 |
| Masachususts | 525 | ${ }_{21}^{14}$ | 544 | ${ }_{25}$ | 585 | ${ }_{29}^{20}$ | 603 | 32 | ${ }_{664}$ | ${ }_{26}$ | 745 | ${ }_{29} 29$ | 924 | ${ }_{31}$ | ${ }_{1}^{1,011}$ | 31 | 1,062 | ${ }_{31}$ | 1,023 | ${ }_{38}$ | 1,060 | 34 | ${ }_{1.049}$ | ${ }_{27} 27$ | ${ }^{1,135}$ | 27 | 1.169 | ${ }_{28}^{44}$ | ${ }_{1}^{1,194}$ | ${ }_{34}^{44}$ |
| Moor fuel laes |  |  | ${ }_{121}^{289}$ | - |  | - | 306 <br> 145 | - |  | - | cois | - |  | - |  | - | 275 | - |  | - | ¢ | - |  | - | 245 | - |  | - | ${ }_{234}^{637}$ | - |
| MV icense arases | ${ }_{31}^{117}$ | - | ${ }_{32}$ | - | ${ }_{37}$ | - | ${ }_{38}$ |  | ${ }_{47}$ |  | 294 64 |  | 62 |  | 64 |  | 70 |  | 60 |  | 64 |  | 56 |  | 62 |  | 62 |  | 59 |  |
| Ree, \& toll highway charges | 96 | 0 | 103 | 0 | 108 | 0 | 115 | 0 | 120 | 0 | 124 | 1 | 154 | 1 | 155 | 0 | 160 | 0 | 164 | 0 | 168 | 2 | 175 | 1 | 220 | 0 | 242 | 0 | 264 | 1 |
| Micharingen Charges | $9{ }^{-}$ | ${ }_{46}^{21}$ | 950 | ${ }_{56}^{25}$ | 1.037 | ${ }_{54}^{29}$ | 1.142 | ¢8, | $1.213^{1}$ | ${ }_{62}^{26}$ | $1.26{ }^{\text {a }}$ | ${ }_{65}^{28}$ | 1.273 | 30 77 | $1.17{ }^{-1}$ | ${ }_{68}^{31}$ | $1.371^{\circ}$ | ${ }_{90}^{30}$ | $1.422^{-}$ | ${ }_{86}^{37}$ | 1.465 | ${ }_{93}^{32}$ | $1.47{ }^{-}$ | ${ }_{96}^{26}$ | $1.55{ }^{\text {a }}$ | ${ }_{112}^{26}$ | 1.827 | 28 122 | 1.91 |  |
| Moor fuel laxes | 620 |  | 593 | - | 662 |  | 687 | - | 695 | - | 740 | - | 134 | - | 745 | - | ${ }^{783}$ | - | 795 |  | ${ }_{818}$ | - | 783 | - | 841 |  | ${ }^{1.041}$ | - | 1.075 |  |
| MV licene taxes | 16 | $\bigcirc$ | 330 15 15 | $\bigcirc$ | 15 | $\bigcirc$ | ${ }_{27}$ | $\bigcirc$ | ${ }_{39}$ | - | 479 30 | - | 34 |  | ${ }_{37}^{514}$ | $\bigcirc$ | ${ }_{3}^{538}$ | - | ${ }_{33}^{59}$ |  | ${ }_{37}$ | - | ${ }_{41}^{624}$ | - | ${ }^{69}$ |  | ${ }_{39}$ |  | 44 |  |
| Ree. \& toll highway charges | 16 | 19 | 12 | 24 | 14 | 19 | 14 | 21 | 13 | 23 | 15 | ${ }^{23}$ | 15 | ${ }^{37}$ | 16 | 27 | 16 | 48 | 18 | ${ }^{38}$ | 19 | 42 | 21 | 47 | 17 | 54 | 21 | ${ }_{6}$ | 21 | ${ }_{6} 6$ |
| Parking Charges |  | ${ }_{27}^{27}$ |  | 31 |  | ${ }^{34}$ |  | 35 |  | ${ }_{32}^{38}$ |  | ${ }_{31}^{41}$ |  | ${ }_{3}^{39}$ |  | ${ }_{42}^{40}$ | ${ }_{935}$ | ${ }_{48}^{42}$ | - | ${ }_{57}^{48}$ |  | 50 |  | ${ }_{63}$ |  | 57 |  | 57 |  | ${ }_{76}^{62}$ |
|  | ${ }_{\substack{605 \\ 350}}^{10}$ | 27 | ${ }_{3}^{613}$ | ${ }^{30}$ | ${ }_{357}^{656}$ | ${ }^{28}$ | ${ }_{392}$ | ${ }^{30}$ | ${ }_{453}^{792}$ | ${ }^{32}$ | ${ }_{461}^{822}$ | ${ }^{35}$ | 488 | 8 | 465 | 42 |  | 48 |  | 5 | 504 | 6 | ${ }_{5}$ | ${ }^{63}$ | ${ }_{5}^{19}$ | ${ }_{6}$ |  | 72 | ¢ |  |
| MV ifense axes | 231 | 7 | 246 | 7 | 265 | 5 | 273 | 5 | 295 | 5 | 319 | 5 | 364 | 5 | 393 | 6 | 429 | 5 | 450 | 5 | 478 | 6 | 484 | 6 | 510 | 5 | 547 | 5 | 592 | 5 |
| Rep. \& ooll | 15 | ${ }_{6}$ | 22 | $\overline{8}$ | ${ }_{25}^{9}$ | 7 | ${ }_{29}^{14}$ | 8 | ${ }_{28}^{15}$ | 8 | ${ }_{22}^{20}$ | 8 | ${ }_{20}$ | 8 | ${ }_{20}^{20}$ | 9 | ${ }_{15}^{21}$ | 12 | ${ }_{19}^{22}$ | 16 | ${ }_{15}^{23}$ | 15 | ${ }_{4}^{26}$ | 15 | ${ }_{5}^{27}$ | ${ }^{13}$ | ${ }_{4}^{27}$ | 15 | ${ }_{5}^{28}$ |  |
| Parking Charges |  | 14 |  | 15 |  | ${ }_{5}^{16}$ |  | 17 |  | 19 |  | 22 |  | 25 |  | ${ }^{28}$ |  | ${ }^{31}$ |  | ${ }^{36}$ |  | 39 |  | 42 |  | 45 |  | 51 |  |  |
| Missispipi | ${ }^{203}$ | 6 | 192 | 6 | ${ }^{196}$ | 5 | 314 | 7 | ${ }_{363}^{363}$ | ? | ${ }^{379}$ | ${ }_{5}$ | ( 380 | 7 | ${ }_{3}^{392}$ | ${ }_{8}^{8}$ |  | ${ }_{7}^{8}$ | ${ }_{34}^{433}$ | ${ }_{6}^{8}$ | ${ }_{4}^{464}$ | 9 | ${ }_{3}^{485}$ | 9 | S00 | 12 | 隹 536 | ${ }_{8}^{10}$ | ${ }_{395}^{532}$ |  |
| Moor fuel laxes | $\underset{131}{131}$ | 5 | ${ }_{56}^{125}$ | 5 | 1288 | ${ }_{0}^{4}$ | ${ }_{75}^{229}$ | 6 | ${ }_{62}^{292}$ | 6 | ${ }^{308}$ | 5 | ${ }_{3}^{305}$ | 6 | ${ }_{63} 17$ | ${ }^{6}$ | ${ }^{308}$ | 7 | ${ }_{101}^{341}$ | ${ }_{6}^{6}$ | $\underset{103}{348}$ | 7 | - | 8 | - 356 | 9 | (389 | 8 | ${ }_{\substack{395 \\ 109}}$ |  |
| MV operatar | ${ }_{8}^{54}$ | $\bigcirc$ | ${ }_{9}$ |  | ${ }_{6} 6$ |  | 7 | - | ${ }_{6}$ | - | ${ }_{6}$ | - | ${ }_{7}^{64}$ |  | ${ }_{9}$ | - | 7 | - | 7 |  |  |  |  | - | 14 |  | 14 |  |  |  |
| Reg. Xoill highway chares | 10 | 0 | 3 | 0 | 4 | 1 | 4 | 1 | 3 | 1 | 3 | 1 | 3 | 0 | 4 | 1 | 4 | 1 | 3 | 1 | 2 | 1 | 4 | 1 | 13 | 1 | 6 | 1 | 6 | 1 |
| ${ }_{\text {Parksing Chares }}^{\text {Misour }}$ | $3{ }^{-1}$ | ${ }_{16}^{16}$ | 408 | ${ }_{17}^{17}$ | 414 | ${ }_{22}^{1}$ | 549 | 21 | 559 | ${ }_{23}^{13}$ | 571 | ${ }_{21}$ | 580 | ${ }_{19}$ | 609 | 31 | ${ }_{68}{ }^{-1}$ | ${ }_{23}$ | 712 | 27 | 802 | 29 | 826 | ${ }_{3}^{13}$ | 912 | ${ }^{16}$ | 938 | ${ }_{36}$ | 945 |  |
| Moor fuel laxes | 206 |  | 215 |  | 215 |  | 340 | 0 | 350 | 0 | 355 |  | 365 | 0 | ${ }^{384}$ | 2 | 44 | 0 | 472 | 1 | ${ }^{547}$ | 1 | 566 | 1 | ${ }^{649}$ | 2 | 668 | 2 | 663 | 2 |
| MV license taxes | 11 | 5 | 179 | 6 | ${ }_{1}^{185}$ | 6 | ${ }_{1}^{195}$ | 6 | ${ }_{1}^{194}$ | 6 | 199 | 6 | 194 | 6 | 201 | 6 | ${ }^{215}$ | 8 | 218 15 | ${ }^{10}$ | ${ }^{228}$ | 10 | ${ }_{\substack{234 \\ 18}}$ | ${ }^{10}$ | 237 <br> 19 | 11 | ${ }_{21}^{24}$ |  | ${ }_{21}^{251}$ |  |
| Ree. Xtoll highway hares | 2 | 6 | 2 | 6 | 2 | 8 | ${ }_{2}^{12}$ | 6 | ${ }_{3}$ | 9 | ${ }_{3}^{14}$ | 6 | ${ }_{7}^{14}$ | 4 | ${ }_{8}^{16}$ | 11 | ${ }_{13}^{15}$ | 4 | ${ }_{7} 7$ | 7 | ${ }_{9}^{17}$ | 8 | 18 | 10 | 8 | 11 | ${ }_{8}^{8}$ | 8 | 8 | ${ }^{8}$ |
| ${ }_{\text {Parking }}^{\text {Montana Charges }}$ | 11 | ${ }_{19}^{5}$ | 113 | ${ }_{17}^{6}$ | 119 | 888 | 135 | ${ }_{15}^{9}$ | 142 | 15 | 152 | 14 | 150 | ${ }_{14}^{9}$ | ${ }_{166}$ | ${ }_{13}^{12}$ | 164 | 12 | 204 | 12 | 211 | ${ }_{11}$ | 229 | ${ }_{12}^{12}$ | 230 | ${ }_{13}^{12}$ | 232 | ${ }_{15}^{14}$ | 217 | ${ }_{16}^{14}$ |
| Moor fuel laxes | ${ }^{81}$ |  | 79 |  | ${ }^{85}$ |  | 102 |  | 107 |  | 112 | - | 110 | - | ${ }^{121}$ |  | ${ }^{116}$ |  | 158 |  | 163 |  | 176 |  | 175 |  | 178 |  | 160 |  |
| MV irense taxes | ${ }^{27}$ | 15 | ${ }^{30}$ | ${ }^{13}$ | ${ }^{30}$ | 14 | ${ }^{30}$ | 12 | ${ }^{32}$ | 11 | 37 | 10 | ${ }^{37}$ | 10 | 4 | 10 | ${ }_{3}^{4}$ | 9 | ${ }_{3}^{43}$ | 8 | 4, | 8 | 47 | 8 | ${ }_{5}^{49}$ | 9 | ${ }_{5}^{49}$ | 12 | $\stackrel{51}{5}$ | ${ }^{13}$ |
|  | 1 | 2 | 2 | $\overline{1}$ | ${ }_{1}^{2}$ | - | ${ }_{1}$ | $\overline{1}$ | 1 | 2 | ${ }_{1}^{2}$ | 2 | ${ }_{0}^{2}$ | ${ }^{2}$ | ${ }_{1}^{3}$ | i | 3 0 | 1 | ${ }_{1}^{3}$ | 1 | ${ }_{1}^{3}$ | 2 | 5 | 2 | ${ }_{0}^{5}$ | 3 | 3 | 2 | ${ }_{0}$ | 2 |
| Neorkuska Charges | 182 | ${ }_{14}^{2}$ | 201 | ${ }_{11}^{2}$ | 219 | 12 | $22 \overline{3}$ | ${ }_{13}^{2}$ | 231 | ${ }_{14}^{2}$ | 271 | ${ }_{17}^{2}$ | 284 | ${ }_{17}$ | 284 | ${ }_{17}^{2}$ | 288 | ${ }_{18}^{2}$ | 329 | ${ }_{21}^{21}$ | ${ }_{336}$ | ${ }_{22}^{2}$ | ${ }_{350}$ | ${ }_{22}^{2}$ | 362 | ${ }_{24}^{1}$ | 348 | 24 | ${ }_{353}$ | ${ }_{25}^{1}$ |
| Moor Fuel laxes | 128 |  | 147 |  | 162 |  | 166 |  | 173 |  | 209 |  | 223 |  | 222 |  | 222 |  | 256 |  | 260 |  | 269 |  | 27 | 1 | 266 | 1 | 264 |  |
| MV icense taxes | 50 | 11 | 49 | 7 | 51 | 8 | 50 | 9 | 52 | 9 | 56 | 9 | ${ }_{5}$ | 9 | 55 | 9 | 59 | 9 | ${ }_{6} 6$ | 12 | ${ }^{67}$ | 12 | 12 | 12 | ${ }^{74}$ | 14 |  | 14 |  | 15 |
|  | 3 <br> 2 | i | ${ }_{3}^{3}$ | 1 | ${ }_{4}^{3}$ | - | ${ }_{4}^{3}$ | 1 | ${ }_{3}^{3}$ | 2 | ${ }_{2}^{3}$ | 4 | ${ }_{3}^{4}$ | 3 | ${ }_{3}$ | 3 | ${ }_{4}$ | 3 | ${ }_{3}$ | 4 | ${ }_{3}^{6}$ | 4 | 3 | ${ }_{3}$ | ${ }_{3}$ | 3 | 7 | ${ }_{3}$ | ${ }_{1}^{8}$ |  |
|  | - | 3 | 13 | 3 | ${ }_{157}$ | 3 | - | 5 | 18 | 3 | - | 5 | - | 5 | 22 | , | - | 4 | - | 6 | - | 6 | - | 7 | - | 5 |  | 5 |  |  |
| Nevada Moor Fuel laxes | ${ }_{74}^{118}$ | ${ }_{17}^{24}$ | ${ }_{80}$ | 18 |  | ${ }_{21}$ | ${ }_{97}^{106}$ | 22 | ${ }_{1}^{180} 1$ |  | ${ }_{112}^{192}$ | ${ }^{32}$ | 120 | ${ }^{34}$ |  | ${ }^{35}$ | ${ }_{156}^{266}$ | 45 |  | 58 |  |  |  | 88 |  | 78 |  |  |  |  |
| MV icense taxes | 37 | - | 46 |  | 50 | 0 | 57 | 2 | 69 | 0 | 67 | 0 | 57 | 0 | 68 |  | ${ }_{81}$ |  | ${ }_{83}$ | - | ${ }_{87}$ | - | 92 | - | 98 | - | 102 | - | 111 |  |
| MV operatar liense taxes | 2 | - | 3 | - | 3 |  | 4 | - | 4 |  | 5 |  | 5 |  | 7 |  | 8 |  | ${ }^{10}$ |  | 10 |  | ${ }^{11}$ |  | ${ }^{11}$ |  | 12 |  |  |  |
| Rep, toll higway charges | 5 | 4 | 5 | 3 | 6 | 1 | 8 | 0 | 9 | 1 | 8 | 2 | 8 | 4 | 12 | 3 | 10 | 1 | ${ }^{24}$ | 3 | ${ }^{24}$ | 5 | ${ }^{23}$ | ${ }_{3}^{14}$ | ${ }^{28}$ | ${ }^{18}$ | 35 | 15 | 11 | ${ }_{2}^{16}$ |
| Pew Hamplinires | 124 | 2 | 135 | ${ }_{2}$ | 156 | ${ }_{3}$ | 170 | 4 | 183 | 5 | 192 | ${ }_{6}$ | 202 | ${ }_{6}$ | 206 | ${ }_{5}^{2}$ | 209 | 5 | 206 | ${ }_{6}$ | 216 | ${ }_{6}$ | $22 \overline{3}$ | ${ }_{6}$ | $23 \overline{3}$ | ${ }_{6}$ | 241 | 4 | 252 | ${ }_{5}^{2}$ |
| Moor fuel laxes | 64 | - | ${ }^{70}$ | - | ${ }_{48}^{84}$ | - | ${ }^{83}$ | - | ${ }_{88}^{88}$ | - | ${ }_{51}^{81}$ | - | ${ }_{51}^{91}$ | - | ${ }_{58}^{93}$ | - | ${ }_{57} 9$ | - | ${ }_{98}^{98}$ | - | ${ }_{102}$ | - | ${ }_{5}^{107}$ | - | 111 | - | ${ }^{115}$ | - | ${ }^{120}$ |  |
| MV license taxes | ${ }_{5}^{36}$ | - | ${ }^{39}$ |  | 4 | - | ${ }_{5}^{46}$ |  | ${ }_{5}^{5}$ |  |  |  |  |  | ${ }_{8}$ |  | 7 |  | ${ }_{7}$ |  |  |  |  |  |  |  |  |  |  |  |
|  | 20 | ${ }^{0}$ | 22 | 0 | 25 | $\bar{\circ}$ | 37 | 0 | 41 | 0 | ${ }_{53}$ | 0 | ${ }_{55}$ | 0 | ${ }_{54}^{8}$ | 0 | 53 | 0 | 52 | 0 | ${ }_{5}$ | 0 | 56 | 0 | 57 | 0 | 58 | 0 | 62 | 0 |
|  | 916 | ${ }_{86}{ }^{2}$ | 968 | ${ }_{89}{ }^{2}$ | 1.011 | 106 | 1.012 | ${ }_{116}^{4}$ | 1.152 | 123 | ${ }_{1}^{1.161}$ | 127 | 1.148 | ${ }_{127}$ | 1.254 | 134 | 1.297 | 135 | 1.330 | 158 | 1.445 | 163 | 1.443 | 182 | 1.464 | 139 | 1.511 | ${ }_{173}$ | 1.490 | 192 |
| Moor fuel tuxes | 303 |  | 339 |  | ${ }^{34}$ |  | 331 |  | 423 |  | 414 |  | 400 |  | 411 |  | 419 |  | 446 |  | 467 |  | 461 |  | 465 |  | 476 |  | 483 |  |

$\left.\begin{array}{l}\text { Table 20-A } \\ \text { Highway Rev }\end{array}\right]$
Table 20-A
Higway Revenues by State and Local Governments: FY 1985-1999
(Current mililions)

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline State \& \multicolumn{2}{|l|}{\({ }_{\text {State }}^{1985}{ }^{10}\) Local} \& \multicolumn{2}{|l|}{\({ }_{\text {Stat }}{ }^{1986}{ }^{\text {a }}\)} \& \multicolumn{2}{|l|}{\({ }^{1987}\)} \& \multicolumn{2}{|l|}{\({ }^{1988}\)} \& \multicolumn{2}{|l|}{\({ }^{1989}\)} \& \multicolumn{2}{|l|}{\({ }^{1990}\)} \& \multicolumn{2}{|l|}{\({ }^{1991}\)} \& \multicolumn{2}{|l|}{1992} \& \multicolumn{2}{|l|}{\({ }^{1993}\)} \& \multicolumn{2}{|l|}{1994} \& \multicolumn{2}{|l|}{1195} \& \multicolumn{2}{|l|}{\({ }^{1996}\)} \& \multicolumn{2}{|l|}{1997} \& \multicolumn{2}{|c|}{1998} \& \multicolumn{2}{|l|}{\({ }_{\text {State }} 1999\)} \\
\hline MV license taxes \& \({ }^{13}\) \& \& \({ }^{3} 09\) \& \& \({ }_{3} 24\) \& \& 322 \& \& \({ }_{34}\) \& \& \({ }_{3}{ }^{\text {Sal }}\) \& \& \({ }^{3} 17\) \& \& \({ }_{315}\) \& Local \& \({ }_{3}^{\text {Slate }}\) 320 \& Local \& \({ }_{\text {Slat }}^{314}\) \& Local \& \({ }_{39}{ }^{\text {Sale }}\) \& \({ }_{0}\) \& \({ }_{\text {Slat }}^{394}\) \& Local \& \({ }_{\text {State }}\) \& Local \& \({ }_{404}\) \& \& \({ }_{\text {State }}^{363}\) \& \\
\hline taxes \& 24 \& In \& 25 \& ? \& \& \& \({ }^{26}\) \& \& \({ }^{27}\) \& - \& \({ }^{26}\) \& , \& 25 \& \& 25 \& \& \({ }^{26}\) \& \& 26 \& \& 34 \& \& 29 \& \& \& \& 35 \& \& 32 \& \\
\hline  \& \& 15 \& 296 \& \({ }_{16}\) \& 318 \& \({ }_{23}^{83}\) \& 333 \& \({ }_{23}^{93}\) \& 338 \& \({ }_{26}^{96}\) \& \({ }^{384}\) \& \({ }_{28}^{99}\) \& 406 \& \({ }_{26}^{101}\) \& 502 \& \({ }_{33}^{101}\) \& 532 \& \({ }_{29}^{105}\) \& \({ }_{5}^{543}\) \& \({ }_{38}^{144}\) \& \& \({ }_{185}^{125}\) \& 59 \& \({ }_{41}^{141}\) \& 51 \& \({ }_{49}^{91}\) \& 596 \& \({ }_{50}^{123}\) \& \({ }^{12}\) \& \({ }^{127}\) \\
\hline New Mexico \& 148 \& 3 \& 142 \& 3 \& 176 \& 4 \& 244 \& 7 \& 246 \& 7 \& 271 \& 8 \& 285 \& 9 \& 297 \& 10 \& 317 \& 5 \& 311 \& 9 \& 316 \& 9 \& 354 \& 8 \& 371 \& 11 \& 374 \& 11 \& 391 \& 10 \\
\hline Moor Fuel laxes \& 104 \& - \& 105 \& - \& 108 \& - \& 139 \& - \& 141 \& - \& 165 \& - \& 176 \& - \& \({ }^{183}\) \& 0 \& 200 \& \& \({ }^{196}\) \& 0 \& 191 \& 0 \& \({ }^{226}\) \& \& \({ }^{237}\) \& 0 \& \({ }^{241}\) \& - \& \({ }_{13}^{247}\) \& \\
\hline MV itense laxes \& \({ }^{39}\) \& - \& \({ }^{33}\) \& - \& 64 \& - \& \({ }_{98}\) \& - \& 99 \& - \& 101 \& - \& 103 \& \& \({ }^{106}\) \& 1 \& 109 \& 0 \& 105 \& 1 \& \({ }^{116}\) \& 1 \& 119 \& \& \({ }^{123}\) \& 1 \& 123 \& \& 133 \& \\
\hline Mee, toll \& 1 \& - \& \({ }_{1}^{4}\) \& i \& 1 \& 2 \& \({ }_{3}^{4}\) \& \({ }_{4}\) \& \({ }_{1}^{4}\) \& 4 \& \({ }_{1}^{4}\) \& 5 \& \({ }_{1}^{4}\) \& 6 \& 3 \& 5 \& \({ }_{3}\) \& 1 \& \({ }_{4}^{6}\) \& 3 \& \({ }_{4}^{6}\) \& 3 \& \({ }_{3}^{6}\) \& 3 \& 5 \& \(\overline{4}\) \& 3 \& 5 \& 4 \& 3 \\
\hline  \& \({ }_{1}^{1.126}\) \& \({ }_{736}^{2}\) \& 1.165 \& \(76{ }^{2}\) \& 1.197 \& \({ }_{842}{ }^{2}\) \& 1.227 \& a
1.013 \& 1.272 \& \begin{tabular}{l}
1.132 \\
\hline
\end{tabular} \& 1.474 \& 1.223 \& \({ }^{1.432}\) \& 1.295 \& 1,441 \& 1.379 \& \({ }^{1,496}\) \& 1.436 \& 1.542 \& 1.566 \& 1.621 \& \({ }^{1.496}\) \& 1.603 \& 1.537 \& 1.582 \& 1.601 \& 1.629 \& 1.658 \& 1.616 \& 1,709 \\
\hline Molor fuel axes \& 409 \& 1 \& 469 \& 2 \& \& 1 \& 500 \& 0 \& 489 \& \& \& \& \& \& \& \& 525 \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline MV licenese taxes \& 458 \& 60 \& 420 \& 58 \& 408 \& 58 \& 418 \& 68 \& 420 \& 69 \& 539 \& 106 \& 538 \& 97 \& 562 \& 97 \& 559 \& 111 \& \({ }^{613}\) \& 105 \& 658 \& 117 \& 623 \& 115 \& 613 \& 121 \& 614 \& 124 \& 577 \& 126 \\
\hline MV operaiar ilienese taxes \& 57 \& \& \({ }^{63}\) \& \& \({ }^{69}\) \& \& 66 \& \& 6 \& \& 6 \& \& 54 \& \& 54 \& - \& 75 \& 1010 \& 92 \& \& 103 \& \& 90 \& \& 95 \& \& \({ }^{94}\) \& \& 85 \& \\
\hline  \& 203 \& \({ }_{67} 67\) \& 213 \& \({ }_{73}^{628}\) \& \({ }^{225}\) \& \({ }_{77}^{706}\) \& 242 \& \({ }_{77} 88\) \& \({ }^{303}\) \& \({ }_{98}^{974}\) \& 327 \& \({ }^{1.022}\) \& 333 \& \({ }^{1,096}\) \& \({ }^{330}\) \& 1.11 \& \({ }^{337}\) \& \({ }_{1}^{12.218}\) \& 347 \& \({ }_{1}^{1,355}\) \& \({ }^{373}\) \& \({ }^{1,263}\) \& \({ }^{386}\) \& \({ }^{1.296}\) \& 400 \& \({ }_{1}^{1,346}\) \& 427 \& 1.396 \& 49 \& \({ }_{143}^{140}\) \\
\hline Vorth Caralina \& 625 \& 9 \& 649 \& 10 \& 794 \& 4 \& 853 \& 13 \& 883 \& 16 \& 1.057 \& 19 \& 1.083 \& 20 \& 1,200 \& \({ }_{24}\) \& 1.214 \& 28 \& 1.270 \& \({ }_{31}^{106}\) \& 1.296 \& \({ }_{31}^{11}\) \& 1.361 \& \({ }_{36}^{126}\) \& 1.417 \& \({ }_{38}^{138}\) \& 1.589 \& \({ }_{41}^{138}\) \& 1.635 \& \({ }_{45}^{143}\) \\
\hline Moor Fuel laxes \& 408 \& 0 \& 424 \& \& 554 \& \& 597 \& \& 610 \& \& \({ }^{793}\) \& \& \({ }^{225}\) \& \& \({ }_{861}\) \& \& \({ }^{869}\) \& \& 909 \& \& 914 \& \& 952 \& \& 997 \& \& \({ }^{1.114}\) \& \& \({ }^{1.146}\) \& \\
\hline MV license taxes \& \({ }_{28}^{189}\) \& 3 \& \({ }^{195}\) \& 4 \& 204 \& 7 \& 216 \& 5 \& \({ }^{232}\) \& 5 \& \({ }^{224}\) \& 8 \& 214 \& 8 \& \({ }_{285}^{280}\) \& 12 \& 290 \& 14 \& 308 \& 16 \& \({ }^{320}\) \& 19 \& 337 \& 19 \& 346 \& 22 \& 389 \& 23 \& 400 \& 25 \\
\hline Reg. \& toll highway charges \& 1 \& crest \& \({ }_{1}\) \& - \& 2 \& \& \({ }_{3}\) \& \& 9 \& - \& \({ }_{2}\) \& - \& 2 \& - \& 5 \& - \& \(\stackrel{53}{2}\) \& - \& \(\stackrel{53}{2}\) \& \& \({ }_{3}^{99}\) \& - \& \({ }_{3}^{69}\) \& \& \({ }^{69}\) \& \& \({ }_{5}\) \& \& \({ }_{7}^{82}\) \& \\
\hline Paxking Charges \& 88 \& 5 \& \({ }_{84}\) \& \({ }_{1}\) \& 89 \& ? \& 109 \& 8 \& 113 \& 1 \& 109 \& 11 \& 118 \& 11 \& \({ }^{106}\) \& \({ }_{1}^{12}\) \& 127 \& 13
2 \& \({ }^{123}\) \& 15 \& 137 \& 13
2 \& 139 \& 3 \& 150 \& \({ }_{4}^{6}\) \& 149 \& 18
3 \& 14 \& \({ }_{3}^{20}\) \\
\hline Moor fuel taxes \& 54 \& - \& 50 \& - \& 55 \& - \& \({ }^{72}\) \& - \& \({ }^{2}\) \& \& 67 \& - \& \({ }^{76}\) \& \& 75 \& 0 \& 78 \& - \& \({ }^{83}\) \& 0 \& \& 0 \& \({ }^{95}\) \& \& 104 \& \& 106 \& \& 105 \& \\
\hline MV license taxes \& \({ }^{32}\) \& - \& \({ }^{31}\) \& - \& \({ }^{31}\) \& - \& \({ }^{33}\) \& - \& 37 \& - \& 38 \& - \& \({ }^{38}\) \& - \& 25 \& - \& 4 \& - \& \({ }^{34}\) \& - \& 40 \& 0 \& \({ }^{38}\) \& - \& \({ }^{38}\) \& - \& 40 \& - \& 40 \& - \\
\hline  \& \({ }_{0}\) \& - \& 1 \& 0 \& \({ }^{2}\) \& \(\bar{\square}\) \& 2 \& 0 \& 3 \& 0 \& \({ }^{3}\) \& - \& 3 \& - \& \({ }_{2}\) \& \% \& \({ }_{2}^{3}\) \& 0 \& \({ }_{3}^{3}\) \& 0 \& \({ }_{3}\) \& \({ }^{-}\) \& \({ }_{3}^{3}\) \& \& \({ }_{4}^{3}\) \& 2 \& \({ }^{3}\) \& - \& 3 \& \\
\hline Parking Charges \& - \& 1 \& \& 1 \& - \& 1 \& \& 1 \& - \& 8 \& , 75 \& 9 \& \& 1 \& \& 1 \& \& 1 \& \& 19 \& \& \({ }_{15}^{2}\) \& \({ }^{-1}\) \& 8 \& \& 2 \& - \& 4 \& \& 17 \\
\hline Ohio \& 1.032 \& \({ }^{7}\) \& 1.090 \& 6 \& 1.079 \& \({ }^{9}\) \& 1,262 \& 11 \& 1,297 \& \& 1,475 \& 9 \& 1.549 \& \& 1,23 \& \& 1.681 \& \& 1.889 \& 119 \& 1.822 \& \& 1.863 \& 18 \& 2.095 \& \& 2,097 \& 164 \& 2.169 \& \\
\hline MVVor liensene axes \& \({ }_{321}\) \& 27 \& \({ }_{\text {l }}^{1064}\) \& 28 \& \({ }_{39}{ }^{692}\) \& \({ }^{29}\) \& \({ }_{350}\) \& 29 \& 379 \& \({ }^{37}\) \& 395 \& 48 \& \({ }_{39}\) \& 46 \& \({ }_{\text {1.1.29 }}\) \& \({ }_{69}^{4}\) \& \({ }_{143}\) \& \({ }_{63}{ }^{2}\) \& \({ }_{5}^{129}\) \& \({ }_{63}\) \& \({ }^{1} 1.2928\) \& \({ }_{3}\) \& \(\underset{509}{ }\) \& 82 \& \(\underset{5}{1.368}\) \& 92 \& \({ }_{\substack{1.388 \\ 580}}\) \& 94 \& \({ }_{587}^{1.371}\) \& 99 \\
\hline MV peratarer icense axes \& 11 \& \& \({ }_{8}^{12}\) \& - \& 13 \& - \& 14 \& \& 15 \& \& 16 \& 19 \& \({ }^{20}\) \& \& \({ }^{21}\) \& - \& \({ }^{21}\) \& \& \({ }^{27}\) \& \& 36 \& \& \({ }^{35}\) \& - \& \({ }^{35}\) \& \& \({ }^{36}\) \& \& \& \\
\hline Reg.teol highwa charges
Panking Chares \& \({ }^{18}\) \& \({ }^{22}\) \& 81 \& \({ }_{13}^{16}\) \& 85 \& 17 \& 87 \& \({ }_{25}^{17}\) \& 91 \& \({ }_{25}^{18}\) \& \({ }^{93}\) \& 19 \& 94 \& 19 \& 92 \& 18 \& 96 \& \({ }^{20}\) \& 100 \& \({ }^{25}\) \& 108 \& \({ }^{32}\) \& 118 \& 32 \& \({ }^{135}\) \& \({ }^{34}\) \& \({ }^{153}\) \& 29 \& 172 \& + \\
\hline Okakhoma \& 431 \& 9 \& 498 \& 23 \& 480 \& 8 \& 615 \& \({ }_{7}\) \& \({ }_{62}{ }^{4}\) \& 8 \& 659 \& 8 \& 676 \& \({ }_{12}^{28}\) \& \({ }^{20}\) \& \({ }_{18}^{28}\) \& 876 \& \({ }_{8}\) \& \({ }^{780}\) \& \({ }_{10}\) \& 957 \& \({ }_{11}\) \& 980 \& 10 \& 1.019 \& 11 \& 1.074 \& \({ }_{11}\) \& \({ }^{1.100}\) \& 17 \\
\hline Motof fiel taxes \& \({ }_{190}^{191}\) \& - \& 2068 \& - \& \({ }_{218}^{205}\) \& - \& 345 \& \(\bar{\square}\) \& 315 \& \(\square^{-}\) \& 331
266 \& - \& \({ }_{280}^{331}\) \& \(\bar{\square}\) \& - \& \({ }_{3}\) \& \({ }^{335}\) \& 0 \& \({ }_{\substack{333 \\ 331}}\) \& I \& \({ }_{3}^{387}\) \& I \& \({ }_{5}^{342}\) \& 1 \& \({ }_{\substack{347 \\ 546}}\) \& 1 \& \({ }_{587}^{335}\) \& 1 \& \({ }_{57}^{384}\) \& 1 \\
\hline MV operator \& 7 \& \& 9 \& \& 10 \& \& 9 \& - \& 7 \& \& 9 \& \& 9 \& \& 7 \& \& 7 \& - \& 6 \& \& 6 \& - \& 6 \& \& 6 \& \& 7 \& \& 7 \& \\
\hline Reg.t toll highway charges \& 43 \& 0 \& 45 \& 0 \& 47 \& 0 \& 49 \& \(\bigcirc\) \& 52 \& 0 \& 53 \& 1 \& 57 \& 3 \& 75 \& 3 \& 80 \& \& 90 \& 0 \& 103 \& 0 \& \({ }^{113}\) \& \({ }^{0}\) \& \({ }^{120}\) \& 0 \& 125 \& \(\bigcirc\) \& 132 \& 0 \\
\hline Oregon \& 274 \& 22 \& 306 \& \({ }_{24}\) \& \({ }_{339}\) \& \({ }_{26}\) \& 375 \& 25 \& 404 \& \({ }_{27}\) \& 474 \& 29 \& 520 \& 27 \& \({ }_{534}\) \& \({ }_{33}\) \& 585 \& \({ }_{9} 9\) \& \({ }_{643}\) \& \({ }_{44}\) \& 679 \& \({ }_{44}\) \& 755 \& 48 \& \({ }_{785}\) \& \({ }_{64}\) \& 752 \& 60 \& 783 \& 56 \\
\hline Moor Fuel laxes \& 119 \& \({ }^{8}\) \& \({ }^{134}\) \& \({ }^{10}\) \& 150 \& \({ }^{10}\) \& 166 \& 8 \& 210 \& 9 \& \({ }^{236}\) \& 9 \& \({ }^{259}\) \& 8 \& 272 \& 9 \& \({ }^{312}\) \& \({ }^{8}\) \& \({ }^{355}\) \& \({ }^{8}\) \& \({ }^{362}\) \& 9 \& \({ }^{380}\) \& 9 \& \({ }^{421}\) \& 9 \& \({ }^{382}\) \& 9 \& 397 \& 9 \\
\hline  \& 111 \& \(\stackrel{3}{-}\) \& 15 \& \(\stackrel{3}{-}\) \& 12 \& - \& 192
14 \& 4 \& 14 \& \(\stackrel{4}{4}\) \& \({ }_{15}^{217}\) \& \(\stackrel{5}{5}\) \& \begin{tabular}{|c}
243 \\
12 \\
12
\end{tabular} \& 5 \& \({ }_{2}^{245}\) \& \(\stackrel{5}{5}\) \& 233
14 \& 6 \& 265
15 \& 6 \& \({ }_{15}^{277}\) \& 7 \& \begin{tabular}{|c}
339 \\
17
\end{tabular} \& 9 \& 334
18
18 \& 10 \& \begin{tabular}{|c}
310 \\
17
\end{tabular} \& 11 \& \& \\
\hline Ree. \& toll highway charges \& 5 \& 2 \& 4 \& 3 \& 5 \& \({ }^{3}\) \& 3 \& 4 \& 3 \& 3 \& 7 \& 3 \& 5 \& 4 \& 4 \& 4 \& 5 \& 7 \& 8 \& \({ }^{10}\) \& 24 \& 10 \& 19 \& 9 \& 12 \& 1 \& \({ }_{4}\) \& 16 \& \({ }_{33}^{20}\) \& \% \\
\hline  \& 1.183 \& \({ }_{92}\) \& \(1.225^{-}\) \& \({ }_{102}\) \& 1267 \& \({ }^{9} 14\) \& \(1.34{ }^{4}\) \& \({ }_{17}^{10}\) \& \({ }^{-}\) \& \({ }_{131}^{11}\) \& \& 12 \& 1439 \& \({ }_{11}^{11}\) \& 1468 \& \({ }_{156}^{15}\) \& 1530 \& 19 \& 1554 \& \({ }_{1}^{20}\) \& 1.63 \& 19 \& 1.631 \& \({ }^{21}\) \& \({ }_{1}^{1.682}\) \& \({ }^{23}\) \& 1907 \& \({ }_{20}^{24}\) \& \& \({ }_{209}^{26}\) \\
\hline Moor fuel haxes \& 62 \& \& 636 \& \& 651 \& \& 672 \& - \& 738 \& - \& 745 \& - \& 123 \& - \& 694 \& \& 742 \& \& 751 \& \& 776 \& \& 760 \& \& 790 \& \& 811 \& \& 747 \& \\
\hline MV license taxes \& 377 \& 0 \& 396 \& 0 \& 405 \& 0 \& 420 \& 0 \& 429 \& 0 \& 432 \& 0 \& 446 \& - \& 447 \& 0 \& 459 \& 0 \& 465 \& \& 493 \& - \& 491 \& \& 506 \& \& 695 \& \& 736 \& \\
\hline Reg, \& toll highway h harges \& 141 \& 13 \& 150 \& 14 \& 170 \& 17 \& \({ }_{207}^{43}\) \& \({ }_{18}{ }^{-1}\) \& \({ }_{22} 2\) \& \({ }_{23}\) \& 224 \& \({ }_{24}\) \& \({ }_{22}^{28}\) \& 3 \& 271 \& \({ }^{3} 4\) \& 280 \& 37 \& \({ }_{291}^{47}\) \& 40 \& 312 \& \(4{ }^{-1}\) \& 52
327 \& 44 \& 32
334 \& 40 \& - 31 \& 43 \& 52
367 \& 42 \\
\hline Putking Charges \& \& 79 \& \& 88 \& \& \({ }_{97}\) \& \& 100 \& \& 108 \& \& 113 \& \& 122 \& \& 12 \& \& 132 \& \& 142 \& \& \({ }^{44}\) \& \& 149 \& \& \({ }^{156}\) \& \& 163 \& \& \\
\hline  \& \({ }_{46}^{77}\) \& 0 \& 81
47 \& 0 \& \({ }_{53}^{89}\) \& 0 \& \({ }_{55}^{95}\) \& \(\bigcirc\) \& \({ }_{50}^{91}\) \& \(\bigcirc\) \& \({ }_{17}^{122}\) \& \(\bigcirc\) \& 136
75 \& \(\bigcirc\) \& 155
94 \& \(\bigcirc\) \& \({ }_{99}^{157}\) \& 0 \& \({ }_{120}^{184}\) \& 0 \& \({ }_{128}^{188} 1\) \& 1 \& 190
126 \& 1 \& 182
124 \& 1 \& 189
125 \& \(\underline{1}\) \& 184
119 \& \\
\hline MV license taxes \& \({ }^{24}\) \& - \& \({ }^{26}\) \& - \& 28 \& - \& 31 \& - \& 32 \& - \& 40 \& - \& 52 \& - \& 51 \& - \& 48 \& - \& \({ }_{5} 5\) \& \& 54 \& - \& 54 \& \& 47 \& \& 52 \& - \& 53 \& \\
\hline Reg. \& toll higwey y harges \& 7 \& - \& 8 \& - \& 8 \& - \& 9 \& - \& 9 \& \& 9 \& \& 9 \& - \& 9 \& - \& 9 \& \& 9 \& \& 10 \& - \& \({ }_{10} 10\) \& \& \({ }_{11}^{0}\) \& \& \({ }_{11}\) \& - \& \({ }_{11}\) \& \\
\hline Paxking Charges \& - \& 0 \& - \& \(\stackrel{0}{5}\) \& - \& \({ }_{5}\) \& - \& \(\bigcirc\) \& - \& 0 \& 1 \& 0 \& - \& \({ }_{1}\) \& - \& \({ }^{\circ}\) \& , \& 0 \& - \& 0 \& - \& 1 \& - \& 6 \& \& \& - \& \& \& , \\
\hline  \& 247 \& \(\stackrel{+}{-}\) \& 253 \& - \& 262 \& 5 \& 306 \& \(\stackrel{-}{-}\) \& \({ }_{328}\) \& - \& 358 \& - \& \({ }_{340}\) \& \& \({ }_{287} 04\) \& \& \({ }_{295}^{409}\) \& \& \& \& \& \& \({ }_{32} 3\) \& 16 \& \({ }_{328}^{44}\) \& 30 \& \({ }_{3}^{491}\) \& 32 \& \({ }_{351}^{466}\) \& \\
\hline MV icease taxes \& 48 \& - \& 59 \& - \& \({ }_{7}^{73}\) \& - \& \({ }_{88}^{68}\) \& - \& 72 \& - \& 77 \& \& 72 \& \& \({ }_{7}^{79}\) \& 2 \& 79 \& 4 \& \({ }_{8}^{89}\) \& 3 \& \({ }_{13}\) \& 3 \& 96 \& - \& 96 \& 11 \& 105 \& 14 \& 100 \& 14 \\
\hline  \& \({ }_{4}^{4}\) \& - \& \({ }_{4}^{8}\) \& - \& 11 \& - \& \({ }_{14}^{8}\) \& - \& 10
18 \& - \& \({ }_{20}^{12}\) \& - \& \({ }_{25}^{13}\) \& - \& \({ }_{23}^{15}\) \& - \& \({ }_{17}^{14}\) \& \& 13
3 \& \& \({ }^{13}\) \& \& 17 \& 0 \& 17 \& \& 17 \& \& 15 \& \\
\hline Paxing Charges \& \& 4 \& \& 5 \& \& 5 \& \& 8 \& \& 9 \& \& \({ }^{10}\) \& \& 12 \& \& 12 \& \& 12 \& \& \({ }^{16}\) \& \& 15 \& \& 16 \& \& 9 \& \& 19 \& \& 22 \\
\hline \begin{tabular}{l} 
Sourh Dalotal \\
Moor fuel lues \\
\hline
\end{tabular} \& \({ }_{55}^{71}\) \& 10 \& \({ }_{57}^{86}\) \& 10 \& \({ }^{83}\) \& 12 \& \({ }_{8}^{86}\) \& 11 \& 101 \& \({ }^{13}\) \& 102 \& \({ }^{13}\) \& \({ }^{118}\) \& \({ }^{14}\) \& \({ }^{110}\) \& 11 \& 111 \& 12 \& 115 \& \({ }^{13}\) \& 120 \& \({ }^{13}\) \& \({ }^{122}\) \& 14 \& 127 \& 16 \& \({ }^{147}\) \& 20 \& 142 \& \({ }^{21}\) \\
\hline MV license taxes \& 13 \& 9 \& 25 \& 9 \& 20 \& 11 \& 22 \& 9 \& 23 \& 11 \& 20 \& 12 \& \({ }^{38}\) \& 12 \& \({ }^{25}\) \& 9 \& 26 \& 10 \& \({ }^{26}\) \& 11 \& 29 \& 11 \& \({ }^{30}\) \& 13 \& 30 \& 4 \& 31 \& 17 \& 32 \& 16 \\
\hline Mce perator icense axases \& 1 \& - \& \({ }_{2}^{2}\) \& 0 \& 1 \& 0 \& 1 \& 0 \& 1 \& 0 \& 1 \& 0 \& \({ }_{0}^{1}\) \& 0 \& \({ }_{0}^{2}\) \& 0 \& \({ }_{0}^{2}\) \& 0 \& \({ }_{0}^{2}\) \& - \& 2 \& 0 \& \({ }_{0}^{2}\) \& 0 \& \({ }_{0}^{2}\) \& 1 \& \({ }_{1}^{2}\) \& i \& 1 \& 2 \\
\hline Parking Charges \& \(-\) \& 1 \& - \& 1 \& - \& 1 \& - \& 5 \& - \& 1 \& \& 1 \& - \& 1 \& - \& 1 \& \(8{ }^{-15}\) \& 75 \& \& 2 \& 57 \& 1 \& \({ }^{-1}\) \& \({ }_{8}^{1}\) \& \({ }^{-15}\) \& 8 \& \% \& 82 \& - \& \\
\hline  \& 288 \& \& 369 \& \& 489 \& \& \({ }_{503}^{604}\) \& \& \({ }_{535}\) \& \& \({ }_{630}^{804}\) \& \({ }_{-}^{6+}\) \& \({ }_{635}\) \& \& \& 12 \& \({ }_{643}^{845}\) \& \& \({ }_{684}\) \& \& \& \({ }_{0}^{80}\) \& \({ }_{715}^{994}\) \& \({ }^{83}\) \& \(\underset{723}{965}\) \& \& \({ }_{752}\) \& \& \({ }^{988} 70\) \& \\
\hline MV license taxes \& 121 \& 30 \& 127 \& 32 \& 130 \& \({ }_{3}\) \& 144 \& 48 \& 152 \& 53 \& 151 \& 58 \& 152 \& 60 \& 159 \& \({ }_{6}\) \& 170 \& 68 \& 177 \& 70 \& 197 \& \({ }^{72}\) \& 198 \& 78 \& 201 \& 75 \& 210 \& \({ }^{78}\) \& 215 \& \({ }^{82}\) \\
\hline MV peratart icenese axas \& \({ }^{20}\) \& - \& 10 \& \& 14 \& \& 15 \& \& \({ }^{20}\) \& \& \({ }_{2}^{21}\) \& \& \({ }_{2}^{21}\) \& 0 \& \({ }_{3}^{27}\) \& 1 \& \({ }_{30}^{30}\) \& \& \({ }_{3}^{36}\) \& \& \({ }_{3}^{36}\) \& \({ }^{2}\) \& \({ }_{3}^{38}\) \& \& \({ }_{4}^{37}\) \& \& \({ }_{3}^{33}\) \& \& 3 \& \\
\hline  \& 1 \& \({ }_{6}\) \& \& \({ }_{5}\) \& 1 \& \({ }_{5}^{5}\) \& 1 \& 5 \& 3 \& \({ }_{5}\) \& \& \& \(\stackrel{2}{2}\) \& \& \& \& \& 6 \& \& \& \& \({ }_{4}^{4}\) \& \& \({ }_{3}\) \& \& \& 3 \& 4 \& - \& \\
\hline Texas \& \({ }^{1.593}\) \& 123 \& \({ }^{1,732}\) \& \({ }^{154}\) \& \({ }_{\text {2, }}^{1.046}\) \& 177 \& \({ }_{2}^{2,256}\) \& 179 \& \({ }_{\substack{2,296 \\ 1 \\ 1}}\) \& 200 \& \({ }_{\substack{2,333 \\ 1515}}\) \& 220 \& \({ }_{1}^{2.357}\) \& 262 \& \({ }_{2}^{2,767}\) \& 301 \& \({ }_{2}^{2,928}\) \& \({ }^{338}\) \& 3,043 \& \({ }^{352}\) \& \({ }^{3.118}\) \& 379 \& \({ }_{\text {3, }}^{3,252}\) \& 384 \&  \& \({ }^{225}\) \& \({ }_{\substack{3.541 \\ 205}}\) \& 48 \& 3,689 \& \\
\hline Moor fuel haxes \& \({ }_{541}^{987}\) \& \({ }_{9}\) \& \({ }_{644}^{1.011}\) \& 122 \& \({ }_{697}\) \& \({ }_{138}\) \& \(\underset{\substack{1.474 \\ 694}}{\text { c, }}\) \& 134 \& \({ }_{694}^{1.501}\) \& \({ }_{147}\) \& \({ }_{1715}^{1.515}\) \& \({ }_{151}^{0}\) \& 1.509

726 \& 172 \& $\underset{\substack{1.933 \\ 693}}{ }$ \& ${ }_{186}$ \& ${ }_{\substack{2.086 \\ 710}}^{2.0}$ \& 210 \& 2.171
745 \& 216 \& ${ }_{745}^{2,237}$ \& ${ }_{223}^{0}$ \& ${ }_{7}^{2,323}$ \& 224 \& ${ }_{7}^{2.383}$ \& 245 \& ${ }_{839}^{2.506}$ \& ${ }_{243}^{0}$ \& ${ }_{882}$ \& 255 <br>
\hline MV peratar ficense taxes \& ${ }^{41}$ \& - \& 51 \& \& 49 \& \& 54 \& \& 59 \& \& 56 \& \& \& \& 71 \& \& 70 \& \& \& \& 70 \& \& \& \& \& \& 87 \& \& \& <br>
\hline ${ }^{\text {Reg., t toll highway charges }}$ \& ${ }^{24}$ \& 13 \& ${ }^{25}$ \& 14 \& 27 \& 22 \& ${ }^{35}$ \& ${ }^{30}$ \& 42 \& ${ }^{37}$ \& 48 \& 54 \& 52 \& ${ }^{75}$ \& 50 \& ${ }^{98}$ \& ${ }^{63}$ \& 108 \& 57 \& ${ }^{116}$ \& 67 \& ${ }^{134}$ \& 82 \& ${ }^{137}$ \& 153 \& ${ }^{159}$ \& 110 \& ${ }^{84}$ \& 116 \& 199 <br>

\hline Uuah ${ }^{\text {Paning Clarges }}$ \& 149 \& 16 \& ${ }^{54}$ \& ${ }_{2}^{18}$ \& $17 \overline{3}$ \& 17 \& 176 \& ${ }^{15}$ \& 178 \& ${ }_{2}^{16}$ \& ${ }_{181}$ \& ${ }_{2}^{16}$ \& 181 \& $\stackrel{15}{15}$ \& 192 \& ${ }_{2}^{17}$ \& 242 \& 1 \& 246 \& ${ }_{2}^{20}$ \& 274 \& | 23 |
| :---: |
| 2 | \& 264 \& | 23 |
| :---: |
| 2 | \& 276 \& 20 \& 388 \& ${ }_{2}^{21}$ \& \% ${ }^{2}$ \& ${ }_{2}^{21}$ <br>

\hline Motof Fuel laxes \& ${ }_{122}^{112}$ \& - \& ${ }_{12}^{118}$ \& - \& 127 \& - \& ${ }^{129}$ \& - \& ${ }^{130}$ \& - \& 132 \& - \& ${ }^{131}$ \& - \& ${ }^{136}$ \& - \& 186 \& - \& ${ }_{187}$ \& - \& 203 \& - \& 207 \& \& 217 \& - \& 307 \& - \& ${ }^{313}$ \& - <br>
\hline MV operator \& \& - \& \& - \& \& \& ${ }_{5}$ \& \& \& \& \& \& \& \& \& \& \& \& \& \& 48 \& \& \& \& 18 \& \& \& - \& \& <br>
\hline Ree.女 toll highway charges \& 0 \& 1 \& 0 \& 1 \& 1 \& 1 \& 1 \& 0 \& 1 \& 1 \& 1 \& 0 \& 1 \& 0 \& 1 \& 1 \& 1 \& \& ${ }_{0}$ \& 0 \& 14 \& 1 \& 1 \& 1 \& 2 \& 1 \& 2 \& 1 \& 2 \& 1 <br>
\hline Vemmont ${ }_{\text {Parkinge }}$ \& 67 \& $\frac{1}{2}$ \& 7 \& 1 \& 75 \& $\frac{1}{2}$ \& 78 \& 1 \& 79 \& 2 \& ${ }_{9}$ \& 2 \& ${ }_{92}$ \& 2 \& 9 \& 3 \& ${ }_{98}$ \& 4 \& 105 \& 3 \& ${ }_{100}$ \& 3 \& 107 \& 3 \& 98 \& 4 \& ${ }_{96}$ \& 5 \& 9 \& ${ }_{6}$ <br>
\hline Mooro Fuel laxes \& ${ }^{37}$ \& - \& ${ }^{38}$ \& - \& 40 \& - \& ${ }^{42}$ \& - \& 44 \& - \& $5_{4}$ \& - \& ${ }_{5} 5$ \& \& 56 \& - \& 56 \& - \& ${ }^{60}$ \& - \& 58 \& - \& 59 \& \& 58 \& \& ${ }_{56}$ \& - \& 57 \& - <br>

\hline MV icenese taxes \& $\stackrel{28}{28}$ \& - \& $\stackrel{31}{21}$ \& \& ${ }^{32}$ \& - \& $\stackrel{33}{3}$ \& - \& | 33 |
| :---: |
| 2 | \& - \& 37 \& - \& | 35 |
| :---: |
| 3 | \& - \& [88 \& - \& 39

3 \& - \& ${ }_{3}^{42}$ \& - \& 39

4 \& - \& $\stackrel{44}{4}$ \& \& \begin{tabular}{|c}
36 <br>
3

 \& 0 \& 

36 <br>
3
\end{tabular} \& $\bigcirc$ \& $\stackrel{34}{4}$ \& $\bigcirc$ <br>

\hline Reg. \& ¢oll lighway charges \& 0 \& 1 \& 0 \& 1 \& 0 \& 1 \& 0 \& 0 \& 0 \& 0 \& 0 \& 0 \& 2 \& 0 \& 0 \& 1 \& 0 \& 2 \& 0 \& 0 \& 0 \& 1 \& 0 \& 1 \& 0 \& 0 \& 0 \& 0 \& 0 \& 2 <br>
\hline Patking Charges \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& 4 \& \& 5 \& \& <br>
\hline
\end{tabular}



| State | ${ }_{\text {State }}{ }^{1985}$ Local |  | ${ }^{1986}$ |  | ${ }_{1987}^{1987}$ |  | 1988 |  | ${ }^{1989}$ |  | ${ }^{1990}$ |  | ${ }^{1991}$ |  | ${ }^{1992}$ |  | ${ }^{1993}$ |  | ${ }_{\text {State }}{ }^{1994}$ Local |  | 1995 |  | ${ }^{1996}$ |  | 1997 |  | 1998 |  | ${ }_{\text {State }}{ }^{1999}{ }_{\text {Local }}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\overline{\text { Virginia }}$ | 572 | 103 |  | 110 | 792 | ${ }^{118}$ | 899 | 129 | 94 | 142 |  | 150 | 954 | 154 | 980 | 163 | 983 | 171 | ${ }^{1.005}$ | 170 | 1.032 | 181 | ${ }^{1.025}$ | 187 | ${ }^{1.073}$ | 188 | 1.119 | 199 |  | 208 |
| Moor fuel taxes | ${ }_{3}^{328}$ |  | ${ }_{308}^{308}$ |  | 508 | 0 | ${ }_{594} 9$ |  | ${ }_{6}^{612}$ | 0 | ${ }^{622}$ | 0 | ${ }^{618}$ | ${ }_{87} 8$ | ${ }_{626}^{629}$ |  | ${ }_{6}^{651}$ | ${ }_{9}^{0}$ |  |  | ${ }^{679}$ |  | ${ }_{7}^{707}$ |  | ${ }^{735}$ |  | ? ${ }_{\text {7 }}^{761}$ |  | ${ }_{7}^{795}$ |  |
| MV ilense taxes | 186 16 | 62 | ${ }_{32}^{198}$ | ${ }^{65}$ | ${ }_{21}^{216}$ | 70 | 233 23 23 | 74 | ${ }_{20}^{258}$ | 79 | ${ }_{2}^{247}$ | ${ }^{84}$ | ${ }_{24}^{246}$ | 87 | 256 24 | 90 | ${ }_{26}^{267}$ | ${ }^{96}$ | ${ }_{22}^{268}$ | 94 | 279 23 | ${ }^{103}$ | ${ }_{2}^{258}$ | ${ }^{106}$ | ${ }_{264}^{264}$ | 106 | 284 26 | ${ }^{111}$ | 287 28 | ${ }^{113}$ |
|  | ${ }_{42}^{16}$ | 32 | 32 <br> 48 | 34 | 21 47 | 37 | ${ }_{50}^{23}$ | 40 | ${ }_{57}^{20}$ | 49 | 17 69 | 50 | 21 69 | 51 | ${ }_{71}^{24}$ | 5 | ${ }_{42}^{23}$ | ${ }_{55}$ | ${ }_{44}^{22}$ | 56 | ${ }_{51}^{23}$ | 58 | 34 36 | 59 | 25 50 | 60 | ${ }_{48}^{26}$ | ${ }^{63}$ | ${ }_{53}^{28}$ | ${ }_{68}$ |
| Parking Charges |  | 9 |  | 1 |  | , | - | 15 | - | ${ }^{13}$ | - | 16 |  | 17 |  | 20 |  | 19 |  | 19 |  | 20 |  | ${ }^{23}$ |  | ${ }^{23}$ |  | 25 |  | ${ }_{28}^{68}$ |
|  | S50 | ${ }^{21}$ | 392 | 21 | ${ }^{663}$ | 24 | - 685 | ${ }^{26}$ | ${ }_{454}^{714}$ | 32 | ${ }_{484} 54$ | 29 | ${ }_{585}^{807}$ | ${ }^{34}$ | ${ }^{924}$ | ${ }^{36}$ | ${ }_{608}$ | ${ }^{36}$ | ${ }_{632}^{954}$ | ${ }^{38}$ | 1002 | ${ }^{115}$ | ${ }^{1.026}$ | 119 | 1.0.48 | ${ }^{116}$ | ${ }^{1.080}$ | 129 | 1.119 | ${ }_{138}^{138}$ |
| MVV license axaes | ${ }_{127} 129$ | 9 | ${ }_{126} 9$ | 9 | ${ }_{138}$ | 10 | ${ }_{156}$ | 11 | ${ }_{165}$ | 12 | ${ }_{173}$ | 15 | ${ }_{194}$ | 16 | ${ }_{204}^{621}$ | 17 | ${ }_{208}$ | 17 | ${ }_{22} 22$ | 18 | ${ }_{233}^{623}$ | ${ }_{89}$ | ${ }_{238}$ | ${ }^{93}$ | ${ }_{24} 6$ | ${ }_{98}$ | ${ }_{256} 78$ | 109 | ${ }_{273}$ | 120 |
| MV peratuor icense axes | 14 | - | 15 | - | 16 | - | ${ }^{16}$ | - | 16 |  | 18 | - | ${ }^{20}$ |  | ${ }^{20}$ |  | 19 |  | ${ }^{21}$ |  | ${ }^{23}$ |  | ${ }^{23}$ |  | ${ }^{24}$ |  | ${ }^{25}$ |  | 28 |  |
|  | 60 | 3 |  | ${ }_{8}^{4}$ |  | ${ }_{8}^{6}$ | 17 | ${ }_{9}^{6}$ |  | 5 14 |  | $\stackrel{4}{10}$ | 69 | ${ }_{13}^{5}$ | ${ }^{73}$ | ${ }_{14}^{6}$ | ${ }^{76}$ | 5 14 | 79 | ${ }_{13}^{6}$ | 85 | ${ }_{13}^{12}$ | 88 | 15 11 | 87 | ${ }_{11}$ | 90 | ${ }_{11}^{8}$ | 100 | 7 10 |
| West Virginia | 246 | 8 | 244 | 7 | 259 | 8 | 268 | 8 | 280 | 8 | 325 | 8 | 332 | 8 | ${ }^{333}$ |  | 347 | 9 | 339 | 9 | ${ }^{343}$ | 0 | ${ }^{336}$ | 10 | ${ }^{361}$ | 11 | 376 | 10 | ${ }^{381}$ | 11 |
| Moor fuel laxes | 159 |  | 152 |  | 162 |  | 168 |  | 171 |  | 209 |  | 206 |  | 208 |  | 221 |  | 205 |  | 207 |  | 206 |  | 228 |  | 233 |  | 237 |  |
| MV licene taxes | ${ }^{63}$ | 0 | ${ }^{65}$ | 1 | 68 | 1 | 68 | 1 | 71 | 0 | ${ }^{74}$ | 1 | 84 | 1 | ${ }_{4}^{79}$ | 1 | ${ }_{4}^{80}$ | 1 | ${ }_{4}^{86}$ | 1 | ${ }_{3}$ | 1 | ${ }_{4}^{77}$ | 1 | ${ }^{75}$ | 1 | ${ }_{5}^{82}$ | 1 | ${ }_{4}^{81}$ | 0 |
| Ree, totoll higway charge | ${ }^{24}$ | 2 | 27 | 1 | 29 | 1 | 32 | 1 | 38 | 1 | 40 | 1 | 39 | 1 | 41 | 2 | 42 | 2 | 44 | 2 | ${ }_{4} 8$ | 2 | 49 | 2 | 53 | 2 | 57 | 2 | 58 | 3 |
|  | 538 | ${ }_{27}^{6}$ | 565 | ${ }_{32}^{5}$ | 589 | ${ }_{24}^{6}$ | 670 | ${ }_{28}^{6}$ | 69 | ${ }_{27}^{6}$ | 718 | ${ }_{30}^{6}$ | ${ }_{733}$ | ${ }^{35}$ | 807 | 34 | ${ }_{838}{ }^{-}$ | ${ }_{36}$ | 889 | ${ }_{40}^{7}$ | 909 | ${ }_{41}^{8}$ | 939 | - | ${ }_{953}$ | ${ }_{46}$ | $1.155^{1}$ | 7 | 1.235 | 51 |
| Moor fuel laxes | 370 | - | 390 | - | 419 |  | 491 |  | ${ }_{518}$ |  | 529 |  | 547 |  | 569 |  | 590 |  | ${ }_{6} 63$ |  | 697 |  | 674 |  | 694 |  | 846 |  |  |  |
| MV license taxes | ${ }^{149}$ | - |  | - |  | 0 | 154 | 0 | 155 | 0 | 162 | 0 | 159 | 1 | 207 | 1 | 218 | 1 | 220 | 1 | 219 | 1 | 231 | 1 | 226 | 1 | 270 | 1 | 276 | 1 |
|  | 13 6 | 13 | $\stackrel{13}{7}$ | 19 | ${ }_{8}^{14}$ | 10 | ${ }_{9}^{15}$ | i | ${ }_{9}^{16}$ | 10 | ${ }_{11}^{16}$ | 12 | 17 | 15 | $\stackrel{22}{9}$ | 14 | ${ }_{21}^{21}$ | - | ${ }_{14}^{21}$ | 17 | ${ }_{13}^{21}$ | 18 | 21 | 18 | ${ }_{10}^{23}$ | 16 | ${ }_{9}^{27}$ | 18 | ${ }_{22}^{27}$ | 19 |
|  |  | 13 |  | 13 |  | 14 |  | 16 |  | 17 | - | 18 | - | 19 |  | 4 |  | 仡 | - | 22 |  | ${ }_{23}$ |  | ${ }_{28}$ |  | 29 |  | ${ }_{31}$ |  |  |
| Wyoming | 76 | 1 | ${ }^{80}$ | 1 | 74 | 1 | ${ }_{80}$ | 1 | ${ }^{83}$ | 1 | 82 | 3 | ${ }^{74}$ | 1 | 79 | 3 | 76 | 2 | ${ }^{81}$ | 6 | 88 | 7 | 90 | 8 | ${ }_{96}$ | 10 | 95 | 9 | 114 | 10 |
| Moror fuel laxes | ${ }_{38}^{36}$ | 1 | 37 38 | - | ${ }_{36}^{35}$ | i | ${ }_{41}^{37}$ | i | ${ }_{42}^{39}$ | i | ${ }_{4}^{37}$ | ${ }_{3}$ | 36 <br> 36 | 1 | 398 | 1 | 37 37 | i | ${ }_{38}^{40}$ | 6 | ${ }_{41}^{43}$ | 6 | ${ }_{42}^{43}$ | $\overline{7}$ | ${ }_{45}^{47}$ | $10^{-1}$ | ${ }_{45}^{45}$ | 9 | 63 47 | 9 |
| MV operator icense axes | 0 |  | 1 |  | 1 |  | 1 |  | 1 |  | 1 | - | 1 |  | 1 |  | 1 |  | 2 |  | 2 |  | 3 |  | 3 |  | 2 |  | 2 |  |
|  | 2 | ! | 4 | ${ }_{0}$ |  | \% |  | ! | 2 | ${ }_{0}^{0}$ | 2 | 0 |  | ! | 1 | ${ }_{1}^{1}$ | 2 | 0 | 2 | ${ }_{0}^{0}$ |  | 0 | 2 | $\bigcirc$ | 2 | $0_{0}^{0}$ | $\stackrel{3}{3}$ | ${ }_{0}^{0}$ |  |  |


$\underset{\substack{\text { Note: } \\ \text { Numbers may }}}{ }$




| State | ${ }_{\text {Slate }}^{\text {I285 }}$ | Looal | ${ }_{\text {Slate }}^{\text {Leg }}$ | Looal | ${ }_{\text {Slate }}^{1987}$ | Local | ${ }_{\text {State }}^{198}$ | Local | ${ }_{\text {Sales }}^{1199}$ | Local | ${ }_{\text {Sate }}^{1909}$ | Local | ${ }_{\text {State }}^{1991}$ | Local | ${ }_{\text {State }}^{\text {Sta }}$ | Local | ${ }_{\text {Sale }}^{\text {Sale }}$ | Local | ${ }_{\text {Slate }}^{\text {Sag }}$ | Looal | ${ }_{\text {Slate }}^{1995}$ | Local | ${ }_{\text {Sale }}^{1966}$ | Looal | ${ }_{\text {sale }}^{\text {lag }}$ | Local | ${ }_{\text {State }}^{\text {Leg }}$ | Local | ${ }_{\text {Slate }}^{\text {sag9 }}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\xrightarrow{\text { US. T.atal }}$ Nour | ${ }^{31.858}$ | ${ }^{3.191}$ | ${ }^{32986}$ | ${ }_{\text {3,300 }}^{3}$ | ${ }^{3+7,62}$ |  | ${ }^{36,514}$ | ${ }_{4}^{4.123}$ | ${ }^{317.24}$ | 4.365 | ${ }^{3,7888}$ | ${ }^{4} 4.64$ |  | ${ }_{4}^{4.959}$ | 40.80 | 4.734 |  | ${ }_{\text {4, }}^{4.809}$ |  | ${ }_{5}^{5.002}$ | ${ }_{\text {cose }}^{4.382}$ | ${ }_{5}^{\text {S.063 }}$ |  | ${ }_{5}^{5.133}$ | ${ }_{\text {cose }}^{43,502}$ |  |  | 5.542 |  |  |
| Mvoricenctaxes | 9,939 | ${ }_{79} 719$ | ${ }_{1}$ | ${ }_{766}$ | ${ }_{\substack{20.3 .31 \\ 10.806}}$ | ${ }_{808}$ | ${ }_{\text {2 }}$ | ${ }_{812}{ }^{24}$ | ${ }_{1}^{21.1996}$ | ${ }_{839}$ | 11.430 | 893 | ${ }_{\text {c }}$ | ${ }_{884}$ | 11.sso | ${ }_{931} 81$ | ${ }_{\text {2 }}^{2}$ | 973 | ${ }_{\text {2, }}^{\text {25, }}$ | 976 | 12,097 | 105 | 12681 | ${ }_{1} 1.048$ | 20,18 | ${ }_{1}^{1.158}$ | ${ }_{2}^{2,182}$ | ${ }_{1}^{1.172}$ | 27,299 |  |
| MV perateraf icene | 856 |  | ${ }_{939}$ |  | ${ }_{931}$ | ${ }_{2}$ | ${ }_{961}$ | 2 | 963 | 1 | 960 | 2 | 976 | 2 | 1.115 | 2 | 1.09 | 2 | 1.113 | 2 | 1.171 | 4 | ${ }_{1}^{1,167}$ |  | 1.156 | 2 | 1,299 |  | 1.1.69 | ${ }^{1.17}$ |
| Reg, \&x oll highwy charge | 2.547 | 1.278 | 2.628 | ${ }^{1.309}$ | 2.69 | ${ }^{1,433}$ | 2.876 | 659 | 2.954 | ${ }_{1} .815$ | 3.006 | ${ }_{1}^{1.809}$ | 3.188 | 1.993 | 33.37 | 1.948 | 3.306 | 2.018 | 3.340 | 2.141 | 3,494 | 2.055 | 3.517 | 2,93 | 3,988 | 2.143 | 3,884 | 2288 | 4.035 | 2321 |
| Athamm | ${ }_{48}^{48}$ | ${ }_{68}$ | ${ }_{49}{ }^{3}$ | ${ }_{17}^{883}$ | 490 | ${ }_{71}^{886}$ | 497 | ${ }_{68}^{29}$ | so9 | ${ }_{68}^{965}$ | 502 | ${ }_{65}^{92}$ | 502 | ${ }_{1}^{1.982}$ | 545 | 1.1089 | ${ }_{64}{ }^{7}$ | ${ }_{69}^{1.002}$ | 651 |  | 673 | ${ }_{1}^{1.118}$ | 652 | ${ }^{1.107}$ | 645 | ${ }^{1.1166}$ | ${ }_{653}$ | ${ }_{17}^{1.217}$ | 655 | ${ }_{1}^{1.266}$ |
| Mour fuel lexes | ${ }_{\substack{350 \\ 120}}$ | ${ }_{20}^{41}$ | ${ }_{135}^{338}$ | ${ }_{19}^{45}$ | ${ }_{135}^{340}$ | ${ }_{19}^{48}$ | ${ }_{136}^{346}$ | ${ }_{18}^{41}$ | ${ }_{\substack{348 \\ 148}}$ | ${ }_{17}^{41}$ | ${ }_{147}^{332}$ | $\underset{17}{38}$ | $\underset{\substack{328 \\ 159}}{ }$ | ${ }_{16}^{39}$ | ${ }_{161}^{367}$ | ${ }_{18}^{38}$ | ${ }_{168}^{470}$ | 17 | ${ }_{166}^{469}$ | ${ }_{18}^{41}$ | ${ }_{167}^{468}$ | ${ }_{19}^{46}$ | ${ }_{\substack{462 \\ 170}}$ | ${ }_{21}^{47}$ | ${ }_{466}^{461}$ | ${ }_{20}^{40}$ | ${ }_{169}^{469}$ | ${ }_{21}^{41}$ | ${ }_{162}^{465}$ | ${ }_{19}^{38}$ |
| MV operausor tienems axes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\stackrel{1}{\square}$ | $\stackrel{\square}{7}$ | $\stackrel{2}{-}$ | ${ }^{\circ}$ | $\stackrel{2}{-}$ | $\stackrel{7}{7}$ | $\stackrel{2}{-}$ | 9 | $\stackrel{2}{-}$ | ! | $\underline{1}$ | ! | $\stackrel{2}{-}$ | ! | 1 | ${ }_{14}^{14}$ | $\stackrel{2}{-}$ | ${ }_{14}^{14}$ | 1 | $\stackrel{1}{8}$ | $\stackrel{2}{ }$ | ! | $\stackrel{2}{-}$ | ! | $\stackrel{2}{ }$ | ! | $\stackrel{2}{-}$ | ${ }_{15}^{15}$ | $\stackrel{2}{-}$ | ${ }_{16}^{16}$ |
| Alasa areme | ${ }_{50}^{125}$ | 3 | ${ }^{109}$ | 8 | ${ }^{126}$ | 10 | ${ }^{114}$ | 7 | ${ }^{120}$ | 8 | ${ }^{138}$ | 8 | ${ }^{129}$ | 8 | ${ }^{128}$ | 9 | ${ }^{117}$ | 9 | ${ }^{116}$ | 11 | ${ }^{116}$ | 11 | ${ }_{12}^{112}$ | 11 | ${ }^{104}$ |  | ${ }^{111}$ | 13 | ${ }^{108}$ | 14 |
| Mvoriceneraxes | ${ }_{21}$ | $\bar{\square}$ | ${ }_{24} 4$ | 6 | ${ }_{23}$ | $\overline{7}$ | ${ }_{23}{ }^{23}$ | $\stackrel{4}{4}$ | ${ }_{24}$ | $\stackrel{4}{4}$ | ${ }_{23}^{48}$ | 4 | ${ }_{23}$ | $\stackrel{4}{4}$ | ${ }_{27}{ }^{27}$ | $\overline{4}$ | ${ }_{26}$ | $\stackrel{\square}{4}$ | ${ }_{26}$ | ${ }_{6}$ | ${ }_{25}$ | ${ }_{6}$ | ${ }_{30} 8$ | ${ }_{6}$ | ${ }_{28} 8$ | ${ }_{6}$ | 37 | 9 | ${ }_{32}$ | 9 |
|  | ${ }_{53}$ |  | 54 | - | 61 | - | 48 |  | 51 |  | ${ }_{65}$ |  | ${ }_{60}$ |  | 52 |  | 48 |  | ${ }_{46}$ |  | ${ }_{48}^{3}$ |  | 4 |  | 41 |  | 41 |  | 41 | 0 |
| P Paturing Charges | 524 | ${ }^{3}$ | 58 | 3 | $6{ }_{6}{ }^{-14}$ | ${ }_{12}^{3}$ | 64 | ${ }_{7}^{3}$ | ${ }_{657}$ | ${ }_{12}^{4}$ | $6{ }_{6}$ | ${ }_{13}^{4}$ | ${ }_{65} 5$ | ${ }_{9}^{4}$ | 634 | ${ }_{10}^{4}$ | ${ }_{651}$ | 11 | 694 | ${ }_{10}^{60}$ | ${ }_{12}{ }^{2}$ | 12 | $8{ }^{8} 2$ | 8 | 661 | 7 | ${ }_{658}$ | \% | ${ }_{66} 6$ | S |
| Moor feilares | ${ }^{311}$ |  | 347 |  | 401 |  | ${ }^{396}$ |  | 409 |  | ${ }^{387}$ |  | 408 |  | 410 |  | 418 |  | 45 |  | 461 |  | 498 |  | 516 |  | 512 |  | 509 |  |
| MVI icesestaxses | ${ }_{8}^{203}$ | 4 | 227 | 4 | 232 | 4 | 239 | 0 | 239 | 4 | 268 | 4 | 236 | 4 | 214 | 4 | ${ }^{225}$ | 6 | ${ }^{238}$ | 6 | 210 | 7 | ${ }_{288}^{288}$ | 3 | ${ }^{129}$ | 3 | ${ }^{128}$ | 2 | ${ }^{134}$ | 0 |
|  | 2 | $\frac{1}{2}$ | 3 | ${ }_{1}$ | 2 | ${ }_{2}$ | $\bigcirc$ | ${ }_{3}^{4}$ | 0 | ${ }_{4}^{4}$ | $\bigcirc$ | ${ }_{4}^{4}$ | 0 | ${ }_{3}^{2}$ | 0 | 3 | \% | ${ }_{3}^{2}$ | 1 | $\frac{1}{3}$ | 3 | ${ }_{3}^{2}$ | ${ }_{4}^{4}$ | 1 | 6 | I | 6 | ${ }_{3}^{1}$ | 7 |  |
| Atamess | 316 | 2 | 379 | 2 | 376 | 2 | ${ }^{375}$ | 2 | 401 | 3 | 360 | 3 | ${ }^{360}$ | ${ }^{3}$ | 498 | 4 | ${ }_{4} 58$ | ${ }^{3}$ | 460 | 5 | 465 | 4 | 459 |  | 476 | + | 469 | 3 | 484 |  |
| Moorf Fuel laxes | 210 | 0 | 267 | 0 | 267 | 0 | 273 | 0 | 266 |  | 254 | 0 | 254 | 0 | ${ }^{34}$ | 0 | 330 | - | 338 | 0 | 338 | 0 | ${ }^{330}$ | 0 | ${ }^{34}$ | 0 | ${ }^{335}$ | 0 | 355 | 0 |
|  | ${ }_{7}^{88}$ | $\bigcirc$ | ${ }_{8}^{85}$ | $\bigcirc$ | (10 | $\bigcirc$ | ${ }_{66}^{86}$ | $\bigcirc$ | ${ }_{1}^{121}$ | $\bigcirc$ | 90 | $\bigcirc$ | ${ }_{6}^{84}$ | 0 |  | $\bigcirc$ | ${ }_{13}^{95}$ | $\bigcirc$ | ${ }_{12}^{94}$ | $\bigcirc$ | ${ }_{13}^{94}$ | - | ¢ |  | ¢ |  | ${ }_{13}^{99}$ | - | ${ }_{7}^{100}$ |  |
| ${ }^{\text {Reges. x coll highay }}$ charges | 1 | $\bigcirc$ | 10 | $\bigcirc$ | , |  | 10 | $\bigcirc$ | 12 | 1 | ${ }^{13}$ | 1 | 17 | ! | 20 | 1 | ${ }^{20}$ | 1 | 16 | 1 | ${ }^{20}$ |  | ${ }^{17}$ |  | ${ }^{23}$ | 1 | ${ }^{21}$ |  | ${ }^{23}$ |  |
| C.antioninh Chage | 2.602 | ${ }_{149}$ | 2.725 | ${ }_{174}$ | 3,079 | 215 | 3,200 | 262 | 3,167 | ${ }_{286}$ | 3.102 | 271 | 3,940 | ${ }_{29}$ | 4.291 | 245 | 4.577 | 255 | 4,436 | ${ }^{24}$ | 4.537 | 21 | 4.515 | 232 | 4,43 | 322 | 4.624 | 999 | 4.819 | 409 |
| Moorf Fiel luxes | 1.607 | - | ${ }^{1.611}$ | - | ${ }_{1}^{1.616}$ | - | 1.622 | - | ${ }^{1.587}$ | - | 1.578 |  | ${ }^{2} 229$ |  |  | - |  | - | $\underbrace{2.658}_{2}$ |  | ${ }_{2}^{27485}$ |  | $\underset{\substack{2722 \\ 1,18}}{ }$ |  | ${ }^{2,751}$ |  | ${ }_{2}^{2,757}$ |  | ${ }_{\substack{2,34 \\ 1.85}}$ |  |
|  | ${ }_{84}$ |  | ${ }_{92}$ | - | ${ }_{1+4}$ | - | +92 |  | 1.92 |  | ${ }_{95}$ |  |  |  |  |  | 108 |  | 111 |  |  |  |  |  |  |  |  |  |  |  |
| Reges.etol highayy charges | 144 | ${ }^{34}$ | 142 | 47 | ${ }^{14}$ | ${ }_{83}^{83}$ | 151 | 114 | 167 | ${ }_{132}^{132}$ | 180 | ${ }^{110}$ | 182 | 101 | 188 | ${ }_{68}^{63}$ | 175 | 96 | 170 | 56 | 170 | 61 | 165 | ${ }^{64}$ | 161 | ${ }^{120}$ | 157 | ${ }^{176}$ | 300 | ${ }^{179}$ |
|  | 36 | ${ }_{36}^{15}$ | 375 | $\stackrel{127}{12}$ | 490 | ${ }_{40}^{138}$ | 508 | ${ }_{35}^{148}$ | 488 | ${ }_{39}^{154}$ | 52 | ${ }_{37}^{161}$ | s03 | ${ }_{33}^{194}$ | 536 | ${ }_{34}^{183}$ | 551 | ${ }_{30}^{159}$ | 556 | ${ }_{35}^{187}$ | 568 | ${ }_{41}^{180}$ | 597 | ${ }_{42}^{68}$ | ${ }_{631}$ | ${ }_{51}$ | ${ }_{64}{ }^{4}$ | ${ }_{54}^{22}$ | ¢99 | ${ }_{58}^{230}$ |
| Moorf Fiel laxes | 259 | 0 | 262 |  | 37 |  |  |  |  |  |  |  |  |  | 399 | 0 |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{482}$ |  |
|  | ${ }_{9}^{100}$ | $\underline{1}$ | ${ }_{9}^{98}$ | 18 | ${ }_{6}^{100}$ | $\underline{17}$ | ${ }_{8}^{103}$ | 7 | ${ }_{9}$ | 22 | 127 16 | 18 | ${ }_{10}^{12}$ | 18 | 114 | 18 | ${ }_{15}^{118}$ | 17 | ${ }_{9}^{119}$ | ${ }^{18}$ | ${ }_{13}^{126}$ | 22 | ${ }_{12}^{132}$ | 22 | ${ }^{136}$ |  | ${ }_{15}^{147}$ | 28 | ${ }_{11}^{154}$ | ${ }^{30}$ |
|  | 1 | 6 | 6 | ${ }_{8}^{19}$ | 6 | ${ }_{9}^{14}$ | ${ }^{20}$ | 9 | 10 | 9 | 10 | ${ }^{11}$ | 7 | 6 | 7 | 8 | 8 | 5 | 1 | ${ }_{8}^{8}$ | 1 | 9 | 1 | ${ }_{9}$ | 2 | ${ }_{14}^{10}$ | 1 | 11 | 1 | 11 |
| Comeneicutur | 59 | ${ }_{19}$ | 586 | ${ }_{20} 8$ | 600 | 20 | ${ }_{647}$ | 21 | 621 | 23 | 589 | ${ }_{25}$ | 589 | ${ }_{26} 6$ | 620 | ${ }_{28}^{8}$ | 661 | ${ }_{2}{ }^{8}$ | ${ }_{69}^{69}$ | 27 | ${ }_{657}$ | ${ }_{22}$ | ${ }^{131}$ | ${ }_{23}^{12}$ | 807 | ${ }_{20}^{14}$ | ${ }^{187}$ | ${ }_{22}^{15}$ | 747 | ${ }_{19}^{16}$ |
| Mater full | $\underset{\substack{288 \\ 182}}{ }$ | - | ${ }_{183}^{326}$ | - | ${ }_{225}^{326}$ | - | ${ }_{2}^{330}$ | Z | $\underset{\substack{385 \\ 205}}{ }$ | - | $\underbrace{\substack{388 \\ 208}}_{203}$ | - | ${ }_{187}^{327}$ | - | ${ }_{192}^{401}$ | - | ${ }_{203}^{430}$ | - | ${ }_{194}^{427}$ | - | ${ }_{203}^{427}$ | - | ${ }_{205}^{498}$ | - | ${ }_{205}^{517}$ | \% | ${ }_{213}^{546}$ | 1 | ${ }_{210}^{509}$ | 0 |
|  | ${ }_{\text {c }}^{24}$ | - | ${ }_{50}^{26}$ | - | ${ }_{20}^{29}$ | 0 | ${ }_{20}^{27}$ |  | ${ }^{27}$ |  | ${ }^{27}$ | - | ${ }_{2}^{28}$ | 0 | ${ }^{26}$ | - | ${ }^{27}$ | - | ${ }^{26}$ | - | ${ }^{27}$ |  | ${ }^{27}$ | 1 | ${ }^{27}$ | - | ${ }^{27}$ |  | ${ }^{28}$ | - |
| Patarem chars |  | 19 |  | ${ }_{30}^{20}$ |  | 3 |  | 21 |  | ${ }_{50}^{23}$ |  | ${ }^{25}$ |  | \% |  | ${ }^{27}$ |  | ${ }^{25}$ |  | 26 |  | ${ }^{21}$ |  | 21 |  | 19 |  | ${ }_{68}$ |  | ${ }^{18}$ |
| Doluarer fuel luxs | ${ }_{\substack{130 \\ 45}}$ |  | $\underbrace{\substack{189 \\ 101}}$ |  | ${ }_{101}^{192}$ |  | ${ }_{75}$ |  | ${ }_{76}^{143}$ |  | ${ }_{174}^{140}$ |  | ${ }_{75}^{137}$ | 4 | ${ }_{81}^{141}$ |  | ${ }_{82}^{141}$ |  | ${ }_{80}^{146}$ |  | ${ }_{94}^{179}$ |  | ${ }_{94}$ |  | ${ }_{1}^{180}$ |  | ${ }_{95}^{179}$ |  | (188 |  |
| Mvicene lase | 52 | - | $5_{5}^{5}$ | - | ${ }_{5} 5$ | - | ${ }^{29}$ | - | ${ }_{2}^{28}$ | - | ${ }^{27}$ | - | ${ }_{2}^{23}$ | - | ${ }^{20}$ | - | ${ }_{0}^{22}$ | - | ${ }^{21}$ | - | ${ }^{33}$ | - | ${ }^{33}$ | - | 27 | - | ${ }^{30}$ | - | ${ }^{28}$ | - |
|  | 32 | 32 | ${ }_{32}$ | 3 | 34 | ${ }_{3} 3$ | 32 | 42 | 37 | 4 | ${ }_{38}^{28}$ | 4 | ${ }_{38}$ | ${ }^{45}$ | ${ }_{38}^{28}$ | 4 | 37 | ${ }^{4}$ | ${ }_{45}$ | 56 | 52 | 58 | 52 | 54 | ${ }_{53}$ | 58 | 54 | ${ }^{60}$ | ${ }_{63}$ | ${ }^{63}$ |
|  | - | ${ }_{13}$ | - | ${ }_{70}^{5}$ | - | ${ }_{71}$ | - | ${ }_{13}^{6}$ | - | ${ }_{71}$ | - | ${ }_{70}^{5}$ | - | ${ }_{71}$ |  | ${ }_{70}^{4}$ | - | ${ }_{12}$ | - | ${ }_{67}$ | - | ${ }_{6}^{6}$ | - | ${ }_{68}^{68}$ | - | ${ }_{58} 8$ | - | ${ }_{55}{ }^{6}$ | = | ${ }_{63}$ |
| Moor Fuel laxes | - | ${ }^{35}$ | - | ${ }^{33}$ | - | ${ }^{33}$ | - | ${ }^{35}$ | - | ${ }^{36}$ | - | ${ }^{35}$ | - | 34 | - | ${ }^{32}$ | - | ${ }_{38}^{38}$ | - | 38 | - | ${ }^{35}$ |  | 29 |  | ${ }^{31}$ | - | ${ }^{30}$ | - | 29 |
|  | - |  | - |  | - | ${ }_{2}^{24}$ | - | $\stackrel{23}{23}$ | - | $\stackrel{21}{1}$ | - | ${ }_{2}^{20}$ | - | ${ }_{2}^{21}$ | - | $\stackrel{20}{2}$ | - | ${ }_{2}^{18}$ | - | $\stackrel{13}{13}$ | - | ${ }_{2}^{15}$ |  | ${ }^{17}$ |  | ${ }_{2}^{19}$ |  | 18 |  |  |
| ${ }_{\text {Reg cex coll highay }}$ darges | - |  | - |  |  |  |  |  |  |  | - |  |  |  |  | $\cdots$ |  |  |  |  |  |  |  |  |  |  | - |  |  |  |
| F.entids | 1,94 | ${ }_{23}^{13}$ | 1,736 | ${ }_{278}^{13}$ | 1.686 | ${ }_{48}^{13}$ | 1.793 | ${ }_{494}^{14}$ | 1,723 | ${ }_{533}^{13}$ | 1.714 | ${ }_{54}^{13}$ | 1.950 | ${ }_{523}$ | 2.216 | ${ }_{530}^{16}$ | 2.493 | ${ }_{488}^{15}$ | 2.558 | ${ }_{48}^{14}$ | 2.598 | ${ }_{519}^{14}$ | 2.612 | ${ }_{582}$ | ${ }^{27.78}$ | 66 | 2,789 | ${ }_{620}$ | 2.883 | $6 \times 2$ |
| Mour futl luese |  | ${ }_{9}^{179}$ | 9707 | $\underset{\substack{188 \\ 28}}{ }$ | ${ }_{4}^{29}$ | ${ }^{330} 47$ | 9875 | ${ }^{375}$ | $\underset{\substack{913}}{919}$ | ${ }_{49}^{409}$ | $\underset{\substack{901 \\ 560}}{ }$ | ${ }_{50}^{413}$ | 601 | ${ }_{36}^{392}$ | $\underset{\substack{1.201 \\ 990}}{ }$ | ${ }_{31}^{400}$ | $\underset{\substack{1.280 \\ 792}}{ }$ | ${ }_{31}^{363}$ | ${ }_{\substack{1.318 \\ 802}}$ | ${ }_{32}^{359}$ | $\underset{\substack{1368 \\ 769}}{\substack{\text { a }}}$ | ${ }_{31}^{30}$ | 1.338 <br> 786 | ${ }_{31}^{49}$ | ${ }^{1.448}$ | ${ }_{31}^{47}$ | ${ }_{\text {l }}^{1 / 438}$ | ${ }_{31}^{474}$ | ${ }_{819}^{1,473}$ | ${ }_{31}^{482}$ |
| MV oprataf iceme atase | ${ }_{4}^{45}$ |  | 17 |  |  | - | ${ }^{90}$ |  | 87 <br> 205 <br> 20 | - | 12 |  |  |  | ${ }^{108}$ |  | ${ }^{101}$ | - | ${ }^{101}$ |  |  |  | ${ }^{94}$ |  | ${ }^{96}$ |  |  |  | ${ }^{106}$ |  |
|  | ${ }^{176}$ | ${ }_{37}$ |  |  | ${ }^{207}$ |  |  |  |  |  |  |  | ${ }^{15}$ |  |  |  |  | ${ }_{60}$ |  |  | 362 | ${ }_{62}^{36}$ |  | 62 | 420 | ${ }_{70}$ |  | ${ }_{22}$ | 484 | 1 |
| $\underset{\substack{\text { Gargiia } \\ \text { Mour fuel luxse }}}{ }$ | ${ }_{535}^{655}$ | ${ }^{3}$ | ${ }_{630}^{675}$ | ${ }^{3}$ | ${ }_{499}^{648}$ | 5 | ${ }_{517}^{670}$ | $\bigcirc$ | ${ }_{517}^{655}$ | 5 | ${ }_{512}^{642}$ | $\stackrel{5}{5}$ | ${ }_{\text {cis }}^{69}$ | 5 | ${ }_{498}^{627}$ | 5 | ר115 | 6 | $\underset{517}{\substack{795}}$ |  | ${ }_{\substack{808 \\ 508}}$ | 5 | $\underbrace{821}_{548}$ | 5 | ${ }_{\substack{897 \\ 597}}$ | $\bigcirc$ | ${ }_{\substack{736 \\ 535}}$ | 6 | ${ }_{529}^{794}$ | 6 |
|  | 90 16 | $\bigcirc$ | ${ }_{19}^{96}$ | - | ${ }_{18}^{95}$ | ! | 94 | 0 | ${ }_{23}^{94}$ | $\bigcirc$ | ${ }_{25}^{22}$ | $\bigcirc$ | ${ }_{17}^{89}$ | $\bigcirc$ | ${ }_{22}^{93}$ | $\bigcirc$ | (1588 | - | 214 | - | ${ }_{37}^{213}$ | - | 2088 | - | ${ }_{35}^{197}$ | $\bigcirc$ | 163 <br> 37 | $\bigcirc$ | $\underset{38}{203}$ | 0 |
|  |  | 3 |  | 3 | ${ }^{35}$ | 4 | ${ }^{36}$ | 6 | ${ }^{21}$ | 5 | ${ }^{13}$ | 5 | ${ }^{14}$ | 5 | 14 | 5 |  | 6 | ${ }^{24}$ | 6 | 28 | 5 | ${ }^{31}$ | 5 | ${ }^{36}$ | 6 | 22 | ${ }_{6}$ | ${ }^{24}$ |  |
| Haxaiil Ferl | ${ }_{49}^{62}$ | ${ }_{32}^{63}$ | ${ }_{59}^{80}$ | ${ }_{31}^{66}$ | ${ }_{62}^{85}$ | ${ }_{33}^{66}$ | ${ }_{63}^{86}$ | ${ }_{4}$ | ${ }_{8}^{85}$ | ${ }_{48}^{88}$ | ${ }_{62}^{85}$ | ${ }_{62}^{105}$ | ${ }_{60}^{84}$ | ${ }_{62}^{108}$ | ${ }_{80}^{124}$ | ${ }_{62}^{107}$ | 143 80 | ${ }_{61}^{104}$ | 142 <br> ${ }_{80}$ | ${ }_{68}^{109}$ | ${ }_{7}^{140}$ | ${ }_{60}^{110}$ | $\xrightarrow{178}$ | ${ }_{61}^{110}$ | ${ }^{134}$ | ${ }_{108}^{108}$ | $\xrightarrow{131}$ | ${ }^{106}$ | ${ }_{169}^{129}$ | ${ }_{102}^{102}$ |
| NVilicene exes | ${ }^{13}$ | ${ }^{27}$ | ${ }^{20}$ | ${ }^{27}$ | ${ }^{23}$ | 27 | 23 | ${ }^{30}$ | ${ }^{23}$ | ${ }^{33}$ | 23 | 34 | 24 | ${ }^{38}$ | 4 | ${ }^{37}$ | ${ }_{1}^{62}$ | ${ }_{3}$ | ${ }_{6}^{61}$ | 39 | ${ }_{6}^{63}$ | 42 | ${ }_{1}^{60}$ | $\stackrel{41}{ }$ | ${ }_{0}^{60}$ | ${ }^{41}$ | ${ }_{0}^{60}$ | $\stackrel{41}{ }$ | ${ }_{0}^{60}$ | ${ }^{39}$ |
| Reg. xtolot higmay charge | 0 | ! | 0 | 2 | 0 | ! | 0 | ! | - | 1 | - | 1 |  | 1 | - | 1 |  | 1 |  | 1 | $-$ |  | - | I |  |  |  |  |  |  |
|  | 159 | $\frac{5}{4}$ | 154 | ${ }_{4}^{6}$ | 157 | 5 | 167 | 5 | 203 | ${ }_{6}$ | 202 | 7 | 197 | 8 | 209 | 10 | 218 | 10 | 231 | ${ }_{10}^{6}$ | ${ }^{223}$ | 8 | 22 |  |  | ${ }_{8}$ | 304 | 6 |  |  |
| Moor Fiel laxe | ${ }^{110}$ | - | 105 | - | ${ }^{106}$ | - | 120 | - | ${ }^{128}$ | - | 125 | - | 127 | - | ${ }^{146}$ | - | ${ }^{152}$ | - | 155 | - | ${ }^{157}$ | - | ${ }^{159}$ | - | 206 | - | 199 | - | ${ }^{198}$ |  |
| MV oexator ficenese axes | 4 |  | 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 3 | 1 | 4 | ${ }_{0}^{2}$ | 4 | ${ }_{8}^{3}$ | 4 | ${ }_{0}$ | 5 | ${ }_{6}$ | 7 | ${ }_{4}^{4}$ | 4 | $3_{3}^{3}$ | 4 | ${ }_{3}^{4}$ | 5 | ${ }_{3}^{4}$ | 5 | 6 | 6 | 3 | 1 | , | 8 | ${ }_{2}^{2}$ | 7 | ${ }_{4}$ | 9 | 3 |
| Hinois | 1.887 | 239 | ${ }_{1}^{1.870}$ | 252 | 1.99 | 261 | ${ }^{1.951}$ | 351 | 1.958 | 327 | 2.080 | 345 | 2.156 | 362 | 2.151 | ${ }^{367}$ | 2.127 | ${ }^{369}$ | ${ }^{2228}$ | 374 | 2247 | 374 | 2213 | 37 | 2298 |  | ${ }^{2338}$ |  | 2341 |  |
| Matar fell laxs | ${ }_{7}^{886}$ | ${ }_{11}$ | ${ }_{766}$ | 113 |  | 117 | ${ }^{882}$ | ${ }_{114}^{183}$ | ${ }_{7}^{876}$ | ${ }_{108}^{100}$ | ${ }_{\substack{1.064 \\ 710}}$ | ${ }_{104}^{118}$ | ${ }_{1}^{1.156}$ | ${ }_{103}^{187}$ |  | ${ }_{103}^{190}$ | ${ }_{172}^{1.149}$ | 114 | ${ }_{\text {c }}^{1.19}$ | 176 | ${ }_{747}^{1.159}$ | 121 | $\xrightarrow{1.191}$ | ${ }_{121}^{168}$ | ${ }_{\substack{1.91 \\ 780}}$ | ${ }_{112}^{166}$ | ${ }_{1}^{124}$ | ${ }_{109}^{170}$ | ${ }_{129}$ | ${ }_{105}^{173}$ |
|  | ${ }_{23}^{47}$ | ${ }^{29}$ | ${ }_{22}^{42}$ | 27 | ${ }_{240}^{45}$ | 22 | ${ }_{2}^{248}$ | 22 | ${ }_{260}^{43}$ | ${ }_{26}{ }^{-1}$ | ${ }_{261}^{45}$ | ${ }_{35}$ | ${ }_{280}^{46}$ | ${ }^{34}$ | ${ }_{283}^{49}$ | ${ }_{3}{ }^{-1}$ | ${ }_{283}^{43}$ | 37 | $\stackrel{48}{282}$ | ${ }_{39}$ | $\stackrel{4}{29}$ | ${ }^{9}$ | ${ }_{306}^{46}$ | 4 | ${ }_{3}^{498}$ | ${ }_{48}$ | 56 <br> 314 <br> 3.4 | 5 | ${ }_{316}$ | 5 |
|  | 685 | ${ }^{34}$ | ${ }^{703}$ | 37 |  | ${ }_{7}^{28}$ | ${ }^{741}$ | ${ }_{8}^{31}$ | ${ }_{66} 6$ | 3 |  | ${ }^{34}$ |  | ${ }_{8}^{38}$ | 849 | ${ }_{7}$ | ${ }_{886}$ | ${ }_{7}^{45}$ | ${ }_{85}$ | ${ }_{4}^{43}$ | ${ }_{87}$ | 4 | ${ }_{814}$ | + ${ }^{43}$ | ${ }^{-1}$ | ${ }_{4}^{46}$ | 825 | ${ }_{4}^{46}$ | - | 90 |
| Moof Fiel laxes | 465 | - | 499 | - | ${ }_{514}^{514}$ | - | 504 | - | ${ }_{212}^{67}$ | - | ${ }_{\substack{656 \\ 206}}$ | - | ${ }_{\text {c }}^{656}$ | - | ${ }_{601}^{6012}$ | - | ${ }_{6}^{618}$ | - | (630 | - | ${ }_{6}^{619}$ | - | ${ }^{613}$ | - | ${ }_{613}^{602}$ | - | ${ }_{6}^{614}$ | - | ${ }_{\text {coi }}^{62}$ |  |
|  |  |  |  |  |  | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 59 | ${ }_{6}^{1}$ | 67 |  | ${ }^{13}$ | $\stackrel{1}{7}$ | ${ }^{74}$ | $\stackrel{1}{7}$ | ${ }^{7}$ |  | ${ }^{74}$ | ${ }_{6}$ | ${ }^{13}$ | $\stackrel{1}{7}$ | 76 | $\bigcirc$ | ${ }^{7}$ | 1 | ${ }^{76}$ | ${ }_{6}$ | ${ }^{78}$ | ${ }_{6}$ | 77 | ${ }_{6}$ | ${ }^{\text {so }}$ | $\frac{1}{6}$ | ${ }^{83}$ | ${ }_{6}$ | ${ }_{8}$ |  |
| ${ }^{\text {Lowa }}$ Noof Fiel laxes | ${ }_{263}^{463}$ | ${ }^{26}$ | ${ }_{311}^{561}$ | ${ }^{27}$ | ${ }_{\substack{574 \\ 326}}$ | 29 | ${ }_{\substack{\text { s. } \\ 34}}$ | 31 | cis 37 | ${ }^{32}$ | $\underset{\substack{648 \\ 388}}{\substack{\text { c/ }}}$ | ${ }^{32}$ | ${ }_{373}^{635}$ | ${ }^{25}$ | $\underset{\substack{640 \\ 369}}{ }$ | 27 | ${ }_{\substack{640 \\ 365}}$ | $\stackrel{29}{ }$ | ${ }_{37}^{646}$ | ${ }^{30}$ | cis ${ }_{\substack{65 \\ 311}}$ | 30 | ${ }_{\substack{65 \\ 367}}$ | 29 | ${ }_{\substack{646 \\ 376}}^{6}$ | $\stackrel{29}{ }$ | ${ }_{312}^{606}$ | $\stackrel{29}{ }$ | ${ }_{\substack{625 \\ 318}}^{6}$ | 6 |
| Nvicene tares | ${ }_{189} 18$ | 9 | ${ }_{21}^{28}$ | 8 | ${ }_{228}^{228}$ | 7 | ${ }^{232}$ | 8 | 245 | 8 | ${ }_{25} 25$ | 8 | ${ }_{24}{ }^{29}$ | 8 | ${ }_{251}^{251}$ | 11 | 261 | 11 | 263 | 11 | 266 | 9 | ${ }_{27}^{27}$ | 10 | 256 | 11 | ${ }_{283}$ | 11 | 294 | 10 |
|  | ${ }_{6}$ | 5 | ${ }_{5}$ | 6 | ${ }_{4}^{4}$ | 8 | ${ }_{6} 6$ | 9 | 3 | 11 | 4 | 12 | ${ }_{2}$ | 5 | ${ }_{2}^{18}$ | 4 | 12 | 3 | 4 | 4 | 7 | 4 | ${ }_{4}$ | 4 | ${ }_{3}$ | 3 | ${ }_{3}$ | 2 | ${ }_{3}$ | \% |
|  | ${ }^{356}$ | ${ }_{12}^{12}$ | 51 | ${ }_{10}^{13}$ | ${ }^{34}$ | ${ }_{14}^{14}$ | $3{ }^{3}$ | ${ }_{12}^{14}$ | ${ }^{358}$ | ${ }_{14}^{13}$ | ${ }^{425}$ | ${ }_{10}^{12}$ | ${ }_{4}^{438}$ | ${ }_{11}^{12}$ | ${ }^{456}$ | ${ }_{13}^{12}$ | ${ }_{465}$ | ${ }_{11}^{15}$ | 47 | ${ }_{13}^{15}$ | 49 | ${ }_{14}^{16}$ | 485 | ${ }_{12}^{16}$ | 488 | ${ }_{10}^{15}$ | ${ }_{50}$ | ${ }_{11}^{16}$ | 59 | ${ }_{18}^{14}$ |
|  | $\underset{104}{207}$ | $\frac{\square}{3}$ | $\underset{101}{205}$ | \% | $\underset{96}{203}$ | ${ }_{3}^{0}$ | $\underset{98}{214}$ | ${ }_{3}$ | $\underset{\substack{208 \\ 9}}{ }$ | ${ }_{3}$ | $\underset{113}{260}$ | $\stackrel{0}{2}$ | ${ }_{120}^{265}$ | ${ }_{3}^{0}$ | ${ }_{122}^{278}$ | ${ }_{3}$ | ${ }_{123}^{285}$ | ${ }_{3}^{0}$ | ${ }_{120}^{299}$ | ${ }_{3}$ | ${ }_{126}^{293}$ | \% | ${ }_{125}^{296}$ | $\overline{2}$ | $\underset{126}{298}$ | ${ }_{2}^{0}$ | ${ }_{122}^{319}$ | 3 | $\underset{\substack{304 \\ 134}}{ }$ | ${ }_{3}^{0}$ |

1

| $\frac{\text { chame }}{\text { State }}$ | ${ }_{\text {Slate }}^{\text {IT85 }}$ | Local | ${ }_{\text {Slate }}^{\text {Slas }}$ | Looal | ${ }_{\text {Stace }}^{1987}$ | Local | ${ }_{\text {Slate }}^{\text {Sles }}$ | Loaal | ${ }_{\text {Slute }}^{\text {139 }}$ | Local | ${ }_{\text {state }}{ }^{\text {I990 }}$ | Looal | ${ }_{\text {salte }}^{\text {star }}$ | Loal | ${ }_{\text {Slate }}{ }^{\text {1992 }}$ | Local | ${ }_{\text {Slute }}{ }^{\text {1993 }}$ | Local | ${ }_{\text {state }}{ }^{\text {I994 }}$ | Loal | ${ }_{\text {state }}{ }^{1995}$ | Loal | ${ }_{\text {Slate }}{ }^{1966}$ | Local | ${ }_{\text {Slate }}{ }^{1997}$ | Local | ${ }_{\text {state }}{ }^{\text {11988 }}$ | Local |  | ooal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ${ }_{39}^{69}$ |  | ${ }_{39}^{69}$ |  | ${ }_{41}^{8}$ | $\stackrel{\overline{8}}{ }$ | ${ }_{42}^{8}$ | ${ }_{6}$ | 45 |  | ${ }^{45}$ |  | ${ }_{4}^{7}$ | $\stackrel{\square}{5}$ | ${ }_{\substack{10 \\ 46}}$ | $\bar{j}$ | ${ }_{48}^{8}$ | $\overline{5}$ | ${ }_{49}^{88}$ | $\bar{i}$ | ${ }_{51}^{9}$ |  | ${ }_{54}^{10}$ | $\bar{i}$ | ${ }_{5}{ }^{\text {g }}$ | $\overline{5}$ | 10 | $\overline{5}$ | ${ }_{59}^{11}$ | $\stackrel{5}{5}$ |
|  | ${ }^{44}$ | ${ }_{25} 5$ | 435 | 27 | 699 | 27 | ${ }_{538}$ | 27 | 625 | ${ }_{26} 6$ | 626 | ${ }_{28}^{38}$ | ${ }_{588}{ }^{-8}$ | ${ }_{30}$ | 595 | 31 | 612 | ${ }_{30}$ | ${ }_{593}$ | ${ }_{38}^{4}$ | 601 | ${ }_{34}^{4}$ | ${ }_{598}$ | ${ }_{32}$ | 566 | $3{ }^{3}$ | ${ }_{585}$ | ${ }_{40}$ | 606 | ${ }_{48}^{4}$ |
| Mour feil | ${ }_{128}^{221}$ | ${ }_{18}$ | ${ }_{130}^{263}$ | ${ }_{18}$ | ${ }_{188}^{\substack{381 \\ 188}}$ | $\overline{17}$ | ${ }_{96}$ | 19 | ${ }_{155}^{432}$ | 17 | ${ }_{173}^{188}$ | ${ }^{19}$ | ${ }_{159}$ | ${ }^{19}$ | ${ }_{169}$ | 18 | ${ }_{180}^{408}$ | ${ }_{18}$ | ${ }_{105}^{406}$ | 20 | ${ }_{166}$ | 17 | ${ }_{168}^{401}$ | 16 | ${ }_{149}^{396}$ | 20 | ${ }_{165}$ | 22 | ${ }_{171}^{11}$ | 26 |
|  | ${ }_{35}$ |  | ${ }_{33}$ | - | 31 | 0 | \% ${ }_{28}^{88}$ | ${ }^{\circ}$ | ${ }_{29} 9$ | $\square^{\circ}$ | ${ }_{29}^{6}$ | ${ }^{\circ}$ | ${ }_{28}^{68}$ | 0 | ${ }_{26}^{6}$ | i | ${ }_{19}$ | 0 | 10 18 | $\overline{5}$ | ${ }_{19}$ | $\overline{4}$ | ${ }_{19}$ | $\overline{4}$ | ${ }_{13}^{8}$ | \% | ${ }_{13}$ | 7 | ${ }_{13}^{6}$ | 7 |
|  | ${ }_{600}$ | 16 | 57 | 10 | 579 | 16 | 572 | ${ }_{8}$ | 561 | ${ }_{15}$ | 584 | , | ${ }^{32}$ | ${ }_{10}^{11}$ | ${ }_{688}$ | ${ }_{12}^{12}$ | ${ }_{653}$ | 11 | ${ }_{634}$ | ${ }_{11}^{13}$ | ${ }_{637}$ | 12 | 43 | ${ }_{11}^{12}$ | 621 | 11 | ${ }_{62}$ | 120 | 6, | ${ }_{11}^{14}$ |
| Moor feut axes | S02 |  | 453 |  | ${ }_{4}^{46}$ |  | 461 |  | 45 |  | 463 |  | Sol |  |  |  |  |  | 490 |  |  |  |  |  | 482 |  |  |  | sol |  |
| MV icene cixes | ${ }^{85}$ | 2 | ${ }_{17}^{93}$ | $\stackrel{2}{2}$ | ${ }_{18}^{92}$ | $\stackrel{2}{2}$ | ${ }^{96}$ | 2 | 9 | $\stackrel{2}{2}$ | ${ }_{9}^{84}$ | 2 | ${ }_{9}^{88}$ | $\stackrel{2}{2}$ | ${ }_{7}^{96}$ | 4 | ${ }_{8}^{104}$ | ${ }^{3}$ | ${ }_{101}^{101}$ | ${ }^{3}$ | ${ }_{14}^{90}$ | ${ }^{3}$ | 97 | ${ }^{3}$ | ${ }_{9}^{94}$ | 4 | $\stackrel{97}{10}$ | ${ }^{3}$ | ${ }_{8}^{77}$ | 3 |
|  | 1 | 9 | ${ }_{15}$ | i | ${ }_{7}^{18}$ | $\stackrel{\square}{5}$ | ${ }_{2}^{13}$ | T | 9 | $\overline{9}$ | ${ }_{28}^{98}$ | $\frac{2}{5}$ | ${ }_{35}{ }^{9}$ | ${ }_{5}^{3}$ | ${ }_{34}{ }^{7}$ | ${ }^{3}$ | ${ }_{33}^{8}$ | \% | ${ }_{33}^{10}$ | ${ }_{5}^{2}$ | ${ }_{34}^{14}$ | 3 | ${ }_{35}{ }^{5}$ | $\overline{2}$ | ${ }_{36}$ | ${ }^{2}$ | ${ }_{37}^{10}$ | ${ }_{5}$ | ${ }_{35}$ | ${ }_{5}$ |
| Maine ${ }_{\text {Pating Charge }}$ | 223 | ${ }_{3}^{6}$ | ${ }^{27}$ | ${ }_{2}^{6}$ | 234 | ${ }_{3}$ | 25 | ${ }_{5}^{4}$ | 273 | ${ }_{5}^{4}$ | 26 | ${ }_{4}^{4}$ | 259 | ${ }_{8}^{5}$ | 265 | , | 263 | ${ }_{8}$ | 267 | ${ }_{10}$ | 270 | ${ }_{10}$ | 266 | ${ }_{11}$ | 259 | 30 | 256 | ${ }_{26}$ | 27 | $2{ }^{5}$ |
| M Morf fuel haxe | ${ }_{59}^{123}$ | - | ${ }_{58}^{123}$ | i |  | - | ${ }^{138}$ | $\overline{2}$ | ${ }_{66}$ | $\overline{2}$ | ${ }_{56}^{160}$ | ${ }_{1}$ | ${ }_{54}$ | 5 | ${ }_{56}$ | 5 | ${ }_{55}^{158}$ | 5 | $\underset{\substack{158 \\ 57}}{ }$ | 7 | ${ }_{58}$ | 7 | ${ }_{56}^{156}$ | 8 | ${ }_{55}^{192}$ | 29 | ${ }_{58}$ | 24 | ${ }_{59}^{1129}$ | 18 |
|  | ${ }_{34}$ | ${ }^{\circ}$ | 88 ${ }^{8}$ | - | ${ }_{39}$ | - | ${ }_{42}^{8}$ | ${ }^{\circ}$ | ${ }_{45}^{7}$ | ${ }^{\circ}$ | \% ${ }_{46}$ | ${ }^{\circ}$ | si | ${ }^{\circ}$ | ${ }_{43}^{7}$ |  | ${ }_{42}^{8}$ | ${ }^{\circ}$ | ${ }_{42}^{10}$ | \% | ${ }_{4}$ | $\square^{\circ}$ | $4{ }_{4}$ | $\square^{\circ}$ | $4{ }_{4}$ | ${ }^{\circ}$ | ${ }_{42}$ | ${ }^{-}$ | ${ }_{46}$ | ${ }^{\circ}$ |
| Markine Charges | $6{ }_{6}$ | ${ }_{20}^{20}$ | 690 | 22 | 684 | 28 | ${ }_{878}$ | ${ }_{36}{ }^{3}$ | 867 | 42 | ${ }_{850}$ | 42 | ${ }_{82} 2$ | ${ }^{39}$ | ${ }_{84}^{84}$ | 49 | 1.036 | ${ }_{63}$ | ${ }_{98}{ }^{7}$ | 62 | 988 | 54 | 976 | ${ }_{4}^{3}$ | 9ss | 4 | 990 | ${ }_{46}^{2}$ | ${ }_{984}$ | 45 |
| Mour fuel laxes | ${ }_{12}^{42}$ |  | ${ }_{122}$ | - | 425 | - | ${ }_{5}^{555}$ | - | ${ }_{5}^{53}$ | - | ${ }_{5}^{522}$ | - | 500 | - | ${ }_{513}^{513}$ | - | ${ }^{604}$ | - | ${ }^{619}$ | - | ${ }_{105}^{613}$ | - | ${ }_{\substack{606 \\ 197}}$ | - | $\underset{\substack{\text { ¢98 }}}{188}$ |  | ${ }_{168}^{69}$ | - | ${ }_{6}^{635}$ |  |
| MV poprater icenese uxes | $\stackrel{112}{11}$ | - | ${ }_{11}$ | - | 10 |  | 10 |  |  |  |  |  |  |  | 108 19 |  | ${ }_{21}^{201}$ |  |  |  |  |  | 17 |  |  |  |  |  |  |  |
|  | ${ }^{110}$ | 1 | 130 | 1 | ${ }^{138}$ | 1 | 145 | 4 | ${ }^{146}$ | 5 | 148 | 5 | 150 | 5 | ${ }^{14}$ | 7 | 150 | 5 | 153 | 4 | 158 | 3 | 156 | 3 | ${ }^{156}$ | 4 | 160 | 4 | 163 | 4 |
| Patang Chages | ${ }_{28} 8^{8}$ | ${ }_{29}^{19}$ | ${ }^{34}$ | ${ }_{34}^{21}$ | ${ }^{57}$ | 37 | ${ }^{758}$ | ${ }_{40}^{32}$ | sos | ${ }_{32}^{37}$ | $8{ }_{8} 8$ | ${ }^{37}$ | 1.092 | ${ }_{35}^{34}$ | ${ }^{1.120}$ | ${ }_{34}^{42}$ | 1.147 | ${ }_{38}^{58}$ | 1.076 | ${ }_{40}^{58}$ | 1.084 | ${ }_{\substack{51 \\ 34}}$ | 1.099 | ${ }_{27}^{38}$ | 1.101 | ${ }_{26}^{40}$ | 1.121 | ${ }_{27}^{42}$ | 1.1115 | ${ }_{32}^{41}$ |
| Moorf fuel laxes | 390 |  | 389 |  | 385 |  | ${ }^{384}$ |  | 372 |  | ${ }^{350}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | 588 |  |  |  |  |  |
|  | ${ }_{43}^{162}$ | - | ${ }_{1}^{163}$ | - | (1838 | - | 182 48 48 | - | $\stackrel{231}{57}$ | - | 296 <br>  <br> 15 | - | ${ }_{70}^{275}$ | - | 278 70 | - | ${ }^{296}$ |  | ${ }_{63}^{249}$ | - | ${ }_{65}^{257}$ | - | cis6 |  | ${ }^{239} 6$ |  | ${ }^{234}$ | - | ${ }_{55}^{219}$ |  |
| Resetcolinitay charge | ${ }^{133}$ | ${ }_{29}$ | ${ }^{138}$ | ${ }^{0}$ | ${ }^{140}$ | ${ }_{37}$ | ${ }^{144}$ | ${ }_{40}$ | ${ }^{146}$ | ${ }^{0}$ | ${ }^{143}$ | ${ }_{33}^{13}$ | ${ }^{174}$ | ${ }_{34}^{14}$ | ${ }^{172}$ | ${ }_{34}$ | ${ }^{173}$ | ${ }_{33}{ }^{0}$ | ${ }^{122}$ | ${ }_{39}$ | ${ }^{122}$ | ${ }_{33}^{2}$ | ${ }^{175}$ | ${ }_{26}^{16}$ | ${ }^{214}$ | ${ }_{26}$ | 232 | ${ }_{27}{ }^{\circ}$ | 247 | 3 |
| Micriem | ${ }_{1}^{1.35}$ | ${ }^{64}$ | ${ }_{1}^{1,282}$ | 76 | ${ }_{1}^{1342}$ | 69 | ${ }_{1}^{1,434}$ | 70 | 1.471 | ${ }^{5}$ | ${ }_{\text {1.4.46 }}^{196}$ | 76 | 1.436 | 86 | ${ }_{1}^{1.454}$ | 75 | ${ }_{1}^{1.481}$ | 97 | 1.496 | 9 | 1.988 | 9 | 1.470 | 9 | 1511 | 109 | ${ }^{7} 512$ | 117 | ${ }^{1,785}$ | 120 |
| Mvor ienemaxases | 40 | - | ${ }^{445}$ | 「 | ${ }_{49} 49$ | i | ${ }_{5}^{820}$ | 「 | ${ }_{564}$ | - | ${ }^{556}$ | 1 | ${ }_{\text {cis }}$ | 1 | ${ }_{570}$ | 1 | ${ }_{581}^{881}$ | 1 | ${ }_{606}$ | i | ${ }_{605}$ | $\bar{\square}$ | ${ }_{624} 6$ | 1 | ${ }_{636} 86$ | 1 | ${ }_{695}$ | $i$ | 120 | 1 |
|  | ${ }_{22}^{22}$ | 27 | ${ }_{17}^{20}$ | ${ }^{33}$ | ${ }_{18}^{19}$ | ${ }^{5}$ | (18 | 26 | ${ }_{16}^{48}$ | ${ }^{28}$ | 17 | 27 | ${ }_{17}^{39}$ | 4 | ${ }_{18}^{42}$ | ${ }^{30}$ |  | ${ }_{51}$ | ${ }_{19}^{35}$ | 40 | ${ }_{20}^{38}$ | ${ }^{43}$ | ${ }_{21}^{41}$ | 47 | ${ }_{17}^{38}$ | ${ }_{3}$ | ${ }_{21}^{37}$ | ${ }^{6}$ | ${ }_{20}^{41}$ | 6 |
|  | 839 | ${ }_{37}^{37}$ | 827 | ${ }_{40}^{42}$ | 849 | 36 | 888 | ${ }_{37}^{44}$ | 91 | ${ }_{38}^{46}$ | 954 | ${ }_{41}^{48}$ | 971 | ${ }_{43}^{44}$ | 995 | ${ }_{47}^{4}$ | 1.10 | ${ }_{51}^{45}$ | 1.39 | ${ }_{60}^{50}$ | 1.042 | ${ }_{61}^{51}$ | ${ }_{1}^{1.094}$ | ${ }_{63}^{49}$ | 1.054 | ${ }_{61}^{55}$ |  | ${ }_{69}^{55}$ | 1.125 | ${ }_{71}^{58}$ |
| Mowf Fel laxes | ${ }_{30}^{486}$ | - | ${ }_{\text {4, }}^{4}$ | 10 | ${ }_{348}^{462}$ | ${ }_{6}$ | ${ }_{243}^{492}$ | $i$ | $\underset{\substack{550 \\ 350}}{ }$ | 6 | $\xrightarrow{335}$ | ${ }_{6}$ | ${ }_{411}^{516}$ | ${ }_{6}$ | ${ }_{515}^{515}$ | ${ }_{6}$ | ${ }_{507}^{507}$ | 5 | 512 | - |  | - | Stis | - | 526 | \% | ${ }_{5}^{531}$ | 5 | $\substack{543 \\ 95}_{54}$ | 5 |
| MV operate ficenese |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 23 |  | 26 |  | ${ }_{26}$ |  |  |  |  |  |
|  | ${ }^{21}$ | 9 | ${ }^{30}$ | ${ }_{20}^{10}$ | ${ }^{32}$ | 20 | ${ }^{36}$ | ${ }_{21}^{10}$ | ${ }^{35}$ | ${ }_{23}$ | 25 | ${ }_{26}$ | 22 | ${ }_{28}{ }^{9}$ | 22 | ${ }_{31}^{10}$ | ${ }^{16}$ | ${ }_{33}^{13}$ | 20 | ${ }_{38}^{17}$ | ${ }^{15}$ | ${ }_{40}^{16}$ | 4 | ${ }_{42}^{15}$ | 5 | ${ }_{4}^{12}$ | 4 | ${ }_{49}^{15}$ | 4 | ${ }_{52}^{14}$ |
|  | $\underset{182}{282}$ | ${ }_{7}^{8}$ | $\underset{168}{260}$ | ${ }_{7}^{8}$ | $\substack{254 \\ 168}^{2}$ | 7 | $\underset{\substack{398 \\ 288}}{ }$ | 8 | ${ }_{355}^{40}$ | ${ }_{8}^{8}$ | ${ }_{358}^{40}$ | ${ }_{6}^{8}$ | ${ }_{34}^{429}$ | ? | ${ }_{351}^{435}$ | , | ${ }_{33}^{429}$ | , | ${ }_{388}^{47}$ | ${ }_{7}^{8}$ | ${ }_{336}^{475}$ | , | ${ }_{4}^{485}$ | ${ }_{8}$ | ${ }_{\text {cis }}^{4.4}$ | ${ }_{8}^{11}$ | ${ }_{373}^{514}$ | ${ }_{8}^{10}$ | ${ }_{369}^{49}$ | ${ }_{8}$ |
| Mvicemeserses | ${ }^{75}$ | 0 | ${ }^{75}$ | 0 | ${ }^{75}$ | 0 | 94 | - | ${ }^{75}$ | - | 7 | $-$ | 72 |  | ${ }_{69}$ | 1 | ${ }_{83}$ | 1 | 108 | 1 | 105 | 0 | 109 |  | 114 | 1 | 122 |  | 112 |  |
| Res, (xoll | ${ }_{13}^{11}$ | $\bar{\circ}$ | 12 | i | ${ }_{5}^{8}$ | i | $\stackrel{9}{4}$ | i | ${ }_{3}$ | 1 | 3 | 1 | ${ }_{4}^{8}$ | 1 | ${ }_{4}^{10}$ | i | ${ }_{5}^{8}$ | i | ${ }_{3}^{8}$ | i | 11 | - | 17 | 1 | ${ }_{13}^{13}$ | 1 | ${ }_{6}^{13}$ | 1 | ${ }_{6}^{20}$ | 1 |
| Misturin Charge | 532 | $2{ }^{1}$ | 551 | ${ }_{23}^{1}$ | 536 | 28 | ${ }_{69}$ | ${ }_{26}^{1}$ | 67 | ${ }_{28}^{18}$ | 663 | ${ }_{24}^{14}$ | 655 | ${ }_{22}$ | 675 | ${ }_{35}$ | 741 | ${ }_{24}$ | 749 | ${ }_{28}$ | 820 | ${ }_{30}$ | ${ }_{826}$ | ${ }_{33}^{1}$ | 889 | ${ }_{66}$ | 899 | ${ }_{34}$ | 882 | ${ }^{35}$ |
| Moor feel laxes |  |  |  |  |  |  |  | ${ }_{7}$ |  | $\bigcirc$ |  | ; | ${ }^{412}$ | ${ }^{\circ}$ | ${ }^{226}$ | ${ }^{3}$ | ${ }_{23}^{479}$ | $!$ | ${ }^{497}$ | 10 | ${ }_{\substack{560 \\ 234}}$ | 10 | ${ }_{\substack{566 \\ 24}}$ | ${ }_{10}^{10}$ | ${ }_{231}^{632}$ | 11 | ${ }_{61}^{641}$ | 1 | ${ }_{235}^{620}$ | ${ }_{12}^{2}$ |
| MV peprater | ${ }_{15}^{29}$ | $\bigcirc$ | ${ }_{16}^{24}$ | 8 | ${ }^{29}$ | 8 | ${ }_{15}^{24}$ |  | ${ }^{26}$ |  | ${ }_{16}^{21}$ |  | ${ }_{16}^{219}$ |  | 18 |  | 16 |  | 16 |  | 17 |  | 18 |  |  |  | 20 |  |  |  |
|  | 3 | ${ }_{8}^{8}$ | 3 | ${ }_{8}^{8}$ | 3 | ${ }_{10}^{10}$ | 2 | ${ }_{8}^{8}$ | 3 | ${ }_{10}^{10}$ | 4 | 7 | 8 | ${ }_{10}$ | 8 | 12 | 14 | ${ }_{4}^{4}$ | 7 | ${ }_{9}^{8}$ | 9 | ${ }_{11}^{8}$ | 9 | ${ }_{12}^{10}$ | 7 | 11 | 8 | 13 | 8 | ${ }_{13}^{8}$ |
|  | $\underset{\substack{115 \\ 115}}{ }$ | ${ }^{26}$ | ${ }_{107}^{152}$ | 22 | ${ }_{111}^{153}$ | 22 | 170 | 19 | ${ }_{172}^{172}$ | ${ }^{18}$ | ${ }_{170}^{17}$ | 16 | ${ }_{124}^{129}$ | ${ }^{16}$ | ${ }_{\substack{185 \\ 135}}$ | ${ }^{15}$ | ${ }_{127}^{127}$ | ${ }^{13}$ | ${ }_{\substack{215 \\ 160}}$ | 12 | ${ }_{116}^{216}$ | 11 | ${ }^{276}$ | 12 | ${ }^{224}$ | ${ }^{13}$ | ${ }_{2}^{23}$ | 14 | $\underset{\substack{203 \\ 150}}{ }$ | 15 |
| Mv icense axes | ${ }_{38}$ | ${ }^{20}$ | 4 | 18 | ${ }^{39}$ | ${ }^{19}$ | ${ }^{37}$ | ${ }^{16}$ | ${ }^{39}$ | ${ }^{13}$ | ${ }_{4}^{43}$ | 12 | 42 | 12 | ${ }_{4}^{45}$ | 11 | 47 | 10 | ${ }^{45}$ | 9 | ${ }_{4}$ | 8 | 47 | 8 | ${ }_{48}$ | , | 47 | " | ${ }^{47}$ | 12 |
|  | ${ }_{2}^{2}$ | 3 | ${ }_{1}^{3}$ | \% | ${ }_{1}^{3}$ | i | ${ }_{1}$ | i | ${ }_{1}^{2}$ | 3 | ${ }_{1}$ | 2 | ${ }_{1}^{2}$ | $\overline{2}$ | ${ }_{1}^{3}$ | i | ${ }_{0}^{3}$ | i | ${ }_{1}^{3}$ | $\bar{\square}$ | ${ }_{1}^{3}$ | \% | , | \% | ${ }_{5}^{5}$ | 3 | ${ }_{0}^{5}$ | i | ${ }_{0}$ | i |
| Peminin Charge | 253 | 20 | 271 | 14 | 283 | ${ }_{16}{ }^{2}$ | 280 | , ${ }_{16}$ | 280 | ${ }_{18}^{2}$ | 315 | 20 | 321 | ${ }_{19}{ }^{2}$ | 315 | ${ }_{19}{ }^{2}$ | 311 | 20 | ${ }^{346}$ | $2{ }_{2}^{2}$ | ${ }^{34}{ }^{4}$ | 22 | ${ }^{350}$ | 22 | ${ }_{33}^{35}$ | ${ }^{23}$ | ${ }^{333}$ | ${ }_{23}^{13}$ | ${ }^{32}$ | ${ }_{23}^{13}$ |
| Maot feileexes | ${ }_{70}^{17}$ | 15 | ${ }^{198}$ | \% | ${ }^{209}$ | 10 | $\xrightarrow{208}$ | II | ${ }_{63}^{210}$ | 11 | ${ }_{2}^{243}$ | 10 | ${ }_{62}^{251}$ | 10 | ${ }_{2}^{246}$ | ${ }^{10}$ | ${ }_{2}^{240}$ | 10 | ${ }_{69}^{269}$ | 12 | ${ }^{265}$ | 12 | ${ }_{72}^{269}$ | 12 | ${ }^{270}$ | ${ }_{14}^{14}$ | 235 | 13 | ${ }_{74}^{246}$ | 14 |
| MV peperater fiemene taxes | ${ }_{4}$ | - | ${ }_{4}$ |  | ${ }_{4}^{65}$ |  | 4 |  |  |  |  |  |  |  |  |  |  |  | 5 |  |  |  | 7 | , | 7 |  | 7 |  | 8 |  |
|  | 2 | 1 | 3 | 1 | 5 | ${ }_{4}^{2}$ | 5 | 1 | 3 | ${ }_{4}$ | 3 | ${ }_{6}^{4}$ | 3 | ${ }_{6}$ | 3 | ${ }_{6} 8$ | 2 | ${ }_{6}^{4}$ | 3 | ${ }_{6}$ | 3 | ${ }_{6}^{4}$ | 3 | ${ }_{7}$ | 3 | ${ }_{5}^{3}$ | $\stackrel{2}{2}$ | ${ }_{5}^{3}$ | 1 | $\stackrel{2}{5}$ |
|  | $\underset{\substack{164 \\ 108}}{108}$ | ${ }_{24}^{33}$ | (108 | ${ }_{24}^{31}$ | ${ }_{127}^{203}$ | ${ }_{27}^{32}$ | ${ }_{122}^{209}$ | ${ }_{21}^{31}$ | $\underset{126}{226}$ | 32 | ${ }_{120}^{223}$ | ${ }_{38}^{37}$ | $\underset{\substack{215 \\ 136}}{ }$ | ${ }_{83}^{39}$ | 230 | ${ }_{34}^{39}$ | ${ }_{217}^{27}$ | ${ }_{46}^{49}$ | (103 | 5 | $\underset{\substack{308 \\ 185}}{ }$ | ${ }_{68}^{70}$ | 321 | ${ }_{81}^{88}$ | $\stackrel{354}{3.4}$ | ${ }_{86}^{76}$ | $\underset{\substack{380 \\ 238}}{ }$ | ${ }_{69}^{75}$ | ${ }_{32}^{347}$ | ${ }_{58}^{75}$ |
| Mv i iemese axes | 51 | - | 62 | - | ${ }_{65}$ | 0 | 72 | - | ${ }_{84}$ | 0 | 78 | 0 | 64 | 0 | ${ }^{75}$ | - | ${ }_{88}$ | - | 87 | - | ${ }_{89}$ | - | 92 |  | ${ }_{96}$ |  | ${ }_{98}$ | - | 104 |  |
|  | ${ }_{6}^{3}$ | 5 | ${ }_{6}^{4}$ | ${ }_{4}$ | ${ }_{7}^{4}$ | $\overline{2}$ | ${ }_{10}$ | $\bar{\square}$ | 11 | § | ${ }_{9}$ | \% | ${ }_{6}^{6}$ | ${ }_{4}$ | ${ }_{13}^{8}$ | 3 | 11 | i | ${ }_{25}^{10}$ | 3 | 10 24 | $\overline{5}$ | ${ }_{23}^{11}$ | ${ }^{14}$ | ${ }_{27}^{10}$ | 18 | ${ }_{33}^{11}$ | ${ }^{14}$ | 111 | 15 |
| Pewning charges | $1{ }^{12}$ | ${ }_{2}^{4}$ | ${ }_{183}$ | ${ }_{2}^{3}$ | 202 | ${ }_{5}^{3}$ | 214 | 5 | 22 | ${ }_{6}$ | 223 | ${ }_{6}$ | 22 | ${ }_{6}$ | ${ }^{29}$ | ${ }_{6}$ | 226 | ${ }_{6}^{2}$ | 217 | ${ }_{6}^{2}$ | $22 i$ | ${ }_{6}$ | 223 | ${ }_{6}^{3}$ | 227 | ${ }_{6}$ | 231 | ${ }_{4}^{2}$ | 235 | ${ }_{5}^{2}$ |
| Maor Fell axes |  | - | ${ }_{53}^{94}$ | - | (108 | - | $\underset{\substack{104 \\ 58}}{ }$ | - | ${ }_{59}^{107}$ | - | ${ }_{59}^{94}$ |  | ${ }_{57}^{102}$ | - | ${ }_{57}^{102}$ |  | ${ }_{5}^{104}$ |  | ${ }_{5}^{103}$ |  | $\underset{5}{104}$ | - | ${ }_{53}^{107}$ |  |  |  | ${ }_{56}^{111}$ |  | ${ }_{57}^{112}$ |  |
| MV peprater isemese maxs | ${ }_{6}$ | - | ${ }_{6}$ | - | ${ }_{6}$ | - | ${ }_{6}$ | - | ${ }_{6}$ | - | 8 | - | 7 | - | , | - | ${ }_{8}$ | - | ${ }_{8}$ | - | ${ }_{8}$ | - | ${ }_{8}$ | - | ${ }_{8}$ |  | ${ }_{8}$ | \% | 8 |  |
|  | ${ }^{27}$ | ${ }_{2}^{0}$ | ${ }^{29}$ | $\stackrel{0}{2}$ | 32 | $\stackrel{0}{5}$ | ${ }^{46}$ | $\stackrel{0}{5}$ | 50 | ${ }_{6}$ | 61 | ${ }_{6}$ | ${ }_{6}^{62}$ | ${ }_{6}$ | 60 | ${ }_{6}$ | 57 | ${ }_{6}$ | 54 | ${ }_{6}$ | ${ }_{5} 4$ | ${ }_{6}$ | 56 | ${ }_{6}$ | 56 | ${ }_{6}$ | 56 | ${ }_{4}^{0}$ | 58 | $\stackrel{0}{5}$ |
|  | 1.271 | ${ }^{120}$ | ${ }^{1.307}$ | 120 | ${ }_{1}^{1399}$ | ${ }^{137}$ | 1.27 | ${ }^{146}$ | ${ }_{1}^{1397}$ | ${ }^{149}$ | (1347 | 148 | $\xrightarrow{1.25}$ | ${ }^{14}$ | ${ }_{\substack{389 \\ 455}}$ | 148 | ${ }_{1}^{1401}$ | ${ }^{146}$ | ${ }_{1}^{1399}$ | 160 | ${ }_{1}^{1478}$ | 167 | 1.463 | 82 | 1.458 | ${ }^{136}$ | ${ }_{4}^{4.49}$ | ${ }^{66}$ | $\underset{\substack{\text { 139 } \\ 451}}{ }$ |  |
| Mvicemestaxes | ${ }^{434}$ | - | 417 | - | 419 | - | 405 |  | 416 |  | 391 |  | 357 | - | ${ }^{34} 9$ | 0 | ${ }^{346}$ |  | 331 | $\bigcirc$ | $4{ }^{43}$ | $\bigcirc$ | 394 | 0 | ${ }^{390}$ |  | 387 | $\bigcirc$ | 339 | 0 |
|  | ${ }_{383}$ | 99 | 399 | ${ }_{98}^{88}$ | 411 | 107 | 419 | 117 | 435 | 117 | 445 | 115 | ${ }_{458}$ | 114 | ${ }_{556}$ | 112 | ${ }_{575}^{28}$ | ${ }^{114}$ | 57 | ${ }^{120}$ | 563 | ${ }_{128}$ | ${ }_{559}^{29}$ | 14 | $\underset{557}{28}$ | 88 | ${ }_{572}$ | 18 | ${ }_{51}^{29}$ | 118 |
| Newnexine Chares | 205 | $\stackrel{21}{4}$ | 192 | $\stackrel{22}{4}$ | ${ }^{227}$ | ${ }_{5}^{30}$ | ${ }^{307}$ | ${ }_{8}^{29}$ | 298 | ${ }_{8}^{32}$ | 314 | ${ }_{9}^{33}$ | ${ }^{32}$ | 30 10 | ${ }^{32}$ | ${ }^{11}$ |  | ${ }_{6}^{32}$ | ${ }^{32}$ | ${ }_{9}^{40}$ | ${ }_{32} 3$ | ${ }_{10}^{39}$ | ${ }^{354}$ | ${ }_{8}^{41}$ | 36 | ${ }_{11}^{48}$ | ${ }^{39}$ | ${ }_{10}^{18}$ | ${ }_{366}$ | ${ }_{9}^{60}$ |
| Mour fuel luese | ${ }_{55}^{145}$ | - | ${ }_{45}^{141}$ | - | 139 | - | ${ }_{124}^{174}$ | - | ${ }_{121}^{121}$ | - | ${ }_{117}^{191}$ | - | ${ }_{117}^{198}$ | - | ${ }^{202}$ | 0 | ${ }_{118}^{216}$ | - | ${ }_{111}^{207}$ | $\stackrel{1}{1}$ | ${ }_{118}^{195}$ | 1 | ${ }_{119}^{226}$ | - | ${ }_{120}^{231}$ | 1 | ${ }_{118}^{231}$ | - | ${ }_{124}^{231}$ |  |
| MV operateraticeres | 4 | - | 5 | - | 4 |  | 5 |  | 5 |  | 5 |  | 5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\stackrel{2}{ }$ | $\frac{1}{3}$ |  | ${ }^{\frac{1}{3}}$ | $\pm$ | ${ }_{2}^{3}$ | $\stackrel{4}{4}$ |  | $\stackrel{2}{-}$ | ${ }^{5}$ | $\stackrel{2}{ }$ | ${ }_{3}^{5}$ | $\stackrel{2}{1}$ | , | ${ }^{3}$ | ${ }_{5}^{5}$ | $\stackrel{3}{3}$ | ${ }^{4}$ | $\stackrel{4}{4}$ | ${ }_{5}^{3}$ | $\stackrel{4}{4}$ | , | ${ }^{3}$ | ${ }^{3}$ | 5 | $\stackrel{4}{5}$ | ${ }^{3}$ | ${ }^{5}$ | $\pm$ | ${ }^{\frac{3}{6}}$ |
|  | ${ }_{\substack{1562}}^{1.56}$ | 1.02 | (1.73) | ${ }^{1.026}$ | ${ }_{1}^{1549}$ | ${ }^{1.090}$ | ${ }_{\substack{1.514 \\ 688}}$ | ${ }^{1.273}$ | ${ }_{593}^{1.54}$ | ${ }^{1.374}$ | $\underset{\substack{1.711 \\ 6015}}{ }$ | ${ }_{1}^{1.419}$ | ${ }_{1}^{1.615}$ | ${ }^{1.461}$ | $\underset{\substack{1596 \\ 49}}{ }$ | ${ }^{1.527}$ | ${ }_{1}^{1.6169}$ | ${ }^{1.551}$ | ${ }_{\text {l }}^{1.525}$ | 1,648 | ${ }^{1.1588}$ | ${ }_{1}^{1.530}$ | ${ }_{1}^{1.603}$ | ${ }^{1.537}$ | 1.54 | 1.561 | ${ }_{1}^{1.562}$ | 1.590 |  | 159 |
| Mv icmene axas | ${ }_{635}$ | ${ }_{8}{ }^{4}$ | 567 | ${ }^{78}$ | 527 | 75 | 525 | 85 | 510 | ${ }_{84}$ | 626 | ${ }^{123}$ | 607 | 109 | 62 | 107 | 604 | 120 | ${ }_{645}$ | 11 | ${ }_{673} 6$ | 120 | 623 | 15 | 597 | 118 | ${ }_{589}$ | 119 | 539 | 117 |
|  | ${ }_{281}$ | 843 | 288 | 847 | 291 | 914 | 304 | 090 | 367 | ${ }^{1.182}$ | ${ }^{379}$ | ${ }^{1.187}$ | 375 | ${ }^{12,37}$ | ${ }_{365}^{60}$ | 12.29 | ${ }^{36}$ | 13.15 | 365 | 1.426 | ${ }_{381}^{105}$ | 1.292 | ${ }_{38} 80$ | 1.296 | ${ }_{39} 9$ | ${ }_{13,12}$ | 409 | ${ }^{1339}$ | 49 | 1.345 |
| Pating Chages | 86 | ${ }_{12}^{98}$ | 876 | ${ }_{13}^{99}$ | 1.028 | ${ }_{18}^{100}$ | 1.071 | 17 | 1.97 | (108 | 1.226 | ${ }_{22}^{110}$ | 12.22 | 22 | 1339 | ${ }_{26}^{121}$ | 1311 | ${ }_{30}^{16}$ | 1337 | ${ }_{33}$ | 1.325 | ${ }_{32}^{118}$ | 1361 | ${ }_{36}^{126}$ | 1.332 | ${ }^{130} 37$ | 1.524 | ${ }_{39} 3$ | 1.527 | ${ }_{42}^{138}$ |
| Muor ferer axes | 566 262 | 5 | ${ }_{264}^{526}$ | 5 | 265 | $\bar{\square}$ | ${ }_{271}^{79}$ | ${ }_{6}$ | ${ }_{282}^{720}$ | 6 | ${ }_{260}^{291}$ | 10 | ${ }_{24}{ }^{312}$ | $\bar{\square}$ |  | ${ }^{13}$ |  | ${ }_{16}$ |  | 17 | ${ }^{335}$ | 19 | ${ }^{935}$ | 19 | ${ }_{3}^{937}$ | 22 | ${ }_{\text {l }}^{1.069}$ | 22 | ${ }^{1.057}$ | ${ }^{23}$ |
|  | -38 | - | $\xrightarrow{39}$ | - | $\stackrel{43}{3}$ | - | $\stackrel{4}{4}$ | - | 4 | - | $\stackrel{4}{2}$ | - | $\stackrel{4}{2}$ | - | ${ }_{4}^{6}$ | $=$ | 2 | - | ${ }_{2}$ | - | ${ }_{3}^{60}$ | - | ${ }_{3}^{69}$ | $\square$ | ${ }_{5}^{67}$ |  | ${ }_{5}^{76}$ | $\vdots$ | ${ }_{7}^{76}$ |  |

1

| State | ${ }_{\text {Slate }}^{\text {l1985 }}$ | Local | ${ }_{\text {Slate }}^{\text {ITS6 }}$ | Looal | ${ }_{\text {Sulue }}^{1987}$ | Looal | ${ }_{\text {Saltes }}^{1988}$ | Local | ${ }_{\text {Sale }}^{\text {Sate }}$ | Looal | ${ }_{\text {Sale }}^{1909}$ | Local | ${ }_{\text {Salte }}^{1991}$ | Looal | ${ }_{\text {Stale }}{ }^{1992}$ | Local | ${ }_{\text {Salte }}^{1993}$ | Local | ${ }_{\text {Stale }}{ }^{199}$ | Local | ${ }_{\text {Sale }}^{1995}$ | Looal | ${ }_{\text {Slate }}{ }^{196}$ | Local | ${ }_{\text {Slaec }}^{1907}$ | Loal | ${ }_{\text {State }}^{1908}$ | Local | ${ }_{\text {State }}^{\text {lig9 }}$ | Looal |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ${ }^{122}$ | 1 | ${ }_{68}^{113}$ | $\stackrel{2}{-}$ | $\xrightarrow{115}$ | ， | $\stackrel{136}{131}$ | 1 | ${ }_{87}^{137}$ | ！ | ${ }_{78}^{127}$ | 1 | ${ }_{86}^{133}$ | $\underline{1}$ | ${ }_{83}^{117}$ | ， | ${ }_{85}^{138}$ | $\stackrel{2}{-}$ | ${ }_{87}^{130}$ | ${ }_{0}^{1}$ | ${ }_{92}^{140}$ | $\stackrel{2}{0}$ | ${ }_{95}^{139}$ | ${ }^{3}$ | ${ }_{102}^{146}$ | $\stackrel{4}{-}$ | $\underset{\substack{143 \\ 102}}{ }$ | ${ }^{3}$ | ${ }_{98}^{139}$ |  |
|  | 45 | － | ${ }_{42}^{68}$ | － | $4{ }_{4}^{40}$ | － | ${ }_{3}^{41}$ | － | $\stackrel{45}{4}$ | － | ${ }_{3}^{4}$ | － | ${ }_{4}^{46}$ | － | ${ }_{4}^{28}$ |  | ${ }_{4}^{47}$ | － | \％ | － | ${ }_{4}^{4}$ | $\bigcirc$ | －38 | － | 3138 |  | ［38 | － | 37 <br> 3 |  |
|  | 2 | $\bar{\square}$ | ${ }_{1}$ | － | ${ }_{1}^{2}$ |  | ${ }_{2}^{3}$ | $\bigcirc$ | ${ }_{1}$ | $\bar{\square}$ | 3 |  | ${ }_{1}$ |  | ${ }_{2}^{4}$ | $\bar{\square}$ | ${ }_{2}$ | $\bar{\square}$ | ${ }_{4}^{4}$ | $\bar{\square}$ | ${ }_{3}$ | $\bigcirc$ | ${ }_{3}$ | i | ${ }_{4}^{3}$ | 2 | ${ }_{0}^{3}$ | 1 | 1 |  |
|  | 1,431 | 101 | 1.471 | 9 | 1.396 | ${ }^{1}$ | ${ }_{1.585}$ | ${ }_{8}{ }^{1}$ | 1.574 | ${ }_{98}{ }^{1}$ | 1.712 | 11 | 1.747 | ${ }_{105}^{1}$ | 1.909 | 131 | 1.815 | 127 | 1.998 | ${ }_{126}^{12}$ | 1.935 | $161^{2}$ | 1.8 .83 | ${ }_{148}^{14}$ | 2.043 | 162 | 2011 | 157 | 2.026 | ${ }_{162}{ }^{2}$ |
|  | 864 445 | ${ }_{38}$ | ${ }_{4}^{896}$ | ${ }^{38}$ | ${ }_{4}^{831}$ | ${ }^{37}$ | 1．019 | ${ }^{36}$ | $\underset{498}{989}$ | 45 | ${ }_{4}^{1.127}$ | ${ }_{5}$ | ${ }_{\text {1，} 1.158}$ | ${ }_{52}$ | ${ }_{\text {1，}}^{1.250}$ | ${ }_{76}^{4}$ | ${ }_{\text {1．218 }}^{1.218}$ | ${ }_{68}$ | $\underset{\substack{1.307 \\ 557}}{ }$ | 66 | ${ }_{\text {l }}^{1.280}$ | ${ }_{9}$ | ${ }_{\text {c }}^{1.202}$ | 82 | ${ }_{\substack{1.344 \\ 543}}$ | $9{ }^{7}$ | ${ }_{\substack{\text { c．} \\ 556}}^{\substack{\text { 274 }}}$ | ${ }_{90}^{6}$ | $\underbrace{}_{\substack{1.880 \\ 548}}$ | 9 |
|  | （108 | ${ }^{31}$ | ${ }_{109}^{16}$ | 22 | 117 | 22 | 17 <br> 109 | 22 | ${ }_{111}^{118}$ | 22 | 19 108 | 22 | 22 107 | 21 | ${ }_{101}^{24}$ | 19 | 22 103 | 22 | 29 105 | ${ }_{26}$ | 37 110 | 32 | 35 118 | 32 | ${ }_{132}^{34}$ | ${ }^{34}$ | 34 14 | ${ }^{28}$ | 37 161 | 32 |
| Patinge Charges |  | ${ }_{3}^{32}$ |  | 12 | ${ }^{62}$ | 30 | 72 | 31 | ${ }_{758}$ | 30 | ${ }_{765}$ | ${ }^{33}$ | － | 32 | 79 | ${ }^{31}$ |  | ${ }^{34}$ | si | ${ }^{33}$ | ${ }^{-}$ | ${ }^{33}$ | － | ${ }^{34}$ | － | 32 |  | ， | － | ${ }^{31}$ |
|  | 265 |  | 278 | $\underline{\square}$ | 265 |  | 391 |  | ${ }_{383}$ |  | ${ }_{384}$ |  | ${ }_{37} 3$ |  | 377 | 2 | 384 |  | ${ }_{37} 3$ | 1 | 396 | 1 | 332 | 1 | 339 | 1 | 330 | 1 | 358 |  |
| MV bienese aresese | $\underset{\substack{263 \\ 10}}{ }$ | $\bigcirc$ | ${ }_{3}^{321}$ | $\bigcirc$ | ${ }_{213}^{282}$ | $\bigcirc$ | $\stackrel{3}{39}$ | $\bigcirc$ | ${ }_{303}^{303}$ | $\bigcirc$ | 309 <br> 10 | $\bigcirc$ | $\underset{\substack{315 \\ 10}}{ }$ | $\bigcirc$ | 330 8 | － | ${ }_{469}$ | $\bigcirc$ | ${ }_{3}^{318}$ | 1 | 476 | 1 | ${ }_{5}^{520} 6$ | 1 | $5{ }_{5}^{52}$ | 2 | ${ }_{563}^{60}$ | $\stackrel{2}{2}$ | 539 |  |
| Reg．xioll highmy harges | 60 | $\bigcirc$ | 6 | $\bigcirc$ | 61 | $\bigcirc$ | 62 | $\bigcirc$ | ${ }_{6}^{63}$ | $\bigcirc$ | 62 | 1 | ${ }^{64}$ | 4 | ${ }_{8}$ | 4 | ${ }_{86}$ | － | 95 | $\bigcirc$ | ${ }^{106}$ |  | ${ }^{113}$ | $\bigcirc$ | ${ }^{117}$ | $\bigcirc$ | ${ }^{120}$ | $\bigcirc$ | ${ }^{124}$ | $\bigcirc$ |
|  | ${ }_{381}$ | ${ }_{30}^{13}$ | 413 | ${ }_{32}^{12}$ | 438 | ${ }_{34}^{10}$ | 471 | 32 | 490 | 32 | ${ }^{550}$ | 34 | ${ }_{586}$ | ${ }_{31}^{10}$ | 592 | ${ }_{36}^{11}$ | ${ }_{632}$ | 8 | ${ }^{67}$ | ${ }_{46}$ | 69 | 45 | ${ }^{755}$ | ${ }_{48}^{8}$ | 765 | 62 | 22 | ${ }_{58}^{88}$ | ${ }^{31}$ | ${ }_{52}^{13}$ |
|  | ${ }_{193}^{1195}$ | ${ }_{4}^{11}$ | ${ }_{212}^{181}$ | ${ }^{13}$ | ${ }_{221}^{195}$ | $\stackrel{13}{4}$ | ${ }_{241}^{209}$ | ${ }_{4}^{11}$ | ${ }_{215}^{225}$ | ${ }_{5}^{10}$ | ${ }_{251}^{274}$ | ${ }_{6}^{10}$ | ${ }_{274}^{229}$ | $\stackrel{9}{5}$ | ${ }_{\substack{301 \\ 271}}$ | ${ }_{6}^{10}$ | ${ }_{274}^{337}$ | ${ }_{6}^{8}$ | ${ }_{279}^{373}$ | ${ }_{7}^{8}$ | ${ }_{284}^{370}$ | 8 | ${ }_{\substack{380 \\ 339}}$ | ， | ${ }_{325}^{411}$ | ${ }_{10}$ | ${ }_{297}^{369}$ | ${ }_{10}$ | ${ }_{310}^{371}$ | 8 |
|  | ${ }_{7}^{16}$ | 3 | ${ }_{5}^{16}$ | － | ${ }_{7}^{16}$ | － | ${ }_{4}^{18}$ | － | 17 3 | $\overline{3}$ | ${ }_{8}^{17}$ | － | ${ }^{14}$ | － | ${ }_{4}^{16}$ | $\stackrel{\square}{4}$ | ${ }_{5}^{15}$ | ${ }_{8}$ | ${ }_{9}^{16}$ | i1 | ${ }_{25}^{15}$ | 10 | 17 | $\overline{9}$ | 17 | 21 | ${ }_{41}^{16}$ | 15 | ${ }_{31}^{19}$ | 12 |
| ${ }^{\text {Pamaning Charges }}$ |  | ${ }^{12}$ | 1.63 | ${ }_{12}^{12}$ | － | 12 | ${ }^{-1}$ | $1{ }_{14}^{13}$ | 339 | ${ }_{15}^{14}$ | 1676 | ${ }_{14}^{14}$ | 163 | ${ }_{12}^{12}$ | ${ }^{626}$ | ${ }_{172}^{17}$ | 6， 63 | ${ }_{182}^{20}$ | 63 | ${ }_{192}^{21}$ | 670 | 19 | 163 | ${ }_{193}^{21}$ | － |  | 159 | ${ }_{108}^{23}$ |  | ${ }^{24}$ |
| Mour fuel luxes | 88 |  | ${ }_{888}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 770 |  |  | ${ }^{19}$ | （1798 | 195 |
|  | ${ }_{59}^{523}$ | $\bigcirc$ | ${ }_{58}^{534}$ | $\bigcirc$ | $\underset{54}{524}$ | $\bigcirc$ | ${ }_{54}^{527}$ | $\bigcirc$ | ${ }_{55}^{521}$ | 0 | $\underset{501}{501}$ | $\bigcirc$ | $\underset{\substack{\text { cos } \\ 54}}{\text { cos }}$ | － | ${ }_{4}^{495}$ | 0 | ${ }_{4}^{496}$ | $\bigcirc$ | ${ }_{4}^{489}$ | － | ${ }_{\substack{\text { Sos } \\ 52}}$ | － | ${ }_{5}^{491}$ | － | ${ }_{41}^{493}$ |  | ${ }_{6}^{666}$ | － | ${ }_{6}^{687}$ |  |
|  | ${ }_{196}$ | ${ }_{18}^{18}$ | 202 | 19 | 219 | 22 | 260 | ${ }^{22}$ | 269 | ${ }^{28}$ | 260 | ${ }_{128}^{28}$ | 251 | ${ }_{13}^{35}$ | 301 | ${ }_{1}^{38}$ | 303 | ${ }_{40}^{40}$ | 306 | ${ }_{12}^{42}$ | 319 | 42 | 327 | 4 | 326 | ${ }_{15}{ }_{15}$ | ${ }_{336}$ | 41 | ${ }_{3+3}$ | ${ }^{39}$ |
| Rhated Slinds | ${ }^{106}$ | ${ }_{0}$ | ${ }^{109}$ | ${ }_{1}^{118}$ | ${ }^{116}$ | 0 | ${ }^{119}$ | ${ }^{15}$ | iii | 0 | 142 | ${ }^{132}$ | 138 | 0 | 172 | ${ }^{135}$ | ${ }_{169}$ | ${ }_{0}$ | 194 | ${ }_{0}$ | 192 | 1 | ${ }^{190}$ | 1 | ${ }^{178}$ | ${ }_{1}$ | ${ }^{181}$ | 1 | 122 | ${ }^{156}$ |
| M Morf fiel laxe | ${ }_{33}^{64}$ | － | ${ }_{35}^{64}$ | － | ${ }_{37}^{68}$ | － | ${ }_{40}^{69}$ | こ | ${ }_{39}^{61}$ | － | ${ }_{46}^{85}$ | こ | ${ }_{59}^{84}$ | － | ${ }_{\substack{104 \\ 56}}$ | － | ${ }_{\substack{107 \\ 51}}$ | － | ${ }_{58}^{126}$ | こ | ${ }^{126}$ | － | ${ }_{54}^{126}$ | － | 近 121 | こ | （120 | こ | ${ }_{49}^{112}$ |  |
|  | 10 | $\bar{\square}$ | 10 | － | 11 | $\bar{\square}$ | 11 | $\bar{\square}$ | 11 | － | 11 | $\bar{\square}$ | ${ }_{10}^{10}$ | $\bar{\square}$ | 1 |  | ${ }_{10}^{10}$ | $\bar{\square}$ | ${ }_{10} 10$ | － | ${ }_{10} 10$ | － | ${ }_{10} 10$ |  | ${ }_{11}$ | － | ${ }^{1}$ | － | ${ }^{11}$ |  |
|  | 421 | ${ }_{6}$ | 438 | 6 | 458 | ${ }_{7}$ | 498 | 10 | 521 | ${ }^{11}$ | 542 | ${ }_{11}$ | 508 | ${ }_{13}$ | 47 | ${ }_{16}$ | 438 | ${ }_{17}$ | 430 | 20 | 432 | 19 | 435 | 16 | 430 | 29 | 42 |  | 435 | ${ }_{33}^{13}$ |
| Moor fiel laxes | ${ }^{343}$ | － | ${ }^{342}$ | － | ${ }_{9}^{339}$ | － | ${ }_{38}^{384}$ | － | 3988 | － | ${ }_{88}^{416}$ | $-$ | ${ }^{384}$ | － |  | $\overline{3}$ | ${ }_{86}^{319}$ | $\overline{5}$ | 320 | － |  | 3 | 326 |  | ${ }^{320}$ | 11 | ${ }^{325}$ | － | ${ }_{3}^{328}$ | 13 |
|  | 6 | － | ${ }_{11}^{19}$ | － | ， | － | 810 | － | ${ }^{812}$ | － | ${ }^{88}$ | － | － | － |  | $\stackrel{3}{-}$ | ¢ | $\stackrel{5}{-}$ | 9 | $\stackrel{3}{-}$ | ${ }_{14}^{94}$ | $\stackrel{3}{-}$ | ${ }_{17}^{96}$ | $\bar{\square}$ | 哭 |  | 101 10 | ${ }^{13}$ | ${ }_{14}^{14}$ |  |
|  |  | $\overline{6}$ |  | $\overline{6}$ |  | 7 |  | 10 |  | II |  | 1 |  | ${ }^{13}$ |  | ${ }_{1}^{14}$ |  | \％ |  | 17 | $\bar{\square}$ | 15 |  | ${ }_{16} 16$ | $\bar{\square}$ | 18 |  | ${ }_{18}$ |  | ${ }^{20}$ |
|  | ${ }_{77}$ | ${ }_{14}^{14}$ | ${ }_{78}^{116}$ | ${ }_{1}^{14}$ | ${ }^{107}$ |  | （1088 | ${ }^{14}$ | ${ }_{93}^{123}$ | ${ }^{15}$ | ${ }_{93}^{118}$ | ${ }^{16}$ | ${ }_{89}^{133}$ | ${ }_{-}^{16}$ | ${ }_{92}^{122}$ | ${ }_{0}^{12}$ | ${ }_{90}^{120}$ |  | ${ }_{92}^{121}$ | ${ }_{0}^{14}$ | ${ }_{91}^{123}$ |  | ${ }_{90}^{122}$ | 14 | ${ }_{93}^{124}$ | ${ }^{16}$ | ${ }_{109}^{141}$ |  | ${ }_{100}^{133}$ |  |
| Mvi icmese axas |  | ${ }^{13}$ | 34 | 13 | ${ }_{26}$ | 14 | 27 | 12 | ${ }_{28} 8$ | 14 | ${ }^{23}$ | 14 | ${ }^{43}$ | 14 | ${ }^{28}$ | ${ }^{10}$ | ${ }^{29}$ | 11 | 27 | 11 | ${ }^{30}$ | 12 | ${ }^{30}$ | 13 | ${ }^{29}$ | 14 | ${ }_{30}$ | 16 | ${ }^{30}$ | 15 |
|  | ${ }_{3}^{2}$ | $\square^{\circ}$ | $\frac{2}{2}$ | $\square^{\circ}$ | ， | － | ${ }_{1}$ | i | ， | $\bigcirc$ | 1 | $\stackrel{\square}{0}$ | ${ }_{0}$ | $\stackrel{\square}{0}$ | ${ }_{0}^{2}$ | ${ }^{\circ}$ | ${ }_{0}^{2}$ | $\bar{\square}$ | ${ }_{0}^{2}$ | － | ${ }_{0}^{2}$ | － | ${ }_{0}^{2}$ | ${ }^{\circ}$ | ${ }_{0}$ | － | ${ }_{1}$ | i | ！ |  |
| ${ }_{\text {P }}^{\text {Temeses charse }}$ | 59 | 52 | ${ }_{684}^{684}$ | ${ }_{51}$ | ${ }_{82}^{82}$ | 52 | ${ }_{8}^{83}$ | ${ }_{6}$ | ${ }^{86}$ | 7 | $\xrightarrow{933}$ | ${ }_{4}^{2}$ | 915 | ${ }_{75}$ | ${ }^{936}$ | ${ }_{80}$ | ${ }_{9}^{913}$ | ${ }_{81}^{21}$ | ${ }_{27}^{947}$ | ${ }^{78}$ | ${ }^{979}$ | ${ }_{8} 8$ | ${ }^{95}$ | ${ }^{83}$ | ${ }^{94}$ | ${ }^{76}$ | ${ }^{957}$ | ${ }^{79}$ | ${ }_{23}^{23}$ | 114 |
| MNorficene axace | 1108 | 42 | ${ }_{171}$ | 4 | ${ }_{169}$ | 45 | ${ }_{181}$ | 6 | ${ }_{185}$ | ${ }_{4}$ | 175 | 67 | 112 | ${ }_{68}$ | 176 | 12 | 183 | ${ }^{4}$ | ${ }_{187} 18$ | ${ }^{73}$ | 202 | ${ }_{73}$ | ${ }_{198}$ | ${ }^{78}$ | ${ }_{196}$ | ${ }_{3}$ | 201 | ${ }^{7}$ | 201 | 77 |
|  | ${ }_{2}^{28}$ | i | ${ }_{2}^{13}$ | i | ${ }_{2}^{19}$ | － | ${ }_{2}^{19}$ | i | ${ }^{24}$ | i | $\stackrel{25}{25}$ | i | ${ }^{24}$ | i | ${ }_{3}^{30}$ | i | ${ }_{3}^{32}$ | i | 38 <br> 3 | \％ | ${ }^{37}$ | 2 | 38 <br> 3 | 亏 | 36 4 | － | 31 <br> 3 |  | 3 |  |
|  | $2.210^{\circ}$ | 171 | 2337 | 208 | 2.648 | 230 | 2.854 | 225 | 2.786 | 24 | 2.707 | $22^{7}$ | 2，9，${ }^{\text {a }}$ | 295 | 3.065 | ${ }_{33}{ }^{7}$ | 3.162 | ${ }_{365}^{6}$ | 3，201 | 371 | 3.189 | ${ }_{38}{ }^{4}$ | 3.252 | $3_{384}$ | 3.319 | $4{ }_{4}{ }^{3}$ | ${ }^{3.36}$ | ${ }_{42}^{3}$ | 3，46 | 43 |
| Mour fuel luxes | （1369 | － | 1．365 | 16 | ${ }_{1}^{1.648}$ | ${ }^{\circ}$ | ${ }_{1}^{1.852}$ | ${ }^{16} 9$ | ${ }_{1}^{1.821}$ | $1{ }^{0}$ | （1，899 | 0 | 1， 1.819 | ${ }^{\circ}$ | ${ }_{2}^{2.164}$ | $0{ }^{\circ}$ | ${ }_{2}^{2.25}$ | ${ }^{0}$ | ${ }_{2}^{2.785}$ | ${ }^{12}$ | ${ }_{2}^{22888}$ | 0 | ${ }^{2} 273$ | ${ }^{0}$ | ${ }_{2}^{233}$ | ${ }^{\circ} 9$ | ${ }_{204}^{2483}$ | ${ }^{0}$ | ${ }^{2.821}$ | ${ }_{2}{ }^{\circ} 8$ |
|  | ${ }_{37}^{57}$ | 18 | 69 <br>  <br> 4 | 19 | ${ }_{35}^{63}$ | 28 | 67 4 | ${ }^{38}$ | ${ }_{51}^{72}$ | ${ }_{45}$ | ${ }_{\substack{65 \\ 56}}$ | ${ }_{6}$ |  | ${ }_{85}$ | ${ }_{75}^{79}$ | 108 |  | 17 | cil | 12 | ${ }^{71}$ | 13 | ${ }_{83}^{88}$ | ${ }^{137}$ | 820 | 15 | （108 |  | 92 | 185 |
|  |  | ${ }_{22}^{18}$ |  | ${ }^{24}$ |  | ${ }_{22}^{28}$ |  | ${ }_{19}^{19}$ |  | ${ }_{20}^{45}$ |  | ${ }^{63}$ |  | ${ }^{85}$ |  | ${ }_{108}^{108}$ |  |  |  | ${ }^{122}$ |  | ${ }^{137}$ |  | ${ }^{137}$ |  | ${ }^{155}$ |  | ${ }_{20}^{176}$ |  | $\underset{\substack{185 \\ 19}}{ }$ |
| Ual ${ }_{\text {dout fuel laxs }}$ | ${ }_{156}^{207}$ | $\stackrel{-}{-}$ | ${ }_{159}^{208}$ | $\stackrel{-}{-}$ | ${ }_{165}^{24}$ | ${ }^{3}$ | $\underset{163}{21}$ | $\underline{2}$ | ${ }_{158}^{216}$ | $\underline{\square}$ | ${ }_{154}^{210}$ | $\underline{2}$ | ${ }_{148}^{204}$ | $\underline{2}$ | ${ }_{151}^{212}$ | $\underline{2}$ | ${ }_{200}^{202}$ | $\underline{1}$ | ${ }_{197}^{238}$ | $\underline{2}$ | ${ }_{207}^{281}$ | $\stackrel{2}{-}$ | ${ }_{207}^{264}$ | $\underline{2}$ | ${ }_{212}^{269}$ | $\underline{2}$ | （132 | $\stackrel{2}{ }$ | ${ }_{292}^{322}$ |  |
|  | ${ }_{7}^{4}$ | － | ${ }_{6}^{43}$ | － | ${ }_{6}^{52}$ | $\bigcirc$ | $\stackrel{51}{7}$ | － | ${ }_{7}^{49}$ | 0 | ${ }_{7}^{48}$ | $\bigcirc$ | ${ }_{8}^{47}$ | $\bigcirc$ | 50 10 | － | ${ }_{7}^{53}$ | $\bigcirc$ | ${ }_{8}^{52}$ | － | ${ }_{10}^{49}$ | － | ${ }_{9}^{47}$ | － | ${ }_{9}^{46}$ | － | ${ }^{67}$ | － | ${ }_{5}^{73}$ |  |
|  | $\bigcirc$ | 1 | $\bigcirc$ | I | $\stackrel{2}{ }$ | 1 | 1 | $\bigcirc$ | 1 | $\frac{1}{2}$ | 1 | 1 | 1 | － | 1 |  | 1 |  | 1 | 0 | 15 |  | 1 |  | 2 |  | 2 |  | 1 |  |
| cmome | ${ }^{93}$ | 3 | $\%$ | 3 | 96 | 3 | 9 | 2 | ${ }_{9}$ | 2 | ${ }^{108}$ | 2 | 104 | 3 | ${ }^{109}$ | ${ }^{3}$ | ${ }^{105}$ | 4 | ${ }^{110}$ | $\frac{2}{3}$ | 102 | ${ }_{3}$ | ${ }^{107}$ | 3 | ${ }_{9}^{6}$ | 4 | ${ }^{2}$ | 5 | ${ }_{88}$ |  |
| Mor frele | ${ }_{39}{ }^{32}$ | － | ${ }_{4}$ | － | ${ }_{42}^{52}$ | － | ${ }_{42}$ | － | ${ }_{41}$ | － | ${ }_{43}^{62}$ | － | ${ }_{40}^{59}$ | － | ${ }_{42}^{62}$ | － | ${ }_{42}^{60}$ | － | $\xrightarrow{63} 4$ | － | ${ }_{39}^{59}$ | － | $\stackrel{59}{4}$ | － | ${ }_{36}^{57}$ | 0 | ${ }_{35}^{54}$ | $\square^{\circ}$ | ${ }_{\substack{53}}^{51}$ |  |
|  | ${ }_{0}^{2}$ | i | ${ }_{0}^{2}$ | i | ${ }_{0}^{2}$ | i | ${ }_{0}^{2}$ | \％ | ${ }_{0}^{2}$ | $\bar{\square}$ | 2 | \％ | 4 | $\bar{\circ}$ | 5 | i | ${ }_{0}^{3}$ | \％ | ${ }_{0}^{3}$ | i | ${ }_{0}^{4}$ | i | 4 | 1 | ${ }_{0}^{3}$ | \％ | ${ }_{0}^{3}$ | － | ${ }_{0}^{4}$ |  |
| Pirating Charge | 793 | ${ }_{143}$ | ${ }^{790}$ | ${ }_{148}$ | 1.025 | ${ }_{153}{ }^{2}$ | 1.130 | ${ }_{162}^{2}$ | ${ }^{1.145}$ | ${ }_{12}^{2}$ | 1.109 | ${ }_{174}{ }^{2}$ | 1.976 | ${ }_{174}{ }^{2}$ | 1.086 | ${ }_{181}{ }^{3}$ | 1.062 | ${ }_{184}{ }^{2}$ | 1.057 | ${ }_{178}{ }^{2}$ | 1.956 | ${ }_{185}{ }^{2}$ | 1.025 | 187 18 | 1.946 | 183 | 1.073 | 191 | 1.086 | ${ }_{195}^{4}$ |
| Maof fiel laves | ${ }^{455}$ | － | 415 | － | ${ }^{657}$ | $\bigcirc$ | ${ }^{746}$ | － | ${ }^{743}$ | 0 | ${ }_{228}^{222}$ | ${ }_{97}$ | ${ }^{67}$ | 0 | ${ }_{\substack{68 \\ 283}}$ | 10 | ${ }^{703}$ | $\bigcirc$ | ${ }^{706}$ | ${ }^{-}$ | ${ }_{695}^{695}$ | － |  | ${ }^{-}$ | ${ }^{716}$ | ${ }^{-}$ | ${ }^{29}$ | $10 \%$ | ${ }^{742}$ | ${ }^{10}$ |
| MV peratarer icene | ${ }_{22}$ | － | ${ }_{43}$ | － | ${ }_{27}^{27}$ |  | ${ }_{28}$ |  | ${ }_{24}$ |  |  |  |  |  |  |  |  |  |  |  | ${ }_{23}^{26}$ |  | ${ }_{24}^{28}$ |  | 24 |  | ${ }_{25}$ |  |  |  |
|  | ${ }_{58}$ | ${ }_{4}^{4}$ | ${ }^{65}$ | 46 | ${ }^{6}$ | 47 | ${ }_{6}$ | ${ }_{50}$ | 69 | ${ }^{60}$ | 80 | ${ }_{58}^{58}$ | ${ }^{78}$ | 57 | ${ }^{79}$ | ${ }_{5}^{59}$ | 46 | ${ }_{60}^{60}$ | 46 | 59 | 52 | ${ }^{59}$ | ${ }^{36}$ | ${ }_{5}^{59}$ | 49 | ${ }_{58}^{58}$ | 46 | ${ }_{21}^{6}$ | 50 | ${ }^{63}$ |
| Wastingom | 76 | ${ }_{29} 2$ | ${ }^{798}$ | 29 | ${ }_{8}^{89}$ | ${ }_{31}$ | ${ }^{860}$ | ${ }^{33}$ | ${ }_{8}^{86}$ | ${ }_{38}^{16}$ | ${ }^{875}$ | ${ }_{38}^{19}$ | 979 | ${ }_{38}^{19}$ | 1.023 | ${ }_{40}^{22}$ | ${ }_{98}{ }^{5}$ | ${ }_{39}^{20}$ | 1.095 | ${ }_{40}^{20}$ | 1.025 | 118 | 1.026 | ${ }_{119}^{23}$ | 1.1015 | ${ }^{113}$ | 1.035 | ${ }_{123}^{24}$ | 1.045 | ${ }_{129}^{26}$ |
| Mour fellaxe | ${ }_{\substack{486 \\ 176}}^{48}$ | ${ }^{13}$ |  | \％ | $\underbrace{}_{\substack{581 \\ 178}}$ | $\overline{12}$ |  | ${ }^{14}$ | ${ }_{\substack{\text { S }}}^{\substack{510 \\ 200}}$ | 15 |  | ${ }^{18}$ | ${ }_{\substack{66 \\ 218}}$ | ${ }^{19}$ | $\stackrel{\substack{65 \\ 225}}{ }$ | 18 | $\stackrel{3}{27}$ | ${ }^{19}$ | ${ }_{\substack{664 \\ 264}}$ | ${ }^{19}$ | $\underset{\substack{678 \\ 238}}{ }$ | ${ }_{92}$ | ${ }_{\substack{678 \\ 238}}$ | ${ }_{93}$ | ${ }_{\substack{688 \\ 238}}$ | ${ }_{6}^{0}$ | ${ }_{2}^{629}$ | ${ }_{105}$ | ${ }_{\substack{258 \\ 285}}^{65}$ | 11.1 |
|  | ${ }_{83}^{19}$ | $\overline{4}$ | ${ }_{77}^{20}$ | 5 | ${ }_{79}^{21}$ | $\overline{8}$ | ${ }_{96}^{20}$ | $\overline{7}$ | ${ }_{95}^{20}$ | ${ }_{6}$ | ${ }_{92}^{21}$ | 5 | ${ }_{78}^{22}$ | ${ }_{6}$ | ${ }_{81}^{22}$ | ${ }_{6}$ | ${ }_{82}^{21}$ | 5 | ${ }_{83}^{22}$ | \％ | ${ }_{87}^{23}$ | 12 | ${ }_{88}^{23}$ | ${ }_{15}$ | ${ }_{85}^{24}$ | ${ }_{6}$ | ${ }_{86}^{24}$ | $\overline{8}$ | ${ }_{94}^{26}$ |  |
|  | 34 | ${ }_{11}^{12}$ | 329 | ${ }_{9}^{11}$ | ${ }_{336}$ | ${ }_{10}^{10}$ | ${ }^{33}$ | ${ }_{9}^{11}$ | 339 | ${ }^{17}$ | ${ }^{37}$ | ${ }_{9}^{11}$ | 375 | 10 | 369 | 10 | 375 | （15 | ${ }_{35}$ | 10 | ${ }_{351}$ | ${ }_{10}^{14}$ | ${ }_{336}$ | 110 | 352 | 111 | ${ }^{361}$ | ${ }_{9}^{10}$ | ${ }_{355}$ | ${ }_{10}^{10}$ |
| Morif ful lexes | 220 | － | ${ }_{\text {cki }}^{205}$ | － | 2098 | － | ${ }_{85}^{211}$ | － | ${ }_{\substack{208 \\ 86}}$ | － | ${ }_{86}^{242}$ | － | 232 | － | （230 | － | 2288 | － | ${ }_{9}^{215}$ | － | ${ }_{\substack{212 \\ 86}}$ | － | ${ }_{7}^{206}$ | － | ${ }_{74}^{222}$ | － | $\xrightarrow{23}$ | － | ${ }_{26}^{221}$ |  |
| MV oprataticeme taxes | － | － | － | － | 38 | － | ， | － | 4 | － | 3 | － | 4 | － | 5 | － | 4 | － | 4 | － | 3 | － | 4 | － | 4 |  | ${ }_{55}^{4}$ | － | ${ }_{4}^{4}$ |  |
|  | 3 | 8 | ${ }^{36}$ | ， | － | ${ }_{8}^{2}$ | 4 | 3 | 4 | $\stackrel{3}{7}$ | 46 | ${ }_{7}$ | $\stackrel{4}{-}$ | ， | 4 | T | － | ${ }_{7}$ | ＋ | ${ }_{7}$ | $\stackrel{4}{ }$ | ${ }_{8}^{2}$ | ＋ | ${ }_{8}^{2}$ | 5 | ${ }_{8}^{2}$ | s | ${ }_{7}$ | s＋ | ， |
| Moor feil laxe | 514 | － | 526 | － | 542 |  | ${ }_{617}$ |  | 628 |  | ${ }_{614}^{614}$ | － | 617 |  |  |  | ${ }_{638} 6$ |  | 668 | － | 611 | 4 | 67 | $\stackrel{-}{-}$ | ${ }_{67} 67$ | － | 811 | 4 | ${ }_{84}$ |  |
| Mv icene taxs | 207 | － | 210 | － | ${ }^{193}$ | 0 | 194 | 0 |  | 0 | ${ }^{188}$ | 0 | 179 | 1 | 230 | 1 |  | 1 | ${ }^{231}$ | 1 | ${ }^{224}$ | 1 | ${ }^{231}$ | 1 |  | 1 |  | 1 | 258 |  |
|  | ${ }_{8}^{18}$ | ${ }_{18}$ | 18 10 | ${ }_{18}^{26}$ | 18 <br> 10 | ${ }_{18}^{1 / 8}$ | ${ }_{12}^{19}$ | ${ }^{14}$ | 11 | ${ }^{1}$ | ${ }_{12}^{19}$ | ${ }_{20}^{14}$ | ${ }_{13}^{19}$ | 17 | $\stackrel{24}{9}$ | 16 | ${ }_{10}^{22}$ | ${ }^{16}$ | 22 14 | ${ }_{24}^{18}$ | ${ }_{13}^{21}$ | 18 | $\underset{14}{21}$ | 188 | ${ }_{10}^{22}$ | ${ }^{16}$ | $\stackrel{26}{9}$ | ${ }^{17}$ | ${ }_{21}^{26}$ | ${ }^{18}$ |
| W，peminiochirge |  | 2 | $\xrightarrow[\substack{108 \\ 50}]{10}$ | 1 | ${ }_{46}^{96}$ | 1 | ${ }^{100}$ | ${ }^{20}$ | ${ }_{47}^{100}$ | ${ }_{2}^{20}$ | ${ }_{93}^{95}$ | ${ }^{20}$ | ${ }_{4}^{84}$ | 2 |  | 2 | ${ }_{80}^{82}$ |  | ${ }_{42}^{85}$ | $\stackrel{28}{7}$ | ${ }_{44}^{90}$ |  | ${ }_{43}^{90}$ | ${ }_{8}^{28}$ | ${ }_{46}^{94}$ | ${ }_{10}^{29}$ | 91 | 29 |  | ， |
|  | ${ }_{52}$ | － | ${ }_{51}^{50}$ | $\bigcirc$ | ${ }_{47}{ }^{46}$ | － | ${ }_{51}^{46}$ | 「 | 51 | 1 | ${ }_{49}$ | 3 | 4 | 「 | ${ }_{4}^{42}$ | $i$ | ${ }_{40}$ | 2 | ${ }_{40}$ | ${ }_{6}$ | 42 | $\overline{7}$ | 42 | 7 | ${ }_{43}^{46}$ | 10 | ${ }_{43}$ | ${ }^{-}$ | ${ }_{4}$ | 9 |
|  | 3 | $\bigcirc$ | 6 | $\bigcirc$ | ， | $\bigcirc$ | 1 | $\bigcirc$ | 2 | $\bigcirc$ |  | $\bar{\square}$ | ， | $\bigcirc$ | ＋ | $\bigcirc$ | 2 | $\bigcirc$ | ${ }_{2}^{2}$ | $\bigcirc$ | 2 | ， | ${ }_{2}$ | 0 | ${ }_{2}^{3}$ | $\bigcirc$ | $\frac{2}{2}$ | $\bigcirc$ | ${ }_{2}^{2}$ | 0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |






Transit

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Transit- Operation Revenues |  |  | 878 | 3.5 | 986 | 3,777 | 968 | 3,799 | 1,039 | 3,987 |  | 4,142 | 1,123 | 4,506 | 1,126 | 4,540 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Alabama | ${ }^{8}$ | ${ }_{6}$ | ${ }_{-}$ | ${ }_{6}$ | 98 | 3,76 | ${ }^{6}$ | ${ }_{6}$ | 1,89 | ${ }_{6}$ | 1,04 | 4,42 | 1,12 | ${ }_{6}$ | +126 | 4,46 | 1,14 | 4,90 | 1,218 | ${ }_{7}$ | 1,23 | ${ }_{7}$ | 1,30 | ${ }_{7}$ | 1,33 | 6,082 | 1,884 | 6,162 | 1,04 | 6,304 |
| Alaska | - | 2 | - | 2 | - | 1 | - | 2 | - | 2 | - | 2 | - | 2 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 |
| Arizona | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 | - | 6 | - | 6 | - | 6 | - | 6 | - | 6 | - | 7 | - | 7 | - | 8 |
| Arkansas | - | 2 | - | 2 | - | , | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 |
| California | - | 433 | - | 538 | - | 508 | - | 467 | - | 570 | - | 648 | - | 687 | - | 725 | - | 674 | - | 823 | - | 866 | - | 947 | - | 970 | - | 1,014 | - | 1,101 |
| Colorado | - | 21 | - | 22 | - | 22 | - | 23 | - | 25 | - | 26 | - | 28 | - | 34 | - | 33 | - | 35 | - | 35 | - | 36 | - | 45 | - | 51 | - | 57 |
| Connecticut | 18 | 5 | 18 | 5 | 18 | 5 | 18 | 6 | 18 | 6 | 18 | 7 | 18 | 6 | 18 | 7 | 18 | 7 | 20 | 7 | 21 | 8 | 21 | 9 | 22 | 12 | 24 | 11 | 23 | 12 |
| Delaware | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 5 | - | 6 | - | 7 | - | 8 | - | 9 | - | 9 |  |
| District of Columbia | - | 192 | - | 213 |  | 232 | - | 246 | - | 256 | - | 278 | - | 280 | - | 308 | - | 321 | - | 324 | - | 314 | - | 324 | - | 327 | - | 345 | - | 372 |
| Florida | 6 | 55 | 6 | 59 | 5 | 61 | 5 | 66 | 5 | 73 | 5 | 81 | 5 | 82 | 5 | 92 | 5 | 96 | 5 | 108 | 5 | 115 | 5 | 115 | 5 | 125 | 5 | 138 | 6 | 150 |
| Georgia | - | 42 | - | 47 | - | 48 | - | 56 | - | 68 | - | 73 | - | 74 | - | 70 | - | 86 | - | 85 | - | 86 | - | 99 | - | 103 | - | 112 | - | 115 |
| Hawaii | - | 19 | - | 20 |  | 20 | - | 21 | - | 19 | - | 19 | - | 19 | - | 20 | - | 21 | - | 25 | - | 26 | - | 32 | - | 32 | - | 31 | - | 29 |
| Idaho | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Illinois | - | 305 | - | 298 | - | 325 | - | 324 | - | 343 | - | 337 | - | 431 | - | 451 | - | 487 | - | 501 | - | 513 | - | 503 | - | 744 | - | 624 | - | 691 |
| Indiana | - | 10 | - | 11 | - | 10 | - | 9 | - | 7 | - | 10 | - | 21 | - | 21 | - | 21 | - | 22 | - | 23 | - | 24 | - | 12 | - | 24 | - |  |
| Iowa | - | 7 | - | 8 | - | 8 | - | 9 | - | 7 | - | 7 | - | 6 | - | 7 | - | 8 | - | 8 | - | 8 | - | 9 | - | 10 | - | 10 | - | 11 |
| Kansas | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 |
| Kentucky | - | 10 | - | 10 | - | 11 | - | 9 | - | 9 | - | 9 | - | 10 | - | 10 | - | 9 | - | 10 | - | 11 | - | 9 | - | 11 | - | 12 | - | 11 |
| Louisiana | - | 34 | - | 32 | - | 31 | - | 30 | - | 30 | - | 28 | - | 32 | - | 33 | - | 35 | - | 36 | - | 37 | - | 38 | - | 38 | - | 40 | - | 40 |
| Maine | - | 2 | - | 2 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 3 |
| Maryland | 50 | 7 | 52 | 7 | 58 | 8 | 64 | 9 | 65 | 10 | 68 | 12 | 70 | 12 | 70 | 14 | 71 | 15 | 90 | 13 | 89 | 13 | 89 | 13 | 92 | 14 | 95 | 14 | 92 | 15 |
| Massachusetts | - | 134 | - | 138 | - | 129 | - | 133 | - | 137 | - | 153 | - | 185 | - | 195 | - | 206 | - | 211 | - | 233 | - | 245 | - | 256 | - | 288 | - | 299 |
| Michigan | - | 58 | - | 63 | - | 60 | - | 64 | - | 65 | - | 57 | - | 58 | - | 61 | - | 57 | - | 57 | - | 59 | - | 57 | - | 61 | - | 62 | - | 64 |
| Minnesota | - | 37 | - | 36 | - | 36 | - | 36 | - | 37 | - | 36 | - | 37 | - | 45 | - | 46 | - | 48 | - | 101 | - | 97 | - | 54 | - | 58 | - | 58 |
| Mississippi | - | 0 | - | 0 | - | 0 | - | - | - | 0 | - | 0 | - | 1 | - | 1 | - | 0 | - | 0 | - | 1 | - | 1 | - | 2 | - | 2 | - | 4 |
| Missouri | - | 31 | - | 32 | - | 31 | - | 31 | - | 32 | - | 46 | - | 34 | - | 34 | - | 32 | - | 33 | - | 35 | - | 36 | - | 39 | - | 40 | - | 48 |
| Montana | - | 1 | - | 0 | - | 1 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | ${ }^{2}$ | - | 1 | - | 1 |
| Nebraska | - | 6 | - | 6 | - | 6 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 6 | - | 5 |
| Nevada |  | - | - | - | - | , | - | - | - | - | - | - | - | - | - | 4 | - | 9 | - | 17 | - | 20 | - | 23 | - | 26 | - | 30 | - | 34 |
| New Hampshire | - | - | - | - | - | 1 | - | 2 | - | 2 | - | 2 | - | 2 | - | 4 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 |
| New Jersey | 258 | 14 | 276 | 14 | 303 | 14 | 307 | 15 | 325 | 15 | 343 | 15 | 347 | 15 | 346 | 16 | 355 | 15 | 388 | 16 | 403 | 15 | 420 | 47 | 442 | 16 | 444 | 16 | 457 | 15 |
| New Mexico |  | 2 | - | 2 | - | 2 | - | 2 | , | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 3 | 5 | 3 | 57 | 3 | , | 4 | - | 4 | $\square$ | 3 |
| New York | 503 | 1,293 | 515 | 1,303 | 591 | 1,466 | 562 | 1,499 | 616 | 1,516 | 630 | 1,495 | 673 | 1,639 | 676 | 1,593 | 684 | 1,708 | 703 | 1,768 | 725 | 1,857 | 757 | 1,971 | 760 | 2,221 | 798 | 2,229 | 807 | 2,150 |
| North Carolina | - | 10 | - | 10 |  | 11 | - | 11 | - | 11 | - | 13 | - | 14 | - | 17 | - | 18 | - | 19 | - | 16 | - | ${ }^{20}$ | - | ${ }^{25}$ | - | ${ }^{26}$ | - | ${ }^{28}$ |
| North Dakota | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Ohio | - | 76 | - | 75 | - | 73 | - | 72 | - | 72 | - | 71 | - | 77 | - | 81 | - | 79 | - | 83 | - | 86 | - | 89 | - | 107 | - | 90 | - | 92 |
| Oklahoma | - | 3 | - | 3 |  | 4 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 |
| Oregon | - | 21 | - | 21 | - | 23 | - | 24 | - | 26 | - | 28 | - | 31 | 0 | 33 | 0 | 34 | - | 35 | - | 42 | - | 46 | - | 53 | - | 55 | - | 68 |
| Pennsylvania | - | 312 | - | 345 | - | 368 | - | 371 | - | 372 | - | 395 | - | 418 | - | 347 | - | 336 | - | 407 | - | 346 | - | 361 | - | 368 | - | 416 | - | 366 |
| Rhode Island |  | - | 8 | - | 7 | - | 7 | - | 7 | - | 7 | - | 6 | - | 7 | - | 7 | - | 7 | - | 8 | - | 8 | - | 9 | - | 10 | - | 11 | - |
| South Carolina | - | 2 | - | 2 | - | 5 | - | 3 | * | 5 | - | 5 | . | 6 | - | 6 | - | 6 | - | 7 | - | 7 | - | 5 | - | 10 | - | 9 | - | 10 |
| South Dakota | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | - | - | - | - | - | - | - | - | - | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 |
| Tennessee | - | 18 | - | 19 | - | 18 | - | 18 | - | 21 | - | 22 | - | 20 | - | 21 | - | 22 | - | 22 | - | 23 | - | 23 | - | 23 | - | 23 | - | 22 |
| Texas | - | 78 | - | 96 | - | 101 | - | 93 | - | 94 | - | 101 | - | 103 | - | 107 | - | 111 | - | 111 | - | 105 | - | 109 | - | 118 | - | 119 | - | 127 |
| Utah | - | 5 | - | 6 | - | 6 | - | 6 | - | 6 | - | 6 | - | 7 | - | 9 | - | 9 | - | 9 | - | 9 | - | 10 | - | 11 | - | 13 | - | 14 |
| Vermont | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 3 | - | 3 |
| Virginia | - | 23 | - | 25 | - | 26 | - | 28 | - | 29 | - | 31 | - | 32 | - | 32 | - | 32 | - | 40 | - | 42 | - | 46 | - | 43 | - | 43 | - | 47 |
| Washington | - | 40 | - | 44 | - | 45 | - | 47 | - | 49 | - | 55 | - | 59 | - | 69 | - | 74 | - | 76 | - | 140 | - | 144 | - | 103 | - | 110 | - | 121 |
| West Virginia | - | 4 | - | 4 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | 1 | 3 | 0 | 3 | 0 | 3 |  | 4 | 0 | 4 | 0 | 3 |
| Wisconsin | - | 42 | - | 40 | - | 41 | - | 40 | - | 40 | - | 40 | - | 42 | - | 42 | - | 41 | - | 42 | - | 45 | - | 46 | - | 53 | - | 54 | - | 56 |

KEY: "-" = No activity or a value of zero; "0" $=$ Valuc too small to report.
NoTE:
SOURCES:
ent of Commerece, Bureau of the Census, STate and Local Govermment Finance Estimates (Washington, D.C.), available at: ftp//ftp.census.govppub/outgoing/govss, as of October 2001.

## Transit Revenues by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Transit- Operation Revenues |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total U.S. | 1,176 | 4,675 | 1,185 | 4,824 | 1,277 | 4,889 | 1,216 | 4,772 | 1,260 | 4,838 | 1,247 | 4,807 | 1,267 | 5,083 | 1,247 | 5,029 | 1,237 | 5,065 | 1,281 | 5,302 | 1,285 | 5,403 | 1,308 | 5,581 | 1,306 | 5,929 | 1,327 | 5,909 | 1,312 | 5,888 |
| Alabama |  | 8 |  |  |  | 8 |  |  |  |  |  | 6 |  | 7 |  | 7 |  | 7 |  | 7 | - | 7 |  | 7 |  | 5 |  | 5 |  | 5 |
| Alaska | - | 3 | - | 3 | - | 2 | - | 2 | - | 2 | - | 3 | - | 3 | - | 4 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 |
| Arizona | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 6 | - | 6 | - | 7 | - | 6 | - | 6 | - | 6 | - | 6 | - | 7 | - | 7 | - | 7 |
| Arkansas | - | 2 | - | 2 | - | 2 | - | 3 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - |  | - | 2 |
| California | - | 601 | - | 726 | - | 658 | - | 587 | - | 692 | - | 752 | - | 775 | - | 803 | - | 728 | - | 866 | - | 886 | - | 947 | - | 946 | - | 972 | - | 1,028 |
| Colorado | - | 29 | - | 30 | - | 28 | - | 29 | - | 30 | - | 31 | - | 32 | - | 37 | - | 36 | - | 37 | - | 36 | - | 36 | - | 44 | - | 49 | - | 53 |
| Connecticut | 25 | 7 | 24 | 7 | 23 | 7 | 23 | 7 | 21 | 7 | 21 | 8 | 20 | 7 | 19 | 8 | 20 | 7 | 21 | 7 | 22 | 8 | 21 | 9 | 21 | 11 | 23 | 11 | 21 | 11 |
| Delaware | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 6 | - | 7 | - | 8 | - | 8 | - | 8 |  |
| District of Columbia | - | 267 | - | 288 | - | 300 | - | 308 | - | 310 | - | 323 | - | 316 | - | 341 | - | 347 | - | 341 |  | 321 | - | 324 |  | 319 | - | 331 |  | 348 |
| Florida | 9 | 76 | 8 | 79 | 7 | 79 | 6 | 83 | 5 | 89 | 5 | 94 | 6 | 92 | 5 | 102 | 5 | 104 | 6 | 113 | 5 | 117 | 5 | 115 | 5 | 122 | 5 | 132 | 5 | 140 |
| Georgia | - | 58 | - | 63 | - | 62 | - | 70 | - | 82 | - | 84 | - | 84 | - | 78 | - | 92 | - | 89 | - | 88 | - | 99 | - | 101 | - | 108 | - | 108 |
| Hawaii | - | 27 | - | 27 | - | 26 | - | 27 | - | 23 | - | 22 | - | 22 | - | 23 | - | 23 | - | 26 | - | 27 | - | 32 | - | 31 | - | 30 | - | 28 |
| Idaho | - | 1 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| ${ }^{\text {Illinois }}$ | - | 423 | - | 402 | - | 421 | - | 407 | - | 417 | - | 392 | - | 487 | - | 499 | - | 526 | - | 527 | - | 524 | - | 503 | - | 725 | - | 598 | - | 645 |
| Indiana | - | 14 | - | 15 | - | 13 | - | 11 | - | 9 | - | 12 | - | 24 | - | 23 | - | 23 | - | 24 | - | 24 | - | 24 | - | 12 | - | 23 | - | 23 |
| Iowa | - | 10 | - | 10 | - | 10 | - | 12 | - | 8 | - | 8 | - | 7 | - | 8 | - | 8 | - | 8 | - | 8 | - | 9 | - | 10 | - | 10 | - | 10 |
| Kansas | - | 3 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 1 | - | 2 | - | 2 | - | 2 | - | 2 | - | ${ }^{2}$ | - | 2 | - | 2 |
| Kentucky | - | 14 | - | 14 | - | 15 | - | 12 | - | 11 | - | 11 | - | 11 | - | 11 | - | 10 | - | 10 |  | 11 |  | 9 |  | 11 | - | 11 |  | 10 |
| Louisiana | - | 47 | - | 43 | - | 41 | - | 37 | - | 37 | - | 33 | - | 37 | - | 37 | - | 38 | - | 38 | - | 37 | - | 38 | - | 37 | - | 38 | - | 37 |
| Maine | - | 2 | - | 2 | - | , | - | 1 | - | 2 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |  | 1 | - | 1 |  | 1 |  | 1 | - | 3 |
| Maryland | 70 | 9 | 70 | 10 | 75 | 11 | 81 | 11 | 78 | 12 | 79 | 14 | 79 | 13 | 78 | 16 | 77 | 16 | 95 | 14 | 91 | 14 | 89 | 13 | 90 | 13 | 91 | 14 | 86 | 14 |
| Massachusetts | - | 186 | - | 186 | - | 167 | - | 168 | - | 167 | - | 178 | - | 208 | - | 215 | - | 223 | - | 222 | - | 239 | - | 245 | - | 250 | - | 277 | - | 279 |
| Michigan | - | 80 | - | 85 | - | 77 | - | 81 | - | 79 | - | 66 | - | 65 | - | 67 | - | 62 | - | 60 | - | 60 | - | 57 | - | 59 | - | 60 | - | 60 |
| Minnesota | - | 52 | - | 49 | - | 47 | - | 45 | - | 44 | - | 42 | - | 42 | - | 50 | - | 50 | - | 50 | - | 103 | - | 97 | - | 53 | - | 56 | - | 54 |
| Missisisippi | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 0 | - | 0 | - | 1 | - | 1 | - | 2 | - | 2 | - | 4 |
| Missouri | - | 43 | - | 44 | - | 40 | - | 39 | - | 39 | - | 54 | - | 38 | - | 37 | - | 35 | - | 35 |  | 36 |  | 36 |  | 38 | - | 38 |  | 45 |
| Montana | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | ${ }_{5}$ | - | 1 | - | 1 |
| Nebraska | - | 8 | - | 8 | - | 7 | - | 6 | - | 6 | - | 6 | - | 6 | - | 6 | - | 6 | - | 5 | - | 5 | - | 5 |  | 5 | - | 5 | - | 5 |
| Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 | - | 9 | - | 18 | - | 20 | - | 23 |  | 26 | - | 29 | - | 32 |
| New Hampshire | - | - | - | - | - | 1 | - | 2 | - | 3 | - | 3 | - | ${ }^{2}$ | - | 4 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 |
| New Jersey | 358 | 19 | 373 | 19 | 393 | 19 | 386 | 19 | 394 | 19 | 398 | 17 | 392 | 17 | 383 | 17 | 384 | 17 | 408 | 16 | 412 | 16 | 420 | 47 | 431 | 15 | 425 | 15 | 427 | 14 |
| New Mexico |  | 3 | 5 | 3 | 5 | 3 | ${ }_{706}$ | 3 | ${ }_{748}$ | 3 | - | 3 | ${ }_{759}$ | 3 | ${ }_{749}$ | 3 | ${ }^{-} 39$ | 3 | ${ }_{739}{ }^{-}$ | 3 | ${ }^{-}$ | 3 | ${ }_{757}$ | 3 | ${ }^{-}$ | 4 | ${ }_{765}$ | 4 |  |  |
| New York | 698 | 1,795 | 695 | 1,758 | 765 | 1,898 | 706 | 1,883 | 748 | 1,840 | 731 | 1,735 | 759 | 1,849 | 749 | 1,764 | 739 | 1,845 | 739 | 1,860 | 742 | 1,900 | 757 | 1,971 | 741 | 2,165 | 765 | 2,137 | 754 | 2,008 |
| North Carolina | - | 14 | - | 14 | - | 14 | - | 14 | - | 14 | - | 15 | - | 16 | - | 18 | - | 20 | - | 20 | - | 17 | - | 20 | - | 25 | - | 25 | - | 26 |
| North Dakota | - | ${ }^{0}$ | - | 0 | - | , | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Ohio | - | 106 | - | 101 | - | 95 | - | 90 | - | 88 | - | 83 | - | 86 | - | 89 | - | 85 | - | 88 | - | 88 | - | 89 | - | 104 | - | 86 | - | 86 |
| Oklahoma | - | 5 | - | 5 | - | 5 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 5 |
| Oregon | - | 30 | - | 29 | - | 29 | - | 30 | - | 32 | - | 32 | - | 35 | 0 | 36 | 0 | 37 | - | 37 | - | 43 | - | 46 | - | 52 | - | 52 |  | ${ }_{6} 3$ |
| Pennsylvania | - | 433 | - | 466 | - | 476 | - | 466 | - | 451 | - | 459 | - | 472 | - | 384 | - | 363 | - | 428 | - | 354 | - | 361 |  | 359 | - | 399 | - | 342 |
| ${ }_{\text {Rhode I Iland }}$ | 11 | - | 11 | - | 9 | - | 9 | - | 9 | 6 | 8 | - | 7 | 7 | 7 | - | 8 | - | 7 | - | 8 | - | 8 | - | 9 | - | 9 | - | 10 | - |
| South Carolina | - | 2 | - | 3 | - | 6 | - | 4 | - | 6 | - | 6 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 5 | - | 10 | - | 8 | - | 10 |
| South Dakota | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | - | - | - | - | - | - | - | - | $-$ | - | 0 | - | 0 |  | 0 |  |  | - | 0 |
| Tennessee | - | 25 | - | 26 | - | 24 | - | 23 | - | 25 | - | 26 | - | 23 | - | 23 | - | ${ }^{23}$ | - | 23 | - | 24 | - | 23 | - | 22 | - | 22 | - | 21 |
| Texas | - | 109 | - | 130 | - | 131 | - | 117 | - | 114 | - | 118 | - | 116 | - | 118 | - | 120 | - | 117 | - | 107 | - | 109 | - | 115 | - | 114 | - | 119 |
| Utah | - | 7 | - | 8 | - | 7 | - | 7 | - | 7 | - | 7 | - | 8 | - | ${ }^{10}$ | - | ${ }^{10}$ | - | ${ }^{10}$ | - | ${ }^{10}$ | - | 10 | - | 11 | - | ${ }^{12}$ | - | 13 3 |
| Vermont | - | 1 | - | 1 | - | ${ }^{2}$ | - | 1 | - | 1 |  | 1 | - | 1 | - | 2 | - | ${ }^{2}$ | - | 2 | - | 2 | - | $\stackrel{2}{4}$ | - | 2 | - | 3 | - | 3 4 4 |
| Virginia Washington | - | 31 56 | - | 34 59 | - | 34 58 | - | 35 59 | - | 35 60 | - | 36 63 | - | 36 66 | - | 35 76 | $-$ | 35 80 | - | 42 80 | - | 43 143 | - | 46 144 | - | 42 100 | - | 41 105 | - | 44 113 |
| Washington West Virginia | - |  | - |  | - |  | - | 59 4 | $-$ | 60 4 | - | 63 4 | - | 66 4 | - | 76 4 | - | 80 4 | 1 | 80 4 | ${ }_{0}$ | 143 3 | ${ }_{0}$ | 144 3 | ${ }_{0}$ | 100 4 | - | 105 3 | ${ }_{0}$ | 113 3 |
| Wisconsin | - | 58 | - | 54 | - | 53 | - | 50 | - | 49 | - | 46 | - | 47 | - | 46 | - | 44 | - | 45 | - | 46 | - | 46 | - | 52 | - | 52 | - | 52 |
| Wyoming | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTE:
Numbers may not add to toals due to rounding.

## sources:

U.S. Department of Commerce

Chain-Type Prici Index:
US Deppartment of Commere
US. Department of Commerese. Bref

Table 22-A
Air Revenues by State and Local Governments: FY 1985-199

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Airport Charges |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total U.S. | 299 | 2,818 | 306 | 3,148 | 354 | 3,471 | 402 | 3,707 | 538 | 4,156 | 556 | 4,617 | 618 | 5,101 | 650 | 5,304 | 726 | 5,922 | 652 | 6,422 | 695 | 6,968 | 705 | 7,465 | 765 | 8,291 | 768 | 8,754 | 744 | 9,246 |
| Alabama | - | 22 | - | 24 | - | 32 | - | 36 | - | 45 | - | 55 | - | 57 | - | 72 | - | 42 | - | 41 | - | 44 | - | 42 | - | 51 | - | 55 | - | 59 |
| Alaska | 45 | 3 | 42 | 4 | 51 | 5 | 55 | 5 | 66 | 6 | 43 | 6 | 54 | 7 | 49 | 7 | 48 | 7 | 45 | 9 | 49 | 8 | 51 |  | 56 | 8 | 54 | 7 | 52 |  |
| Arizona | 0 | 73 | 0 | 86 | 0 | 93 | - | 96 | - | 98 | - | 109 | - | 128 | - | 139 | - | 148 | - | 152 | 1 | 156 | 1 | 168 | 1 | 221 | 1 | 238 | 1 | 254 |
| Arkansas | - | 9 | - | 8 | - | 9 | - | 12 | - | 11 | - | 12 | - | 13 | - | 16 | - | 17 | - | 16 | - | 18 | - | 20 | - | 24 | - | 27 | - | 29 |
| California | - | 436 | - | 492 | - | 506 | - | 480 | - | 559 | - | 621 | - | 719 | - | 735 | - | 781 | - | 900 | - | 972 | - | 1,003 | - | 1,119 | - | 1,301 | - | 1,459 |
| Colorado | - | 72 | - | 86 | - | 106 | - | 113 | - | 128 | - | 159 | - | 148 | - | 156 | - | 182 | - | 194 | - | 230 | - | 320 | - | 477 | - | 502 | - | 506 |
| Connecticut | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 15 | 1 | 18 | ${ }^{2}$ | 19 | 2 | 19 | 2 | 19 | 2 | 19 | ${ }^{2}$ | 20 | ${ }_{2}$ | 22 | 2 | 21 | 2 | 20 | 2 | 20 | 2 |
| Delaware | - | 2 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 0 | - | 1 | - | 1 | - | 1 |
| District of Columbia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Florida | - | 270 | - | 292 | - | 365 | - | 431 | - | 490 | - | 552 | - | 636 | - | 573 | - | 626 | - | 798 | - | 860 | - | 926 | - | 972 | - | 999 | - | 1,035 |
| Georgia | 1 | 104 | 1 | 119 | 0 | 131 | 0 | 132 | 0 | 138 | 1 | 139 | 0 | 149 | 1 | 148 | 0 | 158 | 0 | 183 | 1 | 173 | 1 | 192 | 1 | 220 | 1 | 243 | 0 | 373 |
| Hawaii | 92 | - | 100 | - | 111 | - | 143 | - | 238 | - | 268 | - | 308 | - | 327 | - | 382 | - | 255 | - | 265 | - | 270 | - | 276 | - | 246 | - | 242 | - |
| Idaho | - | 5 | - | ${ }^{6}$ | - | 6 | - | 6 | 0 | 6 | 0 | 6 | 0 | 7 | 0 | 7 | 0 | 8 | 0 | 9 | 0 | 10 | 0 | 11 | 0 | 15 | 0 | 16 | 0 | 14 |
| Illinois | - | 122 | - | 170 | - | 195 | - | 222 | - | 258 | - | 339 | - | 353 | - | 350 | - | 401 | - | 422 | - | 530 | - | 535 | - | 568 | - | 589 | - | ${ }^{645}$ |
| Indiana | - | 20 | - | 23 | - | 24 | - | 27 | - | 37 | - | 44 | - | 43 | - | 47 | 0 | 49 | 0 | 52 | 0 | 59 | 0 | 96 | 0 | 102 | 0 | 102 | 0 | 106 |
| Iowa | - | 11 | - | 12 | 0 | 14 | 0 | 17 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 18 | 1 | 17 | - | 20 | - | 23 | - | 28 | - | 29 | - | 34 | - | 33 |
| Kansas | - | 28 | - | 31 | - | 29 | - | 31 | - | 30 | - | 33 | - | 18 | - | 18 | - | 20 | - | 20 | - | 21 | - | 21 | - | 15 | - | 23 | - | 24 |
| Kentucky | 0 | 25 | 0 | 28 | - | 31 | - | 34 | - | 39 | - | 48 | - | 56 | - | 62 | - | 67 | - | 70 | - | 90 | - | 97 | 0 | 100 | 0 | 130 | 0 | 134 |
| Louisiana | - | 31 | - | 35 | - | 37 | 0 | 41 | - | 42 | - | 51 | - | 57 | - | 55 | - | 63 | - | 68 | - | 62 | - | 62 | - | 68 | - | 72 | - | 70 |
| Maine | 0 | 7 | - | 8 | - | 8 | - | 11 | - | 14 | 0 | 18 | 0 | 19 | 0 | 20 | 0 | 21 | 0 | 19 | 0 | 18 | 0 | 19 | 0 | 18 | 0 | 22 | 0 | 26 |
| Maryland | 31 | 1 | 33 | 1 | 36 | 1 | 42 | 1 | 47 | 2 | 47 | 2 | 52 | , | 52 | 2 | 60 | 2 | 82 | 2 | 74 | 2 | 70 | 3 | 80 | 2 | 89 | 3 | 107 | 2 |
| Massachusetts | 104 | 6 | 108 | 6 | 131 | 7 | 135 | 7 | 140 | 8 | 145 | 8 | 145 | 8 | 160 | 7 | 172 | 7 | 202 | 10 | 230 | 11 | 246 | 11 | 251 | 10 | 271 | 11 | 245 | 13 |
| Michigan | , | 63 | 0 | 66 | 1 | 75 | 0 | 81 | 0 | 90 | 0 | 98 | 0 | 105 | 0 | 107 | 0 | 137 | 1 | 165 | 0 | 193 | 1 | 207 | 0 | 219 | 0 | 228 | 1 | 212 |
| Minnesota | 0 | 44 | 0 | 53 | 1 | 59 | 1 | 62 | 1 | 62 | 1 | 65 | 1 | 73 | 2 | 80 | 1 | 70 | 1 | 105 | 1 | 112 | 1 | 126 | 1 | 147 |  | 122 | 1 | 126 |
| Mississippi | - | 6 | - | 5 | - | 6 | - | 6 | - | 6 | - | 6 | - | 7 | - | 8 | - | 8 | - | 8 | - | 8 | - | 11 | - | 13 | - | 12 | - | 16 |
| Missouri | - | 88 | - | 94 | - | 100 | - | 106 | - | 111 | - | 111 | - | 112 | - | 124 | - | 127 | - | 166 | - | 185 | - | 196 | - | 218 | - | 215 | - | 231 |
| Montana |  | 8 | 0 | 8 | 0 | 7 | 0 | 8 | 0 | 9 | 0 | 9 | 0 | 8 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 11 | 0 | 12 | 0 | 15 | 0 | 14 | 0 | 13 |
| Nebraska | 1 | 13 | 1 | 16 | 1 | 18 | 1 | 20 | 1 | 21 | 1 | 21 | 1 | 21 | 1 | 24 | 1 | 22 | 1 | 26 | 1 | 28 | 1 | 31 | 1 | 31 | 1 | 34 | 1 | 32 |
| Nevada | - | 51 | - | 78 | - | 99 | - | 105 | - | 108 | - | 121 | - | 128 | - | 141 | - | 143 | - | 153 | - | 156 | - | 173 | - | 200 | - | 206 | - | 216 |
| New Hampshire | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 10 | 0 | 11 | 0 | 12 | 0 | 15 | 0 | 19 |
| New Jersey | - | 3 | - | 3 | - | 4 | - | 5 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 | - | 4 | - | 5 | - | 6 | - | 3 | 2 | 5 | 4 | 5 |
| New Mexico | - | 11 | - | 12 | - | 15 | - | 15 | - | 20 | - | 27 | - | 30 | - | 33 | 0 | 36 | 0 | 35 | 0 | 38 | - | 39 | - | 55 | - | 56 | - | 58 |
| New York | 15 | 511 | 11 | 546 | 13 | 605 | 13 | 636 | 15 | 672 | 19 | 738 | 21 | 822 | 21 | 856 | 22 | 914 | 22 | 914 | 22 | 990 | 22 | 1,077 | 22 | 1,167 | 25 | 1,225 | 28 | 1,324 |
| North Carolina | - | 40 | - | 50 | - | 59 | - | 73 | - | 84 | - | 83 | - | 96 | - | 101 | - | 109 | - | 123 | - | 132 | - | 133 | - | 138 | 0 | 139 | - | 160 |
| North Dakota | - | 7 | - | 7 | - | 8 | - | 9 | - | 8 | - | 8 | - | 8 | - | 9 | - | 7 | - | 8 | - | 8 | - | 9 | - | 14 | - | 14 | - | 15 |
| Ohio | - | 65 | - | 66 | - | 72 | - | 73 | - | 72 | - | 77 | - | 86 | - | 86 | - | 99 | - | 117 | - | 131 | - | 122 | - | 145 | - | 155 | - | 88 |
| Oklahoma | 0 | 25 | 0 | 23 | 0 | 26 | 0 | 35 | 0 | 36 | 0 | 40 | - | 42 | - | 47 | - | 52 | - | 54 | - | 56 | - | 71 | - | 71 | - | 73 | - | 79 |
| Oregon | - | 23 | - | 27 | - | 29 | - | 32 | - | 39 | - | 46 | - | 50 | 0 | 52 | 0 | 60 | - | 65 | - | 71 | - | 85 | - | 81 | - | 84 | - | 84 |
| Pennsylvania | 5 | 98 | 6 | 104 | 5 | 109 | 6 | 122 | 9 | 125 | 7 | 133 | 9 | 153 | 8 | 183 | 9 | 222 | 9 | 294 | 8 | 298 | 9 | 317 |  | 313 | 18 | 316 | 0 | 338 |
| Rhode Island | 3 | - | 3 | - | 3 | - | 5 | - | 6 | - | 7 | - | 6 | 0 | 9 | - | 9 | - | 13 | - | 21 | - | 11 | - | 40 | - | 31 | - | 36 | 1 |
| South Carolina | - | 6 | - | 16 | - | 16 | 0 | 17 | 0 | 17 | 0 | 23 | 0 | 26 | 0 | 26 | 0 | 28 | 0 | 30 | 0 | 30 | - | 35 | 0 | 28 | 2 | 44 | 0 | 50 |
| South Dakota | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 7 | - | 7 | - | 5 | - | 6 | - | 6 | - | 7 |
| Tennessee | - | 35 | - | 45 | - | 55 | - | 69 | - | 72 | - | 90 | - | 90 | - | 93 | - | 105 | - | 124 | - | 136 | - | 150 | - | 167 | - | 145 | - | 165 |
| Texas | 0 | 324 | 0 | 332 | 0 | 324 | 0 | 329 | 0 | 363 | - | 377 | - | 408 | - | 429 | - | 688 | - | 478 | - | 496 | - | 509 | - | 586 | - | 580 | - | 673 |
| Utah | 0 | 27 | - | 31 | 0 | 34 | 0 | 36 | 0 | 39 | 0 | 43 | 0 | 45 | 0 | 49 | 0 | 57 | 0 | 62 | - | 66 | - | 72 | 6 | 82 | 6 | 89 | 5 | 95 |
| Vermont | - | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 6 | - | 6 | 0 | 7 |
| Virginia | - | 21 | - | 22 | - | 25 | - | 49 | - | 126 | - | 131 | - | 171 | - | 176 | - | 192 | - | 213 | - | 221 | - | 231 | - | 261 | - | 306 | - | 361 |
| Washington | - | 67 | - | 71 | - | 79 | - | 71 | - | 90 | - | 90 | - | 109 | - | 120 | 0 | 143 | 0 | 166 | 0 | 174 | 0 | 157 | 0 | 161 | 0 | 169 | 0 | 184 |
| West Virginia | - | 6 | - | 7 | - | 9 | - | 7 | - | 12 | - | 9 | - | 9 | - | 53 | - | 9 | - | 47 | - | 54 | - | 56 | - | 65 | - | 57 | - | 57 |
| Wisconsin | - | 19 | - | 23 | - | 29 | - | 28 | - | 32 | - | 33 | - | 41 | - | 42 | - | 45 | - | 50 | - | 54 | - | 54 | - | 57 | - | 57 | - | 60 |
| Wyoming | - | 2 | - | 3 | - | 3 | - | 2 | - | 2 | - | 2 | - | 2 | $-$ | 2 | $-$ | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 7 | 0 | 7 | 1 | 6 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
KEY: - - = No activity or a value of zero; $0^{-2}=$
Note:
Numbers may not add to totals due to rounding.
sources
U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ffp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

Table 22-B

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Airport Charges | 416 | 3,910 | 413 | 4,249 | 459 | 4,492 | 505 | 4,657 | 653 | 5,044 | 646 | 5,359 | 697 | 5,754 | 720 | 5,875 | 784 | 6,396 | 686 | 6,758 | 711 | 7,127 | 705 | 7,465 | 745 | 8,083 | 737 | 8.395 | 695 | 8,636 |
| Alabama | - | 30 | - | 32 | - | 41 | - | 45 | - | 55 | - | 64 | - | 64 | - | 79 | , | 45 |  | 43 | , | 45 | - | 42 |  | 50 | , | 53 | - | 55 |
| Alaska | 62 | 5 | 57 |  | 65 | 7 | 69 | 7 | 80 | 7 | 50 | 7 | 61 | 7 | 55 | 8 | 51 | 8 | 47 | 9 | 50 | 8 | 51 | 8 | 55 | 8 | 52 | 7 | 49 | 6 |
| Arizona | 0 | 102 | 0 | 116 | 0 | 120 | - | 120 | - | 119 | - | 126 | - | 145 | - | 154 | - | 159 | - | 160 | 1 | 160 | 1 | 168 | 1 | 216 | 1 | 229 | 1 | 238 |
| Arkansas | - | 12 | - | 11 | - | 12 | - | 15 | - | 13 | - | 14 | - | 14 | - | 17 | - | 18 | - | 17 | - | 18 | - | 20 | - | 24 | - | 26 | - | 27 |
| California | - | 605 | - | 664 | - | 654 | - | 603 | - | 678 | - | 721 | - | 811 | - | 815 | - | 844 | - | 947 | - | 995 | - | 1,003 | - | 1,090 | - | 1,247 | - | 1,363 |
| Colorado | - | 100 | - | 116 | - | 137 | - | 142 | - | 156 | - | 184 | - | 167 | - | 173 | - | 196 | - | 204 | - | 236 | - | 320 | - | 465 | - | 481 | - | 473 |
| Connecticut | 1 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 19 | 2 | 21 | 2 | 21 | 2 | 21 | 2 | 20 | 2 | 20 | 2 | 21 | 2 | 22 | 2 | 21 | 2 | 19 | 2 | 19 | 2 |
| Delaware | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 2 | - | 0 | - | 1 | - | 1 | - | 1 |
| District of Columbia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Florida | - | 374 | - | 395 | - | 472 | - | 542 | - | 595 | - | 640 | - | 718 | - | 634 | - | 676 | - | 840 | - | 880 | - | 926 | - | 948 | - | 958 | - | 967 |
| Georgia | 1 | 144 | 1 | 160 | 1 | 169 | 1 | 165 | 1 | 167 | 1 | 162 | 1 | 168 | 1 | 164 | 0 | 170 | 1 | 193 | 1 | 177 | 1 | 192 | 1 | 215 | 1 | 233 | 0 | 348 |
| Hawaii | 128 | - | 135 | - | 144 | - | 180 | - | 289 | - | 311 | - | 347 | - | 362 | - | 413 | - | 268 | - | 271 | - | 270 | - | 269 | - | 236 | - | 226 | - |
| Idaho | - | 8 | - | 8 | - | 7 | - | 8 | 0 | 7 | 0 | 7 | 0 | 8 | 0 | 7 | 0 | 8 | 0 | 9 | 0 | 10 | 0 | 11 | 0 | 15 | 0 | 15 | 0 | 13 |
| Illinois | - | 169 | - | 230 | - | 252 | - | 278 | - | 313 | - | 394 | - | 398 | - | 388 | - | 433 | - | 444 | - | 542 | - | 535 | - | 554 | - | 565 | - | 602 |
| Indiana | - | 28 | - | 32 | - | 30 | - | 34 | - | 45 | - | 52 | - | 49 | - | 52 | 0 | 53 | 0 | 54 | 0 | 60 | 0 | 96 | 0 | 100 | 0 | 97 | 0 | 99 |
| Iowa | - | 15 | - | 16 | 0 | 18 | 0 | 22 | 0 | 19 | 0 | 18 | 0 | 18 | 0 | 20 | 1 | 19 | - | 21 | - | 24 | - | 28 | - | 29 | - | 32 | - | 30 |
| Kansas | - | 39 | - | 41 | - | 38 | - | 39 | - | 36 | - | 39 | - | 21 | - | 19 | - | 22 | - | 22 | - | 22 | - | 21 | - | 14 | - | 22 | - | 23 |
| Kentucky | 0 | 34 | 0 | 38 | - | 40 | - | 42 | - | 48 | - | 56 | - | 64 | - | 68 | - | 73 | - | 74 | - | 92 | - | 97 | 0 | 97 | 0 | 125 | 0 | 125 |
| Louisiana | - | 43 | - | 48 | - | 48 | 0 | 52 | - | 51 | - | 59 | - | 64 | - | 61 | - | 69 | - | 71 | - | 63 | - | 62 | - | 66 | - | 69 | - | 65 |
| Maine | 0 | 10 | - | 11 | - | 11 | - | 14 | - | 17 | 0 | 21 | 0 | 21 | 0 | 22 | 0 | 22 | 0 | 20 | 0 | 18 | 0 | 19 | 0 | 17 | 0 | 21 | 0 | 24 |
| Maryland | 44 | 1 | 44 | 1 | 47 | 1 | 52 | 2 | 57 | 2 | 55 | 2 | 59 | 2 | 57 | 3 | 65 | 2 | 87 | 2 | 76 | 2 | 70 | 3 | 78 | 2 | 85 | 2 | 100 | 2 |
| Massachusetts | 145 | 8 | 146 |  | 170 |  | 170 | 8 | 170 | 9 | 168 | 9 | 164 | 9 | 177 | 8 | 186 | 8 | 213 | 10 | 235 | 11 | 246 | 11 | 245 | 10 | 260 | 10 | 229 | 12 |
| Michigan | , | 88 | 0 | 89 | 1 | 97 | 0 | 102 | 0 | 109 | 0 | 114 | 1 | 119 | 0 | 119 | 0 | 148 | 1 | 174 | 0 | 197 | 1 | 207 | 0 | 214 | 0 | 219 | 1 | 198 |
| Minnesota | 0 | 61 | 1 | 71 | 1 | 76 | 1 | 78 | 1 | 76 | 1 | 75 | 1 | 83 | 2 | 88 | 1 | 76 | 1 | 110 | 1 | 114 | 1 | 126 | 1 | 144 | 1 | 117 | 1 | 118 |
| Mississippi | - | 9 | - | 7 | - | 8 | - | 7 | - | 7 | - | 8 | - | 8 | - | 9 | - | 9 | - | 9 | - | 9 | - | 11 | - | 12 | - | 11 | - | 15 |
| Missouri | - | 122 | - | 127 | - | 130 | - | 134 | - | 135 | - | 128 | - | 126 | - | 138 | - | 137 | - | 175 | - | 189 | - | 196 | - | 213 | - | 206 | - | 216 |
| Montana | 0 | 11 | 0 | 11 | 0 | 9 | 0 | 10 | 0 | 10 | 0 | 11 | 0 | 9 | 0 | 11 | 0 | 11 | 0 | 10 | 0 | 12 | 0 | 12 | 0 | 14 | 0 | 14 | 0 | 12 |
| Nebraska | 1 | 18 | 1 | 21 | 1 | 23 | 1 | 25 | 1 | 25 | 1 | 24 | 1 | 24 | 1 | 27 | 1 | 24 | 1 | 27 | 1 | 28 | 1 | 31 | 1 | 30 | 1 | 32 | 1 | 30 |
| Nevada | - | 70 | - | 105 | - | 128 | - | 132 | - | 131 | - | 140 | - | 145 | - | 157 | - | 155 | - | 161 | - | 160 | - | 173 | - | 195 | - | 197 | - | 201 |
| New Hampshire | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 10 | 0 | 11 | 0 | 12 | 0 | 14 | 0 | 18 |
| New Jersey | - | 5 | - | 5 | - | 5 | - | 6 | - | 5 | - | 4 | - | 4 | - | 5 | - | 5 | - | 5 | - | 5 | - | 6 | - | 3 | 2 | 5 | 3 | 5 |
| New Mexico | - | 16 | - | 17 | - | 19 | - | 18 | - | 24 | - | 31 | - | 34 | - | 37 | 0 | 39 | 0 | 36 | 0 | 38 | - | 39 | - | 54 | - | 54 | - | 54 |
| New York | 21 | 710 | 15 | 737 | 16 | 783 | 16 | 799 | 18 | 815 | 22 | 856 | 24 | 928 | 23 | 948 | 24 | 988 | 24 | 961 | 23 | 1,012 | 22 | 1,077 | 21 | 1,138 | 24 | 1,175 | 26 | 1,236 |
| North Carolina | - | 56 | - | 67 | - | 76 | - | 91 | - | 101 | - | 97 | - | 108 | - | 112 | - | 117 | - | 129 | - | 135 | - | 133 | - | 134 | 0 | 133 | - | 149 |
| North Dakota | - | 9 | - | 10 | - | 10 | - | 11 | - | 10 | - | 9 | - | 9 | - | 10 | - | 7 | - | 9 | - | 9 | - | 9 | - | 14 | - | 13 | - | 14 |
| Ohio | - | 91 | - | 89 | - | 94 | - | 92 | - | 87 | - | 89 | - | 97 | - | 96 | - | 107 | - | 123 | - | 134 | - | 122 | - | 142 | - | 149 | - | 82 |
| Oklahoma | 0 | 35 | 0 | 31 | 0 | 33 | 0 | 44 | 0 | 44 | 0 | 47 | - | 47 | - | 52 | - | 57 | - | 56 | - | 58 | - | 71 | - | 69 | - | 70 | - | 74 |
| Oregon | - | 32 | - | 36 | - | 38 | - | 40 | - | 47 | - | 54 | - | 56 | 0 | 58 | 0 | 65 | - | 69 | - | 73 | - | 85 | - | 79 | - | 80 | - | 79 |
| Pennsylvania | , | 136 | 8 | 141 | 7 | 141 | 7 | 153 | 10 | 151 | 9 | 155 | 10 | 173 | 9 | 203 | 10 | 240 | 9 | 309 | 8 | 305 | 9 | 317 | 8 | 305 | 17 | 303 | 0 | 316 |
| Rhode Island | 4 | - | 5 | - | 4 | - | 6 | - | 7 | - | 8 | - | 7 | 0 | 10 | - | 10 | - | 13 | - | 21 | - | 11 | - | 39 | - | 30 | - | 33 | 0 |
| South Carolina | - | 9 | - | 22 | - | 21 | 0 | 22 | 0 | 21 | 0 | 27 | 0 | 29 | 0 | 29 | 0 | 30 | 0 | 31 | 0 | 31 | - | 35 | 0 | 27 | 2 | 42 | 0 | 46 |
| South Dakota | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 | - | 7 | - | 7 | - | 5 | - | 5 | - | 6 | - | 6 |
| Tennessee | - | 48 | - | 60 | - | 71 | - | 87 | - | 87 | - | 105 | - | 102 | - | 103 | - | 113 | - | 131 | - | 139 | - | 150 | - | 163 | - | 139 | - | 154 |
| Texas | 0 | 450 | 0 | 448 | 0 | 419 | 0 | 413 | 0 | 440 | - | 438 | - | 460 | - | 475 | - | 743 | - | 503 | - | 507 | - | 509 | - | 571 | - | 556 | - | 629 |
| Utah | 0 | 37 | - | 42 | 0 | 44 | 0 | 45 | 0 | 47 | 0 | 50 | 0 | 51 | 1 | 55 | 0 | 61 | 0 | 65 | - | 68 | - | 72 | 6 | 80 | 5 | 85 | 4 | 88 |
| Vermont | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 3 | - | 6 | - | 6 | 0 | 6 |
| Virginia | - | 29 | - | 30 | - | 32 | - | 61 | - | 153 | - | 152 | - | 193 | - | 194 | - | 207 | - | 225 | - | 226 | - | 231 | - | 254 | - | 294 | - | 337 |
| Washington | - | 93 | - | 95 | - | 102 | - | 89 | - | 109 | - | 104 | - | 123 | - | 133 | 0 | 154 | 0 | 175 | 0 | 178 | 0 | 157 | 0 | 157 | 0 | 162 | 0 | 172 |
| West Virginia | - | 9 | - | 9 | - | 12 | - | 9 | - | 14 | - | 10 | - | 10 | - | 59 | - | 10 | - | 50 | - | 55 | - | 56 | - | 63 | - | 54 | - | 53 |
| Wisconsin | - | 27 | - | 31 | - | 37 | - | 36 | - | 38 | - | 39 | - | 47 | - | 46 | - | 49 | - | 52 | - | 56 | - | 54 | - | 56 | - | 55 | - | 56 |
| Wyoming | - | 3 | - | 4 | - | 4 | - | 2 | - | 2 |  | 2 | - | 2 | - | 2 | - | 2 | 0 | 2 | 0 | 3 | - | 3 | 0 | 7 | 0 | 7 | 1 | 6 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTE:
OURCES:
U.S. Department of Com

Chain-Type Price Index:


Table 23-A

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Water- User Fees/Rents/etc. U.S. Total | 335 | 807 | 324 | 906 | 333 | 980 | 351 | 1,063 | 344 | 1,072 | 355 | 1,133 | 382 | 1,152 | 393 | 1,237 | 409 | 1,329 | 434 | 1,351 | 479 | 1,444 | 600 | 1,531 | 590 | 1,509 | 643 | 1,597 | 651 | 1,704 |
| Alabama | 52 | - | 49 | - | 48 | 0 | 48 | 0 | 42 | 1 | 43 | 1 | 43 | 1 | 46 | 1 | 44 | 4 | 47 | 1 | 59 | 3 | 62 | 1 | 59 | 1 | 58 | 1 | 56 | 1 |
| Alaska | - | 9 | - | 9 | - | 14 | - | 14 | - | 16 | - | 20 | - | 20 | - | 20 | - | 23 | - | 25 | - | 27 | - | 27 | - | 28 | - | 29 | - | 26 |
| Arizona | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Arkansas | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | , | - | 1 | - | 1 | - | 2 |
| California | - | 282 | - | 351 | - | 389 | - | 446 | - | 420 | - | 452 | - | 450 | - | 509 | - | 541 | - | 542 | - | 570 | - | 621 | - | 626 | - | 667 | - | 693 |
| Colorado | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Connecticut | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 0 | 0 |
| Delaware | - | 11 | - | 11 | - | 11 | - | 14 | - | 15 | - | 16 | - | 15 | - | 14 | - | 14 | - | 18 | - | 19 | - | 3 | - | 0 | - | 0 | - | 0 |
| District of Columbia | - | - | - | - | - |  | - |  | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Florida | - | 65 | - | 79 | - | 81 | - | 89 | - | 109 | - | 118 | - | 130 | - | 137 | - | 136 | - | 161 | - | 218 | - | 229 | - | 190 | - | 189 | - | 220 |
| Georgia | 50 | 3 | 53 | 2 | 55 | 2 | 60 | 1 | 58 | 2 | 59 | 3 | 63 | 3 | 66 | - | 69 | 3 | 72 | - | 76 | - | 76 | - | 86 | - | 94 | - | 89 | - |
| Hawaii | 24 | - | 25 | , | 29 | - | 31 | - | 34 | - | 37 | - | 39 | - | 45 | - | 57 | - | 54 | - | 55 | - | 56 | - | 62 | - | 68 | - | 66 | - |
| Idaho | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | - | - | 2 | - | 2 | - | 2 | - | 1 | - | 1 | - | 1 |
| Illinois | - | 2 | - | 2 | - | 5 | - | 2 | - | 7 | - | 7 | - | 6 | - | 7 | - | 4 | - | 12 | - | 12 | - | 13 | - | 10 | - | 12 | - | 12 |
| Indiana | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 5 | - | 3 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 5 | - | 4 | 3 | 5 | 6 |
| Iowa | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Kansas | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Kentucky | - | 1 | , | 1 | - | 1 | - | 1 | - | 1 | - | 3 |  | 3 | - | 3 | - | 4 | - | 5 | - | 6 | - | 5 | - | 6 | - | 7 | - |  |
| Louisiana | 38 | 15 | 32 | 15 | 29 | 16 | 32 | 15 | 30 | 14 | 31 | 17 | 36 | 18 | 38 | 17 | 41 | 16 | 44 | 16 | 51 | 15 | 49 | 16 | 50 | 19 | 49 | 19 | 53 | 21 |
| Maine | - | 0 | - | 0 | - | 1 | - | 0 | - | 2 | - | 2 | - | 2 | - | 2 | 0 | 3 | - | 4 | - | 4 | - | 4 | - | 3 | - | 10 | - | 11 |
| Maryland | 43 | 0 | 39 | 1 | 35 | 1 | 34 | 1 | 31 | 1 | 32 | 1 | 38 | 1 | 37 | 1 | 38 | 1 | 41 | 1 | 44 | 1 | 44 | 1 | 46 | 1 | 64 | 1 | 67 | 1 |
| Massachusetts | 40 | 0 | 40 | 0 | 46 | 0 | 48 | 0 | 50 | 0 | 50 | 0 | 54 | 1 | 56 | 2 | 62 | 0 | 66 | 2 | 71 | 2 | 70 | 2 | 26 | 3 | 28 | 3 | 37 |  |
| Michigan | 1 | - | 0 | - | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | - | 1 |  | 1 |
| Minnesota | - | 36 | - | 37 | - | 38 | - | 43 | - | 2 | - | 2 | - | 1 | - | 4 | - | 30 | - | 31 | - | 27 | - | 28 | - | 22 | - | 15 | - | 18 |
| Mississippi | 2 | 5 | 2 | 3 | 2 | 3 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 5 | 14 | 6 | 13 | 7 | 14 | 8 | 15 | 13 | 16 | 16 | 15 | 16 |
| Missouri | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Montana | - | - | - | - | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Nebraska | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 | - | 0 |
| Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New Hampshire | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| New Jersey | 12 | 1 | 13 | 1 | 11 | 1 | 12 | 2 | 12 | 1 | 12 | 1 | 11 | 1 | 10 | 0 | 9 | 5 | 12 | 0 | 15 | 0 | 15 | 0 | 14 | 0 | 17 | - | 17 | 0 |
| New Mexico | - | - | - | - | - | - | - | - | - | - | - | ce | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New York | 4 | 80 | 3 | 92 | 4 | 106 | 4 | 101 | 4 | 101 | 4 | 114 | 5 | 110 | 4 | 107 | 5 | 99 | 5 | 105 | 5 | 106 | 5 | 109 | 4 | 119 | 5 | 109 | 5 | 122 |
| North Carolina | 20 | - | 23 | - | 24 | - | 24 | - | 24 | - | 25 | - | 27 | - | 25 | - | 24 | - | 25 | - | 26 | - | 28 | - | 29 | - | 27 | - | 26 | - |
| North Dakota | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ohio | 0 | 5 | 0 | 5 | 0 | 7 | - | 6 | - | 7 | - | 7 | - | 6 | - | 9 | - | 7 | - | 8 | - | 10 | - | 11 | - | 13 | - | 2 | - | 2 |
| Oklahoma | - | - | - | - | - | 2 | - | - | - | 1 | - | 1 | - | 2 | - | 2 | - | 1 | - | 2 | - | 2 | - | 2 | - | 1 | - | 1 | - | 1 |
| Oregon | - | 70 | - | 67 | - | 66 | - | 70 | - | 87 | - | 73 | - | 82 | - | 79 | - | 82 | - | 81 | - | 87 | - | 101 | - | 93 | - | 97 | - | 96 |
| Pennsylvania | - | 1 | - | 0 | - | 1 | - | 1 | - | - | - | 0 | - | - | - | 6 | - | 6 | - | 6 | - | 5 | - | 5 | - | 7 | - | 7 | - | 7 |
| Rhode Island | 0 | - | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| South Carolina | 33 | - | 31 | - | 36 | - | 45 | - | 44 | - | 46 | - | 48 | - | 47 | - | 46 | - | 46 | - | 56 | - | 63 | - | 71 | - | 83 | - | 85 | - |
| South Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | , | - | - | - | - | - | - |
| Tennessee | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 1 | - | 2 | - | ${ }^{3}$ | - | 3 | - | ${ }_{131}^{1}$ | - | 1 | - | 1 |
| Texas | - | 98 | - | 94 | - | 90 | - | 96 | - | 106 | - | 109 | - | 107 | - | 120 | - | 123 | - | 126 | - | 121 | - | 136 | - | 131 | - | 140 | - | 165 |
| Utah | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vermont | - | - | - | - | - | - | - | - | - | , | , | - | - | - | - | - | - | - | - | - | - | - | - | - | $-$ | - | - | - | - | - |
| Virginia | 12 | 0 | 8 | 1 | 9 | 1 | 7 | 1 | 5 | , | 4 | 2 | 8 | 2 | 8 | 2 | 3 | 2 | 2 |  | 1 | 2 | 115 | 2 | 122 | 2 | 129 | 2 | 129 | 2 |
| Washington | - | 116 | - | 126 | - | 134 | - | 146 | - | 162 | - | 171 | - | 175 | - | 176 | - | 209 | - | 183 | - | 187 | - | 192 | - | 207 | - | 255 | - | 258 |
| West Virginia | - | T | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Wisconsin | - | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 |
| Wyoming | - | - | - | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

KEY: "-" $=$ No activity or a value of zero; "0" $=$ Value too small to report
Note:
sources:
U.S. De

Water Revenues by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Water- User Fees/Rents/etc. U.S. Total | 465 | 1,119 | 437 | 1,223 | 430 | 1,268 | 441 | 1,335 | 418 | 1,300 | 412 | 1,315 | 431 | 1,300 | 436 | 1,370 | 442 | 1,436 | 457 | 1,421 | 490 | 1,477 | 600 | 1,531 | 576 | 1,471 | 616 | 1,531 | 608 | 1,592 |
| Alabama | 72 | - | 66 |  | 62 | 0 | 60 | 1 | 51 | 1 | 50 | 1 | 48 | 1 | 51 | 1 | 48 | 4 | 50 | 1 | 60 | 3 | 62 | 1 | 57 | 1 | 55 | 1 | 52 | 1 |
| Alaska | - | 12 | - | 12 | - | 18 | - | 18 | - | 19 | - | 24 | - | 22 | - | 22 | - | 25 | - | 26 | - | 27 | - | 27 | - | 28 | - | 28 | - | 24 |
| Arizona | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Arkansas | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 |
| California | - | 391 | - | 473 | - | 503 | - | 560 | - | 509 | - | 525 | - | 508 | - | 564 | - | 584 | - | 570 | - | 583 | - | 621 | - | 611 | - | 640 | - | 648 |
| Colorado | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  | - | - | - | - | - |
| Connecticut | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $-$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | - | 0 | 0 |
| Delaware | - | 15 | - | 14 | - | 14 | - | 18 | - | 18 | - | 18 | - | 17 | - | 15 | - | 15 | - | 19 | - | 19 | - | 3 | - | 0 | - | 0 | - | 0 |
| District of Columbia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  |
| Florida | - | 90 | - | 107 | - | 105 | - | 111 | - | 133 | - | 137 | - | 146 | - | 152 | - | 146 | - | 169 | - | 223 | - | 29 |  | 185 | - | 81 | - | 06 |
| Georgia | 69 | 4 | 72 | 3 | 71 | 3 | 75 | 2 | 71 | 3 | 69 | 3 | 71 | 3 | 73 | - | 74 | 3 | 75 | - | 77 | - | 76 | - | 84 | - | 90 | - | 83 | - |
| Hawaii | 33 | - | 34 | - | 37 | - | 38 | - | 42 | - | 43 | - | 44 | - | 50 | - | 62 | - | 57 | - | 56 | - | 56 | - | 61 | - | 65 | - | 62 |  |
| Idaho | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 0 | - | 0 | - | 0 | - | - | - | 2 | - | 2 | - | 2 | - | 1 | - | 1 | - | 1 |
| Illinois | - | 3 | - | 3 | - | 6 | - | 3 | - | 9 | - | 8 | - | 7 | - | 8 | - | 5 | - | 12 | - | 12 | - | 13 | - | 10 | - | 11 | - | 11 |
| Indiana | 6 | - | 6 | - | 5 | - | 5 | - | 5 | - | 5 | - | 3 | - | 3 | - | 3 | - | 4 | - | 5 | - | 4 | - | 5 | - | 4 | 2 | 4 | 5 |
| Iowa | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | ${ }^{0}$ | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Kansas | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Kentucky | 5 | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 3 | - | 4 | $-$ | 4 | - | 4 | - | 5 | 5 | 6 | - | 5 | - | 6 | ${ }^{-}$ | 7 | - | 7 |
| Louisiana | 52 | 20 | 44 | 20 | 38 | 21 | 41 | 19 | 36 | 17 | 36 | 20 | 40 | 20 | 42 | 19 | 44 | 17 | 46 | 17 | 52 | 15 | 49 | 16 | 49 | 19 | 47 | 18 | 50 | 19 |
| Maine | - | 0 | - | 0 | - | 2 | - | 0 | - | 2 | - | 2 | - | 2 | - | 2 | 0 | 4 | - | 4 | - | 4 | - | 4 | - | 3 | - | 9 | - | 10 |
| Maryland | 60 | 1 | 53 | 1 | 45 | 1 | 43 | 1 | 37 | 1 | 37 | 1 | 43 | 1 | 41 | 1 | 41 | 1 | 43 | 1 | 45 | 1 | 44 | 1 | 45 | 1 | 61 | 1 | 63 | 1 |
| Massachusetts | 56 | 0 | 54 | 0 | 59 | 0 | 60 | 0 | 61 | 0 | 58 | 0 | $6^{1}$ | 1 | 62 | ${ }^{2}$ | 67 | 0 | 70 | 2 | 72 | 2 | 70 | 2 | 25 | 3 | 27 | 3 | 35 |  |
| Michigan | 1 | - | 1 | - | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | - | 1 | - | 1 |
| Minnesota | - | 50 | - | 50 | - | 49 | - | 54 | - | 3 | - | 2 | - | 2 | - | 5 | - | 32 | - | 32 | - | 27 | - | 28 | - | 21 | - | 15 | - | 17 |
| Mississippi | 3 | 7 | 3 | 4 | 3 | 4 | 2 | 5 | 3 | 5 | 4 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 14 | 6 | 13 | 7 | 14 | 8 | 15 | 13 | 15 | 15 | 14 | 15 |
| Missouri | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | $-$ | 1 |
| Montana | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Nebraska | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 1 | - | 0 |
| Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New Hampshire | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| New Jersey | 16 | 2 | 17 | 2 | 14 | 2 | 16 | 2 | 15 | 1 | 14 | 1 | 13 | 1 | 12 | 0 | 10 | 5 | 13 | 0 | 15 | 0 | 15 | 0 | 14 | 0 | 16 |  | 16 | 0 |
| New Mexico | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New York | 6 | 112 | 4 | 124 | 5 | 137 | 5 | 126 | 4 | 122 | 5 | 132 | 5 | 125 | 5 | 119 | 5 | 107 | 5 | 110 | 5 | 109 | 5 | 109 | 4 | 116 | 5 | 104 | 5 | 114 |
| North Carolina | 28 | - | 31 | - | 32 | - | 30 | - | 29 | - | 29 | - | 31 | - | 28 | - | 26 | - | 27 | - | 26 | - | 28 | - | 28 | - | 26 | - | 24 | - |
| North Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ohio | 0 | 7 | 0 | 7 | 0 | 8 | - | 8 | - | 8 | - | 8 | - | 7 | - | 10 | - | 8 | - | 9 | - | 10 | - | 11 | - | 13 | - | 2 | - | 2 |
| Oklahoma | - | - | - | - | - | 3 | - | - | - | 2 | - | 2 | - | 2 | - | 2 | - | 1 | - | 2 | - | 2 | - | 2 | - | 1 | - | 1 | - | 1 |
| Oregon | - | 97 | - | 91 | - | 86 | - | 88 | - | 106 | - | 84 | - | 92 | - | 87 | - | 89 | - | 85 | - | 89 | - | 101 | - | 91 | - | 93 | - | 90 |
| Pennsylvania | - | 2 | - | 1 | - | 1 | - | 1 | - | - | - | 0 | - | - | - | 6 | - | 7 | - | 6 | - | 6 | - | 5 | - | 7 | - | 6 | - | 6 |
| Rhode Island | 0 | - | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| South Carolina | 46 | - | 42 | - | 47 | - | 56 | - | 54 | - | 54 | - | 55 | - | 52 | - | 49 | - | 48 | - | 57 | - | 63 | - | 69 | - | 80 | - | 80 | - |
| South Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Tennessee | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 1 | - | 1 | - | 3 | - | 1 | - | 2 | - | 3 | - | 3 | - | 1 | - | 1 | - | 1 |
| Texas | - | 137 | - | 127 | - | 117 | - | 120 | - | 128 | - | 126 | - | 121 | - | 133 | - | 132 | - | 133 | - | 124 | - | 136 | - | 128 | - | 134 | - | 155 |
| Utah | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vermont | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Virginia | 16 | 0 | 10 | 1 | 11 | 2 | 8 | 2 | 6 | 2 | 4 | 2 | 9 | 2 | 9 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 115 | 2 | 119 | 2 | 124 | 2 | 120 | 2 |
| Washington | - | 161 | - | 170 | - | 173 | - | 183 | - | 197 | - | 198 | - | 198 | - | 195 | - | 226 | - | 193 | - | 191 | - | 192 | - | 201 | - | 244 | - | 241 |
| West Virginia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Wisconsin | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 5 |
| Wyoming | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NoTE:
Sources:
US.S. Department of Comm
Chain-Type Price tude:
Chain-Type Price Index
US. Department of Commerce. Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C. 2001). Table 7.1 Quantity and Price Indexes for Gross Domestic Product. available at: htp.///www.bea.doc.gov/beaddn/nipaweb/, as of October 2001.

Highway Expenditures after Transfer of Federal Grants by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Total U.S. | 27,135 | 18,446 | 30,191 | 19,860 | 31,488 | 21,627 | 33,732 | 22,674 | 35,318 | 23,541 | 36,464 | 25,342 | 38,911 | 26,839 | 40,478 | 27,748 | 42,056 | 27,011 | 43,812 | 28,984 | 46,893 | 31,016 | 47,548 | 32,419 | 48,773 | 34,101 | 51,971 | 36,126 | 56,242 | 37,790 |
| Alabama | 557 | 271 | 521 | 321 | 422 | 316 | 543 | 322 | 558 | 326 | 566 | 320 | 539 | 369 | 547 | 429 | 687 | 383 | 711 | 429 | 748 | 439 | 702 | 455 | 656 |  | 697 | 546 | 733 | 523 |
| Alaska | 423 | 145 | 361 | 133 | 440 | 150 | 403 | 140 | 470 | 116 | 431 | 108 | 469 | 109 | 514 | 104 | 551 | 122 | 532 | 121 | 551 | 116 | 589 | 110 | 559 | 125 | 527 | 118 | 553 | 198 |
| Arizona | 374 | 401 | 468 | 462 | 763 | 524 | 731 | 491 | 823 | 547 | 1,126 | 587 | 757 | 499 | 631 | 507 | 583 | 420 | 660 | 432 | 572 | 465 | 726 | 519 | 728 | 530 | 743 | 564 | 1,145 | 597 |
| Arkansas | 280 | 134 | 370 | 147 | 369 | 144 | 337 | 149 | 300 | 162 | 320 | 170 | 372 | 171 | 455 | 183 | 478 | 202 | 482 | 209 | 491 | 233 | 573 | 250 | 632 | 254 | 645 | 308 | 564 | 298 |
| California | 1,526 | 1,823 | 1,574 | 1,916 | 1,752 | 2,251 | 1,923 | 2,372 | 2,095 | 2,136 | 2,604 | 2,532 | 2,876 | 2,754 | 3,187 | 3,121 | 3,216 | 3,133 | 2,894 | 3,403 | 3,323 | 3,533 | 3,088 | 3,534 | 2,981 | 3,539 | 3,103 | 3,644 | 3,446 | 4,050 |
| Colorado | 363 | 346 | 422 | 386 | 426 | 440 | 429 | 422 | 436 | 518 | 440 | 561 | 485 | 621 | 464 | 602 | 523 | 531 | 603 | 534 | 561 | 585 | 574 | 616 | 585 | 797 | 727 | 840 | 888 | 888 |
| Connecticut | 418 | 210 | 489 | 229 | 588 | 256 | 706 | 290 | 905 | 320 | 954 | 315 | 989 | 320 | 792 | 345 | 723 | 316 | 770 | 321 | 727 | 319 | 692 | 345 | 737 | 379 | 666 | 366 | 690 | 434 |
| Delaware | 119 | 43 | 130 | 39 | 142 | 35 | 167 | 45 | 172 | 56 | 188 | 55 | 254 | 47 | 229 | 46 | 257 | 46 | 244 | 59 | 239 | 75 | 247 | 95 | 254 | 76 | 276 | 70 | 294 | 97 |
| District of Columbia |  | 91 |  | 93 |  | 118 |  | 142 |  | 113 |  | 126 | - | 143 | - | 123 | - | 120 | - | 161 | - | 114 | - | 91 | - | 120 | - | 149 | - | 104 |
| Florida | 1,029 | 677 | 1,164 | 766 | 1,264 | 902 | 1,716 | 1,029 | 1,778 | 1,093 | 1,543 | 1,290 | 1,634 | 1,429 | 2,010 | 1,433 | 2,198 | 1,468 | 2.525 | 1,470 | 2,782 | 1,614 | 3,028 | 1,611 | 2,938 | 1,713 | 3,016 | 1,801 | 3,331 | 1,828 |
| Georgia | 850 | 293 | 874 | 305 | 888 | 354 | 925 | 401 | 839 | 455 | 947 | 498 | 1,006 | 541 | 864 | 528 | 1,024 | 551 | 969 | 560 | 1,318 | 617 | 1,218 | 837 | 1,072 | 836 | 1,273 | 846 | 1,567 | 915 |
| Hawaii | 85 | 50 | 94 | 54 | 94 | 55 | 115 | 71 | 128 | 79 | 202 | 64 | 277 | 71 | 359 | 76 | 361 | 75 | 370 | 61 | 282 | 74 | 270 | 75 | 322 | 74 | 249 | 85 | 282 | 121 |
| Idaho | 161 | 81 | 173 | 83 | 162 | 87 | 171 | 87 | 209 | 109 | 225 | 105 | 213 | 116 | 216 | 131 | 212 | 126 | 230 | 145 | 289 | 175 | 261 | 180 | 298 | 197 | 288 | 205 | 313 | 213 |
| Illinois | 1,510 | 912 | 1,478 | 954 | 1,475 | 1,103 | 1,584 | 1,140 | 1,675 | 1,146 | 1,760 | 1,296 | 1,920 | 1,399 | 2,023 | 1,603 | 2,026 | 1,366 | 2,003 | 1,472 | 2,159 | 1,610 | 1,926 | 1,705 | 2,086 | 1,737 | 1,950 | 1,751 | 1,948 | 1,912 |
| Indiana | 565 | 290 | 584 | 311 | 607 | 373 | 626 | 387 | 686 | 379 | 645 | 410 | 716 | 434 | 737 | 491 | 897 | 473 | 847 | 496 | 892 | 517 | 956 | 518 | 1,052 | 565 | 1,083 | 623 | 1,203 | 656 |
| Iowa | 509 | 440 | 483 | 425 | 465 | 430 | 490 | 466 | 507 | 482 | 480 | 502 | 595 | 540 | 683 | 594 | 628 | 598 | 627 | 624 | 681 | 707 | 709 | 690 | 745 | 693 | 717 | 757 | 811 | 813 |
| Kansas | 394 | 311 | 436 | 344 | 399 | 381 | 413 | 368 | 367 | 367 | 446 | 376 | 525 | 415 | 536 | 423 | 534 | 438 | 636 | 460 | 699 | 495 | 864 | 483 | 876 | 486 | 797 | 494 | 814 | 529 |
| Kentucky | 585 | 137 | 674 | 150 | 774 | 161 | 723 | 158 | 860 | 187 | 623 | 193 | 736 | 233 | 843 | 221 | 839 | 215 | 769 | 219 | 818 | 245 | 959 | 231 | 991 | 273 | 1,062 | 289 | 1,291 | 299 |
| Louisiana | 651 | 387 | 748 | 345 | 692 | 330 | 629 | 331 | 592 | 335 | 715 | 324 | 799 | 375 | 838 | 403 | 786 | 348 | 810 | 361 | 756 | 416 | 813 | 477 | 797 | 426 | 928 | 485 | 967 | 588 |
| Maine | 172 | 96 | 187 | 97 | 181 | 112 | 190 | 117 | 210 | 137 | 225 | 143 | 267 | 143 | 253 | 145 | 261 | 134 | 260 | 138 | 288 | 144 | 342 | 148 | 340 | 159 | 306 | 170 | 338 | 175 |
| Maryland | 541 | 454 | 759 | 383 | 765 | 456 | 907 | 518 | 1,004 | 495 | 999 | 544 | 899 | 581 | 691 | 461 | 669 | 432 | 709 | 459 | 798 | 488 | 840 | 487 | 843 | 587 | 826 | 573 | 919 | 581 |
| Massachusetts | 405 | 361 | 451 | 409 | 556 | 437 | 596 | 491 | 626 | 513 | 546 | 458 | 676 | 437 | 919 | 415 | 1,140 | 482 | 1,375 | 539 | 1,576 | 517 | 1,649 | 645 | 1,936 | 615 | 2,188 | 634 | 2,070 | 664 |
| Michigan | 553 | 900 | 568 | 1,062 | 618 | 1,041 | 626 | 1,137 | 680 | 1,141 | 714 | 1,185 | 742 | 1,249 | 755 | 1,205 | 823 | 1,215 | 858 | 1,327 | 824 | 1,442 | 885 | 1,511 | 912 | 1,594 | 1,087 | 1,789 | 1,283 | 1,817 |
| Minnesota | 562 | 673 | 603 | 722 | 606 | 746 | 606 | 852 | 648 | 907 | 700 | 962 | 687 | 1,012 | 719 | 1,110 | 771 | 1,083 | 671 | 1,070 | 603 | 1,355 | 717 | 1,258 | 781 | 1,294 | 821 | 1,461 | 871 | 1,392 |
| Mississippi | 322 | 234 | 359 | 236 | 311 | 242 | 314 | 206 | 325 | 232 | 326 | 234 | 416 | 249 | 458 | 293 | 461 | 264 | 458 | 272 | 486 | 377 | 607 | 390 | 627 | 356 | 709 | 460 | 741 | 402 |
| Missouri | 590 | 348 | 683 | 350 | 587 | 393 | 614 | 386 | 636 | 441 | 619 | 474 | 739 | 524 | 788 | 520 | 755 | 454 | 913 | 511 | 928 | 596 | 915 | 658 | 998 | 715 | 1,004 | 759 | 1,113 | 830 |
| Montana | 225 | 85 | 256 | 88 | 231 | 77 | 208 | 74 | 214 | 72 | 237 | 77 | 258 | 86 | 269 | 91 | 271 | 87 | 285 | 94 | 282 | 92 | 323 | 94 | 327 | 87 | 332 | 94 | 386 | 97 |
| Nebraska | 288 | 202 | 268 | 219 | 248 | 197 | 260 | 199 | 282 | 207 | 302 | 222 | 326 | 224 | 333 | 231 | 369 | 228 | 390 | 254 | 417 | 288 | 434 | 297 | 450 | 310 | 412 | 305 | 485 | 324 |
| Nevada | 184 | 77 | 204 | 76 | 187 | 98 | 185 | 111 | 225 | 107 | 260 | 187 | 206 | 188 | 254 | 185 | 260 | 249 | 355 | 239 | 369 | 271 | 352 | 335 | 319 | 370 | 332 | 477 | 427 | 537 |
| New Hampshire | 150 | 83 | 157 | 86 | 169 | 109 | 186 | 120 | 200 | 119 | 190 | 142 | 159 | 129 | 172 | 115 | 203 | 109 | 192 | 119 | 182 | 128 | 204 | 135 | 283 | 136 | 294 | 142 | 320 | 141 |
| New Jersey | 903 | 478 | 1,262 | 530 | 1,243 | 597 | 1,570 | 612 | 1,473 | 649 | 1,321 | 700 | 1,367 | 702 | 1,835 | 785 | 1,611 | 699 | 1,754 | 714 | 1,983 | 861 | 1,733 | 868 | 1,535 | 964 | 1,620 | 1,052 | 1,396 | 1,036 |
| New Mexico | 300 | 109 | 316 | 115 | 368 | 113 | 339 | 117 | 422 | 133 | 348 | 145 | 333 | 143 | 580 | 170 | 808 | 158 | 704 | 197 | 682 | 210 | 635 | 208 | 629 | 225 | 866 | 207 | 922 | 216 |
| New York | 1,332 | 2,003 | 1,519 | 2,170 | 1,683 | 2,230 | 1,668 | 2,436 | 1,826 | 2,682 | 2,008 | 2,843 | 2,361 | 2,985 | 2,395 | 2,764 | 2,237 | 2,779 | 2,621 | 3,123 | 2,974 | 2,981 | 2,769 | 3,228 | 2,692 | 3,425 | 2,727 | 3,550 | 3,125 | 3,484 |
| North Carolina | 795 | 149 | 816 | 180 | 856 | 209 | 1,011 | 223 | 1,047 | 262 | 1,236 | 295 | 1,272 | 295 | 1,310 | 292 | 1,414 | 273 | 1,557 | 288 | 1,651 | 282 | 1,615 | 312 | 1,761 | 346 | 1,957 | 353 | 2,150 | 376 |
| North Dakota | 168 | 104 | 142 | 99 | 130 | 98 | 146 | 99 | 152 | 98 | 154 | 96 | 155 | 95 | 186 | 102 | 170 | 102 | 191 | 106 | 220 | 125 | 166 | 117 | 166 | 124 | 266 | 148 | 250 | 164 |
| Ohio | 974 | 761 | 1,082 | 837 | 1,068 | 858 | 1,138 | 889 | 1,106 | 940 | 1,114 | 1,046 | 1,379 | 1,148 | 1,526 | 1,203 | 1,437 | 1,180 | 1,491 | 1,220 | 1,507 | 1,347 | 1,417 | 1,452 | 1,666 | 1,501 | 1,817 | 1,526 | 1,943 | 1,645 |
| Oklahoma | 365 | 278 | 413 | 294 | 396 | 281 | 453 | 265 | 483 | 286 | 482 | 302 | 612 | 319 | 641 | 318 | 482 | 321 | 474 | 314 | 528 | 320 | 618 | 331 | 586 | 359 | 635 | 372 | 769 | 360 |
| Oregon | 343 | 217 | 338 | 217 | 385 | 247 | 310 | 257 | 362 | 295 | 373 | 320 | 453 | 371 | 383 | 414 | 463 | 422 | 462 | 497 | 528 | 513 | 540 | 538 | 617 | 565 | 641 | 568 | 657 | 591 |
| Penssylvania | 1,533 | 650 | 1,739 | 674 | 1,966 | 682 | 1,993 | 681 | 2,038 | 762 | 2,006 | 834 | 2,071 | 882 | 1,880 | 900 | 1,943 | 879 | 1,963 | 939 | 2,101 | 992 | 2,026 | 1,038 | 2,064 | 1,098 | 2,599 | 1,087 | 2,739 | 1,139 |
| Rhode Island | 117 | 39 | 131 | 41 | 123 | 40 | 158 | 55 | 179 | 60 | 189 | 63 | 194 | 51 | 181 | 54 | 209 | 46 | 212 | 47 | 266 | 53 | 210 | 55 | 192 | 59 | 190 | 55 | 232 | 66 |
| South Carolina | 350 | 75 | 363 | 80 | 380 | 85 | 489 | 97 | 486 | 99 | 472 | 108 | 497 | 117 | 529 | 103 | 615 | 99 | 602 | 113 | 587 | 125 | 594 | 135 | 620 | 157 | 655 | 179 | 848 | 194 |
| South Dakota | 174 | 90 | 170 | 95 | 148 | 99 | 158 | 102 | 177 | 102 | 172 | 104 | 196 | 116 | 195 | 116 | 213 | 120 | 248 | 124 | 239 | 144 | 246 | 140 | 254 | 152 | 319 | 182 | 280 | 194 |
| Tennessee | 586 | 277 | 628 | 300 | 590 | 344 | 654 | 354 | 721 | 379 | 782 | 398 | 809 | 417 | 884 | 451 | 821 | 438 | 835 | 460 | 949 | 495 | 949 | 542 | 1,010 | 583 | 1,074 | 599 | 1,098 | 595 |
| Texas | 1,637 | 1,021 | 2,520 | 1,320 | 2,531 | 1,588 | 2,851 | 1,608 | 2,650 | 1,599 | 2,717 | 1,534 | 2,606 | 1,463 | 2,464 | 1,546 | 2,980 | 1,502 | 2,906 | 1,602 | 3,009 | 1,549 | 3,522 | 1,615 | 3,235 | 1,695 | 3,454 | 1,836 | 3,927 | 1,941 |
| Utah | 347 | 115 | 293 | 121 | 248 | 115 | 251 | 122 | 331 | 127 | 302 | 117 | 249 | 126 | 275 | 149 | 308 | 156 | 311 | 186 | 297 | 185 | 357 | 187 | 578 | 215 | 912 | 241 | 586 | 289 |
| Vermont | 105 | 56 | 105 | 57 | 124 | 64 | 116 | 65 | 131 | 70 | 126 | 77 | 149 | 84 | 155 | 95 | 162 | 89 | 170 | 100 | 133 | 109 | 160 | 111 | 166 | 103 | 186 | 120 | 207 | 114 |
| Virginia | 874 | 259 | 1,089 | 276 | 1,183 | 322 | 1,408 | 340 | 1,505 | 429 | 1,530 | 462 | 1,545 | 515 | 1,367 | 433 | 1,224 | 413 | 1,472 | 411 | 1,807 | 404 | 1,821 | 456 | 1,948 | 559 | 2,034 | 574 | 2,194 | 548 |
| Washington | 723 | 440 | 548 | 424 | 693 | 443 | 635 | 443 | 674 | 340 | 645 | 440 | 861 | 533 | 866 | 559 | 944 | 501 | 1,024 | 792 | 1,158 | 960 | 1,041 | 965 | 1,127 | 965 | 1,068 | 1,093 | 1,083 | 1,196 |
| West Virginia | 426 | 39 | 473 | 37 | 463 | 36 | 489 | 34 | 393 | 35 | 451 | 37 | 501 | 39 | 510 | 43 | 584 | 39 | 703 | 45 | 663 | 50 | 705 | 46 | 783 | 51 | 807 | 51 | 786 | 60 |
| Wisconsin | 417 | 660 | 430 | 722 | 468 | 797 | 366 | 793 | 496 | 844 | 482 | 894 | 481 | 969 | 488 | 1,047 | 700 | 1,072 | 722 | 1,086 | 713 | 1,201 | 714 | 1,233 | 756 | 1,339 | 812 | 1,441 | 937 | 1,483 |
| Wyoming | 273 | 71 | 276 | 80 | 262 | 61 | 206 | 61 | 218 | 55 | 223 | 64 | 286 | 61 | 287 | 71 | 226 | 58 | 245 | 64 | 259 | 61 | 245 | 59 | 262 | 66 | 273 | 86 | 322 | 76 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
NOTE:
sources:


## Table 24-B

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Total U.S. | 37,651 | 25,595 | 40,744 | 26,801 | 40,756 | 27,993 | 42,376 | 28,485 | 42,856 | 28,566 | 42,322 | 29,413 | 43,898 | 30,279 | 44,836 | 30,736 | 45,422 | 29,173 | 46,099 | 30,497 | 47,962 | 31,723 | 47,548 | 32,419 | 47,546 | 33,243 | 49,838 | 34,643 | 52,533 | 35,298 |
| Alabama | 773 | 376 | 703 | 434 | 546 | 409 | 682 | 404 | 677 | 395 | 657 | 371 | 608 | 416 | 605 | 476 | 741 | 414 | 748 | 452 | 765 | 449 | 702 | 455 | 640 | 496 | 669 | 524 | 685 | 489 |
| Alaska | 587 | 201 | 487 | 180 | 570 | 194 | 507 | 176 | 570 | 141 | 500 | 126 | 530 | 122 | 569 | 115 | 595 | 131 | 560 | 127 | 564 | 119 | 589 | 110 | 545 | 121 | 505 | 113 | 517 | 185 |
| Arizona | 519 | 556 | 632 | 623 | 988 | 679 | 918 | 617 | 998 | 664 | 1,307 | 682 | 854 | 563 | 699 | 561 | 629 | 453 | 694 | 455 | 585 | 475 | 726 | 519 | 710 | 516 | 712 | 541 | 1,069 | 558 |
| Arkansas | 389 | 186 | 500 | 198 | 478 | 187 | 423 | 187 | 364 | 196 | 371 | 198 | 420 | 193 | 504 | 203 | 516 | 218 | 507 | 220 | 502 | 239 | 573 | 250 | 616 | 248 | 619 | 296 | 526 | 278 |
| California | 2,117 | 2,530 | 2,124 | 2,585 | 2,268 | 2,913 | 2,416 | 2,980 | 2,542 | 2,591 | 3,022 | 2,939 | 3,245 | 3,107 | 3,530 | 3,457 | 3,473 | 3,384 | 3,045 | 3,581 | 3,399 | 3,614 | 3,088 | 3,534 | 2,906 | 3,450 | 2,976 | 3,494 | 3,219 | 3,783 |
| Colorado | 504 | 480 | 569 | 521 | 551 | 569 | 539 | 530 | 529 | 628 | 511 | 651 | 547 | 701 | 514 | 666 | 565 | 573 | 635 | 562 | 573 | 598 | 574 | 616 | 570 | 777 | 697 | 806 | 830 | 830 |
| Connecticut | 580 | 292 | 660 | 310 | 761 | 332 | 886 | 364 | 1,098 | 388 | 1,107 | 365 | 1,115 | 361 | 878 | 382 | 781 | 342 | 810 | 338 | 744 | 327 | 692 | 345 | 718 | 370 | 638 | 351 | 644 | 405 |
| Delaware | 165 | 60 | 176 | 52 | 184 | 45 | 209 | 57 | 209 | 68 | 218 | 63 | 287 | 53 | 254 | 51 | 277 | 50 | 256 | 62 | 244 | 76 | 247 | 95 | 247 | 74 | 265 | 67 | 275 | 90 |
| District of Columbia | - | 127 | - | 125 | - | 152 | - | 179 |  | 137 | - | 146 | - | 162 | - | 136 | - | 130 | - | 169 | - | 116 | - | 91 | - | 117 | - | 143 | - | 97 |
| Florida | 1,427 | 939 | 1,571 | 1,034 | 1,636 | 1,168 | 2,156 | 1,292 | 2,157 | 1,327 | 1,791 | 1,497 | 1,844 | 1,613 | 2,226 | 1,587 | 2,374 | 1,585 | 2,656 | 1,547 | 2,846 | 1,651 | 3,028 | 1,611 | 2,865 | 1,670 | 2,892 | 1,727 | 3,112 | 1,707 |
| Georgia | 1,180 | 407 | 1,179 | 411 | 1,149 | 458 | 1,162 | 503 | 1,019 | 552 | 1,099 | 578 | 1,135 | 610 | 957 | 585 | 1,105 | 595 | 1,020 | 589 | 1,348 | 631 | 1,218 | 837 | 1,045 | 815 | 1,221 | 812 | 1,463 | 854 |
| Hawaii | 117 | 70 | 127 | 72 | 121 | 71 | 145 | 89 | 155 | 96 | 234 | 74 | 312 | 80 | 398 | 84 | 390 | 81 | 389 | 65 | 289 | 75 | 270 | 75 | 314 | 72 | 238 | 81 | 264 | 113 |
| Idaho | 223 | 113 | 233 | 112 | 209 | 112 | 215 | 109 | 253 | 133 | 262 | 122 | 240 | 130 | 239 | 146 | 229 | 136 | 242 | 152 | 295 | 179 | 261 | 180 | 290 | 192 | 276 | 197 | 292 | 199 |
| Illinois | 2,095 | 1,266 | 1,995 | 1,288 | 1,909 | 1,428 | 1,990 | 1,432 | 2,033 | 1,391 | 2,043 | 1,505 | 2,166 | 1,578 | 2,241 | 1,776 | 2,188 | 1,475 | 2,108 | 1,549 | 2,208 | 1,647 | 1,926 | 1,705 | 2,033 | 1,694 5 5 | 1,870 | 1,679 5 5 | 1,819 | 1,785 |
| Indiana | 783 | 402 | 789 | 420 | 785 | 482 | 786 | 486 | 832 | 460 | 749 | 476 | 808 | 490 | 816 | 544 | 969 | 510 | 891 | 522 | 912 | 529 | 956 | 518 | 1,025 | 550 | 1,039 | 598 | 1,123 | 613 |
| Iowa | 707 | 611 | 651 | 573 | 601 | 556 | 616 | 586 | 615 | 585 | 557 | 582 | 671 | 609 | 757 | 658 | 678 | 646 | 660 | 656 | 696 | 723 | 709 | 690 | 726 | 676 | 688 | 726 | 757 | 759 |
| Kansas | 547 | 431 | 589 | 465 | 517 | 493 | 519 | 463 | 445 | 445 | 517 | 436 | 593 | 468 | 594 | 469 | 577 | 473 | 669 | 484 | 715 | 506 | 864 | 483 | 854 | 474 | 764 | 474 | 760 | 495 |
| Kentucky | 812 | 190 | 909 | 202 | 1,001 | 209 | 908 | 198 | 1,044 | 227 | 723 | 224 | 830 | 262 | 934 | 245 | 906 | 232 | 809 | 231 | 837 | 250 | 959 | 231 | 966 | 266 | 1,018 | 277 | 1,206 | 279 |
| Louisiana | 903 | 537 | 1,009 | 466 | 895 | 427 | 790 | 416 | 718 | 406 | 829 | 376 | 902 | 423 | 929 | 446 | 849 | 376 | 852 | 379 | 773 | 425 | 813 | 477 | 777 | 415 | 890 | 465 | 903 | 549 |
| Maine | 238 | 133 | 253 | 131 | 234 | 145 | 238 | 146 | 255 | 167 | 261 | 166 | 301 | 162 | 280 | 161 | 281 | 145 | 273 | 145 | 295 | 148 | 342 | 148 | 332 | 155 | 293 | 163 | 316 | 163 |
| Maryland | 751 | 630 | 1,024 | 516 | 990 | 590 | 1,140 | 651 | 1,218 | 601 | 1,160 | 631 | 1,014 | 656 | 765 | 511 | 722 | 467 | 746 | 483 | 816 | 499 | 840 | 487 | 822 | 572 | 792 | 550 | 858 | 543 |
| Massachusetts | 562 | 501 | 608 | 552 | 719 | 565 | 749 | 617 | 759 | 622 | 633 | 532 | 762 | 493 | 1,018 | 459 | 1,232 | 520 | 1,447 | 567 | 1,612 | 529 | 1,649 | 645 | 1,887 | 599 | 2,098 | 608 | 1,934 | 621 |
| Michigan | 767 | 1,249 | 766 | 1,434 | 799 | 1,347 | 787 | 1,429 | 826 | 1,385 | 829 | 1,375 | 837 | 1,409 | 836 | 1,335 | 889 | 1,313 | 903 | 1,397 | 843 | 1,475 | 885 | 1,511 | 889 | 1,554 | 1,043 | 1,716 | 1,198 | 1,697 |
| Minnesota | 780 | 934 | 813 | 974 | 785 | 965 | 761 | 1,070 | 786 | 1,101 | 812 | 1,116 | 775 | 1,141 | 797 | 1,230 | 833 | 1,169 | 706 | 1,125 | 616 | 1,386 | 717 | 1,258 | 761 | 1,261 | 787 | 1,401 | 814 | 1,301 |
| Mississippi | 447 | 324 | 484 | 318 | 403 | 314 | 394 | 259 | 394 | 281 | 378 | 272 | 470 | 280 | 507 | 324 | 498 | 285 | 482 | 286 | 497 | 385 | 607 | 390 | 611 | 347 | 680 | 441 | 692 | 376 |
| Missouri | 819 | 482 | 922 | 473 | 759 | 509 | 771 | 485 | 771 | 535 | 719 | 550 | 833 | 591 | 873 | 576 | 816 | 490 | 961 | 537 | 949 | 609 | 915 | 658 | 973 | 697 | 963 | 728 | 1,040 | 775 |
| Montana | 312 | 118 | 346 | 119 | 299 | 100 | 261 | 94 | 260 | 88 | 275 | 89 | 291 | 97 | 298 | 100 | 292 | 94 | 300 | 99 | 288 | 94 | 323 | 94 | 319 | 85 | 319 | 90 | 360 | 90 |
| Nebraska | 400 | 280 | 362 | 295 | 321 | 254 | 327 | 250 | 342 | 251 | 351 | 258 | 367 | 253 | 369 | 256 | 398 | 246 | 410 | 267 | 426 | 295 | 434 | 297 | 439 | 302 | 395 | 293 | 453 | 303 |
| Nevada | 255 | 106 | 275 | 102 | 242 | 127 | 232 | 139 | 273 | 130 | 302 | 217 | 233 | 212 | 282 | 205 | 281 | 269 | 374 | 252 | 377 | 277 | 352 | 335 | 311 | 361 | 319 | 458 | 399 | 502 |
| New Hampshire | 208 | 115 | 212 | 117 | 219 | 141 | 234 | 151 | 242 | 145 | 221 | 165 | 179 | 146 | 190 | 127 | 219 | 118 | 202 | 125 | 186 | 131 | 204 | 135 | 276 | 132 | 282 | 136 | 299 | 132 |
| New Jersey | 1,253 | 663 | 1,703 | 716 | 1,609 | 773 | 1,973 | 769 | 1,787 | 788 | 1,533 | 813 | 1,542 | 791 | 2,033 | 870 | 1,740 | 754 | 1,846 | 751 | 2,028 | 881 | 1,733 | 868 | 1,497 | 939 | 1,554 | 1,009 | 1,304 | 968 |
| New Mexico | 416 | 151 | 427 | 155 | 476 | 146 | 425 | 146 | 512 | 161 | 404 | 169 | 376 | 162 | 643 | 188 | 873 | 171 | 741 | 207 | 697 | 214 | 635 | 208 | 613 | 219 | 830 | 198 | 861 | 202 |
| New York | 1,849 | 2,779 | 2,050 | 2,928 | 2,179 | 2,886 | 2,096 | 3,060 | 2,216 | 3,254 | 2,331 | 3,300 | 2,663 | 3,367 | 2,653 | 3,062 | 2,416 | 3,001 | 2,758 | 3,286 | 3,042 | 3,049 | 2,769 | 3,228 | 2,625 | 3,339 | 2,615 | 3,404 | 2,919 | 3,254 |
| North Carolina | 1,104 | 207 | 1,102 | 243 | 1,108 | 271 | 1,271 | 280 | 1,270 | 318 | 1,434 | 343 | 1,435 | 332 | 1,451 | 323 | 1,527 | 295 | 1,638 | 303 | 1,689 | 289 | 1,615 | 312 | 1,717 | 337 | 1,877 | 339 | 2,009 | 351 |
| North Dakota | 233 | 145 | 192 | 134 | 169 | 127 | 183 | 124 | 184 | 120 | 179 | 112 | 175 | 107 | 206 | 113 | 184 | 110 | 201 | 111 | 225 | 128 | 166 | 117 | 162 | 121 | 255 | 142 | 234 | 153 |
| Ohio | 1,352 | 1,055 | 1,461 | 1,130 | 1,382 | 1,111 | 1,430 | 1,117 | 1,342 | 1,140 | 1,293 | 1,214 | 1,555 | 1,295 | 1,690 | 1,332 | 1,552 | 1,275 | 1,569 | 1,284 | 1,541 | 1,378 | 1,417 | 1,452 | 1,624 | 1,463 | 1,743 | 1,463 | 1,814 | 1,537 |
| Oklahoma | 507 | 386 | 557 | 397 | 513 | 363 | 569 | 332 | 586 | 347 | 559 | 350 | 691 | 360 | 710 | 353 | 520 | 347 | 499 | 331 | 540 | 328 | 618 | 331 | 572 | 350 | 609 | 356 | 718 | 337 |
| Oregon | 477 | 302 | 456 | 293 | 499 | 320 | 389 | 323 | 439 | 357 | 433 | 371 | 511 | 419 | 425 | 459 | 500 | 455 | 487 | 523 | 540 | 525 | 540 | 538 | 601 | 551 | 615 | 544 | 614 | 552 |
| Pennsylvania | 2,128 | 902 | 2,346 | 909 | 2,545 | 883 | 2,504 | 856 | 2,474 | 924 | 2,328 | 968 | 2,337 | 995 | 2,083 | 997 | 2,098 | 949 | 2,065 | 987 | 2,149 | 1,015 | 2,026 | 1,038 | 2,012 | 1,070 | 2,493 | 1,042 | 2,558 | 1,063 |
| Rhode Island | 162 | 54 | 176 | 56 | 160 | 52 | 199 | 69 | 217 | 73 | 219 | 73 | 219 | 58 | 201 | 59 | 226 | 50 | 223 | 50 | 272 | 54 | 210 | 55 | 187 | 58 | 182 | 52 | 217 | 62 |
| South Carolina | 485 | 103 | 491 | 108 | 492 | 110 | 614 | 121 | 590 | 120 | 547 | 125 | 561 | 132 | 586 | 114 | 664 | 107 | 633 | 119 | 601 | 128 | 594 | 135 | 605 | 153 | 628 | 171 | 792 | 181 |
| South Dakota | 241 | 124 | 229 | 129 | 192 | 129 | 199 | 128 | 215 | 123 | 200 | 121 | 221 | 131 | 216 | 128 | 230 | 129 | 261 | 130 | 244 | 148 | 246 | 140 | 248 | 148 | 306 | 175 | 261 | 181 |
| Tennessee | 814 | 384 | 848 | 405 | 764 | 445 | 821 | 445 | 875 | 460 | 908 | 462 | 912 | 470 | 979 | 499 | 886 | 473 | 878 | 484 | 970 | 506 | 949 | 542 | 984 | 568 | 1,030 | 574 | 1,026 | 556 |
| Texas | 2,272 | 1,417 | 3,401 | 1,781 | 3,276 | 2,055 | 3,582 | 2,020 | 3,216 | 1,940 | 3,153 | 1,780 | 2,940 | 1,651 | 2,730 | 1,713 | 3,219 | 1,623 | 3,057 | 1,685 | 3,077 | 1,584 | 3,522 | 1,615 | 3,154 | 1,652 | 3,313 | 1,761 | 3,668 | 1,813 |
| Utah | 481 | 160 | 395 | 164 | 321 | 148 | 316 | 153 | 402 | 154 | 351 | 136 | 281 | 142 | 304 | 165 | 332 | 168 | 327 | 195 | 303 | 190 | 357 | 187 | 564 | 209 | 875 | 231 | 547 | 270 |
| Vermont | 146 | 78 | 142 | 77 | 161 | 83 | 145 | 82 | 158 | 86 | 146 | 89 | 168 | 95 | 171 | 105 | 175 | 96 | 179 | 105 | 136 | 111 | 160 | 111 | 162 | 100 | 178 | 115 | 193 | 107 |
| Virginia | 1,213 | 359 | 1,470 | 372 | 1,532 | 417 | 1,769 | 428 | 1,826 | 520 | 1,776 | 537 | 1,743 | 581 | 1,514 | 479 | 1,322 | 446 | 1,549 | 433 | 1,849 | 413 | 1,821 | 456 | 1,899 | 545 | 1,950 | 551 | 2,049 | 512 |
| Washington | 1,003 | 611 | 740 | 572 | 897 | 573 | 798 | 556 | 818 | 413 | 748 | 511 | 971 | 602 | 959 | 620 | 1,020 | 542 | 1,077 | 834 | 1,185 | 982 | 1,041 | 965 | 1,099 | 941 | 1,024 | 1,048 | 1,012 | 1,117 |
| West Virginia | 591 | 54 | 638 | 50 | 599 | 47 | 614 | 43 | 477 | 43 | 524 | 43 | 565 | 44 | 565 | 47 | 631 | 43 | 739 | 47 | 678 | 52 | 705 | 46 | 763 | 50 | 774 | 48 | 734 | 56 |
| Wisconsin | 579 | 916 | 581 | 974 | 606 | 1,032 | 460 | 996 | 601 | 1,024 | 560 | 1,037 | 542 | 1,093 | 541 | 1,160 | 756 | 1,158 | 760 | 1,143 | 729 | 1,228 | 714 | 1,233 | 737 | 1,305 | 779 | 1,382 | 875 | 1,385 |
| Wyoming | 379 | 99 | 373 | 108 | 339 | 79 | 259 | 77 | 264 | 67 | 259 | 74 | 323 | 69 | 318 | 79 | 244 | 63 | 258 | 67 | 265 | 62 | 245 | 59 | 255 | 65 | 261 | 82 | 301 | 71 |

KEY: "-" $=$ No activity or a value of zero, "0" $=$
NơE:
Numbers may not add to totals due to rounding.
sources:
U.S. Department of Comn
Chain-Type Price Inde

Chain-Type Price Index:

Table 25-A

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| $\overline{\text { Alabama }}$ |  | 15 |  | 18 |  | 19 | - | 21 | - | ${ }^{21}$ | - | 22 | - | 23 | - | 28 | - | 27 |  | 28 |  | 29 |  | 24 |  | 23 |  | 22 |  | 30 |
| Alaska | - | 14 | - | 19 | - | 17 | - | 19 | - | 19 | - | 18 | - | 18 | - | 17 | - | 16 | - | 16 | - | 20 | - | 19 | - | 23 | - | 20 | - | 27 |
| Arizona | - | 42 | - | 42 | - | 58 | - | 57 | - | 71 | - | 65 | - | 74 | - | 68 | - | 83 | - | 107 | - | 132 | - | 115 | - | 119 | - | 132 | - | 120 |
| Arkansas | - | 4 | - | 6 | - | 6 | - | 6 | - | 6 | - | 9 | - | 9 | - | 7 | - | 7 | - | 6 | - | 9 | - | 9 | - | 14 | - | 10 | - | 13 |
| California | 103 | 1,817 | 88 | 1,869 | 25 | 2,085 | 1 | 1,656 | 3 | 2,086 | 5 | 2,963 | 2 | 2,783 | 0 | 3,784 | 2 | 3,038 | 3 | 5,104 | 7 | 4,063 | 1 | 4,288 | 40 | 5,158 | 71 | 4,831 | 75 | 5,298 |
| Colorado | - | 120 | - | 138 | - | 154 | - | 149 | - | 150 | - | 155 | - | 167 | - | 187 | - | 206 | - | 213 | - | 220 | - | 231 | - | 272 | - | 291 | - | 330 |
| Connecticut | 126 | 29 | 148 | 29 | 112 | 34 | 116 | 34 | 179 | 32 | 178 | 25 | 235 | 35 | 195 | 31 | 187 | 35 | 215 | 33 | 255 | 53 | 207 | 39 | 237 | 52 | 221 | 58 | 218 | 62 |
| Delaware | 18 | 0 | 24 | 0 | 25 | - | 12 | - | 21 | - | 22 | 0 | 23 | 0 | 15 | 0 | 21 | 0 | 19 | 0 | 28 | 0 | 54 | 0 | 40 | 0 | 44 | 0 | 44 | 0 |
| District of Columbia |  | 785 | - | 814 | - | 848 |  | 908 | - | 981 | - | 984 | - | 1,020 | - | 949 | - | 989 | - | 937 | - | 1,028 | - | 1,047 | - | 1,011 | - | 1,067 |  | 1,037 |
| Florida | 40 | 427 | 46 | 368 | 45 | 303 | 25 | 322 | 33 | 311 | 22 | 343 | 24 | 372 | 27 | 387 | 31 | 482 | 39 | 451 | 34 | 457 | 63 | 489 | 80 | 560 | 69 | 628 | 46 | 632 |
| Georgia | 5 | 293 | 10 | 349 | 12 | 373 | - | 350 | - | 317 | - | 336 | - | 416 | - | 317 | - | 330 | - | 335 | - | 456 | - | 499 | - | 428 | - | 490 |  |  |
| Hawaii | - | 68 | - | 72 | . | 79 | - | 77 | - | 75 | - | 91 | - | 92 | - | 112 | - | 116 | - | 137 | - | 144 | - | 134 | - | 129 | - | 122 | - | 116 |
| Idaho | 0 | 2 | 0 | 3 | 0 | 2 | - | 2 |  | 3 | - | 3 | - | 3 | - | 2 | - | 3 | - | 4 | - | 4 | - | 9 | - | 6 | - | 6 | - |  |
| Illinois | 134 | 883 | 179 | 987 | 169 | 961 | 10 | 1,431 | 8 | 797 | 8 | 798 | 6 | 1,252 | 15 | 1,614 | 5 | 1,784 | 11 | 1,817 | 13 | 1,863 | 16 | 1,730 | 15 | 1,734 | 14 | 2,135 | 21 | 2,041 |
| Indiana | 14 | 69 | 18 | 67 | 16 | 49 | 19 | 42 | 18 | 41 | 19 | 44 | 20 | 73 | 20 | 75 | 23 | 76 | 14 | 76 | 12 | 79 | 6 | 87 | 5 | 52 | 8 | 96 | 10 |  |
| Iowa | 2 | 28 | 5 | 27 | 6 | 26 | 3 | 25 | 8 | 27 | 15 | 40 | 9 | 31 | 9 | 37 | 13 | 39 | 14 | 41 | 18 | 45 | 18 | 48 | 18 | 53 | 22 | 55 | 20 | 56 |
| Kansas | - | 7 | - | 7 | - | 8 | - | 7 | - | 6 | - | 8 | - | 7 | - | 9 | - | 10 | - | 11 | - | 11 | - | 10 | - | 10 | - | 14 | - |  |
| Kentucky | - | 39 | - | 40 | - | 44 | 5 | 58 | 4 | 60 | 4 | 49 | 5 | 51 | 4 | 57 | 6 | 63 | 5 | 64 | 8 | 57 | 8 | 52 | 9 | 60 | 8 | 66 | 12 | 80 |
| Louisiana | 7 | 96 | 6 | 115 | 3 | 104 | - | 92 | - | 108 | - | 117 | - | 102 | - | 109 | - | 115 | - | 116 | - | 121 | - | 125 | - | 127 | - | 137 | - | 184 |
| Maine | - | 6 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 5 | - | 5 | - |  | - | 4 | - | 6 |
| Maryland | 235 | 19 | 259 | 33 | 251 | 34 | 167 | 36 | 204 | 47 | 315 | 48 | 382 | 65 | 362 | 49 | 316 | 56 | 311 | 56 | 352 | 59 | 393 | 66 | 358 | 70 | 368 | 68 | 362 | 86 |
| Massachusetts | 298 | 888 | 334 | 933 | 371 | 1,018 | - | 1,004 | - | 1,054 | - | 817 | - | 1,137 | - | 1,246 | - | 1,276 | - | 1,300 | - | 1,254 | - | 1,496 | - | 1,476 | - | 1,358 | - | 1,332 |
| Michigan | 94 | 208 | 87 | 214 | 95 | 206 | 22 | 210 | 23 | 235 | 36 | 252 | 43 | 256 | 42 | 275 | 37 | 271 | 29 | 252 | 0 | 259 | 0 | 293 | 2 | 370 | 2 | 366 | 1 | 359 |
| Minnesota | 12 | 115 | 25 | 133 | 25 | 126 | 3 | 125 | 2 | 114 | 3 | 143 | 3 | 151 | 3 | 159 | 2 | 154 | 4 | 165 | 2 | 302 | - | 285 | - | 170 | - | 176 | - | 172 |
| Mississippi | - | 2 | - | , | - | , | - | 3 | - | 3 | - | 4 | - | 4 | - | 4 | - | 4 | - | 3 | - | 5 | - | 6 | - | 8 | - | 9 | - | 9 |
| Missouri | 8 | 135 | 10 | 146 | 8 | 137 | 4 | 144 | 4 | 154 | 4 | 293 | 3 | 221 | 4 | 156 | 3 | 257 | 4 | 229 | 1 | 223 | - | 188 | - | 216 | - | 272 | - | 281 |
| Montana | 1 | 3 | 1 | 3 | 1 | 5 | - | 3 | - | 4 | - | 5 | - | 6 | - | 8 | - | 6 | - | 6 | - | 6 | - | 7 | - | 10 | - | 6 | - | 7 |
| Nebraska | 6 | 29 | 2 | 29 | 2 | 34 | - | 17 | - | 17 | - | 17 | - | 22 | - | 19 | - | 22 | - | 20 | - | 23 | - | 19 | - | 20 | - | 22 | - |  |
| Nevada | - | - | - | - | - | 3 | - | 1 | - | 10 | - | 11 | - | - | - | 15 | - | 37 | - | 54 | - | 53 | - | 62 | - | 117 | - | 118 | - | 90 |
| New Hampshire | 1 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 5 | - | 4 | - | 2 | - | 6 | - | 5 | - | 5 | - | 5 | - | 5 | 2 | 9 |  | 6 | 2 |  |
| New Jersey | 596 | 28 | 726 | 26 | 833 | 25 | 788 | 26 | 789 | 35 | 892 | 32 | 886 | 33 | 971 | 30 | 956 | 33 | 1,094 | 32 | 1,381 | 51 | 1,397 | 53 | 1,529 | 30 | 1,392 | 76 | 1,632 | 86 |
| New Mexico | - | 9 | - | 8 | - | 9 | - | 10 | - | 11 | - | 23 | - | 14 |  | 13 |  | 20 |  | 20 | -7 | 25 | - | 23 | - | 45 | - | 29 | - | 29 |
| New York | 2,808 | 2,822 | 2,688 | 3,373 | 3,299 | 3,968 | 2,744 | 3,332 | 2,737 | 3,890 | 3,131 | 4,041 | 3,048 | 4,544 | 2,747 | 4,583 | 2,532 | 4,213 | 2,719 | 4,421 | 2,717 | 5,202 | 3,238 | 4,560 | 2,981 | 4,397 | 3,521 | 4,591 | 3,697 | 4,700 |
| North Carolina | - | 30 | - | 38 | - | 35 | - | 46 | - | 43 | - | 45 | - | 58 | - | 65 | - | 73 | - | 70 | - | 73 | - | 99 | - | 104 | - | 101 | - | 137 |
| North Dakota | - | 2 | - | 2 | - | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 5 |
| Ohio | 31 | 296 | 35 | 290 | 42 | 286 | - | 294 | - | 322 | - | 366 | - | 407 | - | 385 | - | 400 | - | 415 | - | 420 | - | 471 | - | 451 | - | 548 | - | 507 |
| Oklahoma | - | 16 | - | 19 | - | 21 | - | 16 | - | 15 | - | 19 | - | 19 | - | 20 | - | 24 | - | 21 | - | 20 | - | 25 | - | 26 | - | 29 | - | 36 |
| Oregon | 10 | 172 | 7 | 142 | 9 | 111 | 1 | 105 | 0 | 135 | 1 | 137 | 1 | 155 | 0 | 161 | 1 | 215 | 1 | 287 | 8 | 428 | 1 | 437 | 1 | 461 | 1 | 448 | 4 | 374 |
| Pennsylvania | 321 | 828 | 320 | 911 | 329 | 860 | 6 | 912 | - | 966 |  | 994 | 5 | 1,030 | - | 1,196 | - | 1,154 | - | 1,264 | - | 1,335 | - | 1,342 | - | 1,397 | - | 1,441 | - | 1,362 |
| Rhode Island | 26 | - | 40 | - | 23 | - | 56 | - | 47 | - | 42 | - | 54 | - | 65 | - | 60 | - | 58 | - | 63 | - | 64 | - | 58 | - | 61 | - | 80 | - |
| South Carolina | - | 4 | - | 7 | - | 9 | - | 8 | - | 12 | - | 16 | - | 13 | - | 16 | - | 17 | - | 17 | - | 18 | - | 19 | - | 24 | - | 23 | - | 26 |
| South Dakota | - | 1 | - | 1 | - | 1 | - | 2 | - | 2 | - | 2 | - | , | - | 3 | - | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 6 | - | 4 |
| Tennessee | - | 43 | - | 66 | - | 43 | - | 49 | - | 55 | - | 50 | - | 53 | - | 64 | - | 68 | - | 59 | - | 52 | - | 61 | - | 72 | - | 75 | - | 78 |
| Texas | 6 | 330 | 6 | 433 | 3 | 617 | - | 539 | - | 494 | - | 385 | - | 459 | - | 711 | - | 921 | - | 997 | - | 1,315 | - | 1,069 | - | 1,066 | - | 1,080 | - | 1,055 |
| Utah | - | 41 | - | 35 | - | 38 | - | 47 | - | 38 | - | 46 | - | 59 | - | 48 | - | 68 | - | 80 | - | 54 | - | 79 | - | 97 | - | 135 | - | 191 |
| Vermont | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 2 | 1 | 3 | 1 | 3 | 2 | 3 | 2 | 4 | 3 | 5 |  | 6 | 2 | 6 | 3 | 6 | 2 | 7 | 6 | 9 | 3 | 19 |
| Virginia | 35 | 64 | 35 | 67 | 45 | 66 | - | 80 | - | 95 | - | 90 | - | 125 | - | 104 | 2 | 95 | 3 | 140 | 4 | 173 | 4 | 160 | 3 | 150 | 6 | 177 | 8 | 191 |
| Washington | 63 | 201 | 70 | 215 | 85 | 342 | - | 348 | - | 405 | - | 401 | - | 502 | - | 459 | - | 448 | - | 424 | - | 777 | - | 793 | - | 543 | - | 630 | 23 | 642 |
| West Virginia | - | 15 | - | 14 | - | 13 | - | 15 | - | 14 | - | 15 | - | 15 | - | 16 | 3 | 17 | 6 | 16 | 9 | 16 | 5 | 17 | 4 | 18 | 4 | 24 | 5 | 21 |
| Wisconsin | 38 | 123 | 41 | 157 | 44 | 151 | - | 124 | - | 118 | - | 123 | - | 119 | - | 130 | - | 159 | - | 166 | - | 166 | - | 180 | - | 210 | - | 198 | - | 210 |
| Wyoming |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | - |  | - |  | - |  | - |  | - |  |
| Total U.S. | 5,039 | 11,171 | 5,212 | 12,273 | 5.877 | 13,346 | 3,977 | 12,762 | 4,083 | 13,414 | 4,699 | 14,458 | 4,745 | 16,011 | 4,481 | 17,743 | 4,205 | 17,444 | 4.553 | 20,032 | 4,915 | 21,126 | 5.479 | 20,783 | 5.387 | 21,404 | 5.817 | 22,210 | 6,261 | 22,689 |

KEY: "-" $=$ No activity or a value of zero; "0" = Value too small to report.
Note:
ources
Sources: U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington. D.C.). available at: ftp:/fft. census.gov/pub/outgoing/govs/, as of October 2001.

Transit Expenditures after Transfer of Federal Grants by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Total U.S. | 6,992 | 15,500 | 7,034 | 16,562 | 7,607 | 17,274 | 4,996 | 16,032 | 4,954 | 16,277 | 5,454 | 16,781 | 5,353 | 18,063 | 4,964 | 19,653 | 4,541 | 18,840 | 4,790 | 21,078 | 5,027 | 21,608 | 5,479 | 20,783 | 5,251 | 20,866 | 5,578 | 21,299 | 5,848 | 21,193 |
| Alabama | - | 21 | - | 25 | - | 24 | - | 26 | - | 26 | - | 26 | - | 26 | - | 31 | - | 29 | - | 30 | - | 29 | - | 24 | - | 22 | - | 21 | - | 28 |
| Alaska | - | 19 | - | 26 | - | 22 | - | 24 | - | 23 | - | 21 | - | 20 | - | 18 | - | 18 | - | 17 | - | 20 | - | 19 | - | 23 | - | 19 | - | 25 |
| Arizona | - | 58 | - | 57 | - | 76 | - | 71 | - | 86 | - | 75 | - | 84 | - | 75 | - | 90 | - | 112 | - | 135 | - | 115 | - | 116 | - | 127 | - | 112 |
| Arkansas | - | 6 | - | 8 | - | 7 | - | 8 | - | 7 | - | 10 | - | 10 | - | 8 | - | 7 |  | 7 | - | 9 | - | 9 |  | 14 |  | 10 |  | 12 |
| California | 143 | 2,520 | 119 | 2,522 | 32 | 2,699 | 1 | 2,080 | 4 | 2,531 | 5 | 3,439 | 2 | 3,140 | 0 | 4,191 | 2 | 3,281 | 3 | 5,371 | 7 | 4,156 | 1 | 4,288 | 39 | 5,028 | 68 | 4,633 | 70 | 4,949 |
| Colorado | - | 166 | - | 186 | - | 200 | - | 187 | - | 181 | - | 180 | - | 188 | - | 207 | - | 222 | - | 224 | - | 225 | - | 231 | - | 265 | - | 279 | - | 308 |
| Connecticut | 175 | 41 | 200 | 39 | 145 | 44 | 146 | 42 | 217 | 39 | 207 | 29 | 265 | 39 | 216 | 34 | 202 | 38 | 226 | 35 | 261 | 55 | 207 | 39 | 232 | 51 | 212 | 55 | 204 | 57 |
| Delaware | 25 | 0 | 32 | 0 | 32 | - | 16 | - | 26 | - | 26 | 0 | 26 | 0 | 17 | 0 | 23 | 0 | 20 | 0 | 29 | 0 | 54 | 0 | 39 | 0 | 42 | 0 | 41 |  |
| District of Columbia | - | 1,090 | - | 1,099 | - | 1,098 | - | 1,140 | - | 1,190 | - | 1,142 | - | 1,151 | - | 1,051 | - | 1,068 | - | 986 | - | 1,051 | - | 1,047 | - | 986 | - | 1,023 | - | 969 |
| Florida | 55 | 593 | 62 | 497 | 58 | 392 | 31 | 404 | 40 | 378 | 26 | 398 | 27 | 419 | 30 | 429 | 34 | 520 | 41 | 474 | 35 | 468 | 63 | 489 | 78 | 546 | 66 | 603 | 43 | 590 |
| Georgia | 7 | 406 | 13 | 471 | 15 | 483 | - | 440 | - | 385 | - | 390 | - | 469 | - | 351 | - | 357 | - | 353 | - | 466 | - | 499 | - | 417 | - | 470 | - | 497 |
| Hawaii | - | 94 | - | 97 | - | 102 | - | 97 | - | 91 | - | 105 | - | 104 | - | 124 | - | 126 | - | 144 | - | 148 | - | 134 | - | 126 | - | 117 | - | 108 |
| Idaho | 0 | 3 | 0 | 3 | 1 | 2 | - | 3 | - | 4 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 4 | - | 9 | - | 5 | - | 6 | - | 7 |
| Illinois | 187 | 1,225 | 242 | 1,332 | 218 | 1,244 | 12 | 1,798 | 10 | 968 | 9 | 927 | 7 | 1,412 | 16 | 1,788 | 6 | 1,927 | 12 | 1,912 | 14 | 1,905 | 16 | 1,730 | 15 | 1,690 | 13 | 2,047 | 19 | 1,906 |
| Indiana | 20 | 96 | 24 | 90 | 21 | 64 | 24 | 52 | 22 | 49 | 23 | 51 | 22 | 83 | 22 | 84 | 25 | 82 | 14 | 80 | 13 | 81 | 6 | 87 | 5 | 51 | 7 | 92 | 9 | 70 |
| Iowa | 3 | 38 | 7 | 36 | 7 | 34 | 4 | 32 | 10 | 32 | 17 | 47 | 10 | 35 | 10 | 41 | 14 | 42 | 15 | 43 | 19 | 46 | 18 | 48 | 18 | 52 | 21 | 53 | 18 | 52 |
| Kansas | - | 10 | - | 10 | - | 11 | - | 9 | - | 8 | - | 9 | - |  | - | 10 | - | 11 | - | 11 | - | 12 | - | 10 | - | 9 | - | 13 | - |  |
| Kentucky | - | 54 | - | 54 | - | 57 | 6 | 73 | 5 | 73 | 5 | 57 | 6 | 58 | 4 | 63 | 6 | 68 | 5 | 67 | 8 | 58 | 8 | 52 | 8 | 58 | 8 | 63 | 11 | 74 |
| Louisiana | 10 | 133 | 8 | 155 | 4 | 135 | - | 116 | - | 132 | - | 136 | - | 116 | - | 121 | - | 124 | - | 122 | - | 124 | - | 125 | - | 124 | - | 131 | - | 172 |
| Maine | - | 8 | - | 5 | - | 5 | - | 5 | - | 5 | - | 4 | - | 5 | - | 5 | - | 5 | - | 4 | - | 5 | - | 5 | - | 4 | - | 4 | - | 6 |
| Maryland | 326 | 26 | 350 | 44 | 325 | 43 | 210 | 45 | 248 | 58 | 366 | 56 | 430 | 73 | 401 | 54 | 341 | 61 | 327 | 59 | 360 | 61 | 393 | 66 | 349 | 68 | 353 | 65 | 338 | 80 |
| Massachusetts | 413 | 1,232 | 451 | 1,259 | 481 | 1,318 | - | 1,262 | - | 1,278 | - | 949 | - | 1,283 | - | 1,381 | - | 1,378 | - | 1,367 | - | 1,282 | - | 1,496 | - | 1,439 | - | 1,302 | - | 1,244 |
| Michigan | 130 | 289 | 117 | 289 | 123 | 267 | 28 | 263 | 28 | 285 | 41 | 293 | 49 | 288 | 46 | 305 | 40 | 292 | 31 | 265 | 0 | 265 | 0 | 293 | 2 | 361 | 2 | 351 | 1 | 335 |
| Minnesota | 16 | 160 | 34 | 179 | 32 | 163 | 3 | 157 | 3 | 138 | 3 | 166 | 3 | 171 | 3 | 177 | 2 | 167 | 4 | 174 | 2 | 309 | - | 285 | - | 165 | - | 169 | - | 161 |
| Mississippi | - | 2 | - | 3 | - | 3 | - | 4 | - | 3 | - | 4 | - | 5 | - | 4 | - | 4 | - | 3 | - | 5 | - | 6 |  | 7 |  | 9 | - | 9 |
| Missouri | 11 | 187 | 14 | 197 | 10 | 177 | 5 | 181 | 5 | 187 | 5 | 340 | 3 | 250 | 4 | 173 | 4 | 278 | 4 | 241 | 2 | 228 | - | 188 | - | 211 | - | 261 | - | 263 |
| Montana | 1 | 4 | 1 | 5 | 1 | 6 | - | 4 | - | 5 | - | 6 | - | 6 | - | 9 | - | 6 | - | 6 | - | 6 | - | 7 | - | 10 | - | 6 | - | 6 |
| Nebraska | 8 | 41 | 3 | 40 | 3 | 45 | - | 22 | - | ${ }^{20}$ | - | 20 | - | 25 | - | 21 | - | 23 | - | 21 | - | 24 | - | 19 | - | 20 | - | 21 | - | 21 |
| Nevada | - | - | - | - | - | 4 | - | 1 | - | 12 | - | 13 | - | - | - | 17 | - | 40 | - | 57 | - | 54 | - | 62 | - | 114 | - | 113 | - | 84 |
| New Hampshire | 1 | 1 | 1 | 1 | 1 | 5 | 0 | 5 | 0 | 6 | - | 5 | - | 2 | - | 6 | - | 6 | - | 5 | - | 5 | - | 5 | 2 | 9 | 2 | 5 | 2 | 4 |
| New Jersey | 827 | 39 | 79 | 35 | 1,078 | 32 | 990 | 33 | 958 | 42 | 1,036 | 37 | 1,000 | 37 | 1,075 | 34 | 1,033 | 35 | 1,151 | 34 | 1,412 | 52 | 1,397 | 53 | 1,491 | 29 | 1,335 | 73 | 1,524 | 81 |
| New Mexico | - | 13 | - | 11 | - | 12 | - | 13 | - | 13 | - | 27 | - | 15 | - | 14 | - | 21 | - | 21 | - | 25 | - | 23 | - | 44 | - | 27 | - | 27 |
| New York | 3,896 | 3,915 | 3,628 | 4,553 | 4,270 | 5,136 | 3,447 | 4,186 | 3,321 | 4,720 | 3,635 | 4,690 | 3,439 | 5,127 | 3,043 | 5,076 | 2,735 | 4,550 | 2,861 | 4,651 | 2,778 | 5,321 | 3,238 | 4,560 | 2,906 | 4,287 | 3,376 | 4,403 | 3,453 | 4,390 |
| North Carolina | - | 42 | - | 51 | - | 45 | - | 58 | - | 52 | - | 52 | - | 66 | - | 72 | - | 79 | - | 74 | - | 75 | - | 99 | - | 102 | - | 97 | - | 128 |
| North Dakota | - | 3 | - | 3 | - |  | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 4 | - | 5 |
| Ohio | 43 | 411 | 47 | 392 | 55 | 370 | - | 369 | - | 391 | - | 425 | - | 460 | - | 426 | - | 432 | - | 437 | - | 430 | - | 471 | - | 440 | - | 526 | - | 473 |
| Oklahoma | - | 22 | - | 26 | - | 28 | - | 20 | - | 18 | - | 22 | - | 22 | - | 22 | - | 26 | - | 22 | - | 21 | - | 25 | - | 25 | - | 28 | - | 34 |
| Oregon | 15 | 238 | 9 | 192 | 11 | 144 | 1 | 132 | 0 | 164 | 1 | 159 | 1 | 174 | 0 | 178 | 1 | 232 | 1 | 302 | 8 | 438 | 1 | 437 | 1 | 449 | 1 | 429 | 3 | 349 |
| Pennsylvania | 446 | 1,149 | 432 | 1,229 | 426 | 1,113 | - | 1,145 | - | 1,172 | - | 1,154 | - | 1,162 | - | 1,325 | - | 1,246 | - | 1,330 | - | 1,366 | - | 1,342 | - | 1,362 | - | 1,382 | - | 1,272 |
| Rhode Island | 36 | - | 54 | - | 30 | - | 71 | - | 57 | - | 49 | - | 61 | - | 72 | - | 65 | - | 61 | - | 64 | - | 64 | - | 57 | - | 58 | - | 74 | - |
| South Carolina | - | 6 | - | 9 | - | 12 | - | 10 | - | 15 | - | 19 | - | 14 | - | 18 | - | 18 | - | 18 | - | 18 | - | 19 | - | 24 | - | 23 | - | 25 |
| South Dakota | - | 2 | - | 2 | - | 2 | - | 2 | - | 3 | - | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 3 | - | 6 | - | 3 |
| Tennessee | - | 59 | - | 89 | - | 56 | - | 62 | - | 67 | - | 58 | - | 59 | - | 71 | - | 73 | - | 62 | - | 53 | - | 61 | - | 71 | - | 72 | - | 73 |
| Texas | 9 | 458 | 9 | 584 | 4 | 798 | - | 677 | - | 599 | - | 446 | - | 518 | - | 788 | - | 995 | - | 1,049 | - | 1,345 | - | 1,069 | - | 1,039 | - | 1,035 | - | 985 |
| Utah | - | 57 | - | 47 | - | 49 | - | 59 | - | 46 | - | 53 | - | 67 | - | 53 | - | 73 | - | 84 | - | 55 | - | 79 | - | 94 | - | 129 | - | 178 |
| Vermont | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 3 | 2 | 3 | 2 | 4 | 2 | 4 | 3 | 4 | 4 | 5 | 3 | 6 | 2 | 6 | 3 | 6 | 2 | 6 | 6 | 9 | 3 | 18 |
| Virginia | 49 | 89 | 48 | 90 | 58 | 85 | - | 100 | - | 116 | - | 104 | - | 142 | - | 116 | 2 | 103 | 3 | 148 | 4 | 177 | 4 | 160 | 3 | 147 | 6 | 170 | 7 | 179 |
| Washington | 88 | 278 | 94 | 290 | 110 | 442 | - | 437 | - | 491 | - | 466 | - | 567 | - | 508 | - | 484 | - | 446 | - | 795 | - | 793 | - | 529 | - | 604 | 21 | 600 |
| West Virginia | - | 21 | - | 18 | - | 17 | - | 19 | - | 16 | - | 17 | - | 16 | - | 18 | 3 | 18 | 6 | 17 | 9 | 17 | 5 | 17 | 4 | 17 | 3 | 23 | 5 | 20 |
| Wisconsin | 52 | 171 | 56 | 212 | 56 | 196 | - | 156 | - | 143 | - | 143 | - | 134 | - | 144 | - | 171 | - | 175 | - | 170 | - | 180 | - | 204 | - | 190 | - | 196 |
| Wyoming | - | - | - | - | - | - | - | 0 | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
note:
ources:
Chain-Type Price Ind
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: htp://www.bea.doc.gov/beaddn/nipaweb/, as of October 2001.

Table 26-A
Air Expenditures after Transfer of Federal Grants by State and Local Governments: FY 1985-1999

able 26-B
Air Expenditures after Transfer of Federal Grants by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| Total U.S. | 657 | 4,538 | 613 | 5,132 | 616 | 5,744 | 570 | 6,152 | 616 | 6,364 | 738 | 6,788 | 857 | 7,303 | 1,067 | 8,100 | 988 | 9,046 | 829 | 9,076 | 801 | 7,788 | 796 | 7,997 | 860 | 9,013 | 772 | 9,280 | 947 | 10,853 |
| Alabama | 0 | 26 | 0 | 38 | 1 | 47 | 1 | 69 | 1 | 51 | 1 | 64 | 1 | 85 | 1 | 122 | 1 | 66 | 1 | 45 | 1 | 50 | 0 | 46 | 0 | 98 | 1 | 58 | 1 | 71 |
| Alaska | 152 | 26 | 158 | 26 | 69 | 18 | 36 | 15 | 84 | 14 | 81 | 19 | 90 | 17 | 99 | 24 | 107 | 21 | 110 | 13 | 89 | 10 | 106 | 11 | 103 | 12 | 99 | 12 | 121 | 15 |
| Arizona | 1 | 168 | 2 | 138 | 5 | 130 | 5 | 133 | 2 | 176 | 2 | 253 | 3 | 176 | 9 | 147 | 5 | 180 | 9 | 149 | 3 | 193 | 2 | 186 | 2 | 177 | 9 | 177 | 2 | 376 |
| Arkansas | 0 | 15 | 0 | 15 | 0 | 15 | 0 | 29 | 0 | 28 | 0 | 17 | 0 | 17 | 0 | 33 | 0 | 30 | 0 | 25 | 0 | 22 | 1 | 46 | 0 | 56 | 0 | 54 | 0 | 65 |
| California | 2 | 613 | 2 | 698 | 3 | 637 | 3 | 833 | 3 | 728 | 3 | 675 | 2 | 681 | 3 | 728 | 3 | 709 | 3 | 716 | 3 | 734 | 3 | 886 | 5 | 1,423 | 2 | 1,651 | 2 | 1,965 |
| Colorado | - | 159 | - | 149 | - | 278 | - | 211 | - | 214 | - | 169 | - | 222 | - | 572 | 1 | 1,100 | 2 | 1,403 | 1 | 567 | 1 | 367 | 1 | 272 | 1 | 226 | 1 | 213 |
| Connecticut | 8 | 5 | 5 | 4 | 6 | 4 | 6 | 5 | 23 | 8 | 25 | 9 | 34 | 3 | 28 | 7 | 28 | 7 | 29 | 7 | 25 | 3 | 26 | 2 | 25 | 2 | 22 | 2 | 24 | 3 |
| Delaware | - | 5 | - | 5 | - | 4 | - | 4 | - | 4 | - | 2 | - | 3 | - | 3 | - | 3 | - | 2 | - | 4 | - | 0 | - | 0 | - | 8 | - | 12 |
| District of Columbia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Florida | - | 445 | - | 560 | - | 591 | - | 776 | - | 835 | - | 1,038 | - | 1,151 | - | 781 | - | 725 | - | 821 | - | 730 | - | 1,104 | - | 978 | - | 1,090 | - | 1,120 |
| Georgia | 6 | 133 | 5 | 131 | 6 | 124 | 6 | 117 | 5 | 126 | 6 | 155 | 4 | 136 | 4 | 162 | 3 | 220 | 4 | 233 | 4 | 253 | 4 | 200 | 5 | 209 | 2 | 140 | 3 | 228 |
| Hawaii | 121 | - | 130 | - | 146 | - | 144 | - | 173 | - | 229 | - | 329 | - | 490 | - | 450 | - | 232 | - | 157 | - | 136 | - | 178 | - | 134 | - | 129 | - |
| Idaho | 1 | 12 | 1 | 13 | 1 | 11 | 1 | 12 | 1 | 10 | 1 | 13 | 1 | 16 | 1 | 15 | 1 | 15 | 1 | 24 | 1 | 19 | 1 | 25 | 2 | 26 | 2 | 41 | ${ }^{2}$ | 26 |
| Illinois | 37 | 297 | 38 | 466 | 12 | 622 | 8 | 543 | 8 | 468 | 8 | 449 | 8 | 498 | 5 | 491 | 9 | 692 | 6 | 547 | 6 | 507 | 6 | 537 | 6 | 519 | 10 | 510 | 9 | 634 |
| Indiana | - | 43 | - | 56 | - | 77 | - | 83 | - | 84 | - | 94 | - | 90 | - | 76 | - | 71 | - | 84 | - | 92 | - | 210 | - | 116 | - | 115 | - | 127 |
| Iowa | 0 | 21 | 1 | 47 | 2 | 34 | 4 | 33 | 1 | 34 | 1 | 41 | 1 | 37 | 1 | 42 | 1 | 44 | 1 | 41 | 0 | 50 | - | 55 | - | 60 | - | 59 | - | 47 |
| Kansas | - | 59 | - | 51 | - | 56 | - | 41 | - | 37 | - | 50 | - | 31 | - | 32 | - | 42 | - | 33 | - | 33 | - | 29 | - | 36 | - | 24 | - | 28 |
| Kentucky | 3 | 88 | 1 | 39 | 1 | 101 | 1 | 61 | 1 | 99 | 1 | 108 | 1 | 111 | 50 | 112 | 1 | 157 | 1 | 170 | 0 | 209 | 0 | 183 | 1 | 190 | 1 | 194 | 1 | 349 |
| Louisiana | 4 | 54 | 6 | 63 | 9 | 48 | 9 | 78 | 3 | 88 | 3 | 69 | ${ }^{2}$ | 63 | 3 | 87 | 0 | 71 | 1 | 75 | 0 | 60 | 0 | 81 | 1 | 125 | 0 | 84 | 1 | 96 |
| Maine | 1 | 11 | 1 | 13 | 0 | 14 | 0 | 17 | 7 | 16 | 1 | 19 | 1 | 18 | 1 | 19 | 3 | 22 | 2 | 33 | 1 | 31 | 1 | 29 | 1 | 18 | 1 | 19 | 1 | 21 |
| Maryland | 48 | 7 | 53 | 7 | 54 | 5 | 102 | 6 | 72 | 14 | 85 | 15 | 78 | 14 | 57 | 10 | 64 | 7 | 81 | 7 | 121 | 10 | 105 | 5 | 97 | 5 | 92 | 7 | 108 | 15 |
| Massachusetts | 133 | 19 | 85 | 17 | 158 | 19 | 123 | 16 | 113 | 20 | 157 | 14 | 170 | 17 | 161 | 18 | 162 | 17 | 184 | 15 | 185 | 19 | 230 | 19 | 204 | 18 | 181 | 25 | 287 | 17 |
| Michigan | 2 | 99 | 2 | 112 | 4 | 156 | 3 | 163 | 4 | 160 | 5 | 157 | 5 | 146 | 7 | 224 | 11 | 283 | 6 | 230 | 8 | 223 | 6 | 243 | 6 | 186 | 1 | 226 | 11 | 242 |
| Minnesota | 3 | 83 | 5 | 108 | 4 | 101 | 3 | 85 | 2 | 114 | 2 | 153 | 1 | 121 | 1 | 132 | 2 | 400 | 4 | 115 | 2 | 128 | 2 | 150 | 7 | 215 | 3 | 187 | 6 | 212 |
| Mississippi | - | 17 | - | 12 | - | 14 | - | 11 | - | 13 | - | 12 | - | 16 | - | 21 | - | 15 | - | 17 | - | 11 | - | 18 | - | 33 | - | 26 | - | 32 |
| Missouri | 0 | 152 | - | 124 | 2 | 129 | 1 | 155 | 1 | 153 | , | 157 | 0 | 172 | 0 | 190 |  | 176 | 0 | 193 | - | 156 | - | 167 | 0 | 245 | - | 229 | - | 424 |
| Montana | 1 | 18 | 1 | 18 | 1 | 16 | 1 | 13 | 1 | 17 | 1 | 19 | 1 | 27 | 1 | 37 | 1 | 16 | 1 | 16 | 1 | 19 | 1 | 19 | 1 | 17 | 1 | 16 | 1 | 18 |
| Nebraska | 3 | 40 | 2 | 71 | 3 | 45 | 3 | 99 | 3 | 34 | 3 | 26 | 3 | 30 | 3 | 43 | 3 | 35 | 3 | 30 | 3 | 33 | 3 | 31 | 3 | 48 | 3 | 66 | 2 | 42 |
| Nevada | - | 195 | - | 136 | - | 152 | - | 93 | - | 166 | - | 122 | - | 250 | - | 152 | - | 116 | - | 324 | - | 229 | - | 103 | - | 370 | - | 336 | - | 132 |
| New Hampshire | 0 | 2 | 1 | 2 | 1 | 5 | 0 | 5 | 0 | 6 | 1 | 9 | 0 | 11 | 0 | 5 | 0 | 5 | 1 | 6 | 0 | 16 | 0 | 13 | 0 | 6 | 0 | 7 | 0 | 78 |
| New Jersey | - | 11 | - | 8 | - | 11 | - | 8 | - | 13 | - | 12 | - | 11 | - | 12 | - | 11 | - | 10 | - | 9 | 10 | 10 | 0 | 3 | 2 | 34 | 4 | 8 |
| New Mexico | 1 | 24 | 2 | 39 | 1 | 31 | 1 | 105 | 1 | 69 | 2 | 48 | 2 | 28 | - | 41 | , | 48 | 1 | 47 | 1 | 55 | 2 | 88 | 1 | 63 | 2 | 34 | 2 | 46 |
| New York | 30 | 487 | 42 | 594 | 49 | 725 | 44 | 780 | 42 | 751 | 43 | 789 | 30 | 896 | 35 | 949 | 41 | 1,061 | 32 | 1,272 | 37 | 996 | 44 | 917 | 97 | 921 | 76 | 979 | 68 | 1,054 |
| North Carolina | - | 85 | - | 88 | - | 182 | - | 205 | - | 185 | - | 152 | 1 | 140 | 1 | 132 | 1 | 146 | 1 | 131 | 1 | 125 | 2 | 94 | 3 | 148 | 5 | 142 | 4 | 174 |
| North Dakota | - | 33 | - | 32 | - | 18 | - | 17 | - | 13 | - | 14 | 0 | 19 | 0 | 21 | 1 | 14 | 0 | 24 | 0 | 15 | 0 | 18 | 0 | 29 | 1 | 28 | 1 | 24 |
| Ohio | - | 82 | 0 | 100 | 0 | 146 | 0 | 97 | 0 | 125 | 0 | 119 | 0 | 152 | 0 | 121 | 1 | 119 | 0 | 142 | 0 | 127 | 0 | 167 | 0 | 165 | 0 | 193 | 0 | 254 |
| Oklahoma | 1 | 75 | 1 | 52 | 1 | 78 | 1 | 82 | 1 | 73 | 1 | 78 | 0 | 90 | 0 | 95 | 0 | 98 | 0 | 85 | 0 | 86 | 0 | 47 | 0 | 60 | 1 | 51 | 0 | 79 |
| Oregon | 0 | 50 | 1 | 54 | 1 | 52 | 1 | 62 | 0 | 116 | 1 | 68 | - | 58 | - | 112 | 2 | 106 | 5 | 108 | 3 | 91 | 3 | 92 | 2 | 160 | 1 | 177 | 3 | 216 |
| Pennsylvania | 10 | 118 | 22 | 135 | 14 | 103 | 11 | 120 | 18 | 197 | 19 | 255 | 17 | 358 | 14 | 514 | 13 | 473 | 13 | 292 | 17 | 245 | 17 | 347 | 13 | 273 | 28 | 288 | 6 | 282 |
| Rhode Island | 11 | - | 9 | - | 11 | - | 16 | - | 11 | - | 16 | - | 15 | - | 20 | - | 18 | - | 63 | - | 74 | - | 24 | - | 32 | - | 12 | - | 41 | - |
| South Carolina | 3 | 15 | 3 | 17 | 3 | 21 | 4 | 25 | 5 | 40 | 4 | 72 | 4 | 57 | 4 | 58 | 3 | 63 | 5 | 39 | 4 | 34 | 5 | 69 | 4 | 80 | 4 | 77 | 5 | 42 |
| South Dakota | - | 8 | - | 10 | - | 14 | - | 14 | - | 10 | 1 | 9 | 1 | 10 | 1 | 13 | 1 | 11 | 1 | 14 | 1 | 12 | 1 | 14 | 2 | 18 | 3 | 18 | 4 | 12 |
| Tennessee | 7 | 78 | 8 | 143 | 8 | 194 | 4 | 158 | 2 | 214 | 0 | 250 | 0 | 175 | - | 160 |  | 159 | 0 | 151 | 0 | 182 | - | 156 | - | 144 | - | 189 | - | 315 |
| Texas | - | 422 | - | 481 | - | 444 | - | 449 | - | 423 | - | 478 | - | 472 | - | 849 | - | 750 | - | 661 | , | 537 | - | 494 | - | 415 | - | 455 | - | 805 |
| Utah | 2 | 53 | 1 | 46 | 1 | 45 | 1 | 68 | ${ }^{2}$ | 63 | 2 | 69 | 2 | 90 | 4 | 65 | 1 | 136 | 1 | 119 | 1 | 141 | 2 | 108 | 2 | 93 | 1 | 112 | 1 | 46 |
| Vermont | 1 | 3 | 1 | 11 | 2 | 12 |  | 10 | , | 3 | 1 | 6 | 2 | 5 | 0 | 3 | , | 5 | 0 | 5 | 3 | 3 | 0 | 3 | 1 | 3 | 3 | 5 | 4 | 5 |
| Virginia |  | 43 | 3 | 46 | 3 | 43 | 5 | 65 | 7 | 173 | 18 | 229 | 17 | 317 | 17 | 311 | 14 | 268 | 15 | 326 | 14 | 399 | 20 | 276 | 22 | 629 | 18 | 526 | 22 | 404 |
| Washington | 7 | 91 | 1 | 88 | 1 | 94 | 1 | 115 | , | 102 | , | 112 | 1 | 162 | 1 | 232 | 1 | 261 | 2 | 146 | 1 | 191 | 2 | 201 | 1 | 202 | 1 | 243 | 1 | 341 |
| West Virginia | 0 | 15 |  | 16 | 0 | 17 | 0 | 13 | 0 | 15 | 0 | 12 | 0 | 18 | 1 | 68 | 0 | 13 | 0 | 67 | - | 62 | - | 60 | - | 71 | - | 63 | - | 61 |
| Wisconsin | 52 | 26 | 20 | 44 | 34 | 50 | 21 | 48 | 19 | 54 | 16 | 81 | 29 | 79 | 42 | 50 | 35 | 46 | 7 | 54 | 31 | 49 | 30 | 55 | 31 | 55 | 51 | 61 | 68 | 64 |
| Wyoming | , | 6 |  | 9 | - | 11 | - | 7 | , |  | - | 7 | - | 9 | - | 9 | , | 14 |  | 11 |  | 16 | - | 12 | - | 19 | - | 16 | 1 | 14 |

KEY: "-" = No activity or a value of zero; "0" = Value too small to report.
Note:
SOURCES
add to totals due to roundin
Chain-Type Price Index


Table 27-A
Water Expenditures after Transfer of Federal Grants by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| U.S. Total | 534 | 959 | 548 | 1,177 | 535 | 1,216 | 482 | 1,360 | 632 | 1,290 | 504 | 1,464 | 487 | 1,562 | 504 | 1,395 | 572 | 1,596 | 635 | 1,993 | 604 | 1,706 | 784 | 1,794 | 739 | 2,070 | 830 | 1,955 | 796 | 2,342 |
| Alabama | 122 | 0 | 43 | 0 | 38 | 1 | 40 | 1 | 47 | 1 | 37 | 1 | 37 | 1 | 44 | 2 | 37 | 38 | 42 | 5 | 56 | 2 | 77 | 2 | 47 | 2 | 48 | 2 | 53 |  |
| Alaska | 24 | 16 | 9 | 28 | - | 34 | - | 27 | - | 28 | - | 26 | - | 29 | - | 38 | - | 33 | - | 25 | - | 30 | - | 22 | - | 28 | - | 63 | - | 26 |
| Arizona | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  |
| Arkansas | - | 1 | - | 1 | - | 1 | - | 3 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 1 | - | 1 | - | 2 | - | 2 | - | 1 | - | 1 |
| California | - | 304 | - | 339 | - | 340 | - | 424 | - | 409 | - | 485 | - | 464 | - | 381 | - | 553 | - | 937 | - | 734 | - | 720 | - | 838 | - | 635 | - | 735 |
| Colorado | - | - | - | 0 | - | 1 | - | - | - | 2 | - | 1 | - | 1 | - | - | - | - | - | - | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Connecticut | 0 | 1 | 1 | 1 | 1 | 0 | 1 | - | 1 | - | 1 | 0 | 1 | 0 | 1 |  | 2 | - | 2 | - | 2 | - | 5 | 0 | 6 | 1 | 5 | 1 | - | - |
| Delaware | - | 15 | - | 9 | - | 18 | - | 19 | - | 18 | - | 15 | - | 14 | - | 28 | - | 27 | - | 22 | - | 22 | - | 3 | - | 0 | - | 0 | - |  |
| District of Columbia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Florida | - | 69 | - | 99 | - | 130 | - | 140 | - | 165 | - | 185 | 5 | 183 | 3 | 212 | 3 | 170 | 5 | 163 | 5 | 115 | 3 | 158 | 14 | 244 | 17 | 189 | 9 | 338 |
| Georgia | 68 | 2 | 87 | 13 | 109 | 2 | 53 | 2 | 61 | 2 | 64 | 2 | 70 | 2 | 52 | - | 69 | - | 96 | - | 71 | - | 90 | - | 101 | - | 118 | - | 105 | - |
| Hawaii | 27 | - | 18 | - | 21 | - | 22 | - | 38 | - | 40 | - | 33 | - | 40 | - | 41 | - | 60 | - | 48 | - | 52 | - | 34 | - | 53 | - | 37 | - |
| Idaho | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 4 | - | 13 | - | 1 | - | 1 | - | 2 | - | 1 | - | 4 | - | 1 |
| Illinois | 4 | 2 | 4 | 2 | 4 | 8 | 5 | 3 | 5 | 6 | 5 | 6 | - | 6 | - | 8 | - | 12 | - | 15 | - | 15 | - | 16 | - | 9 | - | 11 | - | 12 |
| Indiana | 47 | 1 | 4 | 1 | 7 | 1 | 7 | 2 | 4 | 3 | 4 | 2 | 4 | 3 | 5 | 4 | 3 | 3 | 4 | 0 | 5 | 0 | 3 | - | 8 | 0 | 5 | 4 | 6 | 10 |
| Iowa | - | 2 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 0 |
| Kansas | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Kentucky | - | 1 | - | 1 | - |  | - | 3 | - | 2 | - | 5 | - | 7 | - | 4 | - | 6 | - | 7 | - | 8 | - | 6 | - | 8 | - | 10 | - | 11 |
| Louisiana | 37 | 18 | 42 | 18 | 41 | 17 | 33 | 21 | 40 | 21 | 51 | 23 | 46 | 23 | 91 | 19 | 61 | 13 | 88 | 31 | 93 | 26 | 105 | 26 | 71 | 44 | 60 | 44 | 75 | 41 |
| Maine | 4 | 2 | 1 | 3 | 1 | , | 1 | 3 | 19 | 2 | 4 | 2 | 1 | 2 | 3 | 3 | 1 | 4 |  | 2 | 2 | 2 | 1 | 2 | 9 | 2 | 11 | 39 | 7 | 42 |
| Maryland | 37 | 0 | 87 | 0 | 72 | 0 | 75 | 0 | 76 | 0 | 57 | 0 | 49 | 0 | 46 | 0 | 58 | 0 | 61 | 0 | 80 | 1 | 73 | 0 | 88 | 0 | 104 | 0 | 121 | 0 |
| Massachusetts | 45 | 2 | 108 | 3 | 79 | 4 | 71 | 6 | 72 | 3 | 63 | 6 | 61 | 4 | 66 | 4 | 77 | 3 | 105 | 4 | 100 | 5 | 95 | 5 | 44 | 6 | 45 | 7 | 51 |  |
| Michigan | 6 | 0 | 6 | 0 | 9 | 0 | 10 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 9 | 3 | 0 | 4 |
| Minnesota | - | 31 | - | 61 | - | 49 | - | 114 | - | 2 | - | 1 | - | 2 | - | 4 | - | 9 | - | 7 | - | 8 | - | 8 | - | 12 | - | 15 | - | 18 |
| Mississippi | 2 | 6 | 3 | 5 | 2 | 15 | 2 | 10 | 2 | 8 | 4 | 9 | 6 | 4 | 4 | 8 | 4 | 8 | 4 | 9 | 5 | 15 | 5 | 15 | 5 | 23 | 6 | 22 | 6 | 20 |
| Missouri | - | 3 | - | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | - | 1 | - | 1 | 0 | 1 | - | 1 | 0 | 2 | 1 | 1 | 0 | 1 |
| Montana | - | - | - | - | - | - | - | - | - | 0 | - | 0 | - | - | - | - | - | - | - | - | - | 0 | - | 0 | - | - | - | - | - | - |
| Nebraska | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 4 | - | 0 | - | - |
| Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New Hampshire | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | - | 2 | - | 1 | - | 3 | - | 3 | - | 2 | - | 1 | - |
| New Jersey | 8 | 6 | 10 | 5 | 10 | 5 | 15 | 1 | 12 | 5 | 12 | 0 | 15 | 1 | 11 | 1 | 11 | 0 | 22 | - | 13 | 5 | 21 | 5 | 15 | 0 | 34 | 0 | 18 | 1 |
| New Mexico | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New York | 27 | 69 | 30 | 95 | 36 | 125 | 31 | 132 | 31 | 132 | 32 | 210 | 27 | 314 | 23 | 143 | 15 | 159 | 6 | 223 | 6 | 148 | 6 | 196 | 6 | 182 | 6 | 183 | 10 | 182 |
| North Carolina | 16 | - | 23 | - | 26 | - | 33 | , | 36 | - | 31 | - | 28 | - | 22 | - | 27 | - | 26 | - | 23 | - | 36 | - | 30 | - | 39 | - | 31 | - |
| North Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | - | - | - | 71 |
| Ohio | - | 3 | - | 5 | - | 4 | - | 7 | - | 3 | - | 5 | - | 6 | - | 9 | - | 2 | - | 2 | - | 2 | - | 12 | - | 14 | - | 3 | - | 71 |
| Oklahoma | - | - | - | 0 | - | 1 | - | 0 | - | 2 | - | 1 | - | 3 | - | 2 | - | - | - | - | - | - | 0 | - | 0 | 2 | 0 | - | 0 | - |
| Oregon | - | 81 | - | 115 | - | 99 | - | 106 | - | 96 | - | 95 | - | 100 | - | 76 | - | 72 | - | 87 | - | 99 | - | 101 | - | 68 | - | 79 | - | 75 |
| Pennsylvania | - | 9 | - | 9 | - | 9 | - | 12 | - | 22 | - | 13 | 5 | 2 | 6 | 14 | 7 | 16 | 6 | 13 | 7 | 24 | 5 | 9 | 4 | 19 | 4 | 11 | 6 | 10 |
| Rhode Island | 2 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 2 |  | 1 | 2 | 3 | 2 | 2 | 1 | 5 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 |
| South Carolina | 35 | - | 39 | - | 35 | - | 43 | - | 50 | - | 48 | - | 51 | - | 55 | - | 104 | - | 64 | - | 54 | - | 52 | - | 69 | - | 92 | - | 79 | - |
| South Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Tennessee | - | 0 | - | 0 | - | 1 | - | 0 | - | 0 | - | 0 | - | 0 | - | 3 | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Texas | - | 127 | - | 179 | - | 120 | - | 119 | - | 144 | - | 136 | - | 156 | - | 162 | - | 154 | - | 157 | - | 139 | - | 167 | - | 157 | - | 181 | - | 216 |
| Utah | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vermont | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | - | - | - | - |
| Virginia | 21 | 0 | 35 | 1 | 43 | 1 | 34 | 1 | 133 | , | 46 | 1 | 42 | 1 | 30 | 1 | 47 | 1 | 31 | 1 | 28 | 2 | 152 | 1 | 181 | 2 | 169 | 2 | 178 | 2 |
| Washington | - | 180 | - | 175 | - | 208 | - | 194 | - | 203 | - | 222 | - | 219 | - | 251 | - | 272 | - | 268 | - | 285 | - | 304 | - | 385 | - | 424 | - | 422 |
| West Virginia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | - | - | - | - |
| Wisconsin | - | 5 | - | 3 | - | 12 | - | 6 | - | 4 | - | 5 | - | 6 | 0 | 6 | - | 22 | 1 | 9 | 0 | 13 | 0 | 7 | 0 | 10 | 1 | 19 | 2 | 12 |
| Wyoming | - | - | - | - | - | - | - | - | - | - | - | - | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  |

EY: "-" $=$ No activity or a value of zero; "0" $=$ Value too small to report.
Note:
.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: fp://ftp.census.gov/pub/outgoing/govs/, as of October 2001.

Table 27-B
Water Expenditures after Transfer of Federal Grants by State and Local Governments: FY 1985-1999

| State | 1985 |  | 1986 |  | 1987 |  | 1988 |  | 1989 |  | 1990 |  | 1991 |  | 1992 |  | 1993 |  | 1994 |  | 1995 |  | 1996 |  | 1997 |  | 1998 |  | 1999 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local | State | Local |
| U.S. Total | 741 | 1,330 | 740 | 1,588 | 693 | 1,574 | 606 | 1,708 | 767 | 1,566 | 585 | 1,699 | 549 | 1,762 | 558 | 1,545 | 618 | 1,724 | 668 | 2,098 | 617 | 1,745 | 784 | 1,794 | 721 | 2,018 | 796 | 1,875 | 743 | 2,188 |
| Alabama | 169 | 0 | 57 | 0 | 49 | 1 | 50 | 1 | 57 | 2 | 43 | 1 | 42 | 1 | 49 | 3 | 40 | 41 | 45 | 5 | 58 | 2 | 77 | 2 | 46 | 2 | 46 | 2 | 50 |  |
| Alaska | 34 | 22 | 12 | 38 | - | 44 | - | 34 | - | 34 | - | 30 | - | 33 | - | 42 | - | 36 | - | 26 | - | 31 | - | 22 | - | 27 | - | 60 | - | 24 |
| Arizona | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Arkansas | - | 1 | - | 1 | - | 1 | - | 3 | - | 1 | - | 1 | - | 1 | - | 1 | - | 2 | - | 2 | - | 1 | - | 2 | - | 2 | - | 1 | - | 1 |
| Califoria | - | 422 | - | 458 | - | 440 | - | 533 | - | 497 | - | 563 | - | 523 | - | 422 | - | 597 | - | 986 | - | 751 | - | 720 | - | 816 | - | 609 | - | 687 |
| Colorado | - | - | - | 0 | - | 1 | - | - | - | 2 | - | 1 | - | 1 | - | - | - | - | - | - | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 |
| Connecticut | 1 | 1 | 1 | 1 | 2 | 1 | 1 | - | 1 | - | 1 | 0 | 1 | 0 | 1 | 0 | 2 | - | 2 | - | 2 | - | 5 | 0 | 6 | 1 | 5 | 1 | - | - |
| Delaware | - | 21 | - | 12 | - | 23 | - | 24 | - | 22 | - | 17 | - | 16 | - | 31 | - | 29 | - | 23 | - | 23 | - | 3 | - | 0 | - | 0 | - | - |
| District of Columbia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Florida | - | 96 | - | 133 | - | 168 | - | 176 | - | 200 | - | 215 | 5 | 206 | 3 | 235 | 3 | 183 | 6 | 171 | 6 | 118 | 3 | 158 | 14 | 237 | 16 | 181 | 8 | 316 |
| Georgia | 94 | 3 | 117 | 18 | 141 | 3 | 66 | 2 | 74 | 3 | 74 | 2 | 78 | 2 | 58 | - | 74 | - | 101 | - | 73 | - | 90 | - | 98 | - | 114 | - | 98 | - |
| Hawaii | 38 | - | 24 | - | 27 | - | 28 | - | 46 | - | 46 | - | 37 | - | 44 | - | 44 | - | 63 | - | 49 | - | 52 | - | 33 | - | 51 | - | 35 | - |
| Idaho | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 4 | - | 14 | - | 1 | - | 1 | - | 2 | - | 1 | - | 3 | - | 1 |
| Illinois | 6 | 3 | 6 | 3 | 6 | 10 | 6 | 3 | 6 | 8 | 5 | 7 | - | 7 | - | 9 | - | 13 | - | 16 | - | 16 | - | 16 | - | 8 | - | 10 | - | 11 |
| Indiana | 66 | 1 | 5 | 1 | 9 | 1 | 9 | 2 | 5 | 3 | 5 | 2 | 5 | 4 | 6 | 4 | 3 | 3 | 4 | 0 | 5 | 0 | 3 | - | 8 | 0 | 5 | 4 | 6 | 9 |
| Iowa | - | 3 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 1 | - | 0 |
| Kansas | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Kentucky | - | 2 | - | 2 | - | 3 | - | 3 | - | 3 | - | 6 | - | 8 | - | 5 | - | 6 |  | 8 | - | 8 | - | 6 | - | 8 | - | 10 | - | 10 |
| Louisiana | 51 | 26 | 57 | 25 | 53 | 22 | 41 | 26 | 49 | 26 | 59 | 26 | 51 | 25 | 101 | 21 | 66 | 14 | 93 | 33 | 95 | 26 | 105 | 26 | 70 | 42 | 58 | 42 | 70 | 38 |
| Maine | 6 | 3 | 2 | 4 | 1 | 4 | 1 | 4 | 23 | 2 | 4 | 2 | 2 | 2 | 4 | 3 | 2 | 5 | 3 | 2 | 2 | 2 | 1 | 2 | 8 | 2 | 10 | 37 | 7 | 40 |
| Maryland | 52 | 0 | 117 | 0 | 93 | 0 | 94 | 0 | 93 | 0 | 67 | 0 | 56 | 0 | 50 | 0 | 63 | 0 | 64 | 0 | 81 | 1 | 73 | 0 | 86 | 0 | 100 | 0 | 113 | 0 |
| Massachusetts | 62 | 3 | 146 | 4 | 102 | 5 | 89 | 8 | 87 | 4 | 73 | 7 | 69 | 5 | 73 | 5 | 83 | 4 | 110 | 4 | 102 | 5 | 95 | 5 | 43 | 6 | 43 | 6 | 48 |  |
| Michigan | 8 | 0 | 8 | 0 | 11 | 1 | 12 | 2 | 1 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 8 | 3 | 0 | 3 |
| Minnesota | - | 43 | - | 83 | - | 63 | - | 143 | - | 2 | - | 2 | - | 2 | - | 4 | - | 10 | - | 8 | - | 8 | - | 8 | - | 11 | - | 14 | - | 17 |
| Mississippi | 3 | 9 | 4 | 7 | 3 | 20 | 3 | 13 | 3 | 10 | 4 | 10 | 6 | 5 | 5 | 9 | 4 | 9 | 4 | 10 | 6 | 15 | 5 | 15 | 5 | 23 | 5 | 21 | 5 | 19 |
| Missouri | - | 4 | - | 1 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | - | 1 | - | 1 | 0 | 1 | - | 1 | 0 | 2 | 1 | 1 | 0 | 1 |
| Montana | - | - | - | - | - | - | - | - | - | 0 | - | 0 | - | - | - | - | - | - | - | - | - | 0 | - | 0 | - | - | - | - | - | - |
| Nebraska | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - | 4 | - | 0 | - | - |
| Nevada | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New Hampshire | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 0 | 2 | 5 | 2 | 0 | 2 | 0 | 2 | 1 | - | 2 | - | 1 | - | 3 | - | 3 | - | 2 | - | 1 | - |
| New Jersey | 11 | 8 | 13 | 7 | 13 | 7 | 19 | 2 | 14 | 6 | 14 | 0 | 17 | 2 | 12 | 1 | 12 | 0 | 23 | - | 13 | 5 | 21 | 5 | 15 | 0 | 33 | 0 | 16 | 1 |
| New Mexico | - | - | - |  | - | - | - | - | - | - | - | - | , | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| New York | 38 | 96 | 41 | 128 | 46 | 162 | 39 | 166 | 37 | 160 | 37 | 244 | 31 | 355 | 25 | 158 | 16 | 172 | 6 | 234 | 6 | 152 | 6 | 196 | 6 | 178 | 5 | 175 | 9 | 170 |
| North Carolina | 23 | - | 31 | - | 34 | - | 42 | - | 44 | - | 36 | - | 31 | - | 24 | - | 29 | - | 27 | - | 24 | - | 36 | - | 29 | - | 37 | - | 29 | - |
| North Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | - | - | - | 67 |
| Ohio | - | 4 | - | 7 | - | 5 | - | 9 | - | 3 | - | 5 | - | 7 | - | 10 | - | 2 | - | 2 | - | 2 | - | 12 | - | 14 | - | 3 | - | 67 |
| Oklahoma | - | - | - | 0 | - | 2 | - | 0 | - | 2 | - | 2 | - | 4 | - | 2 | - | - | - | - | - | - | 0 | - | 0 | 2 | 0 | - | 0 | - |
| Oregon | - | 113 | - | 155 | - | 128 | - | 133 | - | 116 | - | 110 | - | 112 | - | 84 | - | 78 | - | 92 | - | 101 | - | 101 | - | 66 | - | 76 | - | 70 |
| Pennsylvania | - | 13 | - | 12 | - | 12 | - | 15 | - | 26 | - | 15 | 6 | 2 | 6 | 15 | 8 | 17 | 6 | 14 | 7 | 24 | , | 9 | 4 | 18 | 4 | 11 | 5 | 10 |
| Rhode Island | 3 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 3 | 1 | 1 |  | 4 | 2 | 2 | 1 | 5 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 |
| South Carolina | 49 | - | 53 | - | 45 | - | 55 | - | 61 | - | 55 | - | 57 | - | 61 | - | 112 | - | 67 | - | 56 | - | 52 | - | 68 | - | 88 | - | 74 | - |
| South Dakota | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Tennessee | - | 0 | - | 0 | - | 1 | - | 1 | - | 0 | - | 0 | - | 0 | - | 4 | - | 0 | - | 0 | - | 1 | - | 1 | - | 1 | - | 1 | - | 1 |
| Texas | - | 176 | - | 241 | - | 155 | - | 149 | - | 175 | - | 157 | - | 176 | - | 179 | - | 166 | - | 166 | - | 142 | - | 167 | - | 153 | - | 173 | - | 201 |
| Utah | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vermont | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | - | - | - | - |
| Virginia | 29 | 1 | 47 | 1 | 55 | 1 | 43 | 1 | 162 | 1 | 54 | 1 | 47 | 1 | 33 | 1 | 51 | 1 | 33 | 1 | 29 | 2 | 152 | 1 | 176 | 2 | 162 | 2 | 166 | 2 |
| Washington | - | 249 | - | 237 | - | 270 | - | 244 | - | 246 | - | 258 | - | 247 | - | 278 | - | 294 | - | 282 | - | 291 | - | 304 | - | 375 | - | 407 | - | 394 |
| West Virginia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | - | - | - | - |
| Wisconsin | - | 7 | - | 5 | - | 15 | - | 7 | - | 4 | - | 6 | - | 7 | 0 | 6 | - | 24 | 1 | 9 | 0 | 14 | 0 | 7 | 0 | 10 | 1 | 18 | 2 | 11 |
| Wyoming | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |  |

$\frac{\text { Wyoming }}{\text { KEY: "-" }=\text { No activity or a value of zero, "0" }=\text { Value too small to report. }}$
note:
ources:
Commerce, Bureau of the Census, State and Local Govermment Finance Estimates (Washington, D.C.), available at: ftp.//tp.census.gov/pub/outgoing/govs/, as of October 2001.
Chain-Type Price Index
N

Table 28
State and Local User Coverage: FY 1985-1999 (In Percent)

| State | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.S., Average | 50 | 49 | 50 | 53 | 54 | 54 | 54 | 54 | 57 | 55 | 55 | 56 | 56 | 55 | 54 |
| Alabama | 49 | 54 | 62 | 55 | 57 | 59 | 58 | 59 | 62 | 62 | 64 | 64 | 64 | 64 | 63 |
| Alaska | 20 | 21 | 25 | 27 | 27 | 29 | 28 | 26 | 24 | 25 | 26 | 25 | 25 | 26 | 23 |
| Arizona | 49 | 49 | 42 | 44 | 41 | 35 | 48 | 54 | 61 | 61 | 65 | 64 | 59 | 58 | 43 |
| Arkansas | 56 | 55 | 57 | 61 | 71 | 63 | 59 | 70 | 62 | 64 | 63 | 55 | 54 | 51 | 59 |
| California | 52 | 56 | 57 | 59 | 60 | 50 | 59 | 54 | 61 | 52 | 57 | 58 | 55 | 59 | 56 |
| Colorado | 41 | 40 | 43 | 49 | 46 | 52 | 44 | 40 | 33 | 29 | 45 | 56 | 63 | 61 | 56 |
| Connecticut | 59 | 52 | 51 | 48 | 39 | 38 | 37 | 45 | 53 | 50 | 52 | 61 | 63 | 67 | 61 |
| Delaware | 69 | 90 | 88 | 68 | 66 | 66 | 55 | 60 | 55 | 64 | 72 | 62 | 70 | 67 | 64 |
| District of Columbia | 28 | 29 | 30 | 29 | 29 | 30 | 30 | 35 | 35 | 35 | 33 | 34 | 34 | 33 | 38 |
| Florida | 64 | 67 | 70 | 63 | 62 | 63 | 65 | 69 | 72 | 73 | 74 | 69 | 72 | 71 | 70 |
| Georgia | 42 | 42 | 40 | 43 | 45 | 42 | 39 | 45 | 45 | 50 | 42 | 42 | 47 | 43 | 43 |
| Hawaii | 72 | 76 | 77 | 82 | 94 | 82 | 70 | 58 | 68 | 67 | 84 | 91 | 83 | 92 | 84 |
| Idaho | 49 | 46 | 51 | 53 | 54 | 54 | 55 | 56 | 59 | 60 | 49 | 52 | 62 | 63 | 63 |
| Illinois | 53 | 51 | 54 | 52 | 62 | 65 | 60 | 54 | 56 | 58 | 59 | 61 | 66 | 63 | 64 |
| Indiana | 52 | 55 | 54 | 55 | 71 | 72 | 67 | 60 | 56 | 59 | 58 | 53 | 52 | 52 | 50 |
| Iowa | 37 | 47 | 51 | 51 | 54 | 57 | 50 | 46 | 49 | 50 | 47 | 48 | 47 | 44 | 42 |
| Kansas | 39 | 36 | 37 | 40 | 44 | 47 | 43 | 45 | 45 | 43 | 41 | 38 | 37 | 43 | 42 |
| Kentucky | 45 | 43 | 50 | 50 | 49 | 64 | 55 | 50 | 53 | 56 | 54 | 52 | 48 | 49 | 41 |
| Louisiana | 45 | 41 | 47 | 49 | 50 | 49 | 51 | 48 | 55 | 53 | 54 | 50 | 52 | 50 | 45 |
| Maine | 60 | 59 | 62 | 66 | 63 | 65 | 59 | 63 | 64 | 65 | 63 | 57 | 60 | 60 | 60 |
| Maryland | 47 | 42 | 42 | 49 | 48 | 45 | 46 | 59 | 75 | 73 | 65 | 63 | 61 | 66 | 63 |
| Massachusetts | 39 | 37 | 36 | 42 | 43 | 55 | 54 | 52 | 49 | 44 | 45 | 40 | 40 | 40 | 41 |
| Michigan | 62 | 56 | 59 | 63 | 65 | 64 | 63 | 62 | 63 | 64 | 66 | 62 | 63 | 64 | 62 |
| Minnesota | 51 | 47 | 50 | 50 | 52 | 50 | 52 | 51 | 47 | 60 | 55 | 56 | 55 | 10 | 55 |
| Mississippi | 39 | 34 | 37 | 61 | 66 | 68 | 58 | 53 | 56 | 64 | 56 | 51 | 53 | 48 | 49 |
| Missouri | 44 | 43 | 46 | 56 | 53 | 49 | 45 | 49 | 53 | 51 | 55 | 57 | 55 | 54 | 47 |
| Montana | 42 | 38 | 44 | 53 | 54 | 52 | 46 | 47 | 49 | 56 | 59 | 57 | 59 | 58 | 49 |
| Nebraska | 39 | 41 | 49 | 47 | 51 | 56 | 55 | 53 | 51 | 55 | 51 | 52 | 51 | 51 | 47 |
| Nevada | 48 | 61 | 69 | 80 | 67 | 61 | 57 | 69 | 69 | 54 | 60 | 71 | 56 | 56 | 59 |
| New Hampshire | 53 | 56 | 57 | 56 | 58 | 58 | 71 | 74 | 69 | 68 | 71 | 68 | 58 | 58 | 51 |
| New Jersey | 64 | 53 | 53 | 49 | 55 | 56 | 55 | 48 | 55 | 52 | 48 | 52 | 51 | 51 | 52 |
| New Mexico | 38 | 34 | 38 | 49 | 44 | 55 | 63 | 43 | 35 | 37 | 38 | 42 | 46 | 39 | 38 |
| New York | 45 | 42 | 40 | 46 | 45 | 44 | 43 | 45 | 49 | 46 | 45 | 47 | 51 | 49 | 47 |
| North Carolina | 67 | 66 | 71 | 66 | 66 | 69 | 70 | 76 | 72 | 71 | 70 | 73 | 69 | 70 | 66 |
| North Dakota | 32 | 35 | 40 | 45 | 46 | 45 | 47 | 38 | 47 | 41 | 41 | 50 | 52 | 37 | 33 |
| Ohio | 59 | 56 | 55 | 62 | 62 | 66 | 59 | 62 | 63 | 68 | 67 | 63 | 66 | 61 | 57 |
| Oklahoma | 66 | 70 | 68 | 83 | 80 | 82 | 71 | 74 | 103 | 95 | 108 | 104 | 107 | 107 | 96 |
| Oregon | 48 | 52 | 54 | 64 | 59 | 66 | 63 | 64 | 63 | 60 | 55 | 60 | 57 | 54 | 56 |
| Pennsylvania | 49 | 47 | 47 | 53 | 52 | 52 | 50 | 48 | 51 | 55 | 52 | 53 | 53 | 52 | 51 |
| Rhode Island | 46 | 43 | 52 | 38 | 36 | 45 | 48 | 55 | 53 | 55 | 48 | 59 | 68 | 73 | 55 |
| South Carolina | 73 | 75 | 79 | 71 | 74 | 78 | 74 | 66 | 56 | 61 | 65 | 64 | 61 | 61 | 54 |
| South Dakota | 31 | 36 | 38 | 37 | 40 | 41 | 42 | 38 | 37 | 35 | 35 | 35 | 35 | 33 | 34 |
| Tennessee | 54 | 55 | 66 | 68 | 65 | 68 | 69 | 67 | 71 | 75 | 72 | 71 | 68 | 64 | 62 |
| Texas | 65 | 50 | 53 | 54 | 58 | 61 | 63 | 66 | 67 | 65 | 65 | 64 | 71 | 69 | 64 |
| Utah | 34 | 40 | 49 | 46 | 41 | 44 | 46 | 47 | 47 | 46 | 52 | 47 | 38 | 35 | 46 |
| Vermont | 43 | 44 | 40 | 43 | 41 | 47 | 41 | 41 | 40 | 40 | 42 | 41 | 39 | 33 | 31 |
| Virginia | 57 | 49 | 57 | 58 | 54 | 54 | 52 | 61 | 68 | 60 | 52 | 56 | 48 | 51 | 53 |
| Washington | 47 | 57 | 51 | 57 | 61 | 61 | 55 | 56 | 57 | 54 | 48 | 50 | 50 | 50 | 49 |
| West Virginia | 54 | 49 | 53 | 52 | 67 | 67 | 62 | 63 | 56 | 48 | 51 | 49 | 47 | 47 | 48 |
| Wisconsin | 48 | 47 | 45 | 57 | 53 | 52 | 51 | 53 | 48 | 50 | 49 | 49 | 46 | 51 | 51 |
| Wyoming | 23 | 23 | 24 | 30 | 31 | 30 | 22 | 23 | 27 | 28 | 29 | 32 | 33 | 30 | 32 |

## NOTES:

Includes highway, air, transit, and water transportation
Calculated based on expenditures after federal grants.

## SOURCES:

Calculated based on data from U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at: ftp://ftp.census.gov/pub/outgoing/govs/, as of December 2001.

Table 29
State and Local Per Capita Revenues: FY 1985-1999

| State | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.S., Average | 197 | 203 | 212 | 219 | 223 | 226 | 230 | 237 | 242 | 244 | 247 | 248 | 254 | 255 | 257 |
| Alabama | 167 | 169 | 167 | 169 | 171 | 170 | 168 | 182 | 195 | 194 | 202 | 196 | 194 | 196 | 193 |
| Alaska | 393 | 359 | 421 | 399 | 434 | 416 | 404 | 381 | 359 | 356 | 360 | 351 | 347 | 351 | 330 |
| Arizona | 200 | 216 | 227 | 219 | 219 | 220 | 216 | 208 | 207 | 210 | 210 | 222 | 201 | 198 | 191 |
| Arkansas | 143 | 169 | 168 | 168 | 179 | 161 | 160 | 218 | 198 | 198 | 198 | 193 | 202 | 199 | 203 |
| California | 164 | 176 | 184 | 183 | 183 | 180 | 208 | 218 | 224 | 226 | 230 | 230 | 235 | 245 | 249 |
| Colorado | 166 | 175 | 213 | 219 | 217 | 237 | 218 | 225 | 229 | 228 | 236 | 261 | 312 | 316 | 304 |
| Connecticut | 203 | 198 | 201 | 215 | 211 | 203 | 203 | 214 | 225 | 222 | 224 | 247 | 270 | 264 | 250 |
| Delaware | 306 | 398 | 397 | 324 | 331 | 322 | 309 | 307 | 301 | 329 | 376 | 342 | 347 | 346 | 353 |
| District of Columbia | 535 | 561 | 582 | 605 | 611 | 647 | 653 | 703 | 727 | 722 | 704 | 711 | 700 | 731 | 772 |
| Florida | 201 | 223 | 233 | 246 | 243 | 242 | 257 | 269 | 285 | 299 | 306 | 310 | 320 | 319 | 320 |
| Georgia | 156 | 161 | 154 | 157 | 153 | 149 | 145 | 140 | 154 | 164 | 161 | 163 | 165 | 160 | 172 |
| Hawaii | 303 | 324 | 335 | 382 | 481 | 510 | 534 | 578 | 641 | 513 | 511 | 512 | 508 | 478 | 461 |
| Idaho | 173 | 168 | 174 | 183 | 219 | 215 | 207 | 213 | 215 | 223 | 210 | 208 | 270 | 273 | 265 |
| Illinois | 238 | 242 | 258 | 263 | 265 | 282 | 296 | 293 | 299 | 304 | 311 | 305 | 331 | 324 | 328 |
| Indiana | 135 | 140 | 142 | 145 | 186 | 182 | 178 | 165 | 162 | 164 | 164 | 162 | 157 | 163 | 164 |
| Iowa | 182 | 220 | 228 | 234 | 249 | 255 | 246 | 248 | 247 | 249 | 252 | 254 | 250 | 237 | 241 |
| Kansas | 169 | 167 | 165 | 169 | 166 | 193 | 189 | 195 | 197 | 200 | 200 | 201 | 198 | 208 | 206 |
| Kentucky | 140 | 140 | 188 | 169 | 194 | 196 | 187 | 189 | 192 | 188 | 193 | 191 | 185 | 196 | 201 |
| Louisiana | 177 | 168 | 171 | 170 | 169 | 175 | 190 | 194 | 194 | 190 | 188 | 189 | 185 | 192 | 188 |
| Maine | 205 | 207 | 212 | 226 | 245 | 243 | 236 | 242 | 240 | 244 | 244 | 242 | 250 | 252 | 263 |
| Maryland | 196 | 199 | 195 | 237 | 232 | 226 | 218 | 222 | 263 | 259 | 253 | 245 | 243 | 254 | 250 |
| Massachusetts | 196 | 197 | 202 | 201 | 207 | 218 | 253 | 270 | 277 | 271 | 277 | 271 | 273 | 282 | 276 |
| Michigan | 174 | 168 | 173 | 183 | 188 | 185 | 182 | 181 | 188 | 190 | 192 | 188 | 194 | 220 | 219 |
| Minnesota | 248 | 247 | 250 | 257 | 259 | 255 | 258 | 265 | 270 | 281 | 293 | 290 | 287 | 55 | 290 |
| Mississippi | 120 | 109 | 107 | 162 | 180 | 180 | 175 | 178 | 174 | 193 | 191 | 195 | 199 | 208 | 200 |
| Missouri | 144 | 148 | 145 | 175 | 173 | 170 | 163 | 171 | 179 | 187 | 202 | 203 | 219 | 218 | 216 |
| Montana | 233 | 228 | 231 | 249 | 252 | 255 | 241 | 255 | 240 | 278 | 277 | 290 | 290 | 286 | 262 |
| Nebraska | 189 | 201 | 211 | 209 | 209 | 231 | 233 | 230 | 224 | 248 | 244 | 248 | 251 | 239 | 233 |
| Nevada | 281 | 321 | 354 | 346 | 345 | 333 | 310 | 338 | 355 | 372 | 366 | 379 | 408 | 407 | 362 |
| New Hampshire | 176 | 181 | 201 | 208 | 213 | 213 | 219 | 219 | 214 | 205 | 210 | 211 | 215 | 216 | 219 |
| New Jersey | 237 | 242 | 245 | 239 | 256 | 249 | 240 | 250 | 250 | 253 | 263 | 264 | 253 | 258 | 250 |
| New Mexico | 158 | 147 | 172 | 225 | 221 | 236 | 238 | 240 | 242 | 228 | 222 | 237 | 252 | 248 | 248 |
| New York | 333 | 333 | 349 | 354 | 360 | 367 | 375 | 372 | 379 | 384 | 384 | 390 | 402 | 406 | 398 |
| North Carolina | 156 | 159 | 182 | 189 | 188 | 209 | 207 | 222 | 216 | 219 | 214 | 216 | 220 | 235 | 231 |
| North Dakota | 197 | 186 | 193 | 227 | 230 | 217 | 226 | 204 | 231 | 219 | 236 | 236 | 256 | 250 | 248 |
| Ohio | 162 | 164 | 156 | 173 | 171 | 185 | 187 | 203 | 193 | 211 | 209 | 200 | 220 | 214 | 209 |
| Oklahoma | 199 | 221 | 209 | 262 | 259 | 263 | 262 | 273 | 315 | 275 | 322 | 324 | 328 | 337 | 335 |
| Oregon | 213 | 224 | 231 | 241 | 253 | 265 | 274 | 272 | 285 | 296 | 301 | 324 | 328 | 310 | 306 |
| Pennsylvania | 199 | 204 | 204 | 208 | 212 | 207 | 205 | 200 | 204 | 214 | 210 | 209 | 208 | 229 | 220 |
| Rhode Island | 126 | 131 | 134 | 138 | 130 | 161 | 171 | 194 | 192 | 221 | 225 | 214 | 231 | 225 | 220 |
| South Carolina | 146 | 153 | 159 | 173 | 177 | 184 | 172 | 153 | 149 | 146 | 148 | 148 | 151 | 160 | 155 |
| South Dakota | 166 | 192 | 182 | 180 | 204 | 197 | 219 | 196 | 193 | 196 | 198 | 194 | 200 | 228 | 217 |
| Tennessee | 153 | 174 | 203 | 210 | 216 | 234 | 226 | 228 | 223 | 229 | 234 | 228 | 226 | 223 | 221 |
| Texas | 189 | 196 | 213 | 223 | 221 | 215 | 210 | 234 | 251 | 236 | 231 | 231 | 239 | 239 | 239 |
| Utah | 155 | 157 | 166 | 163 | 160 | 156 | 150 | 153 | 178 | 174 | 182 | 172 | 182 | 231 | 225 |
| Vermont | 188 | 192 | 194 | 189 | 186 | 205 | 199 | 206 | 201 | 204 | 190 | 197 | 184 | 180 | 173 |
| Virginia | 177 | 175 | 212 | 231 | 247 | 239 | 237 | 236 | 231 | 230 | 229 | 241 | 247 | 256 | 259 |
| Washington | 251 | 259 | 270 | 264 | 267 | 262 | 280 | 286 | 283 | 280 | 305 | 297 | 288 | 298 | 295 |
| West Virginia | 192 | 188 | 195 | 196 | 203 | 223 | 222 | 245 | 219 | 231 | 230 | 223 | 236 | 236 | 234 |
| Wisconsin | 184 | 188 | 186 | 200 | 200 | 196 | 195 | 205 | 206 | 212 | 210 | 211 | 210 | 243 | 250 |
| Wyoming | 221 | 228 | 214 | 224 | 230 | 223 | 191 | 199 | 184 | 199 | 210 | 211 | 233 | 223 | 254 |

## NOTE:

Calculated based on state and local expenditures after federal grants.

## SOURCES:

Calculated based on data from U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at:
ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001, and Bureau of the Census, Population Estimates, available at http://eire.census.gov/popest/estimates.php (Washington, D.C.), as of October 2001.
Chain-Type Price Index:
U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

Table 30
State and Local Per Capita Expenditures: FY 1985-1999

| State | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| U.S., Average | 391 | 413 | 422 | 413 | 413 | 417 | 429 | 437 | 428 | 442 | 446 | 443 | 451 | 463 | 475 |
| Alabama | 344 | 315 | 268 | 306 | 300 | 288 | 288 | 310 | 317 | 313 | 317 | 305 | 304 | 306 | 304 |
| Alaska | 1956 | 1704 | 1702 | 1461 | 1581 | 1412 | 1427 | 1479 | 1519 | 1420 | 1387 | 1416 | 1374 | 1328 | 1433 |
| Arizona | 409 | 439 | 546 | 493 | 532 | 633 | 447 | 386 | 340 | 342 | 323 | 349 | 343 | 344 | 443 |
| Arkansas | 257 | 310 | 294 | 278 | 254 | 255 | 270 | 313 | 320 | 310 | 312 | 352 | 374 | 388 | 346 |
| California | 316 | 314 | 324 | 311 | 304 | 357 | 352 | 399 | 368 | 438 | 402 | 394 | 430 | 417 | 443 |
| Colorado | 408 | 440 | 490 | 449 | 475 | 459 | 493 | 566 | 691 | 773 | 525 | 469 | 495 | 516 | 538 |
| Connecticut | 344 | 378 | 398 | 443 | 540 | 530 | 553 | 472 | 428 | 443 | 434 | 403 | 429 | 393 | 408 |
| Delaware | 445 | 441 | 452 | 478 | 500 | 489 | 565 | 515 | 548 | 514 | 523 | 550 | 496 | 520 | 554 |
| District of Columbia | 1917 | 1918 | 1963 | 2092 | 2125 | 2122 | 2213 | 2032 | 2078 | 2044 | 2118 | 2115 | 2049 | 2205 | 2054 |
| Florida | 313 | 331 | 335 | 393 | 391 | 384 | 396 | 392 | 395 | 409 | 413 | 448 | 443 | 448 | 456 |
| Georgia | 375 | 386 | 383 | 363 | 337 | 356 | 368 | 313 | 342 | 326 | 386 | 388 | 353 | 368 | 404 |
| Hawaii | 423 | 428 | 438 | 465 | 513 | 622 | 762 | 991 | 938 | 760 | 608 | 562 | 610 | 522 | 547 |
| Idaho | 355 | 367 | 343 | 344 | 405 | 398 | 376 | 382 | 362 | 374 | 429 | 403 | 435 | 434 | 421 |
| Illinois | 449 | 471 | 478 | 509 | 429 | 433 | 492 | 544 | 538 | 521 | 530 | 497 | 499 | 511 | 510 |
| Indiana | 259 | 254 | 263 | 263 | 263 | 253 | 268 | 275 | 292 | 278 | 282 | 305 | 301 | 317 | 329 |
| Iowa | 489 | 471 | 446 | 461 | 462 | 449 | 489 | 537 | 505 | 501 | 540 | 533 | 537 | 543 | 569 |
| Kansas | 431 | 459 | 441 | 419 | 379 | 409 | 441 | 437 | 433 | 466 | 489 | 534 | 529 | 488 | 487 |
| Kentucky | 311 | 327 | 372 | 340 | 395 | 305 | 343 | 376 | 363 | 338 | 356 | 371 | 386 | 402 | 487 |
| Louisiana | 390 | 406 | 367 | 344 | 334 | 355 | 373 | 400 | 350 | 361 | 348 | 375 | 358 | 384 | 418 |
| Maine | 343 | 349 | 341 | 342 | 389 | 372 | 397 | 382 | 373 | 374 | 391 | 425 | 419 | 424 | 442 |
| Maryland | 417 | 471 | 460 | 482 | 487 | 498 | 478 | 377 | 349 | 355 | 388 | 390 | 395 | 385 | 397 |
| Massachusetts | 497 | 529 | 567 | 479 | 479 | 393 | 467 | 520 | 565 | 613 | 616 | 680 | 690 | 697 | 673 |
| Michigan | 280 | 299 | 295 | 291 | 290 | 291 | 291 | 291 | 297 | 296 | 292 | 302 | 308 | 342 | 354 |
| Minnesota | 483 | 522 | 499 | 517 | 495 | 515 | 500 | 524 | 571 | 468 | 532 | 521 | 521 | 546 | 526 |
| Mississippi | 310 | 319 | 292 | 265 | 274 | 265 | 302 | 334 | 309 | 301 | 342 | 384 | 379 | 433 | 409 |
| Missouri | 331 | 345 | 314 | 315 | 325 | 346 | 359 | 350 | 337 | 367 | 365 | 359 | 397 | 404 | 458 |
| Montana | 553 | 601 | 525 | 467 | 464 | 488 | 521 | 542 | 487 | 494 | 470 | 506 | 493 | 491 | 539 |
| Nebraska | 488 | 491 | 429 | 446 | 412 | 416 | 427 | 432 | 437 | 450 | 478 | 475 | 496 | 470 | 493 |
| Nevada | 586 | 523 | 513 | 433 | 512 | 544 | 541 | 492 | 512 | 691 | 614 | 534 | 724 | 732 | 617 |
| New Hampshire | 330 | 326 | 354 | 368 | 364 | 366 | 308 | 297 | 311 | 301 | 296 | 309 | 370 | 370 | 430 |
| New Jersey | 372 | 454 | 459 | 492 | 467 | 445 | 437 | 516 | 455 | 482 | 552 | 511 | 496 | 501 | 480 |
| New Mexico | 421 | 433 | 451 | 463 | 503 | 429 | 376 | 561 | 690 | 615 | 590 | 561 | 551 | 633 | 654 |
| New York | 736 | 783 | 865 | 770 | 806 | 838 | 882 | 830 | 771 | 832 | 847 | 824 | 791 | 829 | 842 |
| North Carolina | 233 | 240 | 256 | 286 | 285 | 304 | 297 | 293 | 299 | 308 | 307 | 295 | 320 | 336 | 352 |
| North Dakota | 611 | 538 | 478 | 500 | 496 | 482 | 480 | 540 | 489 | 529 | 579 | 473 | 492 | 670 | 762 |
| Ohio | 274 | 292 | 285 | 280 | 277 | 282 | 317 | 325 | 305 | 309 | 312 | 315 | 331 | 350 | 368 |
| Oklahoma | 303 | 318 | 307 | 317 | 326 | 322 | 368 | 369 | 307 | 289 | 299 | 310 | 307 | 315 | 348 |
| Oregon | 446 | 432 | 427 | 380 | 427 | 402 | 437 | 423 | 453 | 491 | 543 | 536 | 573 | 568 | 545 |
| Pennsylvania | 405 | 432 | 431 | 393 | 405 | 399 | 408 | 413 | 400 | 391 | 400 | 397 | 395 | 437 | 433 |
| Rhode Island | 275 | 303 | 257 | 360 | 362 | 360 | 357 | 356 | 364 | 404 | 472 | 360 | 339 | 310 | 400 |
| South Carolina | 200 | 204 | 202 | 243 | 240 | 236 | 232 | 233 | 266 | 240 | 227 | 234 | 250 | 262 | 288 |
| South Dakota | 538 | 530 | 483 | 491 | 504 | 478 | 519 | 510 | 521 | 565 | 560 | 554 | 574 | 694 | 630 |
| Tennessee | 285 | 315 | 307 | 309 | 333 | 344 | 327 | 342 | 313 | 305 | 327 | 322 | 333 | 347 | 359 |
| Texas | 292 | 392 | 405 | 413 | 378 | 354 | 332 | 355 | 375 | 361 | 358 | 361 | 337 | 348 | 373 |
| Utah | 458 | 393 | 337 | 353 | 391 | 355 | 329 | 324 | 379 | 376 | 349 | 362 | 476 | 653 | 490 |
| Vermont | 433 | 440 | 484 | 438 | 454 | 440 | 485 | 503 | 497 | 514 | 448 | 481 | 468 | 537 | 554 |
| Virginia | 313 | 357 | 370 | 399 | 458 | 439 | 453 | 387 | 341 | 383 | 437 | 434 | 513 | 503 | 486 |
| Washington | 529 | 454 | 527 | 463 | 436 | 431 | 508 | 506 | 496 | 522 | 634 | 600 | 571 | 594 | 605 |
| West Virginia | 357 | 384 | 366 | 376 | 305 | 332 | 358 | 387 | 390 | 482 | 449 | 458 | 498 | 502 | 485 |
| Wisconsin | 380 | 397 | 416 | 350 | 380 | 377 | 381 | 388 | 433 | 422 | 432 | 429 | 453 | 477 | 495 |
| Wyoming | 969 | 989 | 898 | 738 | 739 | 749 | 875 | 876 | 685 | 709 | 717 | 656 | 707 | 749 | 805 |

NOTE:
Calculated based on state and local expenditures after federal grants.

## SOURCES:

Calculated based on data from U.S. Department of Commerce, Bureau of the Census, State and Local Government Finance Estimates (Washington, D.C.), available at:
ftp://ftp.census.gov/pub/outgoing/govs/, as of October 2001, and Bureau of the Census, Population Estimates (Washington, D.C.), available at http://eire.census.gov/popest/estimates.php, as of October 2001.

## Chain-Type Price Index:

U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts Tables (Washington D.C., 2001), Table 7.1 Quantity and Price Indexes for Gross Domestic Product, available at: http://www.bea.doc.gov/bea/dn/nipaweb/, as of October 2001.

## Appendix II. Glossary and List of Acronyms

## Glossary

Terminology and definitions used herein are the same as those used in the Budget of the United States Government, Fiscal Year 1991 and more fully described in A Glossary of Terms Used in the Federal Budget Process, January 1993. Other terminology and definitions are from the U.S. Bureau of the Census, Government Finances, and from the Bureau of Economic Analysis, Conceptual Basis for Chain-Type Measures. The terminology and definitions are summarized here along with a discussion of additional measures and concepts used in this report.

## Budget Authority (BA)

Budget authority is the authority provided by federal law to incur financial obligations that will result in immediate or future outlays of government funds.

## Capital Expenditures

A capital expenditure as defined in this report is any expenditure that adds to the productive capacity of the economy. Specifically, a capital expenditure in transportation is any expenditure that increases the capacity and efficiency of the transportation infrastructure, whether by reducing times, improving access, creating capacity for more passengers and goods traffic, reducing costs, or reducing adverse safety and environmental impacts.

## Chained 1996 Dollars

Chained 1996 dollars provide dollar values of inflation-adjusted government revenues and expenditures using 1996 prices. These estimates are derived by dividing the current dollar values by chain-type price indexes. The indexes are different for the federal government and for state and local governments. The resulting chained dollar values are those that would exist if prices had remained at the same level as in 1996.

## Chain-Type Price Index

Chain-type price index is a measure of movements in prices over time for a fixed set of goods and services. Chain-type price indexes are compiled by the Bureau of Economic Analysis (BEA) using Fisher's ideal price index formula. Fisher ideal price index is a geometric mean of a Laspeyres and a Paasche price index. The Laspeyres price index uses the prices of the first of the two periods being compared to weight prices, while the Paasche price index uses the prices of the second period. Since the Fisher ideal price index is a geometric mean, the change in the index falls between the changes in the Paasche and Laspeyre price indexes. The annual changes in Fisher's price index are chained (multiplied) together using weights from two adjacent years to form a time series of changes. For example, the 1998-1999 annual percent change in prices uses quantities for 1998 and 1999 as weights, and the 1999-2000 annual percentage changes in prices uses quantities for 1999 and 2000 as weights.

## Current Dollars

The dollar value of a good or service in terms of prices current at the time the good or service is sold. This contrasts with the value of the good or service measured in constant dollars.

## Expenditures from Own Funds

Federal expenditures from own funds include all amounts of money paid out by the federal government including not only direct spending but also grants to state and local governments. State and local expenditures from own funds include outlays of the state and local governments from all sources of funds excluding federal grants.

## General Fund

The general fund consists of accounts for receipts not earmarked by law for a specific purpose, such as income taxes and many excise taxes, the proceeds of general borrowing, and the expenditure of these moneys.

## Government Transportation Revenues

Transportation revenues include money received by the government from transportation-related taxes, user charges or fees earmarked to fund transportation-related expenditures.

## Government Transportation Expenditures

Transportation expenditures consist of money paid out for transportation-related activities by the government. In this definition, expenditures include payments from all sources of funds, including transportation trust funds, general funds and proceeds from borrowing

## Grants

A grant is a federal financial assistance award making payment in cash or in kind for a specified purpose. The federal government is not expected to have substantial involvement with the state or local government or other recipient while the contemplated activity is being performed. The term "grants-in-aid" is commonly restricted to grants to state and local governments.

## Intergovernmental Revenues

Amounts received from other governments as fiscal aid in the form of shared revenues and grants-in-aid, as reimbursements for performance of general government functions and specific services for the paying government, or in lieu of taxes. This revenue excludes the amounts received from other governments for sale of property, commodities, and utility services.

## Obligations

Obligations are binding agreements that will result in outlays, immediately or in the future. Budgetary resources must be available before obligations can be incurred legally.

## Offsetting Collections

Offsetting collections are collections from the public that result from business-type or marketoriented activities and collections from other government accounts. These collections are deducted from gross disbursements and budget authority in calculating outlays and budget authority, rather than counted in governmental receipt totals. Some offsetting collections are credited directly to expenditure accounts; others, called offsetting receipts, are credited to receipt accounts. The authority to spend offsetting collections is a form of budget authority.

## Trust Fund

Accounts established by law to hold receipts (such as specific taxes or revenues) collected by the federal government and earmarked for financing special purposes and programs. To assure the financial soundness of a trust fund, it must be tracked separately to determine that outlays/expenditures do not exceed available revenues.

## User Charge or Fee

Payment by a user for goods and services provided by the federal, state, or local government. User charges, either directly or indirectly, are collected on a periodic or occasional basis in the form or license fees and excises. Also, a user charge is paid at the time infrastructure services are consumed, as with the payment of fuel taxes and tolls. In the narrow budgetary sense, a toll for the use of highway is considered a user fee since it is related to the specific use of a particular section of highway. Highway excise taxes on gasoline are considered a form of user charge in the economic sense, but since the tax must be paid regardless of how the gasoline is used, and since it is not directly linked to the provision of the specific service, it is considered a tax and recorded as a governmental receipt in the federal budget.

## User Coverage

The ratio used to measure the degree to which expenditures are funded or "covered" by the various types of revenues. This ratio indicates the percent of expenditures that is funded by identifiable transportation-related tax receipts, fees, and the like.

## List of Acronyms

| AATF | Airport and Airway Trust Fund |
| :---: | :---: |
| Amtrak | National Railroad Passenger Corporation |
| BTS | Bureau of Transportation Statistics |
| USDOT | United States Department of Transportation |
| FAA | Federal Aviation Administration |
| FAP | Federal-aid Primary |
| FAS | Federal-aid Secondary |
| FAU | Federal-aid Urban |
| FHWA | Federal Highway Administration |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration |
| FY | Fiscal Year |
| GDP | Gross Domestic Product |
| HMTF | Harbor Maintenance Trust Fund |
| HTF | Highway Trust Fund |
| ICC | Interstate Commerce Commission |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| IWTF | Inland Waterway Trust Fund |
| MARAD | Maritime Administration |
| MR\&T | U.S. Army Corps of Engineers Mississippi River and Tributaries Program |
| NASA | National Aeronautics and Space Administration |
| NHTSA | National Highway Traffic Safety Administration |
| NTSB | National Transportation Safety Board |


| OMB | Office of Management and Budget |
| :--- | :--- |
| OPS | Office of Pipeline Safety |
| OSLTF | Oil Spill Liability Trust Fund |
| OST | Office of the Secretary of Transportation |
| PCC | Panama Canal Commission |
| PSF | Pipeline Safety Fund |
| RSPA | Research and Special Programs Administration |
| SLSDC | Saint Lawrence Seaway Development Corp. |
| SPCSL | Southern Pacific Chicago-Saint Louis Corp. |
| STB | Surface Transportation Board |
| STP | Surface Transportation Program |
| TEA-21 | The Transportation Equity Act for the 21st Century |
| USACE | U.S. Army Corps of Engineers |
| USCG | U.S. Coast Guard |
| VMT | Vehicle Miles Traveled |
| WMATA | Washington Metropolitan Area Transportation Authority |

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[^0]:    ${ }^{1}$ This includes revenues assigned to fund nontransportation activities. Examples of such revenues are the portion of the Highway Trust Fund (HTF) allocated to the general fund for deficit reduction, and rail fuel tax revenues also dedicated for deficit reduction.
    ${ }^{2}$ In some accounts in the Budget of the U.S. Government, certain offsetting collections or fees and assessments from the public are deducted from disbursements to determine expenditures for the federal government. These collections are those mandated, by statute, to be applied directly to finance agency expenditures rather than being transferred to the Treasury. Most revolving funds operate with such authority. For example, the Aviation Insurance Revolving Fund provides direct support for the aviation insurance program authorized under Chapter 443 of title 49, U.S. Code (formerly title XIII of the Federal Aviation Act of 1958). Income to the fund is derived from the premium deposits for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued.
    ${ }^{3}$ For the federal government, outlays for interest on the public issues of Treasury debt securities are reported as the interest accrues, not when the cash is paid. For state and local governments, interest on debt is reported on actual disbursement.

[^1]:    ${ }^{4}$ Readers should note that federal motor fuel tax revenues include the portion of revenues attributed to highway use only, while state and local motor fuel tax revenues constitute taxes on any fuels used in motor vehicles or aircraft.
    ${ }^{5}$ Effective 10/01/98, the Highway Trust Fund ceased earning interest on its invested balances, per Section 9004(a) of TEA-21.
    ${ }^{6}$ These do not include personal property taxes on motor vehicles; sales or gross receipts taxes on the sale of motor vehicles; taxes on motor carriers based on assessed value of property, gross receipts, and net income; and other taxes on the business of motor transport.

[^2]:    ${ }^{7}$ Conrail was privatized in 1987.
    ${ }^{8}$ During 1991-95, railroads paid fees to the FRA to cover costs associated with the FRA's rail safety program. The government terminated these collections in 1995.

[^3]:    ${ }^{9}$ Ownership of the Panama Canal Commission was transferred to the Republic of Panama in December 1999.
    ${ }^{10}$ The Oil Pollution Act of 1990, Public Law 101-380, consolidated balances from the Offshore Oil Pollution Compensation Fund, Deepwater Port Liability Fund and the Clean Water Act Section 311(K) Pollution Fund into the Oil Spill Liability Trust Fund.

[^4]:    ${ }^{11}$ Public Law 99-198 amended section 901 of the Merchant Marine Act to increase from 50 to 75 percent the amount of agricultural commodities under specified programs that must be carried on U.S.-flag vessels. The increased cost associated with this expanded U.S.-flag shipping requirement stems from higher rates charged by U.S.-flag carriers compared with foreign-flag carriers. The Maritime Administration is required to reimburse the Department of Agriculture for ocean freight differential costs for the added tonnage above 50 percent.
    ${ }^{12}$ Because ownership of the Panama Canal was transferred in December 1999, expenditures of the Commission for FY 2000 consist of outlays for the first quarter operations. FY 2001 expenses are for the settlement of remaining accident and contract claims against the Commission.

[^5]:    ${ }^{13}$ For detailed discussion refer to U.S. Department of Commerce, Bureau of the Census, Government Finance and Employment Classification Manual, Washington, D.C., available at http://www.census.gov/www/index.html, as of October 2001.

[^6]:    KEY: "-"

