



OFFICE OF THE STATE COMPTROLLER

Thomas P. DiNapoli, State Comptroller

The Dedicated Highway and Bridge Trust Fund: A Shrinking Investment in New York's Future

February 2014

Executive Summary

This is the third report released by the Office of the State Comptroller on the State's Dedicated Highway and Bridge Trust Fund. Previous reports issued in 2005 and 2009 called into question the Fund's ability to serve as the centerpiece of the State system for the construction and maintenance of more than 113,000 miles of highway and over 17,400 bridges in New York.¹ Since then, the financial viability of the Fund has continued to deteriorate. The Fund no longer serves its original purpose of assuring reliable, predictable investment in the future of the State's transportation infrastructure. As a result, critical highway and bridge projects are at increased risk as the State continues to face overall fiscal challenges and diminishing statutory debt capacity.

The dollars from New York's motor fuel tax and other dedicated revenue sources, ostensibly intended for new transportation-related capital investment, are instead going primarily to repayment of debt from prior years and current day-to-day operational expenses. Although the Fund disbursed over \$3.8 billion in State Fiscal Year (SFY) 2012-13, only 22.2 percent was spent for capital construction. Nearly forty percent of Fund spending was allotted to State Operations expenses within the Department of Transportation (DOT) and Department of Motor Vehicles (DMV), while debt service accounted for the remaining 37.1 percent.

For the purpose of this report, Trust Fund pay-as-you-go (PAYGO) spending is defined as the ratio of dedicated revenue (after debt service has been paid) to total Fund disbursements for Capital Projects and State Operations. Trust Fund PAYGO accounted for more than half the Fund's expenditures on average during its first five years, but is expected to fall below 35 percent in SFY 2013-14 and head further downward in future years.

While the SFY 2014-15 Executive Budget projects that capital disbursements will comprise 25.1 percent of all Fund disbursements in the current fiscal year, a slight increase over the

¹ See *The Dedicated Highway and Bridge Trust Fund: Where Did the Money Go?*, released in October 2009, available at www.osc.state.ny.us/reports/trans/dhbtbf102809.pdf, and *Dedicated Highway and Bridge Trust Fund*, released in December 2005, available at www.osc.state.ny.us/reports/trans/dhbtbf120605.pdf.

past several years, it is still a relatively small proportion of the total. The combination of debt service and State Operations spending is projected to remain at more than three-quarters of all Fund spending over the same period. According to figures from the Division of the Budget (DOB), capital outlays will be just 19.2 percent of disbursements in SFY 2018-19, while debt service costs are expected to increase to 42.2 percent in that year and State Operations costs will decline slightly to 38.6 percent of the total.

The Dedicated Highway and Bridge Trust Fund represents a cautionary tale about a missed opportunity for effective capital planning and funding. Originally conceived to provide a dedicated stream of revenues for investments in New York's transportation future, the Fund now is primarily devoted to repaying past years' borrowing and supporting current operating expenses, no longer fulfilling its original mission. The increasing need for General Fund subsidies to support the Fund reduces the availability of such resources elsewhere in the Budget.

The Trust Fund's story is one troubling element in a broader picture: historically, New York has fallen short in its efforts to assess its capital needs adequately, to build and maintain capital assets through comprehensive long-term planning, and to provide well-structured, consistent funding to assure that such needs are met on a timely basis. The State is now developing a statewide capital planning process. This process should include a comprehensive review of all capital resources and their uses. Restoring a reliable, predictable system for investment in long-term transportation assets should be one part of a comprehensive effort to make New York's capital funding and planning more unified, efficient and affordable.

Trust Fund Revenue and Disbursements

In 1991, before the creation of the Dedicated Highway and Bridge Trust Fund, New York was one of only three states without such a dedicated fund. The State had used a combination of funding sources that included the General Fund, Special Revenue Funds and voter-approved General Obligation Bonds to meet its highway and bridge capital needs. The Trust Fund was established to provide a reliable funding source for the State's highway capital program. It was created in conjunction with the Dedicated Mass Transportation Trust Fund, which provides State support for regional mass transit systems.²

The original legislation established the Fund as a pay-as-you-go capital projects fund to be supported primarily through dedicated taxes and fees. However, the law was amended in 1993 to authorize the Thruway Authority to issue bonds for State highway capital construction.³ This change opened the door to transforming the State's transportation capital program from a primarily PAYGO system to one that has become substantially debt-financed. The law was amended again in 2001, when disbursements for DMV operating expenses and the DOT snow and ice removal program were added as permitted

² Chapters 329, 330 and 331 of the Laws of 1991.

³ Chapter 56 of the Laws of 1993. The original Chapter did authorize the State to enter into an agreement with the Thruway Authority to issue bonds for support of the CHIPs and Marchiselli local highway construction programs.

uses of the Fund.⁴ In 2003, a greater proportion of DMV fees was allocated to the Fund to offset the impact of this shift in expenditures and to improve the debt service coverage ratio in the Fund. These changes have undermined the original purpose of the Fund.

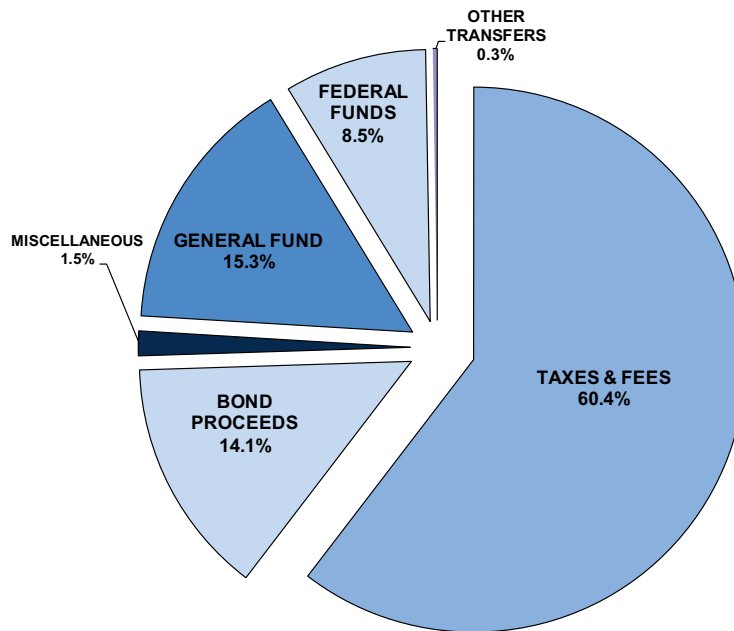
Statutory changes were also made to allow the use of Personal Income Tax (PIT) Bonds and Sales Tax Revenue Bonds to pay for Fund purposes. The SFY 2014-15 Executive Budget proposes to consolidate the Rail Safety Inspection Account and the Transportation Regulation Account and associated revenue into the Trust Fund to pay for rail and truck inspections. The stated intent of this consolidation is to provide programmatic flexibility and maintenance of the Trust Fund's debt service coverage ratio.

Revenue

There are four major sources of revenue in the Fund: taxes and fees; bond proceeds; transfers from other funds; and miscellaneous revenue.⁵ As shown in Figure 1, during SFY 2012-13, taxes and fees provided slightly over \$2 billion. Bond proceeds accounted for \$478 million, transfers from other funds, including the General Fund, contributed \$808 million and miscellaneous receipts totaled \$49.4 million.

Figure 1

Trust Fund Sources of Revenue – SFY 2012-13



Source: Office of the State Comptroller

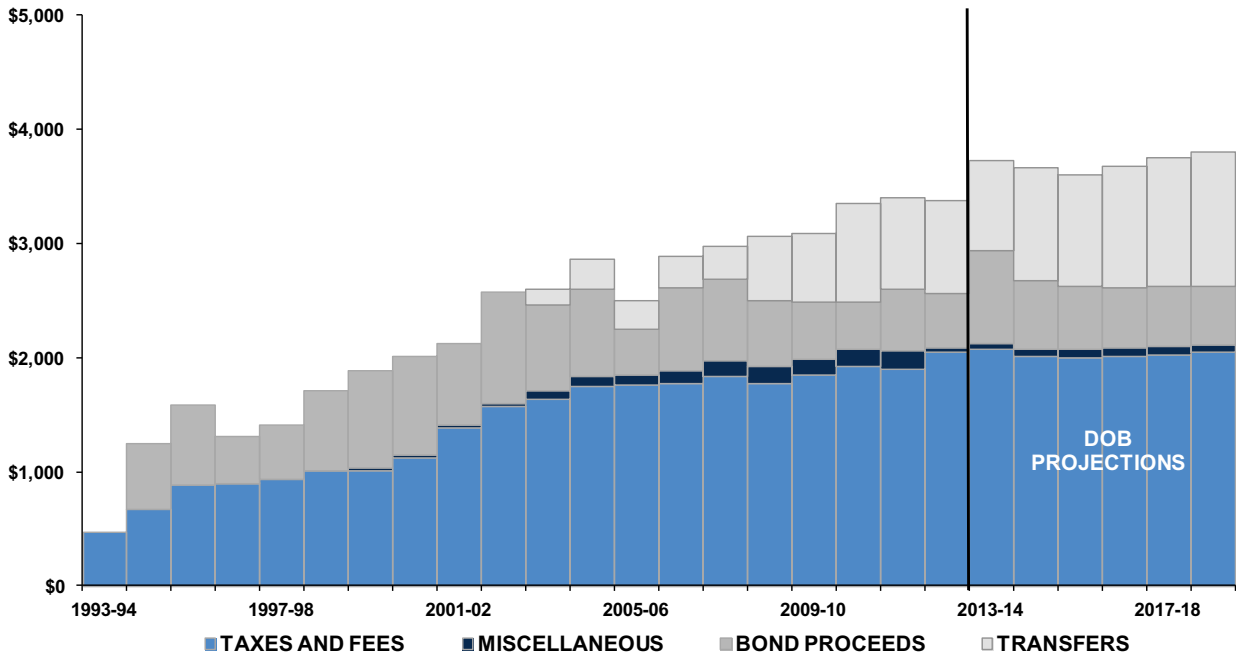
Based on the percentages contributed by each source over the life of the Fund, the most substantial growth has occurred in tax and fee collections and in transfers to the Fund. As Figure 2 shows, these trends are expected to remain fairly steady over the next five years.

⁴ Chapter 151 of the Laws of 2001.

⁵ See Appendix A for a summary of the Fund's dedicated revenue sources.

Figure 2

Trust Fund Sources of Revenue – History and Projections
(in millions of dollars)



Sources: Actual Results (SFY 1993-94 to SFY 2012-13) - Office of the State Comptroller
Projected Results (SFY 2013-14 to SFY 2018-19) - Division of the Budget

Transfers from Other Funds

The reliance of the Dedicated Highway and Bridge Trust Fund on increasingly large transfers from other funds shows no signs of reversing. DOB expects these transfers, which accounted for 24.1 percent of Fund resources in SFY 2012-13, to grow to 30.9 percent by SFY 2018-19. The General Fund and Federal Funds are the principal sources of these transfers. The General Fund was first used to subsidize the Dedicated Highway and Bridge Trust Fund in SFY 2004-05, when \$4.6 million was transferred to the Fund. In SFY 2012-13, \$519.2 million was transferred to the Fund. The subsidy is expected to climb to \$849.6 million by SFY 2018-19.

Since SFY 2003-04, DOB has directed the transfer of significant amounts of federal funds to the Fund.⁶ Transfers from Federal Funds amounted to \$286.6 million in SFY 2012-13. Future levels of federal support will depend on the aid approved by Congress in the next federal-aid highway law.

⁶ Before SFY 2003-04, some federal highway-aid support had been transferred to the Department of Transportation Engineering Services Fund, to offset the costs of engineering work performed by State employees.

Disbursements

The Fund's 1991 enabling legislation was, initially, narrowly focused:

Moneys in the dedicated highway and bridge trust fund shall, following appropriation by the legislature, be utilized for reconstruction, replacement, reconditioning and preservation of highways and bridges thereon, to restore such facilities to their intended functions, and construction, reconstruction and improvement of highways and bridges thereon, to address current and projected severe capacity problems.⁷

However, on the day the Act that created the Fund was signed into law, another law was signed that expanded the Fund's permissible uses to include a wide variety of transportation-related activities.⁸ These included:

- State matching payments for federal highway grants;
- Acquisition of real property for highway projects;
- Payments to private engineers, architects, and surveyors;
- Preventative maintenance of highways and bridges;
- Engineering services at the Department of Transportation;
- Debt service payments on State aid for local highway and bridge bonds; and
- Any other highway or bridge purpose that in the past had been supported by other State funds.

While the law specifically required the Fund to provide support for capital projects at levels "that were historically appropriated from State resources," the meaning of this requirement was never clarified or quantified in the law.⁹

As shown in Figure 3, only 22.2 percent of the Fund was spent for capital construction, while State Operations expenses and debt service accounted for more than 78 percent of Fund disbursements in SFY 2012-13.

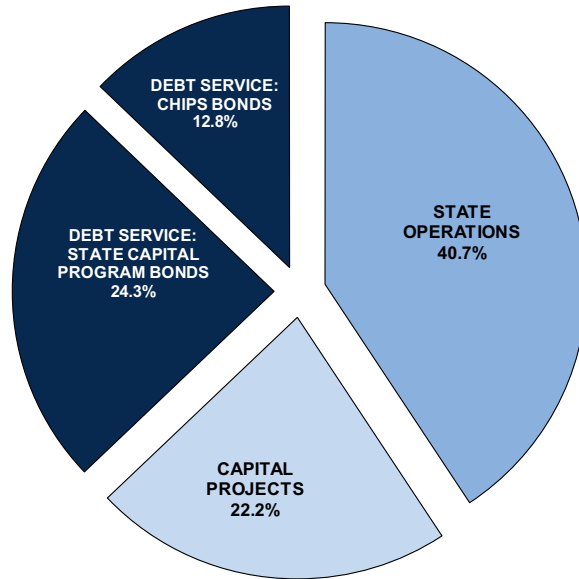
⁷ Chapter 329 of the Laws of 1991.

⁸ Chapter 330 of the Laws of 1991, amending State Finance Law Section 89-b.

⁹ State Finance Law, Section 89-b, subsection 5b.

Figure 3

Disbursements – SFY 2012-13



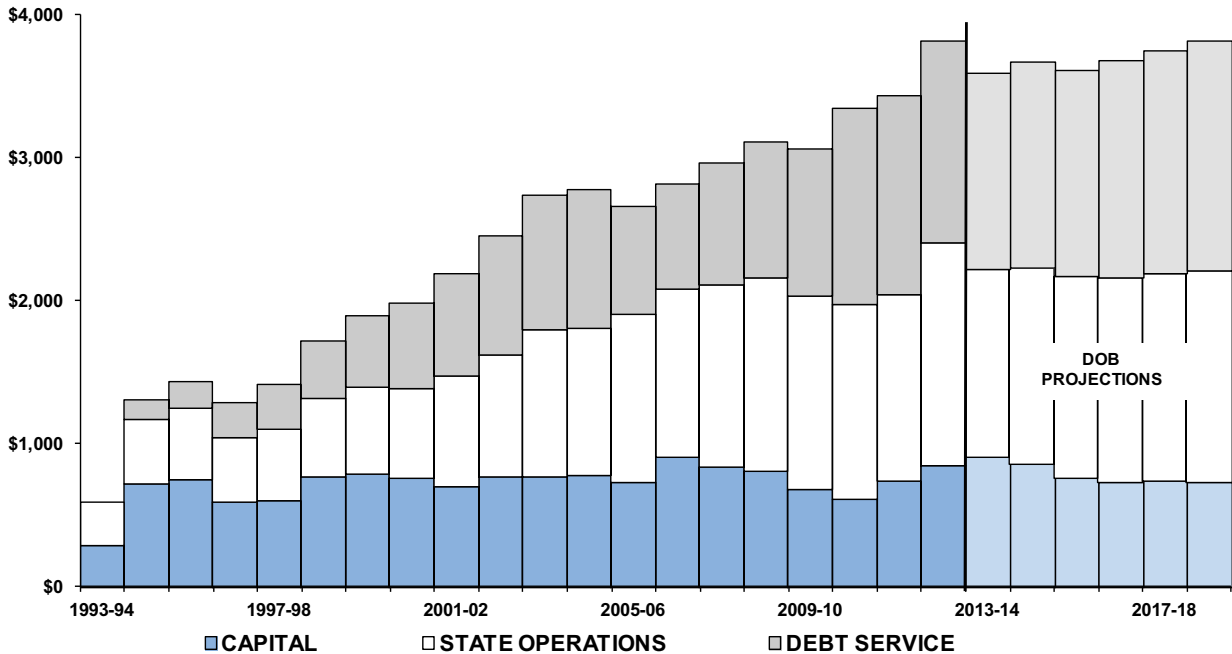
Source: Office of the State Comptroller

Figure 4 shows Capital, State Operations and Debt Service disbursement growth from SFY 1993-94 through the end of SFY 2012-13, and projections through SFY 2018-19.

Figure 4

Trust Fund Disbursements – History and Projections

(in millions of dollars)



Sources: Actual Results (SFY 1993-94 to SFY 2012-13) - Office of the State Comptroller, Projected Results (SFY 2013-14 to SFY 2018-19) - Division of the Budget

Debt Service

Payments for debt service surpassed capital projects spending both in absolute dollars and as a percentage of total disbursements by SFY 2001-02. In SFY 2012-13, debt service accounted for 40.7 percent of all Fund disbursements. By SFY 2018-19, debt service spending is projected to reach 42.2 percent of Fund disbursements.

State Operations

State Operations costs now consume the greatest share of the Fund. Although State Operations disbursements for engineering services are considered a legitimate use of a dedicated capital fund, the uses of the Fund have expanded over the years in ways that are not consistent with capital construction purposes. Resources were added in 2001 and 2002 to support some of this increased spending for State Operations, but it is difficult to determine whether the amount of this additional support has been enough to offset the increase in additional spending that has occurred.

In SFY 2012-13, DOT used nearly \$1.2 billion in Fund resources for operational expenses, including snow and ice removal operations and personal service and related costs associated with engineering staff. Generally, snow and ice removal costs are regarded as ongoing maintenance, not a capital expense.

The 2001 amendments also permit the Fund to pay for the ongoing operational expenses of the DMV. The DMV first received Fund support in SFY 2002-03, when \$14.7 million was disbursed. In SFY 2012-13, the DMV operations consumed \$186.9 million in Fund resources. Although the DMV fee collections dedicated to the Fund more than cover the amount of disbursements for DMV State Operations, such expenditures were not part of the Fund's original purpose.

Capital

Since the creation of the Fund through SFY 2012-13, capital disbursements have totaled \$14.5 billion, or just 30.6 percent of all disbursements. In nominal terms, capital spending in SFY 2012-13 was actually 8.4 percent lower than it was in SFY 1993-94. However, since capital construction is subject to a higher rate of inflation than State operations costs, this figure overstates the real value of capital spending over this period.¹⁰

When capital spending is adjusted for inflation, the amount of capital construction that has been supported by the Fund since SFY 1995-96 has eroded. Capital disbursements would need to have grown substantially to keep pace with inflation. The Fund would have had to disburse \$23 billion, or an additional \$4.4 billion, to keep pace with inflation between SFY 1993-94 and SFY 2012-13. In terms of real dollar expenditures, disbursements for critical transportation infrastructure have dropped significantly.

¹⁰ The Federal Bureau of Labor Statistics calculates a special Producer Price Index for Inputs to Construction Industries, accessed on November 15, 2013. This index reflects the impact of increases in such basic materials as concrete, steel and petroleum, all of which have experienced higher rates of inflation than the Consumer Price Index.

Pay-As-You-Go-Spending

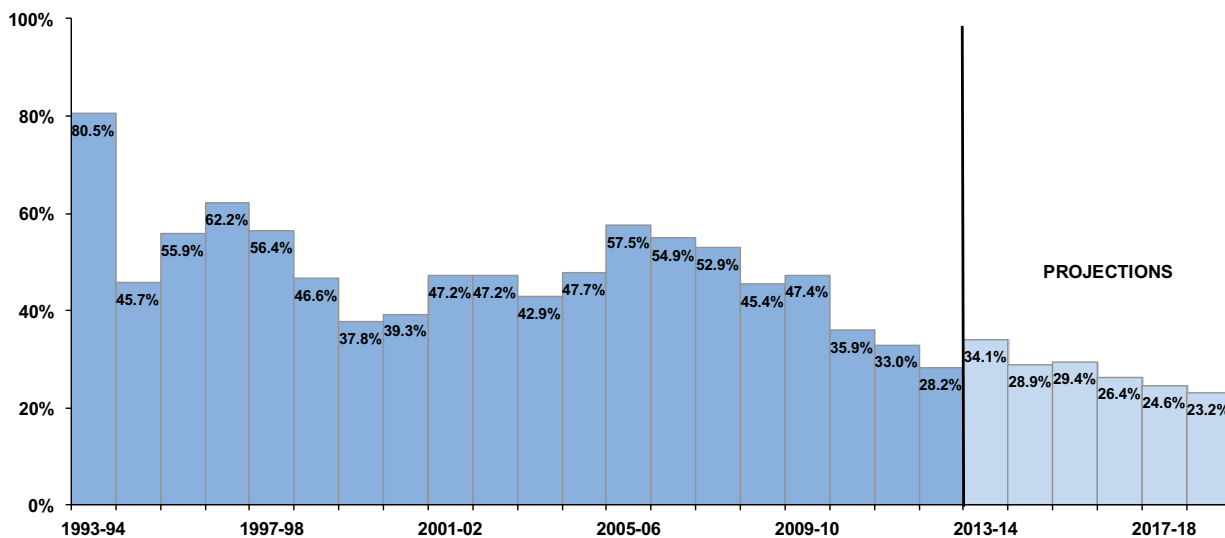
The Comptroller’s 2009 report, *The Dedicated Highway and Bridge Trust Fund: Where Did the Money Go?*, found that the purpose of the Trust Fund had shifted from support for the State’s capital highway and bridge program to a broader transportation funding program. The decline in cash support for the State’s highway and bridge program illustrates the scope and significance of this trend, which has continued unabated.

The standard measure of cash financing, called pay-as-you-go or PAYGO, is the amount of cash the State dedicates to pay for capital expenses. It is an alternative to debt, which must be repaid over time with interest. Some debt is appropriate for capital projects because it spreads the cost of a project over a longer period of time so it can be paid for by more of the project’s beneficiaries. However, when payment of debt service becomes the principal use of the Fund, the State’s ability to fund highway and bridge capital projects is severely constrained.

For the purpose of this report, Trust Fund PAYGO is defined as the ratio of dedicated revenue (after debt service has been paid) to total Fund disbursements for Capital Projects and State Operations. Figure 5 shows Trust Fund PAYGO financing over the life of the Fund, along with projections based on the SFY 2014-15 Executive Budget Capital Program and Financing Plan. The chart shows that support from dedicated taxes and fees to the Fund is projected to fall from 28.2 percent in SFY 2012-13 to 23.2 percent by SFY 2018-19.

Figure 5

Trust Fund PAYGO Percentages



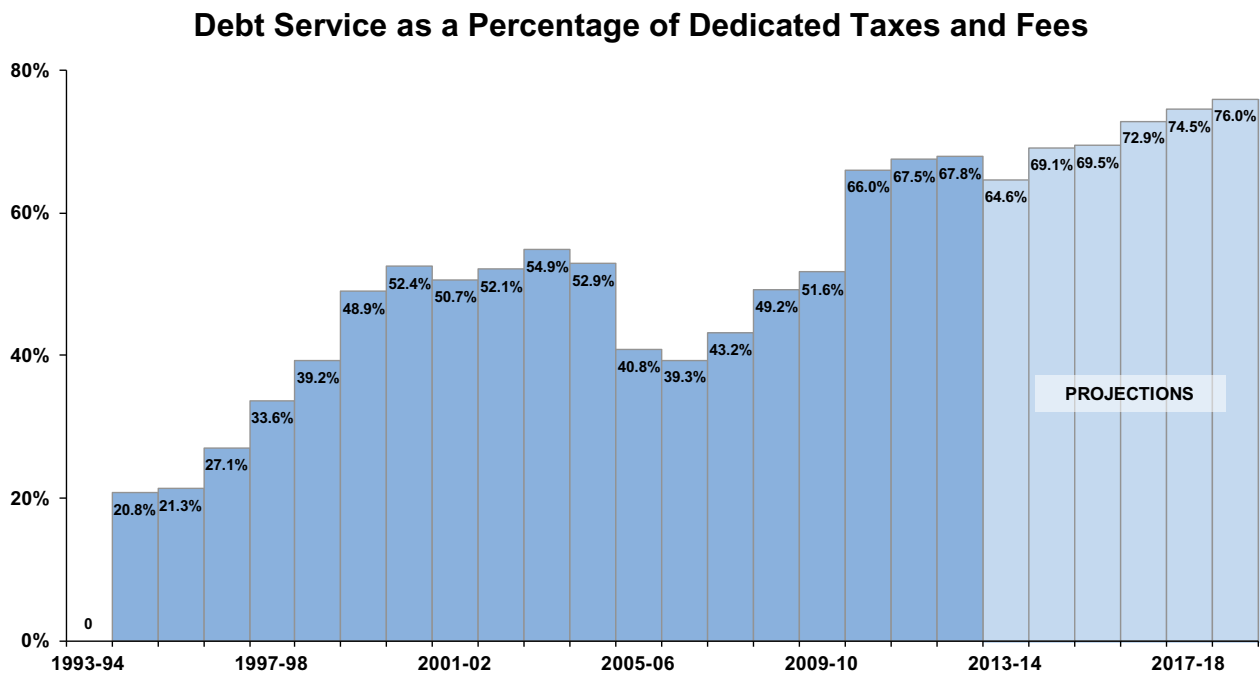
Sources: Actual Results (SFY 1993-94 to SFY 2012-13) – Office of the State Comptroller, Projected Results (SFY 2013-14 to SFY 2018-19) – Office of the State Comptroller calculations based on SFY 2014-15 Executive Budget Capital Plan figures

Though the Trust Fund was originally conceived to provide a dedicated stream of revenues for investments in New York’s transportation infrastructure, the majority of the Fund’s resources are use to pay debt service costs and operating expenses, no longer fulfilling its original mission.

Debt Issues and Debt Service

When the Fund was created, less than one-quarter of dedicated tax and fee revenue went to pay debt service. That proportion is now more than two-thirds, and projected to rise further in coming years, as shown in Figure 6.

Figure 6



Sources: Actual Results (SFY 1993-94 to SFY 2012-13) – Office of the State Comptroller, Projected Results (SFY 2013-14 to SFY 2018-19) – Office of the State Comptroller calculations based on Division of the Budget Capital Plan

In recent years, the State has consolidated State-Supported bond issuances into fewer bond programs (for example, Personal Income Tax Bonds, Sales Tax Revenue Bonds and General Obligation bonds). Due in part to this consolidation, the State does not report separately on the amount of debt issued, debt outstanding, and debt retired with respect to bonds issued for the Dedicated Highway and Bridge Trust Fund Program.

Conclusion

The creation of the Dedicated Highway and Bridge Trust Fund in 1991 represented a recognition that critical transportation infrastructure should be funded on a consistent, reliable basis, investing resources today for the long-term good of the State. Trust Fund

PAYGO, which accounted for more than half the Fund's expenditures on average during its first five years, is projected to fall below 35 percent in SFY 2013-14 and is projected to decline further in the future. The Fund is now primarily devoted to repaying past borrowing and supporting current operating expenses, no longer fulfilling its original mission.

The State should set realistic goals for the proportions of Fund expenditures that are devoted to capital investment, and used for Trust Fund PAYGO financing. Such goals should allow for the volatility of revenues due to fluctuations in the economy, and must take into account existing debt-related commitments of Fund resources. Over time, the State should reduce its use of Fund resources for operating expenditures and increase the level of PAYGO financing for capital purposes, with a commitment to maintaining such changes for the long term.

Much has changed since the Dedicated Highway and Bridge Trust Fund was created nearly a quarter of a century ago. The State is now developing a statewide capital planning process through the New York Works Task Force. This process should include a comprehensive review of all capital resources and their uses. New contracting and funding mechanisms, such as design-build and public-private partnerships, are in use or under active consideration. The Dedicated Highway and Bridge Trust Fund is one important piece of a broader picture. Restoring a reliable, predictable system for investment in long-term transportation assets should be one part of a comprehensive effort to make New York's capital funding and planning more unified, efficient and affordable.

Appendix A – Dedicated Revenue Sources

The Dedicated Highway and Bridge Trust Fund receives revenues from six dedicated taxes and fees as well as a large number of miscellaneous sources. Taxes and fees accounted for 60.4 percent of the Fund's resources in SFY 2012-13. Receipts accruing from four of the six major sources are split with one or more other State funds, as explained below.

- **Petroleum Business Tax (PBT):** This tax is the largest contributor to the Fund and accounted for 31 percent of tax and fee collections (or 18.7 percent of all Fund revenues) in SFY 2012-13.
 - **DHBTf Share:** 63 percent of the first \$7.5 million in basic tax receipts, 50.6 percent of remaining basic tax, and 100 percent of the carrier tax and supplemental tax, per Tax Law §301-j.
 - **Statutory authority:** Article 13-A of the Tax Law imposes base and supplemental petroleum business taxes, which are levied as privilege taxes on petroleum businesses operating in New York State and are imposed at different points in the distribution cycle, depending on the type of fuel.
- **Motor Vehicle Fees:** Various fees charged for motor vehicle licenses accounted for 38.9 percent of total tax and fee collections (23.5 percent of all Fund revenues) in SFY 2012-13.
 - **DHBTf Share:** 45.5 percent of base registration fees, 34.3 percent of remaining base registration fees, and ten percent of base TMT non-registration fees, and 63 percent of remaining non-registration fees, per VTL § 401.
 - **Statutory authority:** Article 14 of the Vehicle and Traffic Law (VTL). Motor vehicle fees include vehicle registrations, driver licensing fees and other types of fees.
- **Motor Fuel Tax:** This tax accounted for 19 percent of tax and fee collections (11.5 percent of all Fund revenues) in SFY 2012-13.
 - **DHBTf Share:** 50 percent of the 8 cent per gallon gasoline tax, plus 63 percent of the remaining 50 percent of the gasoline tax, and 63 percent of the diesel fuel tax, per Tax Law § 289-e.
 - **Statutory authority:** Article 12-A of the Tax Law imposes a tax of eight cents per gallon on gasoline (comprising a four-cent regular tax, a three-cent additional tax and a one-cent supplemental tax). The tax is also imposed on diesel motor fuel; this rate had been ten cents per gallon until it was lowered to eight cents in 1996.
- **Highway and Fuel Use Taxes:** These taxes accounted for 7.1 percent of total tax and fee collections (4.3 percent of all Fund revenues) in SFY 2012-13.
 - **DHBTf Share:** 100 percent.
 - **Statutory authority:** Articles 21 and 21-a of the Tax Law comprise three distinct revenue streams: the truck mileage tax (base tax plus supplemental tax) is roughly 75 percent of these revenues, the fuel use tax (on fuel purchased outside New York, but used on New York highways) is approximately 20 percent of revenues and highway use permit fees make up the remainder.
- **Auto Rental Tax:** This tax accounted for 3.3 percent of tax and fee collections (2.0 percent of all Fund revenues) in SFY 2012-13.
 - **DHBTf Share:** 100 percent.
 - **Statutory authority:** Article 28-A of the Tax Law imposes a 5.0 percent tax on car rentals.

- **Transmission and Transportation Taxes:** These taxes collectively accounted for 0.7 percent of tax and fee collections (0.4 percent of all Fund revenues) in SFY 2012-13.
 - **DHBFT Share:** 20 percent.
 - **Statutory authority:** Article 9 of the Tax Law imposes franchise taxes on transmission and transportation companies, including telecommunications, trucking, railroad and other transportation companies. The SFY 2013-14 Enacted Budget extended the current distribution of revenue collected under Sections 183 and 184 for an additional five years through March 31, 2018.

Miscellaneous Revenues

Miscellaneous revenues accounted for 1.5 percent of all Fund revenues in SFY 2012-13:

- Fines, fees and penalties for working without a permit in State highway rights of way (Highway Law § 52). These fees were increased on September 1, 2009.
- Fees for participation in “Official Business Directional Sign Program” (Highway Law, § 88, Subsections (5), (8) and (12)).
- DOT permits and lease revenue (Public Authorities Law, § 385(1) (a)).
- Inspector application fees (VTL, § 304-a (d)).
- Certification of Inspection fee established on April 1, 2004. (VTL § 305(1)(a)(2)(d)).
- Dealer or Transporter registration fees on April 1, 2004 (VTL § 415 (6-a)).
- Title Application fees (VTL § 2125(g)).
- DOT document fees (State Finance Law § 89-b).
- Overweight vehicle fees, fines and penalties (VTL § 385(15)).
- Any other moneys credited or transferred into the Fund (State Finance Law, § 89-b).
- Revenues received by DOT for providing services or renting machinery and equipment to local governments pursuant to agreements in accord with General Municipal Law § 99-r (State Finance Law § 89-b).
- The Driver Responsibility Assessment (VTL § 503(4), § 1199(2)).
- Fees charged for certain documents by DOT (Legislative Law § 15).
- All proceeds from increases established through amendments to the VTL taking effect on September 1, 2009, including:
 - In-transit permit fees (VTL § 401-a).
 - Cab card and trip permit fees (VTL §405-c).
 - Special number license plate fees (VTL § 411-a and § 404).
 - Learner’s permit/license and license renewal fees (VTL §503(2)(b) & (c)).
 - Photo image fee increase (VTL § 503(2)(f)).
 - Motorcycle registration fees (VTL §411-b).
 - Dealer issued temporary registration fee (VTL §420-a).
 - Motorboat registration fees and surcharges (VTL §2251).
 - ATV registration fees (VTL §2282).
- A portion of the following fees, increased on September 1, 2009:
 - Junk and salvage vehicle physical examination fee (VTL §430).
 - Civil penalty for reinstatement of registration revoked due to lack of insurance (VTL §318(1-a)(b))
- Certain other vehicle and traffic-related fees.

Appendix B – Dedicated Highway and Bridge Trust Fund Receipts & Disbursements

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00
RECEIPTS	\$477,240,196	\$1,250,783,761	\$1,582,979,340	\$1,306,893,694	\$1,413,717,088	\$1,709,320,566	\$1,892,660,265
TAXES & FEES	\$477,240,196	\$675,784,228	\$885,697,340	\$893,650,791	\$933,303,204	\$1,011,432,007	\$1,011,145,135
Motor Fuel Tax	\$212,211,391	\$212,513,511	\$220,460,599	\$210,834,541	\$218,896,038	\$221,288,715	\$225,358,071
Auto Rental Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Use Tax	\$163,347,535	\$189,160,560	\$170,003,839	\$157,314,191	\$164,810,387	\$168,666,521	\$150,224,973
Petroleum Business Tax	\$55,025,837	\$228,981,683	\$432,842,905	\$454,060,427	\$476,500,781	\$513,302,609	\$505,662,875
Transmission (Corporate) Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Motor Vehicle Fees	\$46,655,433	\$45,128,474	\$62,389,998	\$71,441,631	\$73,095,998	\$108,174,163	\$129,899,216
BONDS	\$0	\$574,999,533	\$697,282,000	\$412,871,467	\$479,739,000	\$697,000,248	\$859,500,000
MISCELLANEOUS REVENUES	\$0	\$0	\$0	\$371,436	\$674,884	\$888,311	\$22,015,130
TRANSFERS FROM OTHER FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Funds (Including ARRA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Capital Projects Fund (GO Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Passenger Facility Charge Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Safety Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DISBURSEMENTS	\$592,593,519	\$1,312,640,483	\$1,435,422,431	\$1,290,489,186	\$1,413,704,775	\$1,716,892,841	\$1,900,181,966
LOCAL ASSISTANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE OPERATIONS	\$99,584,810	\$119,602,079	\$122,712,845	\$124,875,850	\$120,107,315	\$150,776,971	\$169,367,613
GENERAL STATE CHARGES	\$3,145,607	\$13,716,929	\$11,903,742	\$15,321,636	\$15,377,480	\$12,249,636	\$10,154,037
CAPITAL PROJECTS	\$293,233,533	\$723,669,640	\$753,690,714	\$591,438,031	\$603,912,027	\$769,780,435	\$795,388,028
TRANSFERS OUT	\$196,629,570	\$455,651,835	\$547,115,131	\$558,853,668	\$674,307,952	\$784,085,799	\$925,272,288
Debt Service: Authority Bonds	\$0	\$44,140,507	\$116,986,300	\$148,362,000	\$200,123,000	\$260,173,000	\$339,022,000
Debt Service: CHIPs Bonds (All Types)	\$0	\$96,130,000	\$71,873,000	\$93,730,000	\$113,920,000	\$136,915,000	\$166,570,000
IT Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Engineering Services Fund	\$196,629,570	\$315,381,328	\$357,437,306	\$316,761,668	\$360,264,952	\$386,997,799	\$419,680,288
State Special Revenue Fund	\$0	\$0	\$818,525	\$0	\$0	\$0	\$0
DISBURSEMENTS BY FUNCTION							
Capital	\$293,233,533	\$723,669,640	\$753,690,714	\$591,438,031	\$603,912,027	\$769,780,435	\$795,388,028
Capital - percent of disbursements	49.48%	55.13%	52.51%	45.83%	42.72%	44.84%	41.86%
Capital - annual growth percent	\$0	146.79%	4.15%	-21.53%	2.11%	27.47%	3.33%
Debt Service	\$0	\$140,270,507	\$188,859,300	\$242,092,000	\$314,043,000	\$397,088,000	\$505,592,000
Debt - percent of disbursements	\$0	10.69%	13.16%	18.76%	22.21%	23.13%	26.61%
Debt - annual growth percent	\$0	\$0	34.64%	28.19%	29.72%	26.44%	27.32%
State Ops & State Engineering Services	\$299,359,987	\$448,700,336	\$492,872,418	\$456,959,154	\$495,749,748	\$550,024,406	\$599,201,937
State Ops - percent of disbursements	50.52%	34.18%	34.34%	35.41%	35.07%	32.04%	31.53%
State Ops - annual percent growth		49.89%	9.84%	-7.29%	8.49%	10.95%	8.94%
PAYGO - Dedicated revenue minus debt service	\$477,240,196	\$535,513,721	\$696,838,040	\$651,930,227	\$619,935,088	\$615,232,318	\$527,568,265
PAYGO as % of total Capital & State Operations disbursements	80.5%	45.7%	55.9%	62.2%	56.4%	46.6%	37.8%

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07
RECEIPTS	\$2,019,430,643	\$2,124,293,880	\$2,071,577,972	\$3,106,983,784	\$2,861,166,258	\$2,497,096,164	\$2,891,830,675
TAXES & FEES	\$1,124,961,369	\$1,393,020,863	\$1,578,301,296	\$1,643,943,920	\$1,749,960,552	\$1,767,189,225	\$1,781,316,451
Motor Fuel Tax	\$323,291,259	\$320,580,902	\$356,209,964	\$410,410,278	\$419,494,568	\$419,767,171	\$405,792,483
Auto Rental Tax	\$0	\$0	\$37,190,868	\$38,592,939	\$39,823,585	\$42,302,565	\$45,495,165
Highway Use Tax	\$155,075,065	\$148,279,893	\$146,829,696	\$146,612,215	\$151,386,404	\$160,164,396	\$152,669,598
Petroleum Business Tax	\$489,286,457	\$553,566,710	\$568,123,929	\$580,253,731	\$598,585,839	\$631,504,393	\$603,896,745
Transmission (Corporate) Taxes	\$0	\$0	\$0	\$0	\$16,136,581	\$18,399,727	\$17,097,858
Motor Vehicle Fees	\$157,308,588	\$370,593,358	\$469,946,840	\$468,074,757	\$524,533,574	\$495,050,973	\$556,364,603
BONDS	\$875,000,000	\$710,000,000	\$473,000,000	\$1,260,000,000	\$770,000,000	\$404,000,000	\$725,947,000
MISCELLANEOUS REVENUES	\$19,469,274	\$21,273,017	\$20,276,676	\$65,508,565	\$82,336,981	\$84,295,065	\$103,149,518
TRANSFERS FROM OTHER FUNDS	\$0	\$0	\$0	\$137,531,299	\$258,868,725	\$241,611,875	\$281,417,706
Federal Funds (Including ARRA)	\$0	\$0	\$0	\$132,312,584	\$254,266,725	\$241,611,875	\$272,438,782
General Fund	\$0	\$0	\$0	\$0	\$4,602,000	\$0	\$0
State Capital Projects Fund (GO Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$8,978,924
Passenger Facility Charge Fund	\$0	\$0	\$0	\$218,715	\$0	\$0	\$0
Transportation Safety Fund	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0
DISBURSEMENTS	\$1,985,322,494	\$2,193,997,567	\$2,455,882,179	\$2,735,969,242	\$2,778,434,775	\$2,660,642,364	\$2,824,061,475
LOCAL ASSISTANCE	\$689,683	\$1,180,815	\$97,179	\$85,200	\$131,041	\$0	\$0
STATE OPERATIONS	\$199,136,453	\$374,135,871	\$411,394,782	\$788,033,198	\$813,534,691	\$869,699,831	\$919,376,904
GENERAL STATE CHARGES	\$10,220,899	\$139,674	\$52,975,908	\$132,223,040	\$169,528,009	\$255,059,231	\$243,462,575
CAPITAL PROJECTS	\$757,389,336	\$701,388,090	\$770,268,463	\$771,294,446	\$776,336,412	\$727,291,673	\$906,891,616
TRANSFERS OUT	\$1,017,886,123	\$1,117,153,117	\$1,221,243,026	\$1,044,418,558	\$1,019,035,663	\$808,591,630	\$754,531,215
Debt Service: Authority Bonds	\$407,923,000	\$493,204,000	\$586,299,000	\$690,150,000	\$708,385,000	\$474,325,000	\$440,297,000
Debt Service: CHIPs Bonds (All Types)	\$192,084,000	\$223,207,500	\$245,901,000	\$247,852,000	\$260,078,000	\$281,608,798	\$300,823,835
IT Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Engineering Services Fund	\$417,879,123	\$400,741,617	\$389,043,026	\$106,416,558	\$50,572,663	\$52,657,832	\$12,985,545
State Special Revenue Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DISBURSEMENTS BY FUNCTION							
Capital	\$757,389,336	\$701,388,090	\$770,268,463	\$771,294,446	\$776,336,412	\$727,291,673	\$906,891,616
Capital - percent of disbursements	38.15%	31.97%	31.36%	28.19%	27.94%	27.34%	32.11%
Capital - annual growth percent	-4.78%	-7.39%	9.82%	0.13%	0.65%	-6.32%	24.69%
Debt Service	\$600,007,000	\$716,411,500	\$832,200,000	\$938,002,000	\$968,463,000	\$755,933,798	\$741,120,835
Debt - percent of disbursements	30.22%	32.65%	33.89%	34.28%	34.86%	28.41%	26.24%
Debt - annual growth percent	18.67%	19.40%	16.16%	12.71%	3.25%	-21.94%	-1.96%
State Ops & State Engineering Services	\$627,926,158	\$776,197,977	\$853,510,895	\$1,026,757,996	\$1,033,766,404	\$1,177,416,894	\$1,175,825,024
State Ops - percent of disbursements	31.63%	35.38%	34.75%	37.53%	37.21%	44.25%	41.64%
State Ops - annual percent growth	4.79%	23.61%	9.96%	20.30%	0.68%	13.90%	-0.14%
PAYGO - Dedicated revenue minus debt service	\$544,423,643	\$697,882,380	\$766,377,972	\$771,450,485	\$863,834,533	\$1,095,550,492	\$1,143,345,134
PAYGO as % of total Capital & State Operations disbursements	39.3%	47.2%	47.2%	42.9%	47.7%	57.5%	54.9%

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total to Date*
RECEIPTS	\$2,978,640,388	\$3,059,652,092	\$3,092,545,315	\$3,364,683,165	\$3,411,622,107	\$3,388,511,731	\$3,736,088,000	\$50,237,717,084
TAXES & FEES	\$1,833,693,835	\$1,773,218,237	\$1,848,803,590	\$1,924,873,251	\$1,894,825,453	\$2,046,383,000	\$2,079,200,000	\$30,327,943,943
Motor Fuel Tax	\$414,672,388	\$398,311,144	\$401,099,098	\$407,725,094	\$396,352,000	\$389,256,000	\$395,000,000	\$6,979,525,214
Auto Rental Tax	\$46,972,609	\$60,701,637	\$51,725,692	\$60,032,000	\$65,000,000	\$68,028,000	\$71,000,000	\$626,865,059
Highway Use Tax	\$147,955,858	\$140,907,045	\$137,246,610	\$129,162,478	\$132,129,153	\$145,008,000	\$140,000,000	\$3,196,954,416
Petroleum Business Tax	\$640,793,825	\$613,363,643	\$612,501,909	\$605,944,780	\$611,614,295	\$633,513,000	\$658,200,000	\$11,067,526,372
Transmission (Corporate) Taxes	\$15,086,118	\$17,940,973	\$19,640,878	\$16,400,381	\$13,277,280	\$14,648,000	\$15,000,000	\$163,627,796
Motor Vehicle Fees	\$568,213,037	\$541,993,796	\$626,589,403	\$705,608,933	\$676,452,725	\$795,930,000	\$800,000,000	\$8,293,445,501
BONDS	\$719,053,000	\$570,000,000	\$488,965,000	\$423,654,562	\$541,237,438	\$477,933,000	\$807,640,000	\$12,967,822,248
MISCELLANEOUS REVENUES	\$136,616,864	\$156,450,468	\$146,079,531	\$151,875,285	\$171,382,217	\$49,439,512	\$56,492,000	\$1,288,594,733
TRANSFERS FROM OTHER FUNDS	\$289,276,689	\$559,983,386	\$608,697,194	\$864,280,067	\$804,177,000	\$814,756,219	\$792,756,000	\$5,653,356,160
Federal Funds (Including ARRA)	\$262,938,054	\$294,417,286	\$216,536,850	\$255,880,117	\$334,764,000	\$286,600,000	\$390,782,000	\$2,942,548,273
General Fund	\$12,708,000	\$237,187,000	\$359,808,000	\$586,602,000	\$448,883,000	\$519,207,000	\$401,974,000	\$2,570,971,000
State Capital Projects Fund (GO Bonds)	\$13,630,635	\$28,379,100	\$32,352,344	\$21,797,950	\$20,530,000	\$2,016,000	\$0	\$127,684,953
Passenger Facility Charge Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$218,715
Transportation Safety Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
DISBURSEMENTS	\$2,966,952,250	\$3,108,452,941	\$3,066,307,157	\$3,343,937,875	\$3,439,356,684	\$3,820,989,661	\$3,608,148,000	\$50,650,379,865
LOCAL ASSISTANCE	\$0	\$36,472,896	\$33,037,857	\$12,066,823	\$11,849,023	\$2,709,077	\$0	\$98,319,594
STATE OPERATIONS	\$999,713,080	\$1,035,690,443	\$1,018,987,991	\$1,049,420,380	\$999,720,722	\$1,257,443,000	\$1,316,433,000	\$12,959,747,830
GENERAL STATE CHARGES	\$262,748,859	\$271,118,997	\$301,496,231	\$294,900,535	\$298,852,645	\$295,054,204	included in SO	\$2,669,649,874
CAPITAL PROJECTS	\$842,409,586	\$813,882,771	\$679,399,068	\$618,045,492	\$737,914,293	\$847,834,000	\$904,696,000	\$15,386,153,655
TRANSFERS OUT	\$861,851,399	\$951,287,833	\$1,033,386,010	\$1,369,504,645	\$1,391,020,000	\$1,417,949,380	\$1,387,019,000	\$19,536,793,842
Debt Service: Authority Bonds	\$488,790,410	\$545,535,000	\$598,367,000	\$900,349,000	\$921,392,000	\$926,992,000	\$915,478,000	\$10,206,293,217
Debt Service: CHIPS Bonds (All Types)	\$361,468,745	\$403,853,000	\$431,946,000	\$466,322,000	\$469,165,000	\$490,957,380	\$462,019,000	\$5,516,424,258
IT Services	\$0	\$0	\$0	\$0	\$0	\$0	\$9,522,000	\$9,522,000
State Engineering Services Fund	\$11,592,244	\$1,899,833	\$3,073,010	\$2,833,645	\$463,000	\$0	\$0	\$3,803,311,007
State Special Revenue Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$818,525
DISBURSEMENTS BY FUNCTION								
Capital	\$842,409,586	\$813,882,771	\$679,399,068	\$618,045,492	\$737,914,293	\$847,834,000	\$904,696,000	\$15,386,153,655
Capital - percent of disbursements	28.39%	26.18%	22.16%	18.48%	21.46%	22.19%	25.07%	30.38%
Capital - annual growth percent	-7.11%	-3.39%	-16.52%	-9.03%	19.39%	14.90%	6.71%	
Debt Service	\$850,259,155	\$949,388,000	\$1,030,313,000	\$1,366,671,000	\$1,390,557,000	\$1,417,949,380	\$1,377,497,000	\$15,722,717,475
Debt - percent of disbursements	28.66%	30.54%	33.60%	40.87%	40.43%	37.11%	38.18%	31.04%
Debt - annual growth percent	14.73%	11.66%	8.52%	32.65%	1.75%	1.97%	-2.85%	
State Ops & State Engineering Services	\$1,274,054,184	\$1,345,182,170	\$1,356,595,089	\$1,359,221,383	\$1,310,885,390	\$1,555,206,281	\$1,325,955,000	\$19,541,368,830
State Ops - percent of disbursements	42.94%	43.27%	44.24%	40.65%	38.11%	40.70%	36.75%	38.58%
State Ops - annual percent growth	8.35%	5.58%	0.85%	0.19%	-3.56%	18.64%	-14.74%	
PAYGO - Dedicated revenue minus debt service	\$1,120,051,544	\$980,280,706	\$964,570,121	\$710,077,536	\$675,650,669	\$677,873,132	\$758,195,000	\$15,893,821,201
PAYGO as % of total Capital & State Operations disbursements	52.9%	45.4%	47.4%	35.9%	33.0%	28.2%	34.0%	45.5%

* Includes preliminary estimates for SFY 2013-14 as provided in the SFY 2014-15 Executive Budget.

	2014-15	2015-16	2016-17	2017-18	2018-19	Total Next 5 Years	Total 1993-2019
RECEIPTS	\$3,669,579,000	\$3,608,657,000	\$3,678,163,000	\$3,754,837,000	\$3,809,146,000	\$18,520,382,000	\$68,758,099,084
TAXES & FEES	\$2,009,907,000	\$2,006,407,000	\$2,015,407,000	\$2,030,507,000	\$2,050,207,000	\$10,112,435,000	\$40,440,378,943
Motor Fuel Tax	\$396,600,000	\$397,300,000	\$401,300,000	\$405,300,000	\$406,800,000	\$2,007,300,000	\$8,986,825,214
Auto Rental Tax	\$74,000,000	\$77,000,000	\$80,000,000	\$84,000,000	\$88,000,000	\$403,000,000	\$1,029,865,059
Highway Use Tax	\$141,000,000	\$151,000,000	\$147,000,000	\$149,000,000	\$160,000,000	\$748,000,000	\$3,944,954,416
Petroleum Business Tax	\$649,300,000	\$632,100,000	\$638,100,000	\$643,200,000	\$646,400,000	\$3,209,100,000	\$14,276,626,372
Transmission (Corporate) Taxes	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$75,000,000	\$238,627,796
Motor Vehicle Fees	\$734,007,000	\$734,007,000	\$734,007,000	\$734,007,000	\$734,007,000	\$3,670,035,000	\$11,963,480,501
BONDS	\$606,284,000	\$557,906,000	\$526,624,000	\$523,817,000	\$509,476,000	\$2,724,107,000	\$15,691,929,248
MISCELLANEOUS REVENUES	\$69,294,000	\$72,350,000	\$72,977,000	\$73,500,000	\$74,015,000	\$362,136,000	\$1,650,730,733
TRANSFERS FROM OTHER FUNDS	\$984,094,000	\$971,994,000	\$1,063,155,000	\$1,127,013,000	\$1,175,448,000	\$5,321,704,000	\$10,975,060,160
Federal Funds (Including ARRA)	\$307,987,000	\$303,366,000	\$309,868,000	\$318,578,000	\$324,912,000	\$1,564,711,000	\$4,507,259,273
General Fund	\$673,250,000	\$666,948,000	\$751,516,000	\$807,658,000	\$849,591,000	\$3,748,963,000	\$6,319,934,000
State Capital Projects Fund (GO Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$127,684,953
Passenger Facility Charge Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$218,715
Transportation Safety Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
DISBURSEMENTS	\$3,669,579,000	\$3,608,657,000	\$3,678,163,000	\$3,754,837,000	\$3,820,876,000	\$18,532,112,000	\$69,182,491,865
LOCAL ASSISTANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$98,319,594
STATE OPERATIONS	\$1,332,957,000	\$1,362,523,000	\$1,384,001,000	\$1,406,574,000	\$1,435,831,000	\$6,921,886,000	\$19,881,633,830
GENERAL STATE CHARGES	included in SO	included in SO	included in SO	included in SO	included in SO	\$0	\$2,669,649,874
CAPITAL PROJECTS	\$862,931,000	\$765,837,000	\$736,269,000	\$744,529,000	\$734,922,000	\$3,844,488,000	\$19,230,641,655
TRANSFERS OUT	\$1,473,691,000	\$1,480,297,000	\$1,557,893,000	\$1,603,734,000	\$1,650,123,000	\$7,765,738,000	\$27,302,531,842
Debt Service: Authority Bonds	\$877,326,000	\$852,027,000	\$822,065,000	\$817,347,000	\$808,709,000	\$4,177,474,000	\$14,383,767,217
Debt Service: CHIPs Bonds (All Types)	\$556,618,000	\$588,523,000	\$696,081,000	\$746,640,000	\$801,667,000	\$3,389,529,000	\$8,905,953,258
IT Services	\$39,747,000	\$39,747,000	\$39,747,000	\$39,747,000	\$39,747,000	\$198,735,000	\$208,257,000
State Engineering Services Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$3,803,311,007
State Special Revenue Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$818,525
DISBURSEMENTS BY FUNCTION							
Capital	\$862,931,000	\$765,837,000	\$736,269,000	\$744,529,000	\$734,922,000	\$3,844,488,000	\$19,230,641,655
Capital - percent of disbursements	23.52%	21.22%	20.02%	19.83%	19.23%	20.75%	27.80%
Capital - annual growth percent	-4.62%	-95.02%	-14.68%	-2.78%	-0.18%		
Debt Service	\$1,433,944,000	\$1,440,550,000	\$1,518,146,000	\$1,563,987,000	\$1,610,376,000	\$7,567,003,000	\$23,289,720,475
Debt - percent of disbursements	39.08%	39.92%	41.27%	41.65%	42.15%	40.83%	33.66%
Debt - annual growth percent	4.10%	-90.84%	5.87%	8.57%	6.08%		
State Ops & State Engineering Services	\$1,372,704,000	\$1,402,270,000	\$1,423,748,000	\$1,446,321,000	\$1,475,578,000	\$7,120,621,000	\$26,661,989,830
State Ops - percent of disbursements	37.41%	38.86%	38.71%	38.52%	38.62%	38.42%	38.54%
State Ops - annual percent growth	3.53%	-92.82%	3.72%	3.14%	3.64%		
PAY GO - Dedicated revenue minus debt service	\$645,257,000	\$638,207,000	\$570,238,000	\$540,020,000	\$513,846,000	\$2,907,568,000	\$18,801,389,201
PAY GO as % of total Capital & State Operations disbursements	28.9%	29.4%	26.4%	24.6%	23.2%	26.5%	41.0%

Note: Estimates for SFY 2018-19 are as projected in the SFY 2014-15 Executive Budget.