

Transportation Receipts and Outlays in the Federal Budget



Fiscal Years 1977-94

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U.S. Department of Transportation
Bureau of Transportation Statistics

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April 1997

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Fiscal Years 1977-94



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Bureau of Transportation Statistics

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Product Information
Bureau of Transportation Statistics
U.S. Department of Transportation
400 7th Street, SW, Room 3430
Washington, DC 20590

Phone:	202-366-DATA
Fax:	202-366-3640
email:	info@bts.gov
Statistical Info Line:	1-800-853-1351
Internet:	www.bts.gov
Fax on demand:	1-800-671-8012

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



**U.S. Department of
Transportation**

Rodney E. Slater
Secretary

Mortimer L. Downey
Deputy Secretary

**BUREAU OF
TRANSPORTATION
STATISTICS**

T.R. Lakshmanan
Director

Robert A. Knisely
Deputy Director

Rolf R. Schmitt
Associate Director for
Transportation Studies

Philip N. Fulton
Associate Director for Statistical
Programs and Services

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Principal Authors

Michael A. Rossetti
Basav Sen

Contributors

Barbara S. Eversole
Robert F. Church

Reviewers

Aulden Johanson
*Office of the Secretary
of Transportation*

Gary E. Maring, Thomas Howard, and
Carolyn S. Edwards
Federal Highway Administration

Mickey Klein and Steve Grimm
Federal Railroad Administration

Kenneth Campbell
*Research and Special
Programs Administration*

Ruth Levrenz and Eric Gabler
Federal Aviation Administration

John Spencer
Federal Transit Administration

Lawrence N. Lovitz
National Highway Traffic Safety Administration

Editor

Paula Coupe
Bureau of Transportation Statistics

Layout and Production

Graphics and Creative Design Section
U.S. Census Bureau

Cover Design

Vincent Hughes Visualization

24159

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Executive Summary

This report presents data on federal transportation-related receipts and outlays for the 1977-94 fiscal years. It answers frequently asked questions about trends in receipts, outlays, and trust funds; shifts in modal shares; changes in user coverage; and other concerns.

The federal government plays a significant role in financing transportation activities, by providing aid to state and local governments and government-owned corporations and funding the cost of federal agency operations. In those roles, it provides infrastructure for private and commercial transportation, regulates transportation practices from a safety and environmental protection standpoint, and, in some instances, subsidizes transportation service that is deemed to be publicly desirable.

User-type financing—primarily special taxes and trust funds—supports federal transportation outlays, especially for infrastructure. This financing has been strengthened in recent years by increased taxes, the institution of new tax programs, and the end of certain programs financed by general Treasury funds. Five major trust funds are covered in this report,

but the Highway Trust Fund (HTF), the Airport and Airway Trust Fund (AATF) are the two largest funds administered by the federal government for transportation purposes.

Program Activity

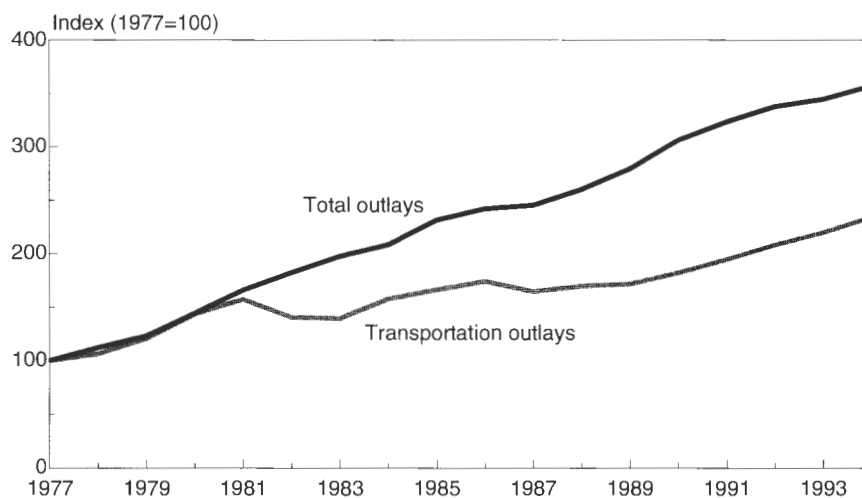
During the 1977-94 period, more than 24 different federal agencies conducted programs involving six specific modes and a “general support” category. The Department of Transportation (DOT) played, and

continues to play, the most significant investment role.

In 1994, receipts collected were more than \$25 billion, while outlays exceeded \$39 billion. This means that users paid about two-thirds of the cost of transportation programs administered by the federal government, while one-third was covered by general funds or trust fund balances carried over from previous years. The HTF and highway-related

Figure ES-1.
**Total Federal Transportation Outlays, Compared
With Total Federal Outlays: FY 1977-94**

(Billions of current dollars)



outlays accounted for more than half of all transportation financing.

Transportation Outlays Compared With Total Federal Outlays

Outlays for transportation constituted 2.67 percent of total federal outlays in 1994 (\$39 billion versus \$1.5 trillion). During the 1977-94 period, the proportion of transportation outlays ranged from a high of 4.08 percent in 1977 to a low of 2.43 percent in 1990. In addition, total federal outlays grew faster than transportation outlays by a 3:2 ratio during the period (figure ES-1).

Distribution of Modal Receipts and Outlays

Highway and aviation taxes accounted for nearly 90 percent of all federal transportation receipts over the 1977-94 period (table ES-1).

Table ES-1.
Federal Transportation Receipts by Fund: FY 1977-94
(Cumulative distribution)

Fund	Percent
Highway Trust Fund:	
Highway account	70.1
Mass transit account	6.4
Airport and Airway Trust Fund ...	19.4
Water Trust Funds	4.1
Pipeline Safety	0.03

Highway and air accounted for 70 percent of total outlays between 1977 and 1994 (table ES-2).

Table ES-2.
Federal Transportation Outlays, by Mode: FY 1977-94

Mode	Percent
Highway	49.2
Air	20.1
Transit	12.7
Water	11.4
Rail	5.9
General support	0.7
Pipeline	0.02

Among all modes, outlays for air grew the fastest, while water, transit, and especially rail outlays decreased in importance (figure ES-2).

Growth in Receipts and Outlays

Nearly every year, receipts grew faster than outlays, although in actual numbers, outlays were higher. When adjusted for inflation, total transportation-related receipts rose by a compound annual rate of 1.25

percent, while overall outlays grew by less than 0.1 percent during the 1977-94 period. By these measures, peak dollar years for receipts and outlays were 1991 and 1980, respectively (figure ES-3).

User Coverage

Because overall receipts increased, users tended to cover more of the cost of transportation systems toward the end of the FY 1977-94 period. The proportion of annual

Figure ES-2.
Modal Shares of Total Transportation Outlays: FY 1977-94

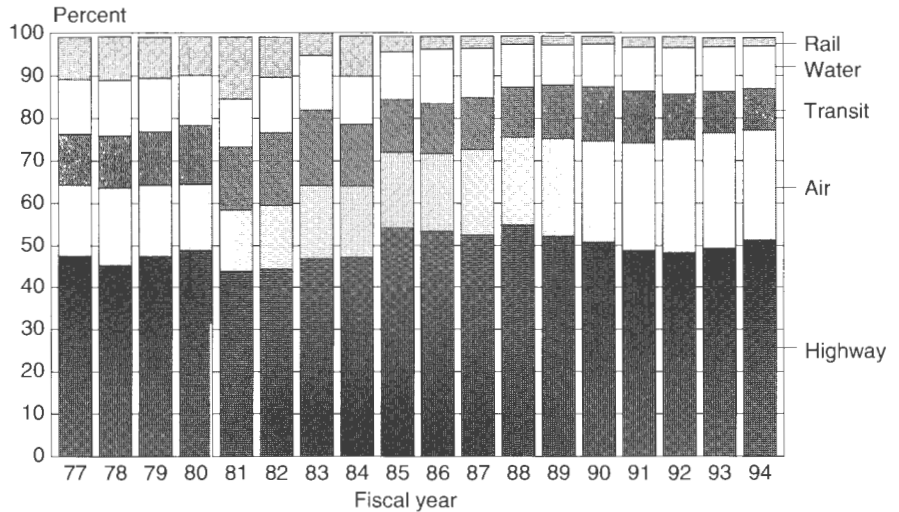


Figure ES-3.
Federal Transportation Receipts and Outlays: FY 1977-94
(Billions of constant 1987 dollars)

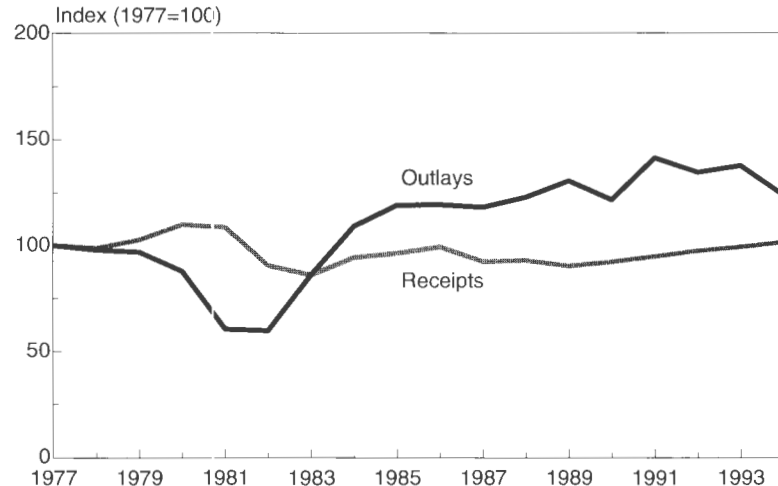
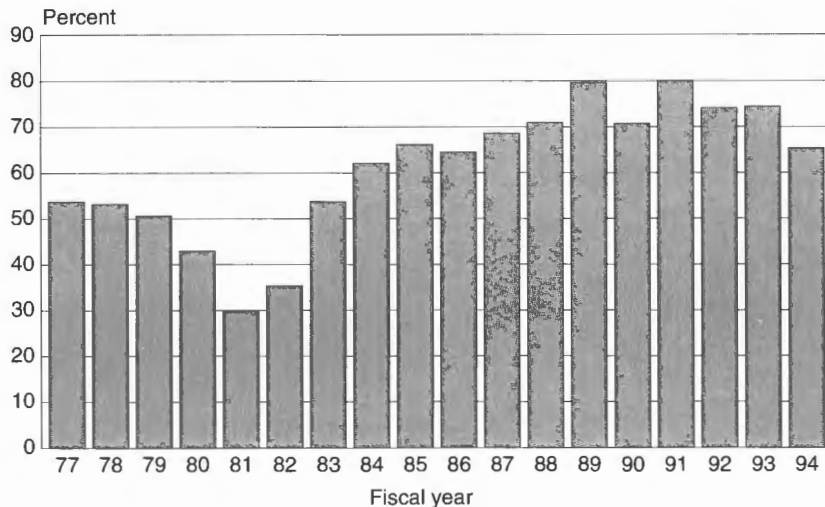


Figure ES-4.
User Coverage of Federal Transportation Expenditures: FY 1977-94



transportation-related federal receipts to outlays was highest in 1991, lowest in the 1970's and early 1980's. The proportion in 1994 was 65.4 percent, but would have been 69.5 percent had there not been a delay in crediting some of that year's highway receipts (figure ES-4).

Outlays by Broad Functional Category

To summarize 1994 financial information, we have divided all outlays into two categories:

Aid: Support to state and local governments, or government-owned or private corporations receiving federal financial assistance in their operations. Some federal insurance payments net of premiums are included. Not included are research and planning grants and support for education institutions that may be included in agency operating costs.

Cost of agency programs and operations: Outlays for operations and capital assets made during the year. Includes cost of contract

services purchased (e.g., outlays for river and harbor work by the Army Corps of Engineers).

Table ES-3 contrasts the different ways that outlays are treated by the various transportation modes. More than \$9 of every \$10 supported aid-related programs in the highway, transit, and rail modes. Conversely, air, water, and pipeline safety outlays generally go toward agency programs and operations.

Cash Balances of the Transportation Trust Funds

For the 1977-94 period, the average annual end-of-year balance of the HTF-Highway account was around \$10 billion (in current dollars); the HTF-Transit account and the AATF carried average balances of \$5.8 billion and \$8.7 billion, respectively.

In constant dollars, the largest total balance in all transportation trust funds was recorded in FY 1992 (\$31.2 billion); the smallest in FY 1982 (\$14.9 billion). By the end of FY 1994, the combined cash balance in the trust funds stood at \$31.9 billion in current dollars, and at \$24.6 billion in constant dollars (figure ES-5 and table 1-3).

Table ES-3.
Federal Transportation Outlays by Mode and Broad Functional Categories: FY 1994

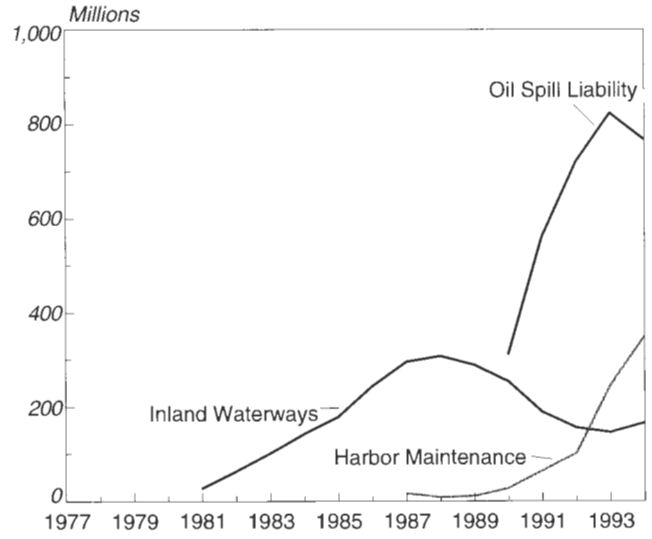
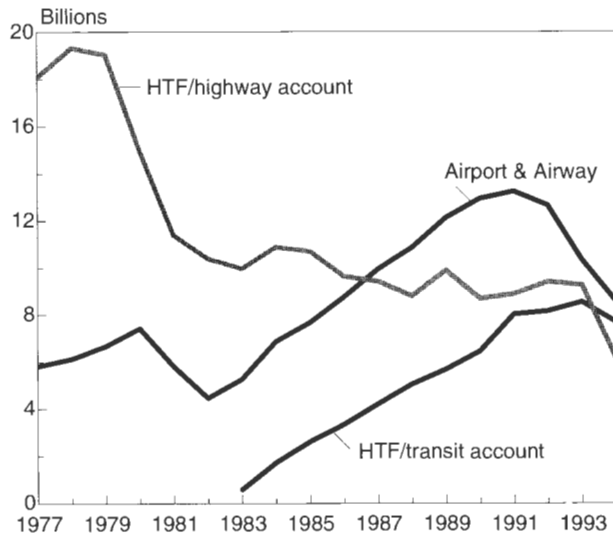
Mode	FY94 outlays (millions \$)	Aid (%)	Cost of Agency operations (%)	Comment
Total	39,064	63.1	36.7	\$24,660 million for aid
Highway	20,053	91.4	8.6	\$18,488 million aid to states for federal-aid highways
Air	10,146	16.3	83.7	\$8,494 million for airport operations. \$1,652 million aid for carriers ¹ and airports
Water	3,863	0.0	100.0	No aid for this mode defined in this report
Transit	3,776	99.8	0.2	\$3,762 million aid to transit operators ²
Rail	832	90.3	9.7	\$751 million net aid to railroad service, including \$746 million to Amtrak
Pipeline Safety and General Support	401	1.7	98.3	\$394 million for agency operations ³ \$7 million aid to states for pipeline safety

¹Includes net outlays of insurance programs.

²Assuming 95 percent of 1994 outlays are financed by the Mass Transit Account of the Highway Trust Fund.

³Assuming 95 percent of outlays from the Emergency Preparedness Fund are to be state-aid grants and 5 percent are other agency outlays.

Figure ES-5.
End-of-Year Cash Balances of Federal Transportation Trust Funds: FY 1977-94
 (Constant 1987 dollars)



Introduction

This report identifies financial trends in the federal government's transportation activities for fiscal years 1977 to 1994. It answers questions frequently asked by members of Congress, the Administration, state and local governments, transportation researchers and planners, and the general public:

- What are the general trends in system-wide federal transportation-related receipts and outlays, and the funds and trust funds that support them? How do transportation outlays compare with federal outlays as a whole?
- To what degree have federal transportation outlays been covered by specific transportation-related receipts? Is this coverage changing over time?
- What changes have there been in the modal distribution of federal transportation-related receipts and outlays? How have these changes affected the cash balances in the trust funds?
- What have been the annual growth rates for the different categories of receipts and outlays?

What effects are seen when the data are adjusted for inflation?

- Can changes in outlays be used to discover programmatic shifts within agencies?

The report focuses on receipts from taxes and tax-like fees and assessments that support transportation activities and the net expenditures (outlays) that are related to them. The report also displays receipts and outlays for all federal transportation-related programs, including those administered by agencies outside the U.S. Department of Transportation (DOT). Data are reported here in both current dollars and in constant 1987 dollars, and all years mentioned are fiscal years, except in the cases of titles of legislation or dates of publication.

Previous editions of this report have presented 11 years of time-series data. This special issue not only updates the data through 1994, but also displays the complete data series from 1977. It is divided into two major sections and three appendixes. Section 1 describes the sources and description of the data used to generate this report, and section two

identifies and discusses trends in federal receipts and outlays related to transportation overall, as well as to each of the six transportation modes. Appendix A contains a glossary of relevant federal budget terms, appendix B explains the procedure used to separate transportation-related Coast Guard programs, and appendix C presents the detailed 1977-94 database of federal receipts and outlays, including the outlays of individual agency programs.

Beginning in 1998, the information contained in this report will be included in the Bureau of Transportation Statistics report, *Federal, State, and Local Transportation Financial Statistics*, which compares transportation revenues and outlays at all levels of government, and includes an analysis of capital expenditures.

While this report answers many important questions on federal transportation spending, it does not relate federal spending to investment requirements in the transportation system. The U.S. Department of Transportation's *Conditions and Performance Report* examines investments from a needs-based perspective.

Section One

Principal Data Sources and Description

Data Sources

The main data source is the *Budget of the United States Government*, which provides information for each of the fiscal years covered in the report. These data are the “actual” figures as reported for the various transportation-related programs in the appendices of each year’s *Budget* document.¹ The figures are con-

¹ The federal budget is broken down into 20 functional categories, of which transportation is one (function 400). These categories are not tied to any one department or agency, instead aggregating transportation functions wherever in the federal government they occur. Thus, the transportation function funds many activities such as highway construction and safety, airways and airports, maritime subsidies, Coast Guard operations, railroads, and mass transit. It also covers grants-in-aid programs to support state and local activities. A good summary of the federal budget process can be found in Collender, Stanley E., *The Guide to the Federal Budget, Fiscal 1996* (Washington, DC: Urban Institute Press, 1995).

In the interest of inclusiveness, we also cover pipeline transportation safety in this report. In addition to the Department of Transportation, other executive and independent agencies with transportation programs include the Department of Commerce, Department of the Interior, Department of Defense, National Aeronautics and Space Administration, National Transportation Safety Board, Federal Maritime Commission, Panama Canal Commission, and Washington Metropolitan Area Transit Authority. Other agencies, since abolished, also have entries that appear in this report, including the Interstate Commerce Commission, Civil Aeronautics Board, and United States Railway Association.

sistent from year to year and follow the definitional structure required by the Office of Management and Budget (OMB), with some exceptions. The procedure for estimating federal highway outlays has changed significantly from previous editions of this report, and is described below. Other major changes to the database from previous editions of the report concern NASA outlays on air transportation and U.S. Army Corps of Engineers (USACE) outlays for the Mississippi River and Tributaries (MR&T) program. Some adjustments have also been made to Coast Guard data (see appendix B).

Previous editions of this report obtained all highway expenditure data from the *Appendix to the Budget*. Only the expenditures of the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), and a few of the many other federal agencies that incur highway transportation outlays, are obtainable readily from the Budget. In the present edition, the *Highway Statistics* report, published by FHWA, was used to supplement the data, to make them as complete and accurate as possible.

The *Highway Statistics* report has a more complete accounting of highway outlays by agencies outside of FHWA and NHTSA. Besides, since 1992, the FHWA and NHTSA expenditures in *Highway Statistics* are a more updated version of the expenditures from the Budget, because they are reported as of October of the next fiscal year, while the data in the *Appendix to the Budget* are only from January of the next fiscal year. To illustrate, fiscal year 1992 ended on September 30, 1992. The actual highway expenditures for 1992 were published in the 1994 Budget, which was released in January 1993. The same expenditure data were published in *Highway Statistics* in October 1993. However, for years prior to 1992, *Highway Statistics* reported FHWA and NHTSA expenditures for the calendar year instead of the fiscal year.

Hence, the highway expenditure data in the present report were adjusted as follows: FHWA and NHTSA expenditures for the years 1977 through 1991 were obtained from the *Appendix to the Budget*, and expenditures by other agencies (which are listed for the fiscal year in *Highway Statistics* for all years, and are

not readily obtainable from the Budget) were obtained from *Highway Statistics*. All outlays for highways since 1992 are from *Highway Statistics*.

Expenditures for the air mode are also different between this edition and previous editions of this report. The difference arises from the NASA expenditures for aeronautics, which were not correct in the database used for previous editions of this report. For the present database, all NASA expenditures for aeronautics were obtained from the *Aeronautics and Space Report of the President*, a NASA publication.

All waterway data pertaining to the U.S. Army Corps of Engineers were obtained directly from that agency, as were certain data from the Federal Transit Administration (FTA) and other agencies within the U.S. Department of Transportation (DOT). The difference in water outlays between this edition and previous editions of the report arises from the Mississippi Rivers and Tributaries program of the U.S. Army Corps of Engineers. USACE uses a formula by which they assign 75 percent of the expenditures for this program as being for flood control, and the remaining 25 percent as being for transportation. For the present database, MR&T total expenditures were obtained directly from USACE and the formula was applied. It was found that the previous database had missing data for years prior to 1983, and incorrect data for the years 1983, 1984, 1985, and 1994.

Adjustment for Inflation

Where applicable, all series are expressed in both current and constant dollars. The federal government series of the Index of Government Purchases of Goods and Services (GPGS) was the price

deflator used. The choice of an appropriate deflator is a matter of judgment. The data series reported here cover various agencies and modes, so a specialized index, such as for construction, did not seem appropriate, even though some transportation outlays are heavily influenced by construction. Likewise, other general indexes would reflect prices of goods and services other than those provided by the government. The actual GPGS values for the years covered in this report are listed in table 1-1.

Table 1-1.
Index of Government Purchases of Goods and Services (GPGS): FY 1977-94

Fiscal year	GPGS
1977	56.2
1978	60.4
1979	66.0
1980	73.4
1981	81.4
1982	87.1
1983	91.0
1984	93.9
1985	96.9
1986	98.6
1987	100.0
1988	102.6
1989	106.8
1990	111.0
1991	115.3
1992	120.2
1993	124.4
1994	129.5

Scope of Data

The database for this report provides details on receipts, outlays, modes, and programs, and includes all federal agency transportation-related programs for which data were available during the period 1977 through 1994. A simplified diagram of the sources of receipts and how they are earmarked is shown in figure 1-1. As described more fully in the following paragraphs, the largest sources of receipts are from excise taxes and tax-like assessments.

Readers interested in years prior to 1977 can consult a previously published report, *Federal Transportation Financial Statistics, Fiscal Years 1970-1980*.² Along with receipts and outlays, that report also presented data for program obligations (binding agreements for future outlays) and for offsetting collections (certain proprietary receipts and intergovernmental transfers deducted from gross disbursements in order to calculate budget outlays).

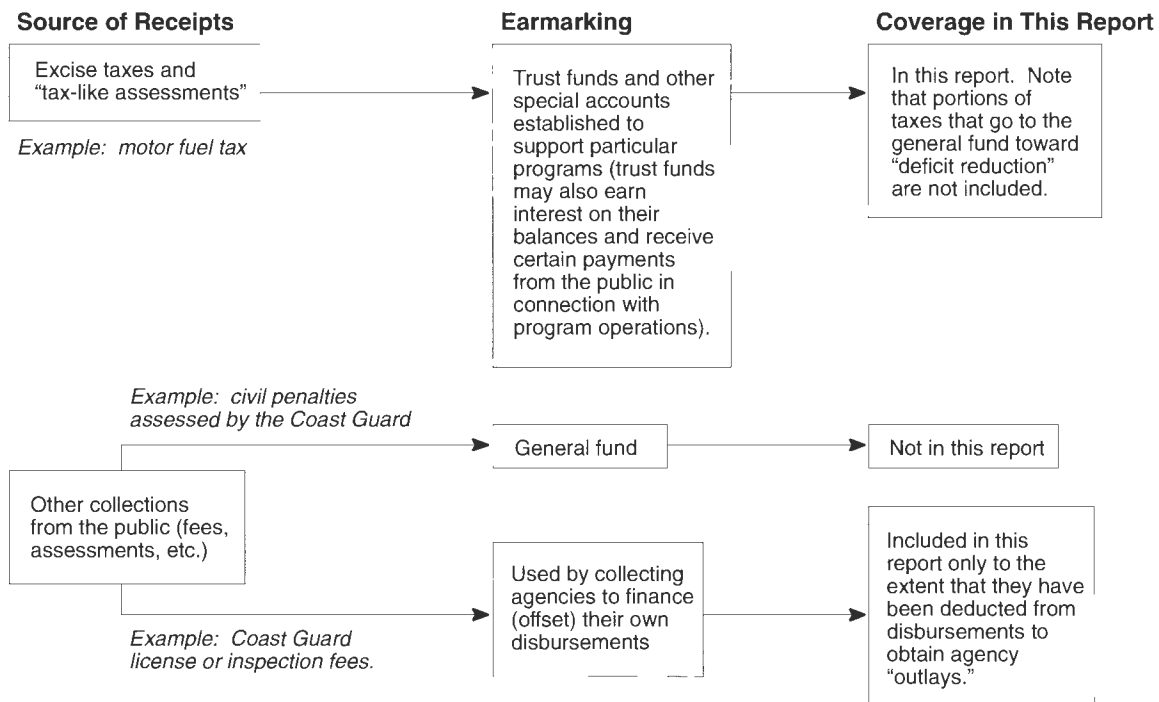
In order to preserve comparability over time, we excluded any series having missing values for one or more years. Series that have actual zero values for particular years, however, are included. Programs starting after 1977 are given zero values up to the starting year. Programs that were terminated before 1977 are excluded from the tables. The lapse of the Airport and Airway Trust Fund's authority to receive revenue in 1981 and 1982 diverted more than two billion dollars of aviation user tax receipts from this fund. These amounts have been deducted from the detailed amounts shown in appendix C for federal airport and airway receipts—another change in the database from previous editions of the report.

Limitations of Coverage: Other federal agencies have substantial transportation activities, but do not distinguish these activities as individual programs. As a result, they do not report transportation collections, obligations, and outlays as separate items. It is estimated that the effect of omission of the transportation activities in those agencies and programs with missing data is to understate the total federal government transportation-related figures by less than 10 percent.

² *Federal Transportation Financial Statistics, Fiscal Years 1970-80*, DOT-P-30-81-93, August 1981, presented data from 1970 to 1980.

Figure 1-1.

Sources and Earmarking of Receipts for Federal Transportation Programs, and Their Coverage in This Report



General Information About Federal Receipts and Outlays

Federal Receipts: The transportation-related receipts recognized in this report are principally excise taxes paid by transportation facility users into special federal trust funds, such as motor fuel taxes and air passenger ticket taxes. To these are added any interest earnings on fund balances and any damage payments made by private parties and deposited in the funds to reimburse the government for related fund outlays. In addition, support for federal transportation programs is provided by the government's general fund, into which are paid taxes on income and other non-earmarked taxes, the proceeds of borrowing, and certain federal collections from the public such as civil penalties and license fees that are transferred directly to the Treasury by the collecting agency. Federal receipts as used in this report do not include, however, any of

those paid into the general fund (even to the small extent that they are fees or assessments related to transportation). See appendix A for definitions of terms used for federal receipts and outlays.

The five federal trust funds recognized in this report as pertaining to individual modes of transportation are —

- Highway (including both its highway and mass transit accounts)
- Airport and Airway
- Harbor Maintenance
- Inland Waterways, and
- Oil Spill Liability.

Also recognized is the Pipeline Safety Fund, which has not been specifically designated by law as a trust fund, but has been set up to record receipts and disbursements of fees earmarked to support the pipeline safety program. A status report of

each of these funds made annually in the *Budget of the United States Government*—Appendix shows their income, outgo, and interest earnings. Table 1-2 indicates the relationship between these funds and the modes that they support.

The Highway and the Airport and Airway Trust Funds are among the major federal trust funds, excluding Social Security and the other large funds connected with federal insurance-type payments to individuals. End-of-year cash balances from 1977—or year of inception—through 1994 in each of the trust funds recognized in this report are shown in table 1-3. Over the 17-year period, balances in the trust funds (receipts minus outlays) have fluctuated somewhat. Generally, these balances have been positive. It is difficult, however, to read too much into such balances due to the nature and timing of the outlay process. As projects are approved for

funding, monies are first committed to the grantee after it comes up with its own formula share. As charges accrue, these commitments become obligations on the part of the funding agency. Finally, when actual cash payments are made, the obligations are recorded as outlays. Because of the inherent lags in this process, trust fund balances are usually positive.

Federal Outlays: Outlays, rather than obligations, are used in this report because they represent the final actual costs to the government, by year, for capital goods and operating

services required by the federal programs. Obligation figures provide an indication of the degree to which the federal government is committed to future transportation expenditures, but do not indicate when the funds will actually be disbursed or even whether the entire amount of the obligations will be spent.

It is important to recognize that in some accounts in the *Budget of the United States Government*, outlays for a particular year understate total government disbursements. This is due to the fact that certain offsetting collections of fees and assessments

from the public are not treated as government receipts, but rather are deducted from disbursements to determine outlays. These collections are those that statute provides are to be applied directly to fund agency outlays rather than being transferred to the Treasury. For this reason, outlays do not necessarily indicate how much the federal government actually spends on transportation each year. Readers unfamiliar with budget nuances should consult appendix A, which includes definitions of terms used for federal obligations, outlays, and offsetting collections.

Table 1-2.
FY 1994 Transportation Modes, Agencies, and Funding Sources

Mode, Agency, and Department	Fund or Trust Fund Sources
Highway Federal Highway Administration (DOT) National Highway Traffic Safety Administration (DOT) Forest Service (DOA) Bureau of Indian Affairs (DOI) National Park Service (DOI) Appalachian Regional Commission Housing and Urban Development (HUD) Other (see appendix C)	<ul style="list-style-type: none"> • Highway Trust Fund-Highway Account • General Fund
Air Federal Aviation Administration (DOT) Office of the Secretary (DOT) National Aeronautics and Space Administration*	<ul style="list-style-type: none"> • Airport and Airways Trust Fund • General Fund
Water U.S. Coast Guard (DOT) Maritime Administration (DOT) St. Lawrence Seaway Development Corporation (DOT) Army Corps of Engineers (DOD) Federal Maritime Commission* Panama Canal Commission*	<ul style="list-style-type: none"> • Inland Waterways Trust Fund • Harbor Maintenance Trust Fund • Oil Spill Liability Trust Fund • General Fund
Transit Federal Transit Administration (DOT) Federal Railroad Administration (DOT) Washington Metropolitan Area Transit Authority*	<ul style="list-style-type: none"> • Highway Trust Fund-Mass Transit Account • General Fund
Rail Federal Railroad Administration (DOT) Interstate Commerce Commission*	<ul style="list-style-type: none"> • General Fund
Pipeline Safety Research and Special Programs Administration (DOT) Interstate Commerce Commission*	<ul style="list-style-type: none"> • Pipeline Safety Fund • Emergency Preparedness Fund
General Support Office of the Secretary (DOT) Research and Special Programs Administration (DOT) Office of the Inspector General (DOT) National Transportation Safety Board*	<ul style="list-style-type: none"> • General Fund

*Denotes independent agency of the Executive Branch.
 Note: ICC abolished as of 1996.

Table 1-3.

End-of-Fiscal-Year Cash Balances of Transportation-Related Federal Trust Funds: FY 1977-94

(In millions of current and constant 1987 dollars)

Fiscal year	GPGS federal deflator	Highway Trust Fund				Airport and Airway Trust Fund		Oil Spill Liability Trust Fund ¹		Harbor Maintenance Trust Fund		Inland Waterways Trust Fund		Total, all funds	
		Highway Account Current	Highway Account Constant	Transit Account Current	Transit Account Constant	Current	Constant	Current	Constant	Current	Constant	Current	Constant	Current	Constant
1977	56.2	\$10,164	\$18,085	-	-	\$3,268	\$5,815	-	-	-	-	-	-	\$13,432	\$23,900
1978	60.4	11,673	19,326	-	-	3,698	6,123	-	-	-	-	-	-	15,371	25,449
1979	66.0	12,564	19,036	-	-	4,392	6,655	-	-	-	-	-	-	16,956	25,691
1980	73.4	10,999	14,985	-	-	5,442	7,414	-	-	-	-	-	-	16,441	22,399
1981	81.4	9,259	11,375	-	-	4,719	5,797	-	-	-	-	\$22	\$27	14,000	17,199
1982	87.1	9,046	10,386	-	-	3,881	4,456	-	-	-	-	55	63	12,982	14,905
1983	91.0	9,062	9,958	\$522	\$574	4,787	5,260	-	-	-	-	92	101	14,463	15,893
1984	93.9	10,210	10,873	1,611	1,716	6,441	6,859	-	-	-	-	133	142	18,395	19,590
1985	96.9	10,361	10,692	2,524	2,605	7,426	7,664	-	-	-	-	172	178	20,483	21,138
1986	98.6	9,486	9,621	3,287	3,334	8,625	8,747	-	-	-	-	240	243	21,638	21,945
1987	100.0	9,412	9,412	4,202	4,202	9,935	9,935	-	-	\$16	\$16	295	295	23,860	23,860
1988	102.6	9,019	8,790	5,168	5,037	11,120	10,838	-	-	8	8	315	307	25,630	24,981
1989	106.8	10,551	9,879	6,057	5,671	12,938	12,114	-	-	11	10	308	288	29,865	27,963
1990	111.0	9,629	8,675	7,155	6,446	14,355	12,932	\$345	\$311	30	27	281	253	31,795	28,644
1991	115.3	10,246	8,886	9,250	8,023	15,263	13,238	647	561	74	64	217	188	35,697	30,960
1992	120.2	11,300	9,401	9,798	8,151	15,204	12,649	866	720	121	101	186	155	37,475	31,177
1993	124.4	11,523	9,263	10,617	8,535	12,850	10,330	1,024	823	305	245	180	145	36,499	29,340
1994	129.5	7,927	6,121	9,945	7,680	12,386	9,564	993	767	451	348	214	165	31,916	24,646
Average	NA	\$10,135	\$11,376	\$5,845	\$5,164	\$8,707	\$8,688	\$775	\$636	\$127	\$102	\$194	\$182	\$23,161	\$23,871

- Represents zero or a value too small to report. NA not applicable.

¹Balances transferred to this fund in FY 1990 from predecessor Pollution Fund, Offshore Oil Pollution Compensation Fund, and Deepwater Port Liability Fund.

Note: FY 1994 figure for highway reflects delay to FY 1995 in crediting approximately 1.6 billion in motor fuel tax receipts.

Section Two

Trends in Federal Transportation Financial Activity

This section examines the historical data for federal receipts and outlays, and describes some of the mechanics of each trust fund. It analyzes system-wide trends, user coverage, multimodal comparisons, and programmatic changes within agencies. It also compares changes with other data, including vehicle miles traveled (VMT) and Gross Domestic Product (GDP). Also, because highway finance represents such a large percentage of all transportation receipts and outlays, additional data and analyses are presented for that mode.

Overall Trends In Transportation Receipts and Outlays

During the 1977-94 period, more than 24 different agencies conducted programs, involving six specific modes and a "general support" category. The Department of Transportation (DOT) played the most significant investment role, but at least four other federal departments and at least five independent agencies also administered various programs.

Transportation finance is dominated by the Highway Trust Fund (HTF) and highway-related outlays, which account for more than half of all transportation financing activity. Four additional trust funds, two transportation-related funds, and the general fund also provide receipts to finance transportation projects and support the operating cost of agencies with direct transportation functions.

Transportation Compared With Total Federal Activity: Federal transportation receipts in 1994 amounted to over \$25 billion, while transportation outlays totaled more than \$39 billion. In comparison, outlays for the entire federal government were almost \$1.5 trillion in 1994, with transportation constituting only 2.67 percent of that total (table 2-1). As a percentage of total federal outlays, those related to transportation declined during the 17-year period, from a high of 4.08 percent in 1977, to a low of 2.43 percent in 1990. Total federal outlays have outpaced transportation outlays by a 3:2 ratio over the period.

Summary of Transportation

Finance, 1977-94: Table 2-2 shows transportation receipts and outlays and the proportion covered by users for 1977-94. In current dollar terms, transportation-related budget receipts increased from just under \$9 billion in 1977 to nearly \$25.6 billion in 1994, equivalent to a compound annual growth rate of 6.35 percent. The estimated purchasing power of these receipts, however, grew more slowly: the compound annual growth rate in constant dollars was 1.25 percent over the same period of time. This faster growth in receipts primarily reflects tax receipts earmarked for the HTF and the Airport and Airway Trust Fund (AATF).

Figure 2-1 displays receipts and outlays in constant 1987 dollars, indexed to 100 during the 1977-94 period. For a variety of reasons, the two series did not always move in the same direction. Although in absolute dollar amounts outlays were higher than receipts in every year observed, the absolute growth in receipts was about 3.7 billion 1987 constant dollars, while the absolute growth in outlays in the

Table 2-1.

Transportation Outlays Compared to Total Federal Outlays: FY 1977-94

(Millions of current dollars, index 1977=100)

Year	Total outlays	Index	Transport outlays	Index	Percent transport
Total	\$17,021,214	NA	\$492,231	NA	2.75
1977	409,218	100.0	16,689	100.0	4.08
1978	458,746	112.1	17,719	106.2	3.86
1979	504,032	123.2	20,127	120.6	3.99
1980	590,447	144.3	23,961	143.6	4.06
1981	678,249	165.7	26,242	157.2	3.87
1982	745,755	182.2	23,419	140.3	3.14
1983	808,380	197.5	23,262	139.4	2.88
1984	851,846	208.2	26,307	157.6	3.09
1985	946,391	231.3	27,715	166.1	2.93
1986	990,336	242.0	29,063	174.1	2.93
1987	1,003,911	245.3	27,429	164.4	2.73
1988	1,064,140	260.0	28,316	169.7	2.66
1989	1,143,172	279.4	28,631	171.6	2.50
1990	1,252,705	306.1	30,391	182.1	2.43
1991	1,323,441	323.4	32,473	194.6	2.45
1992	1,380,856	337.4	34,754	208.2	2.52
1993	1,408,675	344.2	36,669	219.7	2.60
1994	1,460,914	357.0	39,064	234.1	2.67

NA Not applicable.

same period was only 0.5 billion 1987 constant dollars. Constant-dollar receipts declined from 1977 until 1982. Outlays rose initially but declined to a low in 1983. Receipts then began to climb at a faster rate than outlays, reaching a

high in 1991. After 1991, receipts generally declined; the fall-off from 1993 to 1994 was attributable to a delay until early 1995 in crediting approximately \$1.6 billion in 1994 tax receipts to the HTF. Note

that when this \$1.6 billion is added to 1994 receipts, the annual growth rates in table 2-2 would increase slightly, to 6.73 percent in current and 1.72 percent in constant-dollar terms.

Table 2-2.

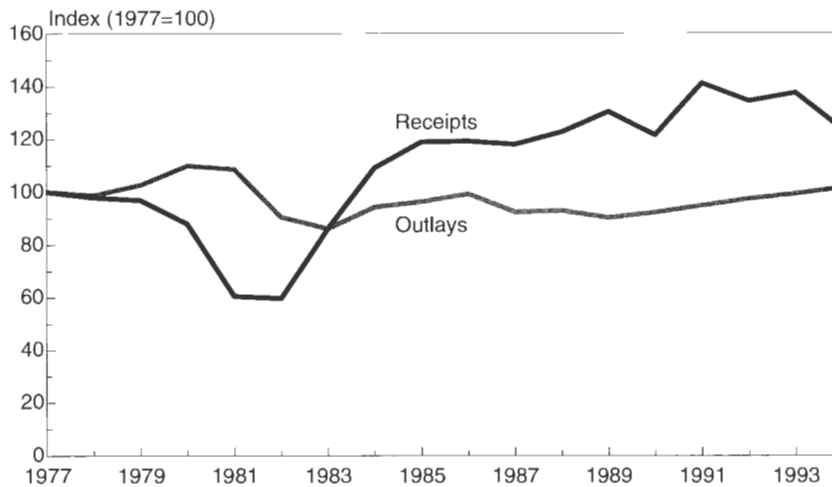
Summary of Federal Transportation Receipts and Outlays and User Coverage Ratios: FY 1977-94

Year	Receipts		Outlays		Percent user coverage
	Current	Constant	Current	Constant	
Total	\$308,480	\$313,817	\$492,231	\$518,887	62.7
1977	8,973	15,967	16,689	29,696	53.8
1978	9,443	15,634	17,719	29,336	53.3
1979	10,213	15,474	20,127	30,495	50.7
1980	10,302	14,035	23,961	32,645	43.0
1981	7,865	9,662	26,242	32,239	30.0
1982	8,296	9,525	23,419	26,887	35.4
1983	12,507	13,744	23,262	25,563	53.8
1984	16,352	17,414	26,307	28,016	62.2
1985	18,388	18,977	27,715	28,601	66.3
1986	18,769	19,036	29,063	29,476	64.6
1987	18,838	18,838	27,429	27,429	68.7
1988	20,109	19,599	28,316	27,598	71.0
1989	22,237	20,821	28,631	26,808	77.7
1990	21,532	19,398	30,391	27,379	70.8
1991	25,995	22,545	32,473	28,164	80.1
1992	25,797	21,462	34,754	28,914	74.2
1993	27,310	21,953	36,669	29,477	74.5
1994	25,553	19,732	39,064	30,165	65.4
Compound annual growth rate (percent) ...	6.35	1.25	5.13	0.09	NA

NA Not applicable.

Figure 2-1.
Federal Transportation Receipts and Outlays: FY 1977-94

(Constant 1987 dollars)



Transportation Outlays by Broad Functional Category:

For 1994, all outlays were summarized to fit two broad categories¹

- *Aid*

Support to state and local governments or government-owned or private corporations receiving federal financial assistance in their operations. It does not include research and planning grants, or support for educational

institutions that may be included in agency operating costs, but does include some federal insurance payments net of premiums.

- *Cost of Agency Programs and Operation*

Outlays for operations and capital assets made during the year. Includes cost of contract services purchased (as in the case of outlays for river and harbor work by the U.S. Army Corps of Engineers (USACE)).

various transportation modes. By this measure, the modes of highway, transit, and rail have more than 9 out of every 10 outlay dollars going to support aid-related programs. Conversely, outlays for the modes of air, water, and pipeline safety generally go toward agency programs and operations. Virtually all federal highway outlays included in this report supported aid to state highway programs and associated administrative expenses of the Federal Highway Administration (FHWA).² In 1994, about 84 percent of air outlays were for the programs and operations of the federal agencies involved.

For federal water and marine programs, all of 1994 outlays were accounted for by the programs and operations of the federal agencies involved. Virtually all 1994 federal transit outlays were accounted for by aid to transit service, which is typically provided by local government

¹These are illustrative categories for the purpose. They do not reflect the internal practices of federal agencies

Table 2-3 contrasts the different ways that outlays are treated by the

²Salaries and expenses of the DOT Bureau of Transportation Statistics (BTS) are also covered in this report under highway outlays. Statute provides that they are financed with highway aid program appropriations from the Highway Trust Fund.

Table 2-3.

Federal Transportation Outlays by Mode and Broad Functional Categories: FY 1994

Mode	FY94 outlays (millions \$)	Aid (%)	Cost of Agency operations (%)	Comment
Total	39,064	63.1	36.7	\$24,660 million for aid
Highway	20,053	91.4	8.6	\$18,488 million aid to states for federal-aid highways
Air	10,146	16.3	83.7	\$8,494 million for airport operations. \$1,652 million aid for carriers ¹ and airports
Water	3,863	0.0	100.0	No aid for this mode defined in this report
Transit	3,770	99.8	0.2	\$3,762 million aid to transit operators ²
Rail	832	90.3	9.7	\$751 million net aid to railroad service, including \$746 million to Amtrak
Pipeline Safety and general support	401	1.7	98.3	\$394 million for agency operations ³ \$7 million aid to states for pipeline safety

¹Includes net outlays of insurance programs.

²Assuming 95 percent of 1994 outlays are financed by the Mass Transit Account of the Highway Trust Fund.

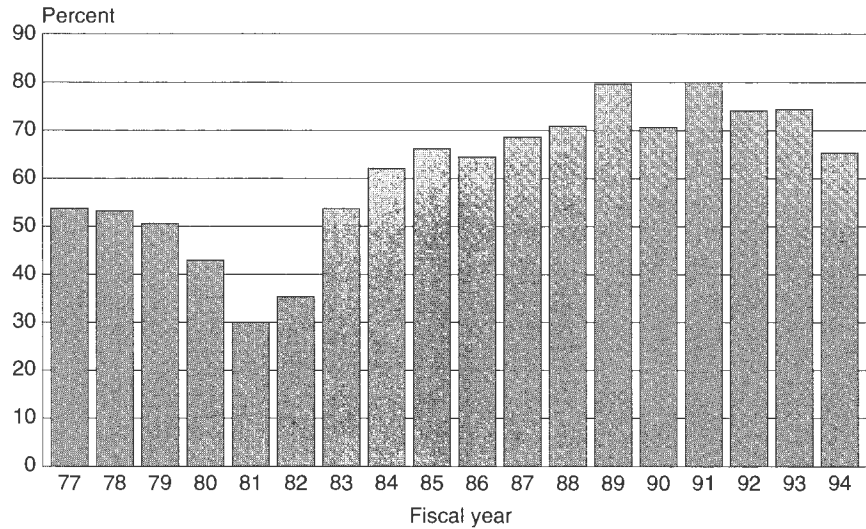
³Assuming 95 percent of outlays from the Emergency Preparedness Fund are to be state-aid grants and 5 percent are other agency outlays.

authorities. About 90 percent of 1994 federal rail outlays were accounted for by aid payments; 99 percent of this aid was for AMTRAK and AMTRAK-related facilities. Finally, almost all federal outlays for pipeline safety and general support taken together were accounted for by agency costs, rather than aid payments, in 1994.

User Coverage of the Transportation System as a Whole: User coverage is defined as the degree to which outlays are covered by government receipts plus interest earned by receipts when held in federal trust funds. The proportion of total federal transportation-related receipts to total outlays stood at 53.8 percent in 1977. Despite the uneven growth between receipts and outlays, user coverage has generally increased in the last several years, reaching a high of 77.7 percent in 1991 after being as low as 30.0 percent in 1981. Between 1991 and 1994, user coverage declined somewhat, although the 1994 proportion of 65.4 would have been 69.5 if there had not been a delay in crediting approximately \$1.6 billion to the HTF that year (see figure 2-2).

Trends in Overall Receipts: Several factors contributed to the increase in receipts between 1981 and 1991: increases in highway user tax rates, the renewal of the tax-collecting authority of the AATF in 1983, the inception of a fuel tax on inland waterway users, and the first collections for the Harbor Maintenance Trust Fund (HMTF). In 1988, the point of collection for the diesel fuel tax was changed from the retail level to the wholesale level, and gasoline tax collection was changed from the distributor to the terminal. Ex-tax purchases (tax-free purchases by farmers, contractors, and other off-road users) of diesel fuel were disallowed and, after many complaints

Figure 2-2.

User Coverage of Federal Transportation Expenditures: FY 1977-94

from these users, were permitted again. These actions caused unevenness of the tax collections between 1989 and 1991.

Collections in all modes increased substantially after 1981. The absolute dollar amounts of the highway and water modes more than doubled. Air more than tripled, as air travel increased substantially and passenger tax receipts — the main source of funds — increased accordingly. Gasoline tax collections, which are the main source of highway revenue, also increased significantly. The Surface Transportation Assistance Act of 1982 increased fuel taxes and heavy vehicle use taxes, and the budget reconciliation acts of 1990 and 1993 also increased fuel taxes. However, while the Omnibus Budget Reconciliation Act of 1993 increased fuel taxes, it did not increase the amount dedicated to the HTF during the period covered in this report. Water collections were boosted by the inland waterway fuel tax, harbor maintenance user fees, and the five-cent tax on imported oil. More detailed information on federal transportation receipts is located in appendix C, tables C-1 and C-2.

Trends in Overall Outlays: In current dollars, federal transportation-related outlays increased from \$16.7 billion in 1977 to \$39.0 billion in 1994, a compound annual growth rate of 5.13 percent. Adjusted for inflation, however, the growth rate was only 0.09 percent. Constant-dollar outlays declined to a low in 1983, after having peaked in 1980-81. That peak coincided with a 1980 step-up in federal highway spending and 1981 payments in connection with northeastern railroad reorganization. By 1994, inflation-adjusted outlays still trailed their 1980 high. Appendix tables C-3 and C-4 provide full coverage of system outlays over the period.

Outlays at the Project Level: Behind all these large expenditures of federal funds lie the actual transportation projects that are financed. These range from ongoing highway construction and major resurfacing projects, to large-scale undertakings such as the Central Artery project in Boston. Air projects might include anything from upgrading navigation systems to construction of new runways. Water transportation programs range from dredging rivers and

Table 2-4.
Outlays by Mode: FY 1994 and 1977-94
 (In millions)

Mode	Current dollars				Compound annual growth rate (percent)
	1994	Percent	1977-94	Percent	
Total, all modes	\$39,064	100.00	492,231	100.00	0.09
Highway	\$20,053	51.33	244,072	49.58	0.55
Air	10,146	25.97	102,621	20.85	2.66
Water	3,863	9.89	55,146	11.20	-1.41
Transit	3,770	9.65	61,460	12.49	-1.17
Rail	832	2.13	25,292	5.14	-8.64
General support	387	0.99	3,531	0.72	1.39
Pipeline	14	0.04	109	0.02	6.80

Mode	Constant 1987 dollars				Compound annual growth rate (percent)
	1994	Percent	1977-94	Percent	
Total, all modes	\$30,165	100.00	518,887	100.00	0.09
Highway	\$15,485	51.33	255,515	49.24	0.55
Air	7,835	25.97	104,166	20.07	2.66
Water	2,983	9.89	59,132	11.40	-1.41
Transit	2,911	9.65	65,854	12.69	-1.17
Rail	642	2.13	30,429	5.86	-8.64
General support	299	0.99	3,686	0.71	1.39
Pipeline	10	0.04	105	0.02	6.80

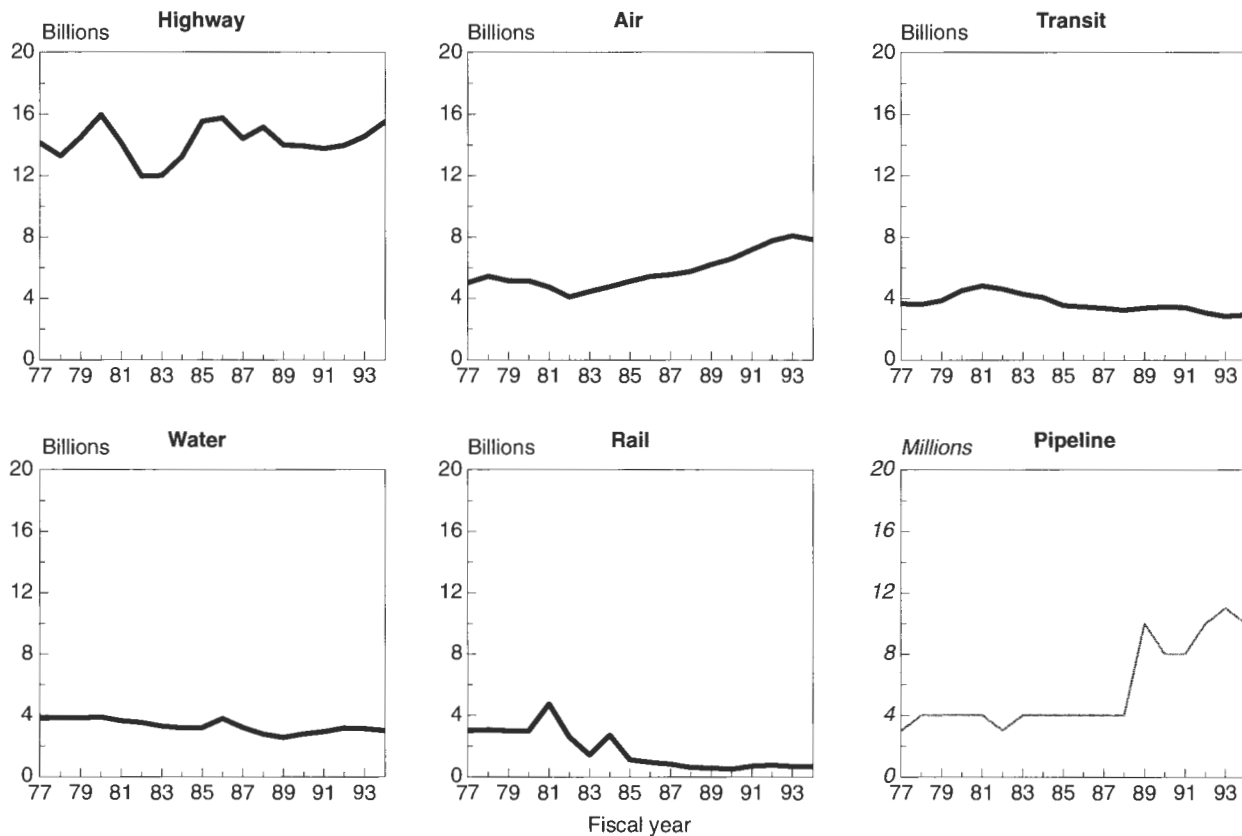
harbors to providing subsidies to the U.S. merchant fleet. Transit financing includes new subway construction as well as grants toward defraying operating costs at the local level. The financing of Amtrak operations is a large part of railroad funding.

Outlays — Cross-Modal

Comparisons: For all modes, the federal government spent almost \$500 billion in current dollars for transportation operations and aid during the 1977-94 period. During this time, the federal transportation program was marked by large and stable outlays for highway programs, but changing outlays for most other modes (see table 2-4 and figure 2-3).

Among all modes on an annual basis, outlays for highway programs

Figure 2-3.
Federal Transportation Outlays by Mode: FY 1977-94
 (Constant 1987 dollars)



consistently hovered around 50 percent of total outlays during the entire period, with an intraperiod high of 55 percent occurring in 1988. Other modes, however, experienced shifts in outlay patterns. Air outlays increased steadily as a percent of the total, and by 1994 accounted for nearly 26 percent of federal spending in transportation. When outlays for highway and air were combined, they accounted for 77 percent of all transportation outlays in 1994, up from 64 percent in 1977. Transit reached a peak of 17 percent in 1982, while rail outlays topped out at 15 percent in 1981.

Adjusted for inflation, the 1977-94 compound annual growth rate for all transportation was a relatively modest 0.09 percent. Air and pipeline programs exceeded this figure, growing at 2.66 percent and 6.80 percent, respectively. Although outlays for pipeline programs total less than 1 percent of all outlays, they grew at the fastest rate over the analysis period. In contrast, federal outlays for other modes over the period declined in real terms: water (-1.41 percent), transit (-1.17 percent), and rail (-8.64 percent). More detailed information on comparative changes in modal outlays is located in appendix C, table C-3.

The HTF-financed Federal-aid highway program constituted about \$208 billion, or about 85 percent, of highway outlays from 1977-94. Agencies outside of the DOT accounted for about 11 percent of all highway outlays during the period (see appendix C, table C-5). Constant dollar outlays for both rail and transit peaked in 1981. The corresponding peak for water occurred in 1980. For rail, nonrecurring payments to settle litigation generated by the federally-financed organization of Conrail from bankrupt northeastern

Table 2-5.
Compound Annual Growth Rates of Receipts and Outlays: FY 1977-94

(In percent)

Source	Growth rate receipts	Mode	Growth rate outlays
Highway Trust Fund:		Highway	0.55
Highway account	-0.51	Air	2.66
Mass Transit account	12.41	Transit	-1.17
Airport & Airway Trust Fund	3.81	Water	-1.41
Water Receipts	4.50	Rail	-8.64
Pipeline Safety Funds	6.86	Pipeline	6.80
		General support	1.39

Table 2-6.
Distribution of Total Receipts by Mode: FY 1977-94

(In percent)

Year	Highway	Air	Transit	Water	Pipeline	Other
1977	81.4	15.4	NA	3.2	NA	-
1978	80.1	16.4	NA	3.5	NA	-
1979	78.8	17.7	NA	3.5	NA	-
1980	74.2	22.1	NA	3.7	NA	-
1981	94.5	-	NA	5.5	NA	-
1982	94.3	-	NA	5.7	NA	-
1983	70.8	21.6	4.2	3.5	NA	-
1984	70.5	18.6	8.1	2.7	NA	-
1985	70.2	19.6	7.7	2.5	NA	-
1986	70.9	19.0	7.4	2.7	NA	-
1987	67.6	20.9	8.4	3.1	0.05	-
1988	67.9	20.3	8.3	3.5	0.04	-
1989	68.1	21.0	7.8	3.1	0.04	-
1990	62.5	23.0	9.2	5.3	0.05	-
1991	58.9	23.9	12.1	5.1	0.04	-
1992	64.2	22.9	7.0	5.7	0.05	0.01
1993	61.8	22.3	10.0	5.8	0.05	0.04
1994	60.3	23.6	10.5	5.5	0.07	0.03

- Represents zero. NA Not applicable.

Table 2-7.
Distribution of Total Outlays by Mode: FY 1977-94

(In percent)

Year	Highway	Air	Water	Transit	Rail	Pipeline	General support
1977	47.5	16.9	12.8	12.0	10.0	0.01	0.8
1978	45.2	18.5	13.0	12.3	10.3	0.01	0.7
1979	47.5	16.9	12.5	12.6	9.7	0.01	0.8
1980	48.9	15.7	11.8	13.8	9.1	0.01	0.7
1981	43.8	14.7	11.2	14.9	14.6	0.01	0.7
1982	44.4	15.2	13.0	17.1	9.5	0.01	0.7
1983	46.9	17.4	12.8	16.7	5.5	0.02	0.7
1984	47.2	17.0	11.3	14.5	9.5	0.02	0.5
1985	54.2	17.8	11.1	12.4	3.8	0.01	0.7
1986	53.4	18.4	12.8	12.6	3.1	0.01	0.6
1987	52.5	20.2	11.6	12.2	2.9	0.01	0.5
1988	54.9	20.8	10.0	11.7	2.0	0.02	0.6
1989	52.2	23.1	9.4	12.6	2.1	0.03	0.6
1990	50.8	24.0	10.1	12.6	1.8	0.03	0.6
1991	48.8	25.5	10.3	12.1	2.4	0.03	0.8
1992	48.3	26.8	10.9	10.6	2.6	0.03	0.8
1993	49.3	27.4	10.5	9.6	2.2	0.04	0.9
1994	51.3	26.0	9.9	9.7	2.1	0.04	1.0

Table 2-8.
Distribution of Federal Transportation Receipts by Source: FY 1994 and 1977-94

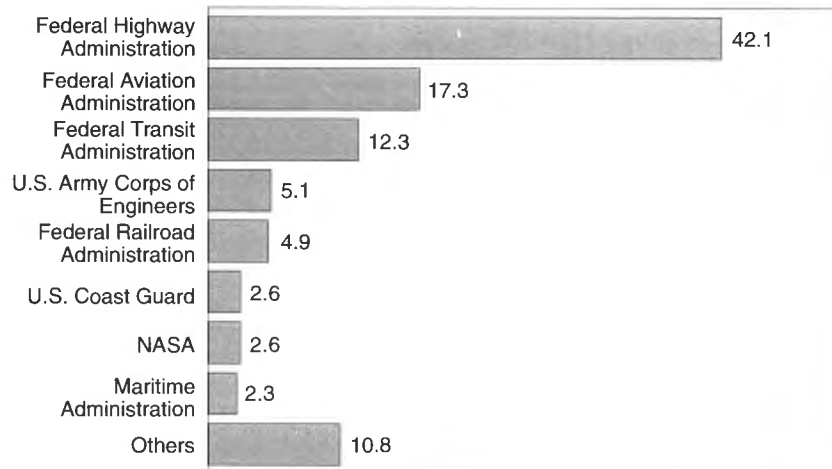
(Millions of constant 1987 dollars)

Fund	1994 only	Percent	1977-94	Percent
Total	\$19,732	100	\$313,817	100
Highway Trust Fund:				
Highway account	11,903	60.3	219,906	70.1
Mass Transit account	2,078	10.5	19,995	6.4
Airport and Airway	4,654	23.6	61,006	19.4
Panama Canal	423	2.1	8,293	2.6
Harbor Maintenance	499	2.5	2,372	0.8
Oil Spill Liability	80	0.4	1,274	0.4
Inland Waterway	75	0.4	873	0.3
Pipeline Safety	15	0.08	84	0.03
Emergency Preparedness ..	5	0.03	15	-

- Represents zero.

Figure 2-4.
Distribution of Federal Transportation Outlays by Agency: FY 1977-94

(Percent)



(May not add to 100 percent due to rounding.)

railroad properties caused particularly heavy rail outlays in 1981. For water, the overall outlays of the Maritime Administration (MARAD), whose ship construction subsidy program outlays ended in 1988, declined by almost two-thirds over the 1977-94 period, after adjusting for inflation (see appendix C, table C-7).

Transportation Receipts and Outlays by Mode

Separating federal transportation-related receipts and outlays by

mode reveals some diversity among programs in their accumulated growth over the 1977-94 period. Table 2-5 shows the equivalent annual growth (or decline) rate over the entire period for constant-dollar receipts and outlays by mode. Tables 2-6 and 2-7 show, respectively, the percentage distributions of total receipts and total outlays. Interested readers can locate the underlying current and constant-dollar amounts for each year in appendix C, tables C-1 and C-3.

Table 2-8 shows how taxes paid by highway users have dominated federal transportation-related receipts, accounting for over 60 percent (over 62 percent if adjusted for the tax credit delay) at the end of the 1977-94 period, despite about a 10-percent share being taken by the assignment of highway taxes to support transit. The HTF and the AATF together still accounted for almost 95 percent of all federal transportation receipts in 1994, even though inland waterway fuel taxes, harbor maintenance user fees, oil import taxes, and pipeline and hazardous material safety regulation fees have joined Panama Canal tolls as additional sources of such receipts.

Table 2-9 and figure 2-4 show the distribution of receipts and outlays over the 17-year interval by fund type and federal agency, respectively. Receipts earmarked for the HTF-highway account overshadow most other activity, claiming over two-thirds of the total. This was followed by receipts for the AATF (19.4 percent), HTF-mass transit account (6.4 percent) and water/marine funds (4.1 percent). Three DOT agencies — the FHWA, FAA, and FTA — account for about three-quarters of all outlays: the USACE, the FRA, U.S. Coast Guard (USCG), National Aeronautics and Space Administration (NASA), and MARAD follow with less than a 5-percent share of the total for each agency.

Table 2-9.
Federal Transportation Receipts by Fund: FY 1977-94

(In constant 1987 dollars)

Fund	Percent
Highway Trust Fund:	
Highway account	70.1
Mass Transit account	6.4
Airport and Airway Trust Fund ..	19.4
Water Trust Funds	4.1
Pipeline Safety	0.03

User Coverage at the Modal

Level: Table 2-10 shows the proportion of annual receipts to outlays for each year of the 1977-94 period for the five transportation modes that are federally financed, wholly or partially, with earmarked taxes or assessments paid by transportation users or regulated enterprises. The highway and air proportions show some variation from year to year around their apparent medians of about 85 and 55 percent user coverage, respectively. (For the air mode, the major exception occurs in 1981 and 1982, when there were no revenues because the AATF lost its tax-collecting authority in those years.) Figure 2-5 also shows that, in 1980 and 1981, the user coverage for highways declined to its lowest level, but soon returned to its usual level by reduced outlays and increased receipts from the substantial rise in motor tax rates noted previously. Beginning in 1983, federal transit outlays were financed by tax receipts earmarked for the Mass Transit account of the HTF, representing finance of these outlays by highway rather than transit users.

User coverage for water transportation grew from about 13 percent to 36 percent from 1977 to 1994. The HMTF start-up in 1987 and build-up of the Oil Spill Liability Trust Fund (OSLTF) starting in 1990 contributed significantly to this increase. User coverage for pipeline safety was more than 100 percent for most of the eight years in which such programs were in place.

Highway Receipts and Outlays

Receipts: Highway Trust Fund receipts are derived principally from various excise taxes paid by highway users on motor fuel, motor vehicle tires and parts, and accessories for trucks and buses. The HTF was established by the Highway Revenue

Table 2-10.
User Coverage of Modal Transportation Outlays: 1977-94
(In percent)

Fiscal year	Highway	Air	Water	Transit ¹	Pipeline
1977	92.1	49.1	13.5	NA	NA
1978	94.4	47.1	14.4	NA	NA
1979	84.1	53.3	14.3	NA	NA
1980	65.3	60.4	13.4	NA	NA
1981	64.7	² NA	14.6	NA	NA
1982	75.2	² NA	15.5	NA	NA
1983	81.1	66.7	15.1	13.4	NA
1984	92.8	68.2	15.1	34.8	NA
1985	85.9	72.7	15.1	41.4	NA
1986	85.8	66.7	13.6	41.0	NA
1987	88.4	71.1	18.2	47.2	225.0
1988	87.8	69.2	25.3	50.1	180.0
1989	101.3	70.6	25.2	48.3	100.0
1990	87.1	67.7	37.4	51.6	111.1
1991	96.5	74.9	39.5	80.4	122.2
1992	98.8	63.5	38.9	49.5	116.7
1993	93.3	60.7	41.2	77.8	107.1
1994	³ 76.98	59.4	36.1	71.4	135.7

NA Not applicable.

¹Receipts credited to the Mass Transit account in the HTF are treated in this report as receipts for transit, and are used for calculating ratios of coverage of transit outlays by receipts even though the taxes are paid by highway users. The HTF Mass Transit account was started in 1983.

²In 1981 and 1982, the AATF lost its tax authority, so there were no revenues in these years. Coverage proportions do not apply.

³This number would be 87.51 percent with recognition of delayed credit of approximately \$1.6 billion in 1994 highway receipts.

Note: Rail has no receipts, and thus no user coverage as defined in this report.

Figure 2-5.
Highway Trust Fund Receipts and Outlays: FY 1977-94

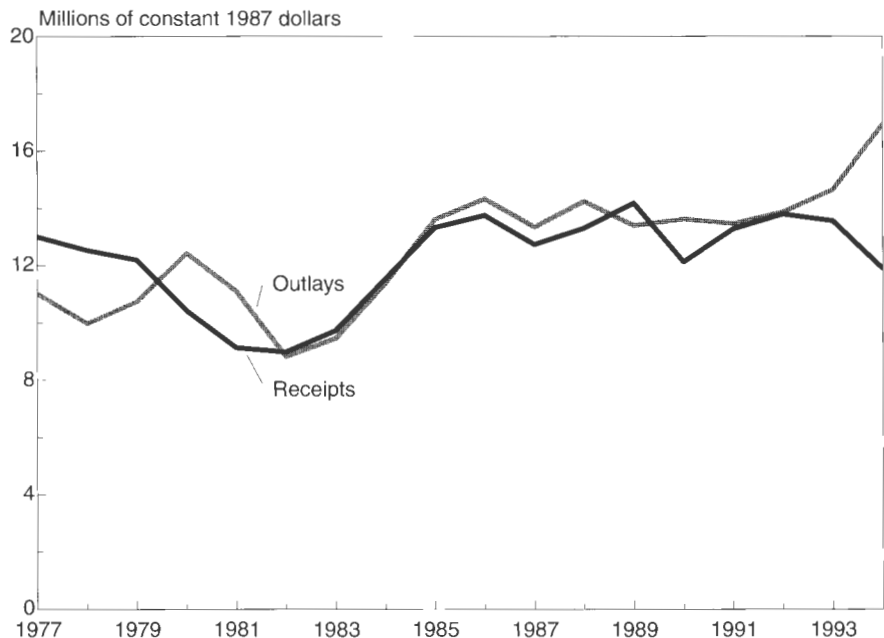


Table 2-11.

Gasoline Excise Tax, Amounts, and Applications by Purpose: FY 1977-95

(In cents per gallon)

Fiscal year	Total	Amount applied to HTF accounts		Amount applied to Leaking Underground Tank Trust Fund	Amount applied to deficit reduction (General Fund)
		Highway	Transit		
1977	4.0	4.0	NA	NA	NA
1983	9.0	8.0	1.0	NA	NA
1987	9.1	8.0	1.0	0.1	NA
1990	14.1	10.0	1.5	0.1	2.5
1993	18.4	10.0	1.5	0.1	6.8
1995	18.4	12.0	2.0	0.1	4.3

NA Not applicable.

Act of 1956. Receipts from the fund support not only the FHWA, but partly also the NHTSA, and the FTA. HTF receipts are earmarked primarily for the federal-aid highway program. HTF revenue from motorboat fuel and certain other taxes is transferred to the Aquatic Resources Trust Fund, and is not included here. Revenue earmarked for mass transit is included under that mode.

Historically, the level of HTF receipts has moved up and down rather than increasing incrementally each year. Despite this, total receipts (including tax and interest) increased in size from \$7.3 billion to \$18.1 billion between 1977 and 1994, or at an inflation-adjusted compounded annual rate of 0.43 percent. Starting in 1983, a portion of the HTF receipts (which ranged annually from about 7.1 percent to 16.6 percent of total HTF receipts) was allocated to a Mass Transit account.

The excise tax on gasoline is the most important individual source of HTF receipts, accounting for about 62 percent of all HTF receipts. In 1994, gasoline tax receipts alone totaled almost \$11.5 billion. The excise tax per gallon of gasoline has been raised several times since 1977: from 4.0 cents per gallon, to 9.0 cents in 1983, to 9.1 cents in 1987,³ and to 14.1 cents in 1990. Of the

³An additional 0.1-cent supplement to the tax went to support the Leaking Underground Storage Tank Trust Fund. That fund is not classified here as transportation related.

five-cent increase in 1990, 2.5 cents were paid to the general fund to reduce the national debt. In 1993, the gasoline tax went up another 4.3 cents to 18.4 cents per gallon, with the entire increase going toward deficit reduction. Starting October 1, 1995, however, 2.5 of the accumulated 6.8 cents in deficit-reduction revenue was allocated to the HTF. The 0.1-cent supplement for the cleanup of underground storage tanks expired at the end of 1995. Table 2-11 summarizes the amount and allocation of the gasoline excise tax from 1977 to 1994.

The excise tax on diesel fuel was identical to that on gasoline until 1984, when it was raised to 15 cents per gallon. Since then, it has been at a constant six cents above the gasoline tax level, and is the second largest individual source of HTF receipts. The per-gallon tax on diesel fuel generated nearly \$3.8 billion in 1994, or about 21 percent of total HTF receipts. Of all the major

components of the HTF, this tax has grown the fastest in constant dollar terms, with a compound annual rate of over 7.8 percent. The Highway Statistics Report published by FHWA itemizes each tax net of its refunds.

Outlays: Most federal outlays for highways are financed from the HTF. Appropriations from it are authorized to cover expenditures for federal-aid highway and other programs. From 1977-94, over \$255 billion was spent on highway programs, representing an inflation-adjusted compound annual growth rate of 0.55 percent. About 85 percent of these outlays are from the federal-aid highway program. Most aid funds are apportioned to states in accordance with formulas that weigh population, area, mileage, relative costs, and the percent share of prior apportioned funds. Complete details of highway program outlays may be found in table C-5 of appendix C. By agency, the distribution of federal

Table 2-12.

Federal Agency Outlays for Highway Programs: FY 1977-94

(Millions of constant 1987 dollars)

Agency	Outlays	Percent
Total	\$255,515	100.0
Federal Highway Administration	218,636	85.6
National Highway Traffic Safety Administration	4,539	1.8
Forest Service	7,476	2.9
Housing & Urban Development	4,093	1.6
Department of the Interior	4,468	1.7
Others (see Appendix C)	16,285	6.4

highway outlays over the 1977-94 period is shown in table 2-12.

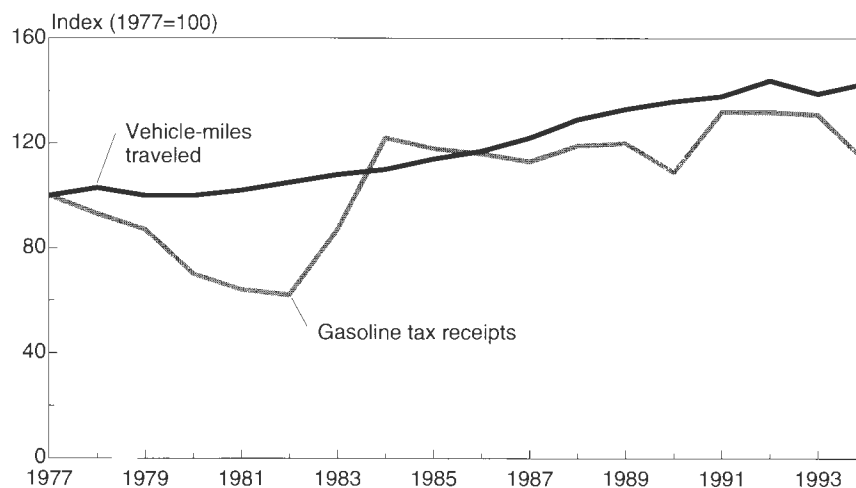
This report covers all outlays of the FHWA and NHTSA, including Interstate and Federal Aid Primary (FAP), Federal Aid Secondary (FAS), Federal Aid Urban (FAU) Funds; Bridge Replacement Funds; Federal Lands Highways; other Federal Aid Funds; Interstate Substitution; and Highway Traffic Safety Grants.⁴

This report also includes highway transportation outlays of the Department of Agriculture's (DOA) Forest Service (USFS); the Department of the Interior's (DOI) National Park Service (NPS), Bureau of Indian Affairs (BIA), Bureau of Land Management (BLM) and Bureau of Reclamation (BOR); the Department of Housing and Urban Development (HUD); the Appalachian Regional Commission (ARC); the USACE, and other Federal agencies.

Relationship to Vehicle-Miles Traveled (VMT): Despite an increase in the fuel economy of passenger automobiles from 18.3 miles per gallon in 1977 to 28.2 in 1994, increased highway traffic combined with rate increases acted to maintain gasoline tax receipts. Figure 2-6 compares constant-dollar gasoline

Figure 2-6.
Comparison of Gasoline Tax Receipts and Automobile Vehicle-Miles Traveled: FY 1977-94

(Constant 1987 dollars)



tax receipts over the period with automobile VMT. Note the impact of the 5-cent and 2.5-cent rate increases in 1983 and 1990, respectively.

Throughout this 17-year period, the greatest individual source for HTF receipts was the excise tax on gasoline, contributing between 62 and 70 percent of total receipts. The greatest shift in its percentage share occurred between 1977 and 1984, moving from about 62 to 70 percent. Since then, the annual contribution of the excise tax on gasoline has crept downward toward 63 percent.

To a great extent, the change in the level of HTF receipts each year, as well as the contribution made by the excise tax on gasoline, can be attributed to a steady increase in the country's automobile VMT, and periodic increases in the gasoline tax. Automobile VMT grew from about 1.1 trillion miles in 1977 to 1.6 trillion miles in 1994, or by a compounded annual rate of 2.1 percent. Although VMT grew at a fairly steady pace, its effect on total HTF receipts was dampened somewhat by the more efficient vehicle fleet.

The combined growth rate in constant dollar receipts from gasoline and diesel motor fuel, and from all other highway taxes, amounted to less than one-half percent over the whole period. This figure could be adjusted to about 1 percent if the \$1.6 billion of 1994 motor fuel tax receipts not credited until 1995 were added. The period peak for constant dollar HTF receipts — even recognizing the delayed-credit 1994 taxes — actually occurred in 1991.

Relationship to GDP: Another way of thinking about the significance of transportation taxes is in terms of their relationship to overall economic activity. Figure 2-7 illustrates the declining relationship of annual HTF receipts to U.S. GDP over the period. From a high of 0.7 percent in 1977, the HTF fell quickly to 0.3 percent in 1981, and remained flat or in slight decline thereafter, dipping below 0.2 percent in 1994.

Air Receipts and Outlays

Receipts: Receipts shown here are from the AATF, which was created by the Airport and Airway Revenue

⁴ The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) reorganized the classification of highways eligible for federal aid. It established a Surface Transportation Program that may be used for any roads not considered local or minor rural collectors, plus specific aid programs for an identified National Highway System of major roads, and the existing Interstate highways that are a components of that system. It also established certain new federal highway aid programs, such as the Congestion Mitigation and Air Quality Improvement Program, which directs funds to transportation projects in clean air non-attainment areas, and the Intelligent Vehicle-Highway Systems (now Intelligent Transportation Systems) Program. Outlays for federal aid in the newly established categories have gradually displaced those previously used, such as the highway categories of Primary and Secondary, Rural and Urban.

Figure 2-7.
Comparison of HTF Receipts to Gross Domestic Product: FY 1977-94

(Constant 1987 dollars)

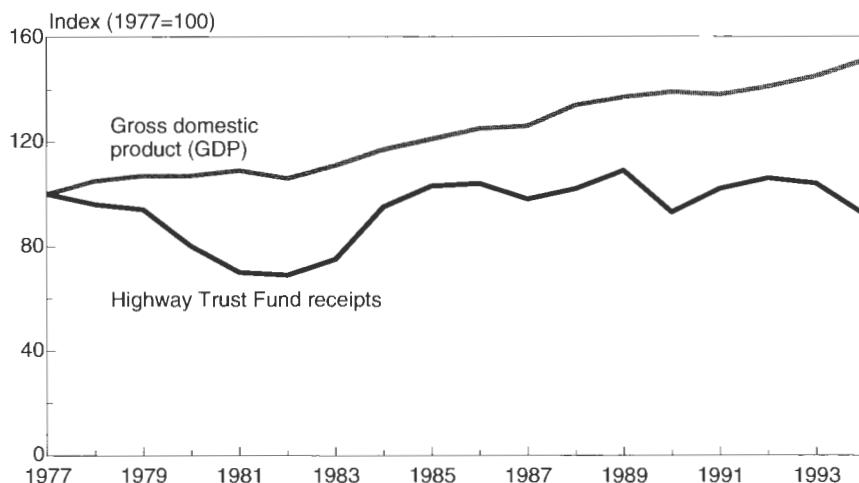


Table 2-13.
AATF Receipts by Revenue Source: FY 1977-94

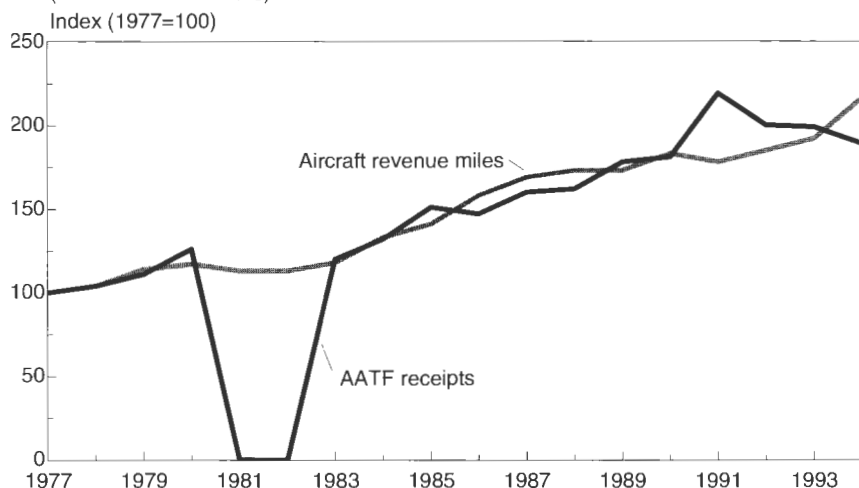
(Millions of constant 1987 dollars)

Source	Revenues	Percent
Total	\$61,006	100.0
Passenger Ticket Tax	\$42,714	70.0
Investment Interest	11,941	19.6
Waybill Tax	2,472	4.1
Fuel Tax	2,259	3.7
International Passenger Tax	1,996	3.3
Aircraft Use Tax	149	0.2
Aircraft Tires & Tubes Tax	8	-
Refunds	(533)	-0.9

- Represents zero.

Figure 2-8.
Comparison of AATF Receipts and Aircraft Revenue-Miles: FY 1977-94

(Constant 1987 dollars)



Act of 1970. The fund encompasses payments by air passengers, air freight shippers, and general aviation interests, and is used to support many programs of the FAA. These receipts are derived from the passenger ticket tax, the air freight waybill tax, the non-commercial aviation fuel tax, and the international departure tax.

Of these taxes, the most important is the passenger ticket tax. Over the 1977-90 period, this generally amounted to an 8-percent tax on tickets purchased for domestic air travel. However, in 1981 and 1982, the tax was lowered to 5 percent, and the funds were assigned to the General Fund of the Treasury, rather than the AATF. Although the Tax Equity and Fiscal Responsibility Act of 1982 allowed items to be assigned to the AATF once again, the amounts diverted to the General Fund in 1981 and 1982 were never credited. In 1990, Congress raised the passenger ticket tax to 10 percent, where it remained until the end of the analysis period.

From 1977 to 1994, total AATF receipts increased from \$2,463 to \$4,654 million in constant dollars, a compound annual growth of 3.81 percent. The total receipts for the 1977-94 period along with the percentage contribution from each revenue source is summarized in table 2-13. During this time, the 10-percent passenger ticket tax was the trust fund's most significant source of revenue, with its contribution hovering between 65 and 75 percent. As expected, data on the level of receipts tracked very closely with data as reported aircraft revenue miles for the country. A historical comparison of the these time series, as displayed in figure 2-8, indicates the close relationship between the rate of air

passenger travel and the change in federal trust fund receipts. Aviation tax receipts increased in absolute terms over the period (except for 1981 and 1982 when no receipts were collected). There was a significant increase in air travel, and passenger-tax collections grew accordingly; constant dollar collections closely tracked air activity, particularly during the growth period of the 1980s. There was a 25-percent increase in 1991, a drop of interest collected on the cash balance since 1992, and year-to-date adjustments to the AATF by the treasury which have played significant roles in AATF revenue trends.

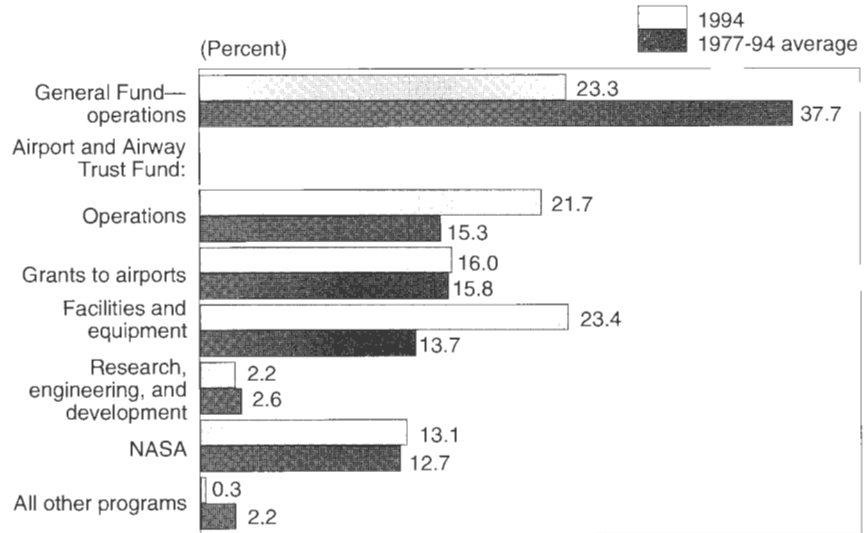
Outlays: Appropriations from the AATF are authorized for FAA operations, such as Airport Improvement Program (AIP) grants, facilities and equipment, and research and engineering. Most of the fund is devoted to FAA capital improvements, such as new radar and traffic control towers, and airport grants, principally for airfield capacity improvements at primary, commercial-service airports. The three capital accounts are funded 100 percent from the trust fund. Within certain limits set by the Congress, some of the remaining money in the AATF can be used to cover FAA operation and maintenance expenses. That portion of FAA's operation and maintenance expenses not paid from trust fund revenues must be financed from the general fund. Currently, the AATF funds about 70 percent of FAA programs.

The outlays reported here include all FAA expenses. These cover the costs of constructing, operating, and maintaining the national air traffic system; administration of the airport grant program; safety regulation; and research and development. Salaries and expenses of the former Civil Aeronautics Board are included for

the years prior to its abolition, plus payments to air carriers for service to small communities, later administered by the Office of the Secretary of Transportation (OST). Those expenses of the NASA related to air transportation are also included.

Figure 2-9 compares the programmatic distribution of air transportation outlays over the analysis period as a whole with 1994. The principal outlay categories were for air operations, airport grants, and facilities and equipment. Outlays for operations generally decreased as a percentage of the total, while there was an increase in the relative share going toward facilities and equipment, for the modernization of air traffic control system. In 1994, over 23 percent of all air outlays went towards the purchase of new air facilities and equipment, representing an 8-percent increase over the 17-year average for the program category. This reflects increased modernization efforts at U.S. airports, with large capital expenditures for new technologies and safety improvements.

Figure 2-9.
**Shares of Federal Outlays for Air Programs:
FY 1994 and 1977-94**



From 1977 to 1994, federal outlays for air increased from \$5,011 million to \$7,835 million (in constant 1987 dollars), representing a compound annual increase of 2.66 percent. For all years, except 1979-82 and 1994, annual outlays increased between 2.3 percent and 9.1 percent, with the greatest one-time increase occurring in 1992. For 1979, 1980, 1981, 1982, and 1994, outlays declined by 5.3 percent, 0.3 percent, 7.7 percent, 13.5 percent, and 3.0 percent, respectively.

Facilities and equipment outlays are used to modernize and expand the air traffic control infrastructure. Typical facilities and equipment outlays include replacement of old air traffic control hardware and software, installation of advanced radar, and augmentation of Global Positioning System (GPS). Research, engineering, and development outlays are used for research projects to improve the safety, security, capacity, and efficiency of the National Airspace System. Typical research projects include advanced traffic management systems, satellite navigation, and human factors research

Table 2-14.
**Distribution of Airport Improvement
 Program Outlays: FY 1982-91**

Airport funding categories	Percent	Airport improvements	Percent
Total	100.0	Total	100.0
Primary airports	67.4	Runway construction	22.2
General aviation airports	14.8	Taxiway construction	17.1
Reliever airports	11.5	Land	15.5
Other commercial service airports .	4.8	Apron construction	14.8
Block Grant Program	0.8	Noise control	10.1
System planning	0.7	Lighting, nav aids	5.7
		Other	5.1
		Safety & security	4.8
		Terminal building	4.7

and aviation medicine. Operations outlays are used to pay salaries and other costs for the air traffic control system and other FAA programs.

Under the AIP, the FAA provides funding for commercial service, primary, cargo, reliever, and general aviation airports. Not more than 44 percent of the annual amount authorized to be obligated may be provided as entitlement to primary and cargo airports. Approximately 12 percent of the annual authorization is apportioned within the states and U.S. territories for general aviation and reliever airports. For the most part, the remaining funds are defined as discretionary. A minimum of 5 percent of these funds is for reliever airports; 1.5 percent is for nonprimary commercial service airports; 12.5 percent is reserved for planning and implementing noise compatibility programs under the Aviation Safety and Noise Abatement Act of 1979; 0.75 percent is for the preparation of integrated airport system plans; and 2.5 percent is for the Military Airport Program. Of the remaining discretionary funds, 75 percent is to be used for preserving and enhancing capacity, safety, and security, and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent is to be used for any eligible project at any airport.

Grants from the AIP have historically been for primary, commercial service airports and for airfield capacity improvements at airports. Primary airports received over 67 percent of the funds during the 1977-94 period. An examination of the distribution of funds indicates that approximately 44 percent was used to pay for runway, taxiway, and apron construction. Further details on AIP expenditures are provided in table 2-14.

NASA outlays for air transportation are entirely for research programs. NASA air transportation research projects include: High Speed Civil Transport (i.e. supersonic airliner) development, fly-by-light/power-by-wire technology (using optical instead of electronic systems), jet engine noise and emissions reduction, and advanced composite materials technology.

Water/Marine Receipts and Outlays

Receipts:⁴ The receipts covered in this report are those of the Inland Waterways Trust Fund (IWTF), the HMTF, and the OSLTF, plus tolls and other revenues of the Panama Canal Commission (PCC) (formerly known as the Panama Canal Company). This commission (which under treaty with Panama will be dissolved at the end of 1999) oper-

ates the canal on a public enterprise fund basis. Its toll revenues are treated in the *Budget of the United States Government* as offsetting collections, to be deducted from disbursements in calculating government outlays. This report, however, continues the practice of its previous editions of making an exception for the canal by showing its toll receipts and gross outlays separately, rather than only receipts net of tolls, which would be very small by comparison.

The only waterway and marine receipts covered in this report for years prior to 1981 are Panama Canal revenues. The IWTF was established by the Inland Waterways Revenue Act of 1978, which provided for the payment of a fuel tax by inland water carriers of property starting in fiscal year 1981. These funds are used for 50 percent of the construction and rehabilitation costs of specified inland waterway projects. The tax is now at 24.3 cents per gallon, with the amount going to the IWTF at its statutory maximum of 20 cents, having been increased from 19 cents at the beginning of 1995. The additional 4.3 cents goes to deficit reduction. As in the case of highway fuel, a 0.1-cent supplement for the Leaking Underground Storage Tank Trust Fund expired at the end of 1995.

Table 2-15 presents how water and marine fund receipts were distributed in 1994. Of the \$1.4 billion, nearly half came from receipts

⁴There are some differences between the Office of Management and Budget (OMB) functional classification scheme for federal waterway and marine transportation activities and the scheme used in this report. Specifically, transportation-related Corps of Engineers activities are not included in the OMB scheme, but are included in this report. In addition, the OMB scheme includes in the water transportation mode all U.S. Coast Guard programs except those for pollution control. In contrast, this report excludes Coast Guard search and rescue, military, and recreation-oriented activities. A detailed discussion of the adjustment made to Coast Guard data is presented in appendix B.

generated by the HMTF. The Fund was established by the Harbor Maintenance Revenue Act of 1986. Revenue is derived from a 0.125 percent (originally 0.04 percent) ad valorem tax — sometimes known as a user fee — assessed on commercial cargo loaded and unloaded at U.S. ports. Tolls imposed by the federal government-owned Saint Lawrence Seaway Development Corporation (SLSDC) were also deposited in this fund. The tolls were abolished and last collected in 1994. (Since their payment into the HMTF began, this report has treated Saint Lawrence Seaway tolls as transportation-related receipts; prior to 1987 they were treated as offsetting collections to SLSDC outlays.) At the time of writing, future collection of the Harbor Maintenance Tax was in doubt pending the outcome of litigation in the federal courts over the constitutionality of its application to exports.⁵

The Omnibus Budget Reconciliation Act of 1989 initiated the collection of a five-cent tax on each barrel of oil entering U.S. ports, to be deposited in the OSLTF until a \$1 billion unobligated balance was built up. The Oil Pollution Act of 1990 consolidated balances from the Offshore Oil Pollution Compensation Fund (OPCF), Deepwater Port Liability Fund (DPLF), and the Pollution Fund (PF) into the OSLTF, which

⁵The initial court ruling on the Harbor Maintenance Tax rules it unconstitutional. The decision declared that it could not be considered a "fee" rather than a tax, because the method of its collection (on cargo value) and the manner of the spending of its proceeds do not link it directly to the costs of providing facilities for or regulating the taxpayers. This report will not comment on whether receipts recognized should be considered as taxes or government service fees collection, or assessment levied in order to defray particular government costs. The extent to which Congress can constitutionally delegate to Executive Branch agencies its power to establish fees or assessments is limited by the Constitution's assigning taxation directly to the legislature.

Table 2-15.

Water/Marine Fund Receipts: FY 1994

(Millions of current dollars)

Fund	Receipts	Percent
Total	\$1,394	100.0
Harbor Maintenance Trust Fund	646	46.3
Panama Canal receipts	548	39.3
Oil Spill Liability Trust Fund	103	7.4
Inland Waterway Trust Fund	97	7.0

Table 2-16.

Water/Marine Outlays by Agency: FY 1994

(Millions of current dollars)

Agency	Outlays	Percent
Total	\$3,863	100.0
U.S. Army Corps of Engineers	1,559	40.4
U.S. Coast Guard	1,191	30.8
Panama Canal Commission	541	14.0
Maritime Administration	542	14.0
Federal Maritime Commission	18	0.5
St. Lawrence Seaway Development Corporation ...	12	0.3

finances oil pollution prevention and cleanup. Civil penalties and recoveries from responsible parties of government cleanup outlays, as well as interest earnings, are additional sources of receipts for this fund. The five-cent tax expired at the end of 1994, but its collection had already been suspended for a time in 1993 and 1994 due to build-up of the statutory balance limit.

Outlays: The 1994 water outlays by federal agencies are displayed in table 2-16. Over 70 percent of the \$3.8 billion spent on water and marine programs in 1994 was from the USACE and the USCG. Typical outlays included those parts of the Coast Guard's expenses that are treated in this report as transportation-related, such as aids to navigation, marine safety, and marine environmental protection. The U.S. Army's Corps of Engineer's outlays included expenses for construction, operation and maintenance of channels, harbors, locks and dams, and for protection of navigation. All expenses of the MARAD are included, such as subsidies for construction

and operation of vessels by American flag operators, research and development, training of ship officers, and Maritime Guaranteed Loan. Also included are the salaries and expenses of the Federal Maritime Commission, the expenses of the PCC, and the SLSDC (net of toll and other collections, excluding appropriations from the HMTF from 1987 on).

Transit Receipts and Outlays

Receipts: The Surface Transportation Assistance Act of 1982 authorized the establishment of a Mass Transit account in the HTF. Beginning in 1983, one cent per gallon of the federal highway motor fuel tax was earmarked for transit. This was increased to 1.5 cents on December 1, 1990, and to 2.0 cents on October 1, 1995, coincident with the reversion of 2.5 cents from the general fund to the HTF. These receipts credited to the Mass Transit account in the HTF are treated in this report as receipts for transit, and used for calculating user coverage of transit outlays by receipts, even though the taxes are paid by highway users.

Between 1983 and 1994, total HTF-mass transit receipts were just over \$22 billion. In 1994, the Transit Account of the HTF had net tax receipts of \$2.0 billion and interest receipts of \$0.7 billion. Expressed in constant-dollar terms, the compound annual rate of growth for transit receipts was 12.41 percent, one of the faster growing categories of collections earmarked for a specific mode of transportation.

Outlays: Unlike earmarked collections, transit outlays occurred in every year from 1977 to 1994. Adjusted for inflation, however, they were generally static over the analysis period, with a compound growth rate of -1.17 percent. In 1994, transit outlays totaled just under \$3.8 billion. The typical distribution of transit outlays includes grants to states and local agencies for the construction, acquisition, and improvement of mass transportation facilities and equipment, and for the payment of operating expenses. Also included are FRA commuter rail subsidies, research and administrative expenses of the FTA, and federal contribu-

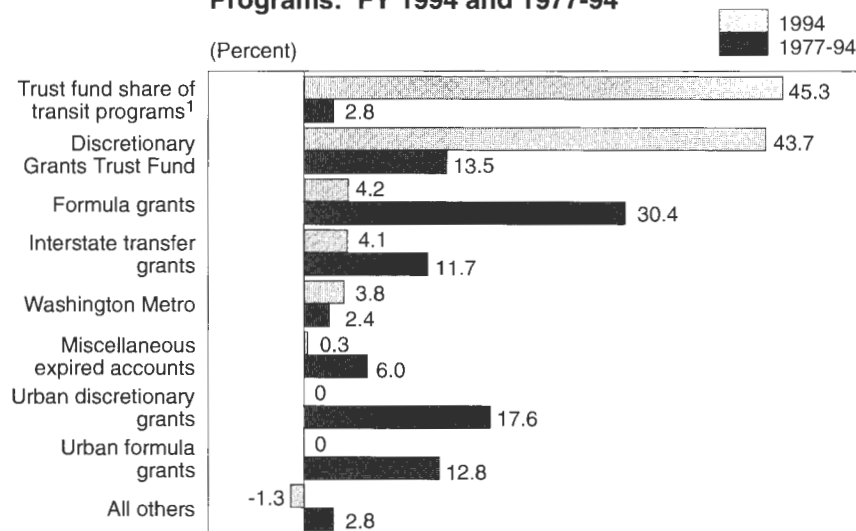
tions to principal and interest payments on loans to the Washington Metropolitan Transportation Authority (WMATA). Over the years, transit programs have shown more volatility than other modes, as illustrated in figure 2-10. Formula grants, for example, were over 30 percent of total outlays from 1977-94, but had less than a 5-percent share of total outlays in 1994.

Railroad Receipts and Outlays

Receipts: Railroad activity has no earmarked taxes, and therefore does not generate any receipts for the federal government. From 1991 through 1995, under authority of the Omnibus Budget Reconciliation Act of 1990, the FRA did charge levy assessments on railroads based on their size and operations. These were calculated to generate amounts equal to the government's costs for its rail safety activities. The proceeds of these assessments went to the general fund, but since program authorization has now expired, they have not been included in this report.

Outlays: Intercity rail outlays generally declined over the analysis period, dropping from \$1.7 billion in 1977 to \$832 million in 1994. In constant dollar terms, this computes to a compound rate of growth of -8.64 percent during the period. The largest outlay item was AMTRAK grants, constituting over half of all rail outlays during the 1977-94 period, and nearly 60 percent in 1994 (figure 2-11). Aside from the AMTRAK grants, other outlays included: expenses for rail safety enforcement, inspection, and program administration; railroad research and development; financial assistance to states for planning, rail service continuation, and rehabilitation, and for providing substitute service; the Northeast Corridor Improvement Program; the purchase of redeemable preference shares of railroads; and expenditures under payment guarantees of loans for railroad rehabilitation and improvement. Also included were outlays for the directed rail service program of the former Interstate Commerce Commission (ICC), outlays of the former United States Railway Association (USRA), and outlays for the Conrail labor protection program, which provided benefits to Conrail employees deprived of employment because of work force reductions and other actions. When Conrail was returned to the private section, this program was eliminated, and its unobligated balances transferred to the USCG in 1988 and returned to the U.S. Treasury in 1990.

Figure 2-10.
Shares of Federal Outlays for Transit Programs: FY 1994 and 1977-94



Note: This figure conforms to classification of FTA outlays in the budget.

¹ Trust fund share of transit programs covers different types of programs including formula grants.

Pipeline Safety Receipts and Outlays

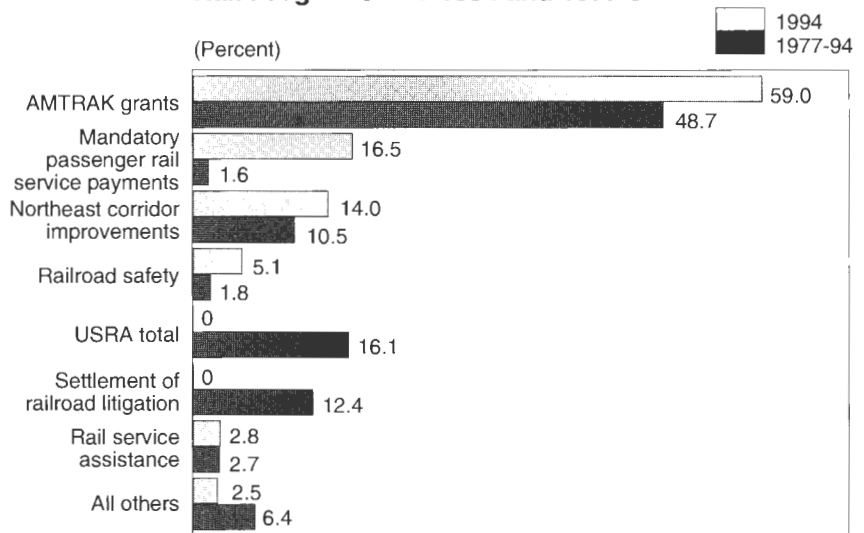
Receipts: Pipeline safety receipts are those of the Pipeline Safety Fund (PSF), into which are paid annual per-mile assessments on each pipeline operator regulated by the Office of Pipeline Safety in the DOT's Research and Special Programs Administration (RSPA). The user fee

program began with the passage of the Omnibus Budget Reconciliation Act of 1985 (Public Law 9-272). The first collections for the PSF, which is not a trust fund, were made in 1987.

Between 1987 and 1991, PSF receipts, adjusted for inflation, remained fairly constant at approximately \$9.0 million. Starting in 1992, total receipts grew by 33 percent to \$11.0 million. The majority of the receipts were derived from the gas transmission pipelines that are operated throughout the United States. On an aggregate basis, gas transmission pipeline mileage constituted a far larger share of the total pipelines that are regulated.

The Office of Pipeline Safety first began charging companies a fee for using gas transmission pipelines in 1986. Between 1986 and 1994, the fee almost doubled from \$23.99 per mile of pipeline to \$44.94 per mile. In 1995, the fee doubled once more to \$95.57. In FY 1995, Congress increased the OPS authorization by \$18 million, boosting the agency's budget from \$19.4 million to \$37.6 million.

Figure 2-11.
Shares of Federal Outlays for Intercity Rail Programs: FY 1994 and 1977-94



Two different pipeline accidents and the realization that more programs were needed for ensuring safety provided the impetus for the new budget authorization.

Outlays: Outlays are for the RSPA grants-in-aid activity for state pipeline safety programs, enforcement programs, and research and development. Specific outlays have been for research and development on information systems, the evaluation of new pipe technologies, and the safe-

ty of underground storage. Outlays for safety research and development did not begin until 1989. The Office of Pipeline Safety has expanded its number of inspectors to ensure that the construction of new pipelines is done safely and to investigate accidents. In addition, a program has recently been initiated to digitize the route of each interstate pipeline and display the physical relationship to high-density population areas and environmentally sensitive areas.

Table 2-17.
Federal Outlays for Pipeline Safety: FY 1994
 (Millions of current dollars)

Research and Special Programs Administration	Outlays	Percent
Total	\$14	100.0
Grants-in-aid to States	7	53.8
Safety R&D	6	46.2

Note: Line items do not add to total due to rounding.

Table 2-18.
Federal Outlays for General Support: FY 1994
 (Millions of current dollars)

Agency	Outlays	Percent
Total	\$387	100.0
Office of the Secretary of Transportation	215	55.4
Research and Special Programs Administration ...	55	14.2
Interstate Commerce Commission	43	11.1
Office of the Inspector General	38	9.8
National Transportation Safety Board	37	9.5

Note: Line items do not add to total due to rounding.

Pipeline safety outlays have grown from about \$2.0 million in 1977 to \$14.0 million in 1994. Adjusted for inflation, total outlays for pipeline programs have grown at a rate of 6.80 percent over the 1977-94 period. Table 2-17 gives an overview of these outlays for 1994. Additional detail is provided in appendix tables C-3 and C-11.

General Support Receipts and Outlays

There are no receipts pertaining specifically to general support functions included in this report. Since 1992, however, a small volume of receipts of the Emergency Preparedness Fund (EPF) has been included in the total of transportation-related

federal receipts. This fund is supported by fees paid by registered shippers of hazardous materials. It finances outlays for training, and planning grant programs of the RSPA.

General support outlays consist of all those not directly allocated to a specific mode. It includes all expenses of the OST, the Office of the Inspector General (OIG) (organizationally part of OST), and the RSPA (except for its pipeline safety outlays). Outlays for the salaries and expenses of the National Transportation Safety Board (NTSB), and the former ICC, are also covered. Outlays in 1994 for general support activities are highlighted in table 2-18. Over half of the \$387 million for all such activities were carried out under OST. The relative shares of the five agencies listed have fluctuated quite a bit over time, and will probably continue to do so, given the ICC sunset and other changes in specific programs.

Appendix A.

Glossary

This report uses federal budget terminology and definitions that are employed in the *Budget of the United States Government, Fiscal Year 1996* and are more fully described in *The Budget System and Concepts of the United States Government, February, 1995*, a pamphlet available from the Government Printing Office. The most important definitions are summarized here along with other terminology, measures and concepts used in this report.

AATF

Airport and Airway Trust Fund

AIP

Airport Improvement Program

Appropriations

The process by which Congress provides budget authority to federal agencies, usually through the enactment of 13 separate appropriations bills, to incur obligations and spend federal funds for specified purposes.

ARTF

Aquatic Resources Trust Fund

Authorizing Legislation

Authorizing legislation is normally a prerequisite for appropri-

ations. It sets up or continues the operation of a federal program or agency either indefinitely or for a specific period of time. It may also sanction a particular type of obligation or expenditure in a program.

BTS

Bureau of Transportation Statistics

Budget Authority

The authority for federal agencies to spend or otherwise obligate money that is accomplished through enactment into law of appropriations bills.

CAB

Civil Aeronautics Board

Collections

In general, amounts collected during the year are classified into two major categories:

Governmental Receipts

Are compared to outlays in calculating the overall federal surplus or deficit. Governmental receipts are collections from the public that result from the exercise of the government's sovereign or governmental powers. The proceeds of highway excise taxes on

gasoline, for example, are recorded as federal receipts in the *Budget of the United States*.

Offsetting Collections

Are deducted from gross disbursements in calculating budget outlays. (See exception noted in Section One for treatment in this report of tolls collected by the Panama Canal Commission and formerly collected by the St. Lawrence Seaway Development Corporation.) The two main sources of offsetting collections are proprietary receipts from the public and intergovernmental transactions.

Proprietary receipts are collections from the public that arise out of the business type or market oriented activities of the government.

Intragovernmental transactions are transfers of funds between agencies of the federal government. Examples of these funds are (1) funds transferred as a result of the performance of services by one agency for another, (2) funds transferred by one agency in support of a

transportation program performed by another.

Constant Dollar

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

Current Dollar

The dollar value of a good or service in terms of prices current at the time the good or service is sold. This contrasts with the value of the good or service measured in constant dollars.

DOT

Department of Transportation

DOA

Department of Agriculture

DOI

Department of the Interior

EPF

Emergency Preparedness Fund

FHWA

Federal Highway Administration

FMC

Federal Maritime

FRA

Federal Railroad Administration

FTA

Federal Transit Administration

FY

Fiscal year.

General Fund

The general fund consists of accounts for receipts not earmarked by law for a specific purpose, such as income taxes and many excise taxes, the proceeds of

general borrowing, and the expenditure of these moneys.

GDP

Gross Domestic Product

GPGS

Government Purchases of Goods and Services index

GPS

Global Positioning System

HMTF

Harbor Maintenance Trust Fund

HTF

Highway Trust Fund

HUD

Department of Housing and Urban Development

ICC

Interstate Commerce Commission

ISTEA

Intermodal Surface Transportation Efficiency Act

IWTF

Inland Waterways Trust Fund

MARAD

Maritime Administration

NASA

National Aeronautics and Space Administration

NHTSA

National Highway Traffic Safety Administration

NTSB

National Transportation Safety Board

Obligations

Obligations are binding agreements for immediate or future outlays. Budget resources must be available before obligations can be incurred legally.

OIG

Office of the Inspector General

OMB

Office of Management and Budget

OPCD

Offshore Oil Pollution Compensation Fund

OSLTF

Oil Spill Liability Trust Fund

OST

Office of the Secretary of Transportation

Outlays

Outlays are the measure of actual government spending; dollars that have been spent. They are payments to liquidate obligations (other than the repayment of debt), net of refunds and offsetting collections.

PCC

Panama Canal Commission

PSF

Pipeline Safety Fund

Receipts

The receipts shown in this report consist mainly of those payments to the federal government identified as transportation-related taxes or governmental assessments earmarked to fund transportation outlays. In addition, there are included certain other receipts of transportation-related federal government trust funds such as interest earnings on fund balances and damage recovery payments owned to the fund by private parties. No general fund revenue is included.

RSPA

Research and Special Programs Administration

SLSDC

Saint Lawrence Seaway Development Corporation

Trust Fund

A trust fund is an account that is specifically designated by law to carry out specific purposes and programs. Trust funds are usually financed with earmarked tax collections. The income must be used for the specific purpose legally designated. However, all

the funds are not required to be spent in the same period they are collected. The five federal trust funds treated in this report as transportation-related are: Highway (including the Highway and Mass Transit accounts), Airport and Airway, Harbor Maintenance, Inland Waterways and Oil Spill Liability. The Aquatic Resources Trust Fund supports boating safety activities but is not treated here as related to transportation. In addition, where the law requires that receipts from a certain source be earmarked to finance a particular program, but does not specifically establish a trust fund,

the receipts and associated disbursements for the program are recorded in the accounts of a special fund. This is the case with the Pipeline Safety Fund, which is also included in this report.

USACE

United States Army Corps of Engineers

USCG

United States Coast Guard

User Coverage

The ratio used to measure the degree to which federal outlays are funded or "covered" by governmental receipts; sometimes called the coverage ratio. For transportation-related outlays, this ratio

indicates the percent of these outlays funded by receipt of transportation-related taxes and governmental assessments that are specifically earmarked for this purpose. The complement of the ratio (100 minus the ratio) indicates the percent of outlays that must be funded from the federal government's general fund.

USRA

United States Railway Association

VMT

Vehicle Miles Traveled

WMATA

Washington Metropolitan Area Transportation Authority

Appendix B.

U.S. Coast Guard Data Adjustments

Table B-1 indicates the differences between the Office of Management and Budget (OMB) and this report series in the classification of Coast Guard programs as being related to transportation or other activities. In terms of scope, this report includes as transportation-related only part of the following activities:

- Operations
- Acquisition, Construction & Improvements
- Research, Development, Test and Evaluation

This report, however, includes all of the following as transportation-related activities :

- Environmental Compliance and Restoration
- Alteration of Bridges, and the
- Oil Liability Trust Fund (and its subsidiary Emergency Fund) program

Three pollution funds financing Coast Guard outlays before 1991 were included in the data series for this report because it was determined that virtually all costs covered by such funds were associated with oil spills by marine vessels. All three

have been consolidated into the Oil Spill Liability Trust Fund.

Each of the three programs above for which only a part is classified as transportation-related involve outlays to support the following Coast Guard activities:

1. Search and rescue
2. Aids to navigation
3. Marine safety
4. Marine environmental protection
5. Enforcement of laws and treaties
6. Ice operations

7. Military readiness

Only activities 2, 3 and 4 are treated in this report as primarily transportation-related. Virtually all search and rescue operations are recreation-boat oriented, and activities 5, 6 and 7 are only indirectly related to transportation.

The Budget of the United States Appendices contain Coast Guard activity breakdowns only for obligations. Outlay breakdowns have been estimated for this report by using the historical percentage distribution of

Table B-1.

Scope of U.S. Coast Guard Programs Included in the Water/Marine Mode: OMB vs. This Report

Coast Guard Program	Transportation as defined by OMB	Transportation as defined in this report
Operations	All	Part
Acquisition, construction, & improvements	All	Part
Environmental compliance and restoration	None	All
Alteration of bridges	All	All
Retired pay	All	None
Reserve training	All	None
Research, development, test, & evaluation	All	Part
State boating safety assistance	All	None
Oil Spill Liability Trust Fund	None	All
Coast Guard Supply Fund	All	None
Coast Guard Yard Fund	All	None
Coast Guard General Gift Fund	All	None
Miscellaneous trust revolving funds	All	None

obligations. The figures for years 1984 through 94 are displayed in table B-2.

For example, 35.82 percent of obligations for Coast Guard Operations in 1994 were treated as transportation-related; that is, they involved the three activities of Aids to Navigation, Marine Safety, or Marine Environmental Protection. The balance of Operations obligations involved in the other four activities. To obtain transportation-related Operations outlay figures, this 35.82 percent was applied to total Coast Guard operation outlays as shown below:

Total 1994 operational outlays (000)	Allocation Percent	Transportation-related operations outlays (000)
\$2,531,435	35.82	\$906,760

The same procedure was followed for the Acquisition, Construction and Improvements; and Research, Development, Test & Evaluation programs. In each year, therefore, it is assumed for purposes of this re-

port that the majority of outlays were incurred during the same year as the obligations. This assumption is probably accurate only for Operations.

Table B-2.
U.S. Coast Guard Transportation-Related Activity Obligations as a Percent of Total Obligations: FY 1984-94

Fiscal year	Operations	Acquisition construction & improvements	Research, development, test and evaluation
1984	35.60	17.86	62.94
1985	32.79	18.22	54.55
1986	32.96	11.56	36.88
1987	32.10	10.72	37.03
1988	31.47	11.27	37.49
1989	31.04	14.80	42.30
1990	34.57	21.54	38.69
1991	33.60	20.99	41.44
1992	36.98	43.54	47.37
1993	35.16	22.59	47.63
1994	35.82	29.16	35.80

Appendix C.

Detailed Tables

Table C-1.
Federal Transportation-Related Budget Receipts by Type of Fund: FY 1977-94—Con.

Part A. Current Dollars—Con.

(In millions)

Fund	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total receipts	\$18,388	\$18,769	\$18,838	\$20,109	\$22,237	\$21,532	\$25,995	\$25,797	\$27,310	\$25,553
Highway Trust Fund:										
Highway account	12,908	13,304	12,727	13,645	15,134	13,453	15,303	16,572	16,864	15,414
Mass transit account	1,420	1,395	1,583	1,661	1,738	1,977	3,149	1,816	2,735	2,691
Airport & Airway Trust Fund	3,598	3,565	3,940	4,081	4,674	4,945	6,206	5,918	6,096	6,027
Water/Marine Funds	463	505	579	713	681	1,147	1,325	1,474	1,591	1,394
Pipeline Safety Fund	X	X	9	9	10	10	11	14	15	19
Emergency Preparedness Fund	X	X	X	X	X	X	X	3	10	7

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-1.
Federal Transportation-Related Budget Receipts by Type of Fund: FY 1977-94—Con.

Part B. Constant 1987 Dollars—Con.

(In millions)

Fund	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total receipts	\$18,977	\$19,036	\$18,838	\$19,599	\$20,821	\$19,398	\$22,545	\$21,462	\$21,953	\$19,732
Highway Trust Fund:										
Highway account	13,321	13,493	12,727	13,300	14,171	12,120	13,273	13,787	13,556	11,903
Mass transit account	1,465	1,415	1,583	1,619	1,628	1,781	2,731	1,511	2,198	2,078
Airport & Airway Trust Fund	3,713	3,616	3,940	3,978	4,376	4,455	5,383	4,924	4,900	4,654
Water/Marine Funds	478	512	579	695	638	1,033	1,149	1,226	1,279	1,077
Pipeline Safety Fund	X	X	9	8	9	9	9	12	12	15
Emergency Preparedness Fund	X	X	X	X	X	X	X	2	8	5

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-2.
Federal Transportation-Related Budget Receipts by Type of Fund and Source of Receipts: FY 1977-94—Con.
Part A. Current Dollars—Con.

(In millions)

Fund type/instrument	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total receipts	\$18,388	\$18,769	\$18,838	\$20,109	\$22,237	\$21,532	\$25,995	\$25,797	\$27,310	\$25,553
Highway Trust Fund										
Total	14,328	14,700	14,310	15,307	16,873	15,430	18,453	18,388	19,599	18,106
Gasoline tax	8,953	8,975	8,811	9,552	10,042	9,484	11,914	12,403	12,797	11,497
Diesel fuel tax	2,559	2,667	2,811	2,768	4,375	3,240	3,614	3,314	3,582	3,774
Truck, bus, trailer tax	1,396	1,144	724	1,277	1,240	1,112	1,047	874	1,199	1,405
Tire, tube, tread tax	222	320	292	334	316	255	357	257	304	327
Cert vehicles use tax	379	533	620	581	608	584	575	620	630	618
Truck parts accessory tax	1	1	-	X	X	X	X	X	X	X
Lubricating oil tax	-	(1)	-	X	X	X	X	X	X	X
Transfers to conservation fund	X	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Transfers to boat safety fund	X	X	X	X	X	X	X	X	X	X
Transfers to aquatic resources TF	(67)	(69)	(98)	(105)	(111)	(112)	(178)	(193)	(207)	(205)
Investment interest	1,313	1,337	1,278	1,193	1,245	1,562	1,474	1,655	1,560	1,438
Miscellaneous interest	X	X	X	X	X	X	X	X	X	X
Fines & penalties	X	3	2	3	4	7	1	12	14	9
Refunds	(426)	(210)	(127)	(292)	(845)	(701)	(351)	(552)	(282)	(757)
Repealed taxes	X	X	X	(3)	(1)	-	X	-	X	X
Airport & Airway Trust Fund										
Total	3,598	3,565	3,940	4,081	4,674	4,945	6,206	5,918	6,096	6,027
Passenger ticket tax	2,509	2,402	2,700	2,815	3,201	3,219	4,341	4,012	4,472	4,528
Investment interest	746	829	880	893	1,009	1,245	1,297	1,273	1,040	837
Waybill tax	134	137	159	168	181	178	222	249	255	284
Fuel tax	105	112	115	117	629	141	140	167	120	187
International passenger tax	108	93	91	95	106	181	217	231	223	218
Aircraft use tax	X	X	X	X	X	X	X	X	X	X
Aircraft tires, tubes	X	X	X	X	X	X	X	X	X	X
Refunds	(4)	(8)	(6)	(6)	(452)	(18)	(10)	(15)	(15)	(28)
Harbor Maintenance Trust Fund										
Total	X	X	58	161	183	198	397	531	650	646
Harbor maintenance user fees	X	X	53	144	166	180	374	506	628	622
Investment interest	X	X	1	7	7	8	13	17	13	13
Saint Lawrence Seaway tolls	X	X	5	10	10	9	9	9	9	11
Inland Waterway Trust Fund										
Total	47	68	79	102	62	95	78	84	89	97
Inland waterway fuel tax	40	40	48	48	47	63	60	70	79	88
Investment interest	7	27	31	54	15	32	17	14	11	8
Panama Canal Receipts	416	437	441	449	436	475	506	507	527	548
Oil Spill Liability Trust Fund²	X	X	X	X	X	380	343	352	325	103
Pipeline Safety Fund	X	X	9	9	10	10	11	14	15	19
Emergency Preparedness Fund	X	X	X	X	X	X	X	3	10	7

- Represents a value that is too small to report in millions of dollars.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.²Balances transferred to the Oil Spill Liability Trust Fund in 1990 from predecessor Pollution Fund, Off-Shore Oil Pollution Compensation Fund, and Deep Water Port Liability Fund.

NOTE: Line items may not add to totals due to rounding.

Table C-2.
Federal Transportation-Related Budget Receipts by Type of Fund and Source of Receipts: FY 1977-94—Con.
Part B. Constant 1987 Dollars—Con.

(In millions)

Fund type/instrument	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total receipts	\$18,977	\$19,036	\$18,838	\$19,599	\$20,821	\$19,398	\$22,545	\$21,462	\$21,953	\$19,732
Highway Trust Fund										
Total	14,786	14,908	14,310	14,919	15,798	13,901	16,004	15,298	15,754	13,981
Gasoline tax	9,239	9,102	8,811	9,310	9,403	8,545	10,333	10,318	10,287	8,878
Diesel fuel tax	2,640	2,705	2,811	2,698	4,097	2,919	3,135	2,757	2,880	2,914
Truck, bus, trailer tax	1,440	1,161	724	1,245	1,161	1,002	908	727	964	1,085
Tire, tube, tread tax	229	325	292	326	296	230	310	214	245	253
Cert vehicles use tax	391	540	620	567	570	526	499	516	507	478
Truck parts accessory tax	1	1	-	X	X	X	X	X	X	X
Lubricating oil tax	-	(1)	-	X	X	X	X	X	X	X
Transfers to conservation fund	X	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Transfers to boat safety fund	X	X	X	X	X	X	X	X	X	X
Transfers to aquatic resources TF	(69)	(70)	(98)	(103)	(104)	(101)	(154)	(160)	(166)	(158)
Investment interest	1,355	1,356	1,278	1,163	1,166	1,408	1,278	1,376	1,254	1,110
Miscellaneous interest	X	X	X	X	X	X	X	X	X	X
Fines & penalties	X	3	2	3	4	6	-	10	12	7
Refunds	(440)	(213)	(127)	(285)	(791)	(632)	(304)	(460)	(227)	(585)
Repealed taxes	X	X	X	(3)	(1)	-	X	-	X	X
Airport & Airway Trust Fund										
Total	3,713	3,616	3,940	3,978	4,376	4,455	5,383	4,924	4,900	4,654
Passenger ticket tax	2,589	2,436	2,700	2,744	2,998	2,900	3,765	3,338	3,595	3,497
Investment interest	770	841	880	870	945	1,122	1,125	1,059	836	647
Waybill tax	138	139	159	163	169	160	192	207	205	219
Fuel Tax	108	113	115	114	589	127	121	139	97	145
International passenger tax	112	94	91	92	99	163	188	192	179	168
Aircraft use tax	X	X	X	X	X	X	X	X	X	X
Aircraft tires, tubes	X	X	X	X	X	X	X	X	X	X
Refunds	(4)	(8)	(6)	(6)	(423)	(16)	(8)	(12)	(12)	(22)
Harbor Maintenance Trust Fund										
Total	X	X	58	157	171	178	344	442	523	499
Harbor maintenance user fees	X	X	53	140	155	163	325	421	505	481
Investment interest	X	X	1	6	7	7	12	14	10	10
Saint Lawrence Seaway tolls	X	X	5	10	9	8	8	7	7	9
Inland Waterway Trust Fund										
Total	48	69	79	100	58	86	68	70	72	75
Inland waterway fuel tax	42	41	48	47	44	57	52	58	63	68
Investment interest	7	28	31	53	14	29	15	11	9	6
Panama Canal Receipts	429	443	441	438	408	428	439	421	423	423
Oil Spill Liability Trust Fund²	X	X	X	X	X	342	298	293	261	80
Pipeline Safety Fund	X	X	9	8	9	9	9	12	12	15
Emergency Preparedness Fund	X	X	X	X	X	X	X	2	8	5

- Represents a value that is too small to report in millions of dollars.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

²Balances transferred to the Oil Spill Liability Trust Fund in 1990 from predecessor Pollution Fund, Off-Shore Oil Pollution Compensation Fund, and Deep Water Port Liability Fund.

NOTE: Line items may not add to totals due to rounding.

Table C-3.
Federal Transportation Outlays by Mode: FY 1977-94
Part A. Current Dollars

(In millions)

Mode	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
			Total outlays	\$492,231	5.13	\$16,689	\$17,719	\$20,127	\$23,961	\$26,242
Highway	244,072	5.61	7,930	8,012	9,564	11,706	11,494	10,402	10,911	12,423
Air	102,621	7.83	2,816	3,277	3,392	3,762	3,850	3,564	4,044	4,467
Transit	61,460	3.80	1,999	2,177	2,542	3,307	3,917	4,015	3,894	3,811
Water	55,146	3.56	2,133	2,300	2,508	2,837	2,952	3,055	2,973	2,960
Rail	25,292	-4.04	1,676	1,829	1,962	2,170	3,840	2,225	1,279	2,505
General support	3,531	6.49	133	122	155	177	186	155	158	138
Pipeline	109	12.17	2	2	3	3	3	2	4	4

Table C-3.
Federal Transportation Outlays by Mode: FY 1977-94—Con.
Part B. Constant 1987 Dollars

(In millions)

Mode	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
			Total outlays	\$518,887	0.09	\$29,696	\$29,336	\$30,495	\$32,645	\$32,239
Highway	255,515	0.55	14,110	13,265	14,491	15,948	14,120	11,943	11,990	13,230
Air	104,166	2.66	5,011	5,426	5,140	5,125	4,730	4,092	4,444	4,757
Transit	65,854	-1.17	3,556	3,604	3,852	4,505	4,812	4,610	4,279	4,059
Water	59,132	-1.41	3,795	3,808	3,800	3,865	3,627	3,507	3,267	3,152
Rail	30,429	-8.64	2,983	3,028	2,973	2,957	4,718	2,555	1,406	2,668
General support	3,686	1.39	236	201	235	241	228	178	173	147
Pipeline	105	6.80	3	4	4	4	4	3	4	4

Table C-3.
Federal Transportation Outlays by Mode: FY 1977-94—Con.
Part A. Current Dollars—Con.

(In millions)

Mode	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total outlays	\$27,715	\$29,063	\$27,429	\$28,316	\$28,631	\$30,391	\$32,473	\$34,754	\$36,669	\$39,064
Highway	15,031	15,509	14,400	15,537	14,934	15,452	15,860	16,773	18,081	20,053
Air	4,947	5,345	5,543	5,896	6,624	7,305	8,282	9,313	10,049	10,146
Transit	3,427	3,399	3,351	3,316	3,595	3,832	3,917	3,675	3,517	3,770
Water	3,065	3,710	3,184	2,823	2,701	3,069	3,355	3,792	3,865	3,863
Rail	1,057	908	808	576	599	534	779	900	811	832
General support	182	188	138	163	168	190	270	289	333	387
Pipeline	4	4	4	5	10	9	9	12	14	14

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-3.
Federal Transportation Outlays by Mode: FY 1977-94—Con.
Part B. Constant 1987 Dollars—Con.

(In millions)

Mode	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total outlays	\$28,601	\$29,476	\$27,429	\$27,598	\$26,808	\$27,379	\$28,164	\$28,914	\$29,477	\$30,165
Highway	15,512	15,729	14,400	15,143	13,983	13,921	13,755	13,954	14,535	15,485
Air	5,106	5,421	5,543	5,747	6,202	6,581	7,183	7,748	8,078	7,835
Transit	3,537	3,448	3,351	3,232	3,366	3,452	3,398	3,057	2,827	2,911
Water	3,163	3,763	3,184	2,751	2,529	2,765	2,910	3,155	3,107	2,983
Rail	1,091	920	808	562	561	481	676	749	652	642
General support	188	191	138	159	157	171	234	240	268	299
Pipeline	4	4	4	4	10	8	8	10	11	10

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-4.
Federal Transportation Outlays by Agency: FY 1977-94
Part A. Current Dollars

(In millions)

Agency	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total outlays	\$492,231	5.13	\$16,689	\$17,719	\$20,127	\$23,961	\$26,242	\$23,419	\$23,262	\$26,307
Department of Transportation Agencies										
Total	413,305	6.14	12,540	13,291	15,221	18,625	21,478	18,688	18,977	22,188
Federal Highway Administration	212,007	6.74	6,194	6,074	7,248	9,249	9,165	7,985	8,949	10,569
Federal Aviation Administration	88,544	8.01	2,369	2,778	2,850	3,136	3,158	2,891	3,404	3,819
Federal Transit Administration	60,054	4.78	1,709	2,028	2,458	3,207	3,894	3,963	3,728	3,780
Federal Railroad Administration	22,256	-0.72	941	1,075	1,225	1,420	3,641	2,219	1,419	2,510
United States Coast Guard	13,081	6.02	441	487	539	601	650	683	660	703
Maritime Administration ²	10,600	-1.11	655	598	547	652	597	651	549	507
National Highway Traffic Safety Administration	4,109	2.59	169	210	282	276	278	225	189	198
Office of the Secretary of Transportation ...	1,810	8.41	62	42	53	51	52	37	46	75
Research and Special Programs										
Administration	385	32.55	1	1	17	24	33	21	12	8
Office of the Inspector General ³	393	14.82	X	X	5	10	11	13	22	22
St. Lawrence Seaway Development Corporation	65	13.78	(1)	(3)	(3)	(1)	(1)	(1)	(1)	(3)
Other Federal Agencies										
Total	78,929	0.52	4,150	4,427	4,906	5,335	4,763	4,730	4,286	4,121
United States Army Corps of Engineers	24,593	4.01	826	987	1,213	1,281	1,375	1,383	1,361	1,386
National Aeronautics and Space Administration	12,967	8.27	344	398	443	509	544	563	563	586
Panama Canal Commission	7,637	3.84	286	308	358	345	392	404	446	381
Department of Agriculture - Forest Service .	6,565	-1.73	350	374	344	449	414	674	396	400
United States Railway Association	3,152	-63.02	736	754	737	672	191	28	4	2
Washington Metro Area Transit Authority ..	1,319	-16.45	290	149	84	100	61	65	50	33
Interstate Commerce Commission	1,058	-1.87	59	65	67	155	84	71	65	56
Civil Aeronautics Board ⁴	780	-34.42	103	101	99	117	147	110	78	21
Department of the Interior	4,008	0.63	203	244	215	217	229	235	225	288
National Transportation Safety Board	416	6.23	13	16	16	18	18	17	19	21
Federal Maritime Commission	232	4.62	8	9	10	11	12	11	12	11
Appalachian Development	2,442	-	146	163	187	224	217	212	153	113
Housing and Urban Development	3,851	8.29	8	2	X	410	442	350	350	308
Others	9,909	-5.42	779	857	1,133	828	636	607	565	514

Table C-4.
Federal Transportation Outlays by Agency: FY 1977-94—Con.
Part A. Current Dollars—Con.

(In millions)

Agency	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total outlays	\$27,715	\$29,063	\$27,429	\$28,316	\$28,631	\$30,391	\$32,473	\$34,754	\$36,669	\$39,064
Department of Transportation Agencies										
Total	23,236	24,999	23,516	24,345	24,539	26,500	28,146	30,401	32,083	34,533
Federal Highway Administration	12,883	13,618	12,738	14,002	13,485	14,293	14,539	15,601	16,637	18,776
Federal Aviation Administration	4,267	4,673	4,895	5,192	5,741	6,391	7,241	8,155	8,800	8,784
Federal Transit Administration	3,356	3,343	3,299	3,266	3,541	3,770	3,857	3,614	3,457	3,782
Federal Railroad Administration	1,036	907	806	577	601	536	784	908	818	833
United States Coast Guard	657	600	603	628	680	837	892	1,153	1,075	1,191
Maritime Administration ²	686	1,493	857	338	119	259	356	456	737	542
National Highway Traffic Safety Administration	203	212	207	206	225	248	238	242	242	261
Office of the Secretary of Transportation ...	98	86	72	77	85	98	183	214	231	247
Research and Special Programs Administration	23	38	6	21	24	26	15	11	35	68
Office of the Inspector General ³	27	26	26	28	28	31	31	35	40	38
St. Lawrence Seaway Development Corporation	(1)	2	6	9	10	10	10	12	10	12
Other Federal Agencies										
Total	4,478	4,065	3,913	3,971	4,092	3,892	4,328	4,352	4,587	4,532
United States Army Corps of Engineers	1,362	1,248	1,294	1,400	1,456	1,503	1,632	1,686	1,588	1,612
National Aeronautics and Space Administration	643	648	622	679	855	889	1,017	1,122	1,212	1,330
Panama Canal Commission	413	412	456	451	443	471	502	509	519	541
Department of Agriculture - Forest Service .	405	361	434	421	441	187	230	217	208	260
United States Railway Association	25	2	1	-	X	X	X	X	X	X
Washington Metro Area Transit Authority ..	71	56	52	49	52	60	55	53	53	(14)
Interstate Commerce Commission	50	45	42	43	44	43	45	40	41	43
Civil Aeronautics Board ⁴	4	X	X	X	X	X	X	X	X	X
Department of the Interior	275	156	167	253	303	257	197	154	164	226
National Transportation Safety Board	22	21	23	24	24	26	29	36	37	37
Federal Maritime Commission	12	12	12	13	14	15	17	17	18	18
Appalachian Development	129	103	99	88	65	99	116	84	98	146
Housing and Urban Development	266	307	270	203	168	171	173	184	208	31
Others	803	694	441	347	227	170	315	250	441	302

- Represents zero or a value too small to report.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.²The Maritime Administration was transferred from the Department of Commerce to the Department of Transportation in 1981, although its appropriations still fall under the Department of Commerce.³The Office of the Inspector General, while officially under the Office of the Secretary of Transportation, is reported separately in keeping with the Budget of the United States.⁴The Civil Aeronautics Board was abolished at the end of 1985. Some of its functions were reassigned to the Department of Transportation starting in 1984.

NOTE: Line items may not add to totals due to rounding.

Table C-4.
Federal Transportation Outlays by Agency: FY 1977-94—Con.
Part B. Constant 1987 Dollars

(In millions)

Agency	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total outlays	\$518,887	0.09	\$29,696	\$29,336	\$30,495	\$32,645	\$32,239	\$26,887	\$25,563	\$28,016
Department of Transportation Agencies										
Total	430,667	1.05	22,313	22,005	23,062	25,375	26,386	21,455	20,854	23,629
Federal Highway Administration	218,636	1.63	11,022	10,057	10,982	12,601	11,259	9,168	9,834	11,255
Federal Aviation Administration	89,565	2.84	4,215	4,599	4,318	4,273	3,880	3,320	3,740	4,067
Federal Transit Administration	64,048	-0.24	3,041	3,357	3,724	4,369	4,784	4,550	4,097	4,026
Federal Railroad Administration	25,637	-5.48	1,674	1,781	1,856	1,934	4,473	2,548	1,559	2,673
United States Coast Guard	13,693	0.94	785	806	817	818	799	784	725	749
Maritime Administration ²	11,951	-5.85	1,166	991	829	888	734	748	603	540
National Highway Traffic Safety Administration	4,539	-2.32	300	348	427	376	342	258	207	211
Office of the Secretary of Transportation	1,785	3.22	111	69	81	70	63	42	51	80
Research and Special Programs Administration	387	26.20	1	2	26	33	40	24	13	9
Office of the Inspector General ³	376	9.77	X	X	7	14	13	15	25	23
St. Lawrence Seaway Development Corporation	50	8.33	(2)	(5)	(5)	(1)	(1)	(1)	(1)	(3)
Other Federal Agencies										
Total	88,223	-4.30	7,385	7,329	7,434	7,268	5,851	5,431	4,710	4,389
United States Army Corps of Engineers	26,322	-0.97	1,470	1,634	1,838	1,745	1,689	1,588	1,496	1,476
National Aeronautics and Space Administration	13,216	3.09	613	658	672	693	669	646	619	624
Panama Canal Commission	8,144	-1.14	508	509	542	470	482	464	490	406
Department of Agriculture - Forest Service	7,476	-6.44	623	619	521	612	509	774	435	426
United States Railway Association	4,892	-64.99	1,309	1,248	1,117	916	235	32	4	3
Washington Metro Area Transit Authority	1,722	-20.45	516	247	128	136	75	75	55	35
Interstate Commerce Commission	1,240	-6.57	104	108	102	211	103	81	72	60
Civil Aeronautics Board ⁴	1,079	-38.74	183	168	151	159	181	126	85	23
Department of the Interior	4,468	-4.19	361	404	326	296	281	270	247	307
National Transportation Safety Board	432	1.14	23	26	24	24	22	20	20	23
Federal Maritime Commission	245	-0.40	15	15	15	15	14	13	13	12
Appalachian Development	2,851	-4.79	260	270	283	305	267	243	168	120
Housing and Urban Development	4,093	3.10	14	3	X	559	543	402	385	328
Others	12,043	-9.95	1,386	1,419	1,717	1,128	781	697	621	547

Table C-4.
Federal Transportation Outlays by Agency: FY 1977-94—Con.

Part B. Constant 1987 Dollars—Con.

(In millions)

Agency	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total outlays	\$28,601	\$29,476	\$27,429	\$27,598	\$26,808	\$27,379	\$28,164	\$28,914	\$29,477	\$30,165
Department of Transportation Agencies										
Total	23,979	25,354	23,516	23,728	22,976	23,873	24,411	25,292	25,790	26,666
Federal Highway Administration	13,295	13,812	12,738	13,647	12,626	12,877	12,610	12,979	13,374	14,499
Federal Aviation Administration	4,403	4,739	4,895	5,060	5,375	5,758	6,281	6,785	7,074	6,783
Federal Transit Administration	3,464	3,391	3,299	3,184	3,316	3,397	3,345	3,007	2,779	2,920
Federal Railroad Administration	1,069	920	806	562	563	483	680	755	658	643
United States Coast Guard	678	608	603	612	637	754	774	959	864	920
Maritime Administration ²	708	1,515	857	329	111	233	309	379	593	419
National Highway Traffic Safety Administration	209	215	207	201	210	224	206	201	194	201
Office of the Secretary of Transportation ...	102	88	72	75	80	88	159	178	185	190
Research and Special Programs Administration	24	39	6	21	22	23	13	9	28	53
Office of the Inspector General ³	28	26	26	28	26	28	27	29	32	29
St. Lawrence Seaway Development Corporation	(1)	2	6	9	9	9	8	10	8	9
Other Federal Agencies										
Total	4,622	4,123	3,913	3,871	3,832	3,506	3,753	3,621	3,687	3,500
United States Army Corps of Engineers	1,406	1,266	1,294	1,365	1,363	1,354	1,415	1,403	1,277	1,245
National Aeronautics and Space Administration	664	657	622	661	801	801	882	934	974	1,027
Panama Canal Commission	426	418	456	440	415	425	435	424	418	418
Department of Agriculture - Forest Service ..	418	366	434	410	413	168	199	181	167	201
United States Railway Association	26	2	1	-	X	X	X	X	X	X
Washington Metro Area Transit Authority ..	73	57	52	48	48	54	48	44	43	(11)
Interstate Commerce Commission	52	46	42	42	41	39	39	34	33	33
Civil Aeronautics Board ⁴	4	X	X	X	X	X	X	X	X	X
Department of the Interior	284	158	167	247	284	232	171	128	132	175
National Transportation Safety Board	22	22	23	24	23	24	25	30	30	28
Federal Maritime Commission	12	12	12	13	13	14	15	14	14	14
Appalachian Development	133	104	99	86	61	89	101	70	79	113
Housing and Urban Development	275	311	270	198	157	154	150	153	167	24
Others	829	704	441	338	213	153	273	208	355	233

- Represents zero or a value too small to report.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

²The Maritime Administration was transferred from the Department of Commerce to the Department of Transportation in 1981, although its appropriations still fall under the Department of Commerce.

³The Office of the Inspector General, while officially under the Office of the Secretary of Transportation, is reported separately in keeping with the Budget of the United States.

⁴The Civil Aeronautics Board was abolished at the end of 1985. Some of its functions were reassigned to the Department of Transportation starting in 1984.

NOTE: Line items may not add to totals due to rounding.

Table C-5.
Federal Outlays for Highway Transportation by Agency and Program: FY 1977-94

Part A. Current Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total highway outlays	\$244,072	5.61	\$7,930	\$8,012	\$9,564	\$11,706	\$11,494	\$10,402	\$10,911	\$12,423
DOT total	216,235	6.66	6,363	6,284	7,530	9,525	9,483	8,248	9,169	10,775
Federal Highway Administration										
Total	212,004	6.74	6,194	6,074	7,248	9,249	9,165	7,985	8,949	10,569
Highway Trust Fund										
Total	207,855	6.78	6,058	5,881	6,896	8,904	8,805	7,660	8,578	10,248
Interstate and ABCD Funds	31,697	8.33	5,354	5,244	6,095	7,632	7,373	X	X	X
Forest Highway Funds	179	2.96	38	28	32	37	43	X	X	X
Public Lands Funds	92	-10.36	25	20	14	16	16	X	X	X
Alaska Assistance Fund	9	-90.83	8	1	X	X	X	X	X	X
Interstate and FAP, FAS, FAU Funds	91,598	6.23	X	X	X	X	X	5,940	6,957	7,965
Bridge Replacement Funds	13,858	7.55	X	X	X	X	X	755	959	1,276
Federal Lands Highways	2,179	20.77	X	X	X	X	X	47	58	131
Other Federal-Aid Funds	68,245	21.79	632	588	756	1,219	1,373	918	605	877
General Fund										
Total	4,148	4.50	136	193	352	345	360	325	371	321
Beautification Fund	138	-19.41	30	28	21	22	15	6	4	3
Territorial highways	12	NM	6	2	4	X	X	X	X	X
Interstate substitution	1,463	-19.72	X	X	X	127	209	218	282	254
Railroad crossing demonstration	65	-4.91	X	X	X	X	X	X	X	X
Other Federal Funds	1,573	-1.67	100	163	327	196	135	102	85	64
National Highway Traffic Safety Administration										
Total	4,109	2.59	169	210	282	276	278	225	189	198
Operations and research	1,111	3.19	42	62	86	61	55	50	51	56
Highway Traffic Safety Grants	1,543	3.03	X	X	X	X	X	X	106	117
Trust Fund Share of Highway Safety	1,054	-12.37	125	144	193	214	222	31	24	23
Trust Fund Share of Operations & Research	231	57.21	X	X	X	X	X	X	X	X
State and community highway safety	154	152.29	1	5	3	1	1	143	X	X
Miscellaneous safety programs	16	-41.43	X	X	X	X	X	X	7	2
Gifts and donations	-	NM	X	X	X	X	X	X	X	X
Federal Transit Administration	97	-75.66	X	X	X	X	39	38	19	1
Federal Railroad Administration	25	-49.09	X	X	X	X	X	X	12	7
Agencies Outside DOT										
Total	27,835	-2.51	1,568	1,727	2,034	2,181	2,012	2,154	1,742	1,648
Forest Service	6,567	-1.73	350	374	344	449	414	674	396	400
National Park Service	1,367	2.82	54	79	87	79	78	83	70	66
Bureau of Indian Affairs	1,114	-4.00	76	99	98	83	96	79	62	120
Appalachian Development	2,440	-0.01	146	163	187	224	217	212	153	113
Bureau of Reclamation	469	-3.04	19	10	X	X	8	7	13	21
U.S. Army Corps of Engineers	1,062	-2.53	82	86	156	52	73	77	54	27
Bureau of Land Management	990	-6.30	54	56	30	55	47	66	80	81
Housing and Urban Development	3,851	8.86	8	2	X	410	442	350	350	308
Department of Treasury, revenue sharing	5,953	-15.35	625	571	716	556	535	475	430	437
Water and Power Resources Service	39	NM	X	X	20	19	X	X	X	X
Economic Development Administration	162	-52.20	X	X	77	67	12	3	4	X
Mineral Management Service	71	NM	X	X	X	X	X	X	X	X
Federal Emergency Management Agency	81	NM	X	X	X	X	X	X	X	X
Department of Defense	371	7.52	14	11	17	22	23	20	13	15
Department of Energy	51	NM	X	X	X	X	X	X	X	X
Others	3,249	-0.41	140	275	303	164	66	109	118	62

Table C-5.
Federal Outlays for Highway Transportation by Agency and Program: FY 1977-94—Con.
Part A. Current Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total highway outlays	\$15,031	\$15,509	\$14,400	\$15,537	\$14,934	\$15,452	\$15,860	\$16,773	\$18,081	\$20,053
DOT total	13,089	13,832	12,945	14,208	13,710	14,541	14,777	15,843	16,878	19,036
Federal Highway Administration										
Total	12,883	13,618	12,737	14,002	13,485	14,293	14,539	15,601	16,637	18,776
Highway Trust Fund										
Total	12,658	13,466	12,639	13,912	13,395	14,206	14,434	15,366	16,262	18,488
Interstate and ABCD Funds	X	X	X	X	X	X	X	X	X	X
Forest Highway Funds	X	X	X	X	X	X	X	X	X	X
Public Lands Funds	X	X	X	X	X	X	X	X	X	X
Alaska Assistance Fund	X	X	X	X	X	X	X	X	X	X
Interstate and FAP, FAS, FAU Funds	9,925	10,271	9,476	10,690	10,044	10,099	10,232	X	X	X
Bridge Replacement Funds	1,485	1,679	1,604	1,638	1,491	1,520	1,454	X	X	X
Federal Lands Highways	176	177	157	167	158	169	155	164	173	448
Other Federal-Aid Funds	1,072	1,339	1,403	1,417	1,702	2,419	2,594	15,202	16,089	18,040
General Fund										
Total	225	152	99	90	90	87	105	235	375	288
Beautification Fund	4	4	X	X	X	X	X	U	U	U
Territorial highways	X	X	X	X	X	X	X	U	U	U
Interstate substitution	176	85	38	31	17	16	11	U	U	U
Railroad crossing demonstration	X	X	18	12	10	11	14	U	U	U
Other Federal Funds	46	63	43	47	64	60	79	U	U	U
National Highway Traffic Safety Administration										
Total	203	212	207	206	225	248	238	242	242	261
Operations and research	60	55	59	90	23	77	72	81	58	72
Highway Traffic Safety Grants	120	136	115	118	142	140	134	130	137	147
Trust Fund Share of Highway Safety	21	24	33	X	X	X	X	X	X	X
Trust Fund Share of Operations & Research	X	X	X	(3)	60	32	32	28	42	41
State and community highway safety	X	X	X	X	X	X	X	X	X	X
Miscellaneous safety programs	1	(2)	X	-	-	-	-	2	5	-
Gifts and donations	X	X	X	X	X	X	X	X	X	X
Federal Transit Administration	X	X	X	X	X	X	X	X	X	X
Federal Railroad Administration	4	2	X	X	X	X	X	X	X	X
Agencies Outside DOT										
Total	1,941	1,677	1,455	1,328	1,224	911	1,083	930	1,203	1,017
Forest Service	405	361	434	421	441	187	230	217	208	260
National Park Service	62	59	64	77	85	78	91	61	105	87
Bureau of Indian Affairs	118	18	23	22	22	33	44	48	36	38
Appalachian Development	129	103	99	88	65	99	116	84	98	146
Bureau of Reclamation	13	14	19	79	123	58	35	30	8	12
U.S. Army Corps of Engineers	63	57	43	17	20	26	53	41	83	53
Bureau of Land Management	82	65	61	75	73	88	27	15	15	18
Housing and Urban Development	266	307	270	203	168	171	173	184	208	31
Department of Treasury, revenue sharing	697	580	231	100	X	X	X	X	X	X
Water and Power Resources Service	X	X	X	X	X	X	X	X	X	X
Economic Development Administration	X	X	X	X	X	X	X	X	X	X
Mineral Management Service	X	X	X	X	X	X	X	X	X	71
Federal Emergency Management Agency	X	X	X	X	X	X	X	X	X	81
Department of Defense	22	24	18	23	18	28	25	18	13	48
Department of Energy	X	X	X	X	X	X	X	X	8	43
Others	84	90	192	224	209	142	290	232	420	130

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

U Data are unavailable.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-5.
Federal Outlays for Highway Transportation by Agency and Program: FY 1977-94—Con.
Part B. Constant 1987 Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total highway outlays	\$255,515	0.55	\$14,110	\$13,265	\$14,491	\$15,948	\$14,120	\$11,943	\$11,990	\$13,230
DOT total	223,311	1.55	11,321	10,405	11,409	12,977	11,649	9,470	10,076	11,475
Federal Highway Administration										
Total	218,632	1.63	11,021	10,056	10,982	12,601	11,259	9,168	9,834	11,256
Highway Trust Fund										
Total	213,957	1.67	10,779	9,737	10,448	12,131	10,817	8,794	9,426	10,914
Interstate and ABCD Funds	46,898	-1.25	9,526	8,682	9,235	10,397	9,058	X	X	X
Forest Highway Funds	267	-6.15	68	46	48	51	53	X	X	X
Public Lands Funds	141	-18.29	45	33	21	22	20	X	X	X
Alaska Assistance Fund	16	-91.47	15	1	X	X	X	X	X	X
Interstate and FAP, FAS, FAU Funds	90,877	2.97	X	X	X	X	X	6,820	7,645	8,482
Bridge Replacement Funds	13,739	4.25	X	X	X	X	X	867	1,053	1,358
Federal Lands Highways	1,993	16.85	X	X	X	X	X	53	64	140
Other Federal-Aid Funds	60,026	15.96	1,124	974	1,145	1,661	1,687	1,054	664	934
General Fund										
Total	4,675	-0.50	242	319	533	469	442	373	408	342
Beautification Fund	204	-24.29	54	46	32	30	19	7	4	3
Territorial highways	20	NM	10	4	6	X	X	X	X	X
Interstate substitution	1,636	-22.95	X	X	X	172	257	250	310	271
Railroad crossing demonstration	61	-8.24	X	X	X	X	X	X	X	X
Other Federal funds	2,036	-6.59	178	270	495	267	166	117	93	68
National Highway Traffic Safety Administration										
Total	4,539	-2.32	300	348	427	376	342	258	207	211
Operations and research	1,219	-1.76	75	102	130	83	68	58	56	60
Highway traffic safety grants	1,441	-0.22	X	X	X	X	X	X	117	125
Trust Fund Share of Highway Safety	1,482	-17.27	222	238	293	291	272	36	27	24
Trust Fund Share of Operations & Research	198	51.22	X	X	X	X	X	X	X	X
State and community highway safety	182	131.13	2	8	4	1	2	164	X	X
Miscellaneous safety programs	16	-43.28	X	X	X	X	X	X	8	2
Gifts and donations	-	NM	X	X	X	X	X	X	X	X
Federal Transit Administration	114	-76.79	X	X	X	X	48	44	21	1
Federal Railroad Administration	26	-50.43	X	X	X	X	X	X	14	8
Agencies Outside DOT										
Total	32,203	-7.19	2,789	2,860	3,083	2,971	2,471	2,473	1,914	1,755
Forest Service	7,479	-6.44	623	620	521	611	509	773	436	426
National Park Service	1,501	-2.11	96	132	131	108	96	95	77	70
Bureau of Indian Affairs	1,335	-8.60	135	164	148	113	118	91	68	127
Appalachian Development	2,849	-4.80	260	269	284	306	267	243	168	120
Bureau of Reclamation	467	-8.29	35	17	X	X	10	8	14	22
U.S. Army Corps of Engineers	1,273	-7.20	145	143	237	71	90	89	59	28
Bureau of Land Management	1,114	-10.79	97	93	46	75	57	76	88	86
Housing and Urban Development	4,093	3.32	14	3	X	559	543	402	385	328
Department of Treasury, revenue sharing	7,676	-19.86	1,112	945	1,085	757	657	546	472	465
Water and Power Resources Service	56	NM	X	X	30	26	X	X	X	X
Economic Development Administration	229	-55.89	X	X	116	91	15	3	4	X
Mineral Management Service	55	NM	X	X	X	X	X	X	X	X
Federal Emergency Management Agency	63	NM	X	X	X	X	X	X	X	X
Department of Defense	392	2.37	25	18	25	30	29	23	15	16
Department of Energy	40	NM	X	X	X	X	X	X	X	X
Others	3,582	-5.18	248	456	459	224	81	125	129	66

Table C-5.
Federal Outlays for Highway Transportation by Agency and Program: FY 1977-94—Con.

Part B. Constant 1987 Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total highway outlays	\$15,512	\$15,729	\$14,400	\$15,143	\$13,983	\$13,921	\$13,755	\$13,954	\$14,535	\$15,485
DOT total	13,508	14,028	12,945	13,848	12,837	13,100	12,816	13,180	13,568	14,700
Federal Highway Administration										
Total	13,295	13,811	12,737	13,647	12,626	12,877	12,610	12,979	13,373	14,499
Highway Trust Fund										
Total	13,063	13,657	12,639	13,559	12,542	12,799	12,519	12,784	13,072	14,276
Interstate and ABCD Funds	X	X	X	X	X	X	X	X	X	X
Forest Highway Funds	X	X	X	X	X	X	X	X	X	X
Public Lands Funds	X	X	X	X	X	X	X	X	X	X
Alaska Assistance Fund	X	X	X	X	X	X	X	X	X	X
Interstate and FAP, FAS, FAU Funds	10,243	10,416	9,476	10,419	9,405	9,098	8,874	X	X	X
Bridge Replacement Funds	1,532	1,703	1,604	1,596	1,396	1,369	1,261	X	X	X
Federal Lands Highways	181	180	157	163	148	152	134	137	139	346
Other Federal-Aid Funds	1,107	1,358	1,403	1,381	1,594	2,180	2,250	12,647	12,933	13,930
General Fund										
Total	233	155	99	88	84	78	91	196	301	223
Beautification Fund	4	4	X	X	X	X	X	U	U	U
Territorial highways	X	X	X	X	X	X	X	U	U	U
Interstate substitution	181	86	38	30	16	14	10	U	U	U
Railroad crossing demonstration	X	X	18	12	9	10	13	U	U	U
Other Federal funds	47	64	43	46	60	54	69	U	U	U
National Highway Traffic Safety Administration										
Total	209	215	207	201	210	224	206	201	194	201
Operations and research	62	55	59	88	21	69	62	68	47	56
Highway traffic safety grants	124	138	115	115	133	126	116	108	110	114
Trust Fund Share of Highway Safety	22	24	33	X	X	X	X	X	X	X
Trust Fund Share of Operations & Research	X	X	X	(3)	56	29	28	23	33	32
State and community highway safety	X	X	X	X	X	X	X	X	X	X
Miscellaneous safety programs	2	(2)	X	-	-	-	-	2	4	-
Gifts and donations	X	X	X	X	X	X	X	X	X	X
Federal Transit Administration	X	X	X	X	X	X	X	X	X	X
Federal Railroad Administration	4	2	X	X	X	X	X	X	X	X
Agencies Outside DOT										
Total	2,003	1,701	1,455	1,295	1,146	821	939	774	967	785
Forest Service	418	367	434	410	413	169	200	181	167	201
National Park Service	64	60	64	75	79	70	79	51	85	67
Bureau of Indian Affairs	121	18	23	21	21	30	38	40	29	29
Appalachian Development	133	104	99	86	60	89	100	70	78	112
Bureau of Reclamation	14	14	19	77	115	53	30	25	6	9
U.S. Army Corps of Engineers	65	57	43	17	19	24	46	34	67	41
Bureau of Land Management	85	66	61	74	68	80	24	12	12	14
Housing and Urban Development	275	311	270	198	157	154	150	153	167	24
Department of Treasury, revenue sharing	719	588	231	97	X	X	X	X	X	X
Water and Power Resources Service	X	X	X	X	X	X	X	X	X	X
Economic Development Administration	X	X	X	X	X	X	X	X	X	X
Mineral Management Service	X	X	X	X	X	X	X	X	X	55
Federal Emergency Management Agency	X	X	X	X	X	X	X	X	X	63
Department of Defense	23	24	18	22	17	25	21	15	11	37
Department of Energy	X	X	X	X	X	X	X	X	7	33
Others	86	92	192	218	196	128	251	193	338	101

NM Not meaningful; time series is 3 years or fewer.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

- Represents zero or a value too small to report.

X No activity.

U Data are unavailable.

NOTE: Line items may not add to totals due to rounding.

Table C-6.
Federal Outlays for Air Transportation by Agency and Program: FY 1977-94
Part A. Current Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total air transportation outlays	\$102,621	7.83	\$2,816	\$3,277	\$3,392	\$3,762	\$3,850	\$3,564	\$4,044	\$4,467
Federal Aviation Administration										
Total	88,544	8.01	2,369	2,778	2,850	3,136	3,158	2,891	3,404	3,819
Operations - General Fund	36,628	2.81	1,476	1,622	1,691	1,861	1,805	1,324	1,474	2,364
Operations - Airport/Airway Trust Fund	16,606	13.64	250	275	300	325	495	810	1,020	257
Grants for airports	16,501	9.72	335	562	556	590	469	339	453	694
Facilities and equipment - AATF	15,350	15.78	197	211	188	230	252	292	248	268
Research, engineering & development - AATF	2,671	7.09	70	67	70	78	89	72	71	146
Washington metro area airports - O & M	312	2.32	21	22	23	26	28	29	32	33
Aircraft purchase guarantees	141	-56.66	X	X	X	X	X	X	79	32
Headquarters administration	137	NM	X	X	X	X	X	X	X	X
Facilities, engineering, & development	129	-29.70	13	15	16	21	16	17	15	10
Construction - Washington metro area airports	110	-42.84	6	4	6	6	6	13	14	18
Safety regulation	2	-70.90	1	1	-	-	-	-	X	X
Miscellaneous expired accounts	1	-26.46	X	X	X	X	X	X	X	X
Supersonic transport development and test	1	12.91	-	-	X	1	-	X	X	X
United States International Aero Exposition	-	NM	X	-	X	X	X	X	X	X
Aviation War Risk Insurance Fund	(44)	3.46	(1)	(1)	(1)	(2)	(3)	(3)	(2)	(3)
Office of the Secretary										
Total	331	-2.58	X	X	X	X	X	X	X	41
Payments to air carriers	329	-2.58	X	X	X	X	X	X	X	41
Commission on Aircraft Security	2	NM	X	X	X	X	X	X	X	X
National Aeronautics and Space Administration										
Administration	12,966	8.27	344	398	443	509	544	563	563	586
Civil Aeronautics Board										
Total	780	-34.42	103	101	99	117	147	110	78	21
Payments to air carriers	574	-6.34	80	77	72	89	119	84	54	X
Salaries and expenses	206	-20.94	23	25	27	28	29	26	24	21

Table C-6.
Federal Outlays for Air Transportation by Agency and Program: FY 1977-94—Con.

Part A. Current Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total air transportation outlays	\$4,947	\$5,345	\$5,543	\$5,896	\$6,624	\$7,305	\$8,282	\$9,313	\$10,049	\$10,146
Federal Aviation Administration										
Total	4,267	4,673	4,895	5,192	5,741	6,391	7,241	8,155	8,800	8,784
Operations - General Fund	1,612	2,231	2,215	2,281	2,915	2,895	2,009	2,277	2,212	2,363
Operations - Airport/Airway Trust Fund	1,110	435	622	830	477	807	2,004	2,110	2,279	2,199
Grants for airports	789	853	917	825	1,135	1,220	1,541	1,672	1,931	1,620
Facilities and equipment - AATF	425	758	892	1,043	1,088	1,317	1,512	1,885	2,166	2,378
Research, engineering & development - AATF	262	293	170	170	128	154	179	214	212	226
Washington metro area airports - O & M	36	33	26	X	X	X	X	X	X	X
Aircraft purchase guarantees	14	4	1	10	1	1	-	-	-	-
Headquarters administration	X	59	40	38	X	X	X	X	X	X
Facilities, engineering, & development	4	1	1	-	X	X	X	X	X	X
Construction - Washington metro area airports	18	8	12	-	X	X	X	X	X	X
Safety regulation	X	X	X	X	X	X	X	X	X	X
Miscellaneous expired accounts	X	X	X	X	1	-	-	X	X	-
Supersonic transport development and test	X	X	X	X	X	X	X	X	X	X
United States International Aero Exposition	X	X	X	X	X	X	X	X	X	X
Aviation War Risk Insurance Fund	(3)	(2)	(1)	(5)	(4)	(4)	(3)	(3)	(2)	(2)
Office of the Secretary										
Total	34	24	26	26	27	25	23	35	37	32
Payments to air carriers	34	24	26	26	27	24	22	35	37	32
Commission on Aircraft Security	X	X	X	X	X	1	1	-	X	X
National Aeronautics and Space Administration										
Administration	643	648	622	679	855	889	1,017	1,122	1,212	1,330
Civil Aeronautics Board										
Total	4	X	X	X	X	X	X	X	X	X
Payments to air carriers	X	X	X	X	X	X	X	X	X	X
Salaries and expenses	4	X	X	X	X	X	X	X	X	X

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-6.
Federal Outlays for Air Transportation by Agency and Program: FY 1977-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total air transportation outlays	\$104,166	2.66	\$5,011	\$5,426	\$5,140	\$5,125	\$4,730	\$4,092	\$4,444	\$4,757
Federal Aviation Administration										
Total	89,565	2.84	4,215	4,599	4,318	4,273	3,880	3,320	3,740	4,067
Operations - General Fund	39,227	-2.12	2,626	2,686	2,562	2,535	2,217	1,520	1,620	2,517
Operations - Airport/Airway Trust Fund	15,946	8.19	445	455	455	443	608	930	1,121	274
Grants for airports	16,468	4.46	596	931	843	804	576	389	498	739
Facilities and equipment - AATF	14,279	10.23	351	349	285	314	310	335	272	285
Research, engineering & development - AATF	2,713	1.96	125	111	106	106	110	82	78	156
Washington metro area airports - O & M	382	-3.41	37	37	35	36	35	33	36	36
Aircraft purchase guarantees	151	-58.03	X	X	X	X	X	X	87	34
Headquarters administration	137	NM	X	X	X	X	X	X	X	X
Facilities, engineering, & development	173	-33.44	24	24	25	28	19	20	16	11
Construction - Washington metro area airports	129	-45.88	11	6	9	9	8	14	15	19
Safety regulation	3	-73.34	2	1	-	-	-	-	X	X
Miscellaneous expired accounts	1	-29.24	X	X	X	X	X	X	X	X
Supersonic transport development and test	1	2.92	-	-	-	1	-	X	X	X
United States international aero exposition	-	NM	X	-	X	X	X	X	X	X
Aviation War Risk Insurance Fund	(46)	-1.50	(2)	(2)	(2)	(3)	(3)	(4)	(2)	(3)
Office of the Secretary										
Total	307	-5.66	X	X	X	X	X	X	X	44
Payments to air carriers	305	-5.66	X	X	X	X	X	X	X	44
Commission on Aircraft Security	2	NM	X	X	X	X	X	X	X	X
National Aeronautics and Space Administration										
Administration	13,215	3.09	613	658	672	693	669	646	619	624
Civil Aeronautics Board										
Total	1,079	-38.74	183	168	151	159	181	126	85	23
Payments to air carriers	801	-13.57	142	127	110	121	146	97	59	X
Salaries and expenses	278	-26.15	41	41	41	38	35	30	26	23

Table C-6.
Federal Outlays for Air Transportation by Agency and Program: FY 1977-94—Con.
Part B. Constant 1987 Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total air transportation outlays	\$5,106	\$5,421	\$5,543	\$5,747	\$6,202	\$6,581	\$7,183	\$7,748	\$8,078	\$7,835
Federal Aviation Administration										
Total	4,403	4,739	4,895	5,060	5,375	5,758	6,281	6,785	7,074	6,783
Operations - General Fund	1,664	2,263	2,215	2,223	2,729	2,608	1,742	1,895	1,779	1,825
Operations - Airport/Airway Trust Fund	1,146	441	622	809	447	727	1,738	1,755	1,832	1,698
Grants for airports	814	866	917	804	1,062	1,099	1,336	1,391	1,552	1,251
Facilities and equipment - AATF	439	769	892	1,017	1,019	1,187	1,311	1,568	1,741	1,836
Research, engineering & development - AATF	270	297	170	165	119	138	155	178	171	175
Washington metro area airports - O & M	38	34	26	X	X	X	X	X	X	X
Aircraft purchase guarantees	14	4	1	9	1	1	-	-	-	-
Headquarters administration	X	60	40	37	X	X	X	X	X	X
Facilities, engineering, & development	4	1	1	-	X	X	X	X	X	X
Construction - Washington metro area airports	18	8	12	-	X	X	X	X	X	X
Safety regulation	X	X	X	X	X	X	X	X	X	X
Miscellaneous expired accounts	X	X	X	X	1	-	-	X	X	-
Supersonic transport development and test	X	X	X	X	X	X	X	X	X	X
United States International Aero Exposition	X	X	X	X	X	X	X	X	X	X
Aviation War Risk Insurance Fund	(3)	(2)	(1)	(4)	(3)	(3)	(3)	(2)	(1)	(1)
Office of the Secretary										
Total	35	25	26	26	25	23	20	29	30	24
Payments to air carriers	35	25	26	26	25	22	19	29	30	24
Commission on Aircraft Security	X	X	X	X	X	1	1	-	X	X
National Aeronautics and Space Administration										
Administration	664	657	622	661	801	801	882	934	974	1,027
Civil Aeronautics Board										
Total	4	X	X	X	X	X	X	X	X	X
Payments to air carriers	X	X	X	X	X	X	X	X	X	X
Salaries and expenses	4	X	X	X	X	X	X	X	X	X

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-7.
Federal Outlays for Water Transportation by Agency and Program: FY 1977-94

Part A. Current Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total water transportation outlays ..	\$55,146	3.56	\$2,133	\$2,300	\$2,508	\$2,837	\$2,952	\$3,055	\$2,973	\$2,960
United States Coast Guard										
Total	13,080	6.02	441	487	539	601	650	683	660	703
Operating expenses	10,917	5.36	373	416	451	502	539	587	553	590
Acquisition, construction, and improvement ..	1,208	7.12	34	33	51	42	49	66	80	84
Trust fund share of expenses	223	603.15	X	X	X	X	X	X	X	X
Research & development, test & evaluation ..	219	-3.74	15	19	17	21	19	16	17	12
Alteration of bridges	141	-0.49	10	9	7	11	19	8	5	15
Pollution Fund	128	-39.15	9	11	13	24	24	6	3	3
Emergency Fund	120	83.57	X	X	X	X	X	X	X	X
Environmental compliance and restoration ...	66	48.51	X	X	X	X	X	X	X	X
Offshore Oil Pollution Fund	43	79.73	X	X	X	-	(1)	1	1	-
Payment of Claims (Trust Fund)	11	NM	X	X	X	X	X	X	X	X
Deep Water Port Liability Fund	4	40.61	X	X	X	X	-	-	X	X
Maritime Administration										
Total	10,600	-1.11	655	598	547	652	597	651	549	507
Operating differential subsidy	5,179	-2.78	344	303	301	341	335	401	368	384
Ship construction	1,335	-22.02	219	157	201	265	208	184	85	14
Operations and training	1,256	2.31	49	55	55	66	66	75	73	76
Federal Ship Financing Fund	1,160	6.13	31	66	(28)	(39)	(26)	(28)	14	23
Ready Reserve Force	1,158	46.95	X	X	X	X	X	X	X	X
Ocean freight differential	326	12.68	X	X	X	X	X	X	X	X
Research and development	168	-15.48	17	17	17	23	17	17	13	10
Special studies, services, and projects	3	7.44	-	-	-	-	1	-	-	X
Consolidated Working Fund	1	-31.16	(4)	-	(1)	(4)	10	X	X	-
Gifts and bequests	-	30.72	X	X	X	X	X	-	-	-
Vessel Operations Revolving Fund	(3)	39.34	-	-	3	1	(14)	2	(4)	(1)
War Risk Insurance Fund	(16)	-11.89	(1)	-	-	(1)	(1)	(1)	(1)	(1)
Maritime guaranteed loans	33	NM	X	X	X	X	X	X	X	X
Saint Lawrence Seaway Development Corporation										
Total	65	13.78	(1)	(3)	(3)	(1)	(1)	(1)	(1)	(3)
Harbor Maintenance Trust Fund	76	2.40	X	X	X	X	X	X	X	X
Net additional outlays	(10)	-3.06	(1)	(3)	(3)	(1)	(1)	(1)	(1)	(3)
United States Army Corps of Engineers										
Total	23,532	4.45	744	901	1,057	1,229	1,302	1,306	1,307	1,360
O & M: Channels and harbors	7,732	3.97	279	307	303	373	389	395	431	543
Construction of locks and dams	5,859	3.82	162	226	313	390	393	401	349	270
O & M: Locks and dams	4,219	6.71	114	143	152	149	159	164	210	213
Construction of channels and harbors	2,218	1.28	81	96	130	145	171	144	119	104
Mississippi River and tributaries	1,350	3.40	53	58	57	59	61	65	75	96
Operations: Protection of navigation	915	-2.35	47	49	61	59	57	63	67	74
Regulatory programs - navigation	518	9.72	X	X	X	X	X	X	X	X
General investigations - navigation	373	10.51	7	7	9	12	20	24	26	26
Rehabilitation of locks and dams	253	18.16	1	X	29	27	32	28	27	29
Rehabilitation of channels and harbors	96	-19.12	-	14	4	17	19	23	5	7
Panama Canal Commission										
Total	7,637	3.84	286	308	358	345	392	404	446	381
Gross outlays	7,637	3.84	286	308	358	345	392	404	446	381
Federal Maritime Commission										
Total	232	4.62	8	9	10	11	12	11	12	11
Salaries and expenses	232	4.62	8	9	10	11	12	11	12	11

Table C-7.
Federal Outlays for Water Transportation by Agency and Program: FY 1977-94—Con.
Part A. Current Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total water transportation outlays	\$3,065	\$3,710	\$3,184	\$2,823	\$2,701	\$3,069	\$3,355	\$3,792	\$3,865	\$3,863
United States Coast Guard										
Total	657	600	603	628	680	837	892	1,153	1,075	1,191
Operating expenses	558	531	548	566	589	698	735	890	884	907
Acquisition, construction, and improvement ..	81	51	42	47	50	83	88	150	70	109
Trust fund share of expenses	X	X	X	X	X	X	41	66	66	49
Research & development, test & evaluation ..	10	6	7	6	8	8	6	11	13	8
Alteration of bridges	4	3	-	7	18	3	1	3	7	9
Pollution Fund	4	8	6	2	15	(1)	1	-	-	-
Emergency Fund	X	X	X	X	X	X	13	16	10	82
Environmental compliance and restoration ...	X	X	X	X	X	X	7	17	20	22
Offshore Oil Pollution Fund	-	-	-	-	-	41	X	X	X	X
Payment of Claims (Trust Fund)	X	X	X	X	X	X	X	X	6	6
Deep Water Port Liability Fund	X	X	X	-	X	4	X	X	X	X
Maritime Administration										
Total	686	1,493	857	338	119	259	356	456	737	542
Operating differential subsidy	352	288	227	230	212	231	218	216	216	213
Ship construction	5	-	-	1	X	X	X	X	X	(3)
Operations and training	77	71	69	73	73	81	74	77	76	72
Federal Ship Financing Fund	266	1,192	417	(7)	(238)	(130)	(163)	(11)	(95)	(85)
Ready Reserve Force	X	X	X	X	48	89	165	116	409	330
Ocean freight differential	X	X	22	41	44	22	34	51	62	50
Research and development	10	13	7	3	2	X	X	X	X	X
Special studies, services, and projects	-	X	X	-	-	-	-	-	-	X
Consolidated Working Fund	X	X	X	X	X	X	X	X	X	X
Gifts and bequests	-	-	-	-	-	-	-	-	-	-
Vessel Operations Revolving Fund	(23)	(69)	115	(2)	(21)	(32)	30	9	71	(68)
War Risk Insurance Fund	(1)	(1)	(1)	(1)	(1)	(2)	(1)	(1)	(1)	-
Maritime guaranteed loans	X	X	X	X	X	X	X	X	X	33
Saint Lawrence Seaway Development Corporation										
Total	(1)	2	6	9	10	10	10	12	10	12
Harbor Maintenance Trust Fund	X	X	X	9	10	11	9	11	13	11
Net additional outlays	(1)	2	6	-	(1)	(2)	1	1	(3)	1
United States Army Corps of Engineers										
Total	1,299	1,191	1,251	1,383	1,436	1,477	1,579	1,645	1,505	1,559
O & M: Channels and harbors	486	434	432	424	454	415	516	493	516	540
Construction of locks and dams	261	209	240	315	315	427	468	450	367	306
O & M: Locks and dams	225	236	289	313	312	289	294	316	297	346
Construction of channels and harbors	122	108	103	147	167	151	88	148	95	101
Mississippi River and tributaries	84	76	71	81	81	81	87	93	78	94
Operations: Protection of navigation	74	83	82	27	27	25	30	30	30	31
Regulatory programs - navigation	X	X	X	53	59	66	74	85	88	93
General investigations - navigation	24	19	15	16	21	23	22	30	32	39
Rehabilitation of locks and dams	17	25	17	7	-	-	-	-	3	11
Rehabilitation of channels and harbors	6	2	1	-	-	-	-	X	X	X
Panama Canal Commission										
Total	413	412	456	451	443	471	502	509	519	541
Gross outlays	413	412	456	451	443	471	502	509	519	541
Federal Maritime Commission										
Total	12	12	12	13	14	15	17	17	18	18
Salaries and expenses	12	12	12	13	14	15	17	17	18	18

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-7.
Federal Outlays for Water Transportation by Agency and Program: FY 1977-94—Con.

Part B. Constant Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total water transportation outlays . . .	59,132	-1.41	3,795	3,808	3,800	3,865	3,627	3,507	3,267	3,152
United States Coast Guard										
Total	13,693	0.94	785	806	817	818	799	784	725	749
Operating expenses	11,475	0.31	664	688	683	684	663	674	608	628
Acquisition, construction, and improvement . .	1,248	1.98	60	55	78	58	61	75	88	89
Trust fund share of expenses	182	2.01	X	X	X	X	X	X	X	X
Research & development, test & evaluation . .	260	-8.35	26	31	26	29	24	18	19	13
Alteration of bridges	164	-5.26	18	14	11	15	24	9	6	16
Pollution Fund	163	-42.07	17	18	19	32	29	7	3	3
Emergency Fund	95	76.60	X	X	X	X	X	X	X	X
Environmental compliance and restoration . . .	54	42.87	X	X	X	X	X	X	X	X
Offshore Oil Pollution Fund	39	72.45	X	X	X	-	(1)	1	1	-
Payment of Claims (Trust Fund)	9	NM	X	X	X	X	X	X	X	X
Deep Water Port Liability Fund	3	35.84	X	X	X	X	-	-	X	X
Maritime Administration										
Total	11,951	-5.85	1,166	991	829	888	734	748	603	540
Operating differential subsidy	5,939	-7.44	612	502	455	465	411	460	405	409
Ship construction	1,894	-25.75	390	259	304	361	256	212	93	15
Operations and training	1,356	-2.59	86	91	84	89	82	86	81	81
Federal Ship Financing Fund	1,307	1.05	55	110	(43)	(53)	(32)	(32)	15	25
Ready Reserve Force	949	41.40	X	X	X	X	X	X	X	X
Ocean freight differential	283	8.60	X	X	X	X	X	X	X	X
Research and development	218	-19.88	31	29	26	31	21	20	15	11
Special studies, services, and projects	4	2.24	-	1	1	-	1	-	-	X
Consolidated Working Fund	(2)	-36.03	(8)	-	(2)	(5)	12	X	X	-
Gifts and bequests	-	26.47	X	X	X	X	X	-	-	-
Vessel Operations Revolving Fund	(5)	32.66	-	-	4	1	(17)	3	(4)	(1)
War Risk Insurance Fund	(16)	-16.11	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Maritime guaranteed loans	25	NM	X	X	X	X	X	X	X	X
Saint Lawrence Seaway Development Corporation										
Total	50	8.33	(2)	(5)	(5)	(1)	(1)	(1)	(1)	(3)
Harbor Maintenance Trust Fund	65	-1.49	X	X	X	X	X	X	X	X
Net additional outlays	(15)	-7.71	(2)	(5)	(5)	(1)	(1)	(1)	(1)	(3)
United States Army Corps of Engineers										
Total	25,050	-0.56	1,323	1,491	1,602	1,674	1,599	1,500	1,437	1,449
O & M: Channels and harbors	8,232	-1.01	496	509	459	508	478	454	473	578
Construction of locks and dams	6,298	-1.16	287	375	474	531	482	460	383	288
O & M: Locks and dams	4,354	1.60	204	236	231	202	195	188	230	226
Construction of channels and harbors	2,441	-3.57	145	159	196	198	210	165	131	110
Mississippi River and tributaries	1,442	-1.55	95	96	87	80	75	74	82	102
Operations: Protection of navigation	1,047	-7.03	83	82	93	80	70	72	73	79
Regulatory programs - navigation	443	5.54	X	X	X	X	X	X	X	X
General investigations - navigation	379	5.22	13	12	14	16	25	27	29	28
Rehabilitation of locks and dams	292	12.50	1	X	44	36	40	33	29	31
Rehabilitation of channels and harbors	122	-23.16	-	23	6	23	23	27	5	7
Panama Canal Commission										
Total	8,144	-1.14	508	509	542	470	482	464	490	406
Gross outlays	8,144	-1.14	508	509	542	470	482	464	490	406
Federal Maritime Commission										
Total	245	-0.40	15	15	15	15	14	13	13	12
Salaries and expenses	245	-0.40	15	15	15	15	14	13	13	12

Table C-7.
Federal Outlays for Water Transportation by Agency and Program: FY 1977-94—Con.

Part B. Constant Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total water transportation outlays ..	3,163	3,763	3,184	2,751	2,529	2,765	2,910	3,155	3,107	2,983
United States Coast Guard										
Total	678	608	603	612	636	754	774	959	864	920
Operating expenses	576	538	548	552	552	629	638	740	710	700
Acquisition, construction, and improvement ..	83	52	42	45	46	75	76	125	56	84
Trust fund share of expenses	X	X	X	X	X	X	36	55	53	38
Research & development, test & evaluation ..	10	6	7	5	7	7	5	9	10	6
Alteration of bridges	4	3	0	7	17	3	1	2	5	7
Pollution Fund	4	9	6	2	14	(1)	-	-	-	-
Emergency Fund	X	X	X	X	X	X	11	13	8	63
Environmental compliance and restoration ...	X	X	X	X	X	X	6	14	16	17
Offshore Oil Pollution Fund	-	-	-	-	-	37	X	X	X	X
Payment of Claims (Trust Fund)	X	X	X	X	X	X	X	X	5	4
Deep Water Port Liability Fund	X	X	X	-	X	4	X	X	X	X
Maritime Administration										
Total	708	1,515	857	329	112	234	308	380	593	418
Operating differential subsidy	363	292	227	224	199	208	189	179	173	164
Ship construction	5	-	-	1	X	X	X	X	X	(2)
Operations and training	79	72	69	71	68	73	64	64	61	55
Federal Ship Financing Fund	275	1,209	417	(6)	(223)	(117)	(142)	(9)	(77)	(66)
Ready Reserve Force	X	X	X	X	45	80	143	97	329	255
Ocean freight differential	X	X	22	40	41	20	30	42	50	39
Research and development	10	13	7	3	2	X	X	X	X	X
Special studies, services, and projects	-	X	X	-	-	-	-	-	-	X
Consolidated Working Fund	X	X	X	X	X	X	X	X	X	X
Gifts and bequests	-	-	-	-	-	-	-	-	-	-
Vessel Operations Revolving Fund	(24)	(70)	115	(2)	(20)	(29)	26	7	57	(53)
War Risk Insurance Fund	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	-
Maritime guaranteed loans	X	X	X	X	X	X	X	X	X	25
Saint Lawrence Seaway Development Corporation										
Total	(1)	2	6	9	9	9	8	10	8	9
Harbor Maintenance Trust Fund	X	X	X	9	10	10	8	9	11	8
Net additional outlays	(1)	2	6	-	(1)	(2)	1	-	(2)	1
United States Army Corps of Engineers										
Total	1,341	1,208	1,251	1,348	1,345	1,330	1,369	1,368	1,210	1,204
O & M: Channels and harbors	502	440	432	414	425	374	448	411	415	417
Construction of locks and dams	270	212	240	307	295	384	406	374	295	236
O & M: Locks and dams	232	239	289	305	292	260	255	263	239	267
Construction of channels and harbors	126	109	103	143	156	136	76	123	76	78
Mississippi River and tributaries	86	77	71	79	75	73	76	77	62	72
Operations: Protection of navigation	76	84	82	26	25	23	26	25	24	24
Regulatory programs X navigation	X	X	X	52	56	59	64	71	71	72
General investigations - navigation	25	19	15	16	20	20	19	25	26	30
Rehabilitation of locks and dams	18	25	17	7	-	-	-	-	2	8
Rehabilitation of channels and harbors	6	2	1	-	-	-	-	X	X	X
Panama Canal Commission										
Total	426	418	456	440	415	425	435	424	418	418
Gross outlays	426	418	456	440	415	425	435	424	418	418
Federal Maritime Commission										
Total	12	12	12	13	13	14	15	14	14	14
Salaries and expenses	12	12	12	13	13	14	15	14	14	14

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-8.
Federal Outlays for Transit by Agency and Program: FY 1977-94

Part A. Current Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total transit outlays	\$61,460	3.80	\$1,999	\$2,177	\$2,542	\$3,307	\$3,917	\$4,015	\$3,894	\$3,811
Federal Transit Administration										
Total	59,956	4.78	1,709	2,028	2,458	3,207	3,855	3,925	3,709	3,779
Formula grants	20,351	-21.76	X	X	X	X	X	X	2,361	1,395
Discretionary grants (trust fund)	9,739	76.80	X	X	X	X	X	X	3	233
Urban discretionary grants	8,260	3.77	849	1,040	939	1,255	1,528	1,587	1,060	X
Interstate transfer grants	6,474	-1.89	215	206	536	701	693	781	219	591
Urban formula grants	5,952	19.77	541	637	869	1,139	1,432	1,334	X	X
Miscellaneous expired accounts	3,742	-38.56	X	X	X	X	X	X	X	1,417
Trust fund share of transit programs	2,329	(NM)	X	X	X	X	X	X	X	X
Washington metro area transit authority	1,680	8.42	X	X	X	X	X	X	X	64
Research and training	609	-10.91	56	52	50	55	69	64	39	47
Administrative expenses	447	1.76	13	15	15	14	24	24	26	33
Technical studies grants	230	10.44	34	40	42	X	60	55	X	X
Nonurban formula grants	147	115.14	X	X	6	41	42	59	X	X
Commuter rail subsidies	67	-14.52	X	37	1	1	7	20	X	X
Waterborne demonstration	1	(NM)	X	X	X	-	-	-	X	X
Fare-free program	-	(NM)	X	X	X	-	-	-	X	X
University transportation centers	(6)	(NM)	X	X	X	X	X	X	X	X
Transit planning and research	(67)	(NM)	X	X	X	X	X	X	X	X
Federal Railroad Administration										
Total	184	-25.08	X	X	X	X	X	25	135	X
Commuter rail subsidies	184	-25.08	X	X	X	X	X	25	135	X
Washington Metropolitan Area Transit Authority										
Total	1,319	-16.45	290	149	84	100	61	65	50	33
Construction loan and interest payment	1,319	-16.45	290	149	84	100	61	65	50	33

Table C-8.
Federal Outlays for Transit by Agency and Program: FY 1977-94—Con.

Part A. Current Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total transit outlays	\$3,427	\$3,399	\$3,351	\$3,316	\$3,595	\$3,832	\$3,917	\$3,675	\$3,517	\$3,770
Federal Transit Administration										
Total	3,356	3,343	3,299	3,266	3,541	3,770	3,857	3,614	3,457	3,782
Formula grants	1,409	1,652	1,822	1,937	2,108	2,242	2,209	1,868	1,191	159
Discretionary grants (trust fund)	507	633	668	696	849	879	1,054	1,268	1,298	1,652
Urban discretionary grants	X	X	X	X	X	X	X	X	X	X
Interstate transfer grants	462	389	264	132	189	274	264	238	163	156
Urban formula grants	X	X	X	X	X	X	X	X	X	X
Miscellaneous expired accounts	852	533	345	268	135	88	57	28	8	11
Trust fund share of transit programs	X	X	X	X	X	X	X	X	618	1,712
Washington metro area transit authority	60	84	150	185	208	244	231	163	149	143
Research and training	40	23	22	19	19	13	11	11	11	8
Administrative expenses	26	30	29	30	34	32	31	37	18	17
Technical studies grants	X	X	X	X	X	X	X	X	X	X
Nonurban formula grants	X	X	X	X	X	X	X	X	X	X
Commuter rail subsidies	X	X	X	X	X	X	X	X	X	X
Waterborne demonstration	X	X	X	X	X	X	X	X	X	X
Fare-free program	X	X	X	X	X	X	X	X	X	X
University transportation centers	X	X	X	X	X	X	X	X	X	(6)
Transit planning and research	X	X	X	X	X	X	X	X	1	(68)
Federal Railroad Administration										
Total	X	-	X	1	2	2	5	8	7	1
Commuter rail subsidies	X	-	X	1	2	2	5	8	7	1
Washington Metropolitan Area Transit Authority										
Total	71	56	52	49	52	60	55	53	53	(14)
Construction loan and interest payment	71	56	52	49	52	60	55	53	53	(14)

- Represents zero or a value that is too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-8.
Federal Outlays for Transit by Agency and Program: FY 1977-94—Con.
Part B. Constant 1987 Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (percent)	1977	1978	1979	1980	1981	1982	1983	1984
Total transit outlays	\$65,854	-1.17	\$3,556	\$3,604	\$3,852	\$4,505	\$4,812	\$4,610	\$4,279	\$4,059
Federal Transit Administration										
Total	63,934	-0.24	3,041	3,357	3,724	4,369	4,736	4,506	4,075	4,024
Formula grants	19,461	-24.23	X	X	X	X	X	X	2,594	1,486
Discretionary grants (trust fund)	8,637	71.22	X	X	X	X	X	X	3	248
Urban discretionary grants	11,232	-4.24	1,511	1,722	1,423	1,710	1,877	1,823	1,165	X
Interstate transfer grants	7,477	-6.59	383	341	812	955	851	897	241	629
Urban formula grants	8,177	9.72	963	1,054	1,317	1,552	1,759	1,532	X	X
Miscellaneous expired accounts	3,829	-40.50	X	X	X	X	X	X	X	1,509
Trust fund share of transit programs	1,818	NM	-	X	X	X	X	X	X	X
Washington metro area transit authority	1,526	4.99	X	X	X	X	X	X	X	68
Research and training	757	-15.18	100	87	75	76	85	73	43	50
Administrative expenses	471	-3.11	22	25	23	19	30	28	29	35
Technical studies grants	325	1.18	60	66	63	X	73	63	X	X
Nonurban formula grants	184	96.14	X	X	9	55	52	67	X	X
Commuter rail subsidies	97	-22.00	X	62	1	1	9	23	X	X
Waterborne demonstration	1	NM	X	X	X	X	X	X	X	X
Fare-free program	-	NM	X	X	X	X	X	X	X	X
University transportation centers	(5)	NM	X	X	X	X	X	X	X	X
Transit planning and research	(51)	NM	X	X	X	X	X	X	X	X
Federal Railroad Administration										
Total	197	-27.52	X	X	X	X	X	28	149	X
Commuter rail subsidies	197	-27.52	X	X	X	X	X	28	149	X
Washington Metropolitan Area Transit Authority										
Total	1,722	-20.45	516	247	128	136	75	75	55	35
Construction loan and interest payment	1,722	-20.45	516	247	128	136	75	75	55	35

Table C-8.
Federal Outlays for Transit by Agency and Program: FY 1977-94—Con.
Part B. Constant 1987 Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total transit outlays	\$3,537	\$3,448	\$3,351	\$3,232	\$3,366	\$3,452	\$3,398	\$3,057	\$2,827	\$2,911
Federal Transit Administration										
Total	3,464	3,391	3,299	3,184	3,316	3,397	3,345	3,007	2,779	2,921
Formula grants	1,454	1,675	1,822	1,888	1,974	2,019	1,916	1,554	957	123
Discretionary grants (trust fund)	523	642	668	678	794	792	914	1,055	1,043	1,276
Urban discretionary grants	X	X	X	X	X	X	X	X	X	X
Interstate transfer grants	477	395	264	129	177	247	229	198	131	120
Urban formula grants	X	X	X	X	X	X	X	X	X	X
Miscellaneous expired accounts	879	541	345	261	127	79	49	23	7	8
Trust fund share of transit programs	X	X	X	X	X	X	X	X	496	1,322
Washington metro area transit authority	62	85	150	181	194	220	200	136	120	110
Research and training	41	23	22	18	18	12	10	9	9	6
Administrative expenses	27	30	29	29	31	28	27	31	14	13
Technical studies grants	X	X	X	X	X	X	X	X	X	X
Nonurban formula grants	X	X	X	X	X	X	X	X	X	X
Commuter rail subsidies	X	X	X	X	X	X	X	X	X	X
Waterborne demonstration	X	X	X	X	X	X	X	X	X	X
Fare-free program	X	X	X	X	X	X	X	X	X	X
University transportation centers	X	X	X	X	X	X	X	X	X	(5)
Transit planning and research	X	X	X	X	X	X	X	X	1	(52)
Federal Railroad Administration										
Total	X	-	X	1	2	1	5	6	5	1
Commuter rail subsidies	X	-	X	1	2	1	5	6	5	1
Washington Metropolitan Area Transit Authority										
Total	73	57	52	48	48	54	48	44	43	(11)
Construction loan and interest payment	73	57	52	48	48	54	48	44	43	(11)

- Represents zero or a value that is too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-9.

Federal Outlays for Intercity Rail Transportation by Agency and Program: FY 1977-94—Con.**Part A. Current Dollars—Con.**

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total intercity rail transportation outlays ..	\$1,057	\$908	\$808	\$576	\$599	\$534	\$779	\$900	\$811	\$832
Federal Railroad Administration										
Total	1,032	905	806	576	599	534	779	900	811	832
AMTRAK grants	764	680	597	591	574	561	535	508	465	491
Settlement of railroad litigation	-	96	7	(36)	X	-	-	X	X	X
Northeast corridor improvements	153	97	95	55	41	24	39	173	121	117
Rail service assistance	52	27	24	21	14	-	3	6	7	23
Mandatory passenger rail service payments	X	X	X	X	X	X	145	150	146	137
Railroad safety	28	28	28	28	28	31	32	38	39	43
Railroad research and development	16	15	11	11	7	7	14	21	23	20
Rail labor assistance	X	X	X	X	X	X	X	X	X	X
Office of the administrator	10	10	14	15	16	26	21	19	20	19
Conrail labor protection	10	23	-	X	-	(1)	-	-	-	-
Railroad rehabilitation and improvement	-	(73)	12	(115)	(87)	(127)	(13)	(17)	(9)	(18)
Alaska railroad revolving fund	(2)	1	3	-	-	-	-	X	X	X
Regional rail reorganization program	X	X	15	6	X	10	-	X	X	X
AMTRAK corridor improvement loan	X	X	X	X	X	4	4	1	X	X
Freight line rehabilitation	X	X	X	X	4	1	-	1	X	X
Penn station redevelopment project	X	X	X	X	X	X	X	X	X	1
MAGLEV prototype development	X	X	X	X	X	X	X	X	X	-
Interstate Commerce Commission										
Total	-	X	X	X	X	X	X	X	X	X
Payment for rail service	-	X	X	X	X	X	X	X	X	X
United States Railway Association										
Total	25	2	1	-	X	X	X	X	X	X
Administration expenditures	X	X	X	X	X	X	X	X	X	X
Purchase conrail securities	3	2	1	-	X	X	X	X	X	X
Regional rail reorganization program	22	X	X	X	X	X	X	X	X	X

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Growth rate refers to the compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.²Does not include commuter rail outlays (see table C-8).

NOTE: Line items may not add to totals due to rounding.

Table C-9.
Federal Outlays for Intercity Rail Transportation by Agency and Program: FY 1977-94—Con.
Part B. Constant 1987 Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total intercity rail transportation outlays ..	\$1,091	\$920	\$808	\$562	\$561	\$481	\$676	\$749	\$652	\$642
Federal Railroad Administration										
Total	1,065	918	806	562	561	481	676	749	652	642
AMTRAK grants	788	690	597	576	538	505	464	423	374	379
Settlement of railroad litigation	1	97	7	(35)	X	-	-	X	X	X
Northeast corridor improvements	158	98	95	54	39	22	34	144	97	90
Rail service assistance	53	28	24	21	14	-	2	5	5	18
Mandatory passenger rail service payments	X	X	X	X	X	X	126	125	117	106
Railroad safety	29	29	28	27	26	28	28	32	31	33
Railroad research and development	17	16	11	10	7	6	12	18	18	15
Rail labor assistance	X	X	X	X	X	X	X	X	X	X
Office of the administrator	10	11	14	15	15	23	18	16	16	14
Conrail labor protection	11	23	-	X	-	(1)	-	-	-	-
Railroad rehabilitation and improvement	-	(74)	12	(112)	(82)	(115)	(11)	(14)	(7)	(14)
Alaska Railroad Revolving Fund	(2)	1	3	-	-	-	-	X	X	X
Regional rail reorganization program	X	X	15	6	X	9	-	X	X	X
AMTRAK corridor improvement loan	X	X	X	X	X	3	3	1	X	X
Freight line rehabilitation	X	X	X	X	4	1	-	1	X	X
Penn Station redevelopment project	X	X	X	X	X	X	X	X	X	1
MAGLEV prototype development	X	X	X	X	X	X	X	X	X	-
Interstate Commerce Commission										
Total	-	X	X	X	X	X	X	X	X	X
Payment for rail service	-	X	X	X	X	X	X	X	X	X
United States Railway Association										
Total	26	2	1	-	X	X	X	X	X	X
Administration expenditures	X	X	X	X	X	X	X	X	X	X
Purchase Conrail securities	3	2	1	-	X	X	X	X	X	X
Regional rail reorganization program	23	X	X	X	X	X	X	X	X	X

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Growth rate refers to the compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

²Does not include commuter rail outlays (see table C-8).

NOTE: Line items may not add to totals due to rounding.

Table C-10.
Federal Outlays for Pipeline by Agency and Program: FY 1977-94—Con.

Part A. Current Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total pipeline outlays	\$4	\$4	\$4	\$5	\$10	\$9	\$9	\$12	\$14	\$14
Research and Special Programs Administration										
Total	4	4	4	5	10	9	9	12	14	14
Grants-in-aid to states	4	4	4	5	5	4	5	7	7	7
Safety - R & D	X	X	X	X	5	5	4	6	7	6

X No activity.

¹Growth rate refers to the compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-10.
Federal Outlays for Pipeline by Agency and Program: FY 1977-94—Con.

Part B. Constant 1987 Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total pipeline outlays	\$4	\$4	\$4	\$4	\$10	\$8	\$8	\$10	\$11	\$10
Research and Special Programs Administration										
Total	4	4	4	4	10	8	8	10	11	10
Grants-in-aid to states	4	4	4	4	5	4	5	6	6	6
Safety - R & D	X	X	X	X	5	5	3	5	5	5

X No activity.

¹Growth rate refers to the compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-11.
Federal Outlays for Transportation General Support by Agency and Program: FY 1977-94
Part A. Current Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (per- cent)	1977	1978	1979	1980	1981	1982	1983	1984
Total general support outlays	\$3,531	6.49	\$133	\$122	\$155	\$177	\$186	\$155	\$158	\$138
Office of the Secretary										
Total	1,479	7.55	62	42	53	51	52	37	46	34
Salaries and expenses	834	3.44	35	34	31	33	35	35	40	37
Rental payments (including Trust Fund)	489	6.82	X	X	X	X	X	X	X	X
Transportation planning R & D	147	-7.33	25	14	17	15	14	6	4	5
Commercial space transportation - O & R	17	0.53	X	X	X	X	X	X	X	X
Minority business research center	7	NM	X	X	X	X	X	X	X	X
Gifts and bequests	4	-37.67	X	X	X	X	X	X	X	X
Transportation research overseas	-	-48.62	-	-	-	-	-	-	X	X
Commission on aviation security	-	NM	X	X	X	X	X	X	X	X
Working Capital Fund	(13)	4.64	2	(6)	5	3	3	(4)	2	(8)
Office of the Inspector General										
Total	393	14.82	X	X	5	10	11	13	22	22
Salaries and expenses	393	14.82	X	X	5	10	11	13	22	22
Research and Special Programs Administration										
Total	279	24.28	(1)	(1)	15	21	29	21	9	5
Operations and research	301	12.77	X	4	17	21	26	19	16	18
Emergency Preparedness Fund	7	NM	X	X	X	X	X	X	X	X
Consolidated Working Fund (Volpe Center)	(29)	18.42	(1)	(4)	(2)	-	4	1	(7)	(13)
Interstate Commerce Commission										
Total	964	-1.87	59	65	67	76	75	67	62	56
Salaries and expenses	964	-1.87	59	65	67	76	75	67	62	56
National Transportation Safety Board										
Total	416	6.23	13	16	16	18	18	17	19	21
Salaries and expenses	416	6.23	13	16	15	18	18	17	19	21
Emergency Fund	-	NM	X	X	X	X	X	X	X	X
Donations	-	NM	X	X	-	X	X	X	X	X

Table C-11.
Federal Outlays for Transportation General Support by Agency and Program: FY 1977-94—Con.

Part A. Current Dollars—Con.

(In millions)

Agency and program	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total general support outlays	\$182	\$188	\$138	\$163	\$168	\$190	\$270	\$289	\$333	\$387
Office of the Secretary										
Total	65	62	46	51	58	73	160	179	194	215
Salaries and expenses	51	56	45	58	49	57	55	56	65	63
Rental payments (including Trust Fund)	X	X	X	X	X	X	107	112	132	137
Transportation planning R & D	5	5	5	5	4	7	4	4	3	7
Commercial space transportation - O & R	X	X	X	X	X	X	4	4	4	4
Minority business research center	X	X	X	X	X	X	X	X	3	4
Gifts and bequests	X	X	4	-	X	-	-	-	-	-
Transportation research overseas	X	-	X	X	X	X	X	X	X	X
Commission on aviation security	X	X	X	X	X	X	-	X	X	X
Working Capital Fund	10	1	(8)	(13)	5	9	(10)	2	(11)	4
Office of the Inspector General										
Total	27	26	26	28	28	31	31	35	40	38
Salaries and expenses	27	26	26	28	28	31	31	35	40	38
Research and Special Programs Administration										
Total	19	34	2	17	14	16	6	(1)	21	55
Operations and research	18	16	16	15	13	16	16	20	26	24
Emergency Preparedness Fund	X	X	X	X	X	X	X	X	1	6
Consolidated Working Fund (Volpe Center)	-	18	(14)	1	-	1	(10)	(21)	(5)	24
Interstate Commerce Commission										
Total	50	45	42	43	44	43	45	40	41	43
Salaries and expenses	50	45	42	43	44	43	45	40	41	43
National Transportation Safety Board										
Total	22	21	23	24	24	26	29	36	37	37
Salaries and expenses	22	21	23	24	24	26	29	36	37	37
Emergency Fund	X	X	X	X	X	-	X	X	X	X
Donations	X	X	X	X	X	X	X	X	X	X

- Represents zero or a value too small to report.

NM Not meaningful; time series is 3 years or fewer.

X No activity.

¹Growth rate refers to the compound annual rate of growth beginning with the first year of activity and ending with the last year of activity.

NOTE: Line items may not add to totals due to rounding.

Table C-11.
Federal Outlays for Transportation General Support by Agency and Program: FY 1977-94—Con.

Part B. Constant 1987 Dollars

(In millions)

Agency and program	Total	Growth rate ¹ (per- cent)	1977	1978	1979	1980	1981	1982	1983	1984
Total general support outlays	\$3,686	1.39	\$236	\$201	\$235	\$241	\$228	\$178	\$173	\$147
Office of the Secretary										
Total	1,478	2.39	111	69	81	70	63	42	51	36
Salaries and expenses	880	-1.51	63	56	47	45	43	40	44	39
Rental payments (including Trust Fund)	399	4.20	X	X	X	X	X	X	X	X
Transportation planning R & D	190	-11.77	44	24	25	20	17	6	4	5
Commercial space transportation - O & R	14	-1.94	X	X	X	X	X	X	X	X
Minority business research center	6	NM	X	X	X	X	X	X	X	X
Gifts and bequests	4	-39.71	X	X	X	X	X	X	X	X
Transportation research overseas	1	-51.73	1	-	-	-	-	-	X	X
Commission on aviation security	-	NM	X	X	X	X	X	X	X	X
Working Capital Fund	(10)	-0.37	4	(10)	8	5	4	(4)	2	(8)
Office of the Inspector General										
Total	376	9.77	X	X	7	14	13	15	25	23
Salaries and expenses	376	9.77	X	X	7	14	13	15	25	23
Research and Special Programs Administration										
Total	285	18.33	(2)	(1)	22	29	36	24	9	5
Operations and research	313	7.52	X	6	26	28	32	22	18	19
Emergency Preparedness Fund	5	NM	X	X	X	X	X	X	X	X
Consolidated Working Fund (Volpe Center)	(34)	12.75	(2)	(7)	(4)	1	4	2	(8)	(14)
Interstate Commerce Commission										
Total	1,115	-6.57	104	108	102	104	93	77	68	60
Salaries and expenses	1,115	-6.57	104	108	102	104	93	77	68	60
National Transportation Safety Board										
Total	432	1.14	23	26	24	24	22	20	20	23
Salaries and expenses	432	1.14	23	26	23	24	22	20	20	23
Emergency Fund	-	NM	X	X	X	X	X	X	X	X
Donations	-	NM	X	X	-	X	X	X	X	X