



United States
General Accounting Office
Washington, D.C. 20548

Resources, Community, and
Economic Development Division



PB98-156284

B-276879

May 30, 1997

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

Subject: Surface Transportation: Regional Distribution of Federal Highway Funds

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

BACKGROUND

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

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

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

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

SCOPE AND METHODOLOGY

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

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

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

SUMMARY

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

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

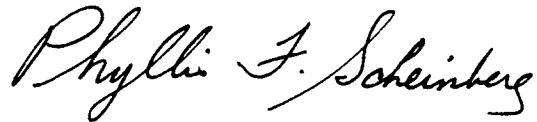
AGENCY COMMENTS

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

B-276879

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

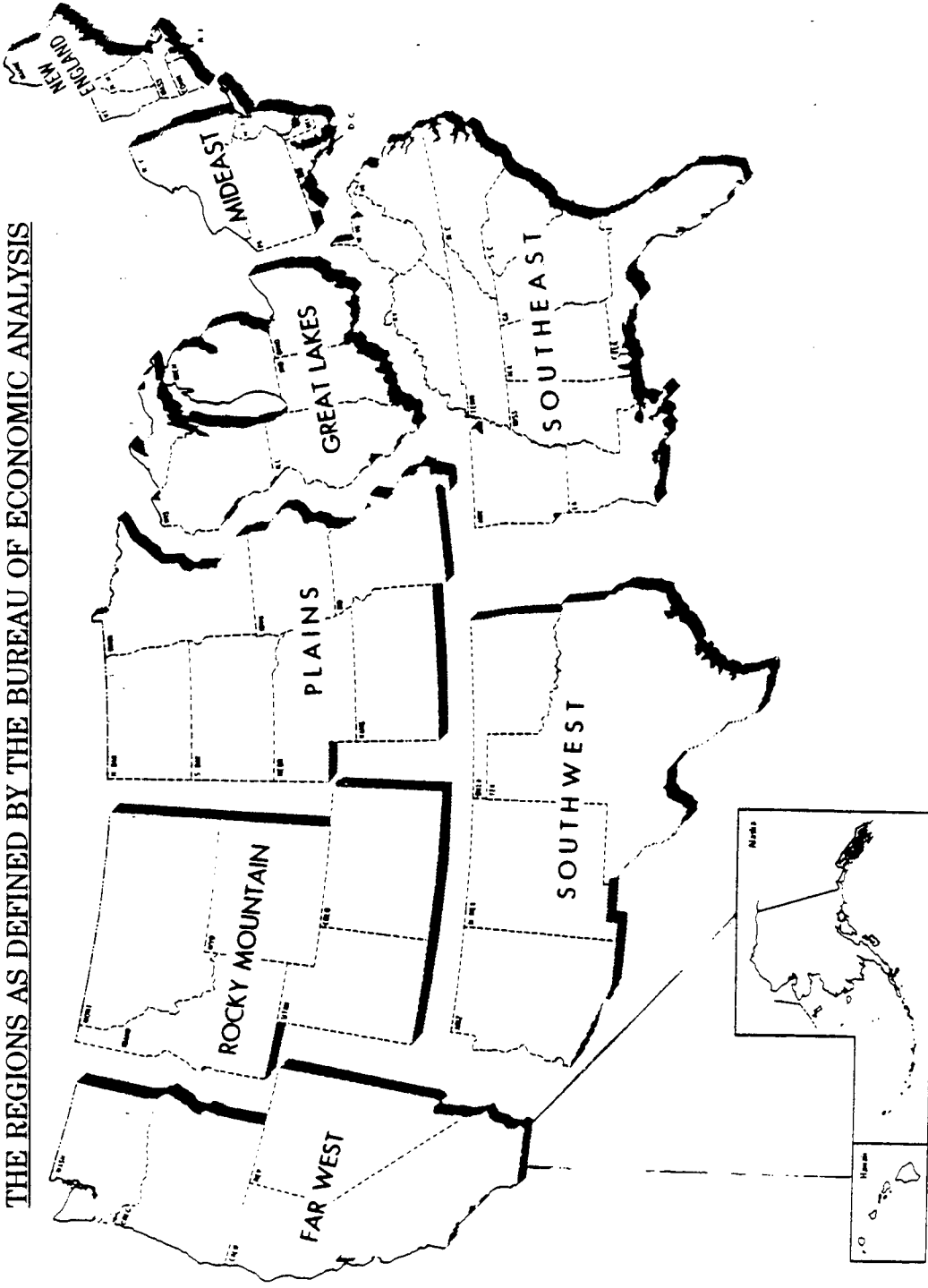
Major contributors to this report are Bob Dinkelmeyer and Jerry Fastrup. If you would like to discuss this material further, please call me at (202) 512-3650.

A handwritten signature in cursive script that reads "Phyllis F. Scheinberg".

Phyllis F. Scheinberg
Associate Director, Transportation Issues

Enclosures - 3

THE REGIONS AS DEFINED BY THE BUREAU OF ECONOMIC ANALYSIS



Source: Bureau of Economic Analysis.

THE DISTRIBUTION OF FEDERAL HIGHWAY FUNDS BY REGION**Table II.1: Regional Distribution of ISTEA Funding in Fiscal Year 1995 in Relation to Proxies for Highway System Needs**

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

Note: Table excludes Puerto Rico.

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

^bAnnual vehicle miles of travel (VMT) are 1995 data based on the Interstate Highway System.

^cAmounts computed using 1995 estimated lane miles on the National Highway System.

^dThe percentages for the regions represent how the regional funding per vehicle mile traveled and lane miles compared to the total for the United States.

ENCLOSURE II

ENCLOSURE II

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

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

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

Notes:

1. Table excludes Puerto Rico.
2. Percentage shares may not sum to 100.0 because of rounding.

^aShares of ISTEAs funding are computed on the basis of the total amount minus amounts for Interstate construction and demonstration projects.

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

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

Dollars in millions

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

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

Notes:

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

2. Table excludes Puerto Rico.

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

^bNeeds proxy approach alternative #1 is based on one-half total lane miles (LM) and one-half total vehicle miles traveled (VMT).

^cNeeds proxy approach alternative #2 is based on one-third total LM, one-third Interstate VMT, and one-third population.

^dThe return-to-origin (RTO) approach would allocate 100 percent of ISTEA funding in proportion to contributions to the Highway Trust Fund.

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

ENCLOSURE II

ENCLOSURE II

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

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

THE DISTRIBUTION OF FEDERAL HIGHWAY FUNDS BY REGION AND STATE

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

	ISTEA FY 1995 (\$ in mil- lions)	Change from ISTEA funding									
		Needs proxy approach					Return- to-Origin approach				
		Alternative 1		Alternative 2			Alternative 1		Alternative 2		
		Chg in amt. (\$ millions)	Percent change	Chg in amt. (\$ millions)	Percent change	Chg in amt. (\$ millions)	Chg in amt. (\$ millions)	Percent change	Chg in amt. (\$ millions)	Percent change	Percent change
United States	16,651	0	0.0	0	0.0	0	0	0.0	0	0.0	0.0
Region/state:											
New England Region	1,007	-164	-16.3	-215	-21.4	-264	-264	-26.2	-268	-26.7	-23.7
Connecticut	341	-101	-29.7	-132	-38.8	-159	-159	-46.5	-153	-44.7	-43.1
Maine	90	-20	-22.6	-14	-15.9	0	0	0.0	-3	-3.7	-4.2
Massachusetts	306	56	18.3	32	10.3	3	3	1.1	-12	-3.9	3.8
New Hampshire	86	-18	-21.2	-21	-25.0	-19	-19	-22.3	-16	-18.6	-18.1
Rhode Island	104	-45	-43.8	-46	-43.9	-55	-55	-53.3	-58	-56.0	-51.5
Vermont	80	-35	-43.6	-33	-41.6	-34	-34	-43.2	-26	-33.2	-38.4
Mideast Region	2,391	-351	-14.7	-269	-11.2	-79	-79	-3.3	-495	-20.7	-9.9
Delaware	74	-40	-53.6	-41	-54.7	-26	-26	-34.5	-40	-53.6	-48.4
District of Columbia	76	-55	-72.3	-53	-69.4	-53	-53	-69.9	-60	-78.7	-71.2
Maryland	244	106	43.6	67	27.5	58	58	23.8	36	15.0	19.4
New Jersey	453	-112	-24.6	-120	-26.5	-20	-20	-4.3	-146	-32.2	-19.2
New York	965	-224	-23.2	-146	-15.1	-184	-184	-19.0	-298	-30.9	-18.3
Pennsylvania	579	-27	-4.7	24	4.2	145	145	25.0	13	2.2	12.3
Great Lakes Region	2,560	113	4.4	39	1.5	17	17	0.7	-81	-3.1	-0.1
Illinois	645	-30	-4.7	15	2.3	-32	-32	-5.0	-58	-9.0	-3.0
Indiana	408	2	0.5	-43	-10.6	20	20	4.9	-32	-7.9	-6.4
Michigan	501	115	22.9	89	17.7	58	58	11.5	53	10.6	13.4
Ohio	651	89	13.7	22	3.4	-5	-5	-0.8	-20	-3.0	0.2
Wisconsin	355	-63	-17.7	-43	-12.2	-23	-23	-6.4	-24	-6.8	-7.0

	ISTEA FY 1995 (\$ in mil- lions)	Change from ISTEA funding									
		Needs proxy approach				Return- to-Origin approach				Combined approach	
		Alternative 1		Alternative 2		Alternative 1		Alternative 2		Chg In amt. (\$ millions)	Percent change
		Chg In amt. (\$ millions)	Percent change	Chg In amt. (\$ millions)	Percent change	Chg In amt. (\$ millions)	Percent change	Chg In amt. (\$ millions)	Percent change		
Plains Region	1,495	-225	-15.0	52	3.5	-189	-12.6	168	11.2	25	1.7
Iowa	219	-45	-20.6	14	6.3	-30	-13.9	9	3.9	-5	-2.2
Kansas	206	-35	-16.9	14	6.6	-21	-10.4	36	17.6	13	6.5
Minnesota	289	10	3.5	36	12.5	-25	-8.7	29	10.0	17	5.8
Missouri	403	24	6.1	12	3.0	35	8.8	52	12.9	27	6.8
Nebraska	140	-39	-27.7	3	1.8	-22	-15.5	33	23.2	12	8.6
North Dakota	112	-69	-61.6	-4	-3.4	-56	-50.1	3	2.9	-19	-17.0
South Dakota	127	-72	-56.5	-22	-17.2	-69	-54.7	6	5.0	-21	-16.5
Southeast Region	4,053	327	8.1	81	2.0	537	13.3	295	7.3	252	6.2
Alabama	303	16	5.4	-5	-1.5	42	14.0	41	13.4	26	8.7
Arkansas	216	-47	-21.8	-29	-13.6	13	5.8	9	4.0	-4	-1.9
Florida	762	21	2.8	-5	-0.6	82	10.7	-80	-10.5	-22	-2.9
Georgia	518	111	21.4	35	6.7	71	13.7	68	13.2	38	7.4
Kentucky	290	1	0.3	-20	-7.1	21	7.2	8	2.8	-0	-0.1
Louisiana	264	5	2.0	11	4.2	14	5.2	17	6.6	17	6.5
Mississippi	207	-36	-17.5	-17	-8.3	11	5.5	10	4.8	1	0.6
North Carolina	460	-18	-4.0	-54	-11.6	40	8.6	-22	-4.7	-12	-2.7
South Carolina	191	83	43.8	70	36.6	94	49.4	93	48.8	83	43.7
Tennessee	374	35	9.4	5	1.4	23	6.2	24	6.3	10	2.5
Virginia	298	207	69.5	144	48.4	161	54.1	156	52.3	149	50.0
West Virginia	169	-51	-30.2	-54	-31.7	-35	-20.4	-29	-16.9	-33	-19.8

	ISTEA FY 1995 (\$ in mil- lions)	Change from ISTEA funding									
		Needs proxy approach				Return- to-Origin approach			Combined approach		
		Alternative 1		Alternative 2		Chg in amt. (\$ millions)		Percent change	Alternative 1		Percent change
		Chg in amt. (\$ millions)	Percent change	Chg in amt. (\$ millions)	Percent change	Chg in amt. (\$ millions)	Percent change		Chg in amt. (\$ millions)	Percent change	
Southwest Region	1,866	40	2.2	115	6.2	85	4.6		198	10.6	5.9
Arizona	267	7	2.6	9	3.5	4	1.6		16	6.0	2.6
New Mexico	191	-40	-21.0	-20	-10.3	-54	-28.3		7	3.7	-10.6
Oklahoma	256	-22	-8.6	-10	-3.8	17	6.7		15	5.7	1.2
Texas	1,152	95	8.3	135	11.8	118	10.2		160	13.9	10.4
Rocky Mountain Region	755	-158	-20.9	-6	-0.8	-195	-25.9		122	16.2	0.3
Colorado	203	34	17.0	66	32.6	4	2.0		64	31.7	23.2
Idaho	127	-49	-38.4	-22	-17.1	-47	-36.8		2	1.6	-13.2
Montana	175	-108	-61.6	-51	-28.9	-98	-56.2		-3	-1.6	-22.4
Utah	134	23	16.8	29	21.4	-10	-7.2		42	31.0	17.0
Wyoming	116	-58	-50.2	-28	-24.3	-45	-38.6		17	14.8	-9.9
Far West Region	2,524	418	16.6	202	8.0	88	3.5		61	2.4	3.5
Alaska	231	-197	-85.0	-178	-77.0	-194	-83.9		-153	-66.3	-72.2
California	1,636	521	31.8	280	17.1	259	15.8		65	4.0	9.1
Hawaii	121	-67	-55.5	-73	-60.3	-75	-62.3		-78	-64.9	-59.3
Nevada	111	-24	-21.8	0	0.1	-5	-4.7		27	24.2	11
Oregon	188	35	18.7	54	28.6	26	13.6		85	45.1	32.2
Washington	238	150	63.0	119	50.0	78	32.9		116	49.0	44.5

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

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

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

	Percentage shares of:		Percent difference
	Contributions to highway trust fund	Federal aid under ISTEA (FY 1995)	
United States	100.0	100.0	0.0
Region/state:			
New England Region	4.5	6.0	35.6
Connecticut	1.1	2.0	87.0
Maine	0.5	0.5	-0.0
Massachusetts	1.9	1.8	-1.1
New Hampshire	0.4	0.5	28.7
Rhode Island	0.3	0.6	114.3
Vermont	0.3	0.5	76.1
Mideast Region	13.9	14.4	3.4
Delaware	0.3	0.4	52.6
District of Columbia	0.1	0.5	232.4
Maryland	1.8	1.5	-19.2
New Jersey	2.6	2.7	4.5
New York	4.7	5.8	23.5
Pennsylvania	4.3	3.5	-20.0
Great Lakes Region	15.5	15.4	-0.7
Illinois	3.7	3.9	5.3
Indiana	2.6	2.4	-4.7
Michigan	3.4	3.0	-10.3
Ohio	3.9	3.9	0.8
Wisconsin	2.0	2.1	6.8
Plains Region	7.8	9.0	14.5
Iowa	1.1	1.3	16.1
Kansas	1.1	1.2	11.6
Minnesota	1.6	1.7	9.6
Missouri	2.6	2.4	-8.0
Nebraska	0.7	0.8	18.4
North Dakota	0.3	0.7	100.4
South Dakota	0.3	0.8	120.6

	Percentage shares of:		Percent difference
	Contributions to highway trust fund	Federal aid under ISTE A (FY 1995)	
Southeast Region	27.6	24.3	-11.7
Alabama	2.1	1.8	-12.2
Arkansas	1.4	1.3	-5.5
Florida	5.1	4.6	-9.7
Georgia	3.5	3.1	-12.1
Kentucky	1.9	1.7	-6.7
Louisiana	1.7	1.6	-4.9
Mississippi	1.3	1.2	-5.2
North Carolina	3.0	2.8	-7.9
South Carolina	1.7	1.1	-33.1
Tennessee	2.4	2.2	-5.9
Virginia	2.8	1.8	-35.1
West Virginia	0.8	1.0	25.6
Southwest Region	11.7	11.2	-4.4
Arizona	1.6	1.6	-1.6
New Mexico	0.8	1.1	39.5
Oklahoma	1.6	1.5	-6.3
Texas	7.6	6.9	-9.3
Rocky Mountain Region	3.4	4.5	34.9
Colorado	1.2	1.2	-2.0
Idaho	0.5	0.8	58.1
Montana	0.5	1.1	128.2
Utah	0.7	0.8	7.7
Wyoming	0.4	0.7	62.9
Far West Region	15.7	15.2	-3.4
Alaska	0.2	1.4	521.6
California	11.4	9.8	-13.7
Hawaii	0.3	0.7	165.3
Nevada	0.6	0.7	4.9
Oregon	1.3	1.1	-12.0
Washington	1.9	1.4	-24.8

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

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

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

Region/state	Alternative indicators of highway system usage						Indicators of highway system size					
	ISTEA per total vehicle-mile of travel		ISTEA per interstate vehicle-mile of travel		ISTEA per highway motor fuel use (in millions of gallons)		ISTEA per 1,000 population		ISTEA per total lane mile		ISTEA per National Highway System lane mile	
	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg
United States	6.87	100	29.48	100	116.23	100	63	100	2.04	100	31.95	100
New England Region												
Connecticut	8.96	130	33.64	114	158.44	136	75.64	119	4.42	217	51.10	160
Maine	12.17	177	39.58	134	234.15	201	104.24	164	7.84	384	90.14	282
Massachusetts	7.16	104	39.03	132	124.82	107	72.56	115	1.95	96	26.66	83
New Hampshire	6.38	93	22.60	77	111.15	96	50.46	80	4.69	230	43.05	135
Rhode Island	8.06	117	38.54	131	138.47	119	74.67	118	2.76	135	37.15	116
Vermont	15.03	219	55.95	190	249.84	215	104.68	165	8.28	406	104.24	326
Mideast Region	12.84	187	58.49	198	207.18	178	136.23	215	2.73	134	37.65	118
Delaware	7.32	107	36.98	125	124.38	107	53.77	85	3.72	182	45.31	142
District of Columbia	9.90	144	60.25	204	181.35	156	103.74	164	6.10	299	63.81	200
Maryland	22.05	321	161.21	547	404.16	348	137.87	218	22.63	1109	218.95	685
New Jersey	5.43	79	18.38	62	99.03	85	48.35	76	3.74	183	40.97	128
New York	7.42	108	40.56	138	116.27	100	56.99	90	5.88	288	53.16	166
Pennsylvania	8.38	122	46.19	157	150.79	130	53.19	84	4.06	199	51.64	162
Great Lakes Region	6.13	89	32.82	111	98.63	85	47.96	76	2.34	115	31.97	100
Illinois	6.46	94	27.23	92	108.12	93	58.92	93	2.14	105	34.90	109
Indiana	6.85	100	24.92	85	112.78	97	54.51	86	2.25	110	34.12	107
Michigan	6.31	92	28.08	95	106.41	92	70.23	111	2.13	104	40.90	128
Ohio	5.85	85	26.77	91	94.82	82	52.51	83	2.03	99	30.13	94
Wisconsin	6.46	94	24.21	82	108.53	93	58.41	92	2.70	132	41.71	131
	6.91	101	44.41	151	124.89	107	69.32	109	1.55	76	29.02	91

ENCLOSURE III

ENCLOSURE III

	Alternative indicators of highway system usage										Indicators of highway system size			
	ISTEA per total vehicle-mile of travel			ISTEA per interstate vehicle-mile of travel			ISTEA per highway motor fuel use (in millions of gallons)			ISTEA per 1,000 population			ISTEA per total lane mile	
	\$ per unit of need	As % of US avg		\$ per unit of need	As % of US avg		\$ per unit of need	As % of US avg		\$ per unit of need	As % of US avg		\$ per unit of need	As % of US avg
Plains Region	8.10	118		34.80	118		128.38	110		81.48	129		0.96	47
Iowa	8.43	123		39.01	132		120.96	104		77.06	122		0.95	47
Kansas	8.18	119		38.19	130		133.99	115		80.22	127		0.76	37
Minnesota	6.55	95		29.09	99		108.54	93		62.61	99		1.08	53
Missouri	6.79	99		25.44	86		113.49	98		75.64	119		1.60	79
Nebraska	8.85	129		47.08	160		128.22	110		85.46	135		0.75	37
North Dakota	17.14	249		85.68	291		239.94	206		174.87	276		0.64	31
South Dakota	16.55	241		65.52	222		238.05	205		174.09	275		0.75	37
Southeast Region	6.16	90		26.90	91		102.97	89		63.75	101		2.03	100
Alabama	5.99	87		30.08	102		101.77	88		71.30	113		1.57	77
Arkansas	8.12	118		40.54	138		119.65	103		87.14	138		1.38	68
Florida	5.97	87		30.59	104		102.00	88		53.82	85		3.11	153
Georgia	6.07	88		22.58	77		100.20	86		71.99	114		2.22	109
Kentucky	7.05	103		28.72	97		113.87	98		75.02	118		1.92	94
Louisiana	6.84	99		27.40	93		109.65	94		60.83	96		2.09	103
Mississippi	7.02	102		39.89	135		116.95	101		76.91	121		1.38	67
North Carolina	6.05	88		33.46	114		105.76	91		63.91	101		2.27	111
South Carolina	4.92	72		19.67	67		79.21	68		51.86	82		1.42	69
Tennessee	6.65	97		24.71	84		109.98	95		71.14	112		2.09	102
Virginia	4.26	62		15.49	53		75.25	65		44.97	71		2.00	98
West Virginia	9.71	141		36.51	124		155.36	134		92.57	146		2.34	115

	Alternative indicators of highway system usage										Indicators of highway system size			
	ISTEA per total vehicle-mile of travel		ISTEA per interstate vehicle-mile of travel		ISTEA per highway motor fuel use (in millions of gallons)		ISTEA per 1,000 population		ISTEA per total lane mile		ISTEA per National Highway System lane mile		As % of US avg	
	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg	\$ per unit of need	As % of US avg		
Southwest Region	6.66	97	29.33	100	112.71	97	66.89	106	1.69	83	24.87	78		
Arizona	6.74	98	29.27	99	109.44	94	63.37	100	2.28	112	30.42	95		
New Mexico	9.03	131	33.77	115	164.14	141	113.24	179	1.50	73	21.05	66		
Oklahoma	6.66	97	31.71	108	115.63	99	78.23	123	1.11	54	23.66	74		
Texas	6.36	93	28.26	96	107.29	92	61.52	97	1.84	90	24.85	78		
Rocky Mountain Region	9.14	133	33.46	114	152.13	131	91.92	145	1.26	62	18.21	57		
Colorado	5.78	84	23.47	80	101.36	87	54.07	85	1.16	57	19.25	60		
Idaho	10.34	150	48.16	163	178.01	153	109.25	172	1.05	51	20.05	63		
Montana	18.63	271	76.62	260	288.55	248	201.18	317	1.23	60	16.86	53		
Utah	7.14	104	19.88	67	120.39	104	68.73	108	1.57	77	18.82	59		
Wyoming	16.46	239	51.28	174	219.49	189	241.46	381	1.59	78	16.38	51		
Far West Region	6.61	96	26.15	89	117.49	101	58.04	92	2.98	146	39.78	125		
Alaska	56.10	816	177.66	603	617.61	531	383.20	605	8.49	416	51.40	161		
California	5.92	86	23.56	80	108.15	93	51.77	82	4.29	210	51.46	161		
Hawaii	15.21	221	77.62	263	294.12	253	101.83	161	13.55	664	131.07	410		
Nevada	7.93	115	30.76	104	120.24	103	72.42	114	1.20	59	18.86	59		
Oregon	6.25	91	25.33	86	107.07	92	59.78	94	1.10	54	18.60	58		
Washington	4.82	70	17.99	61	81.99	71	43.74	69	1.44	71	23.13	72		

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

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

(342939)