

**PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES**

TABLE F-106  
STATUS AS OF JANUARY 1, 1998

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>FEDERAL EXCISE TAXES ON MOTOR FUELS</b>			
Gasoline: 18.4 Cents Diesel: 24.4 Cents Special Fuels: from 11.9 to 18.4 cents Gasohol: from 13 to 15.3222 cents	- - - - - -	- - - - - -	The rates shown are for highway use of motor fuel. See table FE-21B for more detail on the rates and application of highway fuel taxes. - - -
Internal Revenue Service	Amount required	Payment of refunds.	Refunds are for exempt uses such as farming, or to exempt users such as State and local governments and educational and nonprofit institutions.
Leaking Underground Storage Tank Fund	0.1 cent	For corrective action with respect to any release of petroleum into the environment from an underground storage tank if such action is necessary to protect human health and the environment or enforcement of requirement for tank owner to take corrective action following a petroleum release. (42 U.S.C. 6991b)	Program is administered by the Environmental Protection Agency.
General Fund	See remarks	For deficit reduction.	See table FE-21B for the distribution from gasohol tax revenues to the General Fund. For most motor fuels, the Taxpayer Relief Act of 1997 transferred the 4.3 cents distribution for deficit reduction from the General Fund to the Highway Trust Fund effective October 1, 1997.
	Tax on motorboat gasoline and special fuel		
Aquatic Resources Trust Fund, Boat Safety Account	See remarks	Provide boat safety education and enforcement, search and rescue, provision of public access sites for recreational boaters, waterway markers and other aids to navigation, State recreational vessel numbering and titling programs. (46 U.S.C. 203)	Amount deposited in the account may not exceed \$70 million for the fiscal year and the balance in the account may not exceed \$70 million. (26 U.S.C. 9503(c)(4))
Land and Water Conservation Fund	\$1,000,000	For planning, acquisition, and development of outdoor recreation areas and facilities. (16 U.S.C. 4601-4)	This amount is available after the maximum transfer to the Boat Safety Account has been made. (26 U.S.C. 9503 (c)(4)(b))
Aquatic Resources Trust Fund, Sport Fish Restoration Account	Remainder	To aid the States in fish restoration and management projects and to carry out the purposes of the Coastal Wetlands Planning Protection and Restoration Act.	
Aquatic Resources Trust Fund, Sport Fish Restoration Account	Tax on gasoline used in small engines	To carry out the purposes of the Coastal Wetlands Planning Protection and Restoration Act.	(26 U.S.C. 9503(c)(5))
Federal Highway Trust Fund, Mass Transit Account	2.85 cents	Made available through the programs of the Federal Transit Administration for mass transit capital projects. (PL 105-34)	
Federal Highway Trust Fund, Highway Account	Remainder	Finances the Federal-Aid Highway Program. After 3.75 * percent deducted from specific authorizations for administration of the Federal-aid highway program and the Federal highway research and technology program (23 U.S.C. 104 (a)), a set aside not to exceed 1 percent from certain authorizations is made for metropolitan planning (23 U.S.C. 104 (f)).	* For FY 1997 only, administrative deduction raised to 4.25 percent to provide sufficient funding through the end of the ISTEA program. After administrative deduction and other set asides, not more than 2 percent of remaining authorizations may be expended for State planning and research (23 U.S.C. 307 (c)).
<b>FEDERAL EXCISE TAXES ON MOTOR VEHICLES</b>			
Federal Highway Trust Fund, Highway Account	All	Finances the Federal-Aid Highway Program. After 3.75 * percent deducted from specific authorizations for administration of the Federal-aid highway program and the Federal highway research and technology program (23 U.S.C. 104 (a)), a set aside not to exceed 1 percent from certain authorizations is made for metropolitan planning (23 U.S.C. 104 (f)).	* For FY 1997 only, administrative deduction raised to 4.25 percent to provide sufficient funding through the end of the ISTEA program. Fund also receives proceeds from Federal excise taxes on truck chassis, tires, and use. See table FE-21B for more details. After administrative deduction and other set asides, not more than 2 percent of remaining authorizations may be expended for State planning and research (23 U.S.C. 307 (c)).

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<b>U.S. DEPARTMENT OF TRANSPORTATION</b>			
<i><b>Federal Highway Administration</b></i>	FY 1997 Actual Obligation Amounts:	Administers Federal-aid highway program. After 3.75 * percent deducted from specific authorizations for administration of the Federal-aid highway program and the Federal highway research and technology program (23 U.S.C. 104 (a)), a set aside not to exceed 1 percent from certain authorizations is made for metropolitan planning (23 U.S.C. 104 (f)).	* For FY 1997 only, administrative deduction raised to 4.25 percent to provide sufficient funding through the end of the ISTEA program. After administrative deduction and other set asides, not more than 2 percent of remaining authorizations may be expended for State planning and research (23 U.S.C. 307 (c)). The amounts shown are 1997 obligation amounts from the Budget of the United States for Fiscal Year 1999.
Federal Highway Trust Fund, Highway Account:			
National Highway System (NHS) Program	\$3,247,000,000	To reimburse the States and the District of Columbia for the Federal share of right-of-way, engineering, and construction on NHS projects in rural and urban areas. Funds may be used to pay up to 90 percent of the cost of improvements, except in the public lands States where a greater Federal participation is allowed, but not to exceed 95 percent. (23 U.S.C. 103).	The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the NHS. The system was officially designated by law on November 13, 1995. The NHS consists of 158,503 miles of Interstate, other rural principal arterials, urban freeways and expressways, and facilities on the Department of Defense Strategic Highway Network that are open to the public. Another 3,858 miles are not open to the public. The Federal share of NHS projects is 80 percent or 90 percent if used on the Interstate system.
Surface Transportation Program (STP)	\$7,678,000,000	This program includes: construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges; capital costs for transit projects; highway and transit safety improvements; and transportation enhancements (23 U.S.C. 133).	Each State must set aside 10 percent of STP funds for safety construction and 10 percent for transportation enhancements. 50 percent of the STP funds must be distributed based on population. The remaining 30 percent can be used in any area of the State. The Federal share of STP projects is 80 percent or 90 percent if used on the Interstate system.
Bridge Replacement and Rehabilitation Program	\$1,973,000,000	To enable the States to replace bridges over waterways or other topographical barriers when the States find that the bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. (23 U.S.C. 144)	Apportioned based on the ratio of the estimated cost of deficient bridges in each State to the estimated total cost of deficient bridges for all States. Not less than 15 percent or more than 35 percent of the amount appropriated to each State shall be expended for projects located on public roads other than those on Federal-aid highways (23 U.S.C. 144) The Federal share of bridge projects is 80 percent.
Interstate Maintenance Program	\$2,488,000,000	This program replaces the Interstate 4R program and finances projects to rehabilitate, restore and resurface Interstate highways without adding to the capacity of the highway (23 U.S.C. 119).	55 percent of funds are apportioned based on the ratio of Interstate System lane miles in each State to total Interstate System lane miles, and 45 percent are apportioned based on the ratio of vehicle miles traveled (VMT) on the Interstate System in each State to total VMT on the Interstate System in all States. The Federal share of Interstate Maintenance is 90 percent of the cost of such projects. No state shall receive less than one-half percent of each year's apportionment.
Interstate Substitute Highway Program	\$4,000,000	For highway construction projects or public mass transit projects substituted for Interstate System routes withdrawn under provisions of 23 U.S.C. 103e-4. Projects must serve the area or areas from which the Interstate route or portion thereof was drawn.	Funds are distributed 25 percent on a discretionary basis and 75 percent on the basis of a cost estimate approved by Congress that estimates the cost of completing substitute highway projects. The federal share of Interstate substitute highway projects is 85 percent (23 U.S.C. 103e-4).
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$807,000,000	This program funds projects to improve air quality in nonattainment areas for ozone and carbon monoxide. A wide range of transportation activities are eligible if FHWA and EPA determine they will help meet National ambient air quality standards. (23 U.S.C. 149)	The Federal share of CMAQ projects is 80 percent or 90 percent if used on the Interstate system.
Minimum Allocation	\$550,000,000	May be used for Interstate construction, Interstate maintenance, Interstate substitution, NHS, STP, bridge program, Scenic byways, and certain safety programs (23 U.S.C. 157a and 157b).	Funds are allocated to insure that a State's percentage of total apportionments in each fiscal year and most allocated funds from the prior year is not less than 90 percent of the percent of estimated Highway Trust Fund tax payments attributable to highway users in that State in the latest fiscal year for which data is available.
Intelligent Transportation Systems Program (ITS)	\$113,000,000	This program funds the development and application of advanced vehicle and highway technologies that provide improved: safety, mobility, driver convenience, energy efficiency and environmental quality.	Program includes the promotion of compatible standards and protocols, and the establishment of evaluation guidelines for operational testing. The Federal share of IVHS projects is 80 percent or 100 percent for innovative high-risk projects.
Emergency Relief Program	\$694,000,000	This program funds the repair and reconstruction of Federal-aid highways and Federally-owned roads damaged as a result of natural disasters or catastrophic failures (23 U.S.C. 125).	Includes an initial obligation of \$114,000,000 and Emergency Supplements of \$580,000,000 that also were obligated in FY 1997.
Federal Lands Highway Program	\$338,000,000	This program consists of three categories: public lands highways, parkways and park roads, and Indian reservation roads. Funds are allocated on the basis of relative need. (23 U.S.C. 204)	The Federal share for Federal Lands highway projects is 100 percent. See authorizations under the Department of the Interior.

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Public Lands Highways	-	Construction, improvement, and administration of a forest road or any highway through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations. Maintenance is performed by the States.	Includes State and local roads which provide access to and within the National Forest System. These roads are separate from Forest Development Roads which are under Forest Service jurisdiction. Funds are allocated to specific projects on the basis of need. Preference is given to projects which are significantly impacted by Federal land and resource management activities (23 U.S.C. 202c).
Parkways and Park Roads	-	Planning, research, engineering and construction of parkways, roads and trails. (23 U.S.C. 203)	Parkways and Park Roads are under the jurisdiction of the National Park Service and provide access to and within the National Park System.
Indian Reservation Roads	-	Construction and improvement of Indian reservation bridges and roads. (23 U.S.C. 203)	Includes roads under the control of the Bureau of Indian Affairs, and State and local roads that provide access to and within Indian lands.
Donor State Bonus	\$372,000,000	Bonus payments are expended for the same purposes as STP funds.	Payments to States that contribute more to the Highway Trust Fund than they receive back through the Federal-Aid Highway Program.
Administration and research	\$590,000,000	Includes administration of the Federal-aid Highway Program, highway research and technology activities, special studies and programs.	Includes \$293,000,000 for highway research and technology activities. Funding includes: Operation Lifesaver, railway-highway crossing high hazard elimination, National Recreational Trails, and Woodrow Wilson Memorial Bridge studies (23 U.S.C. 104 (d), (h), and (i)). For FY 1997 only, administrative deduction raised from 3.75 to 4.25 percent to provide sufficient funding through the end of the ISTEA program.
Miscellaneous programs	\$1,336,000,000	To carry out an assortment of programs.	Includes Scenic By-ways, Tax Evasion projects, National Recreational Trails, value pricing, trade corridor and border gateway pilots, University Transportation Centers, University Research Institutes, and the Department's Strategic Planning and Intermodal Research initiative.
Demonstration Projects	\$1,196,000,000	To carry out the demonstration projects authorized by ISTEA sections 1103-1108.	Funds are authorized for specific demonstration projects over the period from FY 1992 through FY 1997. The Federal share of demonstration project costs is 80 percent.
Motor Carrier Safety Assistance Program	\$78,000,000	To make grants to the States for the improved enforcement of Federal and State motor-carrier safety rules.	Funds first authorized for this program in FY 1983. Funds distributed among States that have established State enforcement programs based on administratively determined criteria. The maximum Federal share is 80 percent of the cost of such programs.
<b>Bureau of Transportation Statistics</b>	\$22,000,000	Operation and administration of the Bureau.	Funded from the Federal-Aid Highways program of the Highway Trust Fund.
<b>National Highway Traffic Safety Administration</b>		Title 23 U.S.C. ("Highways"), Title 49 U.S.C. ("Motor Vehicle and Driver Programs") and other supporting legislation for the various programs of the NHTSA are designed to improve traffic and highway safety throughout the Nation by rulemaking programs, enforcement programs, research and analysis.	Develop adequate highway safety programs of State and local governments
Federal Highway Trust Fund, Highway Account:			
Highway Traffic Safety Grants	\$140,000,000	Grants are used to support State highway safety programs for the reduction of traffic crashes, fatalities and injuries (23 U.S.C. 402).	Funds authorized under Section 402 shall be apportioned 75 percent based on the ratio of the population of each State to total population of all States, and 25 percent based on the ratio of the public road mileage in each State to total public road mileage in all States. Funds may be used to pay up to one-half of the costs for highway safety programs and 100 percent of the cost for each research project. Beginning in FY 1997, the Highway Related Safety Grant program was merged with the highway traffic safety programs of the National Highway Traffic Safety Administration.
	\$26,000,000	Incentive grants provided to States which adopt and implement tough and effective measures to deter drunk and drugged driving (23 U.S.C. 410).	Alcohol-impaired driving countermeasure grants.
	\$2,000,000	The National Driver Register program is funded to improve traffic safety providing State motor vehicle administrations an effective channel of communication with each other to identify problem drivers whose licenses have been revoked or suspended.	
Operations and Research	\$51,000,000	Supports rulemaking programs, enforcement programs, highway safety programs, and research and analysis. (23 U.S.C. 403)	Also receives transfer from Safety Grants Authorization.
General Fund:			All General Fund authorizations are subject to congressional appropriation.
Operations and Research	\$80,000,000	Supports rulemaking programs, enforcement programs, highway safety programs, research and analysis, general administration and program support. (23 U.S.C. 410)	Additional \$86,000,000 in spending authority from cash collections. Also receives transfer from Safety Grants Authorization.

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<b>U.S. DEPARTMENT OF AGRICULTURE</b>			
<i>Forest Service</i>			
Forest Development Roads and Trails	FY 1997 Appropriation: \$115,000,000	For construction, reconstruction, and maintenance of timber access roads, general purpose roads, and all-purpose trails within and adjacent to national forests. Also available for contiguous vehicular parking areas, and for sanitary, water, and fire control facilities, on such areas (23 U.S.C. 101 and 205, 16 U.S.C. 532-538).	Funds are allocated according to the relative needs of the various national forests, considering existing transportation facilities, value of timber or other resources served, relative fire danger, and comparative difficulties of road and trail construction (23 U.S.C. 202b).
National Forest Fund	10 percent of receipts	Merged with funds provided above for Forest Development Roads and Trails, and obligated for same purposes.	Receipts are derived from timber sales, grazing fees, and other charges for use of the National Forest (16 U.S.C. 501).
Federal Highway Administration	Amount required from above funds	Reimbursement for surveys, plans, and supervision of construction at request of the Forest Service.	
National Forest Fund	25 percent of receipts	Paid to States for public roads and schools in the counties where forests are situated.	Receipts are derived from timber sales (16 U.S.C. 500).
<ul style="list-style-type: none"> <li>· Alabama</li> <li>· Alaska</li> <li>· Arkansas</li> <li>· California</li> <li>· Colorado</li> <li>· Florida</li> <li>· Idaho</li> <li>· Illinois</li> <li>· Kentucky</li> <li>· Minnesota</li> <li>· Mississippi</li> <li>· Missouri</li> <li>· Montana</li> <li>· Nebraska</li> <li>· Nevada</li> <li>· Oklahoma</li> <li>· Oregon</li> <li>· South Dakota</li> <li>· Vermont</li> <li>· Wisconsin</li> <li>· West Virginia</li> </ul>	<ul style="list-style-type: none"> <li>50 percent</li> <li>25 percent</li> <li>25 percent</li> <li>50 percent</li> <li>Allocation</li> <li>50 percent</li> <li>70 percent</li> <li>50 percent</li> <li>50 percent</li> <li>50 percent</li> <li>50 percent</li> <li>50 percent</li> <li>25 percent</li> <li>66 2/3 percent</li> <li>20 percent</li> <li>50 percent</li> <li>75 percent</li> <li>75 percent</li> <li>50 percent</li> <li>-</li> <li>50 percent</li> <li>20 percent</li> </ul>	<ul style="list-style-type: none"> <li>Paid to county of origin for roads. (State code §9-13-2)</li> <li>Paid to unorganized boroughs for the improvement of public roads.</li> <li>Paid to counties for the improvement of public roads. (State code §19-7-404)</li> <li>Paid to county road fund. (State code Government §29484)</li> <li>Allocated between county road &amp; bridge fund and public schools. (State code §30-29-101)</li> <li>Paid to county for general road fund (State code §215.551)</li> <li>Paid to county general road fund. (State code §57-1303)</li> <li>Paid to county for construction and maintenance of public highways. (State code §515/3)</li> <li>Paid to county for public roads. (State code §149.160)</li> <li>Paid to county of origin for public roads. (State code §94.521)</li> <li>To county for public roads or schools. (State code §49-19-23)</li> <li>Paid to counties for the improvement of public roads. (State code §12.070)</li> <li>Paid to county general road fund. (State code §17-3-213)</li> <li>Paid to county public road funds. (State code §79-1310)</li> <li>Paid to county road fund. (State code §354.140)</li> <li>Paid to county of origin for roads. (State code §62-326)</li> <li>Paid to county road fund. (State code §294.060)</li> <li>Paid to counties for the improvement of public roads. (State code §41-16-14)</li> <li>All paid to schools. (State code §T.1-557)</li> <li>Expended for the benefit of roads. (State Code §59.25)</li> <li>Paid to State road commission for feeder and State local service roads. (State code §20-3-17)</li> </ul>	<ul style="list-style-type: none"> <li>Organized boroughs may spend their share on either public schools or public roads.</li> <li>Allocation cannot be less than 5 percent for either purpose.</li> <li>Comptroller pays county general road fund and district school fund equal amounts.</li> <li>Remaining 50 percent for public schools</li> </ul>
National Grasslands	25 percent of receipts	Paid to counties in which such land is situated, for school and road purposes (7 U.S.C. 1012).	Derived chiefly from grazing fees and mineral leases. Estimated FY 1997 payments of \$5,000,000. See distributions listed under U.S. Department of the Interior, National Grasslands.
National Forest System	Appropriation  \$135,000,000  \$7,000,000	For payments to the States of Washington, Oregon and California under the Northern Spotted Owl Guarantee program (Public Laws 103-66 and 103 443)  For construction of timber purchaser roads.	Provides payments for county schools and roads.  Funds from timber receipts for Government constructed permanent roads for timber purchasers under timber sale contracts over \$20,000. (16 U.S.C. 472a(1))
Mount St. Helens National Monument	Appropriation	For highway construction. (P.L. 99-500, P.L. 99-591, and P.L. 100-446)	At the end of FY 1997, \$85,000 remains for obligation from this account.

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<p><b>U.S. DEPARTMENT OF COMMERCE</b></p> <p><i>Economic Development Administration</i></p> <p>Grants for Public Works and Economic Development</p>	<p>See remarks</p>	<p>Direct and supplemental grants to States, local governments, and other agencies representing a redevelopment area to finance public facility improvements which may include roads, streets, bridges, parking facilities, etc., where such projects would be of economic benefit to depressed areas (81 Stat. 266).</p>	<p>All General Fund authorizations subject to Congressional appropriation of funds.</p> <p>Federal funds limited to 50 percent of the cost of direct grant projects: 80 percent of the cost of supplemental grant projects. Total FY 1997 authorization of \$165,000,000 for public works grants.</p>
<p><b>U.S. DEPARTMENT OF DEFENSE</b></p> <p>Civil functions:</p> <p><i>U.S. Army Corps of Engineers</i></p> <p>Payments to States, Flood Control Act of 1954</p> <ul style="list-style-type: none"> <li>· Arkansas 20 percent</li> <li>· California 50 percent</li> <li>· Colorado 25 percent</li> <li>· Kansas -</li> <li>· Mississippi 50 percent</li> <li>· Montana 50 percent</li> <li>· Nebraska 20 percent</li> <li>· North Dakota 50 percent</li> <li>· Oregon -</li> </ul> <p>Payments to States, Sale of Forest Products</p> <ul style="list-style-type: none"> <li>· Florida 50 percent</li> <li>· Georgia 50 percent</li> </ul> <p>Civil Works Projects</p> <p>Alteration of Bridges Over Navigable Waters</p> <p>Military functions: Military Construction;</p> <p><i>U.S. Army</i></p> <p><i>U.S. Navy</i></p> <p><i>U.S. Air Force</i></p> <p>Federal Highway Administration</p>	<p>75 percent of receipts</p> <p>20 percent</p> <p>50 percent</p> <p>25 percent</p> <p>-</p> <p>50 percent</p> <p>50 percent</p> <p>20 percent</p> <p>50 percent</p> <p>-</p> <p>See Remarks</p> <p>50 percent</p> <p>50 percent</p> <p>Amount required</p> <p>Amount required</p> <p>Appropriation</p> <p>Appropriation</p> <p>Appropriation</p> <p>Fund transfer from above appropriations</p>	<p>For public schools, roads or other expense of county government (33 U.S.C. 701c-3). Not all States receiving funds are listed below, only those with legislative distributions.</p> <p>To county road funds. (State code §19-7-403)</p> <p>To county road fund. (State code § Government 16417)</p> <p>To county road and bridge fund. (State code §30-29-102)</p> <p>10 percent to townships for roads and 30 percent to county road funds for counties operating under the county unit system. (State code §27-117)</p> <p>To counties for roads. (State code §51-35-101)</p> <p>To counties for roads. (State code §17-3-232)</p> <p>To county public road funds. (State code §79-1052)</p> <p>To counties and townships for roads. (State code §21-06-10)</p> <p>To counties for public schools and public roads. (State code §294.065)</p> <p>For public schools or public roads of county government (10 U.S.C. 2665e-1).</p> <p>Paid to county for general road fund. (State code §215.552)</p> <p>Paid to county for county road system. (State code §23-3901)</p> <p>Costs of relocating and reconstructing roads and bridges as a result of flood control, navigation, and allied projects.</p> <p>Costs of altering bridges over navigable waters to remove obstacles to navigation and to meet necessities of railroad and/or highway traffic (33 U.S.C. 516 and 517).</p> <p>Construction of military and defense access roads of the U.S. Army.</p> <p>Construction of access roads, naval installation roads of the U.S. Navy.</p> <p>Construction of access roads, military installation roads of the Air Force.</p> <p>Construction of access roads for the Department of Defense.</p>	<p>Funds received from lease of Federal lands acquired for flood control, navigation, and allied purposes. Paid to States where property is situated. Estimated FY 1997 amount: \$6,000,000.</p> <p>The Department of Defense may be reimbursed for all costs of production of forest products pursuant to Section 2665 of Title 10 U.S.C. from proceeds. Of any remaining proceeds, 40 percent is distributed to States where military installations are located which sold forest products.</p> <p>Some funds are paid to State highway agencies or local governments as reimbursement for work performed under agreement.</p> <p>Share of cost limited as prescribed by statute.</p> <p>Funds appropriated to the Department of Defense may be advanced to FHWA for the construction of access roads (23 U.S.C. 210).</p>

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NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<p><b>U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT</b></p> <p>Community Planning and Development</p>	See remarks	Direct and supplemental grants to States and local governments, and related expenses necessary for carrying out a community development grants program. Community development projects may include expenditures on roads (42 U.S.C. 5301).	Estimated FY 1997 road and street expenditures of \$165,838,000.
<p><b>U.S. DEPARTMENT OF THE INTERIOR</b></p> <p>Land and minerals management:</p> <p><b>Bureau of Land Management</b></p> <p>Resource protection and maintenance</p> <p>Construction and access</p> <p>Oregon and California grant lands</p> <p>Red River Oil and Gas Royalties</p> <p>Oregon and California grant lands</p> <p>Coos Bay Wagon Road grant lands</p> <p>National Petroleum Reserve</p> <p>National Grasslands, Bankhead Jones Act</p> <p>Public land sales</p> <p>Taylor Grazing Act</p> <p>Arkansas</p> <p>Road maintenance deposits</p> <p>Public Lands Development Roads</p>	<p>See remarks</p> <p>See remarks</p> <p>See remarks</p> <p>Permanent appropriations:</p> <p>37 1/2 percent of receipts</p> <p>25 percent of receipts</p> <p>50 percent of receipts</p> <p>75 percent of receipts</p> <p>50 percent of receipts</p> <p>25 percent of receipts</p> <p>5 percent of receipts</p> <p>50 or 12 1/2 percent of receipts (See remarks)</p> <p>20 percent</p> <p>Amount deposited</p> <p>See remarks</p>	<p>Includes expenditures for enforcement of regulations for management, use and protection of public lands; maintenance of buildings, roads and trails; and cleanup of hazardous material sites.</p> <p>Acquisition of land and construction of buildings, recreational facilities, roads and trails.</p> <p>Management, protection and development of resources; construction, operation and maintenance of access roads; reforestation; and other improvements to these lands including existing connecting roads on or adjacent to the grant lands.</p> <p>Distribution of receipts from land sales, timber sales, grazing fees, mineral royalties, mineral leases, road maintenance deposits, and other products from public lands.</p> <p>Paid to the State of Oklahoma in lieu of State and local taxes on Kiowa, Comanche, and Apache tribal lands for construction and maintenance of public roads, and for public schools (65 Stat. 252).</p> <p>For right-of-way, construction, operation and maintenance of timber access roads; reforestation; and development of recreation facilities on the revested Oregon and California Railroad grant land in Oregon (16 U.S.C. 583 and 594).</p> <p>Paid to the 18 Oregon and California land-grant counties for road construction, maintenance or other county purposes (39 Stat. 218, 50 Stat. 876).</p> <p>Paid to Coos and Douglas Counties, Oregon, in lieu of taxes, for schools, roads, highways, bridges, and port districts (53 Stat. 753-754).</p> <p>Paid from funds derived from oil and gas leases to the State of Alaska for construction, maintenance and operation of essential public facilities (94 Stat. 2964).</p> <p>From revenues received for the use of the National Grasslands, to counties in which such land is situated, for road and school purposes (7 U.S.C. 1012).</p> <p>Paid to States for school and road purposes (31 U.S.C. 1305).</p> <p>To States and counties for general purposes, including road purposes (43 U.S.C. 315). Not all States receiving funds are listed below, only those with legislative distributions.</p> <p>To county road funds. (State code §19-7-402)</p> <p>Provides maintenance funds for access roads under Bureau of Land Management control (43 U.S.C. 1762(c), 43 U.S.C. 1735 (b)).</p> <p>Construction and improvement of roads and trails on public domain lands; for adjacent vehicular parking areas; and for sanitary, water, and fire control facilities (23 U.S.C. 203).</p>	<p>Some 7,000 miles of roads are maintained. FY 1997 obligations for total program were \$73,000,000.</p> <p>FY 1997 obligations for total program were \$8,000,000.</p> <p>FY 1997 obligations for the total program were \$34,000,000. Legislation provides that 25 percent of all Oregon and California grant land receipts are transferred to general funds in the U.S. Treasury.</p> <p>Funds derived from timber sales. Estimated payments to counties in FY 1997 were \$23,300,000.</p> <p>Funds derived from timber sales. Estimated 50 percent payments to counties in FY 1997 were \$46,700,000.</p> <p>Estimated payments of \$1,000,000 in FY 1997.</p> <p>Revenue from sale of public land and public land products.</p> <p>Net proceeds from sale of public land and public land products.</p> <p>50 percent of receipts from public lands outside grazing districts, and 12 1/2 percent of receipts from public lands within grazing districts. Receipts are returned to the State of origin.</p> <p>Road maintenance deposits of \$2,000,000 in FY 1997 by users of certain roads.</p> <p>Under an interagency agreement, FHWA cooperates in carrying out the provisions of the Act. See FHWA for authorization.</p>

**PROVISIONS GOVERNING THE ALLOCATION OF FEDERAL FUNDS FOR HIGHWAY PURPOSES**

TABLE F-106  
STATUS AS OF JANUARY 1, 1998

NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
<b>Mineral Management Service</b>			
Mineral Leasing Act	50 percent of receipts	Paid to States for construction and maintenance of public facilities. Where a portion is applied for road purposes, the amounts are shown below. (No entry is given for States where amounts are insignificant.) (30 U.S.C. 191 and 285). Not all States receiving funds are listed below, only those with legislative distributions.	Alaska receives 90 percent of receipts generated in Alaska. Receipts are from bonuses, royalties, and rentals resulting from development of mineral resources.
<ul style="list-style-type: none"> <li>· Arizona</li> <li>· California</li> <li>· Kansas</li> <li>· Montana</li> <li>· Oregon</li> <li>· Utah</li> <li>· Wyoming</li> </ul>	50 percent* - 50 percent - All 25 percent 26.25 percent 2.25 percent	To State for Secondary roads. (State code §37-741) All paid to schools. (State code Education 12320) To State highway fund. (State code §27-118) All paid to schools. (State code §20-9-343) To counties of origin for schools and roads. Segregation not specified. (State code §293.565) To counties of origin for road improvements. (State code §59-21-2) To counties of origin for roads. (State code §9-4-601) To State Highway Commission for State and county roads. (State code §9-4-601)	*Of any carryover funds at beginning of year.
<b>National Park Service</b>			
Delaware Water Gap	See remarks	Management, operation and maintenance of Route 209 within the Delaware Water Gap National Recreation Area (97 Stat. 329 and 977, 99 Stat. 343).	Fees collected from commercial vehicles for use of the road within the park.
Cumberland Gap National Historical Park	Appropriation	Reconstruction and relocation of route 25E through the Cumberland Gap National Historical Park, including construction of a tunnel and the approaches.	Estimated amount for FY 1997: \$1,000,000.
Parkways, park roads and trails	Amount allocated	Construction and rehabilitation of parkways, park roads, bridges and trails (23 U.S.C. 203).	Included in Federal Lands Highway Program and paid from the Highway Trust Fund. Estimated amount for FY 1997: \$12,442,000.
Federal Highway Administration	Amount required	Reimbursement for engineering surveys and plans and supervision costs.	Estimated amount for FY 1997: \$2,000,000
<b>Bureau of Reclamation</b>			
	Amount required	Construction and relocation of roads and bridges where affected by reclamation projects.	In some instances, funds are paid in reimbursement to State and local governments for the cost of projects.
<b>Bureau of Indian Affairs</b>			
Indian Roads	Amount allocated	Construction and improvement of Indian reservation bridges and roads (23 U.S.C. 203).	A small amount of engineering supervision is provided by FHWA on a reimbursable basis. Funded under Federal Lands Highway Program and paid from Highway Trust Fund.
<b>Fish and Wildlife Service</b>			
National Wildlife Refuge Fund	Appropriation	Paid to counties in which refuges are located for school and road purposes (16 U.S.C. 715s). Not all States receiving funds are listed below, only those with legislative distributions.	25 percent of sales from refuge products. Estimated FY 1997 payments to counties: \$17,000,000.
<ul style="list-style-type: none"> <li>· Louisiana</li> <li>· North Dakota</li> </ul>	50 Percent 25 Percent	To parish road fund. To township's special road fund. (State code §11-27-09.1)	
<b>U.S. APPALACHIAN REGIONAL COMMISSION</b>	FY 1997 Authorization \$99,000,000	To assist in the construction of not to exceed 3,025 miles of the Appalachian Development Highway System, and not to exceed 1,400 miles of local access roads in the Appalachian region. The Appalachian region consists of: The State of West Virginia and parts of the following States; Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, and Virginia.	Federal assistance is not to exceed 80 percent of the project costs. The Appalachian Development Highway System shall be maintained by the States. Funds are transferred to the FHWA for expenditure.
<b>FEDERAL EMERGENCY MANAGEMENT AGENCY</b>	See remarks	Federal disaster assistance is a nationwide program and is provided to State and local governments in the event of a Presidentially declared emergency or major disaster. Funds may be made available directly to a State or local government, or to other Federal agencies as reimbursement.	Amount and distribution of disaster assistance funds are dependent on the type of disaster and damage, and subsequent appropriations. Examples of disasters include earthquakes, hurricanes, tornadoes, floods, and blizzards.