

DOES THE HIGHWAY FUND NEED TO BE CAPPED BY TABOR?

	Population*		Inflation**		TABOR Limit	Highway Fund Under TABOR	Highway Fund Actual***	TABOR IMPACT^
1990	1,231,296		130.7			(Had TABOR been enacted in 1994)		
		0.34%		4.21%	4.5%			
1991	1,235,439		136.2			-	-	-
		0.03%		3.01%	3.0%			
1992	1,235,748		140.3			-	-	-
		0.20%		2.99%	3.2%			
1993	1,238,256		144.5			-	-	-
		-0.05%		2.56%	2.5%			
1994	1,237,687		148.2			212,105,290	=	212,105,290
		-0.02%		2.83%	2.8%			
1995	1,237,438		152.4			218,073,699		217,412,730
		0.32%		2.95%	3.3%			660,969
1996	1,241,436		156.9			225,217,451		254,214,918
		0.30%		2.29%	2.6%			(28,997,467)
1997	1,245,215		160.5			231,070,539		220,942,617
		0.19%		1.56%	1.7%			10,127,922
1998	1,247,554		163			235,103,809		221,876,271
		0.44%		2.21%	2.6%			13,227,538
1999	1,253,040		166.6			241,330,132		244,163,962
		1.94%		3.36%	5.3%			(2,833,830)
2000	1,277,393		172.2			254,132,353		262,918,938
		0.72%		2.85%	3.6%			(8,786,585)
2001	1,286,633		177.1			263,202,023		273,117,902
		0.86%		1.58%	2.4%			(9,915,879)
2002	1,297,750		179.9			269,637,486		281,984,017
		0.88%		2.28%	3.2%			(12,346,531)
2003	1,309,205		184.0			278,162,683		288,246,084
		0.61%		2.66%	3.3%			(10,083,401)
2004	1,317,253		188.9			287,280,210		312,027,986
		0.32%		3.39%	3.7%			(24,747,776)
2005	1,321,505		195.3			297,940,687		326,078,155
								(28,137,468)

Sources:

- * Population: www.census.gov/popest/archives/
- ** Inflation: www.bls.gov/cpi/#data
- *** Highway Fund Actual Expenditures: www.maine.gov/legis/ofpr/hf.htm
- ^ Impact Analysis makes two assumptions:

(1) the Limit would not be overridden, and, (2) if TABOR allowed more spending than actual, the higher spending would have occurred.

Totals: 2,801,151,071 2,902,983,580 (101,832,509)

