



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

TABLE F-106

STATUS AS OF JANUARY 1, 2008

NAME OF FUND OR AGENCY (1)	AMOUNT OR PROPORTION (2)	OBJECTS OF EXPENDITURE (3)	REMARKS (4)
<p><b>FEDERAL EXCISE TAXES ON MOTOR VEHICLES</b></p> <p>Federal Highway Trust Fund, Highway Account</p>	All	Finances the Federal-Aid Highway Program. After 1.5 percent deducted from specific authorizations for administration of the Federal-aid highway program and the Federal highway research and technology program, a set aside not to exceed 1 percent from certain authorizations is made for metropolitan planning.	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
<p><b>U.S. DEPARTMENT OF TRANSPORTATION</b></p> <p><i>Federal Highway Administration</i></p> <p>Federal Highway Trust Fund, Highway Account:</p> <p>National Highway System (NHS) Program</p> <p>Surface Transportation Program (STP)</p> <p>Bridge Replacement and Rehabilitation Program</p> <p>Interstate Maintenance Program (IM)</p> <p>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</p> <p>Minimum Guarantee</p>	<p>FY 2008 Authorization Amounts:</p> <p>6,207,937,450</p> <p>6,472,726,628</p> <p>4,388,369,431</p> <p>5,118,588,513</p> <p>1,749,098,821</p> <p>-</p>	<p>Administers Federal-aid highway program. After 1.5 percent deducted from specific authorizations for administration of the Federal-aid highway program and the Federal highway research and technology program, a set aside not to exceed 1 percent from certain authorizations is made for metropolitan planning.</p> <p>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.</p> <p>This program includes: construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges; capital costs for transit projects, carpool projects; highway and transit safety improvements; planning; transportation enhancements; management systems; wetland mitigation; and intelligent transportation system capital improvements; environmental restoration</p> <p>To enable the States to replace bridges over waterways, other topographical barriers, other highways, or railroads when the determination is made that the bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration or functional obsolescence.</p> <p>This program finances projects to rehabilitate, restore, resurface, and reconstruct the Interstate System. Reconstruction that increases capacity other than HOV lanes is not eligible for IM funds</p> <p>This program funds projects to improve air quality in nonattainment areas for ozone, carbon monoxide, or particulate matter. A wide range of transportation activities are eligible if FHWA and EPA determine they will help meet National ambient air quality standards.</p> <p>Funds are administered as STP funds. Funding in excess of \$2.8 billion is distributed to IM, NHS, Bridge Replacement and Rehabilitation, CMAQ, and STP programs</p>	<p>-</p> <p>STP funds are generally used for any roads that are not classified as local or as rural minor collector. Each State must set aside 10 percent of STP funds for safety construction and 10 percent for transportation enhancements. Of the remaining 80 percent, 62.5 percent of the STP funds must be distributed based on population. The remaining 37.5 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.</p> <p>Bridges are categorized as on or off the Federal-aid system and by eligibility for replacement or rehabilitation. Apportionments are based on the estimated cost of deficient bridges in each State to the estimated total cost of deficient bridges for all States. The Federal share of bridge projects is 80 percent.</p> <p>Funds are apportioned based one-third on the ratio of Interstate System lane miles in each State to total Interstate System lane miles, one-third 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, and one-third on the ratio of each State's annual contribution to the Highway Trust Fund attributable to commercial vehicles to the total of all such contributions in all States. The Federal share of Interstate Maintenance projects is 90 percent.</p> <p>Funds are apportioned on the ratio of the total of all nonattainment and maintenance area populations in a State to the total of all weighted nonattainment and maintenance area populations in all States. States are guaranteed a minimum 0.5 percent apportionment.</p> <p>Funds are allocated to ensure that no State receives less than 90.5 percent of estimated tax payments attributable to highway users in each State paid into the Highway Account of the Highway Trust Fund.</p>

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Intelligent Transportation Systems Program (ITS)	\$110,000,000	The ITS program includes the ITS research and development program, and the ITS deployment incentives program. The program is a cooperative public/private initiative to research, develop, and evaluate advanced electronic and information systems that improve the safety, operational efficiency, and productivity of the existing surface transportation infrastructure.	
Emergency Relief Program	Such sums as necessary to carry out the law	Funds are provided for the repair or reconstruction of Federal-aid highways and bridges, and Federally-owned roads and bridges which have been seriously damaged by a natural disaster or by a catastrophic failure from any external cause	
Federal Lands Highway Program	\$925,000,000		The Federal share for Federal Lands highway projects is 100 percent. Eligible projects may include transportation planning for tourism and recreational travel, adjacent vehicular parking areas, interpretative signage, acquisition of scenic easements and scenic or historic sites, provision for pedestrians or bicycles, construction and reconstruction of roadside rest areas, other appropriate public road facilities, and a replacement bridge over the Hoover Dam.
Public Lands Highways	\$290,000,000	Funds are for transportation planning, research, engineering, construction and reconstruction of highways, roads, and parkways; or of transit facilities	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.
Parkways and Park Roads	Included in "Federal Lands Highway"	Funds are for transportation planning, research, engineering, construction and reconstruction of highways, roads, and parkways; or of transit facilities	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	Included in "Federal Lands Highway"	Funds are for transportation planning, research, engineering, construction and reconstruction of highways, roads, and parkways; or of transit facilities	Includes roads under the control of the Bureau of Indian Affairs, and State and local roads that provide access to and within Indian lands.
Transportation Infrastructure and Finance (TIFIA) Program	\$122,000,000	Program provides Federal credit assistance to major transportation investments of critical national importance. Program consists of three types of financial assistance: secured loans, loan guarantees, and standby lines of credit.	Federal credit assistance limited to a maximum of 33 percent of total project cost.
National Corridor Planning and Coordinated Border Infrastructure Program	\$487,000,000	Program provides grants to State and local governments for planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade.	The purpose is to improve the safe movement of people and goods at or across the northern and southern borders of the United States.
Administration and research	\$635,800,000	Includes administration of the Federal-aid Highway Program, highway research and technology activities, special studies and programs.	Includes \$319,800,000 for highway research and technology activities, and \$316,000,000 for administration. Administration is limited to 1.5 percent of certain FHWA administered programs
Miscellaneous programs	Such sums as provided.	To carry out an assortment of programs.	Includes funds for: other programs, Woodrow Wilson Memorial Bridge, Mississippi Delta Initiative, IRS Initiative, miscellaneous highway trust funds, and miscellaneous trust funds. Miscellaneous also includes: Scenic Byways, Highway Use Tax Evasion Projects, National Recreational Trails, Value Pricing, Ferry Boats, and the Transportation and Community and System Preservation Program.
Revenue Aligned Budget Revenue Aligned Budget Authority (RABA)	Such sums as necessary to carry out the law	Adjustment made to reflect changes in tax receipts to the Highway Account of the Highway Trust Fund.	RABA funds included in the Federal-aid highway and highway safety construction programs.

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High Priority and Demonstration Projects	Such sums as necessary to carry out the law	-	
Appalachian Development Highway System	\$470,000,000	To provide a system of development highways and access roads which would contribute to economic development opportunities in the Appalachian regions of 13 States	
Safety Incentive Grants	\$1,000,000	Includes Road Safety funding as well as Bicycle and Pedestrian Safety Grants	
Miscellaneous General Fund Appropriations	Amount as Authorized	For demonstration projects.	
Roadway Safety Improvements for Older Drivers and Pedestrians	Such sums as necessary to carry out the law		
<b>Federal Motor Carrier Safety Administration (FMCSA)</b> National Motor Carrier Safety Program	Amount as Authorized	Administers National Motor Carrier Safety Program (NMCSAP). Supports a broad range of commercial motor vehicle programs in each State and provides for information systems and analysis. Grants are provided to States for roadside inspections and other commercial motor vehicle safety programs, including detection and correction of commercial motor vehicle safety defects, commercial motor vehicle driver deficiencies, and unsafe practices before becoming a factor in crashes and hazardous materials incidents.	The FMCSA was established January 1, 2000 (PL 106-159, 113 Stat. 1748). Formerly a part of FHWA, the primary mission is to prevent commercial motor vehicle-related fatalities and injuries. Includes funds from FHWA as a part of reallocated revenue aligned budget authority.
Administration	Amount as Authorized	For administrative expenses of motor carrier safety programs and motor carrier safety research.	
<b>Office of the Secretary of Transportation</b>	Appropriation	For research activities and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policy, including highways.	
<b>Bureau of Transportation Statistics</b>	Amount as Authorized	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> Federal Highway Trust Fund, Highway Account:		Supports the "Motor Vehicle and Driver Programs" as well as 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
Operations and Research	Amount as Authorized	Supports rulemaking programs, enforcement programs, highway safety programs, and research and analysis, and a child passenger protection education grant program	Also receives transfer from Safety Grants Authorization.
National Driver Register	Amount as Authorized	Implementation and operation of the Problem Driver Pointer System (PDPS). Improve traffic safety by assisting State motor vehicle administrators in communicating with other States to identify drivers whose licenses have been revoked for serious traffic offenses	

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Highway Traffic Safety Grants	<p>Amount as Authorized</p> <p>Amount as Authorized</p> <p>Amount as Authorized</p> <p>Amount as Authorized</p>	<p>Funds programs for:</p> <p>State and Community Grants are used to support State highway safety programs for the reduction of traffic crashes, fatalities and injuries</p> <p>Occupant Protection Incentive Grants for specific laws and programs that help States increase seat belt and child safety seat use</p> <p>Alcohol-Impaired Driving Incentive Grants are provided to States which pass new laws and start more effective programs against drunk.</p> <p>State Highway Safety Data Improvement Incentive Grants are to encourage States to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data</p>	<p>At least 40 percent of Section 402 funds must be used to address local traffic safety concerns.</p> <p>Two tiered system of basic and supplemental grants.</p>
<p><b>U.S. DEPARTMENT OF AGRICULTURE</b></p> <p><i>Forest Service</i></p> <p>Infrastructure Program: Forest Development Roads and Trails</p> <p>National Forest Fund</p> <p>Federal Highway Administration</p> <p>National Forest Fund</p> <p>National Grasslands</p> <p>National Forest Fund</p>	<p>FY 2008 Obligation Distribution</p> <p>Amounts as Authorized</p> <p>10 percent of receipts</p> <p>Amount required from above funds</p> <p>25 percent of receipts</p> <p>25 percent of receipts</p> <p>Appropriation</p> <p>Amount as Authorized</p> <p>Amount as Authorized</p>	<p>Funding for infrastructure provides capital improvements and maintenance of facilities, roads, and trails. Capital improvements on roads includes: new road construction, alteration of an existing road to change the function, and roadway expansion to increase capacity or to serve needs different from that originally intended. Road maintenance includes: annual road maintenance, deferred road maintenance, road operations, and decommissioning roads</p> <p>Merged with funds provided above for Forest Development Roads and Trails, and obligated for same purposes.</p> <p>Reimbursement for surveys, plans, and supervision of construction at request of the Forest Service.</p> <p>Paid to States for public roads and schools in the counties where forests are situated.</p> <p>Paid to counties in which such land is situated, for school and road purposes</p> <p>For payments to the States of Washington, Oregon and California under the Northern Spotted Owl Guarantee program</p> <p>Funds from timber receipts for Government constructed permanent roads for timber purchasers under timber sale contracts over \$20,000.</p> <p>Payment to Minnesota of 0.75 percent of the appraised value of certain Superior National Forest lands in the counties of Cook Lake and St. Louis for distribution to those counties</p>	<p>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).</p> <p>Receipts are derived from timber sales, grazing fees, and other charges for use of the National Forest .</p> <p>Receipts are derived primarily from timber sales.</p> <p>Derived chiefly from grazing fees and mineral leases.</p> <p>Provides payments for county schools and roads.</p>

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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>Amount as Authorized</p>	<p>Direct and supplemental grants to States, local governments, and other agencies for public works facilities, other financial assistance, and planning and coordination assistance needed to alleviate unemployment or underemployment in economically distressed areas.</p>	<p>All General Fund authorizations subject to Congressional appropriation . of funds.</p> <p>Public works projects include industrial access roads and other infrastructure development. Most grants are for 50 percent of project cost with some grants for 80 percent of project cost. Some grants are for disaster relief.</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</li> <li>· California</li> <li>· Colorado</li> <li>· Kansas</li> <li>· Mississippi</li> <li>· Montana</li> <li>· Nebraska</li> <li>· North Dakota</li> <li>· Oregon</li> </ul> <p>Payments to States, Sale of Forest Products</p> <ul style="list-style-type: none"> <li>· Florida</li> <li>· Georgia</li> </ul> <p>Civil Works Projects</p> <p>Alteration of Bridges Over Navigable Waters</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>Payment are to compensate States for lost tax base. For public schools, public roads or other expenses of county governments. 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.</p> <p>Paid to county for general road fund.</p> <p>Paid to county for county road system.</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.</p>	<p>Funds received from lease of Federal lands acquired for flood control, navigation, and allied purposes. Paid to States where property is situated.</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>

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<p>Military functions: Maintenance:</p> <p><b>U.S. Army</b></p> <p>Military Construction;</p> <p><b>U.S. Army</b></p> <p><b>U.S. Navy</b></p> <p><b>U.S. Air Force</b></p> <p>Federal Highway Administration</p>	<p>Appropriation</p> <p>Appropriation</p> <p>Appropriation</p> <p>Appropriation</p> <p>Fund transfer from above appropriations</p>	<p>Necessary infrastructure repair improvements at Fort Baker which is under the management of the Golden Gate Recreation Area.</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 appropriated to the Department of Defense may be advanced to FHWA for the construction of access roads.</p>
<p><b>U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT</b></p> <p>Community Planning and Development</p> <p>Regional Connections</p>	<p>See remarks</p> <p>Appropriation</p>	<p>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).</p> <p>Program complementing existing Federal programs that direct growth and investment patterns.</p>	
<p><b>U.S. DEPARTMENT OF THE INTERIOR</b></p> <p>King Cove Road</p> <p><b>Bureau of Land Management</b></p> <p>Transportation and Facilities Management</p> <p>Construction and access</p>	<p>Appropriation</p> <p>See remarks</p> <p>See remarks</p>	<p>For improved access to health care, funds were appropriated to the Aleutians East Borough for the construction of an unpaved road on King Cove Corporation lands to an improved dock and marine facilities.</p> <p>Provides for maintenance of administration and recreation sites, roads, trails, bridges and dams.</p> <p>Acquisition of land and construction of buildings, recreational facilities, roads and trails.</p>	<p>Some 12,000 miles of roads are expected to be maintained.</p>

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Oregon and California grant lands	See remarks	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.	Legislation provides that 25 percent of all Oregon and California grant land receipts are transferred to general funds in the U.S. Treasury.
	Permanent operating funds:	Distribution of receipts from land sales, timber sales, grazing fees, mineral royalties, mineral leases, road maintenance deposits, and other products from public lands.	
Red River Oil and Gas Royalties	37 1/2 percent of receipts	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 school.	
Oregon and California grant lands	25 percent of receipts	For right-of-way, construction, operation and maintenance of timber access roads; reforestation; and development of recreation facilities on the retested Oregon and California Railroad grant land in Oregon.	Funds derived from timber sales.
Oregon and California grant lands	50 percent of receipts	Paid to the 18 Oregon and California land-grant counties for road construction, maintenance or other county purposes (39 Stat. 218, 50 Stat. 876).	Funds derived from timber sales.
Coos Bay Wagon Road grant lands	75 percent of receipts	Paid to Coos and Douglas Counties, Oregon, in lieu of taxes, for schools, roads, highways, bridges, and port districts.	
National Petroleum Reserve	50 percent of receipts	Paid from funds derived from oil and gas leases to the State of Alaska for construction, maintenance and operation of essential public facilities.	
National Grasslands, Bankhead Jones Act	25 percent of receipts	From revenues received for the use of the National Grasslands, to counties in which such land is situated, for road and school purposes.	Revenue from sale of public land and public land products.
Public land sales	5 percent of receipts	Paid to States for school and road purposes.	Net proceeds from sale of public land and public land products.
Grazing receipts Taylor Grazing Act	50 or 12 1/2 percent of receipts (See remarks)	To States and counties for general purposes, including road purposes. Not all States receiving funds are listed below, only those with legislative distributions.	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.
Arkansas	20 percent	To county road funds.	
Road maintenance deposits	Amount deposited	Provides maintenance funds for access roads under Bureau of Land Management control.	
Public Lands Development Roads	See remarks	Construction and improvement of roads and trails on public domain lands; for adjacent vehicular parking areas; and for sanitary, water, and fire control facilities	Under an interagency agreement, FHWA cooperates in carrying out the provisions of the Act. See FHWA for authorization.
<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.) 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.



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<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. (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.
National Forest Fund	Appropriation	Paid to States for public roads and schools in the counties where forests are situated.	Receipts are derived from timber sales.
<b>National Park Service</b> Operation of the National Park System	Appropriation	Maintenance and operation of roads and trails within national parks including special road maintenance service to trucking permit holders on a reimbursable basis.	
Construction and major maintenance	Appropriation	Construction, improvements, repair or replacement of physical facilities.	
Recreational Fee Demonstration Program Transportation Systems Fund	Appropriation	Admission and user fees program for park improvements.  Fees charged for public use of transportation services are retained and used by the collecting park for transportation system costs.	Included in Recreational Fee Demonstration Program.
Delaware Water Gap	See remarks	Management, operation and maintenance of Route 209 within the Delaware Water Gap National Recreation Area.	Fees collected from commercial vehicles for use of the road within the park.
Federal Highway Trust Fund, Highway Account:		Parkway project construction funds.	
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.	
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.
Federal Highway Administration	Amount required	Reimbursement for engineering surveys and plans and supervision costs.	
<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>	Appropriation	Construction and maintenance of roads within Indian reservations.	Up to 6 percent of contract authority available to the BIA from the Federal Highway Trust Fund may be used for road program management costs of the BIA.
Indian Roads	Amount allocated	Construction and improvement of Indian reservation bridges and roads 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>			
Construction	Appropriation	Construction projects include the repair and inspection of bridges within the National Wildlife Refuge System.	

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Recreational Fee Demonstration Program	Appropriation	Fees are used primarily at the site to improve visitor access, enhance public safety and security, address backloged maintenance needs, and meet other operational needs.	At selected refuges and public sites, entrance fees and other user fees are deposited into the Recreational Fee Demonstration Program Account.
National Wildlife Refuge Fund  · Louisiana · North Dakota	Appropriation  50 Percent 25 Percent	Paid to counties in which refuges are located for school and road purposes (16 U.S.C. 715). Not all States receiving funds are listed below, only those with legislative distributions.  To parish road fund. To township's special road fund. (State code §11-27-09.1)	Approximately 25 percent of sales from refuge products.
<b>APPALACHIAN REGIONAL COMMISSION (ARC)</b>  <b>FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)</b>	Appropriation  Appropriation	The Appalachian Development Highway System (ADHS), including local access roads, is designed to improve the accessibility of Appalachia; to reduce highway transportation costs to and within Appalachia; and to provide the highway transportation facilities necessary for the overall development of Appalachia. The Appalachian region consists of the States: 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.  Through the Disaster Relief Fund (DRF), FEMA provides assistance to State and local governments for pre-disaster mitigation, and for repair and reconstruction of infrastructure in Presidentially-declared major disasters or emergencies.	Funding for the ADHS is provided solely from the Highway Trust Fund HTF. The ARC exercises programmatic and administrative control over these funds. Additional funding is available from NHS and STP programs for Federal-aid highways on the ADHS.  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.