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GAO

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General Accounting Office
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Resources, Community, and
Economic Development Division

B-276879

May 30, 1997

The Honorable Thad Cochran
The Honorable John B. Breaux
United States Senate

Subject: Surface Transportation: Regional Distribution of Federal Highway Funds

This report is in response to your request for information about the distribution of federal funds to the states under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Specifically, you asked that we provide information on the regional distribution of federal funds under ISTEA relative to selected indicators of the needs of the federal-aid highway system. The indicators are highway usage, the size of the highway system, and contributions to the Highway Trust Fund. You also asked that we provide regional comparisons under the formula alternatives presented in our November 1995 report on the Department of Transportation's federal-aid highway funding formula.[1]

BACKGROUND

Federal highway funding is supported by federal highway-user taxes on, among other things, motor fuels, tires, and trucks. The revenues from these taxes are generally credited to the Highway Trust Fund's highway account. The federal-aid highway formula is a series of mathematical calculations that determines how the federal highway funds are distributed among the states each year. The current formula determines the distribution of funds for 13 funding categories: 8 individual programs, such as interstate maintenance, and 5 separate mechanisms for increasing individual states' funding in order to achieve certain goals for equity among the states. The objectives of the

[1]Highway Funding: Alternatives for Distributing Federal Funds (GAO/RCED-96-6, Nov. 28, 1995).

formula include maintaining the existing highway infrastructure, returning the majority of the funds contributed to the Highway Trust Fund to the state where the revenue was generated, and safeguarding the states' historical funding shares.

Since needs vary among states, the extent to which these objectives are met also varies. Furthermore, while these objectives can to some extent be mutually supporting, they also conflict in some cases. For example, safeguarding the states' historical funding shares would limit targeting the funding on the basis of highway need indicators or contributions to the Trust Fund. Because the selection of a highway apportionment formula is a judgment for the Congress, we did not take a position on the appropriate goals or formula for the federal-aid highway program.

SCOPE AND METHODOLOGY

To compare federal funding on a regional basis, we grouped the states according to the economic regions defined by the Bureau of Economic Analysis in the Department of Commerce. (Enc. I is a map of the eight regions.) We compared the Department of Transportation's (DOT) data on the amount of funds that the regions received for fiscal year 1995 relative to proxies for the highway system's needs: usage–vehicle miles traveled; system size–lane miles; and contributions to the Highway Trust Fund.[2] While other factors could be used, our November 1995 report showed that these three had the highest correlation to the highway system's needs. (See enc. II.) You also asked that we provide state-by-state data on our analysis of these three factors as well as a state-by-state analysis on the basis of additional indications of the highway system's need, such as population and motor fuel use, to show the sensitivity of the data to other factors that could be used in a highway funding formula. This analysis is provided in enclosure III.

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[2]Distributions in fiscal year 1995 were used for our report because it was the most recent year for which data were available at the time of our analysis. However, different funding patterns may emerge on the basis of (1) the total distributions over the life of ISTEA or (2) the choice of a different year. For example, according to a DOT official, if fiscal year 1996 were used, the Interstate Reimbursement Program would be factored into the computations and several states in the Mideast and New England regions would show higher apportionments, and thus the differences under some alternative formulas would be affected.

To provide regional comparisons under the five formula alternatives presented in GAO's November 1995 report, we calculated the amount received under each alternative for each region. While we recognize that there are a myriad of alternative formulas available to the Congress, our November 1995 report analyzed a hypothetical redistribution of the actual apportionments in fiscal year 1995 according to a series of formula options to illustrate the pervasiveness of funding shifts and the magnitude of gains and losses that each state would experience. Our formula options used different factors to illustrate what could be used and the impact on funding patterns. For example, total lane miles and total vehicle miles traveled were used for one option, while a subset of the total–lane miles on the National Highway System and vehicle miles traveled on the Interstate System–was used for another option.

SUMMARY

In summary, the regional distribution of federal highway funds in relation to the three proxies for highway needs varies by geographic region. For example, the Southeast, Far West, and Great Lakes regions received several dollars less than the national average relative to funding per vehicle mile traveled–$29.48; the Southwest was just a few cents below the average. In relation to funding per lane mile, different regions are affected–the Plains, Southwest, and Rocky Mountain regions received from $7 to almost $14 less than the national average–$31.95 per lane mile; the Southeast region was just a few cents below the average. Four regions–Southeast, Southwest, Far West, and Great Lakes received less ISTEA funding in Fiscal year 1995 than each region contributed to the Highway Trust Fund. The differences ranged from .7 percent to 11.7 percent.

Three regions–Far West, Southeast, and Southwest–would receive more funding under all five of the formula options that we analyzed than they received in fiscal year 1995 under ISTEA. The New England and Mideast regions would have received less under all five options. The details of our regional analyses are contained in tables II.1 through II.3 in enclosure II. We have also included state-by-state data that relate to each of these tables in enclosure III.

AGENCY COMMENTS

We provided DOT officials with draft copies of this report for their review and comment. We discussed the draft with the Deputy Assistant Secretary for Budget in the Office of the Secretary. He agreed with the information as

presented and suggested a technical comment to clarify how the choice of a different year for the basis of the analysis could affect funding patterns, which we have done.

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Major contributors to this report are Bob Dinkelmeyer and Jerry Fastrup. If you would like to discuss this material further, please call me at (202) 512-3650.

Phyllis F. Scheinberg

Phyllis F. Scheinberg
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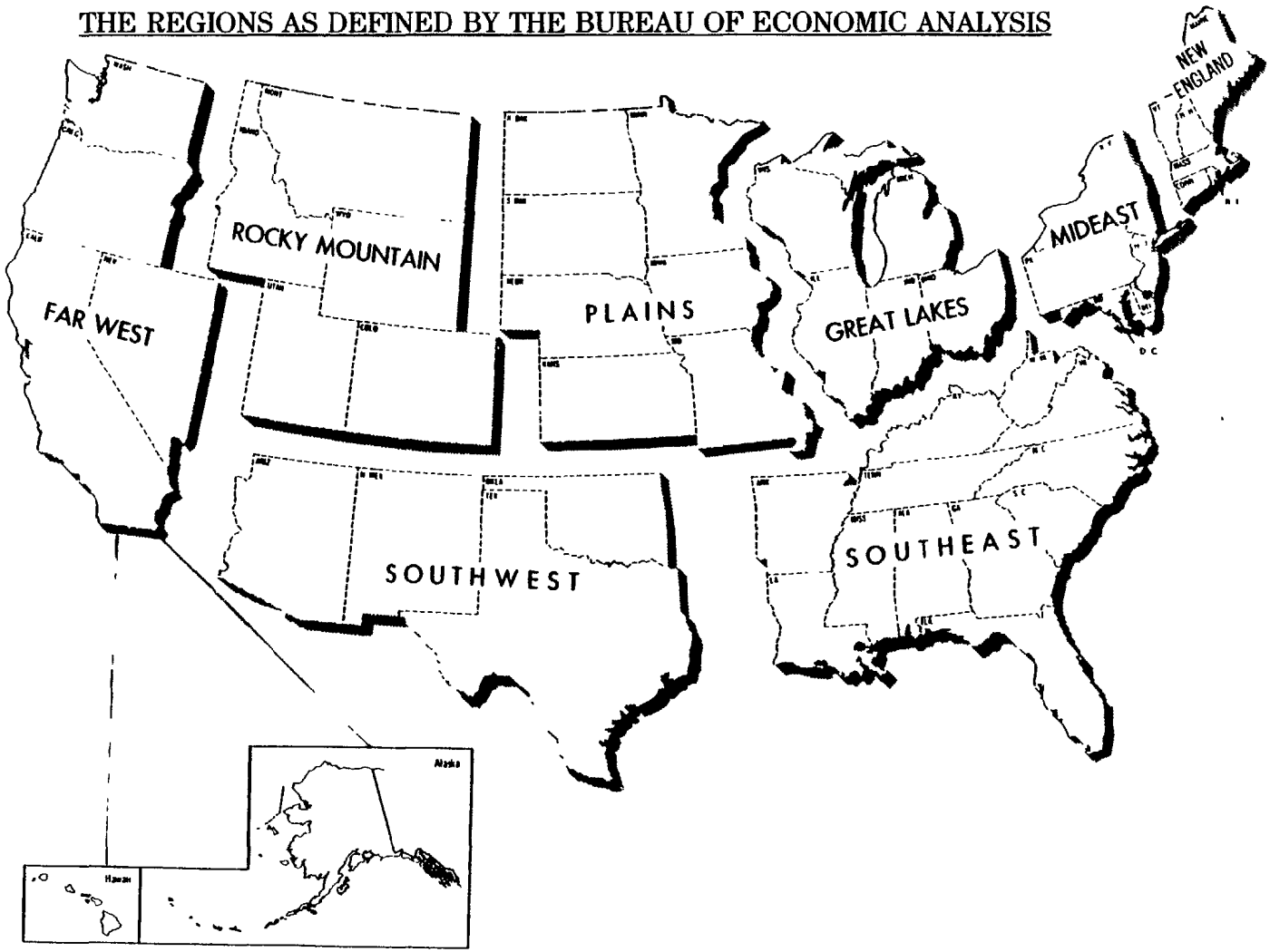
Enclosures - 3

THE REGIONS AS DEFINED BY THE BUREAU OF ECONOMIC ANALYSIS



Source: Bureau of Economic Analysis.

THE DISTRIBUTION OF FEDERAL HIGHWAY FUNDS BY REGION

Table II.1: Regional Distribution of ISTEA Funding in Fiscal Year 1995 in Relation to Proxies for Highway System Needs

	ISTEA funding (FY 1995)[a]		ISTEA funding per vehicle mile of travel on the Interstate system[b]		ISTEA funding per lane mile on the National Highway System[c]	
	Dollars in billions	Percent share	Dollars	Percent of U.S.[d]	Dollars	Percent of U.S.[d]
United States	$16.7	100.0	$29.48	100	$31.95	100
Region						
New England	$ 1.0	6.0	$33.64	114	$51.10	160
Mideast	$ 2.4	14.4	$36.98	125	$45.31	142
Great Lakes	$ 2.6	15.4	$27.23	92	$34.90	109
Plains	$ 1.5	9.0	$34.80	118	$22.18	69
Southeast	$ 4.1	24.3	$26.90	91	$31.68	99
Southwest	$ 1.9	11.2	$29.33	100	$24.87	78
Rocky Mountain	$ 0.8	4.5	$33.46	114	$18.21	57
Far West	$ 2.5	15.2	$26.15	89	$39.78	125

Note: Table excludes Puerto Rico.

[a]ISTEA funding excludes amounts for Interstate construction and demonstration projects because fiscal year 1995 is the final year of funding for the Interstate Construction program; very few states benefited from this program. The funds received for demonstration projects are outside of the apportionment process.

[b]Annual vehicle miles of travel (VMT) are 1995 data based on the Interstate Highway System.

[c]Amounts computed using 1995 estimated lane miles on the National Highway System.

[d]The percentages for the regions represent how the regional funding per vehicle mile traveled and lane miles compared to the total for the United States.

Sources: ISTEA funding described in note a is computed from Highway Funding: Alternatives for Distributing Federal Funds (GAO/RCED-96-6, Nov. 28, 1995), pp. 58-63. Vehicle miles of travel and lane mileage data are from Federal Highway Administration, Highway Statistics 1995, November 1996, tables VM-3 and HM-48, respectively.

Table II.2: Regional Distribution of Contributions to the Highway Trust Fund in Relation to ISTEA Funding in Fiscal Year 1995

	Percentage share of contributions to the Highway Trust Fund	Percentage share of federal aid under ISTEA (FY 1995)[a]	Percent difference
United States	100.0	100.0	0.0
Region			
New England	4.5	6.0	35.6
Mideast	13.9	14.4	3.4
Great Lakes	15.5	15.4	-0.7
Plains	7.8	9.0	14.5
Southeast	27.6	24.3	-11.7
Southwest	11.7	11.2	-4.4
Rocky Mountain	3.4	4.5	34.9
Far West	15.7	15.2	-3.4

Notes:

1. Table excludes Puerto Rico.

2. Percentage shares may not sum to 100.0 because of rounding.

[a]Shares of ISTEA funding are computed on the basis of the total amount minus amounts for Interstate construction and demonstration projects.

Source: Shares are computed from Highway Funding: Alternatives for Distributing Federal Funds (GAO/RCED-96-6, Nov. 28, 1995), pp. 58-63.

ENCLOSURE II

Table II.3: Regional Distribution of Funding Changes Resulting From Funding Alternative Formula Approaches Compared to Fiscal Year 1995 Regional Funding Under ISTEA

Dollars in millions

	ISTEA FY 1995 funding[a]	Change in funding									
		Needs proxy approach alternative #1[b]		Needs proxy approach alternative #2[c]		Return-to-origin (RTO) approach[d]		Combined approach alternative #1[e]		Combined approach alternative #2[f]	
		Dollars	Percent change	Dollars	Percent change	Dollars	Percent change	Dollars	Percent change	Dollars	Percent change
United States	16,651	$ 0	0.0	$ 0	0.0	$ 0	0.0	$ 0	0.0	$ 0	0.0
Region											
New England	1,007	$ -164	-16.3	$ -215	-21.4	$ -264	-26.2	$ -268	-26.7	$ -239	-23.7
Mideast	2,391	$ -351	-14.7	$ -269	-11.2	$ -79	-3.3	$ -495	-20.7	$ -236	-9.9
Great Lakes	2,560	$ 113	4.4	$ 39	1.5	$ 17	0.7	$ -81	-3.1	$ -2	-0.1
Plains	1,495	$ -225	-15.0	$ 52	3.5	$ -189	-12.6	$ 168	11.2	$ 25	1.7
Southeast	4,053	$ 327	8.1	$ 81	2.0	$ 537	13.3	$ 295	7.3	$ 252	6.2
Southwest	1,866	$ 40	2.2	$ 115	6.2	$ 85	4.6	$ 198	10.6	$ 110	5.9

	ISTEA FY 1995 funding[a]	Change in funding									
		Needs proxy approach alternative #1[b]		Needs proxy approach alternative #2[c]		Return-to-origin (RTO) approach[d]		Combined approach alternative #1[e]		Combined approach alternative #2[f]	
		Dollars	Percent change	Dollars	Percent change	Dollars	Percent change	Dollars	Percent change	Dollars	Percent change
Rocky Mountain	755	$ -158	-20.9	$ -6	-0.8	$ -195	-25.9	$ 122	16.2	$ 2	0.3
Far West	2,524	$ 418	16.6	$ 202	8.0	$ 88	3.5	$ 61	2.4	$ 87	3.5

Notes:

1. Amounts may not sum to total because of rounding.

2. Table excludes Puerto Rico.

[a]ISTEA amounts include all funding categories except Interstate highway construction and demonstration projects. Formula alternatives were proportionally increased, where necessary, to sum to the ISTEA total.

[b]Needs proxy approach alternative #1 is based on one-half total lane miles (LM) and one-half total vehicle miles traveled (VMT).

[c]Needs proxy approach alternative #2 is based on one-third total LM, one-third Interstate VMT, and one-third population.

[d]The return-to-origin (RTO) approach would allocate 100 percent of ISTEA funding in proportion to contributions to the Highway Trust Fund.

[e]The combined approach is based on blends of the needs approach and the return-to-origin approach: Alternative 1 is 40 percent RTO, 30 percent LM on the National Highway System and 30 percent VMT on the Interstate highways.

[f]Combined approach alternative 2 is based on 40 percent RTO, 20 percent LM on the National Highway System, 20 percent VMT on the Interstate highways, and 20 percent population.

Source: Simulated state-by-state formula distributions presented in Highway Funding: Alternatives for Distributing Federal Funds (GAO/RCED-96-6, Nov. 28, 1995), pp. 54-67.

THE DISTRIBUTIION OF FEDERAL HIGHWAY FUNDS BY REGION AND STATE

Table III.1: Distribution of ISTEA Funding per Unit of Need Indicator, by Bureau of Economic Analysis Region and State

	ISTEA FY 1995 ($ in mil-lions)	Change from ISTEA funding									
		Needs proxy approach				Return- to-Origin approach		Combined approach			
		Alternative 1		Alternative 2				Alternative 1		Alternative 2	
		Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change
United States	16,651	0	0 0	0	0 0	0	0.0	0	0 0	0	0 0
Region/state:											
New England Region	1,007	-164	-16 3	-215	-21 4	-264	-26.2	-268	-26.7	-239	-23 7
Connecticut	341	-101	-29 7	-132	-38.8	-159	-46 5	-153	-44 7	-147	-43 1
Maine	90	-20	-22.6	-14	-15 9	0	0.0	-3	-3 7	-4	-4 2
Massachusetts	306	56	18 3	32	10.3	3	1 1	-12	-3 9	12	3 8
New Hampshire	86	-18	-21 2	-21	-25 0	-19	-22 3	-16	-18 6	-16	-18 1
Rhode Island	104	-45	-43 8	-46	-43.9	-55	-53 3	-58	-56 0	-53	-51 5
Vermont	80	-35	-43.6	-33	-41 6	-34	-43 2	-26	-33.2	-31	-38 4
Mideast Region	2,391	-351	-14 7	-269	-11 2	-79	-3 3	-495	-20 7	-236	-9 9
Delaware	74	-40	-53 6	-41	-54 7	-26	-34.5	-40	-53 6	-36	-48 4
District of Columbia	76	-55	-72.3	-53	-69.4	-53	-69 9	-60	-78 7	-54	-71 2
Maryland	244	106	43 6	67	27.5	58	23 8	36	15 0	47	19 4
New Jersey	453	-112	-24 6	-120	-26 5	-20	-4 3	-146	-32 2	-87	-19 2
New York	965	-224	-23 2	-146	-15 1	-184	-19 0	-298	-30 9	-176	-18 3
Pennsylvania	579	-27	-4 7	24	4 2	145	25.0	13	2 2	71	12 3
Great Lakes Region	2,560	113	4 4	39	1.5	17	0 7	-81	-3 1	-2	-0.1
Illinois	645	-30	-4.7	15	2 3	-32	-5 0	-58	-9.0	-19	-3 0
Indiana	408	2	0 5	-43	-10 6	20	4 9	-32	-7 9	-26	-6 4
Michigan	501	115	22 9	89	17 7	58	11 5	53	10 6	67	13 4
Ohio	651	89	13 7	22	3 4	-5	-0 8	-20	-3 0	1	0 2
Wisconsin	355	-63	-17 7	-43	-12 2	-23	-6 4	-24	-6 8	-25	-7.0

	ISTEA FY 1995 ($ in mil-lions)	Change from ISTEA funding									
		Needs proxy approach				Return- to-Origin approach		Combined approach			
		Alternative 1		Alternative 2				Alternative 1		Alternative 2	
		Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change
Plains Region	1,495	-225	-15.0	52	3 5	-189	-12.6	168	11 2	25	1 7
Iowa	219	-45	-20 6	14	6 3	-30	-13 9	9	3 9	-5	-2 2
Kansas	206	-35	-16 9	14	6 6	-21	-10 4	36	17 6	13	6 5
Minnesota	289	10	3.5	36	12 5	-25	-8.7	29	10 0	17	5 8
Missouri	403	24	6 1	12	3 0	35	8 8	52	12 9	27	6 8
Nebraska	140	-39	-27.7	3	1 8	-22	-15 5	33	23 2	12	8 6
North Dakota	112	-69	-61 6	-4	-3.4	-56	-50 1	3	2 9	-19	-17 0
South Dakota	127	-72	-56.5	-22	-17 2	-69	-54.7	6	5 0	-21	-16 5
Southeast Region	4,053	327	8 1	81	2 0	537	13.3	295	7 3	252	6 2
Alabama	303	16	5 4	-5	-1 5	42	14.0	41	13 4	26	8 7
Arkansas	216	-47	-21 8	-29	-13 6	13	5 8	9	4 0	-4	-1 9
Florida	762	21	2 8	-5	-0 6	82	10 7	-80	-10 5	-22	-2.9
Georgia	518	111	21 4	35	6 7	71	13 7	68	13 2	38	7 4
Kentucky	290	1	0 3	-20	-7 1	21	7 2	8	2.8	-0	-0 1
Louisiana	264	5	2 0	11	4 2	14	5 2	17	6 6	17	6 5
Mississippi	207	-36	-17 5	-17	-8.3	11	5.5	10	4 8	1	0 6
North Carolina	460	-18	-4 0	-54	-11.6	40	8.6	-22	-4 7	-12	-2 7
South Carolina	191	83	43 8	70	36 6	94	49 4	93	48 8	83	43 7
Tennessee	374	35	9 4	5	1.4	23	6 2	24	6 3	10	2 5
Virginia	298	207	69 5	144	48.4	161	54 1	156	52 3	149	50 0
West Virginia	169	-51	-30 2	-54	-31.7	-35	-20 4	-29	-16 9	-33	-19 8

ENCLOSURE III

	ISTEA FY 1995 ($ in mil-lions)	Change from ISTEA funding									
		Needs proxy approach				Return- to-Origin approach		Combined approach			
		Alternative 1		Alternative 2				Alternative 1		Alternative 2	
		Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change	Chg in amt. ($ millions)	Percent change
Southwest Region	1,866	40	2 2	115	6.2	85	4 6	198	10 6	110	5 9
Arizona	267	7	2 6	9	3 5	4	1 6	16	6 0	7	2 6
New Mexico	191	-40	-21 0	-20	-10 3	-54	-28 3	7	3 7	-20	-10 6
Oklahoma	256	-22	-8 6	-10	-3 8	17	6 7	15	5 7	3	1 2
Texas	1,152	95	8 3	135	11 8	118	10 2	160	13 9	120	10 4
Rocky Mountain Region	755	-158	-20 9	-6	-0 8	-195	-25 9	122	16 2	2	0 3
Colorado	203	34	17 0	66	32 6	4	2 0	64	31 7	47	23 2
Idaho	127	-49	-38 4	-22	-17 1	-47	-36 8	2	1 6	-17	-13 2
Montana	175	-108	-61 6	-51	-28 9	-98	-56 2	-3	-1 6	-39	-22 4
Utah	134	23	16 8	29	21 4	-10	-7 2	42	31 0	23	17 0
Wyoming	116	-58	-50 2	-28	-24 3	-45	-38 6	17	14 8	-11	-9 9
Far West Region	2,524	418	16 6	202	8 0	88	3 5	61	2 4	87	3 5
Alaska	231	-197	-85 0	-178	-77 0	-194	-83 9	-153	-66 3	-167	-72 2
California	1,636	521	31 8	280	17 1	259	15 8	65	4 0	149	9 1
Hawaii	121	-67	-55 5	-73	-60 3	-75	-62 3	-78	-64 9	-72	-59 3
Nevada	111	-24	-21 8	0	0 1	-5	-4 7	27	24 2	11	10 1
Oregon	188	35	18 7	54	28 6	26	13 6	85	45 1	61	32 2
Washington	238	150	63 0	119	50.0	78	32 9	116	49 0	106	44 5

Note: All notes to table 1 of enclosure II apply to this table.

Sources: ISTEA amounts based on GAO/RCED-96-6, Nov. 28, 1955, pp. 58-63. Highway need indicators are from the Federal Highway Administration, "Highway Statistics 1995."

Table III.2: Comparison of Distribution of Funds Under ISTEA With Return-to-Origin Approach

	Percentage shares of:		
	Contributions to highway trust fund	Federal aid under ISTEA (FY 1995)	Percent difference
United States	100.0	100.0	0 0
Region/state:			
New England Region	4.5	6.0	35 6
Connecticut	1.1	2.0	87.0
Maine	0.5	0.5	-0 0
Massachusetts	1 9	1.8	-1 1
New Hampshire	0 4	0.5	28.7
Rhode Island	0 3	0.6	114 3
Vermont	0 3	0.5	76 1
Mideast Region	13 9	14 4	3.4
Delaware	0 3	0 4	52 6
District of Columbia	0 1	0.5	232 4
Maryland	1.8	1.5	-19 2
New Jersey	2 6	2 7	4 5
New York	4 7	5.8	23.5
Pennsylvania	4 3	3.5	-20 0
Great Lakes Region	15 5	15.4	-0 7
Illinois	3 7	3.9	5.3
Indiana	2.6	2.4	-4 7
Michigan	3.4	3.0	-10 3
Ohio	3.9	3.9	0.8
Wisconsin	2 0	2.1	6.8
Plains Region	7 8	9 0	14.5
Iowa	1 1	1.3	16 1
Kansas	1 1	1 2	11 6
Minnesota	1 6	1 7	9 6
Missouri	2 6	2 4	-8 0
Nebraska	0 7	0 8	18 4
North Dakota	0 3	0 7	100.4
South Dakota	0 3	0 8	120.6

	Percentage shares of:		
	Contributions to highway trust fund	Federal aid under ISTEA (FY 1995)	Percent difference
Southeast Region	27.6	24.3	-11.7
Alabama	2 1	1 8	-12 2
Arkansas	1 4	1 3	-5 5
Florida	5.1	4 6	-9 7
Georgia	3.5	3 1	-12 1
Kentucky	1 9	1.7	-6 7
Louisiana	1.7	1 6	-4 9
Mississippi	1.3	1.2	-5 2
North Carolina	3.0	2.8	-7.9
South Carolina	1.7	1 1	-33 1
Tennessee	2 4	2.2	-5 9
Virginia	2.8	1.8	-35 1
West Virginia	0.8	1.0	25 6
Southwest Region	11 7	11.2	-4 4
Arizona	1.6	1.6	-1.6
New Mexico	0.8	1.1	39.5
Oklahoma	1.6	1.5	-6 3
Texas	7 6	6 9	-9 3
Rocky Mountain Region	3 4	4 5	34 9
Colorado	1 2	1.2	-2 0
Idaho	0 5	0.8	58.1
Montana	0.5	1.1	128.2
Utah	0.7	0.8	7.7
Wyoming	0 4	0.7	62.9
Far West Region	15.7	15.2	-3 4
Alaska	0 2	1 4	521 6
California	11 4	9 8	-13 7
Hawaii	0 3	0 7	165.3
Nevada	0.6	0.7	4.9
Oregon	1 3	1.1	-12.0
Washington	1 9	1 4	-24 8

Note: All notes to table 2 enclosure II apply to this table.

Source: Highway Funding: Alternatives for Distributing Federal Funds, pp. 57-63 (GAO/RCED-96-6).

Table III.3: ISTEA 1995 Distribution of Funds and Change Under Alternative GAO Formula Approaches, by Bureau of Economic Analysis Region and State

	Alternative indicators of highway system usage								Indicators of highway system size			
	ISTEA per total vehicle-mile of travel		ISTEA per Interstate vehicle-mile of travel		ISTEA per highway motor fuel use (in millions of gallons)		ISTEA per 1,000 population		ISTEA per total lane mile		ISTEA per National Highway System lane mile	
	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg
United States	6 87	100	29 48	100	116 23	100	63	100	2 04	100	31 95	100
Region/state:												
New England Region	8.96	130	33 64	114	158 44	136	75 64	119	4 42	217	51 10	160
Connecticut	12 17	177	39 58	134	234 15	201	104 24	164	7 84	384	90 14	282
Maine	7 16	104	39 03	132	124 82	107	72 56	115	1 95	96	26 66	83
Massachusetts	6 38	93	22 60	77	111.15	96	50 46	80	4 69	230	43 05	135
New Hampshire	8 06	117	38 54	131	138 47	119	74 67	118	2 76	135	37 15	116
Rhode Island	15 03	219	55 95	190	249 84	215	104 68	165	8 28	406	104 24	326
Vermont	12 84	187	58 49	198	207.18	178	136 23	215	2 73	134	37 65	118
Mideast Region	7 32	107	36.98	125	124 38	107	53 77	85	3 72	182	45 31	142
Delaware	9.90	144	60 25	204	181 35	156	103 74	164	6 10	299	63 81	200
District of Columbia	22 05	321	161 21	547	404 16	348	137 87	218	22 63	1109	218 95	685
Maryland	5 43	79	18 38	62	99 03	85	48 35	76	3 74	183	40 97	128
New Jersey	7 42	108	40 56	138	116.27	100	56.99	90	5 88	288	53 16	166
New York	8 38	122	46 19	157	150 79	130	53 19	84	4 06	199	51 64	162
Pennsylvania	6 13	89	32 82	111	98 63	85	47 96	76	2 34	115	31 97	100
Great Lakes Region	6 46	94	27 23	92	108 12	93	58.92	93	2 14	105	34 90	109
Illinois	6.85	100	24 92	85	112 78	97	54 51	86	2 25	110	34 12	107
Indiana	6.31	92	28 08	95	106 41	92	70 23	111	2 13	104	40 90	128
Michigan	5 85	85	26 77	91	94 82	82	52 51	83	2 03	99	30 13	94
Ohio	6 46	94	24 21	82	108 53	93	58 41	92	2 70	132	41 71	131
Wisconsin	6 91	101	44 41	151	124 89	107	69 32	109	1 55	76	29 02	91

ENCLOSURE III

	Alternative indicators of highway system usage								Indicators of highway system size			
	ISTEA per total vehicle-mile of travel		ISTEA per Interstate vehicle-mile of travel		ISTEA per highway motor fuel use (in millions of gallons)		ISTEA per 1,000 population		ISTEA per total lane mile		ISTEA per National Highway System lane mile	
	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg
Plains Region	8 10	118	34 80	118	128 38	110	81 48	129	0 96	47	22 18	69
Iowa	8 43	123	39 01	132	120 96	104	77.06	122	0 95	47	24 11	75
Kansas	8 18	119	38 19	130	133 99	115	80 22	127	0 76	37	20 39	64
Minnesota	6 55	95	29 09	99	108 54	93	62 61	99	1 08	53	23 36	73
Missouri	6 79	99	25 44	86	113 49	98	75 64	119	1 60	79	30 43	95
Nebraska	8 85	129	47 08	160	128 22	110	85 46	135	0 75	37	18 46	58
North Dakota	17 14	249	85 68	291	239.94	206	174 87	276	0 64	31	15 14	47
South Dakota	16.55	241	65 52	222	238.05	205	174 09	275	0 75	37	16 56	52
Southeast Region	6.16	90	26 90	91	102 97	89	63 75	101	2 03	100	31 68	99
Alabama	5 99	87	30 08	102	101 77	88	71 30	113	1 57	77	26 13	82
Arkansas	8 12	118	40 54	138	119 65	103	87.14	138	1 38	68	29 11	91
Florida	5 97	87	30 59	104	102 00	88	53 82	85	3 11	153	47 66	149
Georgia	6 07	88	22 58	77	100.20	86	71 99	114	2.22	109	33 11	104
Kentucky	7 05	103	28 72	97	113 87	98	75 02	118	1 92	94	29 36	92
Louisiana	6 84	99	27 40	93	109 65	94	60 83	96	2 09	103	30 73	96
Mississippi	7 02	102	39 89	135	116 95	101	76 91	121	1 38	67	24 72	77
North Carolina	6 05	88	33 46	114	105 76	91	63 91	101	2 27	111	39 42	123
South Carolina	4.92	72	19 67	67	79 21	68	51 86	82	1 42	69	21 62	68
Tennessee	6 65	97	24 71	84	109.98	95	71 14	112	2 09	102	34 25	107
Virginia	4 26	62	15 49	53	75 25	65	44 97	71	2 00	98	21 48	67
West Virginia	9 71	141	36 51	124	155 36	134	92 57	146	2 34	115	32 91	103

ENCLOSURE III

	Alternative indicators of highway system usage								Indicators of highway system size			
	ISTEA per total vehicle-mile of travel		ISTEA per Interstate vehicle-mile of travel		ISTEA per highway motor fuel use (in millions of gallons)		ISTEA per 1,000 population		ISTEA per total lane mile		ISTEA per National Highway System lane mile	
	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg	$ per unit of need	As % of US avg
Southwest Region	6 66	97	29 33	100	112 71	97	66 89	106	1 69	83	24 87	78
Arizona	6 74	98	29 27	99	109 44	94	63 37	100	2 28	112	30 42	95
New Mexico	9 03	131	33 77	115	164 14	141	113 24	179	1 50	73	21 05	66
Oklahoma	6 66	97	31 71	108	115 63	99	78 23	123	1 11	54	23 66	74
Texas	6 36	93	28 26	96	107 29	92	61 52	97	1 84	90	24 85	78
Rocky Mountain Region	9 14	133	33 46	114	152 13	131	91 92	145	1 26	62	18 21	57
Colorado	5 78	84	23 47	80	101 36	87	54 07	85	1 16	57	19 25	60
Idaho	10 34	150	48 16	163	178 01	153	109 25	172	1 05	51	20 05	63
Montana	18 63	271	76 62	260	288 55	248	201 18	317	1 23	60	16 86	53
Utah	7 14	104	19 88	67	120 39	104	68 73	108	1 57	77	18 82	59
Wyoming	16 46	239	51 28	174	219 49	189	241 46	381	1 59	78	16 38	51
Far West Region	6 61	96	26 15	89	117 49	101	58 04	92	2 98	146	39 78	125
Alaska	56 10	816	177 66	603	617 61	531	383 20	605	8 49	416	51 40	161
California	5 92	86	23 56	80	108 15	93	51 77	82	4 29	210	51 46	161
Hawaii	15 21	221	77 62	263	294 12	253	101 83	161	13 55	664	131 07	410
Nevada	7 93	115	30 76	104	120 24	103	72 42	114	1 20	59	18 86	59
Oregon	6 25	91	25 33	86	107 07	92	59 78	94	1 10	54	18 60	58
Washington	4 82	70	17 99	61	81 99	71	43 74	69	1 44	71	23 13	72

Note: All notes to table 3 of enclosure II apply to this table.

Source: Highway Funding: Alternatives for Distributing Federal Funds, pp. 57-67 (GAO/RCED-96-6).

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