

ARE THE FULL COSTS OF ROADS PAID FOR BY ROADS USERS?

A Paper for

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By

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INTRODUCTION

Over the past several years, there has been much discussion – and much publication – regarding the question, "Are the full cost of highways paid for by highway users?" This report is designed to address part of that issue for the United States of America on two levels: (a) the nation as a whole, and (b) individual states.

For the nation as a whole, using the most recently available full set of data, chiefly from the Federal Highway Administration's *Highway Statistics* series for the 2007 reporting year, the answer is, yes, road users *did* pay the full cost of roads, with governmental revenues from road users exceeding governmental expenditures \$196.7 billion to \$179.4 billion, an excess of \$17.3 billion, or 9.6% of expenditures.

For the 51 states (including the District of Columbia; this report does not comprehend revenues and expenditures in U.S. territories), the answer varies. For 23, the answer is yes, headed by Tennessee, on a percentage basis, with road revenues of 193.7% of expenditures, and California, with a road "surplus" of \$9.6 billion. For 28, expenditures exceeded revenues, with Alaska, with revenues of 26.2% of expenditures, and Missouri, with a "deficit" of \$2.2 billion, bringing up the rear.

This costs and revenues underlying the general issue expressed in the title of this paper can be broken into two major component parts:

1. That of what we will refer to as "hard" costs, those that relate to actual receipts of money from user charges and taxes paid by road users as a direct consequence of their road use, compared to the expenditures on the construction, maintenance, and

- operations of roads and other costs clearly and directly related to road use, such as traffic law enforcement and emergency response.
2. "Soft" costs, such as environmental and health impacts.

This report is concerned solely with the first, that of "hard" costs; primarily because it is far easier (although not necessarily easy) to collect data on hard costs, particularly in regard to soft cost accuracy and consistency.

We will leave the analysis of "soft" costs for another day.

This analysis will also not concern itself with the issue of whether driving, as in the American form of road mobility, and therefore the roads where driving takes place, are "good" or "bad" things. This paper is an analysis of revenues vs. costs, specifically hard costs, and nothing more - although it is our hope that the information in this report will be useful input into consideration of such broader issues.

Before going further, it is important to make a distinction between "user charges" and "taxes," particularly in the context of the determination of the costs and revenues for roads. "User charges," or "user fees," refer to direct payments made by road users tied to their use of roads where the funds received for road use are dedicated for road purposes. Tolls paid by users of toll roads and toll bridges are perhaps the most obvious example. The most prominent and best known user charges are the "cents-per-gallon" charges paid to the Federal and state governments.

However, in our definition, such charges are "user charges" only to the extent that they are utilized for road purposes. For example, of the \$.184 Federal cents-per-gallon charge for gasoline, which is the main funding source for the Highway Trust Fund, \$.0286 is currently dedicated for transit purposes and another \$.001 is dedicated for leaking underground storage tanks (LUST – the \$.001 for LUST is deposited in the Leaking Underground Storage Tank Trust Fund and does *not* go through the Highway Trust Fund). In addition, there are "flexible funding" grant programs which get their revenues from the Highway Trust Fund, the two largest being Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP), which allow state and local recipients to determine the use of such funds, including use for non-road programs, notably transit. At the state level, there are some similar funding mechanisms, such as the nickel of the Texas \$.20 per gallon charge on motor fuel that is dedicated to K-12 education.

In the above example, the "cents-per-gallon" charges paid by road users for non-road purposes are *not* user charges, because, by definition, the funds raised do not go for road purposes. Therefore, these are taxes.

There are many other charges paid by road users that are also taxes, not user charges, because the funds thus raised are not dedicated for road uses. For our current purpose, we shall limit our examination of such charges to what appears to be the largest and clearest in terms of direct connection between the payment of the tax and the use of the roads, namely sales taxes imposed on the sale of automobiles, automotive parts and supplies; and sales taxes on motor vehicle fuel sales.

We will include in this analysis all such charges that are directly related to road use, paid by road users, regardless of whether they are paid into dedicated road funding programs (such as the "highway-only" portion of the Federal Highway Trust Fund or similar state programs), paid into dedicated funds for non-highway purposes (such as the aforementioned dedicated transit portion of the Highway Trust Fund and the Texas K-12 fund), paid into "flexible" funding programs that are not used for road purposes, or into general funds (such as most sales taxes paid on vehicles and motor fuel).

It may be argued, quite understandably, that the above produces a mish-mash of revenues raised for different purposes. This is quite right, but the common theme for all of these is that the payment of the user fee, or the tax, to a government (or to a private road purpose, such as a privately owned toll road or bridge) is directly related to the use of roads.

In deciding what funding sources to apply, we have utilized the following two-factor test:

1. If the driver wants to drive his/her vehicle on the roads, (s)he must pay the charge, *and*
2. The payment of the charge is only made by those who are using the roads or clearly intending to use the roads.

The other main justification for this methodology is that, in order to determine if there actually is, as some have claimed, a significant "general fund" subsidization of roads, we must examine both the total spending on roads, regardless of the source of funding for such expenditures, *and* we must examine how much "general fund" (and non-road dedicated funds) revenue is generated by road users.

It is certainly true that many governmental expenditures on roads can be traced to general fund and dedicated special revenue sources. For example, property taxes have long been a major source of funding for local automotive road expenditures by American cities and counties, particularly for residential and rural roads. Our intention is to include in this analysis both (1) the total expenditures on roads, regardless of the source of funding for such expenditures, and (2) the direct user charges paid by road users, regardless of the classification by government fiat of such charges into "true" user charges for limited expenditure purposes or general-use or dedicated-non-road taxes.

While we believe that this analysis includes the vast majority of both the road expenditures and the road user fee charges, it is certainly not all-inclusive. On the expenditure side, for example, it does not include the initial capital costs of roads built for new residential and/or commercial developments where the roads were part of the infrastructure installed by the developer, even when the roads so built become public property after the development is completed. In such cases, the costs of the roads are generally paid by the homeowners as part of the cost of buying the home, or by commercial enterprises that buy or lease the commercial properties. Our analysis also does not include the costs of construction or maintenance of any private roads.

On the revenue side, we do *not* include the general taxes related to auto use that do not meet the two-factor test above, such as the income taxes paid by vehicle manufacturers or oil companies

(for motor fuel), or the Social Security payments by and for auto workers or the property taxes on automotive manufacturing plants, etc., etc.

We also do not include parking fees paid for curbside parking and fines for improper parking on the streets (the costs for the pavement/curb, and sometimes the sidewalks, *are* included in the "road" costs, but not the costs of the parking meters or the servicing personnel), nor do we include the recent government assistance to failing automotive manufacturers.

DATA SOURCES

The primary source for the data in this analysis is the U.S. Department of Transportation/Federal Highway Administration *Highway Statistics* series, specifically that for the 2007 reporting year. This document is available for download in the whole at:

http://www.fhwa.dot.gov/policyinformation/statistics/2007/2007_hwy_statistics.pdf

However, we have generally utilized the individual Excel™ spreadsheets for individual tables, as referenced in the detail below. Note that, for some data, primarily for local governments, the data included in the 2007 *Highway Statistics* is for the 2006 reporting year.

The other main data sources required were for sales tax data, which are referenced in the appropriate sections.

We have drawn together both national and state-by-state (including the District of Columbia) data. The national data from *Highway Statistics* is mostly from table HF-10, "Funding for Highways and Disposition of Highway-User Revenues, All Units of Government, 2007." The state-by-state data is taken from a variety of FHWA tables, as referenced. Unfortunately, the HF-10 data does not always match the data from the detailed state-by-state tables. In some cases, where there is a difference, the difference is minor, but there are several difference in the billions of dollars, including one (State Disbursement) over \$10 billion.

After discussion with FHWA Office of Highway Policy staff, which is responsible for the preparation of *Highway Statistics*, we are informed that FHWA makes various adjustments to the data presented by the States and that these adjustments are not publicized. Therefore, we are unable to reconcile the *Highway Statistics* national (HF-10) data to the state-by-state data. While the existence of these differences is not welcome, they do not affect the answer to the key question – are the expenditures on the American Highway system paid for by the users of the system? The answer is the same, either on the national or the state-by-state basis: yes, the revenues collected by government as direct charges for use of the American road system exceeds the expenditures by government on roads.

U.S. ROAD USER REVENUES AND EXPENDITURES ON ROADS - 2007

| (Millions) | | | | | |
|---|------------|----------------|--------------|--------------------|------------|
| | Source | Nationa l | Difference | Total of States | Source |
| Cents-per-Gallon and Other Direct User Charges | | | | | |
| Federal | HF-10 | \$41,028 | \$1,491 | \$39,537 | HDF |
| State Motor Fuel Receipts | | | | 39,377 | SDF |
| State Motor Vehicle Receipts | | | | 30,775 | SDF |
| State Toll Receipts | | | | 8,079 | SDF |
| Total State User Revenues | HF-10 | 78,368 | 136 | 78,232 | |
| Motor Fuel Excise Collection Expense | | | | 294 | SDF |
| Motor Veh. Registration Collection Expense | | | | 3,292 | SDF |
| Less: Collection Expenses | HF-10 | (3,586) | (0) | (3,586) | |
| Net State/DC Direct User Charges | | 74,782 | 136 | 74,646 | |
| Local Fuel and Motor Vehicle Revenue | | | | 2,680 | LDF |
| Local Toll Revenues | | | | 2,430 | LDF |
| Net Local Government Direct User Charges | HF-10 | 5,087 | (22) | 5,109 | |
| Total Cents-per-Gallon, Vehicle Tot. ¢/Gal., Vehicle Reg., and Tolls | | 120,897 | 1,605 | 119,292 | |
| State Toll Bonds - New Issues | SB-2T | 7,673 | | 7,673 | SB-2T |
| | LBG- 2T | 418 | | 418 | LBG- 2T |
| Total Toll Bonds – New Issues | | 8,091 | | 8,091 | |
| Sales Tax – Vehicles, Parts, etc. | ST | 52,787 | | 52,787 | ST |
| Sales Tax – Motor Fuel | ST | 15,789 | | 15,789 | ST |
| HW Trust Fund Interest Earnings | Int | 747 | | 747 | Int |
| Total Road User Revenues | | 198,310 | 1,605 | 196,706 | |

U.S. ROAD USER REVENUES AND EXPENDITURES ON ROADS - 2007

| | | (Millions) | | | |
|---|--------|------------------------|-----------------------|------------------------|--------|
| | Source | National | Difference | Total of States | Source |
| Federal Non-Class Capital Outlays | HF-10 | 508 | | 508 | |
| Fed. Non-Classified Maint./Traffic Services | HF-10 | 211 | | 211 | |
| Federal Administration and Research | HF-10 | 1,537 | | 1,537 | |
| Total Federal | | <u>2,256</u> | <u>0</u> | <u>2,256</u> | |
| State Total | | | | 130,306 | SF-2 |
| Less: Grants to Local Governments | | | | <u>(14,627)</u> | SF-2 |
| Net State Revenue | HF-10 | <u>105,013</u> | <u>(10,666)</u> | <u>115,679</u> | |
| Total Local Government Revenues | | | | 64,023 | LGF-2 |
| Less: Transfers to State Governments | | | | <u>(2,563)</u> | LGF-2 |
| Total Local | HF-10 | <u>64,484</u> | <u>3,024</u> | <u>61,460</u> | |
| Total Disbursements | | <u>171,753</u> | <u>(7,642)</u> | <u>179,395</u> | |
| Excess of Road User Revenues | | | | | |
| Over Total Disbursements | | <u>\$26,558</u> | <u>\$9,247</u> | <u>\$17,311</u> | |
| Road User Revenues as % | | | | | |
| Of Road Disbursements | | <u>115.5%</u> | | <u>109.6%</u> | |
| Disbursements by Purpose: | | | | | |
| Capital Outlays | | | | \$89,038 | (All |
| Maintenance and Services | | | | 44,086 | from |
| Administration, Planning, and Research | | | | 14,157 | SF-2 & |
| Law Enforcement and Safety | | | | 14,773 | LGF-2) |
| Debt Service | | | | <u>17,341</u> | |
| | | | | \$179,395 | |
| Total Disbursements | | | | <u>5</u> | |

We discuss each major revenue and expenditure category, and their data sources, separately below.

ROAD USER REVENUES

Federal Highway Trust Fund

The "National" data is from Table HF-10, "Funding For Highways and Disposition of Highway-User Revenues, All Units of Government, 2007," FHWA *Highway Statistics 2007* (all *Highway Statistics* access dates are January 18, 2010 unless otherwise specified):

<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/hf10.xls>

The best-known source of revenue for the Highway Trust Fund is the \$.184/gallon charge on gasoline sold for road use, but there are charges on other motor vehicle fuels and on truck and truck tire sales and an annual charge on heavy trucks based on gross vehicle weight.

Table 4.—User Fee Structure.

| Tax Type | Tax Rate |
|-----------------------------|--|
| Gasoline | 18.4 cents per gallon |
| Diesel | 24.4 cents per gallon |
| Gasohol (10% ethanol) * | 13 cents per gallon |
| Special Fuels: | |
| General rate | 18.4 cents per gallon |
| Liquefied petroleum gas | 13.6 cents per gallon |
| Liquefied natural gas | 11.9 cents per gallon |
| M85 (from natural gas) | 9.25 cents per gallon |
| Compressed natural gas | 48.54 cents per thousand cubic feet |
| Tires: | |
| 0-40 pounds | No Tax |
| Over 40 pounds to 70 pounds | 15¢ per pound in excess of 40 |
| Over 70 pounds to 90 pounds | \$4.50 plus 30¢ per pound in excess of 70 |
| Over 90 pounds | \$10.50 plus 50¢ per pound in excess of 90 |
| Truck and Trailer Sales | 12 percent of retailer's sales price for tractors and trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW |
| Heavy Vehicle Use | Annual tax: Trucks 55,000 pounds and over GVW, \$100 plus \$22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds (maximum tax of \$550) |

* Other rates apply to gasohol blends containing less than 10 percent ethanol or blends made with methanol.

The HTF has an additional source of revenue. Since October 30, 1984, the proceeds from fines and penalties imposed for violation of motor carrier safety requirements are deposited in the Highway Account of the HTF.

(Source: FHWA, "Financing Federal Aid Highways," accessed June 15, 2010: <http://www.fhwa.dot.gov/reports/fifahiwy/fifahi05.htm>)

The \$41,028 million includes \$7,038 million that was allocated to "other funds and accounts," chiefly \$5,435 million for transit.

The "Total of States" data is from Table HDF, "Disposition of Highway-User Revenues, All Levels of Government, 2007:" <http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/2007hdf.xls>

The \$39,537 million includes \$5,987 million for non-road purposes. Of this, \$5,435 million is for transit – the same value as in HF-10.

Note that the methodology utilized for this paper includes all revenues paid by highway users, including that allocated to transit and other purposes by law, and "flexible fund" grant programs within the Highway Trust Fund with expenditures for non-road purposes. This differs from certain other papers on this subject which deduct the transit and sometimes other non-road uses from the Federal funds for roads generated by highway users.

As mentioned above, the \$.001 for LUST is *not* deposited in or go through the Highway Trust Fund and, therefore, neither these revenues or the expenditures from them are considered in this paper (Pamela J. Jackson, Congressional Research Service/The Library of Congress, *The Federal Excise Tax on Gasoline and the Highway Trust Fund: A Short History*, Order Code RL30304, updated April 4, 2006, Figure 1, "Collection and Distribution of Federal Gasoline Taxes, 2001," page 9, accessed May 17, 2010:
<http://ncseonline.org/NLE/CRSreports/06May/RL30304.pdf>)

State User Fees

The "National" data, netting \$74,782 million after collection expenses, is from HF-10.

The "Total of States" data, netting \$74,646 million, is from Table SDF, "Disposition of State Highway-User Revenues, 2007:"
<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/sdf.xls>

Local Government User Fees

The "National" data, \$5,087 million, is from HF-10.

The "Total of States" data, \$5,109 million, is from Table LDF, "Disposition of Local Government Receipts from State and Local Highway-User Revenues, 2007:"
<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/ldf.xls>

Note that the state and local totals shown do *not* include funds transferred from the states to local governments, or *vice versa*; these exclusions were performed to avoid double-counting of highway user-generated revenues.

New Toll-Backed Bonds

Both the "National" and "Total of States" data is from Tables SB-2T and LBG-2T, "Change in Indebtedness of State-Administered Toll Road and Crossing Facilities, 2007" and "Change in Indebtedness During Year, Local Toll Facilities, 2006," respectively:
<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/sb2t.xls>
<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/lgb2t.xls>

For our purposes, there are two types of bond issues, original issue and refinancing. Refinancing debt issues do not provide any new funding, they replace previously outstanding debt, generally at a lower debt service cost to the issuing agency. For this line item, we only considered original issue debt financing during the specific year.

State original-issue toll bond revenues totaled \$7,673 million, and local \$418 million, in 2007 and 2006, respectively.

The "local" table is one of those where there is a one-year time delay of reporting in the *Highway Statistics* series. The data for the 2007 year was obtained from the comparable table in *Highway Statistics 2008*, but the difference was minor – \$418 million in 2006 vs. \$398 million in 2007, a difference of \$20 million – so we utilized the data from *Highway Statistics 2007*.

Revenue from sales of bonds is another source of road funding that is frequently omitted from papers on this subject as not being revenue from road users. To the extent that bond revenue is from general obligation bonds and/or the debt service is to be repaid from non-road user-generated revenues, we agree. However, if the payments to retire the debt are to come from road-user generated revenues, we believe it is proper to count such bond funding as road-user-generated revenues because there will not be any expenditure from non-road user sources, so it would not be proper to count this as a "subsidy" from taxpayers, or as non-funded by road users.

(There is another alternative – if there is not sufficient toll revenues to cover the debt service requirements, the bonds may go into default. In this case, it is possible to construct an argument that the bondholders that lost their interest income and/or original investment in these bonds made a contribution to roads. However, overall in the nation for a period of many years, such bondholders are compensated for the risk of default by the higher interest rates paid for riskier debt and/or for the bond guarantee premiums paid to protect the bond holders. Because both of the latter are paid by tolls paid by road users, we submit that there is no overall defaulted bondholder subsidy for roads – and, in any case, the amounts for defaulted toll road/bridge bonds are minor compared to the overall sums discussed in this paper.)

Although toll bonds are generally backed only the tolls themselves, it is possible for such bonds to have stand-up backing from non-road user generated sources. We encountered no evidence that any of the bond issues included in this line item had any such stand-by backing, let alone any indication that it would ever actually come into play, but we did not perform a detailed search.

We did not perform a search to determine if any of the non-toll bond issues were backed by road user generated revenues, such as a highway construction bond issue backed by state cents-per-gallon motor fuel levies. We are aware that there are non-toll bond issues for road improvements that are backed, in whole or in part, from road user charges, but we did not search for such issues outside the data in the *Highway Statistics* series.

It is also possible that the proceeds of some of the bonds issued went for non-road purposes.

Our review of the specific bond issues in Tables SB-2T and LBG-2T produced one debt issue that appears to satisfy one or both of these possibilities, an issuance of \$17.231 million by the Puget Sound Ferry System in the State of Washington. Although this ferry system is a part of the state highway system and carries vehicles as well as people, the ferry system is not self-financing even for its operating costs (see Washington State Department of Transportation

(WaDOT), "2009-11 Enacted Transportation Budget – Operating Budget with Legislative 16-Year Expenditure Plan, March 2009 Revenue Forecast," accessed May 22, 2010:

<http://www.wsdot.wa.gov/NR/rdonlyres/D63C71DA-C88F-4D9A-A577-CB3D2824B89D/0/Proformasforenactedbudget6109.pdf>), so, even though these capital-purpose

bonds were classified as toll bonds by FHWA, they obviously must be repaid from non-toll revenues. If the backing for these bonds were "general fund" revenues, then it could be argued that they should be excluded; however, because the ferry system is part of the Washington State highway system, such bonds are backed by motor vehicle fuel taxes (WaDOT, *Washington State Ferries – History*, "Financial History," accessed May 22, 2010:

http://www.wsdot.wa.gov/ferries/your_wsf/index.cfm?fuseaction=our_history), we did not exclude them from our classification as "road-use-fee-generated."

To the extent that such other "exception" bond issues exist, there could be an over- or understatement of road user generated revenues. If such exists, we believe that the amount would be minor and understatement would be more likely than overstatement.

Vehicle and Parts Sales Taxes and Motor Vehicle Fuel Sales Taxes

We calculate the sales taxes collected from road users in 2007 as \$52,787 million for purchases of automobiles, auto parts, and related goods and \$15,789 million for motor fuel.

Data on taxable sales is reported by type of retail establishment under the Census Bureau's North American Industry Classification System without disaggregation into what is purchased, so the latter value includes other road use items purchased at "gasoline service stations," such as motor oil and tires. We used the motor oil sales tax rate for all goods sold at such stores, even though a few states have slight differences in rates.

Because many service stations have their sales results comingled with convenience stores, to the extent that non-direct automotive items, such as food and beverages, are included in the sums reported, motor fuel sales taxes are overstated. However, to the extent that other types of retail outlets, such as warehouse clubs and supercenters, sell motor fuel, and as fleet users receive directly delivery of motor fuel to their sites, motor fuel sales taxes are understated.

In many states that have state sales taxes, there are also city, county, and/or other non-state government sales taxes. For example, in our 2007 reporting year, Los Angeles County, the largest in the nation in terms of population, had, in addition to the State-wide 7.25% general sales tax (6.25% for the State government and 1.00% for local governments), at the time, had two one-half cent transit sales taxes and the City of Inglewood within Los Angeles County had its own .5% sales tax. (California Board of Equalization, *California City and County Sales Tax Rates* (Publication No. 71, October 1, 2010), accessed September 16, 2010:

<http://www.boe.ca.gov/pdf/pub71.pdf>)

For calculation of sales tax for this paper, only state-wide sales taxes were considered, which produces a significant understatement of sales taxes paid by road users.

These over- and understatements are considered to be a wash for purposes of this paper; in reality, they certainly represent a significant amount of additional sales taxes paid by road user for the use of the road system that are *not* included in our calculations.

Neither the *Highway Statistics* series nor most papers on this subject consider state and local sales taxes on items used by road users for road travel as road user revenue. We believe that such sales taxes should be so counted because they satisfy our two-factor test stated above:

1. If the driver wants to drive his/her vehicle on the roads, (s)he must pay the charge, *and*
2. The payment of the charge is only made by those who are using the roads or clearly intending to use the roads.

We used the following data sources:

- For taxable sales, *Statistical Abstract of the United States 2009*, Table 1020, "Retail Trade and Food Services--Sales by Type of Store and State," accessed June 9, 2009, for:
 - Motor Vehicle and Parts Dealers (NAICS 441)
 - Gasoline Service Stations (NAICS 447)

<http://www.census.gov/compendia/statab/tables/09s1020.xls>

- General Sales Tax rates, Federation of Tax Administrators, "State Sales Tax Rates, January 1, 2008" accessed October 27, 2008:

<http://www.taxadmin.org/fta/rate/sales.html>

- Motor Fuel Sales Tax rates, American Petroleum Institute, "Notes to State Motor Fuel Excise and Other Taxes, January 12, 2009, accessed March 1, 2009:

<http://www.api.org/statistics/fueltaxes/upload/MotorFuelNotesJan20092.pdf>

HIGHWAY TRUST FUND INTEREST

By law, the cash balances in the Highway Trust Fund do not draw interest that is credited to Trust Fund. In reality, the existence of these cash balances reduces the amount of borrowing that the Treasury must do to fund the Federal government.

During 2007, the beginning and ending cash balances in the Trust Fund averaged \$15.3 billion (Table FE-10, "Status of the Federal Highway Trust Fund – Fiscal Year Ended September 30, 2007, accessed February 10, 2010:

<http://www.fhwa.dot.gov/policyinformation/statistics/2007/fe10.cfm>).

The simple average of the daily interest rates on one-year Treasury obligations over this period was 4.87%. (U.S. Treasury, "Daily Treasury Yield Curve Rates," accessed February 19, 2010:

http://www.ustreas.gov/offices/domestic-finance/debt-management/interest-rate/yield_historical_main.shtml)

Multiplying the average balance by the average rate yielded \$747 million, which we have included in road user revenues because not having to borrow amounts equal to the average daily balance in the Trust Fund saved the American taxpayers approximately this much in interest on short-term Treasury debt.

ROAD EXPENDITURES – CLASSIFIED BY LEVEL OF GOVERNMENT

Federal

The Federal Expenditures are a relatively small portion of the total, and are made up of "Non-Classified Capital Outlays" of \$508 million, "Non-Classified Maintenance and Traffic Services" of \$211 million, and "Federal Administration and Research" of \$1,537 million.

The data for these was obtained from Table HF-10. There is no allocation of these expenditures by state, so, for our allocation to states, these expenditures were allocated on the basis of each state's total road disbursements as a percentage of all states total road disbursement.

This methodology is obviously only, at best, an approximation, but was performed so that total expenditures for roads could be allocated to each state without any reconciling items. Given that these expenditures, in total, are approximately 1.25% of total expenditures, we do not believe that any significant distortions are being introduced.

State

State expenditures, netting at \$115,679 million, were obtained from Table SF-2, "State Disbursements for Highways, 2007:"

<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/sf2.xls>

To avoid double-counting of expenditures, \$14,627 million of State Grants-in-Aid to Local Governments were eliminated from the State Expenditures.

Local

Local expenditures, netting at \$61,460 million, were obtained from Table LGF-2, "Local Government Disbursements for Highways, 2007:"

<http://www.fhwa.dot.gov/policyinformation/statistics/2007/lgf2.cfm>

To avoid double-counting of expenditures, \$2,563 million of Local Transfers to State Governments were eliminated from the State Expenditures.

ROAD EXPENDITURES – CLASSIFIED BY PURPOSE

As an alternative to expenditures by level of government, the same data is also presented by the following purposes of expenditure:

- Capital Outlays: \$89,038 million
- Maintenance and Services: 44,086 million
- Administration, Planning, and Research: 14,157 million
- Law Enforcement and Safety: 14,773 million
- Debt Service: 17,341 million

The above is also from Tables SF-2 and LGF-2.

STATE STATISTICS AND RANKINGS

We have also calculated various statistics for each state and the District of Columbia:

- Deposition of Highway-User Revenues for Non-Road Purposes (from Tables SDF and LDF):
 - Mass Transit Purposes
 - General Purposes
- Statistics:
 - Vehicle Miles Driven (Table VM-2)

<http://www.fhwa.dot.gov/policyinformation/statistics/2007/xls/vm2.xls>

- Population (Census Bureau, "2009 Population Estimates" (for July 1, 2007):

[GCT-T1-R. Population Estimates \(geographies ranked by estimate\)](#)

- Vehicle Miles Driver per Capita
 - Road User Fees per Capita
 - Road user Fees per Vehicle Mile Driven
 - Road Expenditures per Capita
 - Road Expenditures per Vehicle Mile Driver
- Rankings (1-51, "1" is highest):
 - Vehicle Miles Driver per Capita
 - Road User Fees per Capita
 - Road user Fees per Vehicle Mile Driven
 - Ratio of Road User Fees Paid/Road Disbursements
 - Excess (dollars) of Road User Fees Paid over Road Disbursements
 - Road Expenditures per Capita
 - Road Expenditures per Vehicle Mile Driver

- Road User Fees Used for Non-Road Purposes (dollar value)
- Road User Fees Used for Non-Road Purposes (percentage)

STATE-BY-STATE DATA

The following pages have the above data for each state and the District of Columbia.

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Alabama</u> | <u>Alaska</u> | <u>Arizona</u> | <u>Arkansas</u> | <u>California</u> |
|---|------------------|------------------|------------------|------------------|--------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | |
| Federal | \$769,550 | \$135,916 | \$840,520 | \$489,843 | \$3,983,374 |
| State Motor Fuel Receipts | 680,013 | 31,638 | 728,385 | 462,190 | 3,418,725 |
| State Motor Vehicle Receipts | 234,686 | 51,676 | 348,592 | 142,289 | 5,116,123 |
| State Toll Receipts | | 23,811 | | | 425,812 |
| | | | 1,076,97 | | |
| Total State Highway User Revenues | 914,699 | 107,125 | 7 | 604,479 | 8,960,660 |
| Motor Fuel Excise Collection Exp. | 18,175 | | | 17,191 | 22,569 |
| Motor Veh. Registration Collect Exp. | 51,124 | | 7,625 | 3,958 | 1,248,292 |
| Less: Collection Expenses | (69,299) | | (7,625) | (21,150) | (1,270,861) |
| | | | 1,069,35 | | |
| Net State/DC Direct User Charges | 845,400 | 107,125 | 2 | 583,330 | 7,689,798 |
| Local Fuel and Motor Vehicle Rev. | 142,571 | 19,853 | | | |
| Local Toll Revenues | | | | | 338,994 |
| Local Govt. Direct User Charges | 142,571 | 19,853 | | | 338,994 |
| | | | 1,909,87 | 1,073,17 | |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 1,757,521 | 262,894 | 2 | 3 | 12,012,166 |
| State Toll Bonds - New Issues | | | | | 788,113 |
| Local Toll Bonds - New Issues | | | | | |
| Total Toll Bonds - New Issues | | | | | 788,113 |
| | | | 1,331,06 | | |
| Sales Tax - Vehicles, Parts, etc. | 620,090 | | 5 | 540,135 | 8,900,422 |
| Sales Tax - Motor Fuel | | | | | 2,978,047 |
| HW Trust Fund Interest Earnings | 9,063 | 1,002 | 12,354 | 6,150 | 94,071 |
| | | | 3,253,29 | 1,619,45 | |
| Total Road User Revenues | 2,386,673 | 263,896 | 1 | 8 | 24,772,820 |
| Federal Non-Class. Capital Outlays | 8,620 | 2,848 | 8,382 | 4,177 | 42,990 |
| Fed. Non-Class. Maint./Traffic Servs. | 3,580 | 1,183 | 3,481 | 1,735 | 17,856 |
| Federal Admin. and Research | 26,080 | 8,616 | 25,359 | 12,638 | 130,071 |
| Total Federal | 38,279 | 12,647 | 37,222 | 18,550 | 190,918 |
| | | | 2,334,52 | 1,035,66 | |
| State Total Revenues | 1,751,736 | 710,402 | 8 | 7 | 13,287,567 |
| Less: Grants to Local Governments | (108,628) | (927) | (816,706) | | (4,689,119) |
| | | | 1,517,82 | 1,035,66 | |
| Net State Revenues | 1,643,108 | 709,475 | 2 | 7 | 8,598,448 |
| | | | 1,417,27 | | |
| Total Local Government Revenues | 1,388,416 | 283,561 | 6 | 438,998 | 7,239,136 |
| Less: Transfers to State Gov. | (25,869) | | (12,468) | (18,157) | (846,898) |
| | | | 1,404,80 | | |
| Net Local Revenues | 1,362,547 | 283,561 | 8 | 420,841 | 6,392,238 |
| | | | 2,959,85 | 1,475,05 | |
| Total Disbursements | 3,043,934 | 1,005,683 | 2 | 8 | 15,181,604 |
| Excess of Road User Revenues | | | | | |
| | (\$657,261 | (\$741,787 | | | |
| OverTotal Disbursements |) |) | \$293,439 | \$144,400 | \$9,591,216 |
| Road User Revenues as % | | | | | |
| of Road Disbursements | 78.4% | 26.2% | 109.9% | 109.8% | 163.2% |

| | | | | | |
|---------------------------------|-----------|---------|-----------|-----------|------------|
| Population | 4,637,904 | 682,297 | 6,362,241 | 2,842,194 | 36,226,122 |
| Vehicle Miles Driven (Millions) | 61,410 | 5,153 | 62,963 | 33,171 | 328,312 |

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**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Alabama</u> | <u>Alaska</u> | <u>Arizona</u> | <u>Arkansas</u> | <u>California</u> |
|----------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Disbursements by Purpose: | | | | | |
| | \$1,412,573 | | \$1,443,119 | | |
| Capital Outlays | 3 | \$445,320 | 9 | \$668,859 | \$7,485,072 |
| Maintenance and Services | 1,078,489 | 304,157 | 499,382 | 476,101 | 2,953,218 |
| Admin., Planning, and Research | 295,498 | 67,340 | 428,732 | 131,138 | 1,929,850 |
| Law Enforcement and Safety | 176,945 | 48,473 | 196,773 | 121,773 | 2,120,844 |
| Debt Service | 80,430 | 140,393 | 391,846 | 77,187 | 692,619 |
| | <u>\$3,043,934</u> | <u>\$1,005,683</u> | <u>\$2,959,852</u> | <u>\$1,475,058</u> | <u>\$15,181,604</u> |
| Total Disbursements | 4 | 3 | 2 | 8 | 4 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| Mass Transit Purposes | \$78 | | | | \$36,441 |
| General Purposes | 19,945 | \$17,920 | \$31,081 | \$19,699 | 2,683,815 |
| Road User Revenues for Non-Road | <u>\$20,023</u> | <u>\$17,920</u> | <u>\$31,081</u> | <u>\$19,699</u> | <u>\$2,720,256</u> |
| % of Road-User Revenues f/Non-Road | 1.1% | 6.8% | 1.6% | 1.8% | 22.6% |

Statistics

| | | | | | |
|------------------------------------|----------|------------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 13,241 | 7,552 | 9,896 | 11,671 | 9,063 |
| Road User Fees/Capita | \$514.60 | \$386.78 | \$511.34 | \$569.79 | \$683.84 |
| Road User Fees/Vehicle Mile Driven | \$0.039 | \$0.051 | \$0.052 | \$0.049 | \$0.075 |
| Expenditures/Capita | \$656.32 | \$1,473.97 | \$465.22 | \$518.99 | \$419.08 |
| Expenditures/Vehicle Mile Driven | \$0.050 | \$0.195 | \$0.047 | \$0.044 | \$0.046 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|------|------|----|----|----|
| Vehicle Miles Driven/Capita | 4 | 49 | 36 | 11 | 40 |
| Road User Fees/Capita | 40 | 49 | 41 | 30 | 12 |
| Road User Fees/Vehicle Mile Driven | 51 | 33 | 30 | 39 | 8 |
| User Fees:Road Disbursements (%) | (38) | (51) | 18 | 19 | 2 |
| User Fees:Road Disbursements (\$) | (45) | (46) | 19 | 22 | 1 |
| Expenditures/Capita | 24 | 1 | 44 | 41 | 49 |
| Expenditures/Vehicle Mile Driven | 39 | 1 | 43 | 46 | 45 |
| User Fees f/Non-Road Purposes (\$) | 33 | 38 | 30 | 35 | 2 |
| User Fees f/Non-Road Purposes (%) | 38 | 21 | 34 | 33 | 10 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Colorado</u> | <u>Connecticut</u> | <u>Delaware</u> | <u>DC</u> | <u>Florida</u> |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | \$2,195,909 |
| Federal | \$593,529 | \$390,718 | \$105,345 | \$31,083 | 9 |
| State Motor Fuel Receipts | 567,680 | 676,813 | 117,218 | 26,776 | 2,233,129 |
| State Motor Vehicle Receipts | 757,668 | 322,371 | 106,255 | 85,700 | 1,150,227 |
| State Toll Receipts | 2,200 | 323 | 213,637 | | 1,124,495 |
| Total State Highway User Revenues | 1,327,548 | 999,507 | 437,110 | 112,476 | 4,507,851 |
| Motor Fuel Excise Collection Exp. | 3,693 | 4,615 | | | 24,761 |
| Motor Veh. Registration Collect Exp. | | | | | |
| Less: Collection Expenses | (3,693) | (4,615) | | | (24,761) |
| Net State/DC Direct User Charges | 1,323,855 | 994,892 | 437,110 | 112,476 | 4,483,091 |
| Local Fuel and Motor Vehicle Rev. | | 47,069 | | N/A | 800,801 |
| Local Toll Revenues | 98,082 | | | N/A | 73,101 |
| Local Govt. Direct User Charges | 98,082 | 47,069 | | | 873,902 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 2,015,466 | 1,432,679 | 542,455 | 143,559 | 7,552,902 |
| State Toll Bonds - New Issues | | | | | 1,046,027 |
| Local Toll Bonds - New Issues | 4,071 | | | | 15,872 |
| Total Toll Bonds - New Issues | 4,071 | | | | 1,061,899 |
| Sales Tax - Vehicles, Parts, etc. | 465,825 | 633,920 | | 4,989 | 5,031,048 |
| Sales Tax - Motor Fuel | | | | | 1,935,025 |
| HW Trust Fund Interest Earnings | 9,474 | 7,878 | 2,068 | 566 | 59,392 |
| Total Road User Revenues | 2,494,836 | 2,074,477 | 544,523 | 149,114 | 15,640,265 |
| Federal Non-Class. Capital Outlays | 8,405 | 4,356 | 2,129 | 957 | 33,312 |
| Fed. Non-Class. Maint./Traffic Servs. | 3,491 | 1,809 | 884 | 398 | 13,836 |
| Federal Admin. and Research | 25,429 | 13,180 | 6,441 | 2,896 | 100,787 |
| Total Federal | 37,324 | 19,346 | 9,454 | 4,250 | 147,935 |
| State Total Revenues | 1,601,009 | 1,264,493 | 676,383 | 333,730 | 8,068,999 |
| Less: Grants to Local Governments | (211,353) | (36,351) | | | (417,243) |
| Net State Revenues | 1,389,656 | 1,228,142 | 676,383 | 333,730 | 7,651,756 |
| Total Local Government Revenues | 1,569,950 | 292,700 | 65,972 | N/A | 4,214,248 |
| Less: Transfers to State Gov. | (28,944) | (1,816) | | | (250,301) |
| Net Local Revenues | 1,541,006 | 290,884 | 65,972 | | 3,963,947 |
| Total Disbursements | 2,967,986 | 1,538,372 | 751,809 | 337,980 | 11,763,638 |
| Excess of Road User Revenues | (\$473,151) | \$536,105 | (\$207,286) | (\$188,867) | \$3,876,627 |
| OverTotal Disbursements | () | () | () | () | () |
| Road User Revenues as % of Road Disbursements | 84.1% | 134.8% | 72.4% | 44.1% | 133.0% |
| Population | 4,842,259 | 3,488,633 | 864,896 | 586,409 | 18,277,888 |
| Vehicle Miles Driven (Millions) | 48,713 | 32,053 | 9,483 | 3,609 | 206,121 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Colorado</u> | <u>Connecticut</u> | <u>Delaware</u> | <u>DC</u> | <u>Florida</u> |
|----------------------------------|-------------------|--------------------|-----------------|-----------------|----------------|
| Disbursements by Purpose: | | | | | |
| | \$1,207,49 | | | \$216,18 | |
| Capital Outlays | 0 | \$580,131 | \$293,808 | 4 | \$7,272,447 |
| Maintenance and Services | 742,642 | 329,045 | 141,380 | 62,883 | 1,911,353 |
| Admin., Planning, and Research | 342,711 | 177,207 | 82,426 | 14,042 | 587,902 |
| Law Enforcement and Safety | 283,826 | 35,745 | 87,893 | 0 | 933,896 |
| Debt Service | 391,318 | 416,243 | 146,302 | 44,872 | 1,058,040 |
| | <u>\$2,967,98</u> | | | <u>\$337,98</u> | |
| Total Disbursements | 6 | \$1,538,372 | \$751,809 | 0 | \$11,763,638 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------------|------------------|--------------|-----------------|------------------|
| Mass Transit Purposes | \$46,441 | \$337,559 | | \$19,474 | \$123,526 |
| General Purposes | 5,082 | 2,700 | \$406 | 312 | 144,380 |
| Road User Revenues for Non-Road | <u>\$51,523</u> | <u>\$340,259</u> | <u>\$406</u> | <u>\$19,786</u> | <u>\$267,906</u> |
| % of Road-User Revenues f/Non-Road | 2.6% | 23.7% | 0.1% | 13.8% | 3.5% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 10,060 | 9,188 | 10,964 | 6,154 | 11,277 |
| Road User Fees/Capita | \$515.22 | \$594.64 | \$629.58 | \$254.28 | \$855.69 |
| Road User Fees/Vehicle Mile Driven | \$0.051 | \$0.065 | \$0.057 | \$0.041 | \$0.076 |
| Expenditures/Capita | \$612.93 | \$440.97 | \$869.25 | \$576.36 | \$643.60 |
| Expenditures/Vehicle Mile Driven | \$0.061 | \$0.048 | \$0.079 | \$0.094 | \$0.057 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|------|----|------|------|----|
| Vehicle Miles Driven/Capita | 34 | 39 | 23 | 51 | 19 |
| Road User Fees/Capita | 39 | 21 | 19 | 51 | 4 |
| Road User Fees/Vehicle Mile Driven | 32 | 13 | 18 | 47 | 7 |
| User Fees:Road Disbursements (%) | (33) | 5 | (42) | (50) | 6 |
| User Fees:Road Disbursements (\$) | (41) | 13 | (33) | (32) | 2 |
| Expenditures/Capita | 31 | 47 | 5 | 35 | 25 |
| Expenditures/Vehicle Mile Driven | 30 | 41 | 5 | 4 | 32 |
| User Fees f/Non-Road Purposes (\$) | 26 | 8 | 47 | 34 | 10 |
| User Fees f/Non-Road Purposes (%) | 29 | 9 | 46 | 15 | 26 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Georgia</u> | <u>Hawaii</u> | <u>Idaho</u> | <u>Illinois</u> | <u>Indiana</u> |
|--|------------------|----------------|-----------------|------------------|------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | |
| | \$1,463,28 | | | \$1,485,34 | \$1,071,73 |
| Federal | 3 | \$105,484 | \$209,056 | 4 | 2 |
| State Motor Fuel Receipts | 934,173 | 85,561 | 237,411 | 1,338,373 | 879,793 |
| State Motor Vehicle Receipts | 444,393 | 181,507 | 162,266 | 1,566,280 | 326,985 |
| State Toll Receipts | 32,632 | | | 604,987 | 139,206 |
| Total State Highway User Revenues | 1,411,198 | 267,068 | 399,677 | 3,509,640 | 1,345,984 |
| Motor Fuel Excise Collection Exp. | 6,602 | | 3,597 | 30,449 | |
| Motor Veh. Registration Collect Exp. | 197,617 | 50,624 | 8,612 | | 6,065 |
| Less: Collection Expenses | (204,219) | (50,624) | (12,209) | (30,449) | (6,065) |
| Net State/DC Direct User Charges | 1,206,979 | 216,444 | 387,467 | 3,479,191 | 1,339,920 |
| Local Fuel and Motor Vehicle Rev. | 9,857 | 168,220 | 4,378 | 31,652 | 410,799 |
| Local Toll Revenues | | | | 256 | |
| Local Govt. Direct User Charges | 9,857 | 168,220 | 4,378 | 31,908 | 410,799 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 2,680,119 | 490,148 | 600,901 | 4,996,443 | 2,822,451 |
| State Toll Bonds - New Issues | | | | 700,000 | 121,600 |
| Local Toll Bonds - New Issues | | | | | |
| Total Toll Bonds - New Issues | | | | 700,000 | 121,600 |
| Sales Tax - Vehicles, Parts, etc. | 1,208,695 | 151,978 | 375,717 | 2,119,121 | 1,094,776 |
| Sales Tax - Motor Fuel | 901,995 | | | 1,115,467 | 929,064 |
| HW Trust Fund Interest Earnings | 18,262 | 2,448 | 3,723 | 34,044 | 18,937 |
| Total Road User Revenues | 4,809,071 | 644,574 | 980,341 | 8,965,075 | 4,986,828 |
| Federal Non-Class. Capital Outlays | 11,097 | 2,267 | 2,642 | 20,358 | 12,777 |
| Fed. Non-Class. Maint./Traffic Servs. | 4,609 | 942 | 1,097 | 8,456 | 5,307 |
| Federal Admin. and Research | 33,575 | 6,859 | 7,994 | 61,596 | 38,659 |
| Total Federal | 49,281 | 10,067 | 11,733 | 90,410 | 56,743 |
| State Total Revenues | 2,877,547 | 351,954 | 757,624 | 5,424,391 | 3,250,586 |
| Less: Grants to Local Governments | | (17,154) | (131,144) | (705,956) | |
| Net State Revenues | 2,877,547 | 334,800 | 626,480 | 4,718,435 | 3,250,586 |
| Total Local Government Revenues | 1,011,750 | 455,659 | 306,516 | 2,434,765 | 1,386,950 |
| Less: Transfers to State Gov. | (19,777) | | (11,707) | (54,272) | (182,147) |
| Net Local Revenues | 991,973 | 455,659 | 294,809 | 2,380,493 | 1,204,803 |
| Total Disbursements | 3,918,801 | 800,526 | 933,022 | 7,189,338 | 4,512,132 |
| Excess of Road User Revenues | | | | | |
| | | (\$155,952 | | \$1,775,73 | |
| OverTotal Disbursements | \$890,269 |) | \$47,319 | 7 | \$474,696 |
| Road User Revenues as % of Road Disbursements | 122.7% | 80.5% | 105.1% | 124.7% | 110.5% |
| Population | 9,533,761 | 1,276,832 | 1,499,245 | 12,779,417 | 6,346,113 |
| Vehicle Miles Driven (Millions) | 112,541 | 10,345 | 15,782 | 107,483 | 71,478 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Georgia</u> | <u>Hawaii</u> | <u>Idaho</u> | <u>Illinois</u> | <u>Indiana</u> |
|----------------------------------|--------------------|------------------|------------------|--------------------|--------------------|
| Disbursements by Purpose: | | | | | |
| Capital Outlays | \$2,462,473 | \$426,168 | \$542,764 | \$3,543,467 | \$1,598,724 |
| Maintenance and Services | 610,421 | 52,826 | 249,306 | 1,700,490 | 1,517,293 |
| Admin., Planning, and Research | 432,059 | 107,006 | 68,219 | 592,685 | 449,208 |
| Law Enforcement and Safety | 97,257 | 26,598 | 40,475 | 723,828 | 61,564 |
| Debt Service | 316,591 | 187,929 | 32,258 | 628,868 | 885,343 |
| Total Disbursements | <u>\$3,918,801</u> | <u>\$800,526</u> | <u>\$933,022</u> | <u>\$7,189,338</u> | <u>\$4,512,132</u> |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|------------------|-----------------|-----------------|----------------|-----------------|
| Mass Transit Purposes | \$10,263 | \$4,686 | \$2,633 | \$2,732 | \$623 |
| General Purposes | 174,719 | 85,318 | 12,606 | | 40,366 |
| Road User Revenues for Non-Road | <u>\$184,982</u> | <u>\$90,004</u> | <u>\$15,239</u> | <u>\$2,732</u> | <u>\$40,989</u> |
| % of Road-User Revenues f/Non-Road | 6.9% | 18.4% | 2.5% | 0.1% | 1.5% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 11,804 | 8,102 | 10,527 | 8,411 | 11,263 |
| Road User Fees/Capita | \$504.43 | \$504.82 | \$653.89 | \$701.52 | \$785.81 |
| Road User Fees/Vehicle Mile Driven | \$0.043 | \$0.062 | \$0.062 | \$0.083 | \$0.070 |
| Expenditures/Capita | \$411.04 | \$626.96 | \$622.33 | \$562.57 | \$711.01 |
| Expenditures/Vehicle Mile Driven | \$0.035 | \$0.077 | \$0.059 | \$0.067 | \$0.063 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|----|------|----|----|----|
| Vehicle Miles Driven/Capita | 9 | 48 | 27 | 46 | 20 |
| Road User Fees/Capita | 43 | 42 | 15 | 10 | 6 |
| Road User Fees/Vehicle Mile Driven | 44 | 15 | 16 | 5 | 11 |
| User Fees:Road Disbursements (%) | 10 | (35) | 22 | 8 | 17 |
| User Fees:Road Disbursements (\$) | 9 | (30) | 23 | 5 | 15 |
| Expenditures/Capita | 50 | 28 | 30 | 38 | 15 |
| Expenditures/Vehicle Mile Driven | 49 | 6 | 31 | 23 | 27 |
| User Fees f/Non-Road Purposes (\$) | 13 | 21 | 40 | 45 | 27 |
| User Fees f/Non-Road Purposes (%) | 20 | 11 | 30 | 47 | 36 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Iowa</u> | <u>Kansas</u> | <u>Kentucky</u> | <u>Louisiana</u> | <u>Maine</u> |
|--|--------------------|--------------------|-------------------|--------------------|------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | |
| Federal | \$511,855 | \$388,065 | \$715,036 | \$752,830 | \$200,323 |
| State Motor Fuel Receipts | 444,086 | 439,590 | 563,168 | 639,748 | 238,796 |
| State Motor Vehicle Receipts | 430,390 | 184,105 | 647,650 | 201,864 | 94,638 |
| State Toll Receipts | | 78,275 | | 40,470 | 87,710 |
| Total State Highway User Revenues | 874,476 | 701,970 | 1,210,818 | 882,082 | 421,144 |
| Motor Fuel Excise Collection Exp. | 1,258 | | | | |
| Motor Veh. Registration Collect Exp. | 20,882 | 1,866 | 23,908 | | 32,563 |
| Less: Collection Expenses | (22,140) | (1,866) | (23,908) | | (32,563) |
| Net State/DC Direct User Charges | 852,336 | 700,104 | 1,186,909 | 882,082 | 388,581 |
| Local Fuel and Motor Vehicle Rev. | 688 | 26,408 | 14,640 | | |
| Local Toll Revenues | | | | | 3,174 |
| Local Govt. Direct User Charges | 688 | 26,408 | 14,640 | | 3,174 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 1,364,879 | 1,114,577 | 1,916,585 | 1,634,912 | 592,078 |
| State Toll Bonds - New Issues | | | | | 50,000 |
| Local Toll Bonds - New Issues | | | | | 55 |
| Total Toll Bonds - New Issues | | | | | 50,055 |
| Sales Tax - Vehicles, Parts, etc. | 399,178 | 384,030 | 617,736 | 553,445 | 192,781 |
| Sales Tax - Motor Fuel | | | | | |
| HW Trust Fund Interest Earnings | 6,724 | 5,712 | 9,660 | 8,342 | 3,183 |
| Total Road User Revenues | 1,770,780 | 1,504,320 | 2,543,981 | 2,196,698 | 838,097 |
| Federal Non-Class. Capital Outlays | 5,706 | 5,564 | 7,286 | 7,909 | 2,386 |
| Fed. Non-Class. Maint./Traffic Servs. | 2,370 | 2,311 | 3,026 | 3,285 | 991 |
| Federal Admin. and Research | 17,264 | 16,834 | 22,044 | 23,930 | 7,218 |
| Total Federal | 25,340 | 24,709 | 32,356 | 35,124 | 10,595 |
| State Total Revenues | 1,546,326 | 1,413,796 | 2,194,097 | 1,923,211 | 583,564 |
| Less: Grants to Local Governments | (664,596) | (158,714) | | (2,568) | (26,091) |
| Net State Revenues | 881,730 | 1,255,082 | 2,194,097 | 1,920,643 | 557,473 |
| Total Local Government Revenues | 1,107,943 | 728,107 | 346,484 | 837,246 | 274,398 |
| Less: Transfers to State Gov. | | (43,093) | | | |
| Net Local Revenues | 1,107,943 | 685,014 | 346,484 | 837,246 | 274,398 |
| Total Disbursements | 2,015,013 | 1,964,805 | 2,572,937 | 2,793,013 | 842,466 |
| Excess of Road User Revenues Over Total Disbursements | (\$244,233) | (\$460,485) | (\$28,956) | (\$596,314) | (\$4,368) |
| Road User Revenues as % of Road Disbursements | 87.9% | 76.6% | 98.9% | 78.6% | 99.5% |
| Population | 2,978,719 | 2,775,586 | 4,256,278 | 4,376,122 | 1,317,308 |
| Vehicle Miles Driven (Millions) | 31,253 | 30,048 | 48,063 | 45,376 | 15,035 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Iowa</u> | <u>Kansas</u> | <u>Kentucky</u> | <u>Louisiana</u> | <u>Maine</u> |
|----------------------------------|--------------------|--------------------|--------------------|--------------------|------------------|
| Disbursements by Purpose: | | | | | |
| Capital Outlays | \$975,886 | \$1,016,535 | \$1,678,523 | \$1,632,138 | \$331,775 |
| Maintenance and Services | 649,465 | 346,023 | 499,454 | 586,897 | 331,727 |
| Admin., Planning, and Research | 116,907 | 117,311 | 70,660 | 119,608 | 63,861 |
| Law Enforcement and Safety | 113,928 | 219,657 | 65,349 | 153,538 | 76,215 |
| Debt Service | 158,827 | 265,279 | 258,951 | 300,832 | 38,888 |
| | <u>\$2,015,013</u> | <u>\$1,964,805</u> | <u>\$2,572,937</u> | <u>\$2,793,013</u> | <u>\$842,466</u> |
| Total Disbursements | 3 | 5 | 7 | 3 | 6 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------------|-----------------|-----------------|----------------|--|
| Mass Transit Purposes | \$20,329 | | | \$2,613 | |
| General Purposes | | \$25,629 | \$18,164 | 39 | |
| Road User Revenues for Non-Road | <u>\$20,329</u> | <u>\$25,629</u> | <u>\$18,164</u> | <u>\$2,652</u> | |
| % of Road-User Revenues f/Non-Road | 1.5% | 2.3% | 0.9% | 0.2% | |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 10,492 | 10,826 | 11,292 | 10,369 | 11,413 |
| Road User Fees/Capita | \$594.48 | \$541.98 | \$597.70 | \$501.97 | \$636.22 |
| Road User Fees/Vehicle Mile Driven | \$0.057 | \$0.050 | \$0.053 | \$0.048 | \$0.056 |
| Expenditures/Capita | \$676.47 | \$707.89 | \$604.50 | \$638.24 | \$639.54 |
| Expenditures/Vehicle Mile Driven | \$0.064 | \$0.065 | \$0.054 | \$0.062 | \$0.056 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|------|------|------|------|------|
| Vehicle Miles Driven/Capita | 28 | 24 | 18 | 30 | 15 |
| Road User Fees/Capita | 22 | 35 | 20 | 44 | 18 |
| Road User Fees/Vehicle Mile Driven | 21 | 36 | 28 | 40 | 23 |
| User Fees:Road Disbursements (%) | (29) | (39) | (25) | (37) | (24) |
| User Fees:Road Disbursements (\$) | (37) | (40) | (26) | (44) | (24) |
| Expenditures/Capita | 21 | 16 | 33 | 27 | 26 |
| Expenditures/Vehicle Mile Driven | 26 | 25 | 36 | 29 | 34 |
| User Fees f/Non-Road Purposes (\$) | 32 | 31 | 36 | 46 | 48 |
| User Fees f/Non-Road Purposes (%) | 35 | 32 | 40 | 44 | 48 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Maryland</u> | <u>Mass.</u> | <u>Michigan</u> | <u>Minnesota</u> | <u>Miss.</u> |
|--|--------------------|--------------------|------------------|----------------------|--------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | |
| Federal | \$691,844 | \$652,315 | \$1,201,081 | \$715,127 | \$526,045 |
| State Motor Fuel Receipts | 758,834 | 669,357 | 1,027,933 | 674,682 | 431,432 |
| State Motor Vehicle Receipts | 1,249,064 | 354,282 | 1,032,747 | 576,946 | 158,290 |
| State Toll Receipts | 393,981 | 462,680 | 33,618 | | |
| Total State Highway User Revenues | 2,401,879 | 1,486,319 | 2,094,298 | 1,251,628 | 589,722 |
| Motor Fuel Excise Collection Exp. | 7,774 | | 8,903 | 766 | |
| Motor Veh. Registration Collect Exp. | 43,973 | | 131,095 | 43,959 | 2,017 |
| Less: Collection Expenses | (51,747) | | (139,997) | (44,725) | (2,017) |
| Net State/DC Direct User Charges | 2,350,132 | 1,486,319 | 1,954,300 | 1,206,904 | 587,705 |
| Local Fuel and Motor Vehicle Rev. | | | | | 6,186 |
| Local Toll Revenues | | 70,786 | 1,221 | | |
| Local Govt. Direct User Charges | | 70,786 | 1,221 | | 6,186 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 3,041,976 | 2,209,420 | 3,156,602 | 1,922,031 | 1,119,936 |
| State Toll Bonds - New Issues | | | | | |
| Local Toll Bonds - New Issues | | | | | |
| Total Toll Bonds - New Issues | | | | | |
| Sales Tax - Vehicles, Parts, etc. | 1,166,803 | 989,910 | 1,727,104 | 919,097 | 575,550 |
| Sales Tax - Motor Fuel | | | 954,543 | | |
| HW Trust Fund Interest Earnings | 16,043 | 12,195 | 22,254 | 10,830 | 6,463 |
| Total Road User Revenues | 4,224,822 | 3,211,525 | 5,860,504 | 2,851,957 | 1,701,948 |
| Federal Non-Class. Capital Outlays | 8,788 | 10,750 | 14,069 | 11,910 | 5,719 |
| Fed. Non-Class. Maint./Traffic Servs. | 3,650 | 4,465 | 5,843 | 4,947 | 2,375 |
| Federal Admin. and Research | 26,589 | 32,524 | 42,566 | 36,034 | 17,303 |
| Total Federal | 39,027 | 47,738 | 62,478 | 52,891 | 25,398 |
| State Total Revenues | 2,628,959 | 2,815,175 | 3,239,861 | 2,168,315 | 1,647,398 |
| Less: Grants to Local Governments | (554,061) | (166,287) | (33,000) | (660,547) | (101,816) |
| Net State Revenues | 2,074,898 | 2,648,888 | 3,206,861 | 1,507,768 | 1,545,582 |
| Total Local Government Revenues | 989,477 | 1,099,445 | 1,733,205 | 2,738,457 | 496,678 |
| Less: Transfers to State Gov. | | | (34,380) | (93,297) | (48,074) |
| Net Local Revenues | 989,477 | 1,099,445 | 1,698,825 | 2,645,160 | 448,604 |
| Total Disbursements | 3,103,402 | 3,796,071 | 4,968,164 | 4,205,819 | 2,019,584 |
| Excess of Road User Revenues | | | | | |
| OverTotal Disbursements | \$1,121,419 | (\$584,546) | \$892,340 | (\$1,353,862) | (\$317,635) |
| Road User Revenues as % of Road Disbursements | 136.1% | 84.6% | 118.0% | 67.8% | 84.3% |
| Population | 5,634,242 | 6,499,275 | 10,050,847 | 5,191,206 | 2,921,723 |
| Vehicle Miles Driven (Millions) | 56,503 | 55,071 | 104,614 | 57,233 | 43,337 |

2007 FHWA REPORTING YEAR (Thousands)

| | Maryland | Massachusetts | Michigan | Minnesota | Mississippi |
|----------------------------------|-------------|---------------|-------------|-------------|-------------|
| Disbursements by Purpose: | | | | | |
| Capital Outlays | \$1,655,546 | \$1,208,838 | \$3,056,152 | \$2,355,671 | \$1,294,056 |
| Maintenance and Services | 773,832 | 784,948 | 1,235,421 | 1,078,511 | 452,607 |
| Admin., Planning, and Research | 167,668 | 407,025 | 244,189 | 283,817 | 98,112 |
| Law Enforcement and Safety | 270,907 | 444,511 | 227,879 | 307,892 | 51,923 |
| Debt Service | 235,449 | 950,750 | 204,523 | 179,928 | 122,885 |
| Total Disbursements | \$3,103,402 | \$3,796,071 | \$4,968,164 | \$4,205,819 | \$2,019,584 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------|-----------|-----------|---------|----------|
| Mass Transit Purposes | \$645,865 | \$819,193 | \$106,461 | \$2,953 | \$1,688 |
| General Purposes | 261,786 | 42,885 | 28,032 | | 35,826 |
| Road User Revenues for Non-Road | \$907,651 | \$862,078 | \$134,493 | \$2,953 | \$37,514 |
| % of Road-User Revenues f/Non-Road | 29.8% | 39.0% | 4.3% | 0.2% | 3.3% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 10,029 | 8,473 | 10,408 | 11,025 | 14,833 |
| Road User Fees/Capita | \$749.85 | \$494.14 | \$583.09 | \$549.38 | \$582.52 |
| Road User Fees/Vehicle Mile Driven | \$0.075 | \$0.058 | \$0.056 | \$0.050 | \$0.039 |
| Expenditures/Capita | \$550.81 | \$584.08 | \$494.30 | \$810.18 | \$691.23 |
| Expenditures/Vehicle Mile Driven | \$0.055 | \$0.069 | \$0.047 | \$0.073 | \$0.047 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|----|------|----|------|------|
| Vehicle Miles Driven/Capita | 35 | 45 | 29 | 21 | 2 |
| Road User Fees/Capita | 8 | 45 | 25 | 32 | 26 |
| Road User Fees/Vehicle Mile Driven | 10 | 17 | 22 | 37 | 50 |
| User Fees:Road Disbursements (%) | 4 | (31) | 12 | (45) | (32) |
| User Fees:Road Disbursements (\$) | 7 | (43) | 8 | (49) | (39) |
| Expenditures/Capita | 40 | 34 | 42 | 9 | 18 |
| Expenditures/Vehicle Mile Driven | 35 | 21 | 42 | 13 | 44 |
| User Fees f/Non-Road Purposes (\$) | 4 | 5 | 16 | 44 | 28 |
| User Fees f/Non-Road Purposes (%) | 5 | 1 | 23 | 45 | 27 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Missouri</u> | <u>Montana</u> | <u>Nebraska</u> | <u>Nevada</u> | <u>NH</u> |
|--|------------------|----------------|------------------|------------------|----------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | |
| Federal | \$958,268 | \$181,419 | \$290,764 | \$355,272 | \$163,705 |
| State Motor Fuel Receipts | 704,183 | 193,453 | 332,467 | 520,736 | 151,965 |
| State Motor Vehicle Receipts | 302,893 | 198,630 | 99,128 | 235,866 | 127,053 |
| State Toll Receipts | | | | 1,348 | 85,397 |
| Total State Highway User Revenues | 1,007,076 | 392,083 | 431,595 | 757,950 | 364,415 |
| Motor Fuel Excise Collection Exp. | | | 2,000 | 1,221 | |
| Motor Veh. Registration Collect Exp. | | | 21,010 | 68 | |
| Less: Collection Expenses | | | (23,010) | (1,289) | |
| Net State/DC Direct User Charges | 1,007,076 | 392,083 | 408,585 | 756,661 | 364,415 |
| Local Fuel and Motor Vehicle Rev. | | 36,132 | 18,068 | 98,888 | 188,732 |
| Local Toll Revenues | | | 1,891 | | |
| Local Govt. Direct User Charges | | 36,132 | 19,959 | 98,888 | 188,732 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 1,965,344 | 609,634 | 719,308 | 1,210,821 | 716,852 |
| State Toll Bonds - New Issues | | | | | |
| Local Toll Bonds - New Issues | | | | | |
| Total Toll Bonds - New Issues | | | | | |
| Sales Tax - Vehicles, Parts, etc. | 743,994 | 0 | 289,876 | 722,817 | 0 |
| Sales Tax - Motor Fuel | | | | | |
| HW Trust Fund Interest Earnings | 10,328 | 2,324 | 3,847 | 7,371 | 2,733 |
| Total Road User Revenues | 2,719,665 | 611,958 | 1,013,031 | 1,941,009 | 719,585 |
| Federal Non-Class. Capital Outlays | 14,065 | 2,344 | 5,424 | 4,821 | 2,692 |
| Fed. Non-Class. Maint./Traffic Servs. | 5,842 | 974 | 2,253 | 2,002 | 1,118 |
| Federal Admin. and Research | 42,555 | 7,092 | 16,409 | 14,586 | 8,146 |
| Total Federal | 62,463 | 10,409 | 24,085 | 21,410 | 11,957 |
| State Total Revenues | 3,955,390 | 621,661 | 1,435,824 | 1,063,242 | 693,186 |
| Less: Grants to Local Governments | (281,863) | (19,324) | (238,728) | | (28,582) |
| Net State Revenues | 3,673,527 | 602,337 | 1,197,096 | 1,063,242 | 664,604 |
| Total Local Government Revenues | 1,234,588 | 215,002 | 712,752 | 617,846 | 274,212 |
| Less: Transfers to State Gov. | (3,613) | | (18,683) | | |
| Net Local Revenues | 1,230,975 | 215,002 | 694,069 | 617,846 | 274,212 |
| Total Disbursements | 4,966,965 | 827,748 | 1,915,250 | 1,702,498 | 950,773 |
| Excess of Road User Revenues | | (\$215,791) | (\$902,220) | \$238,511 | (\$231,188) |
| OverTotal Disbursements | (\$2,247,299) | | | | |
| Road User Revenues as % of Road Disbursements | 54.8% | 73.9% | 52.9% | 114.0% | 75.7% |
| Population | 5,909,824 | 957,225 | 1,769,912 | 2,567,752 | 1,317,343 |
| Vehicle Miles Driven (Millions) | 69,151 | 11,307 | 19,439 | 22,146 | 13,459 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Missouri</u> | <u>Montana</u> | <u>Nebraska</u> | <u>Nevada</u> | <u>NH</u> |
|----------------------------------|--------------------|----------------|--------------------|--------------------|-----------|
| Disbursements by Purpose: | | | | | |
| Capital Outlays | \$1,954,703 | \$404,759 | \$959,493 | \$874,674 | \$261,081 |
| Maintenance and Services | 2,206,367 | 176,227 | 579,599 | 354,455 | 419,509 |
| Admin., Planning, and Research | 257,926 | 157,335 | 238,026 | 159,120 | 89,751 |
| Law Enforcement and Safety | 320,697 | 62,681 | 117,726 | 212,595 | 98,039 |
| Debt Service | 227,271 | 26,747 | 20,407 | 101,653 | 82,392 |
| | | \$827,748 | | | \$950,773 |
| Total Disbursements | \$4,966,965 | 8 | \$1,915,250 | \$1,702,498 | 3 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|------|----------|------|----------|------|
| Mass Transit Purposes | | \$3,121 | | | |
| General Purposes | | 93,869 | | \$16,586 | |
| Road User Revenues for Non-Road | \$0 | \$96,990 | \$0 | \$16,586 | \$0 |
| % of Road-User Revenues f/Non-Road | 0.0% | 15.9% | 0.0% | 1.4% | 0.0% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|------------|----------|----------|
| Vehicle Miles Driven/Capita | 11,701 | 11,812 | 10,983 | 8,625 | 10,217 |
| Road User Fees/Capita | \$460.19 | \$639.30 | \$572.36 | \$755.92 | \$546.24 |
| Road User Fees/Vehicle Mile Driven | \$0.039 | \$0.054 | \$0.052 | \$0.088 | \$0.053 |
| Expenditures/Capita | \$840.46 | \$864.74 | \$1,082.12 | \$663.03 | \$721.74 |
| Expenditures/Vehicle Mile Driven | \$0.072 | \$0.073 | \$0.099 | \$0.077 | \$0.071 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|------|------|------|----|------|
| Vehicle Miles Driven/Capita | 10 | 8 | 22 | 44 | 31 |
| Road User Fees/Capita | 48 | 17 | 29 | 7 | 33 |
| Road User Fees/Vehicle Mile Driven | 48 | 26 | 29 | 3 | 27 |
| User Fees:Road Disbursements (%) | (47) | (41) | (48) | 14 | (40) |
| User Fees:Road Disbursements (\$) | (51) | (34) | (47) | 20 | (36) |
| Expenditures/Capita | 8 | 6 | 3 | 23 | 14 |
| Expenditures/Vehicle Mile Driven | 15 | 14 | 2 | 7 | 18 |
| User Fees f/Non-Road Purposes (\$) | 49 | 20 | 50 | 39 | 51 |
| User Fees f/Non-Road Purposes (%) | 49 | 13 | 50 | 37 | 51 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | NJ | NM | NY | NC | ND |
|--|------------------|-------------------|--------------------|------------------|--------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | | |
| Federal | \$1,123,895 | \$362,617 | \$1,531,766 | \$1,189,664 | \$121,056 |
| State Motor Fuel Receipts | 589,571 | 289,747 | 2,197,646 | 1,656,334 | 124,839 |
| State Motor Vehicle Receipts | 818,748 | 385,908 | 1,100,998 | 677,504 | 82,251 |
| State Toll Receipts | 945,670 | | 1,360,325 | 4,884 | |
| Total State Highway User Revenues | 2,353,989 | 675,655 | 4,658,969 | 2,338,722 | 207,090 |
| Motor Fuel Excise Collection Exp. | | 9,787 | | 29,540 | 874 |
| Motor Veh. Registration Collect Exp. | | 8,749 | 303,675 | | 4,250 |
| Less: Collection Expenses | | (18,536) | (303,675) | (29,540) | (5,124) |
| Net State/DC Direct User Charges | 2,353,989 | 657,119 | 4,355,294 | 2,309,182 | 201,967 |
| Local Fuel and Motor Vehicle Rev. | | | 122,138 | 13,849 | |
| Local Toll Revenues | 31,671 | | 1,254,149 | | |
| Local Govt. Direct User Charges | 31,671 | | 1,376,287 | 13,849 | |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 3,509,555 | 1,019,736 | 7,263,347 | 3,512,695 | 323,023 |
| State Toll Bonds - New Issues | 306,301 | | 512,007 | | |
| Local Toll Bonds - New Issues | 11,865 | | 200,000 | | |
| Total Toll Bonds - New Issues | 318,166 | | 712,007 | | |
| Sales Tax - Vehicles, Parts, etc. | 1,934,077 | 300,548 | 1,706,171 | 1,263,313 | 119,757 |
| Sales Tax - Motor Fuel | | | 6,974,567 | | |
| HW Trust Fund Interest Earnings | 21,963 | 5,033 | 63,490 | 18,205 | 1,688 |
| Total Road User Revenues | 5,783,761 | 1,325,316 | 16,719,582 | 4,794,213 | 444,467 |
| Federal Non-Class. Capital Outlays | 15,323 | 3,816 | 37,537 | 11,410 | 1,595 |
| Fed. Non-Class. Maint./Traffic Servs. | 6,365 | 1,585 | 15,591 | 4,739 | 662 |
| Federal Admin. and Research | 46,363 | 11,546 | 113,571 | 34,523 | 4,825 |
| Total Federal | 68,051 | 16,947 | 166,698 | 50,672 | 7,083 |
| State Total Revenues | 4,018,324 | 942,300 | 7,459,462 | 3,384,768 | 440,870 |
| Less: Grants to Local Governments | (158,388) | (116,448) | (335,978) | (137,935) | (66,324) |
| Net State Revenues | 3,859,936 | 825,852 | 7,123,484 | 3,246,833 | 374,546 |
| Total Local Government Revenues | 1,483,327 | 504,808 | 6,025,398 | 748,006 | 195,444 |
| Less: Transfers to State Gov. | | | (59,905) | (16,130) | (13,871) |
| Net Local Revenues | 1,483,327 | 504,808 | 5,965,493 | 731,876 | 181,573 |
| Total Disbursements | 5,411,314 | 1,347,607 | 13,255,675 | 4,029,381 | 563,202 |
| Excess of Road User Revenues | | | \$3,463,907 | | (\$118,735) |
| OverTotal Disbursements | \$372,447 | (\$22,291) | 7 | \$764,832 |) |
| Road User Revenues as % of Road Disbursements | 106.9% | 98.3% | 126.1% | 119.0% | 78.9% |
| Population | 8,636,043 | 1,968,73 | 19,422,77 | 9,064,074 | 638,202 |

| | | | | | |
|---------------------------------|--------|--------|---------|---------|-------|
| | | 1 | 7 | | |
| Vehicle Miles Driven (Millions) | 76,152 | 26,850 | 136,737 | 103,598 | 7,844 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>NJ</u> | <u>NM</u> | <u>NY</u> | <u>NC</u> | <u>ND</u> |
|----------------------------------|-------------------|-------------------|--------------------|-------------------|-----------------|
| Disbursements by Purpose: | | | | | |
| | \$2,314,21 | | | \$1,993,41 | \$396,90 |
| Capital Outlays | 6 | \$594,407 | \$5,464,088 | 7 | 0 |
| Maintenance and Services | 915,370 | 304,009 | 4,359,959 | 988,371 | 99,433 |
| Admin., Planning, and Research | 279,720 | 109,669 | 936,376 | 351,833 | 22,935 |
| Law Enforcement and Safety | 937,552 | 130,504 | 500,627 | 502,497 | 25,190 |
| Debt Service | 964,456 | 209,018 | 1,994,626 | 193,263 | 18,743 |
| | <u>\$5,411,31</u> | <u>\$1,347,60</u> | <u>\$13,255,67</u> | <u>\$4,029,38</u> | <u>\$563,20</u> |
| Total Disbursements | 4 | 7 | 5 | 1 | 2 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|------------------|------------------|--------------------|------------------|-----------------|
| Mass Transit Purposes | \$510,028 | \$142,753 | \$1,896,632 | \$90,349 | \$4,381 |
| General Purposes | 66,176 | 140,809 | 422,208 | 169,853 | 8,100 |
| Road User Revenues for Non-Road | <u>\$576,204</u> | <u>\$283,562</u> | <u>\$2,318,840</u> | <u>\$260,202</u> | <u>\$12,481</u> |
| % of Road-User Revenues f/Non-Road | 16.4% | 27.8% | 31.9% | 7.4% | 3.9% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 8,818 | 13,638 | 7,040 | 11,430 | 12,291 |
| Road User Fees/Capita | \$669.72 | \$673.18 | \$860.82 | \$528.92 | \$696.44 |
| Road User Fees/Vehicle Mile Driven | \$0.076 | \$0.049 | \$0.122 | \$0.046 | \$0.057 |
| Expenditures/Capita | \$626.60 | \$684.51 | \$682.48 | \$444.54 | \$882.48 |
| Expenditures/Vehicle Mile Driven | \$0.071 | \$0.050 | \$0.097 | \$0.039 | \$0.072 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|----|------|----|----|------|
| Vehicle Miles Driven/Capita | 41 | 3 | 50 | 14 | 7 |
| Road User Fees/Capita | 14 | 13 | 3 | 36 | 11 |
| Road User Fees/Vehicle Mile Driven | 6 | 38 | 1 | 43 | 20 |
| User Fees:Road Disbursements (%) | 20 | (26) | 7 | 11 | (36) |
| User Fees:Road Disbursements (\$) | 17 | (25) | 3 | 10 | (29) |
| Expenditures/Capita | 29 | 19 | 20 | 46 | 4 |
| Expenditures/Vehicle Mile Driven | 17 | 38 | 3 | 47 | 16 |
| User Fees f/Non-Road Purposes (\$) | 6 | 9 | 3 | 11 | 41 |
| User Fees f/Non-Road Purposes (%) | 12 | 6 | 3 | 17 | 25 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Ohio</u> | <u>Oklahoma</u> | <u>Oregon</u> | <u>Penn.</u> | <u>RI</u> |
|--|------------------|------------------|----------------------|------------------|-------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | \$1,498,38 | |
| Federal | \$1,502,276 | \$601,644 | \$478,684 | 8 | \$93,936 |
| State Motor Fuel Receipts | 1,894,435 | 410,639 | 412,950 | 2,106,731 | 146,104 |
| State Motor Vehicle Receipts | 940,807 | 381,068 | 484,302 | 951,304 | 66,795 |
| State Toll Receipts | 201,155 | 199,394 | | 931,084 | 12,064 |
| Total State Highway User Revenues | 3,036,397 | 991,101 | 897,252 | 3,989,119 | 224,963 |
| Motor Fuel Excise Collection Exp. | 15,773 | 1,000 | | 13,708 | |
| Motor Veh. Registration Collect Exp. | 186,716 | 51,783 | 33,089 | 97,244 | 17,012 |
| Less: Collection Expenses | (202,490) | (52,783) | (33,089) | (110,952) | (17,012) |
| Net State/DC Direct User Charges | 2,833,908 | 938,318 | 864,162 | 3,878,166 | 207,951 |
| Local Fuel and Motor Vehicle Rev. | | | 13,535 | 42,630 | 42,473 |
| Local Toll Revenues | | | 4,215 | 82 | |
| Local Govt. Direct User Charges | | | 17,750 | 42,712 | 42,473 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 4,336,184 | 1,539,962 | 1,360,596 | 5,419,266 | 344,360 |
| State Toll Bonds - New Issues | | | | 594,540 | |
| Local Toll Bonds - New Issues | | | | | |
| Total Toll Bonds - New Issues | | | | 594,540 | |
| Sales Tax - Vehicles, Parts, etc. | 1,637,774 | 471,955 | 0 | 2,085,155 | 208,570 |
| Sales Tax - Motor Fuel | | | | | |
| HW Trust Fund Interest Earnings | 22,772 | 7,669 | 5,186 | 30,872 | 2,108 |
| Total Road User Revenues | 5,996,729 | 2,019,587 | 1,365,783 | 8,129,833 | 555,038 |
| Federal Non-Class. Capital Outlays | 15,363 | 4,654 | 7,440 | 21,654 | 1,706 |
| Fed. Non-Class. Maint./Traffic Servs. | 6,381 | 1,933 | 3,090 | 8,994 | 709 |
| Federal Admin. and Research | 46,481 | 14,082 | 22,511 | 65,516 | 5,163 |
| Total Federal | 68,225 | 20,670 | 33,041 | 96,164 | 7,578 |
| State Total Revenues | 4,417,796 | 1,282,296 | 1,735,576 | 5,999,328 | 493,542 |
| Less: Grants to Local Governments | (1,098,990) | | (8,376) | (241,482) | |
| Net State Revenues | 3,318,806 | 1,282,296 | 1,727,200 | 5,757,846 | 493,542 |
| Total Local Government Revenues | 2,103,502 | 354,890 | 885,241 | 1,808,925 | 101,472 |
| Less: Transfers to State Gov. | (65,371) | (14,204) | (18,073) | (16,062) | |
| Net Local Revenues | 2,038,131 | 340,686 | 867,168 | 1,792,863 | 101,472 |
| Total Disbursements | 5,425,162 | 1,643,652 | 2,627,409 | 7,646,873 | 602,592 |
| Excess of Road User Revenues | | | | | |
| OverTotal Disbursements | \$571,567 | \$375,935 | (\$1,261,626) | \$482,960 | (\$47,554) |
| Road User Revenues as % of Road Disbursements | 110.5% | 122.9% | 52.0% | 106.3% | 92.1% |
| Population | 11,520,815 | 3,612,186 | 3,732,957 | 12,522,531 | 1,055,009 |

| | | | | | |
|---------------------------------|---------|--------|--------|---------|-------|
| Vehicle Miles Driven (Millions) | 110,631 | 47,572 | 34,750 | 108,699 | 8,636 |
|---------------------------------|---------|--------|--------|---------|-------|

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Ohio</u> | <u>Oklahoma</u> | <u>Oregon</u> | <u>Penn.</u> | <u>RI</u> |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|-----------------|
| Disbursements by Purpose: | | | | | |
| | \$2,777,78 | | \$1,236,89 | \$2,730,27 | \$283,75 |
| Capital Outlays | 6 | \$807,900 | 5 | 0 | 8 |
| Maintenance and Services | 1,272,629 | 301,099 | 764,012 | 2,959,391 | 136,302 |
| Admin., Planning, and Research | 410,193 | 162,790 | 208,530 | 613,734 | 70,652 |
| Law Enforcement and Safety | 526,452 | 53,182 | 151,619 | 776,152 | 55,482 |
| Debt Service | 438,102 | 318,680 | 266,353 | 567,326 | 56,398 |
| | <u>\$5,425,16</u> | <u>\$1,643,65</u> | <u>\$2,627,40</u> | <u>\$7,646,87</u> | <u>\$602,59</u> |
| Total Disbursements | 2 | 2 | 9 | 3 | 2 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------------|------------------|-----------------|------------------|----------|
| Mass Transit Purposes | | \$1,554 | \$30,066 | \$72,947 | \$45,216 |
| General Purposes | \$32,608 | 402,008 | 25,748 | 55,638 | 60,408 |
| | | | | | \$105,62 |
| Road User Revenues for Non-Road | <u>\$32,608</u> | <u>\$403,562</u> | <u>\$55,814</u> | <u>\$128,585</u> | <u>4</u> |
| % of Road-User Revenues f/Non-Road | 0.8% | 26.2% | 4.1% | 2.4% | 30.7% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 9,603 | 13,170 | 9,309 | 8,680 | 8,186 |
| Road User Fees/Capita | \$520.51 | \$559.10 | \$365.87 | \$649.22 | \$526.10 |
| Road User Fees/Vehicle Mile Driven | \$0.054 | \$0.042 | \$0.039 | \$0.075 | \$0.064 |
| Expenditures/Capita | \$470.90 | \$455.03 | \$703.84 | \$610.65 | \$571.17 |
| Expenditures/Vehicle Mile Driven | \$0.049 | \$0.035 | \$0.076 | \$0.070 | \$0.070 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|----|----|------|----|------|
| Vehicle Miles Driven/Capita | 37 | 5 | 38 | 43 | 47 |
| Road User Fees/Capita | 38 | 31 | 50 | 16 | 37 |
| Road User Fees/Vehicle Mile Driven | 25 | 45 | 49 | 9 | 14 |
| User Fees:Road Disbursements (%) | 16 | 9 | (49) | 21 | (27) |
| User Fees:Road Disbursements (\$) | 12 | 16 | (48) | 14 | (28) |
| Expenditures/Capita | 43 | 45 | 17 | 32 | 37 |
| Expenditures/Vehicle Mile Driven | 40 | 50 | 10 | 19 | 20 |
| User Fees f/Non-Road Purposes (\$) | 29 | 7 | 24 | 18 | 19 |
| User Fees f/Non-Road Purposes (%) | 42 | 7 | 24 | 31 | 4 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>SC</u> | <u>SD</u> | <u>Tennessee</u> | <u>Texas</u> | <u>Utah</u> |
|--|------------------|------------------|-------------------|-------------------|--------------------|
| Cents-per-Gallon and other Direct User Charges: | | | | \$3,612,00 | |
| Federal | \$713,055 | \$140,977 | \$935,703 | 3 | \$353,128 |
| State Motor Fuel Receipts | 535,261 | 130,076 | 849,662 | 3,086,196 | 372,747 |
| State Motor Vehicle Receipts | 234,737 | 73,723 | 391,105 | 4,718,321 | 129,848 |
| State Toll Receipts | 17,350 | | 28 | 238,793 | 1,440 |
| Total State Highway User Revenues | 787,348 | 203,799 | 1,240,795 | 8,043,310 | 504,035 |
| Motor Fuel Excise Collection Exp. | 1,347 | 2,642 | 12,239 | 31,330 | 2,677 |
| Motor Veh. Registration Collect Exp. | 71,794 | | 23,804 | 248,082 | 28,249 |
| Less: Collection Expenses | (73,141) | (2,642) | (36,043) | (279,412) | (30,926) |
| Net State/DC Direct User Charges | 714,207 | 201,157 | 1,204,751 | 7,763,897 | 473,109 |
| Local Fuel and Motor Vehicle Rev. | | 7,595 | 18,027 | 191,757 | 12,923 |
| Local Toll Revenues | | | | 512,594 | |
| Local Govt. Direct User Charges | | 7,595 | 18,027 | 704,351 | 12,923 |
| | 1,427,26 | | | 12,080,25 | |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 2 | 349,729 | 2,158,481 | 1 | 839,160 |
| State Toll Bonds - New Issues | | | | 3,537,245 | |
| Local Toll Bonds - New Issues | | | | 185,825 | |
| Total Toll Bonds - New Issues | | | | 3,723,070 | |
| Sales Tax - Vehicles, Parts, etc. | 723,464 | 106,345 | 1,430,025 | 4,719,437 | 420,503 |
| Sales Tax - Motor Fuel | | | | | |
| HW Trust Fund Interest Earnings | 8,198 | 1,738 | 13,679 | 78,229 | 4,802 |
| | 2,158,92 | | | 20,600,98 | |
| Total Road User Revenues | 4 | 457,812 | 3,602,186 | 8 | 1,264,465 |
| Federal Non-Class. Capital Outlays | 5,265 | 1,932 | 5,266 | 51,928 | 4,317 |
| Fed. Non-Class. Maint./Traffic Servs. | 2,187 | 803 | 2,187 | 21,568 | 1,793 |
| Federal Admin. and Research | 15,929 | 5,846 | 15,932 | 157,112 | 13,061 |
| Total Federal | 23,380 | 8,581 | 23,385 | 230,609 | 19,171 |
| | 1,472,28 | | | 13,135,70 | |
| State Total Revenues | 3 | 401,578 | 1,657,493 | 4 | 1,335,110 |
| Less: Grants to Local Governments | | (1,912) | (278,900) | (470,774) | (215,419) |
| | 1,472,28 | | | 12,664,93 | |
| Net State Revenues | 3 | 399,666 | 1,378,593 | 0 | 1,119,691 |
| Total Local Government Revenues | 377,864 | 283,418 | 486,498 | 5,766,374 | 392,952 |
| Less: Transfers to State Gov. | (14,361) | (9,313) | (28,911) | (324,156) | (7,359) |
| Net Local Revenues | 363,503 | 274,105 | 457,587 | 5,442,218 | 385,593 |
| | 1,859,16 | | | 18,337,75 | |
| Total Disbursements | 6 | 682,352 | 1,859,565 | 7 | 1,524,455 |
| Excess of Road User Revenues | | | | | |
| OverTotal Disbursements | \$299,757 | (224,540) | \$1,742,62 | \$2,263,23 | (\$259,990) |
| Road User Revenues as % of Road Disbursements | 116.1% | 67.1% | 193.7% | 112.3% | 82.9% |
| Population | 4,424,23 | | | 23,837,70 | |
| | 2 | 797,035 | 6,172,862 | 1 | 2,663,796 |
| Vehicle Miles Driven (Millions) | 51,109 | 9,005 | 71,179 | 243,443 | 26,832 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>SC</u> | <u>SD</u> | <u>Tennessee</u> | <u>Texas</u> | <u>Utah</u> |
|----------------------------------|-------------|-----------|------------------|--------------|-------------|
| Disbursements by Purpose: | | | | | |
| Capital Outlays | \$785,840 | \$343,554 | \$1,029,699 | \$11,302,305 | \$888,736 |
| Maintenance and Services | 683,262 | 201,184 | 592,652 | 3,014,721 | 256,426 |
| Admin., Planning, and Research | 150,965 | 53,055 | 187,094 | 888,774 | 107,824 |
| Law Enforcement and Safety | 152,563 | 81,261 | 47,972 | 1,379,004 | 124,874 |
| Debt Service | 86,537 | 3,298 | 2,148 | 1,752,952 | 146,595 |
| Total Disbursements | \$1,859,166 | \$682,352 | \$1,859,565 | \$18,337,757 | \$1,524,455 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------|----------|-----------|-------------|---------|
| Mass Transit Purposes | \$7,792 | \$1 | \$45,028 | \$46,110 | |
| General Purposes | 121,762 | 52,697 | 112,098 | 4,090,223 | \$3,312 |
| Road User Revenues for Non-Road | \$129,554 | \$52,698 | \$157,126 | \$4,136,333 | \$3,312 |
| % of Road-User Revenues f/Non-Road | 9.1% | 15.1% | 7.3% | 34.2% | 0.4% |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|----------|----------|
| Vehicle Miles Driven/Capita | 11,552 | 11,298 | 11,531 | 10,213 | 10,073 |
| Road User Fees/Capita | \$487.98 | \$574.39 | \$583.55 | \$864.22 | \$474.69 |
| Road User Fees/Vehicle Mile Driven | \$0.042 | \$0.051 | \$0.051 | \$0.085 | \$0.047 |
| Expenditures/Capita | \$420.22 | \$856.11 | \$301.25 | \$769.28 | \$572.29 |
| Expenditures/Vehicle Mile Driven | \$0.036 | \$0.076 | \$0.026 | \$0.075 | \$0.057 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|----|------|----|----|------|
| Vehicle Miles Driven/Capita | 12 | 17 | 13 | 32 | 33 |
| Road User Fees/Capita | 46 | 28 | 24 | 2 | 47 |
| Road User Fees/Vehicle Mile Driven | 46 | 34 | 35 | 4 | 42 |
| User Fees:Road Disbursements (%) | 13 | (46) | 1 | 15 | (34) |
| User Fees:Road Disbursements (\$) | 18 | (35) | 6 | 4 | (38) |
| Expenditures/Capita | 48 | 7 | 51 | 12 | 36 |
| Expenditures/Vehicle Mile Driven | 48 | 9 | 51 | 11 | 33 |
| User Fees f/Non-Road Purposes (\$) | 17 | 25 | 15 | 1 | 42 |
| User Fees f/Non-Road Purposes (%) | 16 | 14 | 19 | 2 | 43 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | Vermont | Virginia | Wash. | West Virginia | Wisconsin |
|--|----------------|------------------|------------------|------------------|------------------|
| Cents-per-Gallon and other Direct User Charges: | | \$1,122,13 | | | |
| Federal | \$85,655 | 4 | \$730,508 | \$258,381 | \$717,830 |
| State Motor Fuel Receipts | 94,961 | 932,996 | 1,119,386 | 1,107,615 | 1,006,012 |
| State Motor Vehicle Receipts | 133,408 | 855,581 | 563,969 | 272,900 | 548,014 |
| State Toll Receipts | | 211,578 | 146,715 | 58,016 | |
| Total State Highway User Revenues | 228,369 | 2,000,155 | 1,830,070 | 1,438,531 | 1,554,026 |
| Motor Fuel Excise Collection Exp. | 693 | 7,573 | 6,987 | 1,525 | 1,368 |
| Motor Veh. Registration Collect Exp. | | 191,952 | 121,801 | | |
| Less: Collection Expenses | (693) | (199,525) | (128,788) | (1,525) | (1,368) |
| Net State/DC Direct User Charges | 227,677 | 1,800,630 | 1,701,282 | 1,437,006 | 1,552,659 |
| Local Fuel and Motor Vehicle Rev. | | 188,947 | 458 | | 291 |
| Local Toll Revenues | | 34,177 | 4,106 | 1,314 | 90 |
| Local Govt. Direct User Charges | | 223,124 | 4,564 | 1,314 | 381 |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 313,332 | 3,145,888 | 2,436,354 | 1,696,701 | 2,270,870 |
| State Toll Bonds - New Issues | | | 17,231 | | |
| Local Toll Bonds - New Issues | | 272 | | | |
| Total Toll Bonds - New Issues | | 272 | 17,231 | | |
| Sales Tax - Vehicles, Parts, etc. | 124,228 | 1,327,293 | 1,325,165 | 267,343 | 771,920 |
| Sales Tax - Motor Fuel | | | | | |
| HW Trust Fund Interest Earnings | 1,668 | 17,052 | 14,404 | 7,487 | 11,599 |
| Total Road User Revenues | 439,227 | 4,490,505 | 3,793,154 | 1,971,531 | 3,054,388 |
| Federal Non-Class. Capital Outlays | 1,370 | 12,139 | 12,292 | 3,819 | 12,648 |
| Fed. Non-Class. Maint./Traffic Servs. | 569 | 5,042 | 5,106 | 1,586 | 5,253 |
| Federal Admin. and Research | 4,145 | 36,727 | 37,191 | 11,554 | 38,267 |
| Total Federal | 6,084 | 53,908 | 54,589 | 16,959 | 56,168 |
| State Total Revenues | 367,978 | 3,227,864 | 3,056,535 | 1,056,896 | 2,278,986 |
| Less: Grants to Local Governments | (25,111) | (342,000) | (627,169) | | (431,107) |
| Net State Revenues | 342,867 | 2,885,864 | 2,429,366 | 1,056,896 | 1,847,879 |
| Total Local Government Revenues | 136,340 | 1,431,899 | 1,936,382 | 275,090 | 2,666,359 |
| Less: Transfers to State Gov. | (1,521) | (84,986) | (79,509) | (385) | (104,002) |
| Net Local Revenues | 134,819 | 1,346,913 | 1,856,873 | 274,705 | 2,562,357 |
| Total Disbursements | 483,770 | 4,286,685 | 4,340,828 | 1,348,560 | 4,466,404 |
| Excess of Road User Revenues | | | | | |
| | (\$44,543 | | (\$547,674 | | (\$1,412,015 |
| OverTotal Disbursements |) | \$203,821 |) | \$622,971 |) |
| Road User Revenues as % of Road Disbursements | 90.8% | 104.8% | 87.4% | 146.2% | 68.4% |
| Population | 620,460 | 7,719,749 | 6,464,979 | 1,811,198 | 5,601,571 |
| Vehicle Miles Driven (Millions) | 7,694 | 82,077 | 56,939 | 20,564 | 59,493 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Vermont</u> | <u>Virginia</u> | <u>Wash.</u> | <u>West Virginia</u> | <u>Wisconsin</u> |
|----------------------------------|------------------|--------------------|--------------------|--------------------------|--------------------|
| Disbursements by Purpose: | | | | | |
| Capital Outlays | \$228,263 | \$1,275,010 | \$2,348,799 | \$676,203 | \$1,969,279 |
| Maintenance and Services | 153,691 | 1,542,967 | 938,867 | 337,635 | 978,179 |
| Admin., Planning, and Research | 47,310 | 435,371 | 373,326 | 97,018 | 286,508 |
| Law Enforcement and Safety | 47,010 | 546,723 | 323,925 | 181,639 | 481,206 |
| Debt Service | 7,496 | 486,614 | 355,911 | 56,065 | 751,232 |
| | <u>\$483,770</u> | <u>\$4,286,685</u> | <u>\$4,340,828</u> | <u>\$1,348,560</u> | <u>\$4,466,404</u> |
| Total Disbursements | 0 | 5 | 8 | \$1,348,560 | 4 |

Disposition of Road-User Revenues for Non-Road Purposes

| | | | | | |
|------------------------------------|-----------------|------------------|-----------------|-----------------|------------------|
| Mass Transit Purposes | | \$138,472 | \$36,185 | | \$120,485 |
| General Purposes | \$76,951 | 50,152 | 31,021 | \$17,976 | 45,141 |
| Road User Revenues for Non-Road | <u>\$76,951</u> | <u>\$188,624</u> | <u>\$67,206</u> | <u>\$17,976</u> | <u>\$165,626</u> |
| % of Road-User Revenues f/Non-Road | <u>24.6%</u> | <u>6.0%</u> | <u>2.8%</u> | <u>1.1%</u> | <u>7.3%</u> |

Statistics

| | | | | | |
|------------------------------------|----------|----------|----------|------------|----------|
| Vehicle Miles Driven/Capita | 12,400 | 10,632 | 8,807 | 11,354 | 10,621 |
| Road User Fees/Capita | \$707.91 | \$581.69 | \$586.72 | \$1,088.52 | \$545.27 |
| Road User Fees/Vehicle Mile Driven | \$0.057 | \$0.055 | \$0.067 | \$0.096 | \$0.051 |
| Expenditures/Capita | \$779.70 | \$555.29 | \$671.44 | \$744.57 | \$797.35 |
| Expenditures/Vehicle Mile Driven | \$0.063 | \$0.052 | \$0.076 | \$0.066 | \$0.075 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | | | | | |
|------------------------------------|------|----|------|----|------|
| Vehicle Miles Driven/Capita | 6 | 25 | 42 | 16 | 26 |
| Road User Fees/Capita | 9 | 27 | 23 | 1 | 34 |
| Road User Fees/Vehicle Mile Driven | 19 | 24 | 12 | 2 | 31 |
| User Fees:Road Disbursements (%) | (28) | 23 | (30) | 3 | (44) |
| User Fees:Road Disbursements (\$) | (27) | 21 | (42) | 11 | (50) |
| Expenditures/Capita | 11 | 39 | 22 | 13 | 10 |
| Expenditures/Vehicle Mile Driven | 28 | 37 | 8 | 24 | 12 |
| User Fees f/Non-Road Purposes (\$) | 22 | 12 | 23 | 37 | 14 |
| User Fees f/Non-Road Purposes (%) | 8 | 22 | 28 | 39 | 18 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Wyoming</u> |
|---|--------------------|
| Cents-per-Gallon and other Direct User Charges: | |
| Federal | \$188,896 |
| State Motor Fuel Receipts | 105,251 |
| State Motor Vehicle Receipts | 73,189 |
| State Toll Receipts | |
| Total State Highway User Revenues | 178,440 |
| Motor Fuel Excise Collection Exp. | 1,265 |
| Motor Veh. Registration Collect Exp. | 8,323 |
| Less: Collection Expenses | (9,588) |
| Net State/DC Direct User Charges | 168,852 |
| Local Fuel and Motor Vehicle Rev. | |
| Local Toll Revenues | |
| Local Govt. Direct User Charges | |
| Tot. ¢/Gal, Vehicle Reg., and Tolls | 357,748 |
| State Toll Bonds - New Issues | |
| Local Toll Bonds - New Issues | |
| Total Toll Bonds - New Issues | |
| Sales Tax - Vehicles, Parts, etc. | 83,500 |
| Sales Tax - Motor Fuel | |
| HW Trust Fund Interest Earnings | 1,682 |
| Total Road User Revenues | 442,929 |
| Federal Non-Class. Capital Outlays | 1,778 |
| Fed. Non-Class. Maint./Traffic Servs. | 739 |
| Federal Admin. and Research | 5,380 |
| Total Federal | 7,897 |
| State Total Revenues | 484,327 |
| Less: Grants to Local Governments | |
| Net State Revenues | 484,327 |
| Total Local Government Revenues | 147,362 |
| Less: Transfers to State Gov. | (11,594) |
| Net Local Revenues | 135,768 |
| Total Disbursements | 627,992 |
| Excess of Road User Revenues | |
| OverTotal Disbursements | (\$185,063) |
| Road User Revenues as % | |
| of Road Disbursements | 70.5% |
| Population | 523,414 |
| Vehicle Miles Driven (Millions) | 9,366 |

**UNITED STATES OF AMERICA/NATIONAL AND STATE-BY-STATE
ROAD USER CHARGES PAID AND TOTAL ROAD DISBURSEMENTS
2007 FHWA REPORTING YEAR (Thousands)**

| | <u>Wyoming</u> |
|----------------------------------|----------------|
| Disbursements by Purpose: | |
| Capital Outlays | \$331,972 |
| Maintenance and Services | 181,682 |
| Admin., Planning, and Research | 65,865 |
| Law Enforcement and Safety | 48,438 |
| Debt Service | 35 |
| Total Disbursements | \$627,992 |

Disposition of Road-User Revenues for Non-Road Purposes

| | |
|------------------------------------|---------|
| Mass Transit Purposes | |
| General Purposes | \$3,252 |
| Road User Revenues for Non-Road | \$3,252 |
| % of Road-User Revenues f/Non-Road | 0.9% |

Statistics

| | |
|------------------------------------|------------|
| Vehicle Miles Driven/Capita | 17,894 |
| Road User Fees/Capita | \$846.23 |
| Road User Fees/Vehicle Mile Driven | \$0.047 |
| Expenditures/Capita | \$1,199.80 |
| Expenditures/Vehicle Mile Driven | \$0.067 |

Rankings: "1" is highest, "51" is lowest; "(#)" means expenditures exceed road user revenues

| | |
|------------------------------------|------|
| Vehicle Miles Driven/Capita | 1 |
| Road User Fees/Capita | 5 |
| Road User Fees/Vehicle Mile Driven | 41 |
| User Fees:Road Disbursements (%) | (43) |
| User Fees:Road Disbursements (\$) | (31) |
| Expenditures/Capita | 2 |
| Expenditures/Vehicle Mile Driven | 22 |
| User Fees f/Non-Road Purposes (\$) | 43 |
| User Fees f/Non-Road Purposes (%) | 41 |