

HJR

50

1 IN THE HOUSE

2 HOUSE JOINT RESOLUTION NO. 50

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 Requesting the Congress to remove the
6 Highway Trust Fund and the Airport and
7 Airway Trust Fund from the Unified
8 Federal Budget.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS the Alaska Legislature believes it is inappropriate that the
11 dedicated trust funds for highways and airports are subject to the Unified
12 Federal Budget process; and

13 WHEREAS the highway and airport trust funds are funded by user fees
14 collected in advance of expenditure and are dedicated to highway and air-
15 port improvement programs; and

16 WHEREAS, at the national level, the Highway Trust Fund can support an
17 annual spending level of over \$15,000,000,000 and the Airport and Airway
18 Trust Fund can support an annual spending level of \$5,000,000,000; and

19 WHEREAS inclusion in the Unified Federal Budget has limited appro-
20 priations from the Highway Trust Fund to less than \$13,000,000,000 a year
21 and appropriations from the Airport and Airway Trust Fund to approximately
22 \$3,500,000,000 a year; and

23 WHEREAS the inclusion of appropriations from the highway and airport
24 trust funds in the Unified Federal Budget prevents Alaska from receiving
25 \$20,000,000 each year in highway funds and \$6,000,000 each year in airport
26 funds to which the state is entitled; and

27 WHEREAS reductions in highway and airport transportation trust fund
28 appropriations hamper Alaska's, as well as the other states', ability to
29 address identified, critical transportation needs; and

1 WHEREAS the money in the highway and airport trust funds cannot be
2 transferred to other programs included in the Unified Federal Budget; and

3 WHEREAS Limitations on highway and airport trust fund expenditures
4 reduce only the total federal budget but do not result in a real reduction
5 in the Federal deficit;

6 BE IT RESOLVED that the Alaska State Legislature respectfully requests
7 the Congress to remove the Highway Trust Fund and the Airport and Airway
8 Trust Fund from the Unified Federal Budget.

9 COPIES of this resolution shall be sent to the Honorable Ronald
10 Reagan, President of the United States; to the Honorable George Bush,
11 Vice-President of the United States and President of the U.S. Senate; the
12 Honorable James H. Buzley IV, Secretary of Transportation; the Honorable
13 Jim Wright, Speaker of the U.S. House of Representatives; and to the
14 Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and
15 the Honorable Don Young, U.S. Representative, members of the Alaska
16 delegation in Congress.
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FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Remove Highway Trust Fund
from Unified Federal Budget
Sponsor: Davis
Requestor: Caro

Agency Affected: DOT/PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

The Department supports the concept of removing the Highway Trust Fund and the Airway Trust from the Unified Federal Budget. There is no fiscal impact to the Department of Transportation and Public Facilities.

Prepared by: Ron Lind, Director
Division: Plans, Programs and Budget

Phone: 465-2171
Date: 2-5-88

Approved by Commissioner: Mark S. Hickey
Agency: DOT&PF

Date: 2/8/88

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

Rep Davis
February 18, 1988

QUESTIONS AND ANSWERS ON HJR 50
HIGHWAY AND AIRPORT/AIRWAY TRUST FUNDS

1. What types of user fees generate the revenue for the funds?

The highway fund comes primarily from gasoline and diesel fuel taxes, and miscellaneous truck purchase and use taxes. The airport fund comes from aviation fuel, and passenger ticket and departure taxes.

2. How are the states' shares determined?

There are complex formulas for each fund. The formulas are based on factors such as the population and the size of the highway or airway system of each state. They are not based on states residents' payments into the trust funds.

3. How is the fund money used in Alaska?

The highway and airport/airway funds are the primary sources of federal receipts in the D.O.T. budget. For example, the highway fund provides the 90-10 matching funds for new roads.

4. How much money is at stake for Alaska?

Over \$20 million in highway funds and \$6 million in airport funds. If Congress appropriated the full amount the Highway Trust Fund could support in 1987, Alaska would have received \$153 million instead of \$128.8 million. The Airport and Airway Trust Fund can support an annual spending level of \$5 billion, but the Unified Federal Budget has limited appropriations to approximately \$3.5 billion, costing Alaska \$6 million.

5. Is the federal limitation on expenditures from the funds a new problem this year?

No. Congress has denied expenditure of the full, available funds for several years.

6. Why does Congress restrict use of the funds?

Possibly because keeping money in the funds reduces the federal deficit on paper. However, since these are dedicated monies, they cannot be transferred to pay for other programs.

7. How will this resolution affect attempts by more populous, developed states to change the distribution formulas?

Separating the trust funds from the Unified Federal Budget may reduce the impetus to change the formulas, since all states would benefit from an increase in funding.

Separation will not increase the risk to the formulas. The Northeast/Midwest Coalition tries to change the distribution formulas when the trust funds come up for reauthorization every five years. The formulas are not dealt with in the annual budget process. Therefore, an attempt to change the appropriation mechanism by removing the trust funds from the Unified Federal Budget should not subject the formulas to change. In the opinion of John Katz, special counsel to the Governor in Washington, D.C., separating the funds will not put the distribution formulas in greater jeopardy.

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Remove Highway Trust Fund
from Unified Federal Budget
Sponsor: Davis
Requestor: Cato

Agency Affected: DOT/PF
BRU: _____
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

The Department supports the concept of removing the Highway Trust Fund and the Airway Trust from the Unified Federal Budget. There is no fiscal impact to the Department of Transportation and Public Facilities.

Prepared by: Ron Lind, Director Phone: 465-2171
Division: Plans, Programs and Budget Date: 2-5-88

Approved by Commissioner: Mark S. Hickey Date: 2/8/88
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Distribution (by preparer):

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Alaska State Legislature

Representative Mike Davis

District 19

P.O. Box V
Juneau, Alaska 99811
(907) 456-4930/4941

Interim Office:
P.O. Box 81435
Fairbanks, Alaska 99708
(907) 456-8161

TO: Sen. Lloyd Jones
Chairman, Senate Transportation Committee

FROM: Rep. Mike Davis

DATE: February 22, 1988

RE: HJR 50

HJR 50, has been referred to the Senate Transportation Committee. This legislation asks Congress to remove the Highway Trust Fund and the Airport & Airway Trust Fund from the Unified Federal Budget. Attached is a packet on the resolution for your committee files.

The Senate Transportation Committee heard SJR 59, the Senate companion to HJR 50, on February 18. I would appreciate your scheduling HJR 50 at your earliest convenience so its message can be sent to Congress during the federal budget deliberations.



Alaska State Legislature

Representative Mike Davis

District 19

P.O. Box V
Juneau, Alaska 99811
(907) 456-4930/4941

Interim Office:
P.O. Box 81435
Fairbanks, Alaska 99708
(907) 456-8161

TO: Senate Transportation Committee
FROM: Rep. Mike Davis
DATE: February 24, 1988
RE: HJR 50

HJR 50 asks the Congress to remove the Highway Trust Fund and the Airport and Airway Trust Fund from the Unified Federal Budget.

The highway and airport trust funds receive their revenue from user fees and are dedicated to highway and airport improvement programs. The funds are the source of most federal matching money in the Alaska Department of Transportation budget.

Inclusion of these two funds in the Unified Federal Budget has subjected them to federal budget reduction acts. However, monies in the trust funds cannot be spent on other areas of the budget because they are dedicated. Therefore, the highway and airport/airway funds accumulate a surplus while the critical transportation needs of the states may go unfulfilled.

I introduced HJR 50 at the suggestion of the Alaska Department of Transportation. Passage of this legislation will encourage Congress to separate the trust funds from the Unified Budget and allow the states' formula to be fully funded.



Rec. 2/21/86

Highway Bulletin

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THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
1957 E Street, N.W. Washington, D.C. 20006 (202) 393-2040

Highway Bulletin-86-6
February 21, 1986

TO: Highway Members of the Board of Directors
Highway Chapter Presidents and Vice Presidents
AASHTO-AGC-ARTBA Joint Committee
Asphalt Pavement Committee
Federal Highway Administration Committee
Highway Bridge Committee
Transportation Policy Committee
Chapter Managers

SUBJECT: AGC Testimony on Administration's Highway Bill

Attached, for your information, is the testimony presented on February 19 before the House Surface Transportation Subcommittee in which Highway Division Chairman James W. Supica presented AGC's views on the Administration's proposed legislation extending authorizations for the Federal-aid highway program.

Among other things, Mr. Supica's testimony expressed AGC's opposition to the Administration's suggested highway program funding levels and its proposals to cap the minimum allocation program and to allow Federal-aid Secondary, Urban and non-Primary Bridge funds to be used for transit purposes.

Mr. Supica expressed AGC's support for removing the current tax exemption for gasohol and for relaxing federal toll policy, as advocated by the Administration. He renewed AGC's call for removing the Highway Trust Fund from the federal unified budget.

Chairman Supica also commended the Administration for submitting authorizing legislation to Congress, which at this point does not recommend a continuation of Section 105(f), the ten percent Disadvantaged Business Enterprise requirement of the 1982 Surface Transportation Assistance Act. He expressed AGC's continuing and strong opposition to this "unworkable and discriminatory requirement."

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the budget are simply more significant to a healthy economy in the long-term than others. An important case in point is investment in the nation's transportation infrastructure. The long-range impact on the nation's economy of failing to go forward with vital transportation infrastructure projects cannot be ignored.

The loss to the economy of allowing continued deterioration of our transportation infrastructure has already been clearly demonstrated. Those losses are measured by lost economic output, fewer jobs and lower consumer spending for each household.

These negative effects, enormous as they are, are only part of the costs which would be inflicted on the economy. Every infrastructure repair delay adds to the eventual cost of that repair. AGC believes that judicious pruning of federal spending should be undertaken where the maximum savings can be achieved while sacrificing the least in terms of the country's future economic potential. Unfortunately, the Administration's legislative proposals fail to recognize this.

Sacrificing proven and much-needed transportation infrastructure investments for supposed short-term deficit reduction gains will only serve to saddle future generations with a low-growth economy and create a transportation system burdened with much greater repair and replacement costs. Those future generations will be penalized, as they will at some point be forced to foot the much greater transportation infrastructure repair bill they will inherit as a result of this generation's fiscal shortsightedness.

Mr. Chairman, I would like to take this opportunity, on behalf of AGC's entire membership, to commend this Subcommittee, and its parent Committee, for the leadership they have shown, especially over the last several years, in preserving and enhancing this nation's highway transportation system. That leadership was convincingly displayed in 1982 with passage of the Surface Transportation Assistance Act, truly a landmark piece of legislation. Leadership was again shown, in the first session of this Congress, through your efforts to remove the transportation trust funds off-budget. AGC strongly believes this to be the only real long-term solution to the continuing problem faced by these funds, and the vital infrastructure improvement programs they support, which is that they are used either for the purpose of understating the size of the federal deficit, or for the purpose of increasing spending for other general funded programs.

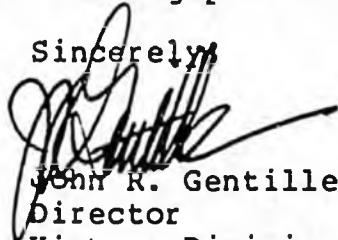
the Federal Highway Trust Funds
Mr. Chairman, to remove these funds from the unified budget is, quite simply, to be fair to the American people who pay the user fees which support them. Three years ago the American people supported an increase in those user fees -- not to help balance the federal budget; rather, they supported the increase based upon the promise of this Administration that those additional revenues would be dedicated to much-needed transportation

Comparison of Apportionments Under Current Law and Administration's Proposals

Also attached, for your information are two apportionment tables. The first table shows how Federal-aid funds were apportioned among the states this year, FY 1986, based upon current law (i.e., \$15.3 billion in authorizations and no cap on the 85 percent minimum allocation program). The second table indicates how each state would fare in FY 1987 under the Administration's proposed highway legislation, which contains highway program authorizations of \$12.8 billion and a \$250 million cap on the minimum allocation program. (Note: The tables do not include authorizations for Federal Lands programs, Emergency Relief or discretionary funds.

As can be seen, under the Administration's bill every state's apportionment would be reduced from this year's level, with the 85 percent states' apportionments being particularly affected.

Sincerely,



John R. Gentile
Director
Highway Division

cc: James W. Supica, Chairman, Highway Division
David A. McCosker, Vice Chairman, Highway Division

Attachments

I am James W. Supica, a highway contractor from Lenexa, Kansas. I am here today in my capacity as Chairman of the Highway Division of the Associated General Contractors of America. I am accompanied by Highway Division Staff Director John Gentile.

The Associated General Contractors of America and its 110 chapters nationwide represents more than 32,000 firms, including 8,400 of America's leading general contracting companies which are responsible for the employment of more than 3,400,000 individuals. These member contractors perform more than 80 percent of America's contract construction of highways, airports, commercial buildings, industrial and municipal-utilities facilities.

Mr. Chairman, I welcome this opportunity to present AGC's views on the impact of the Administration's budget and legislative proposals on the Federal-aid highway program. I believe, Mr. Chairman, the overall impact was succinctly and correctly summarized by you when you recently stated on the Floor of the House that the Administration's transportation budget "would devastate the nation's highway program which is of such critical importance to a healthy economy."

It accomplishes this most undesirable result through proposed legislation containing highway program funding levels which are significantly below current law, which are inadequate to meet the capital needs of the Federal-aid system and which do not adequately reflect the fiscal ability of the Highway Trust Fund to support the highway program.

In submitting the Administration's draft legislation to the Congress, Transportation Secretary Dole stated that the bill's spending levels "are in response to the decision by the President and the Congress to take steps that are necessary to reduce the Federal deficit."

Mr. Chairman, AGC respectfully disagrees. By not allowing the expenditure of Highway Trust Fund dollars, the Administration will not reduce the type of government spending which is contributing to the federal deficit. It will merely delay the expenditure of dedicated user fee revenues which have already been collected, are sitting in the Highway Trust Fund and which, by law, can ultimately only be spent for highway improvements.

Spending on our nation's highway system has never contributed a penny to the deficit. It cannot. User fees are collected from the nation's highway users, placed in the Highway Trust Fund and dedicated by law to be spent on the nation's highway system. The Highway Trust Fund is in reality a very simple and efficient balanced budget account.

Moreover, it must also be understood that some items in

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the budget are simply more significant to a healthy economy in the long-term than others. An important case in point is investment in the nation's transportation infrastructure. The long-range impact on the nation's economy of failing to go forward with vital transportation infrastructure projects cannot be ignored.

The loss to the economy of allowing continued deterioration of our transportation infrastructure has already been clearly demonstrated. Those losses are measured by lost economic output, fewer jobs and lower consumer spending for each household.

These negative effects, enormous as they are, are only part of the costs which would be inflicted on the economy. Every infrastructure repair delay adds to the eventual cost of that repair. AGC believes that judicious pruning of federal spending should be undertaken where the maximum savings can be achieved while sacrificing the least in terms of the country's future economic potential. Unfortunately, the Administration's legislative proposals fail to recognize this.

Sacrificing proven and much-needed transportation infrastructure investments for supposed short-term deficit reduction gains will only serve to saddle future generations with a low-growth economy and create a transportation system burdened with much greater repair and replacement costs. Those future generations will be penalized, as they will at some point be forced to foot the much greater transportation infrastructure repair bill they will inherit as a result of this generation's fiscal shortsightedness.

Mr. Chairman, I would like to take this opportunity, on behalf of AGC's entire membership, to commend this Subcommittee, and its parent Committee, for the leadership they have shown, especially over the last several years, in preserving and enhancing this nation's highway transportation system. That leadership was convincingly displayed in 1982 with passage of the Surface Transportation Assistance Act, truly a landmark piece of legislation. Leadership was again shown, in the first session of this Congress, through your efforts to remove the transportation trust funds off-budget. AGC strongly believes this to be the only real long-term solution to the continuing problem faced by these funds, and the vital infrastructure improvement programs they support, which is that they are used either for the purpose of understating the size of the federal deficit, or for the purpose of increasing spending for other general funded programs.

the Federal Highway Trust Funds

Mr. Chairman, to remove these funds from the unified budget is, quite simply, to be fair to the American people who pay the user fees which support them. ⁵ Three years ago the American people supported an increase in those user fees -- not to help balance the federal budget; rather, they supported the increase based upon the promise of this Administration that those additional revenues would be dedicated to much-needed transportation

infrastructure improvements. AGC believes the Administration's draft legislation breaks that promise by proposing highway program authorization levels which are inadequate and which will result in the current \$10 billion Highway Trust Fund balance growing to \$17 to \$18 billion by 1990.

AGC has repeatedly testified that the balance in the Highway Trust Fund ought to be reduced to the minimum level necessary for cash flow purposes. The Administration's draft legislation goes in the opposite, and wrong direction. In preparing the 1986 highway legislation AGC urges this Subcommittee to reject the highway program obligation and authorization levels being advanced by the Administration. Clearly, Highway Trust Fund revenues can support obligations in excess of \$12.4 billion in 1986, and the Trust Fund will support highway program authorizations which are greater than \$12.8 billion in the immediate years ahead.

Mr. Chairman, at this point I would like to make AGC's position clear on the issue of funding levels. If it came down to a choice between a four-year bill containing the inadequate authorizations proposed by the Administration and a simple, one-year extension of the current program, at 1986 funding levels, AGC would opt for the latter. AGC naturally supports multi-year program authorizations. The states' ability to intelligently plan depends on the program certainties provided by such legislation. However, AGC's support for long-term legislation diminishes considerably when the legislation proposes funding levels which are inadequate to meet the capital needs which must be met, which will not go away if left unmet, but will only grow in scope and eventual cost to repair.

At this point, Mr. Chairman, I would like to briefly turn to AGC's views on some of the specific provisions contained in the Administration's draft legislation -- and one specific provision which is not contained in the Administration's bill.

Combined Interstate Construction/4R/Primary Program

Merging the Interstate construction, Interstate 4R and Primary programs into a single program to provide the states with increased flexibility to address critical program needs and complete high-priority work makes a great deal of sense. AGC believes, however, that any benefits to be derived from such a program restructuring will be more than offset by the fact that the Administration's legislation proposes to reduce the funding for these categories by 20 percent, from \$9.7 billion to \$7.8 billion per year. Moreover, the Administration's bill proposes to end the 1/2 percent minimum guarantee for Interstate construction funds. AGC supports retaining this provision.

Minimum Allocation

AGC supports continuation of the minimum allocation guarantee, on a permanent basis, at at least the 85 percent level, with obligations under the program remaining outside the obligation ceiling. AGC strongly opposes capping the minimum allocation, as proposed by the Administration. This program is based in equity and fairness, and capping it undermines those principles.

Highway and Transit Block Grant

With regard to the Administration's proposed highway and transit block grant, to provide states and localities with increased flexibility to address transportation needs is one thing. But to further open the Highway Trust Fund door to diversion to transit on a grand scale is quite another. Not only would the Administration's block grant proposal allow states and localities to spend \$2.2 billion in highway and bridge funds on transit each year, it would require those obligations to be deducted from the states' available highway program obligational authority. Such a double diversion would further devastate the highway program and AGC strongly opposes this proposal.

Interstate Substitutes

AGC also opposes the Administration's proposal to significantly reduce authorizations for the Interstate substitute highway program, while at the same time funding Interstate substitute transit projects out of the Highway Trust Fund. If substitute transit projects have to be funded from the Trust Fund, let them be funded out of the Fund's mass transit account. They ought not to be funded at the expense of much-needed highway and bridge improvements.

Motor Carrier Safety Assistance Program

With regard to the Motor Carrier Safety Assistance Program, AGC believes that funding this program annually at \$50 million out of the Highway Trust Fund is yet another serious diversion of Trust Fund resources. This program, regardless of its funding level, ought to be general funded.

Bridge Repair and Rehabilitation Program

To highlight the nation's growing bridge needs, AGC believes a separate, adequately-funded Federal Bridge Repair and Rehabilitation Program should be continued and adequately funded in future highway legislation. The Administration's bill may propose to continue the Bridge Program, but it certainly doesn't recommend adequate funding levels. It proposes to cut funding by close to 40 percent, from \$2.05 billion to \$1.25 billion per year, and to limit the availability of the funds to bridges on the Primary system. The remaining funds would be placed in the proposed block grant where they could be used for either transit

or non-bridge related highway purposes.

Repeal of Tax Exemptions

AGC strongly supports the Administration's call for an end to the current tax exemptions for gasohol, methanol and ethanol. AGC strongly believes that subsidizing the gasohol industry at the expense of the nation's highways and bridges is not sound public policy. It violates the user fee principle of the highway program, and the Highway Trust Fund simply cannot afford it. If the gasohol industry must continue to be subsidized, the subsidy should come from general revenues. A vehicle powered by gasohol contributes to the wear and tear of our highways and bridges the same as a vehicle powered by gasoline or diesel fuel. Both vehicles should pay their fair share of highway user fees. These exemptions should be repealed.

Revisions to Federal Toll Policy

AGC supports a revision to current Federal toll policies, as proposed by the Administration, to provide the states the discretion of using Federal-aid funds to construct new toll highways.

Extension of Section 105(f) of the 1982 STAA

With regard to the extension of Section 105(f), the ten percent Disadvantaged Business Enterprise requirement of the 1982 Act, AGC commends the Administration for submitting to the Congress draft legislation, which at this point does not recommend a continuation of this unworkable and discriminatory requirement. I am sure it is no surprise to this Subcommittee that AGC is unalterably opposed to an extension of Section 105(f), which most unfortunately the House Public Works and Transportation Committee has proposed to do in its reauthorizing legislation.

At AGC we believe that it is constitutionally and morally improper for the government to grant special preferences to individuals just because they happen to be members of a certain specially designated racial group, and DBE quota and set-aside programs do just that. Moreover, as currently administered these programs grant special preferences in a manner which fails to provide the recipients with the requisite skills and knowledge that will enable them to obtain a permanent and meaningful place within the construction industry. The government would do better to direct its energies toward establishing long-term, meaningful educational and training programs for disadvantaged individuals, rather than creating quick-fix, counterproductive giveaway programs such as Section 105(f).

Mr. Chairman, let me conclude my remarks by unequivocally stating AGC's position with regard to the extension of Section 105(f) of the 1982 Act. AGC will recommend a veto of any bill which extends Section 105(f).

FY 1986 Apportionments (Current Law)
(No Cap on Minimum Allocation)

(Dollars in Thousands)

STATE	INTERSTATE CONSTRUCTION	I-4R	PRIMARY	SECONDARY	URBAN	BRIDGE	HAZARD ELIMINATION	RR HWY XINGS	INT HWY TRANSF.	TOTAL APPORT	85% MIN ALLOCATION	GRAND TOTAL
Alabama	94,151	54,787	44,522	13,463	10,200	36,347	3,531	3,786	0	260,787	0	260,787
Alaska	18,201	26,475	79,517	35,300	3,940	4,574	990	2,922	0	171,919	0	171,919
Arizona	60,072	64,818	32,688	10,464	10,179	4,574	2,656	1,833	355	187,639	0	187,639
Arkansas	18,201	33,189	30,142	11,487	4,811	30,081	2,394	2,866	0	133,171	8,462	141,633
California	328,248	299,505	177,981	25,506	99,786	59,752	17,044	11,862	2,385	1,022,069	119,413	1,141,482
Colorado	62,768	62,252	35,511	11,574	10,561	20,470	2,763	2,553	10,583	219,035	0	219,035
Connecticut	79,574	39,314	26,885	4,011	11,308	42,049	2,197	1,209	95,486	302,033	0	302,033
Delaware	18,201	15,515	12,067	3,201	3,940	4,574	990	589	0	59,077	0	59,077
Dist. of Col.	21,433	15,515	12,067	0	3,940	6,540	990	261	14,922	77,668	0	77,668
Florida	285,815	110,379	80,148	15,688	37,593	31,825	7,284	5,814	0	574,546	0	574,546
Georgia	109,394	107,473	58,860	17,171	14,993	41,555	4,738	5,303	11,100	370,587	0	370,587
Hawaii	90,990	15,515	12,067	3,201	3,940	4,574	990	473	0	131,750	0	131,750
Idaho	29,487	29,008	19,710	8,011	3,940	5,125	1,443	1,749	0	98,473	0	98,473
Illinois	18,201	111,265	95,594	18,442	43,243	61,346	8,857	9,673	86,830	453,450	24,765	478,215
Indiana	18,201	70,382	55,957	14,945	15,661	35,167	4,591	6,589	5,448	226,942	64,102	291,044
Iowa	18,201	42,687	38,279	14,230	7,168	45,227	3,226	4,602	30,350	203,969	0	203,969
Kansas	18,201	45,421	35,432	13,145	6,700	48,745	3,128	5,604	0	176,376	0	176,376
Kentucky	82,902	58,075	42,070	13,390	8,014	25,797	3,160	3,151	0	236,559	0	236,559
Louisiana	192,995	54,908	41,337	10,948	12,779	43,519	3,363	3,724	0	363,572	0	363,572
Maine	18,201	15,515	15,391	5,598	3,940	6,651	990	1,116	0	67,402	0	67,402
Maryland	90,923	46,831	36,172	6,001	15,503	33,194	2,991	1,802	32,448	315,865	0	315,865
Massachusetts	145,237	38,138	47,484	6,390	21,972	51,709	4,027	2,332	11,138	328,428	0	328,428
Michigan	75,680	98,383	87,948	19,416	29,713	30,524	7,283	6,956	0	355,903	0	355,903
Minnesota	94,917	57,724	47,088	16,217	11,915	29,459	4,132	4,946	5,012	271,411	0	271,411
Mississippi	18,201	39,729	33,848	11,621	5,025	32,865	2,467	2,814	0	146,569	0	146,569
Missouri	18,201	86,522	55,057	17,124	14,749	83,698	4,565	4,899	0	284,815	0	284,815
Montana	18,201	49,310	28,395	12,052	3,940	10,265	1,382	2,024	0	125,570	0	125,570
Nebraska	18,201	27,246	27,290	10,467	4,337	31,122	2,127	3,330	2,282	126,403	0	126,403
Nevada	18,201	27,386	20,129	7,778	3,940	4,574	1,047	966	0	84,022	0	84,022
New Hampshire	18,201	15,515	12,067	3,201	3,940	12,164	990	771	0	66,849	0	66,849
New Jersey	131,026	36,383	56,920	5,606	30,267	98,505	5,052	3,231	37,429	404,418	0	404,418
New Mexico	18,201	52,142	27,194	10,504	4,144	6,891	1,491	1,378	0	121,946	0	121,946
New York	323,123	107,515	143,466	19,400	68,194	182,950	12,405	7,507	12,053	876,613	0	876,613
North Carolina	51,985	54,342	68,902	19,990	12,209	47,981	4,846	4,712	0	264,967	62,462	327,429
North Dakota	18,201	25,754	19,018	7,958	3,940	9,234	1,476	3,321	0	88,902	0	88,902
Ohio	30,552	134,611	99,885	19,632	35,988	62,352	8,194	8,083	15,600	414,888	85,847	500,735
Oklahoma	18,737	45,477	36,968	12,975	8,769	46,033	3,268	3,892	0	176,118	42,202	218,321
Oregon	26,824	47,512	31,666	10,979	7,836	17,006	3,314	2,592	13,792	161,521	0	161,521
Pennsylvania	174,391	83,687	114,770	24,893	36,980	123,623	8,896	7,015	12,634	586,889	0	586,889
Rhode Island	18,201	15,515	12,067	3,201	3,940	6,658	990	531	63,117	124,220	0	124,220
South Carolina	46,859	47,226	35,085	10,140	7,238	17,057	2,749	3,156	0	169,510	9,000	178,510
South Dakota	18,201	31,913	20,357	8,620	3,940	9,901	1,345	2,085	0	96,161	0	96,161
Tennessee	18,201	77,875	50,127	14,811	12,318	76,409	3,927	3,749	22,641	280,058	0	280,058
Texas	187,870	248,509	141,140	40,034	50,897	75,218	12,369	12,675	0	768,712	198,243	966,956
Utah	68,192	46,948	21,020	7,147	5,540	4,574	1,491	1,464	0	156,375	0	156,375
Vermont	18,201	15,839	12,067	3,201	3,940	9,121	990	743	0	64,102	0	64,102
Virginia	154,156	82,792	53,910	14,798	15,966	26,720	4,170	3,240	2,708	358,460	0	358,460
Washington	163,275	68,745	41,745	10,923	13,651	39,164	3,662	3,508	0	344,673	0	344,673
West Virginia	18,201	23,307	25,241	8,278	3,940	38,302	1,656	1,969	0	120,893	0	120,893
Wisconsin	18,201	41,240	51,606	15,003	13,269	42,587	4,302	4,730	0	190,938	35,139	226,077
Wyoming	18,201	41,280	18,618	7,838	3,940	4,574	990	1,095	0	96,536	0	96,536
Puerto Rico	0	15,515	31,906	4,304	9,462	4,574	2,110	907	0	68,778	0	68,778
Total	1,640,199	1,102,990	745,177	640,277	788,040	1,829,511	146,070	188,102	538,313	13,378,737	649,636	14,028,174

Estimated Apportionments for FY 1987 - Administration's Legislative Proposal
(Minimum Allocation Capped at \$250 Million)

(Dollars in Thousands)

STATE	INTERSTATE & PRIMARY	BRIDGE PRIMARY	HAZARD ELIM.	RAILROAD XINGS	H & T TRANSF.	RECREATION BLOCK GRANT	TOTAL APPORT	CAPPED REDUCTION ALLOCATION	GRAND TOTAL
Alabama	155,342	21,184	3,093	3,812	0	40,826	225,253	0	225,253
Alaska	116,089	2,461	864	2,918	0	42,656	164,388	0	164,388
Arizona	134,403	2,461	2,514	1,840	71	22,609	163,689	0	163,689
Arkansas	67,876	19,210	2,057	2,547	0	27,199	118,931	2,636	121,561
California	660,232	53,072	14,651	11,920	5,347	156,351	897,902	66,174	964,073
Colorado	136,311	5,379	2,407	2,386	2,643	33,428	182,754	0	182,754
Connecticut	112,159	17,062	1,912	1,292	45,320	24,623	200,293	0	200,293
Delaware	50,023	2,461	364	591	0	9,052	62,991	0	62,991
Dist. of Col.	43,475	11,261	964	231	6,236	5,760	67,857	0	67,857
Florida	353,654	39,436	6,415	3,922	0	66,567	456,967	0	456,967
Georgia	237,686	23,745	4,136	5,345	4,440	44,738	332,096	0	332,096
Hawaii	69,466	3,849	664	472	0	9,052	104,725	0	104,725
Idaho	67,246	2,461	1,255	1,737	0	14,863	87,562	0	87,562
Illinois	246,334	30,334	7,723	9,634	51,956	84,153	432,238	0	432,238
Indiana	156,905	11,360	3,395	6,236	2,092	49,912	224,450	26,217	244,647
Iowa	66,402	26,762	2,813	4,573	12,567	44,162	171,087	0	171,087
Kansas	92,961	16,336	2,725	5,639	0	46,147	163,813	0	163,813
Kentucky	150,642	16,853	2,738	3,145	0	34,844	201,672	0	201,672
Louisiana	263,989	23,725	2,936	3,743	0	43,468	277,801	0	277,801
Maine	34,879	4,827	664	1,112	0	12,454	54,146	0	54,146
Maryland	149,156	24,660	2,610	1,796	43,591	36,596	252,416	0	252,416
Massachusetts	135,725	15,911	3,514	2,336	6,334	45,962	268,002	0	268,002
Michigan	235,913	8,635	6,354	6,843	0	63,633	323,075	0	323,075
Minnesota	191,694	14,245	3,633	4,926	1,625	41,157	227,286	0	227,286
Mississippi	81,585	16,243	2,153	2,670	0	33,124	137,778	0	137,778
Missouri	151,757	22,691	3,963	4,991	0	76,941	271,254	0	271,254
Montana	85,333	6,245	1,264	1,773	0	26,518	115,267	0	115,267
Nebraska	56,333	6,974	1,854	3,507	912	34,132	105,538	0	105,538
Nevada	52,367	2,461	912	971	0	13,758	70,489	0	70,489
New Hampshire	30,616	4,894	864	776	0	12,991	50,135	0	50,135
New Jersey	185,643	61,633	4,469	3,190	14,460	63,147	336,463	0	336,463
New Mexico	62,677	4,736	1,266	1,396	0	17,143	108,274	0	108,274
New York	273,676	95,441	10,825	7,530	116,826	163,221	670,513	0	670,513
North Carolina	159,970	14,217	4,233	4,740	0	59,849	243,026	29,765	272,791
North Dakota	47,623	2,461	1,287	3,327	0	17,584	72,282	0	72,282
Ohio	281,212	26,212	7,145	7,756	6,290	85,126	417,343	11,621	428,965
Oklahoma	107,633	21,963	2,251	3,636	0	44,116	181,423	5,467	186,890
Oregon	98,015	14,619	2,900	2,609	5,308	24,992	148,443	0	148,443
Pennsylvania	334,333	66,586	7,764	7,105	4,617	111,786	532,218	0	532,218
Rhode Island	50,023	2,461	864	531	29,395	9,052	72,326	0	72,326
South Carolina	112,264	16,846	2,398	3,195	0	22,334	156,977	0	156,977
South Dakota	53,377	3,362	1,171	2,098	0	18,148	80,176	0	80,176
Tennessee	141,794	45,666	3,425	3,731	11,824	52,834	263,419	0	263,419
Texas	516,154	39,620	10,820	12,602	0	123,414	696,619	103,541	800,160
Utah	107,402	2,461	1,324	1,488	0	14,668	127,343	0	127,343
Vermont	30,623	3,761	864	748	0	12,087	47,483	0	47,483
Virginia	227,619	13,564	3,641	3,266	639	42,599	292,748	0	292,748
Washington	262,283	38,664	3,140	3,531	0	32,939	380,502	0	380,502
West Virginia	61,971	15,568	1,448	1,977	0	29,032	109,996	0	109,996
Wisconsin	96,796	28,294	3,733	4,772	0	44,015	181,233	10,385	191,818
Wyoming	63,036	2,461	864	1,094	0	14,408	81,863	0	81,863
Puerto Rico	52,796	2,461	1,861	904	0	15,568	73,590	0	73,590
TOTAL	7,636,150	984,465	271,063	187,627	370,321	2,194,500	11,566,088	250,000	11,816,088