

Federal, State, and Local Transportation Financial Statistics



Fiscal Years 1982-94



U.S. Department of Transportation
Bureau of Transportation Statistics

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The Bureau of Transportation Statistics (BTS) was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. As the newest operating administration of the U.S. Department of Transportation, the BTS mission is to compile, analyze and make accessible information about the nation's transportation systems; to collect information on intermodal transportation and other areas as needed; and to enhance the quality and effectiveness of the Department's programs through research, the development of guidelines; and to promote improvements in data acquisition and use.



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Executive Summary

The public sector plays a significant role in providing our nation's transportation infrastructure by collecting tax revenues and expending funds for building, maintaining, and administering major portions of the transportation system. The public sector also plays a role in funding modal operating costs where there is an important public interest at stake.

Public transportation revenues largely come from user charges and, to a lesser degree, from general tax revenues. A considerable amount of funds are transferred among the three levels of government — federal, state, and local. These intergovernmental transfers represent a substantial revenue source for state and local governments and significant expenditures for federal and state governments.

Scope of Report

This report is the 12th in a series that presents time-series data on federal, state, and local transportation-related revenues and expenditures. For this report, data on 1982-94 fiscal years are shown.

Federal data correspond to a fiscal year that begins October 1, while the state and local data are for a fiscal year that generally begins July 1. While this may create a small error in totals for any given year, the data are suitable for illustrating trends in public transportation finance. Data are presented in current dollars and in constant 1987 dollars, as indicated.

General Trends

Highlights of some trends emerging from these data include the following:

- *Although annual government transportation expenditures exceed revenues, the gap is closing.* Total transportation revenues, in inflation-adjusted dollars, grew by 63 percent between 1982 and 1994, while total transportation expenditures grew by 36 percent over the same period. This decrease in the gap between revenues and expenditures is reflected in the increasing trend of user coverage, which grew from 57 percent in 1982 to 69 percent in 1994.
- *The growth in federal transportation revenues is driving the increase in total transportation revenues, while both state and local governments are the dominant sources of transportation spending.* From 1982 to 1994, federal revenues grew by 107 percent while federal spending grew by 12 percent; in contrast, state and local spending grew by 49 percent, and state and local revenues grew by 50 percent.
- *In order of size, the highway, air, and transit programs generate the greatest share of public revenues.* In 1994, highway programs collected \$60.7 billion in revenues, constituting 71 percent of total transportation revenues. Air collected \$13.1 billion, 15 percent of revenues, and transit collected \$8.9 billion, 10 percent of revenues.
- *State revenues fund the largest share of the highway program, while local governments carry the burden for transit and water. Federal funding is the greatest source of revenues for air and pipeline safety programs.* On average, state revenues accounted

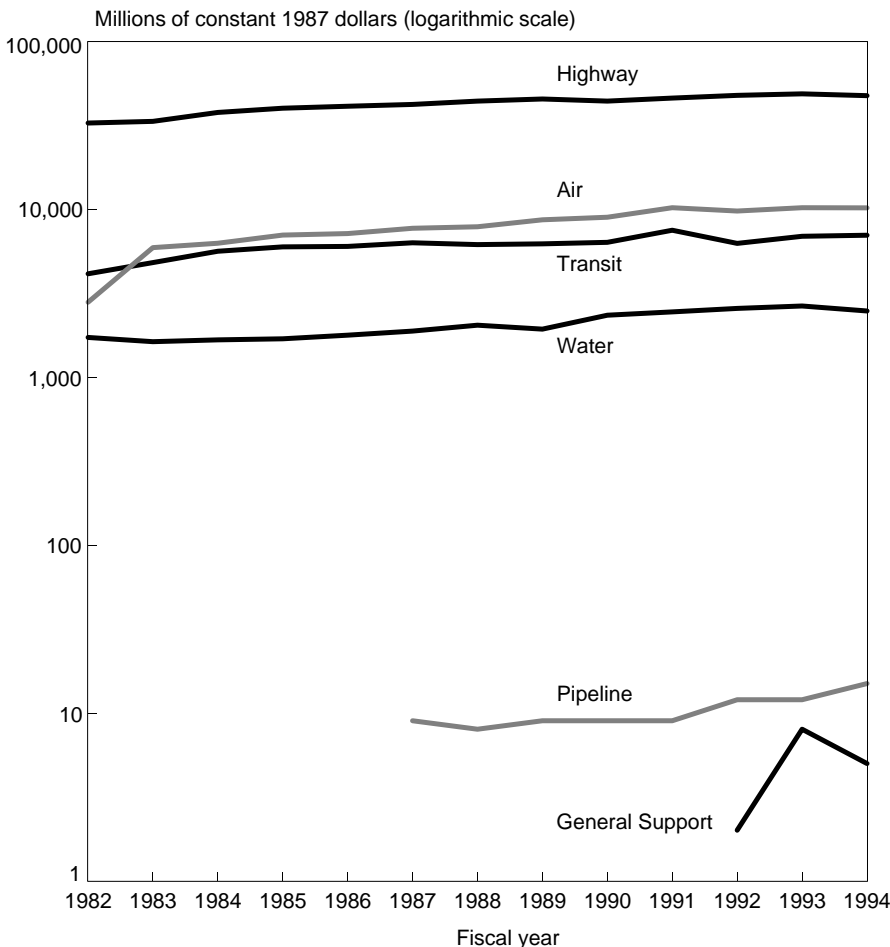
for 64 percent of the revenues for the highway program during the 1982-94 period. Local government revenues constituted 60 percent of transit revenues and 46 percent of water revenues. The federal government contributed 49 percent of revenues for air and 100 percent of the identifiable revenues for pipeline safety.

- *The highway program generates the most revenues and expenditures of all the modes and is consistently and substantially user financed. The state motor fuel tax contributes the most toward highway; of all the modes, most grants go to highways. In 1994, the highway mode collected \$60.7 billion in revenues or 71 percent of total transportation revenues. Spending for highways was \$74.5 billion, or 60 percent of total transportation expenditures. The average user coverage for highways was about 80 percent. The state motor fuel tax, the largest single revenue raising instrument for the highway mode, generated \$24.5 billion in revenues in 1994, constituting 40 percent of highway revenues. Federal grants for highways in 1994 were \$18.3 billion, representing 77 percent of all federal transportation grants.*
- *The air mode is consistently and substantially user financed. In addition, government revenues and expenditures for air are the fastest growing among all modes. The average user coverage for air during the 1982-94 period was approximately 80 percent. In constant 1987 dollars, air revenues grew by 265 percent, while expenditures grew by 97 percent, between 1982 and 1994. Both represent the greatest growth among the modes.*

- *Government transportation revenues and expenditures as a share of total governmental revenues and expenditures remained fairly constant over the period. From 1982 to 1994, transportation revenues maintained a share of approximately 3.5 percent of all government revenues, while transportation expenditures have consistently been between 4.5 percent and 5 percent of all government expenditures.*
- *Transportation represents a significantly larger share of state and local revenues and expenditures than it does of federal*

- *revenues and expenditures. Transportation accounted for about 2 percent of federal revenues, and 5.5 percent of combined state and local revenues during the 1982-94 period. Similarly, transportation declined from nearly 1.5 percent to 1 percent of federal direct expenditures, but remained around 9 percent of all state and local expenditures.*
- *Capital expenditures as a share of governmental transportation expenditures have grown slowly, with the greatest growth in the air mode. In absolute terms,*

Figure ES-1.
Transportation Revenues by Mode for All Levels of Government: 1982 to 1994

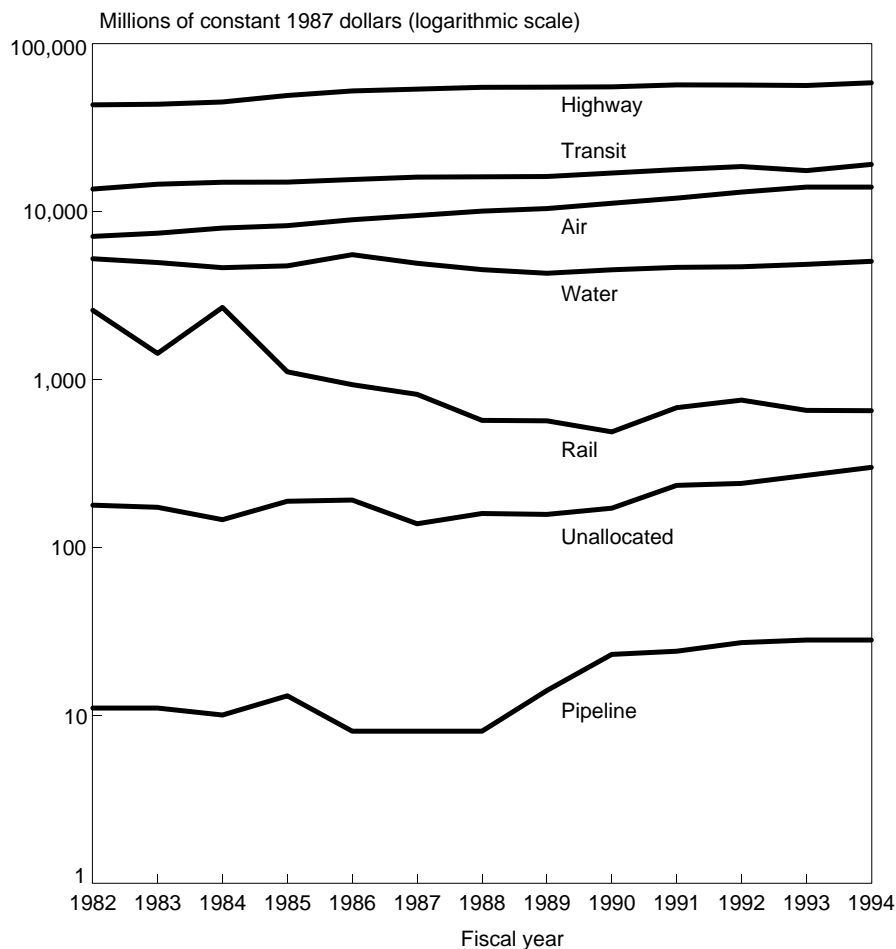


* No revenue for rail.

capital expenditures grew by 44 percent between 1982 and 1994. As a share of all transportation expenditures, capital expenditures went from 45 to 48 percent. Capital expenditures for air grew the fastest of all the modes - by 157 percent - and from a 39 percent to a 51 percent share of all air expenditures, over the same period. Highways consistently had the largest capital expenditures of all modes, as well as the largest share of capital expenditures out of total expenditures, but this share remained at about 54 percent over the period. For water and rail modes, capital expenditures declined.

Figures ES-1 and ES-2 present transportation revenues and expenditures by mode from 1982 through 1994, and illustrate some of the above findings.

Figure ES-2.
Transportation Expenditures by Mode for All Levels of Government: FY1982-94



Introduction

This report identifies financial trends of federal, state, and local government transportation-related program revenues and expenditures. As in previous editions of this report, revenues and budget expenditures are displayed for all government transportation-related programs, including programs in federal agencies outside the U.S. Department of Transportation, and in state and local agencies.

The report answers questions frequently asked by members of Congress, the Administration, state and local governments, and the general public:

- What are the general trends in transportation-related revenues and expenditures for different levels of government?
- What are the changes in the distribution of transportation expenditures by each level of government?
- To what degree do government transportation-related budget revenues cover government transportation expenditures? Is this coverage changing?

- What are the changes in the modal distribution of government transportation expenditures?

This report is the 12th in a series of reports that presents time-series data on federal, state, and local government transportation-related expenditures and revenues. Detailed information on federal-level receipts and expenditures is available in *Transportation Receipts and Outlays in the Federal Budget: Fiscal Years 1977-94*, issued in May 1997. Next year, this report and the detailed federal report will be combined in one volume.

Through the years, data have been adjusted, to correct minor errors or omissions and to conform to definitional changes in the text. This report incorporates the following significant adjustments to the data to improve accuracy.

- Airport and Airway Trust Fund revenues for 1982 have been adjusted to zero. This trust fund did not collect any revenues for that year, and all tax revenues usually earmarked for this fund went to the general fund instead.

- In previous editions of the report, federal highway expenditure data for years prior to 1992 were a combination of calendar year data and fiscal year data, and these have been corrected to a consistent federal fiscal year basis. Also, parking was treated as a separate mode in previous editions, and has been incorporated with highway data for both revenues and expenditures in this edition.
- Air expenditures have been adjusted with corrected expenditures for NASA aeronautics programs, and water expenditures have been adjusted with the correct expenditures for the transportation component of the U.S. Army Corps of Engineers Mississippi River and Tributaries (MR&T) program for years prior to 1986.

Note that all these adjustments (except for the incorporation of parking with highways) concern federal data. Corresponding changes have been made in the database for the companion report, *Transportation Receipts and Outlays in the Federal Budget: Fiscal Years 1977-94*.

This edition also has some differences in data presentation:

- Data are presented by mode, further subdivided by level of government. Previous editions took the reverse approach and presented data by level of government, further subdivided by mode.
- The base year for inflation-adjusted dollar amounts was changed from 1982 to 1987, to make it more consistent with other publications, including the *Transportation Receipts and Outlays in the Federal Budget: Fiscal Years 1977-94*. The Index of Government Purchases of Goods

and Services (GPGS) for state, local and federal governments was used to obtain revenues and expenditures in inflation-adjusted dollars. The indexes were obtained from *The Economic Report of the President 1995*.

- Also, the Compound Annual Growth Rate (CAGR) was not used to measure the growth in revenues and expenditures. Instead, comparisons of growth of revenues and expenditures between levels of government, programs, or modes were made using a linear percentage growth between the first and last years of the time series.

Report Organization

This report is divided into two major sections: the first includes a detailed description of the data and sources, including derivation of the data series, methodological caveats, and clarification of specific points of concern. Section two explains trends in government transportation finances, including revenues, expenditures, and grants by mode, as well as user coverage and the role of capital expenditures by level of government and mode. Appendix A contains detailed tables 1-11, appendix B includes terms and definitions used in this report, and appendix C provides references for source materials.

Section One

Principal Data Sources and Description

This section discusses the sources of data that are used for this report and explains the choice of data sources. The data are described in terms of transportation revenues and expenditures by level of government and by mode.

DATA SOURCES

A variety of data sources were used to construct the database. The primary source of federal-level data is the *Budget of the United States Government*. Expenditures and budget receipts for most federal programs, except as noted below, are from the Appendix to that document. Thus, the figures are consistent from year to year and adhere to the definitions required by the Office of Management and Budget (OMB). Readers of previous editions of this report might note that there are important differences between some of the data published in the previous editions, and the data in this edition. The primary differences are with regard to expenditures for the highway, air and water modes, and are explained later in this section.

A primary source of state and local data, for all modes, except rail and pipeline, is the U.S. Bureau of the Census publication, *Government Finances*, (available at <http://www.census.gov>).

The reader should note that the Census database is not complete in some respects. It does not include detailed modal information on interest earnings and bond issue proceeds on the revenue side, and bond retirement and interest payments on the expenditure side. Highway expenditures, in particular, do not include highway law enforcement expenditures, which form a part of the state and local highway expenditures published in the *Highway Statistics* report of the Federal Highway Administration (FHWA). However, to maintain consistency between the different modes regarding the types of revenues and expenditures included, these additional data from the *Highway Statistics* report have not been used.

State expenditures for pipeline were obtained directly from the Office of Pipeline Safety (OPS)

within the Research and Special Programs Administration (RSPA), U.S. Department of Transportation.

State expenditures for rail were estimated indirectly, by assuming that expenditures by states after federal grants to the states were distributed in a 70-30 ratio between federal grants and expenditures from own funds. The amount of the federal grants to state and local governments for rail were obtained directly from the Federal Railroad Administration (FRA).

Federal grants to state and local governments for transit were obtained by assuming that federal direct expenditures for transit equaled FTA administrative expenditures, plus half of FTA research and training expenditures.

CHANGES IN DATABASE SINCE LAST EDITION

In addition to including 1993 and 1994 to the database of governmental transportation revenues and expenditures from which this report is constructed, several changes have been made to improve the accuracy of the data:

- *Highway Expenditures Data*

In previous editions, all federal highway expenditure data were obtained from the *Highway Statistics* report of the Federal Highway Administration (FHWA). In this edition, all federal highway expenditure data for 1992, 1993, and 1994, as well as data for highway expenditures of agencies other than the Federal Highway Administration (FHWA) and National Highway Traffic Safety Administration (NHTSA) for years before 1992, are from *Highway Statistics* as before. However, data on FHWA and NHTSA expenditures for years before 1992 are from the *Appendix to the Budget*. This change has been made to bring all federal financial data in this report to a consistent federal fiscal-year basis.

Data on federal grants to state and local governments were also adjusted, as follows: for years prior to 1992, FHWA and NHTSA expenditures for the fiscal year were assumed to be divided into grants and direct expenditures in the same ratio as listed for the calendar year in *Highway Statistics*, while grants from other agencies were directly from *Highway Statistics*. Since 1992, all grants to state and local governments are directly from *Highway Statistics*.

Parking revenues and expenditures are included in local highway revenues and expenditures. Previous editions of the report treated parking as a separate mode.

- *Air Revenues and Expenditures Data*

In fiscal year 1982, all taxes normally deposited in the Airport and Airway Trust Fund (AATF)

went to the general fund instead. Hence, the AATF revenues for the year 1982 are listed as zero in the present edition of the report. The difference in expenditures arises from the National Aeronautics and Space Administration (NASA) expenditures for aeronautics, which were not correct in the database used for previous editions of this report. For the present database, all NASA expenditures for aeronautics were obtained from the *Aeronautics and Space Report of the President*, a NASA annual publication.

- *Waterway Expenditures Data*

The difference in expenditures for the water mode arises from the Mississippi Rivers and Tributaries (MR&T) program of the U.S. Army Corps of Engineers (USACE). USACE uses a formula that assigns 75 percent of program expenditures for flood control, and the remaining 25 percent for transportation. For the current database, MR&T total expenditures were obtained directly from USACE and the formula was applied; the previous database had missing data for years prior to 1983, and incorrect data for the years 1983, 1984 and 1985.

DATA DESCRIPTION

The database for this report includes all federal, state, and local transportation-related programs for which data were available. The accuracy and completeness of state and local transportation revenues and expenditures are uncertain because the Census Bureau data are based on a sample survey of local governments and the annual Census survey of state finances. The data

from the sample survey of local governments are subject to sampling variability. For the U.S. totals of local government revenues and expenditures in this report, the sampling variability is in most cases small (less than 2%). The state government data are not subject to variability. All units of government are included in the Census of Governments that is taken at five year intervals in years ending in "2" and "7." The federal figures in this report correspond to a fiscal year that begins in October, while the state and local data are for a fiscal year that generally starts in July. 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 Index of Government Purchases of Goods and Services (GPGS) for state, local and federal governments was used for adjusting data for wage and price changes. It converts current dollars to constant dollars, thus reflecting average prices paid for goods and services procured. The source for the indexes is the *Economic Report of the President, 1995*. All inflation-adjusted data are for the base year 1987, instead of 1982 as in past editions of this report. Note that different deflators are used for the federal data and the state and local data. Hence, if expenditures are totalled across different levels of government in constant dollars before and after intergovernmental transfers, the totals do not match.

Public and Private Roles In Transportation

The federal government's main focus in transportation spending is capital investment, while state and local governments carry most of

the responsibility for operation and maintenance obligations. These respective roles, however, have evolved and changed over time.

The federal government expanded its role in the post-World War II period by undertaking several transportation building programs. It began to tie the nation together with a safe, high-speed interstate highway system; it developed a system of air travel to reduce transcontinental travel time; and it retained affordable mass transportation, which was previously privately provided.

As federal fiscal strength began to falter in the late 1970's, the federal role began, and continues to be reevaluated. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was a catalyst for some of these changes in public and private roles. ISTEA provided state and local governments more flexibility to determine transportation solutions, including the flexibility to use highway and transit funding interchangeably to solve local and regional transportation problems. States were also given more responsibility for highway standards. In addition, the private sector was increasingly tapped as a source for funding transportation improvements as illustrated in the relaxed restrictions on the use of federal funds for toll roads and the ownership of these facilities by private entities. These changing roles have also been evident in rail. Not only have support and interest been growing at the state and local levels of government for passenger rail, but many states have invested their own funds on rail freight preservation projects in recent years.

Terminal facilities at water ports and airports are funded and operated by private companies. Public transit agencies contract with private firms for some or all of their services. At sites they develop, developers usually build local roads, sewers, water lines, and storm drainage facilities. They then turn these facilities over to the public for operation and maintenance.

The private sector also owns and manages the freight rail system. Amtrak, the National Railroad Passenger Corporation, is a government-created for-profit corporation and by law is not an agency, department, or instrumentality of the Government. Amtrak does not receive federal financial assistance. The Executive Branch plays a role in selecting members of the corporation's board of directors and holds all of Amtrak's preferred stock. Common stock is owned by several railroads or successors to railroad corporations.

SUMMARY OF GOVERNMENTAL TRANSPORTATION REVENUES AND EXPENDITURES

Revenues

The transportation revenue estimates in this report consist of those funds identified as user charges, taxes, or fees in the various data sources, that are earmarked for transportation-related expenditures. They include transit fares from systems owned and operated by state and local governments, including those systems operated under contract by a private firm whenever the government maintains day-to-day financial oversight. Other funds exist which may properly be categorized as transportation-related

revenues; for example, local governments spend some property taxes on transportation vehicles, equipment, and streets and some states spend income taxes to support rail and intercity bus services. However, since these funds are not identifiable, they are not included in this report. Conversely, if taxes are collected from users of the transportation system and go into the general fund, they are not included as transportation revenues. Thus, the Airport and Airway Trust Fund (AATF) is shown as having no revenues for the year 1982, as all tax collections that are normally deposited in the AATF went to the general fund instead for that year.

Some general tax revenue is used to defray transportation infrastructure costs; for example, some general treasury funds are used for waterway construction. However, general fund revenues are not included in this database and report. In addition, rail is not shown since it yields no revenues to federal, state, and local governments.

At the federal level, transportation revenues generally consist of trust fund collections from user charges such as fuel taxes, vehicle taxes, registration and licensing fees, and air passenger ticket taxes. The five transportation-related federal trust funds are: the Highway Trust Fund, which includes highway and transit accounts; Airport and Airway Trust Fund; Harbor Maintenance Trust Fund; Inland Waterways Trust Fund; and Oil Spill Liability Trust Fund. There is also a Pipeline Safety Fund, but it is not a true trust fund. The status of these funds is reported annually in the *Appendix to the Budget of the U.S. Government* showing income, outgo and interest earnings. Transportation revenues at the state and

local levels are those funds generated by the operation of the various modal facilities, including fare revenue, plus taxes and other fees levied on users of the facilities.

Expenditures

The federal role in highways includes distribution of funds to the states from the Highway Trust Fund for construction and improvement of the interstate highway system, with increased flexibility in the use of the funds since the enactment of ISTEA. State governments play a dominant role in the management of non-interstate federal-aid highways that are financed mostly with state motor fuel taxes.

The federal government takes the lead in operating and maintaining the nation's airway and harbors. In addition, the federal government also plays a major role in capital financing of mass transit and many smaller airports; as well as in regulating rail safety and in research and development. The main responsibility for pipeline safety is the role of the federal government; it administers the national regulatory program to assure the safe transportation of natural gas, petroleum, and other hazardous materials moving by pipeline.

State governments also have had an increasing role in public transportation operations and in capital and operating spending. States also assume part or all of the intrastate regulatory and enforcement responsibility for pipeline safety.

Generally, local governments have the dominant role in providing the facilities and services for local roads, mass transit, and airports. The private sector shares some of these key local roles, i.e., funding,

operating, and in some cases, owning airports and water ports. At the local level, there are more opportunities for the private sector to supply niche-type services, such as express bus, vanpools, and similar services where a profit can be generated.

Some federal agencies have transportation-related expenditures that are not reported as separate items in the *Appendix to the Budget of the U.S. Government*. The same is true in the case of Census data at the state and local level. It is known, for example, that the states expend funds for intercity rail and bus services and pipeline safety programs, but there is no separate reporting of these outlays in the Census data for state and local governments. These data have, wherever possible, been collected from other sources or estimated using assumptions about ratios between Federal and state and local funds. For example, the *Highway Statistics* report, an annual publication of FHWA, has been used to obtain highway expenditures by agencies outside DOT. The *Aeronautics and Space Report of the President*, an annual publication of NASA, has been used to obtain NASA expenditures for air transportation. The transportation share of the U.S. Army Corps of Engineers' Mississippi Rivers and Tributaries program has been obtained directly from the Corps. State expenditures for pipelines have been obtained from the Office of Pipeline Safety of the Research and Special Programs Administration, DOT. State expenditures for rail have been estimated by assuming that final expenditures by states on rail are distributed between Federal grants and states' own funds in a 70:30 ratio.

GOVERNMENTAL TRANSPORTATION REVENUES AND EXPENDITURES BY MODE

Air

Revenues. Federal air revenues are derived from the AATF. Contributions to the AATF include a 10-percent passenger ticket tax and other taxes paid by airport and airway users on air cargo and general aviation fuel. Most of the fund is devoted to airport grants and capital improvements, such as new radar and traffic control towers. Within certain limits set by the Congress some of the remaining money can be used to cover the Federal Aviation Administration's (FAA) operation and maintenance expenses. That portion of FAA's operation and maintenance expenses not paid from trust fund revenues must be financed from the general funds of the U.S. Treasury. In fiscal years 1981 and 1982 the authority for the Airport and Airway Trust Fund's receipt of revenue lapsed and most of the user fees were assigned to the general fund. These amounts were never credited to the Trust Fund. The Tax Equity and Fiscal Responsibility Act of 1982 allows that these taxes be transferred from the general fund to this Trust Fund.

State and local revenues for the air mode are derived from airport charges.

Expenditures. Federal outlays consist of all FAA expenses. They include costs for constructing, operating, and maintaining the national air traffic system; airport improvement grant program; safety regulation; and research. Those expenses of the National Aeronautics and Space Administration

(NASA) related to air transportation are also included.

State and local outlays include the operation and maintenance of airport facilities.

Highway

Revenues. The major source of federal highway revenues is the Highway Trust Fund (HTF). The HTF revenues are derived from various excise taxes on highway users, i.e., motor fuel, motor vehicles, tires, and parts and accessories for trucks and buses. The money paid into the fund is earmarked primarily for the federal-aid highway program. The highest individual source for the HTF receipts is the excise tax on gasoline. Effective 1979, the gasoline tax was 4.0 cents per gallon. It increased to 9.0 cents per gallon in 1983, to 9.1 cents in 1987, and to 14.1 effective December 1, 1990. Also, beginning with this last increase, 2.5 cents per gallon were allocated to the general fund for national debt reduction. Beginning October 1, 1993, the gasoline tax increased to 18.4 cents per gallon with a total of 6.8 cents per gallon towards deficit reduction.

State and local highway receipts include state and local taxes on motor fuels, motor vehicle licenses, and motor vehicle operator licenses, state and local charges for regular and toll highways, and local parking charges. Regular highway charges (revenues) include reimbursements for street construction and repairs; fees for street cuts and special traffic signs; and maintenance assessments for street lighting, snow removal, and other highway or street services unrelated to toll facilities. Local governments finance local road and street programs with special assessments and

property taxes that may be commingled with other local revenue in a general fund. Consistent with federal revenues, state and local revenues in this report do not include general funds allocated to transportation.

Expenditures. FHWA expenditures include: funds for Federal Aid Highways (financed from the HTF); and Interstate Substitution and Railroad Crossing Demonstration (financed from the general fund). NHTSA expenditures include: Operations, Research, and Highway Traffic Safety Grants. Federal highway outlays also include road construction activities managed by the Department of Interior's National Park Service, Bureau of Indian Affairs, Bureau of Reclamation, and Bureau of Land Management; the Department of Agriculture's Forest Service; the Department of Housing and Urban Development; and other federal agencies.

The Federal Aid Highway program distributes federal funds to the states for the construction and improvement of the highway system. It is largely federally funded, from the HTF, with matching contributions from the states (usually in a 80-20 ratio). Some general funds are also used for FHWA programs. The funds are appropriated to states based on formulae that take into account population, area, mileage of highways, needs, and prior share of federal funds. The federal government plays the dominant role in setting standards for, and providing capital financing of the Federal Aid Highway system. The states administer the program, make the plans, supervise the construction, and retain control over the operation and maintenance of the roads. ISTEA created a new

flexible funding program called the Surface Transportation Program (STP), that can be used for roads and streets not functionally classified as local or rural minor collector, for bridges on any public road, and for transit capital projects.

State governments play a dominant role in the management of non-interstate federal-aid highways that are financed mostly with state motor fuel taxes. The local government role in highway transportation includes the construction and maintenance of local roads and public parking facilities.

The highway expenditures reported by the Census are generally slightly lower than those reported in *Highway Statistics* for state and local governments because of a more complete accounting of highway programs and highway-related expenditures by the FHWA in compiling the data. The FHWA includes highway law enforcement and highway safety costs as well as interest on debt and debt retirement, none of which are included in the Census of Governments highway expenditures.

Transit

Revenues. Effective in April 1983, one cent of the federal gasoline tax was set aside for transit in the Mass Transit Account of the Highway Trust Fund. On December 1, 1990, this was increased to 1.5 cents per gallon. These funds are treated as federal transit budget receipts in calculating user coverage even though the taxes are paid by highway users.

State and local transit revenues include revenues from operations of public mass transportation systems (rapid transit, subway, bus, street railway and commuter rail

services), such as fares, charter fees, advertising income, and other operations revenues. They exclude subsidies from other governments to support either operations or capital projects.

Expenditures. Federal outlays include grants to states and local agencies for the construction, acquisition and improvement of mass transportation facilities and equipment and for the payment of operating expenses. Also included are: Federal Railroad Administration (FRA) commuter rail subsidies, related to the transition of Conrail to the private sector; research and administrative expenses of the Federal Transit Administration (FTA); and federal interest payment contributions to the Washington Metropolitan Area Transportation Authority.

Local governments play the dominant role in the operation and maintenance of public transit systems, as well as in funding part of construction. State governments also play an increasing role in transit system operations and construction.

Waterway and Marine

Revenues. Federal water receipts are from four primary sources: the Inland Waterways Trust Fund, the Harbor Maintenance Trust Fund, the Oil Spill Liability Trust Fund, and tolls and other charges collected by the Panama Canal Commission.

The Inland Waterways Trust Fund was established by the Inland Waterways Revenue Act of 1978, with effect from fiscal year 1981. The source for the funds is a fuel tax paid by freight carriers on inland waterways. The present rate of the tax is 24.3 cents per gallon,

with 4.3 cents going 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) going to the Trust Fund. The funds are earmarked for 50 percent of the construction and rehabilitation costs of specified inland waterway projects.

The Harbor Maintenance Trust Fund was established by the Harbor Maintenance Revenue Act of 1986. The source of the revenues is a 0.125 percent ad valorem charge on commercial cargo loaded and unloaded at U.S. ports, as well as tolls collected by the Saint Lawrence Seaway Development Corporation (between 1987 and their last year of collection, 1994). The harbor maintenance charges have been challenged in federal court on the grounds that they should not be levied on exports, as taxation of exports is unconstitutional, and these charges should be considered taxes rather than user fees, because neither their method of collection nor their manner of expenditure are directly linked to providing facilities or regulating the payers of the charges. The initial court decision ruled the charge unconstitutional, and the case is still being appealed. The funds pay for the maintenance of harbors by the U.S. Army Corps of Engineers, and the operation and maintenance of the Saint Lawrence Seaway.

The Oil Spill Liability Trust Fund was established by the Omnibus Budget Reconciliation Act of 1989, which imposed a five-cent tax on each barrel of oil entering U.S. ports, to be deposited in the fund till the unobligated balance reached \$1 billion. Other revenue sources for this fund include civil penalties and recovery from responsible parties of government cleanup outlays,

and interest earnings. The Oil Pollution Act of 1990 consolidated balances from three other funds, the Offshore Oil Pollution Compensation Fund, the Deepwater Port Liability Fund and the Pollution Fund, into the Oil Spill Liability Trust Fund. The five-cent tax expired at the end of 1994, but its collection had been suspended in 1993 due to build-up of the statutory upper limit of \$1 billion on the balance. The fund is used for oil pollution prevention and cleanup expenditures.

Expenditures. Federal outlays comprise those parts of U.S. Coast Guard's expenses that are transportation-related, such as aids to navigation, marine safety and marine environmental protection. All expenses of the Maritime Administration are included also, such as subsidies for construction and operation of vessels by American flag operators, research and development and training of ship officers. Also included are those expenses of the U.S. Army Corps of Engineers for construction and operations and maintenance of channels, harbors, locks and dams; protection of navigation; the salaries and expenses of the Federal Maritime Commission, and the expenses of the Panama Canal Commission.

State and local governments incur water transportation expenditures by operating and maintaining water transportation terminal facilities.

Rail

There are no governmental revenues for rail. Federal outlays include:

- expenses for rail safety enforcement;

- inspection and program administration;
- railroad research and development;
- financial assistance to states for planning, acquisition, rail facility construction, and track rehabilitation with respect to low volume freight lines;
- grants to Amtrak, including funds to upgrade the high-speed line between Boston, MA, and Washington, DC, owned by Amtrak (the Northeast Corridor Improvement Program), annual appropriations to cover operating losses, and funds to invest in new equipment and facilities;
- the purchase of redeemable preference shares for track rehabilitation and line acquisition; and
- loan guarantee defaults for railroad rehabilitation and improvement and Conrail labor protection. Funds in the Conrail Labor Protection Program were provided for benefits to Conrail employees deprived of employment due to work force reductions and other actions. This program no longer exists since

Conrail has been returned to the private sector. In 1988, the unobligated balances available from this program were transferred to the U.S. Coast Guard and in 1990 they were returned to the U.S. Treasury.

The local rail freight assistance program, a program of FRA grants to state governments, began at 100-percent federal funding. However, this changed gradually over the years and the current 70-30 percent federal-state share began in 1982.

Pipeline Safety

Revenues. The Pipeline Safety Program is funded by user fees assessed on a per-mile basis on each pipeline operator the Office of Pipeline Safety (OPS) regulates. There are no state and local revenues for pipeline.

Expenditures. The OPS develops regulations and other approaches to assure safety in the design, construction, testing, operation, maintenance, and emergency response of pipeline facilities. The OPS also reimburses state agencies up to 50 percent of their costs to carry out

the state's pipeline safety program. Federal outlays are for the enforcement programs, research and development, and grants for state pipeline safety programs.

General Support

This item contains all federal revenues and outlays that cannot be directly allocated to a specific mode.

Revenues. This item contains the revenues for the Emergency Preparedness Fund, which come from fees paid by registered shippers of hazardous materials. The funds are used by RSPA for training and for planning grant programs.

Expenditures. All of the expenses of the Office of the Inspector General; the National Transportation Safety Board; and the Interstate Commerce Commission; and all expenses of the Research and Special Programs Administration, except for the pipeline expenditures; and all expenditures of the Office of the Secretary of Transportation, except for payments to Air Carriers and Commission on Aircraft Safety, are included.

Section Two

Federal, State, and Local Transportation Financial Activity

This section discusses the growth and trends in transportation revenues and expenditures, including growth in user coverage over the 1982-94 period. Data are displayed in both current and inflation-adjusted dollars. Trends in transportation revenues and expenditures are presented both by mode and by level of government, and expenditures both before and after intergovernmental transfers are displayed. Next, government transportation revenues and expenditures are presented as a ratio of all government revenues and expenditures, and federal grants to state and local governments for transportation are presented as a fraction of all federal grants to state and local governments. Finally, governmental capital expenditures by mode are presented as a fraction of all governmental expenditures by mode. The federal data in this report correspond to a fiscal year that begins in October, while the state and local data are for a fiscal year that generally starts in July.

GENERAL TRENDS

Transportation revenues and expenditures are presented by mode from

1982 through 1994. Total revenues by mode and level of government, and revenues by revenue raising instruments for each mode are then discussed. This is followed by a display of expenditures by mode, both before and after intergovernmental transfers. Finally, user coverage by mode is presented to illustrate the degree to which transportation expenditures are paid directly by users and transportation-related collections.

Table 1 shows transportation revenues and expenditures (in both current and inflation-adjusted dollars) by mode, aggregated for all levels of government. Revenues and expenditures discussed below are in constant 1987 dollars unless otherwise stated. The following trends emerge from these data:

- *Highway collected the greatest revenues of all the modes, but its growth was the lowest.* The highway mode collected \$60.7 billion (current dollars) in revenues in 1994, representing 71 percent of total transportation revenues. However, highway revenue growth was the lowest of all

modes, growing by 45 percent, from \$32.9 billion in 1982 to \$47.8 billion in 1994. Highway revenues, as a percentage of total revenues, declined by 8 percentage points during the period.

- *Air experienced the greatest growth in revenues and generated the second highest amount of revenue.* Air revenues grew by 265 percent during the 1982-94 period, from \$2.8 billion to \$10.3 billion. Air is second only to highways as a revenue source. In 1994, air collected \$13.1 billion (current dollars) in revenues, and constituted 15.2 percent of total transportation revenues, an increase of 8.5 percentage points from 1982.
- *The third highest revenue source was transit.* Transit contributed \$8.9 billion (current dollars) in revenues in 1994, representing 10 percent of total transportation revenues. The proportion of revenues from transit remained fairly stable, and transit revenues grew by 70 percent, from \$4.1 billion in 1982 to \$7 billion in 1994.

- *The highway program spent the most among the modal programs, followed by transit and air.* Spending for highways in 1994 was \$74.5 billion (current dollars). On average, highway expenditure constituted 62 percent of total transportation expenditures, and the share of highway expenditures remained stable during the 1982-94 period. The mode with the second highest expenditures was transit at \$24.2 billion (current dollars) in 1994. Transit averaged 19 percent of total transportation spending with this proportion remaining steady over the period. Air ranked third among the modes, with expenditures of \$17.9 billion (current dollars) in 1994. As a proportion of total spending, the air mode averaged 12 percent. The share of air expenditures, however, grew steadily, from 10 percent in 1982 to 14 percent in 1994.
- *The pipeline mode experienced the greatest growth in expenditures.* Pipeline expenditures grew by 155 percent between 1982 and 1994, from \$11 million to \$28 million. However, pipeline expenditures constituted a small proportion (0.02 percent) of all governmental expenditures for transportation over the period.
- *The greatest percentage decline in spending was in the rail program.* Government expenditures on rail declined 75 percent over the 1982-94 period. Rail expenditures were \$2.7 billion dollars in 1982 and declined to a low of \$482 million in 1990; in 1994 rail spent \$652 million. Public rail expenditures averaged only 1 percent of government transportation expenditures.

- *Expenditures were consistently higher than revenues, but revenues grew faster.* Revenues grew by 63 percent between 1982 and 1994, from \$41.5 billion to \$67.7 billion, while expenditures grew by only 36 percent, from \$72.2 billion to \$97.9 billion.

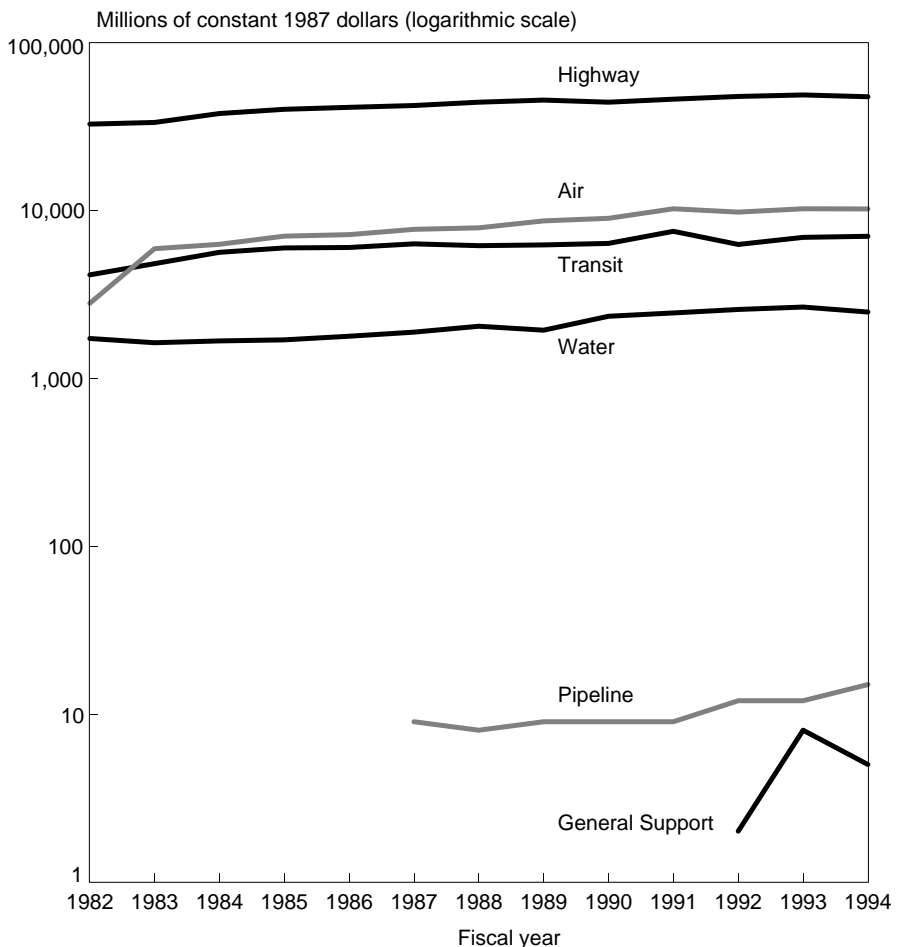
REVENUES BY MODE AND LEVEL OF GOVERNMENT

Transportation revenues as defined in this report come from users of the various modal facilities. However, transportation users are not

the only source of funds for transportation. For example, local governments rely on the property tax and special assessments as sources of their revenue, and due to data limitations, this revenue is not included in these data. A more detailed description of the data is in “Section One, Principal Data Sources and Description of the Data.”

Figure 1 displays revenues by mode in constant 1987 dollars for the 1982-94 fiscal years, and figure 2 illustrates revenues for each level of government, aggregated by

Figure 1. **Transportation Revenues by Mode for All Levels of Government: FY1982-94**



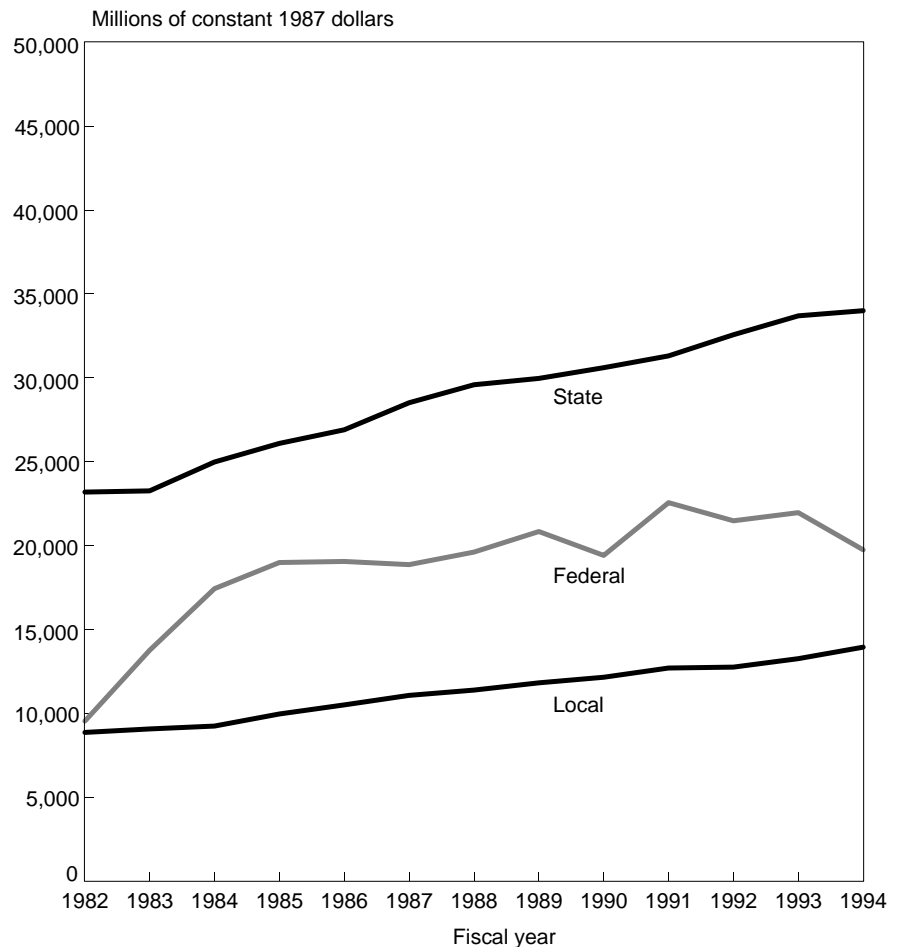
* No revenue for rail.

mode, in constant 1987 dollars, from 1982 through 1994. Detailed revenue data by mode are in table 2. Because rail does not generate any direct user revenues to federal, state, and local governments, it is not shown in any tables or figures displaying revenues.

Both figures 1 and 2 and table 2 illustrate the following trends (all dollar amounts are in constant 1987 dollars unless otherwise stated):

- *States funded the largest share of highways, local governments carried the burden for transit and water, and federal funding was the greatest source of government revenues for the air and pipeline safety programs.* On average, over the 1982-94 period, states funded 64 percent of the highway program. Local governments funded 61 percent of transit and 47 percent of water, and 49 percent of funding for air and 100 percent of identifiable funding for pipeline was provided by the federal government.
- *State governments were the greatest source of transportation revenues followed by federal and then local governments.* In 1994, state revenues were \$42.9 billion, while federal revenues were \$25.6 billion and local revenues were \$17.6 billion (all in current dollars), or 50 percent, 29 percent, and 21 percent, respectively. Although the proportions changed over the 1982-94 period, as discussed below, the ranking remained the same.
- *As a proportion of total transportation revenues, state revenues declined over the 13-year time period, while federal revenues increased.* As a percentage of total transportation revenues, state revenues declined by 5 percentage points, from 55 percent

Figure 2.
Government Transportation Revenues by Level of Government: FY1982-94



in 1982 to 50 percent in 1994. Consequently, federal transportation revenues increased from 24 percent of total revenues in 1982 to 29 percent in 1994.

- *Local revenues remained relatively constant as a percentage of total transportation revenues.* Local revenues constituted 21 percent of transportation revenues in both 1982 and 1994.
- *Federal revenues showed the greatest growth of all governmental transportation revenues.* Federal transportation revenues grew by 107 percent, from \$9.5 billion in 1982 to \$19.7 billion in

1994. In contrast, state revenues grew by 47 percent, from \$23.2 billion to \$34 billion, and local revenues grew by 57 percent, from \$8.8 billion to \$13.9 billion.

REVENUE RAISING INSTRUMENTS BY MODE

To gain another perspective, table 3 displays revenues by mode and revenue raising instruments in inflation-adjusted dollars and in current dollars. The following trends emerge from these data (in constant 1987 dollars unless otherwise stated):

- *Motor fuel taxes from states were the greatest source of highway revenues, while the fastest growing source was the local fuel tax.* State motor fuel taxes contributed an annual average of nearly \$16 billion, followed by Highway Trust Fund (HTF) revenues of nearly \$13 billion. Local fuel taxes experienced the greatest growth of all highway revenues—growing by 269 percent, from \$153 million to \$565 million between 1982 and 1994. However, local fuel taxes were a very small source of highway revenues, constituting only 1.2 percent of highway revenues in 1994. Also, the HTF growth rate over this period was the lowest of all federal transportation revenue sources: it grew by 33 percent, from \$9 billion in 1982 to \$11.9 billion in 1994.
- *On average, the Airport and Airway Trust Fund (AATF) was the greatest source of revenues for airports, followed by local airport charges; state airport charges were the fastest growing.* The majority of the air mode's annual average revenues of \$7.9 billion consisted of AATF monies, which averaged \$3.9 billion annually. This was followed closely by local airport charges, which averaged \$3.5 billion annually. In 1982, local governments were the greatest source of airport revenues, contributing \$2.5 billion constant 1987 dollars. In 1982, the AATF did not collect any revenues, because in that year (and in the previous year, 1981), the AATF lost its authorization to collect taxes. This means that, though the taxes which constitute the revenue sources for the AATF (such as the Passenger Ticket Tax, the Waybill Tax, and the Fuel Tax)

were collected, the revenues went into the general fund. This changed in 1983 when the federal government became the greatest source of airport revenues with \$3 billion, compared with local airport charges of \$2.7 billion. In constant 1987 dollars, AATF revenues grew by 57 percent, from about \$3 billion in 1983 to \$4.7 billion in 1994. State airport charges experienced the greatest growth: 90 percent between 1982 and 1994, from \$272 million to \$517 million. However, state airport charges were a small fraction of total air revenues, contributing 5 percent of total governmental revenues for the air mode in 1994.

- *For transit revenues, local charges carried the greatest burden, while the HTF Transit Account was the fastest growing revenue source.* Local charges were the greatest source of transit revenues, but they grew the least between 1982 and 1994, from \$3.5 billion to \$4 billion, or 13 percent. In contrast, the HTF Transit Account increased by 265 percent from 1983 through 1994, from \$570 million to \$2.1 billion. (The HTF Transit Account began in 1983.) As the percentage of revenues from the HTF Transit Account increased, the share of local transit charges decreased from 85 percent of total transit revenues in 1982 to 57 percent in 1994. State charges were \$606 million in 1982, and climbed gradually to approximately \$950 million in the mid-1980's before flattening.

EXPENDITURES BY MODE AND LEVEL OF GOVERNMENT

Not all government transportation programs are directly paid for by

the level of government that finally incurs the expenditure. A significant proportion of state and local transportation expenditures are paid for by federal grants. The Census Bureau database on state and local government expenditures consists of expenditures that include federal grants. (The intergovernmental transfer amounts are also listed separately.)

Federal Grants to State and Local Governments

Table 4 shows federal grants to state and local governments by mode from 1982 through 1994 in current dollars, constant dollars, and percent distribution. These data show the impact of federal assistance to state and local governments. The following are highlights from table 4 (in constant 1987 dollars unless otherwise stated):

- *The highway mode received the most in grant funding.* In constant 1987 dollars, federal grants for highways grew from \$10.6 billion in 1982, or 68 percent of total federal transportation grants, to \$14.1 billion in 1994, or 77 percent of grants.
- *Grants to air grew the fastest.* Grants to air grew by 222 percent, from \$389 million in 1982 to \$1.3 billion in 1994. The proportion of grants to air changed from 2.5 percent in 1982 to 7 percent in 1994.
- *In contrast, federal grants for rail and transit declined.* As a percentage of all federal grants, grants for rail were under 1 percent. In constant 1987 dollars, grants for rail were \$64 million in 1982 and declined to \$21 million in 1994—a 67-percent decline over the period. Grants for transit declined by 34 percent, from \$4.5 billion in 1982 to

\$3 billion in 1994. As a proportion of all federal grants, transit grants began with a high of 29 percent in 1982 and declined to a low of 16 percent in 1994.

Figure 3 compares state and local expenditures from own funds with federal grants to state and local governments, in constant 1987 dollars. It is clear that the growth in state and local expenditures over the 1982-94 period was mainly due to expenditures from own funds, because the amount of federal grants remained fairly constant.

Expenditures From Own Funds

Table 5 shows expenditures from own funds, before intergovernmental transfers, by mode at the federal and state and local levels in constant 1987 dollars and current dollars. Figure 4 shows these same data, aggregated by level of government. Federal expenditures from own funds include federal grants while state and local expenditures exclude them. The category "general support" represents administrative and operating expenditures by the U.S. Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board, that are attributable to more than one mode, and, therefore, cannot be easily allocated to the individual modes.

Because of the large number of state grant programs to local governments, it is not possible to itemize state and local expenditures from their own funds separately. Some of these programs are pass-throughs of federal funds and vary considerably from state to state. The high degree of variability in these programs puts them beyond

the scope of this study. However, the amount of funds transferred is not believed to seriously distort the expenditure patterns reported here.

The following points stand out from the data (in constant 1987 dollars unless otherwise stated):

- *Highways had the greatest expenditures from own funds, at the federal, state, and local levels.* On average, highway spending constituted about 50 percent of federal expenditures and 67 percent of state and local expenditures. In 1994, highway expenditures in current dollars at the federal level and at the state and

local level were \$20.1 billion and \$54.5 billion, respectively.

- *Air had the second greatest expenditures at the federal level and the fastest growing expenditures at the state and local level.* Air expenditures at the federal level were \$10.1 billion in current dollars in 1994, and averaged 22 percent of federal transportation expenditures over the 1982-94 period. At the state and local level, 1994 expenditures in current dollars were \$7.8 billion. Expenditures for air experienced the greatest growth of all state and local government transportation expenditures during the

Figure 3.
Transportation Expenditures by Mode for All Levels of Government: FY1982-94

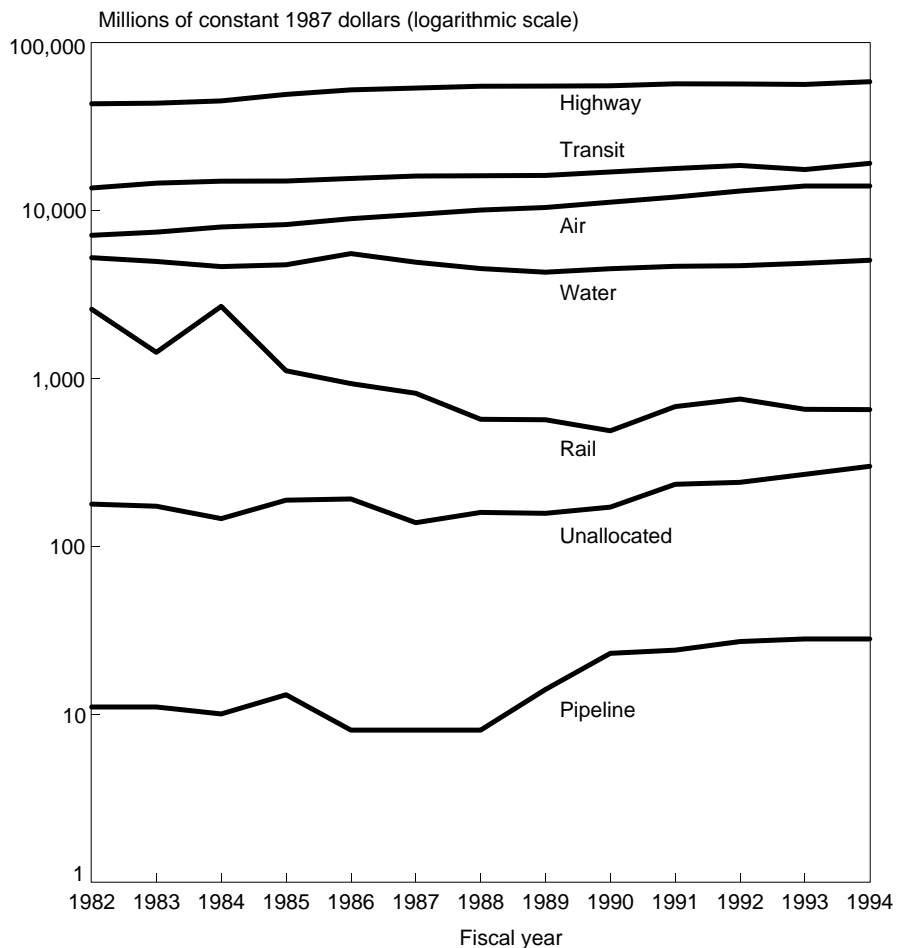
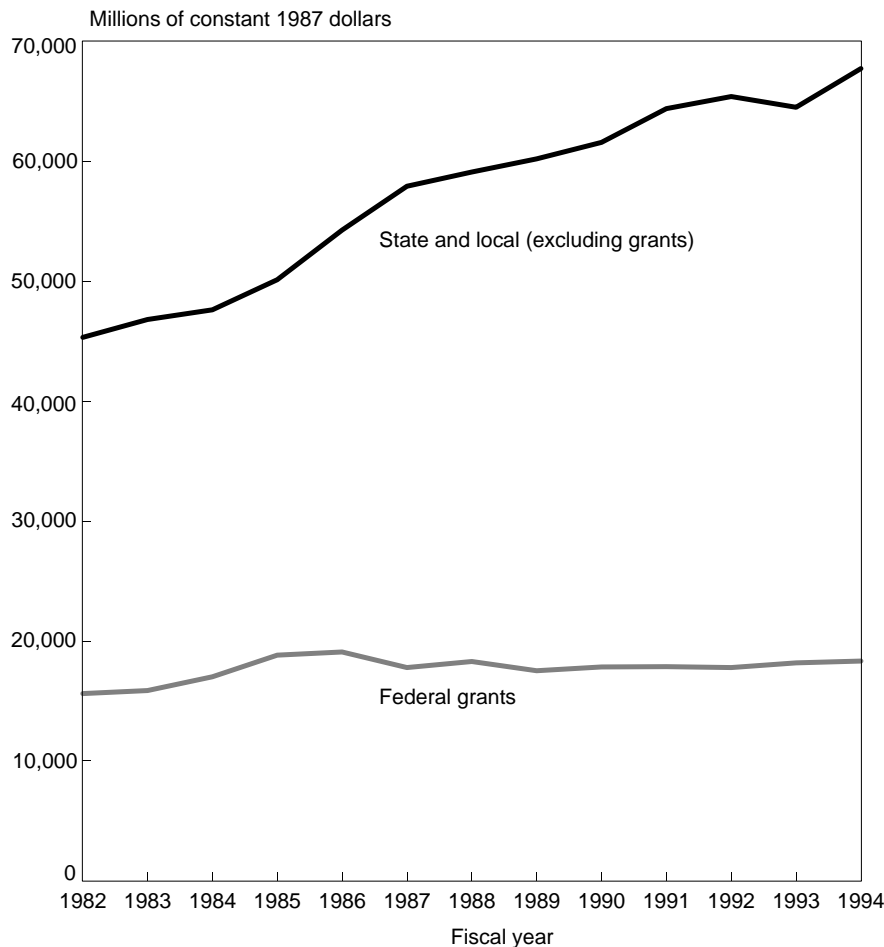


Figure 4.
**Federal Grants and State and Local Expenditures
 From Own Funds: FY1982-94**



period (104 percent), while federal air expenditures grew by 91 percent.

- *Rail expenditures fell at both the federal and the state and local level.* Rail expenditures declined by 75 percent at the federal level and 70 percent at the state and local level. Rail constituted only 4 percent of federal transportation expenditures and less than 0.1 percent of state and local expenditures over the entire 13-year period.
- *State and local expenditures from own funds were consistently higher and grew faster than federal expenditures from own*

funds. State and local own-funds expenditures grew by 49 percent over the 1982-94 period, from \$45.3 billion to \$67.7 billion. In contrast, federal own-fund expenditures grew by less than 11 percent in the same period, from \$26.9 billion to \$30.2 billion. As a percentage of own-funds expenditures, state and local expenditures increased from 63 percent in 1982 to 69 percent in 1994.

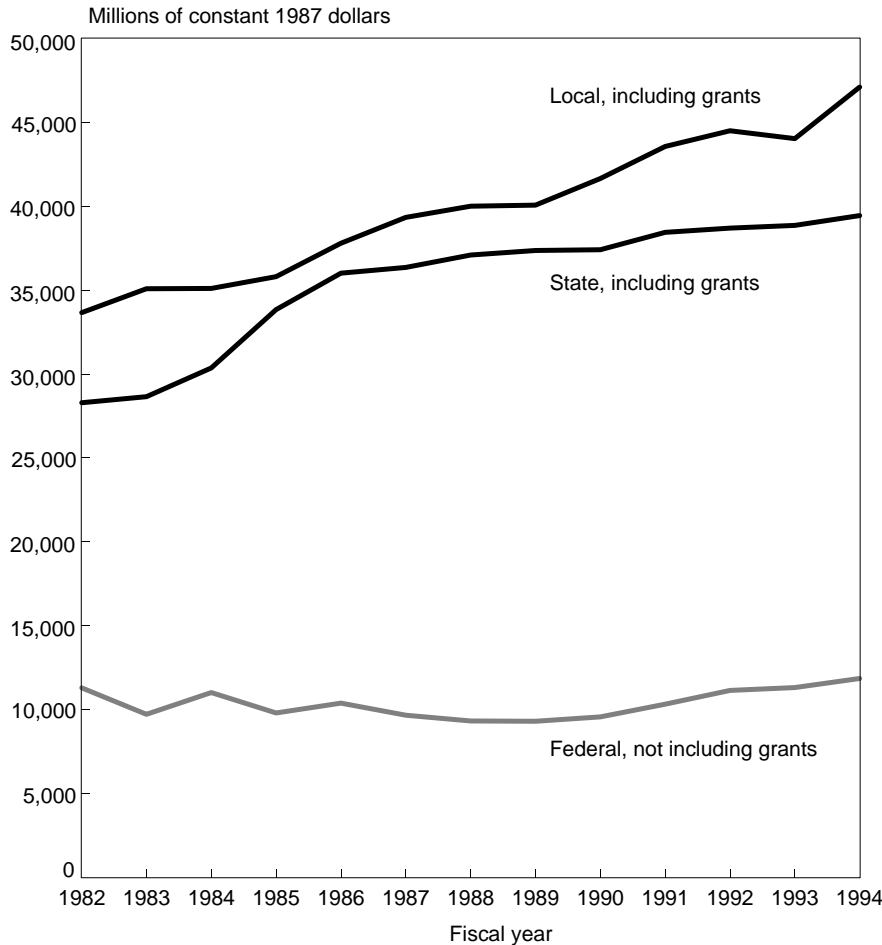
Expenditures After Federal Grant Transfers

The picture changes somewhat after federal grant transfers are

made to state and local governments. Table 6 shows expenditures by mode after intergovernment transfers, in constant 1987 dollars and current dollars. Figure 5 shows expenditures after federal grant transfers, by level of government, aggregated by mode. Federal expenditures do not include federal grant funds; these grants are included in the state and local expenditures. The following are highlights from table 6 (in constant 1987 dollars unless otherwise stated):

- *Highway expenditures dropped in rank from first to fourth among federal expenditures after grants.* Highway expenditures were no longer the largest of all modal expenditures at all levels of government, but they remained the highest at the state and local levels. At the federal level, they dropped to the third highest for 1994 and the fourth highest, on average, for the 1982-94 period.
- *Air expenditures increased in rank from second highest to highest of all federal expenditures.* From 1982 to 1994, air expenditures were, on average, the second highest modal expenditure at the federal level before grant transfers, and constituted 22 percent of all federal transportation expenditures over the period. After grant transfers, federal air expenditures increased in rank to the highest of all the modes, and constituted 49 percent of federal direct transportation expenditures over the entire period.
- *After grant transfers, local governments had the highest expenditures, followed in order by state and federal governments.*

Figure 5.
Government Transportation Expenditures After Grants, by Level of Government: FY1982-94



The local-state-federal order in expenditures was consistently maintained from 1982 through 1994.

- *Federal direct expenditures did not increase over the period.* The increase in overall expenditures was driven by growth in state and local expenditures. State expenditures grew by 39 percent over the period, from \$28.3 billion to \$39.4 billion, while local expenditures grew by 40 percent, from \$33.7 billion to \$47.1 billion. Federal expenditures, however, grew very little: they began the period at \$11.3 billion,

declined to a low of \$9.3 billion in 1989, and ended at \$11.8 billion in 1994. As a percentage of total transportation expenditures by all levels of government, federal direct expenditures fell from 15 percent in 1982 to 12 percent in 1994.

USER COVERAGE BY MODE AND LEVEL OF GOVERNMENT

User coverage illustrates the degree to which transportation expenditures are covered or paid directly by users and transportation related

collections. Examining user coverage adds another dimension to these data. Table 7 shows user coverage by mode and level of government, and figure 6 graphically displays user coverage by mode, aggregated to all levels of government. Expenditures represent own fund expenditures. That is, state and local expenditures exclude federal grants while federal expenditures include these grants. Table 7 illustrates the following trends:

- *When revenues and expenditures of all three levels of government are combined, highway and air modes are found to be consistently and substantially user financed.* Both the highway and air modes averaged user coverage of about 80 percent (not counting the year 1982 for the air mode). Highway users paid 82 percent of the costs in 1994. The highest user coverage for the highway mode during the 1982-94 period was 85 percent in 1993. User coverage for highways was greater at the federal level than at the state and local levels throughout the period, excluding 1982 when the highway user coverage at the state and local level was marginally higher than user coverage at the federal level. The highway user coverage at the federal level reached a peak of 101 percent in 1989.

The air mode had user coverage of close to 100 percent at the state and local level; it actually exceeded 100 percent in 1985, 1986, 1989, and 1991. At the federal level, excluding 1982 when the AATF did not collect any revenues, user coverage for air was around 65 percent.

- *The mode with the greatest increase in coverage was water, while highway and transit*

showed a steady increase. User coverage for water increased from 32 percent in 1982 to a high of 55 percent in 1992 and 1993, and then declined to 49 percent in 1994. User coverage for highways increased from 76 percent in 1982 to a high of 85 percent in 1993, and then declined to 82 percent in 1994. User coverage for transit increased from 30 percent in 1982 to 37 percent in 1994, with a high of 42 percent in 1991.

- For the transit program, user coverage was greater at the federal level than at the state and

local level. Since 1985, the third year of the HTF Transit Account, user coverage has consistently been higher at the federal level than at the state and local level.

- For the water mode, user coverage was greater at the state and local level than at the federal level. User coverage for water at the federal level was about 15 percent before the Harbor Maintenance Trust Fund was started in 1987. Since then it has risen to about 40 percent. At the state and local levels, user coverage for the water mode slowly rose from 68

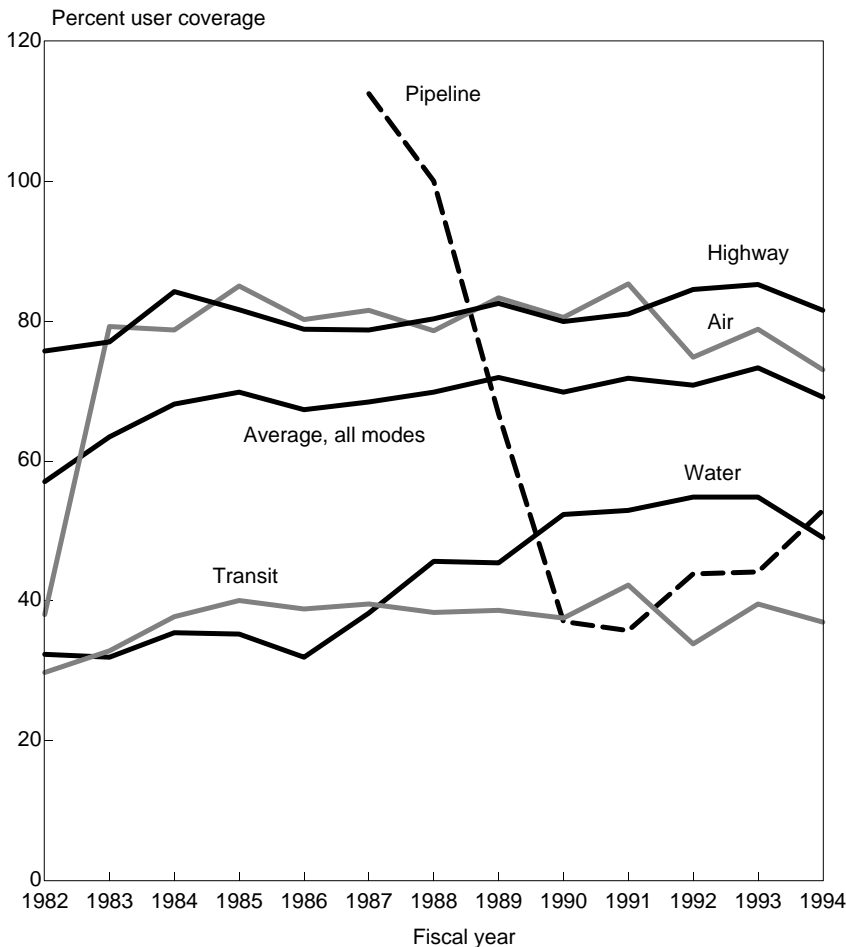
percent in 1982 to a high of 87 percent in 1992, but fell back to 68 percent in 1994.

- Pipeline user coverage was greater than 100 percent at the federal level. Since the inception of the Pipeline Safety Fund in 1987, user coverage of the pipeline program at the federal level has consistently been 100 percent or greater. There are pipeline expenditures but no pipeline receipts at the state and local level, so overall user coverage for pipelines drops to below 100 percent. It decreased from greater than 100 percent in 1987, the first year that pipeline revenues were collected, to 53 percent in 1994, with a low of 36 percent in 1991.

- Although total government transportation spending exceeded revenues, the gap narrowed, as shown by the rising user coverage. Revenues in 1982 were \$41.5 billion and by 1994 they had reached \$67.7 billion (constant 1987 dollars), a 63-percent increase (see table 1). In contrast, total public transportation expenditures grew from \$72.2 billion in 1982 to \$97.9 billion in 1994 (constant 1987 dollars), an increase of 36 percent. As mentioned earlier, since expenditures were greater than revenues, a substantial portion of the expenditures were paid from sources other than the user charges, usually general funds and some debt financing. As a consequence of the faster growth of revenues than expenditures, the overall user coverage, for all modes and levels of government, rose from 57 percent in 1982 to 69 percent in 1994.

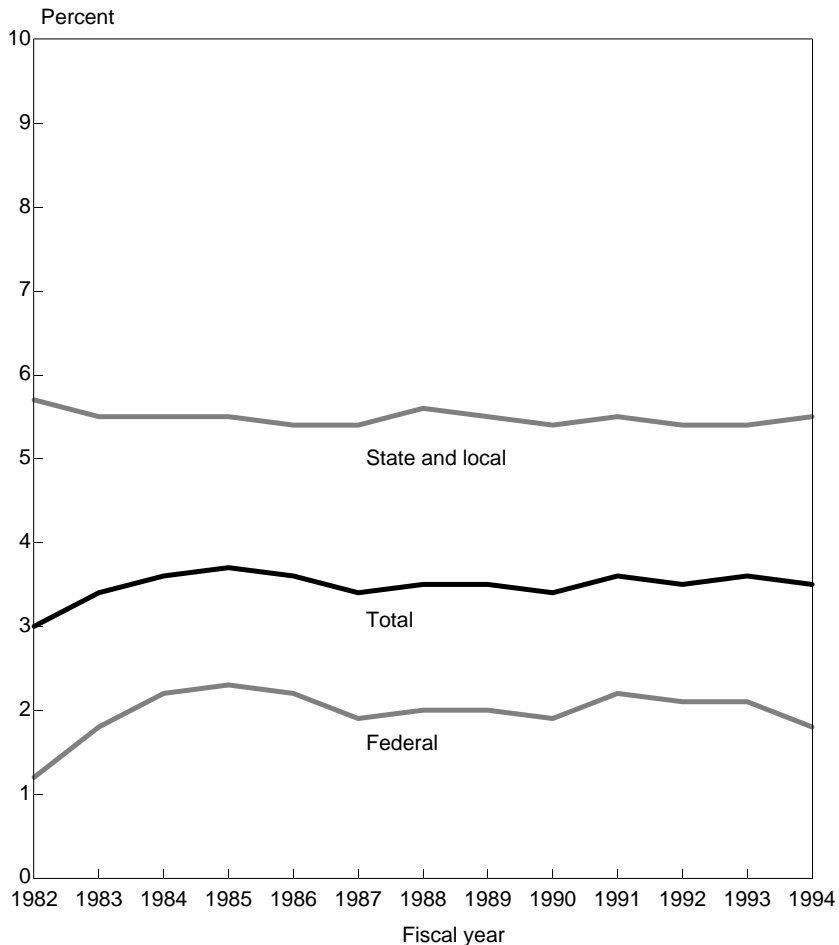
- The trend of increasing user coverage can be attributed to the

Figure 6.
**Ratios of User Revenues to Expenditures
 by Mode: FY1982-94**



* No revenues for rail.

Figure 7.
**Transportation as Percentage of All Revenues
 by Level of Government: FY1982–94**



faster growth in federal transportation revenues and the slow-down in federal transportation expenditure growth. This increase was largely due to the greater increase in federal revenues relative to expenditures. Federal coverage increased from 35 percent in 1982 to 65 percent in 1994, with a high of 80 percent in 1991. In contrast, state and local coverage remained fairly stable over the 1982-94 period at about 70 percent. In terms of absolute dollar amounts (constant 1987 dollars), federal transportation revenues grew by 107 percent,

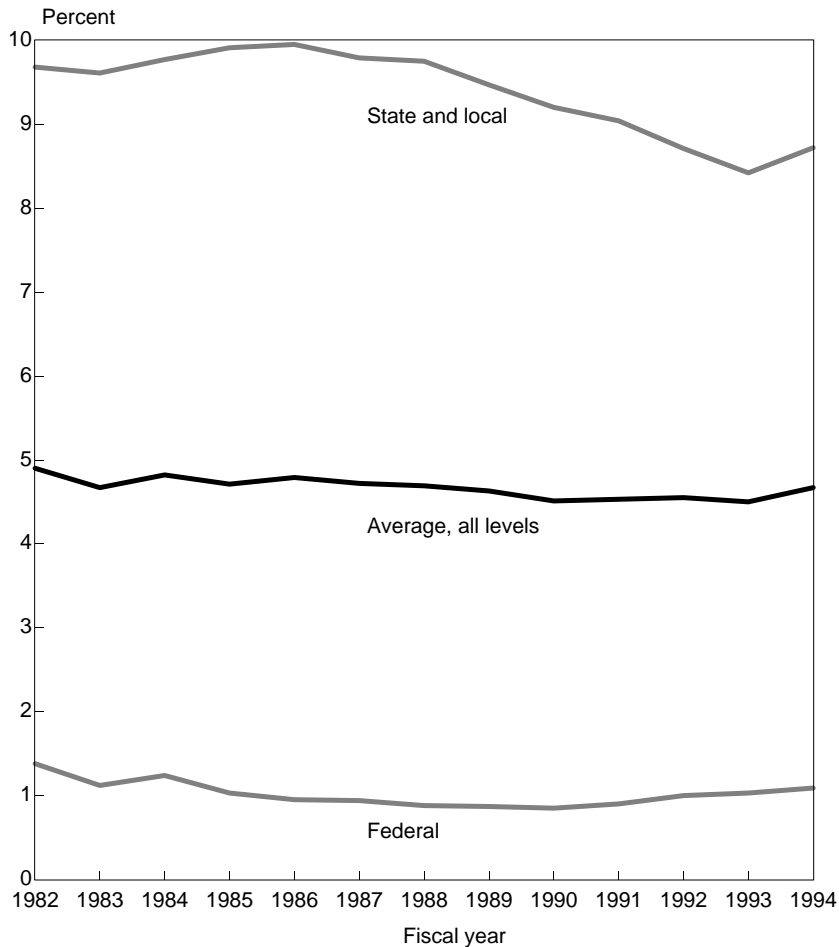
from \$9.5 billion in 1982 to \$19.7 billion in 1994 (table 2), while federal transportation expenditures, before grant transfers, grew by only about 11 percent, from \$26.9 billion to \$30.2 billion (table 5). In contrast, state and local transportation expenditures increased marginally over state and local transportation revenue growth, as seen from tables 2 and 5. State and local transportation revenues grew by 50 percent, from \$32 billion in 1982 to \$47.9 billion in 1994, while state and local spending increased by 49 percent, from \$45.3 billion to \$67.7 billion.

TRANSPORTATION AS A PROPORTION OF ALL GOVERNMENTAL REVENUES AND EXPENDITURES

Table 8 compares revenues for transportation with revenues for all functions at the federal level, the state and local level, and all levels, over the 13-year period covered in this report. The revenues are by own funds, i.e. federal grants are not deducted from federal revenues and added to state and local revenues. The proportion of total revenues arising from transportation, by level of government, is shown in figure 7. The following are the trends that emerge from these data:

- *Transportation formed a larger share of state and local revenues than it did of federal revenues.* This is not only because state and local transportation revenues were larger than federal transportation revenues, but also because total state and local revenues were smaller than total federal revenues. The former is because most of the significant transportation revenue raising instruments, such as motor fuel taxes, motor vehicle license taxes, highway charges, airport charges, and transit charges, were at the state and local levels. An examination of tables 2 and 3 shows that for all modes, except pipeline which is a small revenue source, the majority of funds were from state and local sources.
- *While federal transportation revenues grew rapidly, their share of total federal revenues remained relatively constant.* Federal transportation revenues were around 2 percent of all federal revenues over the period of analysis, except for 1982 when they were closer to 1 percent. The relatively

Figure 8.
**Transportation as Percentage of All Expenditures
 by Level of Government: FY1982-94**



constant share of transportation in total revenues was because total revenue growth was as rapid as transportation revenue growth. Excluding 1982, federal transportation revenues grew by 44 percent (from \$13.7 billion to \$19.7 billion) between 1983 and 1994, while total federal revenues grew by 45 percent, from \$745 billion to \$1,082 billion (all in constant 1987 dollars).

- *Transportation revenues as a share of total state and local revenues remained constant, at around 5.5 percent.* Once again, this was because transportation

revenue growth (50 percent between 1982 and 1994) closely paralleled total revenue growth (55 percent over the same period).

Table 9 shows expenditures for transportation and for all functions at the federal level, the state and local level, and all levels over the period of the study. The expenditures are at the final spending level, i.e. the federal expenditures exclude federal grants to state and local governments, and the state and local expenditures include these grants. The proportion of total expenditures constituted by

transportation at different levels of government are displayed in figure 8. The data show the following trends:

- *Transportation formed a larger share of state and local expenditures than it did of federal direct expenditures.* Transportation constituted about 1 percent of federal direct expenditures, and between 8 and 10 percent of state and local expenditures. There are two reasons for this difference. First, much of governmental transportation expenditures, such as construction, operation and maintenance of state, rural and urban roads, city and town parking facilities, airports (except for the air traffic control system), and transit systems, are at the state and local level. Second, almost two-thirds of federal expenditures for transportation are in the form of grants to state and local governments, as can be seen by comparing table 4 with table 6. Therefore, comparing expenditures after grants further increases these differences (table 9).

- *The share of transportation in total expenditures decreased at all levels of government, in contrast to the share of transportation in revenues.* The share of transportation in overall governmental expenditures was consistently between 4.5 and 5 percent, and was 4.7 percent in 1994. The share of transportation in federal expenditures fell from 1.4 percent to 1.1 percent, and the share in state and local expenditures, after being close to 10 percent between 1982 and 1988, fell to a level of about 8.5 percent. The nature of this decline, however,

differs between the federal government and state and local governments. The data in constant 1987 dollars in table 9 show that, in real terms, federal direct expenditures on transportation remained approximately constant over the 1982-94 period, while total federal direct expenditures increased by 34 percent, from \$815 billion to \$1,091 billion. By contrast, state and local transportation expenditures grew by 40 percent over the same period, from \$61.9 billion to \$86.5 billion, but they did not keep pace

with total state and local expenditures, which grew by 55 percent, from \$640 billion to \$993 billion.

Table 9 and figure 8 display expenditures after federal grants to state and local governments. The trends in the grants themselves are shown in table 10 and figure 9. Transportation grants constituted a significantly larger share of total federal grants than direct federal transportation expenditure did of total direct federal expenditure. The share of transportation in federal grants fell from 15 percent in 1982 to 11 percent in 1994, with a high

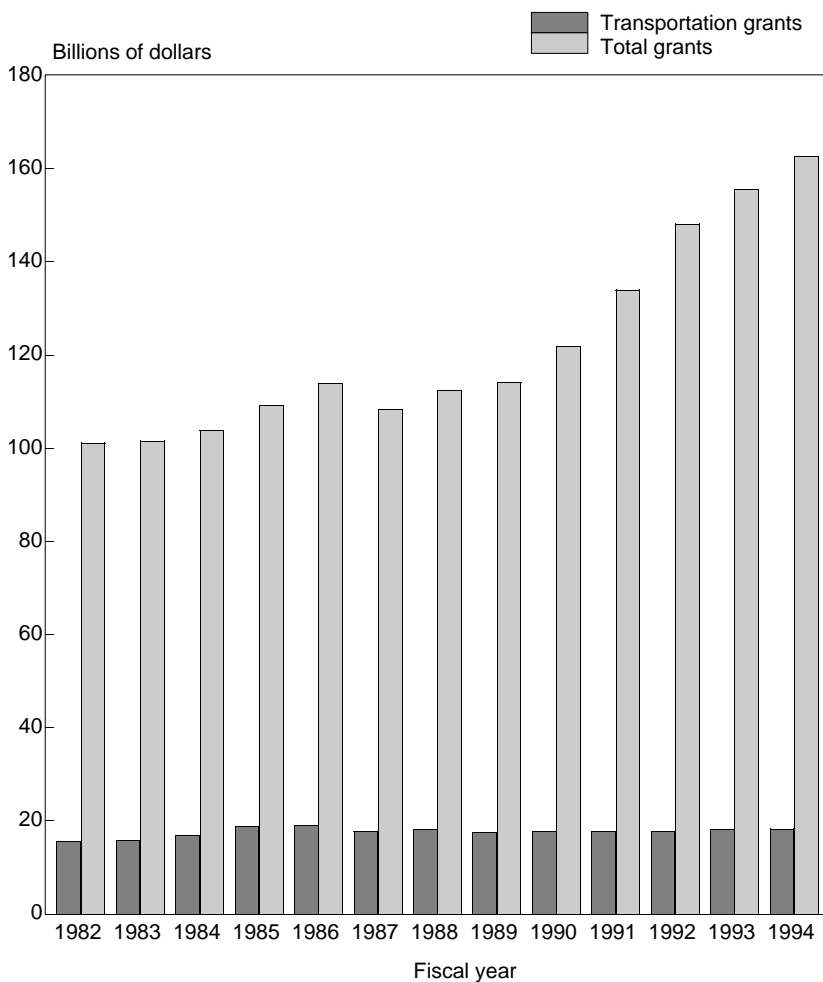
of 17 percent in 1985. In constant 1987 dollars, federal grants for transportation grew by 17 percent over the period, while total federal grants grew by 61 percent—about the same growth as experienced by state and local expenditures after grants. The small growth in federal grants for transportation over the 1982-94 period (17 percent) is in contrast to the nearly constant direct federal transportation expenditures in the same period (a growth of 5 percent).

GOVERNMENTAL CAPITAL EXPENDITURES FOR TRANSPORTATION

For the purposes of this report, 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.

At the federal level, this includes such obvious items as construction of highways, airports and railroads, acquisition of land for these purposes, and acquisition or production of equipment such as air traffic control infrastructure. It also includes research expenditures, since research generates information that can be applied to increase productivity. Significant repair operations 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

Figure 9.
Federal Grants to State and Local Governments: FY1982-94



included. Thus, all expenditures for land, equipment, construction, major repairs, and research are included as capital expenditures. The only exceptions to this are the 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*. Hence, highway capital expenditures at the federal level are underestimated in this report. Specific federal programs which are treated as capital expenditures in this report are listed below by mode.

- *Highway.* The federal highway capital expenditures in this report were obtained from the *Highway Statistics* report, which does not itemize the capital expenditures further. For years prior to 1992, the *Highway Statistics* report lists FHWA and NHTSA highway expenditures on a calendar-year basis. In this report, the federal capital expenditures for highways for years prior to 1992 were estimated assuming that the ratio of capital to total expenditures was the same for the federal fiscal year as for the calendar year.
- *Air.* Federal capital expenditures for air are the sum of FAA Facilities and Equipment program; Research, Engineering, and Development program; Facilities, Engineering, and Development program (prior to fiscal year 1988); Washington Metro Area Airports Construction; and all NASA aeronautics-related expenditures.
- *Transit.* Federal direct capital expenditures for transit are 50 percent of FTA research expenditures (assuming, as explained earlier in section one, that FTA research expenditures are split

between direct expenditures and grants in a 50-50 ratio).

- *Water.* Expenditures of several agencies are included. U.S. Coast Guard capital expenditures are: Acquisition, Construction, and Improvement program, and Construction of Bridges program. MARAD capital expenditures are: Ship Construction program and Federal Ship Financing program. U.S. Army Corps of Engineers capital expenditures are: 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 capital expenditures. The MR&T program capital expenditures were obtained directly from the Corps of Engineers, and 25 percent of these expenditures were assumed to be transportation-related. 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. Finally, the capital expenditures Saint Lawrence Seaway Development Corporation and Panama Canal Commission were obtained directly from these agencies.
- *Rail.* The following FRA programs are included: Railroad R&D; Local Rail Freight Assistance program, which provides matching grants to the states for rail freight planning and acquisition, rail facility construction, and track rehabilitation with respect to low volume freight lines (generally owned and operated by small and regional railroads); Amtrak Corridor Improvement Loan, which was

included in the DOT Fiscal Year 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; Northeast Corridor Improvement Program; and a part of Amtrak Grants, the amounts for which were obtained directly from FRA.

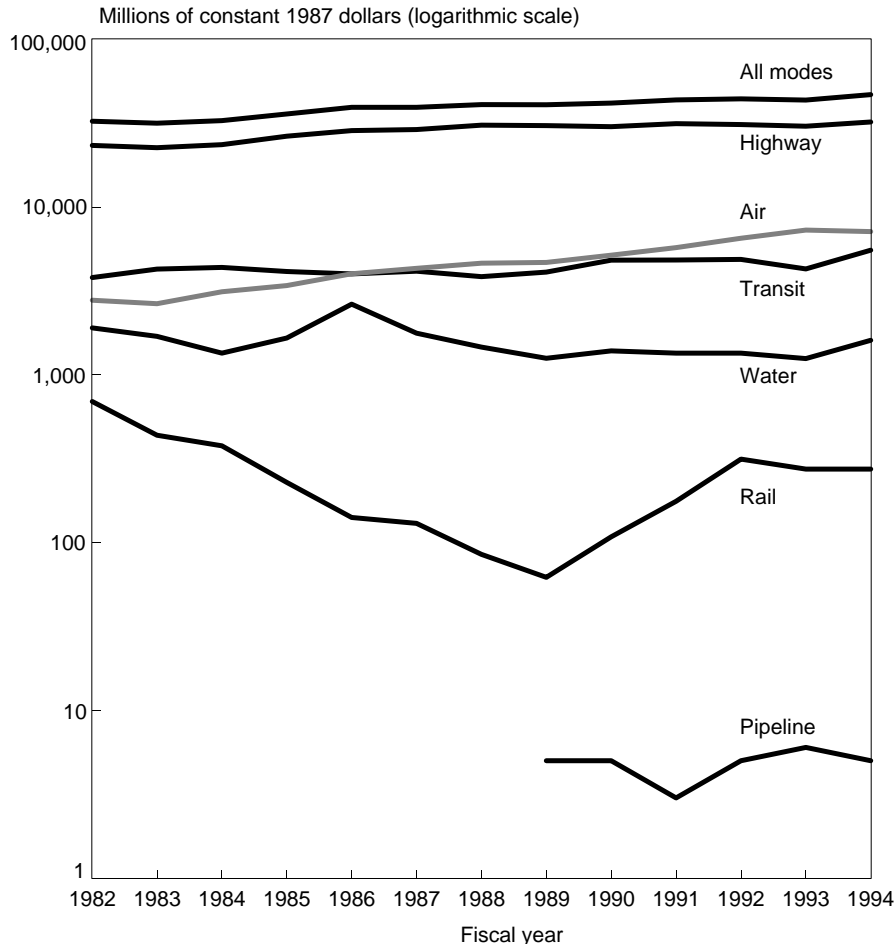
- *Pipeline.* Pipeline Safety R&D expenditures are included.

In addition, research expenditures of RSPA, which in the absence of further information cannot be allocated to any particular mode, are also included in the totals for governmental capital expenditures.

Capital expenditures at the state and local level were obtained from Census Bureau data. There is a great deal of variation among different states and local governments in the nature of programs. In general, most state and local capital expenditures are for the acquisition of land and for construction; research is less important than it is in federal expenditures. State and local capital expenditures in the Census data are classified into two categories: Construction and Other Capital Outlays. State expenditures for rail and pipeline are not available from the Census data; however, states incur no capital expenditures for pipelines, and state capital expenditures for rail were verified by the FRA to be negligible. Local governments incur no expenditures for these two modes.

The trends in capital expenditures as defined above are presented in table 11, and figures 10 and 11. All

Figure 10.
**Transportation Expenditures by Mode for All
 Levels of Government: FY1982–94**



dollar amounts are in constant 1987 dollars, unless stated otherwise. The data show the following trends:

- *Overall, capital expenditures grew in absolute terms, but remained approximately constant as a share of total transportation expenditures.* Capital expenditures grew by 44 percent between 1982 and 1994, from \$32.5 billion to \$46.7 billion, with a low of \$31.6 billion in 1983. The share of capital expenditures in total government transportation expenditures remained constant at around 45 percent,

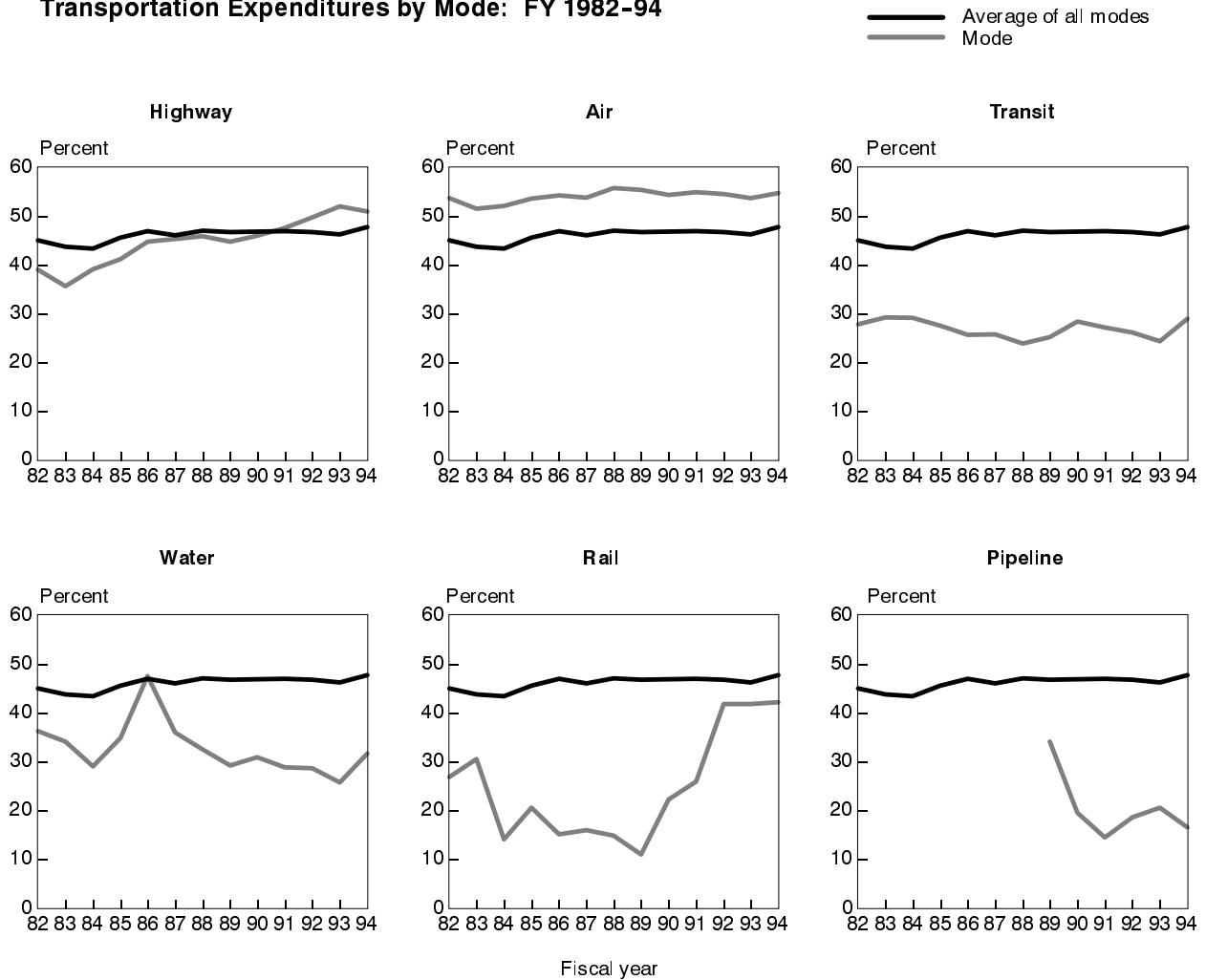
with a low of 44 percent in 1983 and a high of nearly 48 percent in 1994.

- *The highway mode had the highest absolute level of capital expenditures of all modes, as well as the highest share of capital out of total expenditures, but this share remained relatively constant.* In the 1982-94 period, a cumulative average of 72 percent of the annual governmental capital expenditures for transportation were for the highway mode. Capital expenditure for highways grew by 38 percent between 1982 and 1994, from

\$23.3 billion to \$32.1 billion. The share of capital expenditures in total highway expenditures averaged 54 percent and remained fairly constant, with a low of 51.5 percent in 1983 and a high of nearly 56 percent in 1988. For the highway mode, a large part of the governmental role consists of building highways, and associated infrastructure, such as bridges, toll booths, and parking facilities. This explains the large share of capital expenditures for the highway mode. This is in contrast to other modes in which governments operate important services in addition to spending on infrastructure (such as FAA operation of the air traffic control system, or local governments operating transit systems). Hence the operational component of expenditures is relatively larger for these other modes.

- *The air mode had the highest growth of capital expenditures, the second highest absolute capital expenditures over the 1982-94 period, and the second highest and fastest growing share of capital in total expenditures.* Capital expenditures for the air mode grew by the greatest amount, by 157 percent, from \$2.8 billion in 1982 to \$7.1 billion in 1994, with a high of \$7.3 billion in 1993, and a low of \$2.7 billion in 1983. Overall, capital expenditures for air were the second highest of all the modes, with 12 percent of all transportation capital expenditures from 1982 to 1994. Air also had the second largest and fastest growing share of capital in total expenditures—46 percent over the entire period, with growth from 39 percent in 1982 to 51 percent in 1994.

Figure 11.
**Capital Expenditures as Percent of Total Government
 Transportation Expenditures by Mode: FY 1982-94**



- *Transit had the third highest absolute capital expenditures over the period, and ranked fourth in terms of share of capital in total expenditures.* Transit constituted 11 percent of all capital expenditures for transportation. Capital expenditures for transit started the period at \$3.8 billion in 1982, and ended the period at \$5.5 billion in 1994, for a growth of 46 percent. The average share of capital expenditures for transit was 27 percent over the period, with low's of 24 percent in 1988 and 1993, and high's of 29 percent in 1983,

1984, and 1994. The highway, air and water modes all had a greater share of capital expenditures out of their total expenditures than transit.

- *The water mode had declining capital expenditures, as well as a declining share of capital out of total expenditures.* Capital expenditures for water declined from \$1.9 billion in 1982 to a low of \$1.2 billion in 1993, and then rose to \$1.6 billion in 1994. However, there was a sharp reversal of the trend in 1986, when the capital expenditures rose to \$2.6 billion, because of

the unusually high expenditure of \$1.2 billion for the Federal Ship Financing Fund program of the Maritime Administration. Overall, water had the fourth highest capital expenditures of all modes, with 4 percent of total transportation capital expenditures in the period. The share of capital expenditures out of total expenditures was the third highest for the water mode over the 13-year period (33 percent), declining from 36 percent in 1982 to 32 percent in 1994, with a low of 26 percent in 1993, and a major increase to 48 percent in 1986

for reasons discussed earlier in this paragraph.

- *Rail had the second lowest capital expenditure of all the modes, but it increased as a share of all governmental expenditures for rail.* Capital expenditures for rail were less than 1 percent of all transportation capital expenditures, and rail was the only mode other than water for which the capital expenditures were higher at the start of the 1982-94 period (\$692 million) than at the end of it (\$274 million). However, capital expenditures for rail did not decline steadily; after a drop to \$62 million in 1989, they started rising again, beginning with the capital investments of the Amtrak Northeast Corridor Improvement program in 1991. The share of capital in total federal rail expenditures first declined from 27 percent in 1982 to 11 percent in 1989, with some fluctuations, and then steadily increased, to a high of 42 percent in 1994. The sharp increase in the percent of railway expenditures for capital was due to both the decrease in total governmental expenditures for rail and to the increase in capital expenditures since 1989.

- *Pipeline had the lowest capital expenditure of all modes, and it declined as a share of total pipeline expenditures.* The pipeline mode had capital expenditures of a nearly constant \$5 million annually since the first expenditures for the Pipeline Safety R&D program in 1989, except in 1991, when it declined to \$3 million. Pipeline capital expenditures as a share of total pipeline expenditures declined from 34 percent in 1989 to 17 percent in 1994, with a low of 14 percent in 1991. The decrease was driven by the increase in total pipeline expenditures (by 100 percent over the 1989-94 period).

SUMMARY OBSERVATIONS

Over the 1982-94 period, the highway program had the greatest revenues and expenditures. It also remained fairly stable as a proportion of total modal spending. The fastest growth in both revenues and expenditures belonged to the air mode. Rail experienced the greatest percentage decline in government spending.

Although annual government transportation expenditures exceeded revenues, this gap narrowed. The

ratio of revenues to expenditures, or coverage ratio, was highest for the highway mode, followed by the air mode. It increased most rapidly for the air mode. The overall coverage ratio for all modes increased from 57 percent in 1982 to 69 percent in 1994.

As a share of total government revenues and expenditures at all levels, transportation remained fairly constant. Transportation formed a significantly larger share of state and local revenues and expenditures than it did of federal revenues and expenditures.

Capital expenditures constituted close to 50 percent of transportation expenditures. Capital expenditures were largest for the highway mode, and they constituted more than 50 percent of highway expenditures. The fastest growing capital expenditures were for the air mode, which grew by 157 percent between 1982 and 1994.

Appendix A.

Detailed Tables

Table 1.
Summary of Federal, State, and Local Transportation Finances by Mode: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
REVENUES													
Total	\$34,460	\$40,029	\$46,914	\$52,038	\$54,798	\$58,408	\$62,822	\$67,580	\$69,900	\$77,410	\$80,200	\$85,034	\$85,978
Highway	27,331	29,221	34,487	38,053	40,196	42,408	46,069	49,340	49,944	53,838	57,738	60,443	60,724
Air	2,295	5,233	5,790	6,715	7,019	7,746	8,190	9,369	10,119	11,924	11,787	12,706	13,101
Transit	3,388	4,154	5,117	5,664	5,848	6,353	6,428	6,764	7,193	8,778	7,558	8,563	8,947
Water	1,445	1,421	1,520	1,605	1,734	1,891	2,127	2,097	2,635	2,860	3,099	3,297	3,179
Pipeline	X	X	X	X	X	9	9	10	10	10	14	15	19
General support	X	X	X	X	X	X	X	X	X	X	3	10	7
EXPENDITURES													
Total	\$60,444	\$63,137	\$68,865	\$74,523	\$81,374	\$85,345	\$89,967	\$94,016	\$100,095	\$107,753	\$113,296	\$116,012	\$124,471
Highway	36,113	37,955	40,964	46,648	50,998	53,865	57,345	59,823	62,536	66,502	68,315	69,753	74,531
Air	6,043	6,605	7,358	7,902	8,749	9,502	10,422	11,241	12,568	13,974	15,753	17,382	17,940
Transit	11,397	12,677	13,587	14,145	15,078	16,088	16,777	17,540	19,196	20,792	22,350	21,677	24,242
Water	4,477	4,431	4,288	4,558	5,435	4,928	4,665	4,624	5,037	5,404	5,653	6,018	6,491
Rail	2,250	1,301	2,522	1,075	918	816	587	606	541	783	905	815	844
Pipeline	9	10	9	12	8	8	9	15	27	28	32	34	36
General support ¹	155	158	137	183	188	138	163	168	190	270	289	333	387

X No activity.

¹Represents administrative and operating expenditures of the Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board.

Table 2.
Transportation Revenues by Mode and Level of Government: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$34,460	\$40,029	\$46,914	\$52,038	\$54,798	\$58,407	\$62,821	\$67,579	\$69,901	\$77,411	\$80,199	\$85,034	\$85,978
Federal	8,296	12,507	16,351	18,388	18,769	18,847	20,109	22,237	21,532	25,995	25,797	27,311	25,552
State	18,935	19,806	22,320	24,355	25,917	28,501	30,850	32,529	34,629	36,585	39,097	41,428	42,861
Local	7,228	7,716	8,243	9,294	10,112	11,058	11,862	12,813	13,740	14,832	15,306	16,295	17,565
Highway, total	27,331	29,221	34,487	38,053	40,196	42,407	46,069	49,340	49,945	53,838	57,738	60,443	60,724
Federal	7,822	8,856	11,533	12,908	13,304	12,727	13,645	15,134	13,453	15,303	16,572	16,864	15,414
State	17,919	18,614	21,000	22,846	24,409	26,828	29,130	30,608	32,644	34,462	36,927	39,148	40,557
Local	1,590	1,751	1,954	2,300	2,482	2,852	3,293	3,597	3,848	4,073	4,239	4,431	4,753
Air, total	2,295	5,233	5,790	6,715	7,019	7,746	8,190	9,369	10,119	11,924	11,787	12,706	13,101
Federal	X	2,698	3,045	3,598	3,565	3,940	4,081	4,674	4,945	6,206	5,918	6,096	6,027
State	222	235	263	299	306	354	402	538	556	618	650	726	652
Local	2,073	2,300	2,482	2,818	3,148	3,452	3,707	4,156	4,617	5,101	5,219	5,884	6,422
Transit, total	3,388	4,154	5,117	5,664	5,848	6,353	6,428	6,764	7,193	8,778	7,558	8,563	8,947
Federal	X	519	1,325	1,420	1,395	1,583	1,661	1,738	1,977	3,149	1,816	2,735	2,691
State	495	673	742	875	878	986	968	1,039	1,074	1,123	1,126	1,145	1,218
Local	2,893	2,962	3,050	3,369	3,575	3,784	3,799	3,987	4,142	4,506	4,616	4,683	5,039
Water, total	1,445	1,421	1,520	1,605	1,734	1,891	2,127	2,097	2,635	2,860	3,099	3,297	3,179
Federal	474	434	448	463	505	588	713	681	1,147	1,325	1,474	1,591	1,394
State	299	284	315	335	324	333	351	344	355	382	393	409	434
Local	672	702	758	807	906	971	1,063	1,072	1,133	1,152	1,231	1,297	1,351
Pipeline, total	X	X	X	X	X	9	9	10	10	11	14	15	19
Federal	X	X	X	X	X	9	9	10	10	11	14	15	19
General support, total	X	X	X	X	X	X	X	X	X	X	3	10	7
Federal	X	X	X	X	X	X	X	X	X	X	3	10	7

X No activity.

Table 1.
Summary of Federal, State, and Local Transportation Finances by Mode: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
REVENUES													
Total	\$41,549	\$46,047	\$51,600	\$55,004	\$56,410	\$58,406	\$60,551	\$62,573	\$62,127	\$66,528	\$66,759	\$68,883	\$67,650
Highway	32,859	33,635	37,958	40,243	41,389	42,407	44,386	45,668	44,356	46,237	48,064	48,986	47,835
Air	2,809	5,940	6,313	7,051	7,199	7,746	7,917	8,699	9,025	10,274	9,811	10,274	10,264
Transit	4,147	4,837	5,653	6,009	6,035	6,353	6,189	6,255	6,389	7,546	6,292	6,937	7,039
Water	1,733	1,635	1,677	1,700	1,788	1,891	2,050	1,941	2,348	2,462	2,579	2,666	2,492
Pipeline	X	X	X	X	X	9	9	9	9	9	12	12	15
General support	X	X	X	X	X	X	X	X	X	X	2	8	5
EXPENDITURES													
Total	\$72,205	\$72,363	\$75,620	\$78,718	\$83,741	\$85,346	\$86,707	\$87,015	\$88,955	\$92,561	\$94,311	\$93,983	\$97,895
Highway	43,413	43,732	45,155	49,363	52,544	53,865	55,227	55,317	55,514	57,076	56,870	56,544	58,687
Air	7,126	7,450	7,991	8,269	8,952	9,502	10,086	10,454	11,230	12,052	13,110	14,040	14,016
Transit	13,645	14,587	14,994	15,013	15,562	16,088	16,138	16,206	17,024	17,833	18,607	17,591	19,146
Water	5,248	4,978	4,638	4,762	5,552	4,928	4,517	4,300	4,504	4,662	4,704	4,857	5,067
Rail	2,585	1,431	2,687	1,110	931	816	571	567	487	679	753	655	652
Pipeline	11	11	10	13	8	8	8	14	23	24	27	28	28
General support ¹	178	173	146	188	191	138	159	157	171	234	240	268	299

X No activity.

¹Represents administrative and operating expenditures of the Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board.

Table 2.
Transportation Revenues by Mode and Level of Government: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$41,549	\$46,047	\$51,600	\$55,004	\$56,410	\$58,407	\$60,551	\$62,573	\$62,127	\$66,529	\$66,759	\$68,883	\$67,650
Federal	9,525	13,744	17,413	18,977	19,036	18,847	19,599	20,821	19,398	22,545	21,462	21,954	19,731
State	23,176	23,247	24,966	26,077	26,885	28,501	29,578	29,953	30,591	31,296	32,553	33,681	33,990
Local	8,847	9,056	9,221	9,950	10,489	11,058	11,373	11,798	12,137	12,687	12,744	13,248	13,930
Highway, total	32,859	33,635	37,958	40,243	41,389	42,407	44,386	45,668	44,356	46,237	48,064	48,986	47,835
Federal	8,981	9,732	12,282	13,321	13,493	12,727	13,300	14,171	12,120	13,273	13,787	13,556	11,903
State	21,933	21,847	23,490	24,460	25,321	26,828	27,929	28,184	28,837	29,480	30,747	31,828	32,163
Local	1,946	2,056	2,186	2,462	2,575	2,852	3,158	3,313	3,399	3,484	3,530	3,602	3,770
Air, total	2,809	5,940	6,313	7,051	7,199	7,746	7,917	8,699	9,025	10,274	9,811	10,274	10,264
Federal	X	2,964	3,243	3,713	3,616	3,940	3,978	4,376	4,455	5,383	4,924	4,900	4,654
State	272	276	295	321	317	354	385	496	491	528	541	590	517
Local	2,538	2,700	2,776	3,017	3,266	3,452	3,554	3,827	4,079	4,363	4,345	4,784	5,093
Transit, total	4,147	4,837	5,653	6,009	6,035	6,353	6,189	6,255	6,389	7,546	6,292	6,937	7,039
Federal	X	570	1,411	1,465	1,415	1,583	1,619	1,628	1,781	2,731	1,511	2,199	2,078
State	606	790	830	937	911	986	928	956	949	961	937	931	966
Local	3,541	3,476	3,411	3,607	3,708	3,784	3,642	3,672	3,659	3,854	3,844	3,807	3,996
Water, total	1,733	1,635	1,677	1,700	1,788	1,891	2,050	1,941	2,348	2,462	2,579	2,666	2,492
Federal	544	477	477	478	512	588	695	638	1,033	1,149	1,226	1,279	1,076
State	366	333	352	359	336	333	337	317	313	327	328	333	345
Local	823	824	848	864	940	971	1,019	987	1,001	986	1,025	1,054	1,071
Pipeline, total	X	X	X	X	X	9	8	9	9	9	12	12	15
Federal	X	X	X	X	X	9	8	9	9	9	12	12	15
General support, total	X	X	X	X	X	X	X	X	X	X	2	8	5
Federal	X	X	X	X	X	X	X	X	X	X	2	8	5

X No activity.

Table 3.
Transportation Revenues by Mode and Revenue Raising Instrument: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$34,460	\$40,029	\$46,914	\$52,038	\$54,798	\$58,407	\$62,821	\$67,579	\$69,901	\$77,411	\$80,199	\$85,034	\$85,978
Highway, total	27,331	29,221	34,487	38,053	40,196	42,407	46,069	49,340	49,945	53,838	57,738	60,443	60,724
Federal:													
Highway Trust Fund	7,822	8,856	11,533	12,908	13,304	12,727	13,645	15,134	13,453	15,303	16,572	16,864	15,414
State:													
Motor fuel taxes	10,437	10,793	12,396	13,352	14,087	15,705	17,196	18,029	19,379	20,639	22,250	23,568	24,490
MV license taxes	5,564	5,784	6,354	7,045	7,679	8,309	8,879	9,351	9,848	10,131	10,660	11,502	11,835
MV operator license taxes	487	505	567	614	695	728	765	794	827	865	1,014	1,017	1,058
Reg. & toll highway charges	1,431	1,532	1,683	1,835	1,948	2,085	2,289	2,434	2,590	2,826	3,004	3,061	3,174
Local:													
Motor fuel taxes	125	149	160	286	313	448	577	613	664	677	694	676	712
MV license taxes	409	443	480	518	568	618	646	692	769	784	828	896	927
MV operator license taxes	X	X	X	X	X	X	13	1	1	2	2	2	2
Reg. & toll highway charges	657	706	788	921	970	1,104	1,320	1,495	1,559	1,687	1,744	1,864	2,034
Parking charges	399	453	526	574	632	681	737	796	854	924	970	993	1,078
Air, total	2,295	5,233	5,790	6,715	7,019	7,746	8,190	9,369	10,119	11,924	11,787	12,706	13,101
Federal AATF	X	2,698	3,045	3,598	3,565	3,940	4,081	4,674	4,945	6,206	5,918	6,096	6,027
State airport charges	222	235	263	299	306	354	402	538	556	618	650	726	652
Local airport charges	2,073	2,300	2,482	2,818	3,148	3,452	3,707	4,156	4,617	5,101	5,219	5,884	6,422
Transit, total	3,388	4,154	5,117	5,664	5,848	6,353	6,428	6,764	7,193	8,778	7,558	8,563	8,947
HTF Transit Account	X	519	1,325	1,420	1,395	1,583	1,661	1,738	1,977	3,149	1,816	2,735	2,691
State transit charges	495	673	742	875	878	986	968	1,039	1,074	1,123	1,126	1,145	1,218
Local transit charges	2,893	2,962	3,050	3,369	3,575	3,784	3,799	3,987	4,142	4,506	4,616	4,683	5,039
Water, total	1,445	1,421	1,520	1,605	1,734	1,891	2,127	2,097	2,635	2,860	3,099	3,297	3,179
Federal water receipts	474	434	448	463	505	588	713	681	1,147	1,325	1,474	1,591	1,394
State water trans. charges	299	284	315	335	324	333	351	344	355	382	393	409	434
Local water trans. charges	672	702	758	807	906	971	1,063	1,072	1,133	1,152	1,231	1,297	1,351
Pipeline, total	X	X	X	X	X	9	9	10	10	11	14	15	19
Pipeline Safety Fund	X	X	X	X	X	9	9	10	10	11	14	15	19
General support, total	X	X	X	X	X	X	X	X	X	X	3	10	7
Emergency Preparedness Fund	X	X	X	X	X	X	X	X	X	X	3	10	7

X No activity.

Table 3.
Transportation Revenues by Mode and Revenue Raising Instrument: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$41,549	\$46,047	\$51,600	\$55,004	\$56,410	\$58,407	\$60,551	\$62,573	\$62,127	\$66,529	\$66,759	\$68,883	\$67,650
Highway, total	32,859	33,635	37,958	40,243	41,389	42,407	44,386	45,668	44,356	46,237	48,064	48,986	47,835
Federal:													
Highway Trust Fund	8,981	9,732	12,282	13,321	13,493	12,727	13,300	14,171	12,120	13,273	13,787	13,556	11,903
State:													
Motor fuel taxes	12,775	12,668	13,865	14,295	14,613	15,705	16,487	16,601	17,119	17,655	18,526	19,161	19,421
MV license taxes	6,811	6,789	7,107	7,543	7,966	8,309	8,513	8,611	8,700	8,667	8,876	9,351	9,385
MV operator license taxes	596	592	635	657	721	728	733	731	730	740	844	827	839
Reg. & toll highway charges	1,751	1,798	1,883	1,965	2,020	2,085	2,195	2,242	2,288	2,418	2,501	2,489	2,517
Local:													
Motor fuel taxes	153	175	179	306	324	448	553	565	587	579	578	550	565
MV license taxes	501	520	537	555	589	618	620	637	680	670	690	728	735
MV operator license taxes	X	X	X	X	X	X	13	1	1	1	2	2	1
Reg. & toll highway charges	804	829	881	986	1,006	1,104	1,266	1,377	1,377	1,443	1,452	1,515	1,613
Parking charges	488	532	588	615	655	681	706	733	755	790	808	807	855
Air, total	2,809	5,940	6,313	7,051	7,199	7,746	7,917	8,699	9,025	10,274	9,811	10,274	10,264
Federal AATF	X	2,964	3,243	3,713	3,616	3,940	3,978	4,376	4,455	5,383	4,924	4,900	4,654
State airport charges	272	276	295	321	317	354	385	496	491	528	541	590	517
Local airport charges	2,538	2,700	2,776	3,017	3,266	3,452	3,554	3,827	4,079	4,363	4,345	4,784	5,093
Transit, total	4,147	4,837	5,653	6,009	6,035	6,353	6,189	6,255	6,389	7,546	6,292	6,937	7,039
HTF Transit Account	X	570	1,411	1,465	1,415	1,583	1,619	1,628	1,781	2,731	1,511	2,199	2,078
State transit charges	606	790	830	937	911	986	928	956	949	961	937	931	966
Local transit charges	3,541	3,476	3,411	3,607	3,708	3,784	3,642	3,672	3,659	3,854	3,844	3,807	3,996
Water, total	1,733	1,635	1,677	1,700	1,788	1,891	2,050	1,941	2,348	2,462	2,579	2,666	2,492
Federal water receipts	544	477	477	478	512	588	695	638	1,033	1,149	1,226	1,279	1,076
State water trans. charges	366	333	352	359	336	333	337	317	313	327	328	333	345
Local water trans. charges	823	824	848	864	940	971	1,019	987	1,001	986	1,025	1,054	1,071
Pipeline, total	X	X	X	X	X	9	8	9	9	9	12	12	15
Pipeline Safety Fund	X	X	X	X	X	9	8	9	9	9	12	12	15
General support, total	X	X	X	X	X	X	X	X	X	X	2	8	5
Emergency Preparedness Fund	X	X	X	X	X	X	X	X	X	X	2	8	5

X No activity.

Table 4.
Federal Transportation Grants to State and Local Governments by Mode: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total	\$13,585	\$14,425	\$15,965	\$18,226	\$18,829	\$17,770	\$18,757	\$18,698	\$19,786	\$20,579	\$21,365	\$22,599	\$23,723
Highway	9,229	10,071	11,479	14,016	14,590	13,516	14,628	13,991	14,758	15,144	16,044	17,158	18,319
Air	339	453	694	789	853	917	825	1,135	1,220	1,541	1,672	1,931	1,620
Transit	3,959	3,848	3,755	3,381	3,358	3,311	3,277	3,552	3,794	3,881	3,632	3,493	3,749
Rail	56	49	34	36	24	21	23	15	10	8	10	10	28
Pipeline	2	4	3	4	4	4	5	5	4	5	7	7	7

PERCENT SHARE

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Highway	67.93	69.82	71.90	76.90	77.49	76.06	77.99	74.83	74.59	73.59	75.10	75.92	77.22
Air	2.50	3.14	4.35	4.33	4.53	5.16	4.40	6.07	6.17	7.49	7.83	8.54	6.83
Transit	29.14	26.68	23.52	18.55	17.83	18.63	17.47	19.00	19.17	18.86	17.00	15.46	15.80
Rail	0.41	0.34	0.21	0.20	0.13	0.12	0.12	0.08	0.05	0.04	0.05	0.04	0.12
Pipeline	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.02	0.02	0.03	0.03	0.03

Table 5.
Transportation Expenditures by Mode and Level of Government From Own Funds: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$60,443	\$63,136	\$68,865	\$74,523	\$81,374	\$85,346	\$89,966	\$94,016	\$100,094	\$107,753	\$113,297	\$116,012	\$124,471
Federal	23,419	23,262	26,306	27,713	29,062	27,429	28,315	28,631	30,391	32,473	34,753	36,670	39,065
State and local	37,024	39,874	42,559	46,810	52,312	57,916	61,651	65,385	69,703	75,280	78,544	79,342	85,407
Highways, total	36,113	37,955	40,964	46,648	50,998	53,865	57,345	59,823	62,536	66,502	68,315	69,753	74,531
Federal	10,403	10,911	12,423	15,029	15,508	14,400	15,537	14,934	15,452	15,860	16,772	18,081	20,053
State and local	25,710	27,044	28,541	31,619	35,490	39,465	41,808	44,889	47,084	50,642	51,543	51,672	54,478
Air, total	6,043	6,605	7,358	7,902	8,749	9,502	10,422	11,241	12,568	13,974	15,753	17,382	17,940
Federal	3,564	4,044	4,467	4,947	5,345	5,543	5,896	6,624	7,305	8,282	9,313	10,049	10,146
State and local	2,479	2,561	2,891	2,955	3,404	3,959	4,526	4,617	5,263	5,692	6,440	7,333	7,794
Transit, total	11,397	12,677	13,588	14,145	15,078	16,088	16,777	17,540	19,195	20,792	22,350	21,677	24,242
Federal	4,015	3,894	3,811	3,427	3,399	3,351	3,316	3,595	3,832	3,917	3,675	3,517	3,770
State and local	7,382	8,783	9,776	10,718	11,679	12,737	13,461	13,945	15,364	16,875	18,675	18,160	20,472
Water, total	4,477	4,431	4,288	4,558	5,435	4,928	4,665	4,624	5,038	5,403	5,653	6,018	6,491
Federal	3,055	2,973	2,959	3,065	3,710	3,184	2,823	2,701	3,069	3,355	3,792	3,865	3,863
State and local	1,422	1,458	1,329	1,493	1,725	1,744	1,842	1,923	1,968	2,049	1,861	2,153	2,628
Rail, total	2,250	1,301	2,522	1,075	918	816	586	605	541	783	905	815	844
Federal	2,225	1,279	2,506	1,058	908	808	576	599	534	779	900	811	832
State and local	25	22	16	17	10	8	10	7	7	4	4	4	12
Pipeline, total	9	10	9	12	8	8	9	15	26	28	32	34	36
Federal	2	4	3	4	4	4	5	10	9	9	12	14	14
State and local	7	6	5	8	4	4	4	5	17	19	20	20	22
General support, total ¹	155	158	137	183	188	138	163	168	190	270	289	333	387
Federal	155	158	137	183	188	138	163	168	190	270	289	333	387

¹Represents administrative and operating expenditures by the Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board.

Table 4.
Federal Transportation Grants to State and Local Governments by Mode: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total	\$15,597	\$15,851	\$17,002	\$18,810	\$19,096	\$17,770	\$18,282	\$17,508	\$17,825	\$17,849	\$17,774	\$18,166	\$18,319
Highway	10,595	11,067	12,224	14,464	14,797	13,516	14,257	13,100	13,296	13,135	13,348	13,793	14,146
Air	389	498	739	814	865	917	804	1,063	1,099	1,336	1,391	1,552	1,251
Transit	4,545	4,229	3,999	3,489	3,406	3,311	3,194	3,326	3,418	3,366	3,021	2,808	2,895
Rail	64	54	36	37	24	21	22	14	9	7	8	8	21
Pipeline	3	4	4	4	4	4	4	5	4	4	6	6	6

Table 5.
Transportation Expenditures by Mode and Level of Government From Own Funds: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$72,205	\$72,363	\$75,620	\$78,718	\$83,741	\$85,346	\$86,707	\$87,015	\$88,955	\$92,561	\$94,311	\$93,983	\$97,895
Federal	26,888	25,563	28,015	28,600	29,475	27,429	27,598	26,808	27,379	28,164	28,913	29,477	30,166
State and local	45,317	46,800	47,605	50,118	54,266	57,916	59,109	60,207	61,575	64,397	65,398	64,506	67,729
Highways, total	43,413	43,732	45,155	49,363	52,544	53,865	55,227	55,317	55,514	57,076	56,870	56,544	58,687
Federal	11,944	11,990	13,230	15,510	15,729	14,400	15,143	13,983	13,921	13,755	13,954	14,535	15,485
State and local	31,469	31,742	31,925	33,853	36,815	39,465	40,084	41,334	41,594	43,321	42,917	42,010	43,202
Air, total	7,126	7,450	7,991	8,269	8,952	9,502	10,086	10,454	11,230	12,052	13,110	14,040	14,016
Federal	4,092	4,444	4,757	5,105	5,421	5,543	5,747	6,202	6,581	7,183	7,748	8,078	7,835
State and local	3,034	3,006	3,234	3,164	3,531	3,959	4,339	4,251	4,650	4,869	5,363	5,962	6,181
Transit, total	13,645	14,587	14,994	15,013	15,562	16,088	16,138	16,206	17,024	17,833	18,607	17,591	19,146
Federal	4,610	4,279	4,059	3,537	3,447	3,351	3,232	3,366	3,452	3,398	3,057	2,827	2,911
State and local	9,035	10,308	10,935	11,476	12,115	12,737	12,906	12,840	13,572	14,435	15,549	14,764	16,235
Water, total	5,248	4,978	4,638	4,762	5,552	4,928	4,517	4,300	4,504	4,662	4,704	4,857	5,067
Federal	3,507	3,267	3,151	3,163	3,763	3,184	2,751	2,529	2,765	2,910	3,155	3,107	2,983
State and local	1,740	1,711	1,487	1,599	1,790	1,744	1,766	1,771	1,739	1,752	1,550	1,750	2,084
Rail, total	2,585	1,431	2,687	1,110	931	816	571	567	487	679	753	655	652
Federal	2,555	1,405	2,669	1,092	920	808	562	561	481	676	749	652	642
State and local	30	25	18	18	10	8	10	6	6	3	4	3	9
Pipeline, total	11	11	10	13	8	8	8	14	23	24	27	28	28
Federal	3	4	4	4	4	4	4	10	8	8	10	11	10
State and local	9	8	6	8	4	4	4	4	15	16	17	16	18
General support, total ¹ ...	178	173	146	188	191	138	159	157	171	234	240	268	299
Federal	178	173	146	188	191	138	159	157	171	234	240	268	299

¹Represents administrative and operating expenditures by the Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board.

Table 6.
Transportation Expenditures by Mode and Level of Government After Federal Grants: FY 1982-94
Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$60,444	\$63,136	\$68,864	\$74,524	\$81,375	\$85,346	\$89,966	\$94,016	\$100,096	\$107,753	\$113,297	\$116,012	\$124,471
Federal.....	9,834	8,838	10,341	9,487	10,233	9,660	9,558	9,934	10,605	11,893	13,389	14,071	15,342
State.....	23,112	24,407	27,143	31,600	34,709	36,348	38,685	40,572	42,342	44,939	46,468	47,789	49,738
Local.....	27,499	29,892	31,380	33,437	36,433	39,338	41,723	43,511	47,148	50,922	53,441	54,152	59,392
Highways, total	36,114	37,955	40,964	46,649	50,998	53,865	57,345	59,823	62,536	66,503	68,315	69,753	74,531
Federal.....	1,174	840	944	1,013	918	884	909	943	694	716	728	923	1,734
State.....	20,103	21,153	23,250	27,167	30,191	31,488	33,732	35,318	36,464	38,911	40,478	42,056	43,812
Local.....	14,836	15,962	16,770	18,468	19,889	21,493	22,704	23,562	25,378	26,875	27,109	26,774	28,984
Air, total	6,043	6,605	7,357	7,902	8,749	9,502	10,422	11,241	12,569	13,974	15,754	17,382	17,940
Federal.....	3,225	3,591	3,773	4,158	4,492	4,626	5,071	5,489	6,085	6,741	7,641	8,118	8,526
State.....	346	333	386	473	454	476	454	507	635	759	963	915	788
Local.....	2,472	2,681	3,199	3,271	3,803	4,400	4,897	5,245	5,848	6,474	7,149	8,349	8,626
Transit, total	11,397	12,677	13,588	14,145	15,078	16,088	16,777	17,540	19,195	20,792	22,350	21,677	24,242
Federal.....	56	46	56	46	41	40	39	43	38	36	43	24	21
State.....	2,059	2,413	3,047	3,360	3,473	3,812	3,977	4,083	4,699	4,745	4,481	4,205	4,434
Local.....	9,282	10,218	10,484	10,739	11,564	12,236	12,762	13,414	14,458	16,011	17,825	17,448	19,788
Water, total	4,477	4,431	4,288	4,558	5,435	4,928	4,665	4,624	5,038	5,403	5,653	6,018	6,491
Federal.....	3,055	2,973	2,959	3,065	3,710	3,184	2,823	2,701	3,069	3,355	3,792	3,865	3,863
State.....	513	426	402	534	548	535	482	632	504	487	504	572	635
Local.....	909	1,032	928	959	1,177	1,209	1,360	1,290	1,464	1,562	1,357	1,581	1,993
Rail, total	2,250	1,301	2,521	1,076	918	816	586	606	541	783	904	815	844
Federal.....	2,169	1,230	2,472	1,022	884	787	553	584	524	771	890	801	804
State.....	81	71	49	54	34	29	33	22	17	12	14	14	39
Pipeline, total	9	10	9	12	8	8	9	15	27	28	33	34	36
Federal.....	X	X	X	X	X	X	X	5	5	4	6	7	6
State.....	9	10	9	12	8	8	9	9	22	24	27	27	30
General support, total ¹ ...	155	158	137	183	188	138	163	168	190	270	289	333	387
Federal.....	155	158	137	183	188	138	163	168	190	270	289	333	387

X No activity.

¹Represents administrative and operating expenditures by the Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board.

Table 6.
Transportation Expenditures by Mode and Level of Government After Federal Grants: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all modes	\$73,237	\$73,442	\$76,475	\$79,423	\$84,177	\$85,346	\$86,409	\$86,725	\$88,610	\$92,317	\$94,326	\$94,190	\$98,389
Federal	11,290	9,712	11,013	9,790	10,379	9,660	9,315	9,301	9,554	10,315	11,139	11,311	11,847
State	28,288	28,647	30,361	33,833	36,005	36,348	37,091	37,359	37,405	38,442	38,691	38,853	39,443
Local	33,659	35,084	35,101	35,800	37,793	39,338	40,002	40,065	41,650	43,560	44,497	44,026	47,099
Highways, total	44,113	44,485	45,770	49,906	52,881	53,865	54,995	55,100	55,256	56,897	56,881	56,701	59,068
Federal	1,348	923	1,005	1,045	931	884	886	883	625	621	606	742	1,339
State	24,606	24,828	26,006	29,087	31,318	31,488	32,341	32,521	32,212	33,286	33,703	34,192	34,744
Local	18,160	18,734	18,758	19,773	20,632	21,493	21,768	21,696	22,419	22,990	22,572	21,767	22,985
Air, total	7,152	7,483	8,028	8,299	8,972	9,502	10,073	10,436	11,210	12,034	13,112	14,057	14,050
Federal	3,703	3,946	4,018	4,291	4,556	4,626	4,942	5,140	5,482	5,846	6,357	6,526	6,584
State	423	390	432	507	471	476	435	467	561	650	802	744	625
Local	3,026	3,146	3,578	3,502	3,945	4,400	4,695	4,829	5,166	5,538	5,953	6,788	6,841
Transit, total	13,946	14,875	15,196	15,143	15,640	16,088	16,086	16,151	16,958	17,787	18,609	17,623	19,224
Federal	64	51	60	47	42	40	38	40	34	32	36	19	16
State	2,521	2,832	3,409	3,598	3,603	3,812	3,813	3,760	4,151	4,059	3,731	3,419	3,516
Local	11,361	11,993	11,727	11,498	11,995	12,236	12,235	12,351	12,772	13,696	14,842	14,185	15,692
Water, total	5,248	4,978	4,638	4,762	5,552	4,928	4,517	4,300	4,504	4,662	4,704	4,857	5,067
Federal	3,507	3,267	3,151	3,163	3,763	3,184	2,751	2,529	2,765	2,910	3,155	3,107	2,983
State	628	501	449	572	569	535	462	582	446	417	420	465	503
Local	1,112	1,211	1,038	1,027	1,221	1,209	1,304	1,188	1,293	1,336	1,130	1,285	1,581
Rail, total	2,589	1,436	2,688	1,112	932	816	570	567	487	679	752	655	652
Federal	2,490	1,352	2,633	1,055	897	787	539	547	472	669	740	644	621
State	99	84	55	57	35	29	31	20	15	10	12	11	31
Pipeline, total	11	12	10	13	8	8	8	14	24	24	27	28	28
Federal	X	X	X	X	X	X	X	5	5	3	5	6	5
State	11	12	10	13	8	8	8	9	19	21	22	22	24
General support, total¹	178	173	146	188	191	138	159	157	171	234	240	268	299
Federal	178	173	146	188	191	138	159	157	171	234	240	268	299

X No activity.

¹Represents administrative and operating expenditures by the Department of Transportation, the Interstate Commerce Commission, and the National Transportation Safety Board.

Table 7.
Percent Ratio of Revenues to Expenditures by Level of Government and Mode: FY 1982-94

(In percent)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total, all levels.	57.0	63.4	68.1	69.8	67.3	68.4	69.8	71.9	69.8	71.8	70.8	73.3	69.1
Highway	75.7	77.0	84.2	81.6	78.8	78.7	80.3	82.5	79.9	81.0	84.5	85.2	81.5
Air	38.0	79.2	78.7	85.0	80.2	81.5	78.6	83.3	80.5	85.3	74.8	78.8	73.0
Transit	29.7	32.8	37.7	40.0	38.8	39.5	38.3	38.6	37.5	42.2	33.8	39.5	36.9
Water	32.3	31.9	35.4	35.2	31.9	38.2	45.6	45.4	52.3	52.9	54.8	54.8	49.0
Pipeline	X	X	X	X	X	112.5	100.0	66.7	37.0	35.7	43.8	44.1	52.9
Federal, total	35.4	53.8	62.2	66.4	64.6	68.7	71.0	77.7	70.8	80.1	74.2	74.4	65.4
Highway	75.2	81.2	92.8	85.9	85.8	88.4	87.8	101.3	87.1	96.5	98.8	93.3	76.9
Air	X	66.7	68.2	72.7	66.7	71.1	69.2	70.6	67.7	74.9	63.5	60.7	59.4
Transit	X	13.3	34.8	41.4	41.0	47.2	50.1	48.3	51.6	80.4	49.4	77.8	71.4
Water	15.5	15.1	15.1	15.1	13.6	18.2	25.3	25.2	37.4	39.5	38.9	41.2	36.1
Pipeline	X	X	X	X	X	225.0	180.0	100.0	111.1	122.2	116.7	107.1	140.3
State and local, total.	71.2	69.6	72.8	72.2	68.9	68.6	69.0	69.4	69.1	68.0	69.3	72.8	70.8
Highway	75.9	75.3	80.4	80.1	75.8	75.2	77.5	74.4	77.5	76.1	79.9	84.3	83.2
Air	92.6	99.0	95.0	105.5	101.5	96.1	90.8	101.7	98.3	100.5	91.1	90.1	90.8
Transit	45.5	41.4	38.8	39.6	38.1	37.5	35.4	36.0	34.0	33.4	30.7	32.1	30.6
Water	68.3	67.7	80.7	76.5	71.3	74.7	76.8	73.6	75.6	74.9	87.3	79.2	67.9

X No activity.

Table 8.
Transportation Revenues as a Proportion of All Revenues by Level of Government: FY 1982-94

Part A. Current Dollars

(In billions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total All Government													
Total own-source.....	\$1,145	\$1,181	\$1,307	\$1,418	\$1,516	\$1,695	\$1,776	\$1,918	\$2,047	\$2,125	\$2,262	\$2,374	\$2,501
Trans. own-source.....	34.5	40.0	46.9	52.0	54.8	58.4	62.8	67.6	69.9	77.4	80.2	85.0	86.0
Trans. percent of total	3.0%	3.4%	3.6%	3.7%	3.6%	3.4%	3.5%	3.5%	3.4%	3.6%	3.5%	3.6%	3.4%
Federal													
Total own-source	\$686	\$678	\$752	\$805	\$846	\$967	\$1,009	\$1,090	\$1,152	\$1,198	\$1,256	\$1,305	\$1,401
Trans. own-source.....	8.3	12.5	16.4	18.4	18.8	18.8	20.1	22.2	21.5	26.0	25.8	27.3	25.6
Trans. percent of total	1.2%	1.8%	2.2%	2.3%	2.2%	1.9%	2.0%	2.0%	1.9%	2.2%	2.1%	2.1%	1.8%
State and Local													
Total own-source	\$459	\$503	\$555	\$613	\$670	\$728	\$767	\$828	\$895	\$927	\$1,006	\$1,069	\$1,100
Trans. own-source.....	26.2	27.5	30.6	33.6	36.0	39.6	42.7	45.3	48.4	51.4	54.4	57.7	60.4
Trans. percent of total	5.7%	5.5%	5.5%	5.5%	5.4%	5.4%	5.6%	5.5%	5.4%	5.5%	5.4%	5.4%	5.5%

Table 8.
Transportation Revenues as a Proportion of All Revenues by Level of Government: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In billions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total All Government													
Total own-source.....	\$1,349	\$1,336	\$1,422	\$1,487	\$1,553	\$1,695	\$1,719	\$1,783	\$1,828	\$1,832	\$1,883	\$1,918	\$1,954
Trans. own-source.....	41.5	46.0	51.6	55.0	56.4	58.4	60.6	62.6	62.1	66.5	66.8	68.9	67.7
Trans. percent of total	3.1%	3.4%	3.6%	3.7%	3.6%	3.4%	3.5%	3.5%	3.4%	3.6%	3.5%	3.6%	3.5%
Federal													
Total own-source	\$787	\$745	\$801	\$831	\$858	\$967	\$983	\$1,021	\$1,038	\$1,039	\$1,045	\$1,049	\$1,082
Trans. own-source.....	9.5	13.7	17.4	19.0	19.0	18.8	19.6	20.8	19.4	22.5	21.5	22.0	19.7
Trans. percent of total	1.2%	1.8%	2.2%	2.3%	2.2%	1.9%	2.0%	2.0%	1.9%	2.2%	2.1%	2.1%	1.8%
State and Local													
Total own-source	\$562	\$591	\$621	\$656	\$695	\$728	\$735	\$762	\$791	\$793	\$838	\$869	\$873
Trans. own-source.....	32.0	32.3	34.2	36.0	37.4	39.6	41.0	41.8	42.7	44.0	45.3	46.9	47.9
Trans. percent of total	5.7%	5.5%	5.5%	5.5%	5.4%	5.4%	5.6%	5.5%	5.4%	5.5%	5.4%	5.4%	5.5%

Table 9.
Transportation Expenditures as a Proportion of All Expenditures by Level of Government: FY 1982-94

Part A. Current Dollars

(In billions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total All Government													
Total	\$1,233	\$1,351	\$1,428	\$1,581	\$1,696	\$1,810	\$1,921	\$2,031	\$2,219	\$2,379	\$2,488	\$2,576	\$2,664
Transportation	60.4	63.1	68.8	74.5	81.4	85.4	90.0	94.0	100.1	107.8	113.3	116.0	124.5
Trans. percent of total	4.9%	4.7%	4.8%	4.7%	4.8%	4.7%	4.7%	4.6%	4.5%	4.5%	4.6%	4.5%	4.7%
Federal													
Total	\$710	\$786	\$829	\$925	\$981	\$1,037	\$1,096	\$1,143	\$1,246	\$1,319	\$1,341	\$1,365	\$1,412
Transportation	9.8	8.8	10.3	9.5	10.2	9.7	9.6	9.9	10.6	11.9	13.4	14.1	15.3
Trans. percent of total	1.4%	1.1%	1.2%	1.0%	1.0%	0.9%	0.9%	0.9%	0.9%	0.9%	1.0%	1.0%	1.1%
State and Local													
Total	\$523	\$565	\$599	\$656	\$715	\$773	\$825	\$888	\$973	\$1,060	\$1,147	\$1,211	\$1,252
Transportation	50.6	54.3	58.5	65.0	71.1	75.7	80.4	84.1	89.5	95.9	99.9	101.9	109.1
Trans. percent of total	9.7%	9.6%	9.8%	9.9%	9.9%	9.8%	9.7%	9.5%	9.2%	9.0%	8.7%	8.4%	8.7%

Table 10.
Transportation Grants as a Proportion of All Federal Grants to State and Local Governments: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total grants	\$88,134	\$92,448	\$97,553	\$105,852	\$112,331	\$108,400	\$115,342	\$121,928	\$135,325	\$154,519	\$178,065	\$193,612	\$210,596
Transportation grants	13,585	14,425	15,965	18,226	18,829	17,770	18,757	18,698	19,786	20,579	21,365	22,599	23,723
Trans. as percent of total	15.4%	15.6%	16.4%	17.2%	16.8%	16.4%	16.3%	15.3%	14.6%	13.3%	12.0%	11.7%	11.3%

Table 9.
Transportation Expenditures as a Proportion of All Expenditures by Level of Government: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In billions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total All Government													
Total	\$1,455	\$1,527	\$1,553	\$1,657	\$1,737	\$1,810	\$1,859	\$1,888	\$1,982	\$2,051	\$2,071	\$2,082	\$2,083
Transportation	73.2	73.4	76.4	79.4	84.1	85.4	86.4	86.7	88.6	92.3	94.3	94.2	98.4
Trans. percent of total	5.0%	4.8%	4.9%	4.8%	4.8%	4.7%	4.6%	4.6%	4.5%	4.5%	4.6%	4.5%	4.7%
Federal													
Total	\$815	\$864	\$883	\$955	\$995	\$1,037	\$1,068	\$1,070	\$1,123	\$1,144	\$1,116	\$1,097	\$1,091
Transportation	11.3	9.7	11.0	9.8	10.3	9.7	9.4	9.3	9.5	10.3	11.1	11.3	11.8
Trans. percent of total	1.4%	1.1%	1.2%	1.0%	1.0%	0.9%	0.9%	0.9%	0.9%	0.9%	1.0%	1.0%	1.1%
State and Local													
Total	\$640	\$663	\$670	\$702	\$742	\$773	\$791	\$818	\$860	\$907	\$955	\$985	\$993
Transportation	61.9	63.7	65.5	69.6	73.8	75.7	77.1	77.4	79.1	82.0	83.2	82.9	86.5
Trans. percent of total	9.7%	9.6%	9.8%	9.9%	9.9%	9.8%	9.7%	9.5%	9.2%	9.0%	8.7%	8.4%	8.7%

Table 10.
Transportation Grants as a Proportion of All Federal Grants to State and Local Governments: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total grants	\$101,187	\$101,591	\$103,890	\$109,238	\$113,926	\$108,400	\$112,419	\$114,165	\$121,914	\$134,015	\$148,141	\$155,637	\$162,622
Transportation grants	15,597	15,851	17,002	18,810	19,096	17,770	18,282	17,508	17,825	17,849	17,774	18,166	18,319
Trans. as percent of total	15.4%	15.6%	16.4%	17.2%	16.8%	16.4%	16.3%	15.3%	14.6%	13.3%	12.0%	11.7%	11.3%

Table 11.
Governmental Capital Expenditures for Transportation by Mode: FY 1982-94

Part A. Current Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
All Modes													
Total governmental	\$60,444	\$63,137	\$68,865	\$74,523	\$81,374	\$85,345	\$89,967	\$94,016	\$100,095	\$107,753	\$113,296	\$116,012	\$124,471
Total capital	26,731	27,086	29,368	33,587	37,971	39,299	42,493	44,117	47,054	50,726	52,930	53,454	59,065
Federal capital	3,258	2,552	2,560	3,034	3,973	3,143	3,053	3,017	3,387	3,757	4,680	4,842	5,775
State and local capital	23,473	24,534	26,808	30,553	33,999	36,156	39,440	41,099	43,667	46,970	48,250	48,613	53,290
Capital as percent of total . .	44.2%	42.9%	42.6%	45.1%	46.7%	46.0%	47.2%	46.9%	47.0%	47.1%	46.7%	46.1%	47.5%
Air													
Total governmental	\$6,043	\$6,605	\$7,358	\$7,902	\$8,749	\$9,502	\$10,422	\$11,241	\$12,568	\$13,974	\$15,753	\$17,382	\$17,940
Total capital	2,331	2,319	2,842	3,227	3,891	4,306	4,788	5,039	5,794	6,649	7,826	9,003	9,104
Federal capital	957	911	1,028	1,352	1,708	1,697	1,892	2,071	2,360	2,708	3,221	3,590	3,934
State and local capital	1,374	1,408	1,814	1,875	2,183	2,609	2,896	2,968	3,434	3,941	4,605	5,413	5,170
Capital as percent of total . . .	38.6%	35.1%	38.6%	40.8%	44.5%	45.3%	45.9%	44.8%	46.1%	47.6%	49.7%	51.8%	50.7%
Highway													
Total governmental	\$36,113	\$37,955	\$40,964	\$46,648	\$50,998	\$53,865	\$57,345	\$59,823	\$62,536	\$66,502	\$68,315	\$69,753	\$74,531
Total capital	19,057	19,231	21,032	24,687	27,482	28,951	32,073	33,194	34,105	36,651	37,255	37,275	40,526
Federal capital	727	436	496	556	407	397	439	440	238	242	224	325	856
State and local capital	18,330	18,796	20,535	24,131	27,075	28,554	31,634	32,754	33,867	36,409	37,031	36,950	39,670
Capital as percent of total . . .	52.8%	50.7%	51.3%	52.9%	53.9%	53.7%	55.9%	55.5%	54.5%	55.1%	54.5%	53.4%	54.4%
Transit													
Total governmental	\$11,397	\$12,677	\$13,587	\$14,145	\$15,078	\$16,088	\$16,777	\$17,540	\$19,196	\$20,792	\$22,350	\$21,677	\$24,242
Total capital	3,104	3,635	3,897	3,850	3,842	4,138	4,008	4,440	5,450	5,642	5,842	5,259	6,970
Federal capital	32	20	24	20	12	11	10	10	7	6	6	6	4
State and local capital	3,072	3,615	3,873	3,830	3,830	4,127	3,998	4,430	5,443	5,636	5,836	5,253	6,966
Capital as percent of total . . .	27.2%	28.7%	28.7%	27.2%	25.5%	25.7%	23.9%	25.3%	28.4%	27.1%	26.1%	24.3%	28.8%
Water													
Total governmental	\$4,477	\$4,431	\$4,288	\$4,558	\$5,435	\$4,928	\$4,665	\$4,624	\$5,037	\$5,404	\$5,653	\$6,018	\$6,491
Total capital	1,610	1,492	1,233	1,578	2,578	1,768	1,514	1,355	1,557	1,563	1,617	1,541	2,037
Federal capital	912	776	648	861	1,668	901	604	407	633	579	839	545	554
State and local capital	698	716	585	717	911	867	911	948	924	984	778	996	1,483
Capital as percent of total . . .	36.0%	33.7%	28.8%	34.6%	47.4%	35.9%	32.5%	29.3%	30.9%	28.9%	28.6%	25.6%	31.4%
Rail													
Total governmental	\$2,250	\$1,301	\$2,522	\$1,075	\$918	\$816	\$587	\$606	\$541	\$783	\$905	\$815	\$844
Federal capital	603	397	354	221	139	130	87	66	120	203	377	341	355
Capital as percent of total . . .	26.8%	30.5%	14.0%	20.6%	15.1%	15.9%	14.8%	10.9%	22.2%	25.9%	41.7%	41.8%	42.1%
Pipeline													
Total governmental	\$9	\$10	\$9	\$12	\$8	\$8	\$9	\$15	\$27	\$28	\$32	\$34	\$36
Federal capital	X	X	X	X	X	X	X	5	5	4	6	7	6
Capital as percent of total . . .	X	X	X	X	X	X	X	33.9%	18.5%	14.3%	18.8%	20.6%	16.9%

X No activity.

Table 11.
Governmental Capital Expenditures for Transportation by Mode: FY 1982-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Mode	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
All Modes													
Total governmental	\$72,205	\$72,363	\$75,620	\$78,718	\$83,741	\$85,346	\$86,707	\$87,015	\$88,955	\$92,561	\$94,311	\$93,983	\$97,895
Total capital	32,472	31,601	32,713	35,843	39,297	39,299	40,790	40,670	41,626	43,437	44,069	43,415	46,720
Federal capital	3,741	2,805	2,726	3,131	4,029	3,143	2,976	2,825	3,051	3,258	3,894	3,892	4,460
State and local capital	28,731	28,796	29,987	32,712	35,268	36,156	37,814	37,845	38,575	40,179	40,175	39,523	42,260
Capital as percent of total . .	45.0%	43.7%	43.3%	45.5%	46.9%	46.0%	47.0%	46.7%	46.8%	46.9%	46.7%	46.2%	47.7%
Air													
Total governmental	\$7,126	\$7,450	\$7,991	\$8,269	\$8,952	\$9,502	\$10,086	\$10,454	\$11,230	\$12,052	\$13,110	\$14,040	\$14,016
Total capital	2,780	2,653	3,124	3,402	3,997	4,306	4,621	4,672	5,160	5,720	6,514	7,287	7,138
Federal capital	1,099	1,001	1,095	1,395	1,732	1,697	1,844	1,939	2,126	2,349	2,680	2,886	3,038
State and local capital	1,681	1,652	2,029	2,007	2,265	2,609	2,777	2,733	3,034	3,371	3,834	4,401	4,100
Capital as percent of total . . .	39.0%	35.6%	39.1%	41.1%	44.7%	45.3%	45.8%	44.7%	45.9%	47.5%	49.7%	51.9%	50.9%
Highway													
Total governmental	\$43,413	\$43,732	\$45,155	\$49,363	\$52,544	\$53,865	\$55,227	\$55,317	\$55,514	\$57,076	\$56,870	\$56,544	\$58,687
Total capital	23,270	22,539	23,499	26,410	28,499	28,951	30,758	30,573	30,132	31,355	31,020	30,302	32,120
Federal capital	835	479	528	574	412	397	428	412	215	210	186	261	661
State and local capital	22,435	22,060	22,970	25,836	28,086	28,554	30,330	30,161	29,918	31,145	30,834	30,041	31,459
Capital as percent of total . . .	53.6%	51.5%	52.0%	53.5%	54.2%	53.7%	55.7%	55.3%	54.3%	54.9%	54.5%	53.6%	54.7%
Transit													
Total governmental	\$13,645	\$14,587	\$14,994	\$15,013	\$15,562	\$16,088	\$16,138	\$16,206	\$17,024	\$17,833	\$18,607	\$17,591	\$19,146
Total capital	3,797	4,264	4,358	4,122	3,985	4,138	3,843	4,088	4,814	4,827	4,864	4,276	5,528
Federal capital	37	22	26	21	12	11	10	9	6	5	5	5	3
State and local capital	3,760	4,242	4,333	4,101	3,973	4,127	3,833	4,079	4,808	4,821	4,859	4,271	5,525
Capital as percent of total . . .	27.8%	29.2%	29.1%	27.5%	25.6%	25.7%	23.8%	25.2%	28.3%	27.1%	26.1%	24.3%	28.9%
Water													
Total governmental	\$5,248	\$4,978	\$4,638	\$4,762	\$5,552	\$4,928	\$4,517	\$4,300	\$4,504	\$4,662	\$4,704	\$4,857	\$5,067
Total capital	1,901	1,693	1,345	1,656	2,636	1,768	1,462	1,254	1,387	1,344	1,346	1,248	1,604
Federal capital	1,047	853	690	888	1,692	901	588	382	571	503	698	438	428
State and local capital	854	841	655	768	945	867	873	872	816	842	648	810	1,176
Capital as percent of total . . .	36.2%	34.0%	29.0%	34.8%	47.5%	35.9%	32.4%	29.2%	30.8%	28.8%	28.6%	25.7%	31.6%
Rail													
Total governmental	\$2,585	\$1,431	\$2,687	\$1,110	\$931	\$816	\$571	\$567	\$487	\$679	\$753	\$655	\$652
Federal capital	692	436	377	228	141	130	85	62	108	176	314	274	274
Capital as percent of total . . .	26.8%	30.5%	14.0%	20.5%	15.1%	15.9%	14.8%	10.9%	22.2%	25.9%	41.7%	41.8%	42.1%
Pipeline													
Total governmental	\$11	\$11	\$10	\$13	\$8	\$8	\$8	\$14	\$23	\$24	\$27	\$28	\$28
Federal capital	X	X	X	X	X	X	X	5	5	3	5	6	5
Capital as percent of total . . .	X	X	X	X	X	X	X	34.0%	19.5%	14.4%	18.5%	20.5%	16.5%

X No activity.

Appendix B.

Glossary

The basic federal government data terminology and definitions 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. The terminology and definitions are summarized here along with a discussion of additional measures and concepts used in this report.

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 travel times, improving access, creating capacity for more passenger and goods traffic, reducing costs, or reducing adverse safety and environmental impacts. Research expenditures are classified as capital expenditures in this report.

Constant Dollars

A dollar value adjusted for changes in the average price level. A constant dollar is derived by dividing a current dollar amount by a price index. The resulting constant dollar value is that which would exist if prices had remained at the same average level as in the base period. To obtain constant dollars, each current dollar series was divided by the Index of Government Purchases of Goods and Services (GPGS). The indices are different for federal government, state and local governments, and government-wide averages.

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, etc.

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

All amounts of money paid out by a government, net of recoveries and other correcting transactions, other than retirement of debt, investment in securities, extension of credit, or agency transactions. Federal expenditures are also referred to as outlays.

Government Transportation Revenues

The transportation revenue estimates contained in this report consist of those funds identified as government transportation-related user charges, taxes or fees in the various data sources. Therefore, general revenue is not included.

Government Transportation Expenditures

Expenditures are the final actual costs for capital goods and operating services covered by the government transportation program.

Grants

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 states 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 amounts received from other governments for sale of property, commodities and utility services.

Own Source Revenues

All amounts of money received by a government from external sources, net of refunds and other correcting transactions, other than from the issuance of debt, liquidation of investments, as agency and private trust transactions, and from intergovernmental revenue. The federal government’s revenues are generally referred to as receipts.

Trust Fund

Trust funds are funds that are designated by law as trust funds, including trust revolving funds. They are usually financed by earmarked collections. A trust fund must use its income for the purposes designated by law, but it is not required to spend them all in the same period they are collected. The five transportation-related federal trust funds are highways, which includes highway and transit accounts; airports and airways; oil spill liability; harbor maintenance; and inland waterways. There is also a pipeline safety fund, however, it is not a trust fund.

User Charge or Fee

A fee charged to users for goods and services provided by the federal, state and local governments. User charges, either directly or indirectly, are paid on a periodic or occasional basis with license fees and excises. User charges are also paid at the time infrastructure services are consumed with the payment of fuel taxes and tolls. In the narrow budgetary sense, a toll for the use of a 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 with the provision of the specific service, it is considered a tax and recorded as a governmental receipt in the federal budget.

List of Acronyms

AATF

Airport and Airway Trust Fund

AMTRAK

National Railroad Passenger Corporation

BTS

Bureau of Transportation Statistics

CAGR

Compound Annual Growth Rate

DOT

Department of Transportation

FAA

Federal Aviation Administration

FHWA

Federal Highway Administration

FRA

Federal Railroad Administration

FTA

Federal Transit Administration

GPGS

Index of Government Purchases of Goods and Services

HTF

Highway Trust Fund

ICC

Interstate Commerce Commission

ISTEA

Intermodal Surface Transportation Efficiency Act of 1991

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

OMB

Office of Management and Budget

OPS

Office of Pipeline Safety

RSPA

Research and Special Programs Administration

SPCSL

Southern Pacific Chicago-Saint Louis Corporation

STP

Surface Transportation Program

USACE

U.S. Army Corps of Engineers

USCG

U.S. Coast Guard

Appendix C.

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